NACOmatic

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AR Min Alt#1 - 12
AR Min Rdr#1 - 16
AR Min TO#1 - 21
LA Min Alt#4 - 257
LA Min Rdr#4 - 261
LA Min TO#4 - 269
MS Min Alt#4 - 525
MS Min Rdr#4 - 529
MS Min TO#4 - 537
OK Min Alt#1 - 766
OK Min Rdr#1 - 770
OK Min TO#1 - 775
TX Min Alt#2 - 1107
TX Min Alt#3 - 1110
TX Min Alt#5 - 1113
TX Min Rdr#2 - 1115
TX Min Rdr#3 - 1119
TX Min Rdr#5 - 1125
TX Min TO#2 - 1126
TX Min TO#3 - 1135
TX Min TO#5 - 1144
00R - 2617
07F - 2018
0F2 - 1358
0M0 - 83
0M8 - 393
0R0 - 575
0R3 - 280
0R5 - 523
11R - 1366
15F - 2077
17K - 833
19M - 675
1F0 - 818
1F4 - 951
1K4 - 916
1L0 - 484
1O8 - 1073
1R7 - 567
1X1 - 2086
23R - 1784
25M - 736
2A2 - 70
2E3 - 2059
2F5 - 2571
2F7 - 1426
2K4 - 953
2O8 - 932
2R6 - 327
2R9 - 2508
2T1 - 2729
3F3 - 396
3F4 - 518
3F6 - 2757
3F7 - 834
3F9 - 2714
3M9 - 250
3R4 - 398
3R7 - 369
3R9 - 1274
3T5 - 2536
41F - 1812
42A - 170
45R - 2534
4F2 - 1398
4M3 - 64
4M9 - 74
4O4 - 941
4R7 - 339
50F - 1839
50R - 2621
51R - 2653
54T - 1305
5A4 - 711
5A6 - 760
5C1 - 2811
5F4 - 357
5M5 - 81
5R8 - 331
5T9 - 1792
60F - 2863
60R - 2735
6K4 - 905
6R1 - 522
6R3 - 1413
77F - 2987
7F3 - 1391
7M1 - 169
7M2 - 186
7M4 - 194
7M5 - 195
80F - 816
87I - 762
8F3 - 1469
8M1 - 565
8T6 - 2004
ABI - 1150
ACP - 468
ACT - 2939
ADH - 787
ADM - 821
ADS - 1474
AEX - 284
AFW - 1842
AGO - 165
ALI - 1172
AMA - 1179
AQO - 2618
ARA - 422
ARG - 244
ARM - 2958
ASD - 505
ASG - 222
ASL - 2659
ATA - 1272
AUS - 1279
AVK - 815
AWM - 253
AXH - 2091
AXS - 791
BAD - 314
BAZ - 2736
BBD - 1362
BDQ - 180
BEA - 1343
BFE - 1371
BFK - 836
BGD - 1354
BIF - 1815
BIX - 559
BKD - 1365
BKN - 830
BKS - 1809
BMQ - 1388
BMT - 1326
BPG - 1347
BPK - 182
BPT - 1330
BQP - 296
BRO - 1373
BTR - 300
BVO - 825
BVX - 40
BWD - 1380
BXA - 310
BYH - 51
BYY - 1301
CBM - 576
CDH - 61
CDS - 1406
CFD - 1385
CHK - 841
CKM - 569

CLK - 850
CLL - 1416
CNW - 2947
COM - 1415
COT - 1464
CPT - 1408
CQB - 838
CRP - 1427
CRS - 1458
CRT - 77
CRX - 598
CSM - 853
CUH - 859
CVB - 1401
CVK - 37
CWC - 2964
CWF - 379
CWS - 72
CXO - 2123
CZT - 1396
DAL - 1506
DEQ - 79
DFW - 1615
DHT - 1471
DKR - 1467
DLF - 1740
DRI - 335
DRT - 1753
DTN - 492
DTO - 1758
DUA - 865
DUC - 861
DUX - 1786
DWH - 2159
DYS - 1159
E01 - 2721
E11 - 1209
E19 - 2060
E30 - 1299
E38 - 1177
E41 - 1346
E42 - 2877
EBG - 1796
ECU - 2794
EFD - 2196
ELA - 1789
ELD - 85
ELK - 875
ELP - 1798
END - 877
ERV - 2509
ESF - 292
ETN - 1794
EYQ - 2244
F00 - 1351
F05 - 2933
F10 - 930
F14 - 2966
F17 - 1403
F22 - 1037
F24 - 403
F35 - 2019
F41 - 1808
F44 - 1271
F46 - 2796
F51 - 2986
F53 - 2727
F56 - 2880
F88 - 371
F98 - 2776
F99 - 937
FCY - 107
FDR - 915
FLP - 104
FSI - 906
FSM - 108
FST - 1835
FTW - 1873
FWS - 1902
FYV - 90
GAO - 347
GCM - 846
GDJ - 2023
GGG - 2623
GKY - 1243
GLE - 1963
GLH - 602
GLS - 1966
GMJ - 920
GNC - 2861
GNF - 615
GOK - 923
GPM - 2026
GPT - 621
GRK - 1824
GTR - 594
GTU - 2006
GUY - 927
GVT - 2051
GWO - 610
GYB - 2014
GYI - 2865
GZL - 1061
H34 - 137
H35 - 67
H68 - 1098
H70 - 2885
H71 - 1048
HBG - 636
HBR - 934
HBV - 2078
HBZ - 125
HDC - 352
HDO - 2089
HEE - 127
HEZ - 702
HHF - 1394
HHW - 940
HKA - 56
HKS - 651
HLR - 1818
HMY - 947
HOT - 133
HOU - 2274
HPY - 1317
HQZ - 2669
HRL - 2064
HRO - 120
HRX - 2083
HSA - 554
HSD - 978
HUM - 360
HYI - 2857
HZR - 463
IAH - 2329
IDL - 645
IER - 418
IKG - 2519
ILE - 2514
INJ - 2087
INK - 2983
IWS - 2389
JAN - 655
JAS - 2503
JBR - 143
JCT - 2506
JDD - 2715
JSO - 2501
JSV - 1049
JWG - 1100
JWY - 2713
JXI - 2017
L38 - 349

L39 - 394
L83 - 517
LAW - 943
LBB - 2633
LBX - 1210
LCH - 384
LFK - 2646
LFT - 372
LIT - 151
LIU - 2616
LLN - 2610
LLQ - 177
LMS - 676
LNC - 2575
LRD - 2599
LRF - 138
LTS - 795
LUD - 1737
LUL - 671
LVJ - 2423
LXY - 2695
LZZ - 2573
M16 - 733
M18 - 131
M19 - 187
M32 - 147
M36 - 60
M37 - 601
M40 - 548
M41 - 644
M43 - 731
M51 - 739
M70 - 205
M72 - 709
M73 - 33
M78 - 167
M79 - 480
M83 - 756
M89 - 35
MAF - 2697
MBO - 677
MCB - 682
MDD - 2711
MDF - 964
MEI - 686
MEZ - 172
MFE - 2662
MIO - 962
MJD - 728
MKN - 1425
MKO - 965
MKV - 400
MLC - 955
MLU - 408
MMS - 680
MNZ - 2061
MPE - 724
MPJ - 181
MRF - 2656
MSY - 428
MWL - 2718
MXA - 168
NBG - 445
NEW - 453
NFW - 1927
NGP - 1436
NMM - 695
NOG - 2747
NQI - 2521
O47 - 1046
O53 - 960
OCH - 2731
ODO - 2742
OJA - 1102
OKC - 984
OKM - 1032
OLV - 713
ONY - 2746
OPL - 471
ORG - 2754
ORK - 190
OSA - 2724
OSX - 669
OUN - 969
OWP - 1051
OZA - 2756
PBF - 200
PEQ - 2773
PEZ - 2781
PGR - 196
PIB - 640
PIL - 2784
PKV - 2787
PMU - 551
PNC - 1039
POE - 343
PPA - 2764
PQL - 720
PRX - 2769
PSN - 2760
PSX - 2758
PTN - 475
PVJ - 1035
PVW - 2778
PWA - 1001
PWG - 2952
PYX - 2775
RAS - 2782
RBD - 1557
RBO - 2789
RCE - 1010
RFI - 2080
RKP - 2791
RKR - 1043
RND - 2909
RNV - 572
ROG - 206
RPH - 2021
RQO - 869
RSN - 487
RUE - 213
RVS - 1075
RWV - 1393
RYW - 2570
SAT - 2813
SEP - 2882
SGR - 2434
SGT - 229
SHV - 496
SJT - 2799
SKF - 2830
SLG - 219
SLR - 2886
SNK - 2874
SNL - 1057
SOA - 2876
SPH - 509
SPS - 2968
SRC - 216
SRE - 1055
SSF - 2846
STF - 740
SUZ - 43
SWI - 2864
SWO - 1063
SWW - 2889
T00 - 1198
T15 - 2658
T23 - 1170
T27 - 1807
T30 - 2772
T41 - 2540
T45 - 2767

T51 - 2468
T59 - 2963
T65 - 2956
T69 - 2870
T74 - 2890
T78 - 2614
T82 - 1960
T85 - 2988
T92 - 2661
T93 - 1814
TDW - 1196
TFP - 2499
TIK - 1016
TKI - 1588
TME - 2469
TPL - 2891
TQH - 1070
TRL - 2897
TUL - 1082
TUP - 748
TVR - 514
TXK - 236
TYR - 2900
UBS - 593
UOX - 716
UTA - 745
UTS - 2496
UVA - 2929
UXL - 510
VBT - 46
VCT - 2934
VHN - 2931
VKS - 755
WDG - 899
WEA - 2955
WWR - 1104
XBP - 1369
XNA - 98

INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME — ALTERNATE MINIMUMS

ADA, OK

ADA MUNI ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.

ALTUS, OK

ALTUS/QUARTZ
MOUNTAIN RGNL ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR-A
VOR-B[1]
NA when local weather not available.
[1]NA when KLTS ATCT closed.

ARDMORE, OK

ARDMORE MUNI ..... **ILS or LOC Rwy 31**[13]
VOR-B[2]
[1]ILS,Category B, 700-2; Category C, 800-2; Category D, 800-2½. LOC, Category D, 800-2½.
[2]Category D, 800-2½.
[3]NA when control tower closed.

BARTLESVILLE, OK

BARTLESVILLE MUNI ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR Rwy 17
VOR/DME Rwy 35
NA when local weather not available.
Category D, 800-2¼.

BATESVILLE, AR

BATESVILLE RGNL ..... **RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 25
NA when local weather not available.

NAME — ALTERNATE MINIMUMS

BLYTHEVILLE, AR

ARKANSAS INTL ..... **ILS Rwy 18**
VOR Rwy 18
VOR Rwy 36
NA when using Blytheville Muni altimeter setting.

BLYTHEVILLE MUNI ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
NA when local weather not available.

CLAREMORE, OK

CLAREMORE RGNL ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.

CLINTON, OK

CLINTON-SHERMAN .... **ILS or LOC Rwy 17R**[12]
RNAV (GPS) Rwy 17R[34]
RNAV (GPS) Rwy 35L[34]
VOR Rwy 35L[15]
[1]NA when control tower closed.
[2]ILS, Category E, 700-2¼. LOC, Category E, 800-2¾.
[3]Category E, 800-2½.
[4]NA when local weather not available.
[5]Category E, 800-2¾.

CLINTON RGNL ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR/DME-A
NA when local weather not available.

CUSHING, OK

CUSHING MUNI ..... **NDB Rwy 36**
RNAV (GPS) Rwy 36
NA when local weather not available.

NAME ALTERNATE MINIMUMS

DEQUEEN, AR
J. LYNN HELMS
SEVIER COUNTY ..... **RNAV (GPS) Rwy 8**
NA when local weather not available.

EL DORADO, AR
SOUTH ARKANSAS RGNL AT
GOODWIN FIELD ..... **VOR Rwy 22**
NA when control zone not in effect.

EL RENO, OK
EL RENO RGNL ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR/DME Rwy 35
NA when local weather not available.

ENID, OK
ENID
WOODRING RGNL ..... **ILS or LOC Rwy 35**[1]
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35
VOR Rwy 17
VOR Rwy 35
NA when local weather not available.
[1]NA when control tower closed.

FAYETTEVILLE, AR
DRAKE FIELD ..... **LDA/DME Rwy 34**[1][3][4]
LOC Rwy 16[2][3]
RNAV (GPS) Rwy 16[2][4]
RNAV (GPS) Rwy 34[4][5]
VOR-A[2][4]
VOR/DME-B[2]
[1]LDA/GS,Category A,B, 800-2; Category C, 800-2½. LDA, Category C, 800-2½.
[2]Category C, 800-2¼; Category D, 1100-3.
[3]NA when control tower closed.
[4]NA when local weather not available.
[5]Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1100-3.

FAYETTEVILLE/SPRINGDALE/ ROGERS, AR
NORTHWEST
ARKANSAS RGNL .... **ILS or LOC/DME Rwy 16**
ILS or LOC/DME Rwy 34
RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 34
NA when local weather not available.

NAME ALTERNATE MINIMUMS

FLIPPIN, AR
MARION COUNTY
RGNL ..... **RNAV (GPS) Rwy 4**[1]
RNAV (GPS) Rwy 22
VOR-A
NA when local weather not available.
[1]Categories A, B, 900-2; Category C, 900-2½.

FORT SMITH, AR
FORT SMITH RGNL ..... **ILS or LOC Rwy 7**[1]
ILS or LOC Rwy 25[1]
NDB Rwy 25[2]
RADAR-1[3]
RNAV (GPS) Rwy 1[2][4]
VOR/DME or TACAN Rwy 7[3]
VOR or TACAN Rwy 25[3]
NA when control tower closed.
[1]ILS, Categories A,B,C, 700-2; Category D, 700-2¼; Category E, 800-2½. LOC, Category D, 800-2¼; Category E, 800-2½.
[2]Category D, 800-2¼.
[3]Category D, 800-2¼; Category E, 800-2½.
[4]NA when local weather not available.

GUTHRIE, OK
GUTHRIE-EDMOND
RGNL ..... **RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34
NA when local weather not available.

HARRISON, AR
BOONE COUNTY ..... **RNAV (GPS) Rwy 36**
NA when local weather not available.

HOBART, OK
HOBART RGNL ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR Rwy 35
NA when local weather not available.

HOT SPRINGS, AR
MEMORIAL FIELD ..... **VOR Rwy 5**[1]
ZAPLE VOR Rwy 5
NA when local weather not available.
[1]Categories A,B, 1100-2; Categories C,D, 1100-3.

JONESBORO, AR
JONESBORO MUNI ..... **ILS or LOC Rwy 23**
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 31
VOR Rwy 23
NA when local weather not available.

NAME ALTERNATE MINIMUMS

LAWTON, OK

LAWTON-FORT SILL RGNL ..... **ILS or LOC Rwy 35**
VOR Rwy 35

NA when control tower closed.

LITTLE ROCK, AR

ADAMS FIELD ..... **ILS or LOC Rwy 4L[1]**
ILS or LOC Rwy 4R[2]
ILS or LOC Rwy 22R[1,4]
ILS or LOC Rwy 22L[1,4]
RADAR-1[3]
RNAV (GPS) Rwy 4L[3,4]
RNAV (GPS) Rwy 4R[3,4]
RNAV (GPS) Rwy 22L[3,4]
RNAV (GPS) Rwy 22R[3,4]
VOR-A[3]

[1]ILS, Category C, 700-2; Category D, 1000-3. LOC, Category D, 1000-3.
[2]ILS, Categories A,B,C, 700-2; Category D, 1000-3. LOC, Category D, 1000-3.
[3]Category D, 1000-3.
[4]NA when local weather not available.

MC ALESTER, OK

MC ALESTER RGNL ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20

NA when local weather not available.

MONTICELLO, AR

MONTICELLO MUNI/ ELLIS FIELD ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21
VOR-A

NA when local weather not available.

MOUNTAIN HOME, AR

OZARK RGNL ..... **ILS or LOC/DME Rwy 5**
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23
VOR-A

NA when local weather not available.

MUSKOGEE, OK

DAVIS FIELD ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 13[1]
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 31[1]

NA when local weather not available.
[1]Category E, 1000-3.

NAME ALTERNATE MINIMUMS

NEWPORT, AR

NEWPORT MUNI ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36

NA when local weather not available.

NORMAN, OK

UNIVERSITY OF OKLAHOMA WESTHEIMER ..... **ILS or LOC Rwy 17[1]**
NDB Rwy 3[2,3]
NDB Rwy 35[2,3]
RNAV (GPS) Rwy 3[2]
RNAV (GPS) Rwy 17[2]

[1]NA when control tower closed.
[2]NA when local weather not available.
[3]Category D, 800-2¼.

OKLAHOMA CITY, OK

CLARENCE E. PAGE MUNI ..... **RNAV (GPS) Rwy 17R**
RNAV (GPS) Rwy 35L
VOR-B

NA when local weather not available.

WILEY POST ..... **ILS Rwy 17L[1]**
RNAV (GPS) Rwy 17L[2]

[1]NA when control tower closed.
[2]NA when local weather not available.

WILLROGERS WORLD .. **ILS or LOC Rwy 17L[1]**
ILS or LOC Rwy 17R[1]
ILS Rwy 35R[1]
ILS or LOC/DME Rwy 35L[1]
RADAR-1[1]
VOR Rwy 17L[2]

[1]Category E, 1000-3.
[2]Categories A,B, 1100-2; Categories C,D,E, 1100-3.

OKMULGEE, OK

OKMULGEE RGNL ..... **RNAV (GPS) Rwy 18**

NA when local weather not available.

PONCA CITY, OK

PONCA CITY RGNL ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35

NA when local weather not available.

ROGERS, AR

ROGERS MUNI-CARTER FIELD ..... **RNAV (GPS) Rwy 20[1]**
VOR Rwy 2[2]

[1]NA when local weather not available.
[2]Category C, 800-2¼; Category D, 800-2½.

NAME ALTERNATE MINIMUMS

RUSSELLVILLE, AR

RUSSELLVILLE RGNL ..... **RNAV (GPS) Rwy 7**
Category D, 900-2¾.

SEARCY, AR

SEARCY MUNI ..... **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19
NA when local weather not available.

SEMINOLE, OK

SEMINOLE MUNI ..... **RNAV (GPS) Rwy 16**
NA when local weather not available.

SILOAM SPRINGS, AR

SMITH FIELD ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
VOR-A
NA when local weather not available.

STILLWATER, OK

STILLWATER RGNL ..... **ILS or LOC Rwy 17[1]**
NDB Rwy 17[2]
RNAV (GPS) Rwy 17[2]
RNAV (GPS) Rwy 35[2]
VOR Rwy 17[2]
VOR/DME Rwy 35[2]
[1]NA when control tower closed.
[2]NA when local weather not available.

STUTTGART, AR

STUTTGART MUNI ..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 27
RNAV (GPS) Rwy 36
NA when local weather not available.

TAHLEQUAH, OK

TAHLEQUAH MUNI ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.

TEXARKANA, AR

TEXARKANA RGNL/
WEBB FIELD ..... **ILS or LOC Rwy 22[1][2]**
LOC BC Rwy 4[1]
RNAV (GPS Rwy 4
RNAV (GPS Rwy 13
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 31
VOR Rwy 13
NA when local weather not available.
[1]NA when control tower closed.
[2]ILS,Category D, 700-2.

NAME ALTERNATE MINIMUMS

TULSA, OK

RICHARD LLOYD
JONES,JR. ..... **ILS or LOC Rwy 1L[1]**
RNAV (GPS) Rwy 1L
VOR/DME-A
NA when local weather not available.
[1]ILS, 700-2. ILS,LOC, NA when control tower closed.

TULSA INTL ..... **ILS or LOC Rwy 18L[1]**
ILS or LOC Rwy 18R[2]
ILS or LOC Rwy 36R[3]
RNAV (GPS) Rwy 18L[4]
RNAV (GPS) Rwy 18R[4]
RNAV (GPS) Rwy 26[4]
RNAV (GPS) Rwy 36R[4]
VOR or TACAN Rwy 26[4]
[1]ILS, Category D, 700-2; Category E, 700-2¼. LOC, Category E, 800-2¼.
[2]ILS, Category D, 700-2.
[3]ILS, Categories A, B, C, D, 700-2. LOC, Category E, NA.
[4]Category E, 800-2¼.

WEST MEMPHIS, AR

WEST MEMPHIS MUNI .... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.

WOODWARD, OK

WEST WOODWARD ..... **RNAV (GPS) Rwy 17[1][2]**
RNAV (GPS) Rwy 35[1][2]
VOR/DME-A[2]
[1]NA when local weather not available.
[2]Category D, 800-2¼.

ALTUS AFB (KLTS), OK (Amdt 2, 09267 USAF) ELEV 1382

RADAR[1] - Ctc APP CON **(E)** 125.1 257.725

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR[2]	17R[3,4]		AB	**1740**/24	361	(400-½)
			CDE	**1740**/40	361	(400-¾)
	17L[3,4]		AB	**1740**/24	358	(400-½)
			CDE	**1740**/40	358	(400-¾)
	35R[4]		AB	**1740**/24	378	(400-½)
			CDE	**1740**/40	378	(400-¾)
	35L[5]		AB	**1760**/24	407	(400-½)
			CD	**1760**/40	407	(400-¾)
			E	**1760**/50	407	(400-1)
CIR[6]	All Rwy		A	**1780**-1	398	(400-1)
			B	**1840**-1	458	(500-1)
			C	**1840**-1½	458	(500-1½)
			D	**1940**-2	558	(600-2)
			E	**1980**-2	598	(600-2)

[1]Opr 1600-0600Z++ wkd,clsd wkend and hol. [2]No-NOTAM preventive maint sked: ASR 1100-1315++ Mon-Fri. [3]Stepdown fix 2 NM fr rwy thld. [4]When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles. [5]When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles. [6]Circling not authorized W of Rwy 17R-35L.

FAYETTEVILLE, AR Orig-A, APR 21, 1997 (FAA) ELEV 1251

DRAKE FIELD

RADAR- 121.0 244.57

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	16		A	**2060**-1	809	(900-1)	B	**2060**-1¼	809	(900-1¼)
			C	**2060**-2¼	809	(900-2¼)	D	**2060**-2½	809	(900-2½)
CIRCLING			A	**2060**-1	809	(900-1)	B	**2060**-1¼	809	(900-1¼)
			C	**2060**-2¼	809	(900-2¼)	D	**2300**-3	1049	(1100-3)

Circling NA East of runway 16-34.
Inoperative table does not apply.

FORT SMITH, AR Amdt 8B, AUG 28, 2008 (FAA) ELEV 469

FORT SMITH RGNL

RADAR - 120.9 343.75 ▽ ⚠

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	25		AB	**1040**/24	594	(600-½)	C	**1040**/50	594	(600-1)
			D	**1040**/60	594	(600-1¼)	E	**1040**-1½	594	(600-1½)
	1		AB	**1140**-1	692	(700-1)	C	**1140**-2	692	(700-2)
			D	**1140**-2¼	692	(700-2¼)	E	**1140**-2½	692	(700-2½)
	7		AB	**1200**-½	731	(800-½)	C	**1200**-1½	731	(800-1½)
			D	**1200**-1¾	731	(800-1¾)	E	**1200**-2	731	(800-2)
CIRCLING			AB	**1200**-1	731	(800-1)	C	**1200**-2	731	(800-2)
			D	**1200**-2¼	731	(800-2¼)	E	**1200**-2½	731	(800-2½)

When control tower closed ASR not authorized. Circling to Rwy 1 NA at night.
Circling Cat E NA when R-2401B active.

HENRY POST AAF (KFSI), OK (Fort Sill) (Amdt 12, 08297 USA) ELEV 1187

RADAR - (E) 120.55 322.4 ⚠ NA

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	35	3.0°/48/918	AB	**1388**/24	200	(200-½)
			CDE	**1388**/40	200	(200-¾)
	17	3.0°/42/809	ABCDE	**1388**-¾	200	(200-¾)
ASR	35		ABC	**1540**/40	352	(400-¾)
			DE	**1540**/50	352	(400-1)
	17		AB	**1660**-1	472	(500-1)
			C	**1660**-1¼	472	(500-1¼)
			D	**1660**-1½	472	(600-1½)
			E	**1660**-1¾	472	(500-1¾)
CIR[1]	17-35		AB	**1680**-1	492	(500-1)
			C	**1680**-1½	492	(500-1½)
			D	**1740**-2	552	(600-2)
			E	**1780**-2	592	(600-2)

[1]Cat E cir not auth W of Rwy 17-35.

LAWTON, OK AMDT.4A, JAN 10, 2000 (FAA) ELEV 1110

LAWTON-FORT SILL RGNL

RADAR 1 - 120.55 322.4

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	35		ABC	**1560**-¾	471	(500-¾)	D	**1560**-1	471	(500-1)
CIRCLING			AB	**1600**-1	490	(500-1)	C	**1620-**1½	510	(600-1½)
			D	**1680**-2	570	(600-2)				

LAWTON, OK

Amdt. 1B, JUN 25, 2002 (FAA) ELEV **1110**

LAWTON-FORT SILL RGNL

RADAR 2 - 120.55 322.4

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	17		AB	**1620**-1	510	(600-1)	CD	**1620**-1½	510	(600-1½)
CIRCLING			AB	**1620**-1	510	(600-1)	C	**1620**-1½	510	(600-1½)
			D	**1680**-2	570	(600-2)				

LITTLE ROCK, AR

Amdt 17, JUL 2, 2009 (FAA) ELEV **262**

ADAMS FIELD

RADAR-1 - 135.4 291.775 353.6 ▽ A

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	4R		ABC	**720**/40	460	(500-¾)	D	**720**/50	460	(500-1)
	4L		AB	**780**/40	522	(500-¾)	C	**780**/50	522	(600-1)
			D	**780**/60	522	(600-1¼)				
	18		AB	**720**-1	462	(500-1)	C	**720**-1¼	462	(500-1¼)
			D	**720**-1½	462	(700-1½)				
	22R		AB	**740**/24	478	(500-½)	C	**740**/40	478	(500-¾)
			D	**740**/50	478	(500-1)				
	22L		AB	**740**/40	480	(500-¾)	C	**740**/60	480	(500-1¼)
			D	**740**-1½	480	(500-1½)				
	36		AB	**780**-1	523	(600-1)	C	**780**-1½	523	(600-1½)
			D	**780**-1¾	523	(600-1¾)				
CIRCLING			AB	**780**-1	518	(600-1)	C	**880**-1¾	618	(700-1¾)
			D	**1180**-3	918	(1000-3)				

For inoperative MALSR increase S-4R and S-4L Cats A/B visibility to RVR 5000. Inoperative table does not apply to S-22L Cat C. Visibility reductions for helicopters NA.

OKLAHOMA CITY, OK

Amdt. 2, FEB 9, 1989 (FAA) ELEV **1299**

WILEY POST

RADAR - 124.6 266.8 ▽

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	35R		AB	**1840**-1	541	(600-1)	C	**1840**-1½	541	(600-1½)
			D	**1840**-1¾	541	(600-1¾)				
CIRCLING			AB	**1840**-1	541	(600-1)	C	**1840**-1½	541	(600-1½)
			D	**1880**-2	581	(600-2)				

OKLAHOMA CITY, OK Amdt. 20A, OCT 30, 2002 (FAA) ELEV 1295

WILL ROGERS WORLD

RADAR - 124.6 266.8 ⚠

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	35R		ABC	**1680**/40	386	(400-¾)	DE	**1680**/50	386	(400-1)
	17L		ABCDE	**1680**/60	394	(400-1¼)				
	17R		ABC	**1680**-¾	398	(400-¾)	DE	**1680**-1	398	(400-1)
	35L		ABCDE	**1680**-1¼	403	(400-1¼)				
CIRCLING			AB	**1760**-1¼	465	(500-1¼)	C	**1760**-1½	465	(500-1½)
			D	**1860**-2	565	(600-2)	E	**2240**-3	945	(1000-3)

Category D,E S-17R visibility increased ¼ mile for inoperative MALSR.
Category D,E S-35R visibility increased to RVR 6000 for inoperative ALSF.

TINKER AFB (KTIK), (Oklahoma City) OK (08157 USAF) ELEV 1291

RADAR - Ctc OKLAHOMA CITY APP CON (E) 118.95 118.3 323.1 273.525 ▽

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	35[1]		A	**1940**/24	649	(700-½)
			B	**1940**/40	649	(700-¾)
			C	**1940**/60	649	(700-1¼)
			D	**1940**-1½	649	(700-1½)
			E	**1940**-1¾	649	(700-1¾)
	17[2]		A	**2000**/40	733	(800-¾)
			B	**2000**/50	733	(800-1)
			C	**2000**-1¾	733	(800-1¾)
			D	**2000**-2	733	(800-2)
			E	**2000**-2¼	733	(800-2¼)
CIR[3]	35		A	**1940**-1	649	(700-1)
			B	**1940**-1¼	649	(700-1¼)
			C	**1940**-1¾	649	(700-1¾)
			D	**1980**-2¼	689	(700-2¼)
			E	**2040**-2¾	749	(800-2¾)
	17		A	**2000**-1	709	(800-1)
			B	**2000**-1¼	709	(800-1¼)
			C	**2000**-2	709	(800-2)
			D	**2000**-2¼	709	(800-2¼)
			E	**2040**-2¾	749	(800-2¾)

[1]When ALS inop, increase Cat A RVR to 50 and vis to 1 mile, CAT B RVR to 60 and vis to 1¼ miles, CAT C vis to 1¾ miles, CAT D vis to 2 miles, CAT E vis to 2¼ miles. [2]When ALS inop, increase CAT A RVR to 50 and vis to 1 mile, CAT B RVR to 60 and vis to 1¼ miles, CAT C vis to 2 miles, CAT D vis to 2¼ miles, and CAT E vis to 2½ miles. [3]CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35.

TULSA, OK
Amdt.17D, MAY 16, 2000 (FAA) ELEV **677**

TULSA INTL

RADAR - 124.0 338.3

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	26		AB	**1060**-1	409	(400-1)	CD	**1060**-1¼	409	(400-1¼)
			E	**1060**-1½	409	(400-1½)				
	18R		AB	**1080**-1	413	(500-1)	CD	**1080**-1¼	413	(500-1¼)
			E	NA						
	18L		AB	**1080**/24	439	(500-½)	C	**1080**/40	439	(500-¾)
			DE	**1080**/50	439	(500-1)				
	8		AB	**1120**-1	449	(500-1)	C	**1120**-1¼	449	(500-1¼)
			DE	**1120**-1½	449	(500-1½)				
	36R		AB	**1140**/24	490	(500-½)	C	**1140**/40	490	(500-¾)
			DE	**1140**/50	490	(500-1)				
	36L		AB	**1180**-1	503	(600-1)	CD	**1180**-1½	503	(600-1½)
			E	NA						
CIRCLING			AB	**1180**-1	503	(600-1)	C	**1180**-1½	503	(600-1½)
			D	**1300**-2	623	(700-2)	E	**1300**-2¼	623	(700-2¼)

Category E circling not authorized south of runway 8-26.

INSTRUCTION APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

ADA, OK

ADA MUNI (ADH)
AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13,** 300-1¼ or std. w/ min. climb of 307' per NM to 1300. **Rwy 17,** 300-1¼ or std. w/ min. climb of 326' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 174° to 1600 before proceeding on course.

NOTE: **Rwy 13,** bush 316' from DER, 43' right of centerline, 9' AGL/988' MSL. Tower 5477' from DER, 872' left of centerline, 120' AGL/1117' MSL. Post 123' from DER, 73' right of centerline, 3' AGL/982' MSL. Tower 1.08 NM from DER, 9' left of centerline, 160' AGL/1160' MSL. **Rwy 17,** tower 1.02 NM from DER, 1411' right of centerline, 165' AGL/1165' MSL. Pole 1017' from DER, 449' left of centerline, 90' AGL/1053' MSL. Trees beginning 83' from DER, 272' left of centerline, up to 82' AGL/1041' MSL. Trees beginning 32' from DER, 100' right of centerline, up to 58' AGL/1037' MSL. **Rwy 31,** trees beginning 2179' from DER, 988' right of centerline, up to 64' AGL/1083' MSL. Obstruction light on amom 703' from DER, 548' right of centerline, 6' AGL/1042' MSL. **Rwy 35,** trees beginning 75' from DER, 72' left of centerline, up to 56' AGL/1065' MSL. Trees beginning 132' from DER, 261' right of centerline, up to 51' AGL/1050' MSL.

NAME	TAKE-OFF MINIMUMS

ALTUS, OK

ALTUS/QUARTZ MOUNTAIN RGNL (AXS)
ORIG 09267 (FAA)

NOTE: **Rwy 35,** terrain 51' from DER, 410' right of centerline, 1435' MSL. Trees beginning 1215' from DER, 765' left of centerline, up to 40' AGL/1470' MSL.

ALTUS AFB (KLTS)

ALTUS, OK 09295

TAKE-OFF OBSTACLES: 174° Assault Strip, Aircraft taxiing 87' from DER, 360' left of centerline, 65' AGL/1425' MSL, aircraft taxiing between 1038' and 2525' from DER, 717' left of centerline, 65' AGL/1425' MSL.

ALVA, OK

ALVA RGNL

DEPARTURE PROCEDURE: **Rwys 8, 35**, climb on runway heading to 2000 before turning.

ARDMORE, OK

ARDMORE DOWNTOWN EXECUTIVE (1F0)
AMDT 2 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35**, 300-1¼ or std. with a min. climb of 344' per NM to 1200.

NOTE: **Rwy 17,** vehicles on road, 658' from DER, left and right of centerline up to 15' AGL/862' MSL. Trees beginning 25' from DER 258' left of centerline up to 61' AGL/880' MSL. Trees beginning 239' from DER, 180' right of centerline up to 32' AGL/886' MSL. **Rwy 35,** hopper 5781' from DER, 1444' left of centerline, 214' AGL/1091' MSL. Multiple trees and poles beginning 82' from DER, 34' left of centerline, up to 78' AGL/941' MSL. Multiple trees and poles beginning 256' from DER, 40' right of centerline, up to 99' AGL/941' MSL.

ARDMORE MUNI (ADM)
AMDT 1A 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31,** 300-2¼ or std. with a min. climb of 230' per NM to 1600. **Rwy 35,** 500-2¼ or std. with a min. climb of 300' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 35,** climb heading 354° to 1400 before proceeding on course.

NOTE: **Rwy 17,** trees beginning 1692' from DER 288' left of centerline, up to 100' AGL/789' MSL. Trees 527' from DER, 362' right of centerline, up to 100' AGL/248' MSL. Trees beginning 1910' from DER, 184' right of centerline, up to 100' AGL/777' MSL. **Rwy 13,** trees beginning 760' from DER, 385' right of centerline, up to 100' AGL/795' MSL. Trees beginning 807' from DER, 649' left of centerline, up to 100' AGL/776' MSL. Trees 3339' from DER, 876' left of centerline, up to 100' AGL/819' MSL.

ARKADELPHIA, AR

DEXTER B. FLORENCE MEMORIAL FIELD

NOTES: **Rwy 4,** multiple towers, trees, and railroad beginning 20' from departure end of runway, 282' left of centerline, up to 85' AGL/320' MSL. Multiple trees 79' from departure end of runway, 500' right of centerline, up to 54' AGL/184' MSL. **Rwy 22,** railroad 274' from departure end of runway, 434' right of centerline, 23' AGL/212' MSL.

ASH FLAT, AR

SHARP COUNTY RGNL

NOTE: **Rwy 4,** numerous trees beginning 1151' from departure end of runway, 576' right of centerline, up to 100' AGL/839' MSL. **Rwy 22,** numerous trees beginning 548' from departure end of runway, 83' left of centerline, up to 100' AGL/759' MSL.

BARTLESVILLE, OK

BARTLESVILLE MUNI (BVO)
ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy17,** 200-1 or std. w/ a min climb of 257' per NM to 1000, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2200' prior to departure end of runway. **Rwy 35,** 400-2¾ or std. w/ a min. climb of 300' per NM to 1200, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway.

NOTE: **Rwy 17,** multiple trees beginning 916' from departure end of runway, 169' right of centerline, up to 100' AGL/869' MSL. **Rwy 35,** tree 2216' from departure end of runway, 441' left of centerline, 52' AGL/743' MSL. Multiple trees and powerline pylons beginning 1.1 NM from departure end of runway, 180' right of centerline, up to 100' AGL/1059' MSL.

BATESVILLE, AR

BATESVILLE RGNL

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1¾ or std. with a min. climb of 215' per NM to 800. **Rwy 25,** std. with a min. climb of 230' per NM to 1500, or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 25,** for climb in visual conditions: cross Batesville Rgnl Airport at or above 1300.

NOTE: **Rwy 7,** tree 1.3 NM from departure end of runway, 844' right of centerline, 100' AGL/679' MSL.

BENTON, AR

SALINE COUNTY RGNL (SUZ)
ORIG 07354 (FAA)

NOTE: **Rwy 2,** road plus vehicles beginning 185' from departure end of runway, 331' left of centerline, 10' AGL/394' MSL. Multiple trees beginning 357' from departure end of runway, 354' left of centerline, up to 75' AGL/474' MSL. Multiple trees beginning 69' from departure end of runway, 147' right of centerline, up to 35' AGL/454' MSL. **Rwy 20,** multiple trees 1221' from departure end of runway, 15' left of centerline, up to 59' AGL/438' MSL. Multiple trees and pole beginning 1315' from departure end of runway, 10' right of centerline, up to 69' AGL/448' MSL.

BENTONVILLE, AR

BENTONVILLE MUNI/LOUISE M. THADEN FIELD

TAKE-OFF MINIMUMS: **Rwy 36**, 300-2¼ or std. with a min. climb of 270' per NM to 1700.

NOTE: **Rwy 36,** tower 1.92NM from departure end of runway, 1607' left of centerline, 345' AGL/1595' MSL. Multiple t-line towers 2048' from departure end of runway, 81' AGL/1356' MSL.

BLYTHEVILLE, AR

ARKANSAS INTL (BYH)
ORIG 08101 (FAA)

NOTE: **Rwy 36,** tree 3301' from departure end of runway, 1188' left of centerline, 88' AGL/337' MSL.

BLYTHEVILLE, AR (CON'T)

BLYTHEVILLE MUNI (HKA)

ORIG 08157 (FAA)

NOTE: **Rwy 18,** tree 487' from departure end of runway, 345' left of centerline, 100' AGL/364' MSL. Tree 1780' from departure end of runway, 748' right of centerline, 100' AGL/364' MSL. **Rwy 36,** tree 2393' from departure end of runway, 825' right of centerline, 100' AGL/359' MSL.

BOISE CITY, OK

BOISE CITY (17K)

ORIG 09295 (FAA)

NOTE: **Rwy 22,** hangars 243' from DER, 226' right of centerline, 35' AGL/4212' MSL. Vehicle on road 566' from DER, right and left of centerline, up to 15' AGL/4192' MSL.

BRISTOW, OK

JONES MEMORIAL (3F7)

AMDT 4A 10098 (FAA)

NOTE: **Rwy 17,** T-L tower 3133' from DER, 686' right of centerline, 70' AGL/960' MSL.

CARLISLE, AR

CARLISLE MUNI (4M3)

ORIG 08157 (FAA)

NOTE: **Rwy 9,** trees 2966' from departure end of runway, 1135' right of centerline, 100' AGL/339' MSL. Building 82' from departure end of runway, 331' left of centerline, 20' AGL/264' MSL. Building 781' from departure end of runway, 565' right of centerline, 30' AGL/269' MSL. **Rwy 18,** trees 306' from departure end of runway, across centerline, up to 100' AGL/344' MSL. Road 674' from departure end of runway, across centerline, 17' AGL/262' MSL. **Rwy 27,** trees 2668' from departure end of runway, 516' right of centerline, 100' AGL/344' MSL. **Rwy 36,** road 396' from departure end of runway, across centerline, 15' AGL/259' MSL.

CHANDLER, OK

CHANDLER RGNL

NOTE: **Rwy 35,** tree 1000' from departure end of runway, on centerline, 67' AGL/1029' MSL.

CLAREMORE, OK

CLAREMORE RGNL (GCM)

ORIG 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35,** 300-1½ or std. w/ min. climb of 300' per NM to 1100.

NOTE: **Rwy 17,** terrain 207' from DER, 385' left of centerline, 749' MSL. Ground 451' from DER, 505' left of centerline, 753' MSL. Terrain 208' from DER, 106' right of centerline, 739' MSL. **Rwy 35,** tree 6601' from DER, 1918' left of centerline, 100' AGL/949' MSL. Tree 473' from DER, 342' left of centerline, 19' AGL/719' MSL. Tree 1103' from DER, 510' right of centerline, 27' AGL/729' MSL. Tree 1571' from DER, 558' right of centerline, 42' AGL/739' MSL. Tree 1149' from DER, 479' left of centerline, 38' AGL/727' MSL. Tree 1510' from DER, 242' right of centerline, 46' AGL/735' MSL.

CLARKSVILLE, AR

CLARKSVILLE MUNI

TAKE-OFF MINIMUMS: **Rwy 9**, 400-2

DEPARTURE PROCEDURE: **Rwys 9, 27**, climb on runway heading to 3500 prior to turning northbound.

CLINTON, AR

HOLLEY MOUNTAIN AIRPARK (2A2)

ORIG 08325 (FAA)

NOTE: **Rwy 5,** numerous trees left and right of centerline, beginning 2' from departure end of runway, up to 100' AGL/1399' MSL. **Rwy 23,** numerous trees left and right of centerline, beginning 38' from departure end of runway, up to 100' AGL/1359' MSL.

CLINTON, OK

CLINTON RGNL

TAKE-OFF MINIMUMS: **Rwys 13, 31,** NA-obstacles. **Rwy 35,** 300-1 or std. w/ min. climb of 408' per NM to 2000.

NOTE: **Rwy 35,** tower 4403' from departure end of runway, 1625' left of centerline, 230' AGL/1780' MSL.

CLINTON-SHERMAN (CSM)

ORIG 08325 (FAA)

NOTE: **Rwy 17L,** tree 655' from departure end of runway, 317' left of centerline, 23' AGL/1932' MSL. **Rwy 17R,** tree 1275' from departure end of runway, 620' right of centerline, 35' AGL/1954' MSL. **Rwy 35R,** control tower 2797' from departure end of runway, 188' right of centerline, 66' AGL/1985' MSL. Tower 2981' from departure end of runway, 289' right of centerline, 76' AGL/1995' MSL.

CONWAY, AR

DENNIS F. CANTRELL FIELD (CWS)

AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8,26,** NA at night. **Rwy 26,** 200-1 or std. w/ min. climb of 346' per NM to 600. **Rwy 36,** 400-2½ or std. w/ min. a minimum climb of 289' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 36,** climb heading 358° to 900 before proceeding on course.

NOTE: **Rwy 8,** trees, tower, poles and a building beginning 355' from departure end of runway, 10' right of centerline, up to 100' AGL/399' MSL. Trees, buildings, poles, sign, and a vehicle on roadway beginning 65' from departure end of runway, 18' left of centerline, up to 100' AGL/399' MSL. **Rwy 18,** silo 2222' from departure end of runway, 64' right of centerline, 100' AGL/413' MSL. Trees beginning 2370' from departure end of runway, 888' right of centerline, up to 100' AGL/399' MSL. **Rwy 26,** antenna 2003' from departure end of runway, 932' right of centerline, 140' AGL/449' MSL. Tank 3636' from departure end of runway, 1178' left of centerline, 165' AGL/475' MSL. Terrain beginning 27' from departure end of runway, 83' right of centerline, up to 0' AGL/325' MSL. **Rwy 36,** tower 11088' from departure end of runway, 3152' right of centerline, 150' AGL/650' MSL. Tower 11231' from departure end of runway, 3894' right of centerline, 186' AGL/687'. Trees beginning 2016' from departure end of runway, 340' right of centerline, up to 100' AGL/ 409' MSL. Trees and towers beginning 4368' from departure end of runway, 964' left of centerline, up to 119' AGL/428' MSL.

CUSHING, OK

CUSHING MUNI

TAKE-OFF MINIMUMS: **Rwys 2, 8, 11, 20, 26, 29,** NA. **Rwy 36,** 400-2 or std. with a min. climb of 210' per NM to 1400.

DEPARTURE PROCEDURES: **Rwy 36,** climb via heading 360° to 1400' before turning left.

NOTE: **Rwy 36,** tower 2.16 NM from departure end of runway, 5370' left of centerline, 250' AGL/1263' MSL.

DE QUEEN, AR

J. LYNN HELMS SEVIER COUNTY

TAKE-OFF MINIMUMS: **Rwy 8**, 400-2 or std. with a min. climb of 310' per NM to 800.

DECATUR, AR

CRYSTAL LAKE

TAKE-OFF MINIMUMS: **Rwy 13**, NA-obstacles.

NOTE: **Rwy 31,** railroad 208' from departure end of runway, on centerline, 23' AGL/1202' MSL, multiple trees beginning 228' from departure end of runway, left of centerline up to 1231' MSL.

DUMAS, AR

BILLY FREE MUNI

TAKE-OFF MINIMUMS: **Rwy 36**, 300-1.

DUNCAN, OK

HALLIBURTON FIELD

TAKE-OFF MINIMUMS: **Rwy 35,** 400-2, or std. with a min. climb of 220' per NM to 1600.

EL DORADO, AR

SOUTH ARKANSAS RGNL AT GOODWIN FIELD

TAKE-OFF MINIMUMS: **Rwys 13,22,31,35,** 300-1.

DEPARTURE PROCEDURE: **Rwy 17**, climb runway heading to 600, then climb on course.

EL RENO, OK

EL RENO RGNL (RQO)

ORIG 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18, 36,** NA-Environmental. **Rwy 35,** 200-1 or std. w/ min. climb of 300' per NM to 1700.

NOTE: **Rwy 17,** vehicle on road 444' from departure end of runway, on centerline, 17' AGL/1436' MSL. **Rwy 35,** powerlines, 1800' from departure end of runway, on centerline, 80' AGL/1519' MSL.

ELK CITY, OK

ELK CITY RGNL BUSINESS

NOTE: **Rwy 35,** multiple trees beginning 43' from departure end of runway, 225' left of centerline, up to 100' AGL/2119' MSL. Multiple trees beginning 44' from departure end of runway, 22' right of centerline, up to 100' AGL/2119' MSL.

ENID, OK

ENID WOODRING RGNL (WDG)

AMDT 3A 09267 (FAA)

NOTE: **Rwy 13,** trees beginning 107' from DER, 182' right of centerline, up to 100' AGL/1269' MSL. Trees beginning 872' from DER, 308' left of centerline, up to 100' AGL/1289' MSL. **Rwy 35,** fence 218' from DER, 491' right of centerline, 8' AGL/1175' MSL. Vehicle on road beginning 253' from DER, 388' right of centerline, 15' AGL/1187' MSL. Train on railroad tracks beginning 369' from DER, left and right of centerline, 23' AGL/1190' MSL.

FAIRVIEW, OK

FAIRVIEW MUNI

TAKE-OFF MINIMUMS: **Rwy 17**, 400-2 or std. with a min. climb of 270' per NM to 1700.

FAYETTEVILLE, AR

DRAKE FIELD (FYV)

AMDT 5 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** std. w/ min. climb of 501' per NM to 1800 or 400-1¼ w/ min. climb of 360' per NM to 1900 or 1600-2½ for climb in visual conditions. **Rwy 34,** 300-1 or std. w/ min. climb of 648' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 16,** climb heading 164° to 2700 before turning right, climb heading 164° to 3400 before turning left. For climb in visual conditions cross Drake Field at or above 2800 before proceeding on course. **Rwy 34,** climb heading 344° to 2700 before proceeding on course.

NOTE: **Rwy 16,** multiple trees, road, fence, light poles, terrain, buildings beginning 72' from departure end of runway, 21' left of centerline, 114' AGL/1623' MSL. Multiple trees beginning 825' from departure end of runway, 13' right of centerline, up to 105' AGL/1438' MSL. **Rwy 34,** multiple trees, road, fence, light poles, terrain beginning 1' from departure end of runway, 102' left of centerline, up to 85' AGL/1343' MSL. Multiple trees, road, fence, light poles, terrain beginning 570' from departure end of runway, 319' right of centerline, up to 59' AGL/1540' MSL.

FAYETTEVILLE/SPRINGDALE/ROGERS, AR

NORTHWEST ARKANSAS RGNL

TAKE-OFF MINIMUMS: **Rwy 34,** 500-2 ¾ or std. with a min. climb of 227' per NM to 1900.

NOTES: **Rwy 16,** trees 1985' from departure end of runway, 1020' right of centerline, up to 100' AGL/1321' MSL. **Rwy 34,** tower 1.99 NM from departure end of runway, 1.29 NM left of centerline, 309' AGL/1729' MSL.

FLIPPIN, AR

MARION COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 4**, 300-1.

DEPARTURE PROCEDURE: **Rwy 4**, turn right, direct FLP VOR, then climb on course. **Rwy 22**, climb runway heading to 900, turn left, proceed direct FLP VOR, then climb on course.

FORREST CITY, AR

FORREST CITY MUNI

TAKE-OFF MINIMUMS: **Rwy 36**, 500-3 or std. with a min. climb of 290' per NM to 900.

FORT SMITH, AR

FORT SMITH RGNL

TAKE-OFF MINIMUMS: **Rwy 1**, 300-1 or std. with a min. climb of 353' per NM to 800. **Rwy 7**, 300-1½ or std. with a min. climb of 261' per NM to 800. **Rwy 19,** 200-1¼ or std. w/ a min. climb of 226' per NM to 700, or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway. **Rwy 25,** 300-1 or std. w/ a min. climb of 351' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 016° to 2400 before turning left. **Rwy 25**, climb heading 256° to 1100 before turning right.

NOTE: **Rwy 1,** terrain 56' from departure end of runway, 218' right of centerline, 0' AGL/449' MSL. Terrain 159' from departure end of runway, 354' left of centerline, 0' AGL/449' MSL. Light pole 1086' from departure end of runway, 287' left of centerline, 36' AGL/485' MSL. Tree 1495' from departure end of runway, 364' left of centerline, 60' AGL/509' MSL. Towers beginning 4315' from departure end of runway, 79' left of centerline, up to 109' AGL/619' MSL. Trees beginning 5136' from departure end of runway, 924' right of centerline, up to 100' AGL/679' MSL. **Rwy 7,** terrain 835' from departure end of runway, 678' left of centerline, 0' AGL/479' MSL. Trees beginning 3910' from departure end of runway, 1032' left of centerline, up to 57' AGL/556' MSL. Trees beginning 1.2 NM from departure end of runway, 1416' right of centerline, up to 100' AGL/699' MSL. Pole 1.2 NM from departure end of runway, 1572' right of centerline, 41' AGL/640' MSL.

Rwy 19, vehicle and road 200' from departure end of runway, 200' left of centerline, 15' AGL/462' MSL. Railroad, 639' from departure end of runway, 313' left of centerline, 20' AGL/449' MSL. Tank 704' from departure end of runway, 518' left of centerline, 31' AGL/480' MSL. Railroad 751' from departure end of runway, 2' right of centerline, 22' AGL/471' MSL. Trees beginning 930' from departure end of runway, 211' left of centerline, up to 48' AGL/627' MSL. Tree 941' from departure end of runway, 97' right of centerline, 25' AGL/474' MSL. Pole 1949' from departure end of runway, 439' left of centerline, 42' AGL/501' MSL. Elevator 2106' from departure end of runway, 969' right of centerline, 86' AGL/536' MSL. **Rwy 25,** pole 1642' from departure end of runway, 734' right of centerline, 24' AGL/513' MSL. Trees beginning 1848' from departure end of runway, 690' right of centerline, up to 100' AGL/629' MSL. Tower 4981' from departure end of runway, 1376' left of centerline, 125' AGL/623' MSL. Tank 5628' from departure end of runway, 208' left of centerline, 101' AGL/610' MSL.

GOLDSBY, OK

DAVID JAY PERRY

NOTE: **Rwy 13,** trees beginning 751' from departure end of runway, 481' left of centerline, up to 50' AGL/1209' MSL. Tree 982' from departure end of runway, 730' right of centerline, 50' AGL/1189' MSL. Terrain 101' from departure end of runway, 369' right of centerline, 1159' MSL. **Rwy 31,** tree 1624' from departure end of runway, 550' right of centerline, 50' AGL/1219' MSL. **Rwy 35,** tree 930' from departure end of runway, 45' left of centerline, 50' AGL/1199' MSL. Road 905' from departure end of runway, 18' left of centerline, 15' AGL/1194' MSL.

GROVE, OK

GROVE MUNI (GMJ)

ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 200-1¼ or std. w/ min. climb of 271' per NM to 1100.

NOTE: **Rwy 18,** building 308' from departure end of runway, 321' left of centerline, 13' AGL/842' MSL. Multiple buildings beginning 11' from departure end of runway, 325' right of centerline, 22' AGL/851' MSL. Windsock 118' from departure end of runway, 325' right of centerline, 22' AGL/851' MSL. Light 165' from departure end of runway, 420' left of centerline, 24' AGL/863' MSL. Vehicle on road 598' from departure end of runway, 619' left of centerline, 15' AGL/854' MSL. Vehicle on road 590' from departure end of runway, 499' right of centerline, 15' AGL/844' MSL. Trees and poles beginning 33' from departure end of runway, 12' left of centerline, up to 100' AGL/1019' MSL. Trees and poles beginning 252' from departure end of runway, 13' right of centerline, up to 40' AGL/869' MSL. **Rwy 36,** rising terrain beginning 30' from departure end of runway, 277' left of centerline, up to 826' MSL. Pole 316' from departure end of runway, 521' left of centerline, 20' AGL/859' MSL. Trees beginning 151' from departure end of runway, 54' left of centerline, up to 100' AGL/939' MSL. Trees beginning 109' from departure end of runway, 49' right of centerline, up to 85' AGL/884' MSL.

GUTHRIE, OK

GUTHRIE-EDMOND RGNL (GOK)

AMDT 1 09351 (FAA)

NOTE: **Rwy 16,** trees beginning 54' from DER, 286' right of centerline, up to 44' AGL/1087' MSL.

GUYMON, OK

GUYMON MUNI

TAKE-OFF MINIMUMS: **Rwys 6, 24**, 600-2.

DEPARTURE PROCEDURE: **Rwys 18,36**, climb runway heading to 3700 before turning.

HARRISON, AR

BOONE COUNTY

TAKE-OFF MINIMUMS: **Rwy 18**, 1400-3 or std. with a min. climb of 320' per NM to 3200.

DEPARTURE PROCEDURE: **Rwy 18**, climb via heading 182° to 2600 before turning.

10098

HELENA/WEST HELENA, AR

THOMPSON-ROBBINS

TAKE-OFF MINIMUMS: **Rwy 8,** 400-2 or std. with a min. climb of 250' per NM to 700.

HENRY POST AAF (KFSI)

FORT SILL, OK 10098

Rwy 17, Standard

Rwy 35, Standard

DEPARTURE PROCEDURE:

Rwy 35, Climb heading 008° to 2200 before proceeding on course.

TAKE-OFF OBSTACLES: **Rwy 17:** Street light 30' AGL/1226' MSL, 1589' from DER, 862' right of centerline. Street light 30' AGL/1210' MSL, 1139' from DER, 786' right of centerline. Trees 50' AGL/1198' MSL, 951' from DER, 671' right of centerline. Trees 50' AGL/1221' MSL, 2151' from DER, 35' left of centerline. Trees 50' AGL/1229' MSL, 2488' from DER, 296' right of centerline.

HENRYETTA, OK

HENRYETTA MUNI

TAKE-OFF MINIMUMS: **Rwy 36**, 500-3 or std. with a min. climb of 270' per NM to 1500.

NOTE: **Rwy 36,** tower 13139' from DER, 885' right of centerline, 318' AGL/1273' MSL. Tower 8882' from DER, 6059' left of centerline, 330' AGL/1223' MSL.

HOBART, OK

HOBART RGNL (HBR)

AMDT 1 08073 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3, 12, 21, 30,** NA-Environmental.

NOTE: **Rwy 35,** Terrain beginning 107' from departure end of runway, 185' left of centerline, 0' AGL/1549' MSL. terrain beginning 109' from departure end of runway, 63' right of centerline, 0' AGL/1549' MSL.

HOPE, AR

HOPE MUNI (M18)

ORIG 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-Rwy closed indefinitely.

NOTE: **Rwy 16,** tree 1395' from DER, 695' left of centerline, 70' AGL/409' MSL. Tree 1307' from DER, 842' right of centerline, 70' AGL/399' MSL. Tree 2217' from DER, on centerline, 70' AGL/399' MSL. **Rwy 34,** trees beginning 504' from DER, 113' right of centerline, up to 70' AGL/460' MSL. Trees beginning 1173' from DER, 59' left of centerline, up to 70' AGL/457' MSL. Bush 39' from DER, 162' left of centerline, 10' AGL/369' MSL. Fence 154' from DER, 474' right of centerline, 11' AGL/371' MSL. Fence 410' from DER, 90' right of centerline, 11' AGL/370' MSL. Terrain 43' from DER, 448' left of centerline, 365' MSL.

HOT SPRINGS, AR

MEMORIAL FIELD

TAKE-OFF MINIMUMS: **Rwy 31**, 1100-3 or std. with a min. climb of 700' per NM to 1700. **Rwy 5**, 1100-3 or std. with a min climb of 820' per NM to 1700. **Rwy 13**, 300-1 or std. with a min. climb of 220' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 5**, climbing right turn via HOT R-065, continue climb to 1700 before departing on course. **Rwys 13,23,31**, climb on runway heading to 1700 before departing on course.

IDABEL, OK

MC CURTAIN COUNTY RGNL

NOTE: **Rwy 2,** trees 1.92 NM from departure end of runway, on centerline, 100' AGL/629' MSL.

JONESBORO, AR

JONESBORO MUNI (JBR)

AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31,** NA-obstacles.

NOTE: **Rwy 5,** multiple trees beginning 872' from departure end of runway, 459' right of centerline, up to 55' AGL/304' MSL, trees 1226' from departure end of runway, 557' left of centerline, 64' AGL/315' MSL. **Rwy 13,** multiple trees and poles beginning 356' from departure end of runway, 188' right of centerline, up to 48' AGL/304' MSL. Trees and poles beginning 694' from departure end of runway, 81' left of centerline, 45' AGL/278' MSL. Railroad 600' from departure end of runway, 9' left of centerline, up to 19' AGL/275' MSL. **Rwy 23,** multiple trees beginning 2493' from departure end of runway, 282' right of centerline, up to 66' AGL/326' MSL.

LAKE VILLAGE, AR

LAKE VILLAGE MUNI (M32)

ORIG 10042 (FAA)

NOTE: **Rwy 1,** trees beginning 1184' from DER, left and right of centerline, up to 100' AGL/229' MSL. **Rwy 19,** trees beginning 654' from DER, left and right of centerline, up to 100' AGL/229' MSL.

LAWTON, OK

LAWTON-FT SILL RGNL (LAW)

ORIG 10042 (FAA)

NOTE: **Rwy 17,** tree 1709' from DER, 870' left of centerline, 60' AGL/1119' MSL. Tree 918' from DER, 733' right of centerline, 31' AGL/1098' MSL. **Rwy 35,** tree 2377' from DER, 802' left of centerline, 60' AGL/1179' MSL.

10098

10098

LITTLE ROCK, AR

ADAMS FIELD (LIT)
AMDT 8 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1½ or std. w/ min. climb of 391' per NM to 600. **Rwy 22L,** 300-1¾ or std. w/ min. climb of 216' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1500' prior to departure end of runway. **Rwy 22R,** 300-2 or std. w/ min. climb of 329' per NM to 1100.

DEPARTURE PROCEDURE**: Rwy 22R,** climb heading 225° to 1100 before turning right. **Rwy 36,** climb heading 360° to 800 before turning left.

NOTE: **Rwy 4L,** tree 1784' from departure end of runway, 787' right of centerline, 100' AGL/339' MSL. **Rwy 4R,** tree 3337' from departure end of runway, 1050' right of centerline, 100' AGL/349' MSL. **Rwy 18,** trees beginning 1147' from departure end of runway, 153' left of centerline, up to 100' AGL/401' MSL. Vehicle/road 2037' from departure end of runway, 177' left of centerline, 17' AGL/313' MSL, railroad 1264' from departure end of runway, 18' left of centerline, 23' AGL/285' MSL. Trees beginning 1473' from departure end of runway, 132' right of centerline, up to 100' AGL/479' MSL, elevator 4633' from departure end of runway, 371' right of centerline, 88' AGL/399' MSL. Train 60' from departure end of runway, 470' right of centerline, 23' AGL/282' MSL. Stack 4873' from departure end of runway, 75' right of centerline, 87' AGL/402' MSL. Railroad crossing guard 489' from departure end of runway, 545' right of centerline, 26' AGL/282' MSL. Railroad 777' from departure end of runway, 537' right of centerline, 23' AGL/277' MSL. **Rwy 22L,** trees, beginning 782' from departure end of runway, 174' left of centerline, up to 100' AGL/419' MSL. Obstruction light poles, beginning 2130' from departure end of runway, 754' left of centerline, up to 100' AGL/364' MSL. Building 1310' from departure end of runway, 820' left of centerline, 25' AGL/300' MSL. Trees, beginning 4728' from departure end of runway, 1423' right of centerline, up to 100' AGL/499' MSL. Light 982' from departure end of runway, 503' right of centerline, 100' AGL/295' MSL. **Rwy 22R,** trees beginning 1236' from departure end of runway, 407' left of centerline, up to 100' AGL/512' MSL. Railroad 969' from departure end of runway, 731' left of centerline, 26' AGL/285' MSL. Antenna 9769' from departure end of runway, 2625' left of centerline, 119' AGL/508' MSL. Train 441' from departure end of runway, 608' right of centerline, 23' AGL/282' MSL. Poles beginning 948' from departure end of runway, 101' right of centerline, up to 34' AGL/293' MSL. Building 1169' from departure end of runway, 420' right of centerline, 32' AGL/291' MSL. Trees beginning 1702' from departure end of runway, 356' right of centerline, up to 100' AGL/311' MSL. Railroad crossing guard 819' from departure end of runway, 216' right of centerline, 23' AGL/282' MSL. Antenna 349' from departure end of runway, 479' right of centerline, 18' AGL/267' MSL. **Rwy 36,** trees beginning 449' from departure end of runway, 15' left of centerline, up to 100' AGL/370' MSL. Pole 904' from departure end of runway, 386' left of centerline, 41' AGL/300' MSL. Tower 1669' from departure end of runway, 505' left of centerline, 60' AGL/313' MSL. Trees beginning 350' from departure end of runway, 408' right of centerline, up to 100' AGL/ 347' MSL. Pole 902' from departure end of runway, 25' right of centerline, 42' AGL/301' MSL.

LITTLE ROCK AFB (KLRF)

JACKSONVILLE, AR 08045

DEPARTURE PROCEDURE: **Rwy 25:** Cross DER at least 13' AGL/299 MSL. 467' (80' AGL) trees, 6528' from departure end of rwy, 2248' left of centerline.

TAKE-OFF OBSTACLES: Rwy 07: Multiple trees up to 80' AGL/367' MSL, 1045' from DER, 724' right of centerline. Multiple trees up to 80' AGL/370' MSL, 1433' from DER, 674' left of centerline. **Rwy 07** (Assault Strip): Terrain 299' MSL, 26' from DER, 337' left of centerline. Terrain 292' MSL, 32' from DER, 413' right of centerline. Multiple trees 80' AGL/384' MSL, 1882' from DER, 536' left of centerline. Multiple trees 80' AGL/ 367' MSL, 2960' from DER, 1174' right of centerline. **Rwy 25**: Multiple trees 80' AGL/364' MSL, 1006' from DER, 722' right of centerline. Multiple trees 80' AGL/ 400' MSL, 4200' from DER, 757' left of centerline. **Rwy 25** (Assault Strip): Terrain 312' MSL, 4' from DER, 372' right of centerline. Multiple trees 80' AGL/436' MSL, 1387' from DER, 840' right of centerline.

MADILL, OK

MADILL MUNI

TAKE-OFF MINIMUMS: **Rwy 18**, 1000-3 or std. with a min. climb of 325' per NM to 3000.

DEPARTURE PROCEDURE: **Rwy 36**, climb runway heading to 2600 before turning southbound. **Rwy 18**, plan departure to avoid 2584' tower 6 NM south of airport or maintain climb of 325' per NM to 3000.

MAGNOLIA, AR

MAGNOLIA MUNI

NOTE: **Rwy 18,** 100' AGL tree 1950' from departure end of runway, 350' left of centerline.

MALVERN, AR

MALVERN MUNI

NOTE: **Rwy 4,** multiple trees beginning 456' from departure end of runway, 1' left of centerline, up to 100' AGL/649' MSL. Multiple trees beginning 456' from departure end of runway, 1' right of centerline, up to 100' AGL/649' MSL. **Rwy 22,** multiple trees and powerlines beginning 241' from departure end of runway, 1' left of centerline, up to 75' AGL/604' MSL. Multiple trees and powerlines beginning 241' from departure end of runway, 1' right of centerline, up to 75' AGL/ 604' MSL.

MC ALESTER, OK

MC ALESTER RGNL (MLC)
ORIG-A 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1½ or std. w/ a min. climb of 318' per NM to 1100. **Rwy 20,** 300-2 or std. w/ a min. climb of 232' per NM to 1100 or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to DER.

NOTE: **Rwy 2,** light standard, tree and pole beginning 203' from DER, 302' right of centerline, up to 59' AGL/ 828' MSL. Pole 104' from DER, 276' left of centerline, 31' AGL/780' MSL. Tree 5344' from DER, 1912' left of centerline, 100' AGL/989' MSL. **Rwy 20,** multiple trees and poles beginning 715' from DER, 66' right and 97' left of centerline, up to 50' AGL/934' MSL. Radio mast 9021' from DER, 2565' right of centerline, 266' AGL/985' MSL.

10098

10098

MELBOURNE, AR

MELBOURNE MUNI-JOHN E MILLER FIELD

TAKE-OFF MINIMUMS: **Rwy 21,** 300-1¼ or std. with a min. climb of 211' per NM to 1000.

NOTE: **Rwy 21,** water tank 1.1 NM from departure end of runway, 49' left of centerline, 105' AGL/939' MSL.

MENA, AR

MENA INTERMOUNTAIN MUNI

TAKE-OFF MINIMUMS: **Rwy 9,** std. with a min. climb of 284' per NM to 3500, or 1300-2½ for climb in visual conditions. **Rwy 17,** std. with a min. climb of 426' per NM to 3400, or 1300-2½ for climb in visual conditions. **Rwy 27,** std. with a min. climb of 408' per NM to 3500, or 1300-2½ for climb in visual conditions. **Rwy 35,** std. with a min. climb of 293' per NM to 3400, or 1300-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 9, 17, 27, 35,** for climb in visual conditions: cross Mena Intermountain Municipal Airport at or above 2300.

NOTE: **Rwy 27,** trees 2.01 NM from departure end of runway, on centerline, 100' AGL/1759' MSL.

MONTICELLO, AR

MONTICELLO MUNI/ELLIS FIELD (LLQ)

ORIG 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21,** 200-1¼ or std. w/ min. climb of 436' per NM to 600.

NOTE: **Rwy 3,** tree 278' from departure end of runway, 544' left of centerline, 100' AGL/349' MSL. Vehicle on road 625' from departure end of runway, 628' right of centerline, 15' AGL/264' MSL. **Rwy 21,** tree 3687' from departure end of runway, 819' left of centerline, 100' AGL/469' MSL. Vehicle on road 1000' from departure end of runway, 676' left of centerline, 15' AGL/294' MSL. Trees beginning 435' from departure end of runway, 607' right of centerline, up to 100' AGL/399' MSL. Powerline 5621' from departure end of runway, 994' right of centerline, 79' AGL/458' MSL. Powerline 4504' from departure end of runway, 1652' right of centerline, 79' AGL/388' MSL.

MORRILTON, AR

MORRILTON MUNI (BDQ)

ORIG-A 08129 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27,** Std. w/ min. climb of 211' per NM to 1600 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 27,** For climb in visual conditions cross Morrilton Municipal Airport at or above 1100 MSL before proceeding on course.

NOTE: **Rwy 9,** trees beginning 321' from departure end of runway, 511' right of centerline up to 100' AGL/419' MSL. Trees beginning 3378' from departure end of runway, 346' left of centerline, up to 100' AGL/449' MSL. **Rwy 27,** trees beginning 814' from departure end of runway, 317' left of centerline up to 100' AGL/399' MSL. Trees beginning 1552' from departure end of runway, 6' right of centerline up to 100' AGL/429' MSL.

PETIT JEAN PARK

TAKE-OFF MINIMUMS: **Rwy 21,** 400-2 or std. with a min. climb of 420' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 3**, climb runway heading to 1300 before turning.

MOUNTAIN HOME, AR

OZARK RGNL

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1 or std. with a min. climb of 270' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 5**, turn right. **Rwy 23,** turn left: **All aircraft** proceed direct via FLP VOR/DME then climb on course.

MOUNTAIN VIEW, AR

MOUNTAIN VIEW WILCOX MEMORIAL FIELD

TAKE-OFF MINIMUMS: **Rwy 9**, 1000-3 or std. with a min. climb of 370' per NM to 2100. **Rwy 27**, 1800-3 or std. with a min. climb of 350' per NM to 3100.

DEPARTURE PROCEDURE: **Rwy 9**, climb via heading 092° to 2100 before turning. **Rwy 27**, climb via heading 272° to 3100 before turning.

MULDROW AHP (KHMY)

LEXINGTON, OK . . . . . ORIG, 08213

TAKE-OFF OBSTACLES: **Rwy 17,** trees, poles, buildings and fence, up to 60' AGL/1149' MSL, 17' from DER, left and right of centerline. **Rwy 35,** trees, pole and NDB, up to 70' AGL/1161' MSL, 45' from DER, left and right of centerline.

MUSKOGEE, OK

DAVIS FIELD (MKO)

ORIG 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36,** NA-Environmental. **Rwy 22,** 200-1½ or std. w/ min. climb of 436' per NM to 900. **Rwy 31,** 300-1½ or std. w/ min.

DAVIS FIELD (MKO)(CONT'D)

climb of 217' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200'per NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

NOTE: **Rwy 22,** tree 3637' from departure end of runway, 985' right of centerline, 100' AGL/809' MSL. **Rwy 31,** tree 7679' from departure end of runway, 851' left of centerline, 100' AGL/819' MSL.

NEWPORT, AR

NEWPORT MUNI (M19)

ORIG 08269 (FAA)

NOTE: **Rwy 22,** building beginning 1947' from departure end of runway, 452' right of centerline, 60' AGL/299' MSL. **Rwy 36,** trees 2163' from departure end of runway, 939' left of centerline, up to 100' AGL/339' MSL.

NORMAN, OK

UNIVERSITY OF OKLAHOMA WESTHEIMER

NOTE: **Rwy 3,** multiple elevators, tower, and cement hopper beginning 1452' from departure end of runway, 358' right of centerline, up to 56' AGL/1236' MSL. **Rwy 21,** terrain 167' from departure end of runway, 506' right of centerline, 1182' MSL. **Rwy 35,** multiple poles beginning 699' from departure end of runway 518' right of centerline, up to 37' AGL/1215' MSL.

10098

TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

10098

NORTH LITTLE ROCK, AR

NORTH LITTLE ROCK MUNI

NOTE: **Rwy 5,** 80' AGL tree 360' from departure end of runway, 500' right of centerline. **Rwy 35,** 45' AGL trees 650' from departure end of runway, 300' left of centerline; 85' AGL tree 700' from departure end of runway, 600' right of centerline.

OKLAHOMA CITY, OK

CLARENCE E. PAGE MUNI

NOTE: **Rwy 17R,** multiple trees beginning 43' from departure end of runway, 331' right of centerline, 15' AGL/1348' MSL. Multiple trees beginning 260' from departure end of runway, 345' left of centerline, 37' AGL/1366' MSL. **Rwy 35L,** bush 90' from departure end of runway, 482' left of centerline, 8' AGL/1358' MSL.

SUNDANCE AIRPARK

TAKE-OFF MINIMUMS: **Rwy 17**, 400-1.

WILL ROGERS WORLD

NOTE: **Rwy 35L,** post 47' from departure end of runway, 495' left of centerline, 14' AGL/1287' MSL. **Rwy 36,** obstruction light on lighted WSK 678' from departure end of runway, 153' left of centerline, 31' AGL/1295' MSL.

WILEY POST (PWA)

AMDT 4 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17L,** 200-1 or std. with a min. climb of 310' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 13,** climb heading 127° to 2300 before turning left. **Rwys 35L,35R,** climb heading 352° to 1900 before turning right.

NOTE: **Rwy 13,** multiple trees 2032' from departure end of runway, 405' left of centerline, 50' AGL/1359' MSL. Multiple hangars 466' from departure end of runway, 465' left of centerline, 17' AGL/1316' MSL. Multiple hangars 1348' from departure end of runway, 604' right of centerline, 35' AGL/1334' MSL. **Rwy 17L,** multiple tanks 4592' to 6210' from departure end of runway, 1220' to 1385' left of centerline, up to 148' AGL/1478' MSL. Multiple trees 1292' to 1360' from departure end of runway, 645' to 727' right of centerline, up to 50' AGL/1345' MSL. **Rwy 17R,** windsock 326' from departure end of runway, 421' left of centerline, 20' AGL/1305' MSL. **Rwy 31,** road with vehicle 556' from departure end of runway, 319' left of centerline, 15' AGL/1289' MSL. **Rwy 35L,** multiple trees 706' from departure end of runway, 560' left of centerline, 50' AGL/1329' MSL. Spire 2442' from departure end of runway, 900' left of centerline, 86' AGL/1366' MSL.

OKMULGEE, OK

OKMULGEE RGNL

DEPARTURE PROCEDURE: **Rwy 36,** climb heading 356° to 1600 before proceeding on course.

NOTE: **Rwy 18,** multiple trees beginning 1303' from departure end of runway, 69' left of centerline, up to 100' AGL/779' MSL. Multiple trees beginning 1699' from departure end of runway, 12' right of centerline, up to 100' AGL 779' MSL.

OSCEOLA, AR

OSCEOLA MUNI

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1.

NOTE: **Rwy 1,** 180' AGL antenna 3003' from departure end of runway, 20' right of centerline.

OZARK, AR

OZARK-FRANKLIN COUNTY

TAKE-OFF MINIMUMS: **Rwy 4**, 400-2 or std. with a min. climb of 492' per NM to 1400. **Rwy 22,** std. with a min. climb of 282' per NM to 1400, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 4,** climbing right turn to 3000 via FSM R-064 to FSM VORTAC before proceeding on course. **Rwy 22,** climbing right turn to 3000 via FSM R-064 to FSM VORTAC before proceeding on course, or for climb in visual condtions cross Ozark-Franklin County Airport southwest bound at or above 1600 then climb to 3000 via FSM R-064 to FSM VORTAC before proceeding on course.

NOTE: **Rwy 4,** trees beginning 1906' from departure end of runway, 100' left of centerline, up to 100' AGL/959' MSL. Trees beginning 3412' from departure end of runway, 6' right of centerline, up to 100' AGL/959' MSL. Tower 1.1 NM from departure end of runway, 470' left of centerline, 205' AGL/995' MSL. **Rwy 22,** rising terrain and trees beginning 1.6 NM from departure end of runway, 1017' right of centerline, up to 100' AGL/999' MSL. Rising terrain and trees beginning 2.7 NM from departure end of runway, on centerline, up to 100' AGL/1079' MSL.

PARAGOULD, AR

KIRK FIELD

TAKE-OFF MINIMUMS: **Rwy 4,** 300-1 or std. with a min. climb of 333' per NM to 600. **Rwys 8, 26,** NA-unsurveyed turf runways. **Rwy 22,** 200-1.

NOTE: **Rwy 4,** tank 5070' from departure end of runway, 883' right of centerline, 190' AGL/470' MSL. Road 1285' from departure end of runway, on centerline, 289' MSL. Sign 1506' from departure end of runway, 135' right of centerline, 50' AGL/331' MSL. **Rwy 22,** sign 311' from departure end of runway, 285' right of centerline, 30' AGL/325' MSL. Road 300' from departure end of runway, on centerline, 295' MSL.

PONCA CITY, OK

PONCA CITY RGNL (PNC)

ORIG 07354 (FAA)

NOTE: **Rwy 17,** multiple buildings, poles, and antenna beginning 195' from departure end of runway, 303' right of centerline, up to 81' AGL/1071' MSL. Trees and pole 1304' from departure end of runway, from 400' left of centerline, 70' AGL/1061' MSL. **Rwy 35,** antenna on building 10' from departure end of runway, 437' right of centerline, 13' AGL/1013' MSL. Trees 1475' from departure end of runway, 350' right of centerline 50' AGL/1030' MSL.

POTEAU, OK

ROBERT S. KERR

DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 2500 before turning on course. **Rwy 36,** climb runway heading to 2800 before turning on course.

NOTE: **Rwy 36,** cross departure end of runway at or above 16' AGL/461' MSL.

10098

10098

PRYOR, OK

MID-AMERICA INDUSTRIAL

DEPARTURE PROCEDURE: **Rwys 18, 36,** climb to 1400 before turning on course.

ROGERS, AR

ROGERS MUNI-CARTER FIELD

NOTES: **Rwy 20**, multiple towers and trees beginning 393' from departure end of runway, 209' right of centerline, up to 122' AGL/1462' MSL. Multiple towers and trees beginning 567' from departure end of runway, 81' left of centerline, up to 108' AGL/1469' MSL.

RUSSELLVILLE, AR

RUSSELLVILLE RGNL

TAKE-OFF MINIMUMS: **Rwy 7,** 500-2 or std. with a min. climb of 490' per NM to 900. **Rwy 25,** 1800-3 or std. with a min. climb of 230' per NM to 2200.

NOTE: **Rwy 7,** building, 3192' from departure end of runway, 204' left of centerline, 50' AGL/520' MSL.

SALLISAW, OK

SALLISAW MUNI

TAKE-OFF MINIMUMS: **Rwy 17,** 400-2 or std. with a min. climb of 210' per NM to 1000. **Rwy 35,** 700-2 or std. with a min. climb of 470' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 17,** climb runway heading to 1000 before turning. **Rwy 35,** climbing left turn to 1500 on heading 180° before proceeding on course.

SAND SPRINGS, OK

WILLIAM R. POGUE MUNI (OWP)

AMDT 2 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35,** 300-1½ or std. w/ min. climb of 260' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 169° to 2500 before turning left. **Rwy 35,** climb heading 349° to 2500 before turning right.

NOTE: **Rwy 17,** trees beginning 75' from DER, 121' left and right of centerline, up to 100' AGL/940' MSL. Vehicles 83' from DER, 35' left and right of centerline, 15' AGL/905' MSL. **Rwy 35,** vehicles 83' from DER, 35' left of centerline, 15' AGL/905' MSL. Trees 1.24 NM from DER, 671' left of centerline, up to 100' AGL/1126' MSL.

SEMINOLE, OK

SEMINOLE MUNI

NOTE: **Rwy 16,** powerline 419' from departure end of runway, 403' left of centerline, 46' AGL/1025' MSL.

SILOAM SPRINGS, AR

SMITH FIELD

NOTE: **Rwy 18,** light pole 1320' from departure end of runway, 358' right of centerline, 31' AGL/1209' MSL. Trees 795' from departure end of runway, 354' left of centerline, up to 25' AGL/1197' MSL. Trees 1272' from departure end of runway, 340' right of centerline, up to 34' AGL/1212' MSL. **Rwy 36,** power pole 1185' from departure end of runway, 567' right of centerline, 31' AGL/1223' MSL. Trees 528' from departure end of runway, 424' left of centerline, up to 54' AGL/1241' MSL. Trees 532' from departure end of runway, 354' right of centerline, up to 39' AGL/1232' MSL.

SPRINGDALE, AR

SPRINGDALE MUNI

TAKE-OFF MINIMUMS: **Rwy 36**, 400-2 or std. with a min. climb of 260' per NM to 1900.

DEPARTURE PROCEDURE: **Rwys 18, 36,** climb runway heading to 1900 prior to turning on course or as directed by ATC.

NOTE: **Rwy 36,** 70' AGL/1422' MSL trees 4406' from departure end of runway, 522' right of centerline. 70' AGL/1409' MSL trees 2734' from departure end of runway, 325' right of centerline. 70' AGL/1403' MSL trees 2783' from departure end of runway, 42' right of centerline. 70' AGL/1418' MSL trees 3075' from departure end of runway, 329' right of centerline. 70' AGL/1389' MSL trees 1659' from departure end of runway, 326' right of centerline.

STUTTGART, AR

STUTTGART MUNI

NOTE: **Rwy 18,** tree 108' from departure end of runway, 286' right of centerline, 9' AGL/227' MSL. **Rwy 27,** tree 188' from departure end of runway, 152' left of centerline, 7' AGL/227' MSL.

TAHLEQUAH, OK

TAHLEQUAH MUNI (TQH)

AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35,** 300-1½ or std. w/ min. climb of 345' per NM to 1200.

NOTE: **Rwy 17,** trees beginning 80' from departure end of runway, 16' right of centerline, up to 60' AGL/911' MSL. Trees and poles beginning 139' from departure end of runway, 337' left of centerline, up to 34' AGL/855' MSL. Light 1042' from departure end of runway, 403' left of centerline, 29' AGL/878' MSL. **Rwy 35,** poles and trees beginning 23' from departure end of runway, 42' left of centerline, up to 56' AGL/1075' MSL. Poles and trees beginning 1334' from departure end of runway, 29' right of centerline, up to 40' AGL/1058' MSL. Building 4492' from departure end of runway, 889' left centerline, 24' AGL/1024' MSL.

TEXARKANA, AR

TEXARKANA RGNL-WEBB FIELD (TXK)

AMDT 4 07354 (FAA)

NOTE: **Rwy 4,** multiple trees 881' from departure end of runway, 677' left of centerline, 60' AGL/419' MSL. Multiple trees 767' from departure end of runway, 621' right of centerline, 75' AGL/434' MSL. **Rwy 13,** multiple trees 21' from departure end of runway, 372' left of centerline, 75' AGL/424' MSL. Multiple trees 1819' from departure end of runway, 133' left of centerline, 99' AGL/438' MSL. Multiple trees beginning 237' from departure end of runway, 344' right of centerline, 98' AGL/457' MSL. **Rwy 22,** multiple trees beginning 122' from departure end of runway, 276' left of centerline, 47' AGL/406' MSL. Multiple trees beginning 132' from departure end of runway, 348' right of centerline, 71' AGL/400' MSL. **Rwy 31,** vehicle on road 346' from departure end of runway, on centerline, 15' AGL/391' MSL. Multiple trees 535' from deaprture end of runway, 124' left of centerline, 60' AGL/391' MSL. Mutliple trees beginning 454' from departure end of runway, 349' right of centerline, 70' AGL/429' MSL. Multiple trees 1962' from departure end of runway, 195' left of centerline, 60' AGL/429' MSL

10098
TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

TINKER AFB (KTIK),
OKLAHOMA CITY, OK . . . . . .
09043
DEPARTURE PROCEDURE: **Rwy 30,** climb on track 306° to 4000 prior to executing a right turn, left turns may be initiated at 1800. **Rwy 35,** intercept TIK R-354 climbing to 4000 prior to executing left turn.
TAKE-OFF OBSTACLES: **Rwy 30,** Trees 47' AGL/ 1267' MSL, 1778' from DER, 927' right of centerline. Monument 41' AGL/1264' MSL, 1473' from DER, 1337' right of centerline. Trees 28' AGL/ 1245' MSL, 2862' from DER, 1641' right of centerline.

TULSA, OK
RICHARD LLOYD JONES JR (RVS)
AMDT 6 08297 (FAA)
TAKE-OFF MINIMUMS: **Rwy 31,** 300-1¾ or std. w/ min. climb of 470' per NM to 1100.
DEPARTURE PROCEDURE: **Rwys 1L, 1R,** climb heading 007° to 1400 before proceeding on course. **Rwy 13,** climb heading 127° to 1400 before proceeding on course. **Rwys 19L, 19R,** climb heading 187° to 1400 before proceeding on course. **Rwy 31,** climb heading 307° to 1700 before proceeding on course.
NOTE: **Rwy 1L,** tree 1492' from departure end of runway, 627' right of centerline, 81' AGL/700' MSL **Rwy 1R,** railroad 163' from departure end of runway, 226' right of centerline, 23' AGL/669' MSL. Tree 250' from departure end of runway, 236' right of centerline, 45' AGL/669' MSL. Pole 582' from departure end of runway, 330' right of centerline, 49' AGL/673' MSL. Pole 992' from departure end of runway, 117' right of centerline, 40' AGL/664' MSL. Tree 1844' from departure end of runway, 74' left of centerline, 81' AGL/ 700' MSL. **Rwy 13,** building 717' from departure end of runway, 514' right of centerline, 25' AGL/641' MSL. Tree 1961' from departure end of runway, 92' left of centerline, 50' AGL/679' MSL. Tree 2021' from departure end of runway, 461' right of centerline, 76' AGL/695' MSL. Tree 2287' from departure end of runway, 102' right of centerline,
79' AGL/698' MSL. Tree 2438' from departure end of runway, 31' left of centerline, 80' AGL/699' MSL. Tree 2697' from departure end of runway, 323' right of centerline, 90' AGL/709' MSL. Trees beginning 2292' from departure end of runway, 655' right of centerline, up to 100' AGL/729' MSL. **Rwy 19L,** tree 791' from departure end of runway, 311' left of centerline, 46' AGL/665' MSL. Tree 1379' from departure end of runway, 457' left of centerline, 64' AGL/683' MSL. Trees beginning 3858' from departure end of runway, 620' left of centerline, up to 100' AGL/719' MSL. **Rwy 19R,** tree 2247' from departure end of runway, 1020' left of centerline, 56' AGL/685' MSL. Trees beginning 3296' from departure end of runway, 1323' left of centerline, up to 100' AGL/714' MSL. **Rwy 31,** hangar, 507' from departure end of runway, 344' right of centerline, 21' AGL/640' MSL. Trees beginning 1372' from departure end of runway, from 265' left of centerline to 248' right of centerline, up to 95' AGL/ 714' MSL. Tree 2161' from departure end of runway, 74' left of centerline, 102' AGL/721' MSL. Trees beginning 1965' from departure end of runway, 909' left of centerline, up to 100' AGL/739' MSL. Transmission line towers beginning 2732' from departure end of runway, 28' right of centerline, up to 107' AGL/773' MSL.

TULSA INTL
TAKE-OFF MINIMUMS: **Rwy 18R**, 200-1 or std. with a min. climb of 210' per NM to 900.
DEPARTURE PROCEDURE: Comply with SID or as cleared.

VANCE AFB (KEND)

ENID, OK 09323

TAKE-OFF OBSTACLES:

Rwy 17C: Barrier (when raised) 24' AGL/1321' MSL, 154' into overrun, on centerline.

Rwy 17L: Terrain, 1293' MSL, 239' from DER, 55' left of centerline. Terrain, 1295' MSL, abeam departure end of runway, 156' right of centerline. Wind sensor, 33' AGL/1325' MSL, 211' from DER, 578' right of centerline. T-1 aircraft on taxiway, 14' AGL/1298' MSL, 204' from DER, 186' right of centerline. T-1 aircraft on taxiway, 14' AGL/1303' MSL, 383' from DER, 574' left of centerline. Trees, 70' AGL/1349' MSL, 2479' from DER, 1136' left of centerline. Trees, 70' AGL/1355' MSL, 1620' from DER, 944' left of centerline.

Rwy 17R: Barrier (when raised), 24' AGL/1336' MSL, 152' into overrun, on centerline.

Rwy 35C: Barrier (when raised), 24' AGL/1301' MSL, 147' into overrun, on centerline.

Rwy 35L: Barrier (when raised), 24' AGL/1303' MSL, 149' into overrun, on centerline.

Rwy 35R: Wind sensor, 33' AGL/1299' MSL, 1884' from DER, 577' left of centerline. Vehicle on road, 10' AGL/1284' MSL, 144' from DER, 292' left of centerline. T-1 aircraft on taxiway, 14' AGL/1280' MSL, 211' from DER, 574' right of centerline.

WAGONER, OK

HEFNER-EASLEY (H68)

ORIG 08045 (FAA)

NOTE: **Rwy 36,** Multiple trees beginning 167' from departure end of runway, 544' right of centerline, up to 100' AGL/709' MSL.

WATONGA, OK

WATONGA RGNL

TAKE-OFF MINIMUMS: **Rwy 17**, 400-2 or std. with a min. climb of 315' per NM to 2000.

NOTE: **Rwy 17,** vehicle on road 165' from departure end of runway, 471' left of centerline, 15' AGL/1554' MSL. Elevator 5609' from departure end of runway, 614' left of centerline, 177' AGL/1694' MSL. **Rwy 35,** trees beginning 3318' from departure end of runway, 435' left of centerline, up to 100' AGL/1689' MSL. Vehicle on road 284' from departure end of runway, 471' right of centerline, 15' AGL/1584' MSL.

WEATHERFORD, OK

THOMAS P. STAFFORD

DEPARTURE PROCEDURE: **Rwy 17,** climb via heading 188° to 2500 before proceeding on course.

NOTE: **Rwy 17,** truck on road 682' from departure end of runway, crossing centerline, 17' AGL/1636' MSL, multiple trees beginning 2605' from departure end of runway, 652' right of centerline, up to 100' AGL/1699' MSL.**Rwy 35,** tree 1421' from departure end of runway, 413' right of centerline, 40' AGL/1649' MSL.

WEST MEMPHIS, AR

WEST MEMPHIS MUNI

TAKE-OFF MINIMUMS: **Rwy 17,** NOTE: 101' AGL trees 2155' from departure end of rwy, 196' right of centerline.

WOODWARD, OK

WEST WOODWARD

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 172° to 3100 before proceeding on course.

APP CRS	Rwy Idg	3496
358°	TDZE	210
	Apt Elev	211

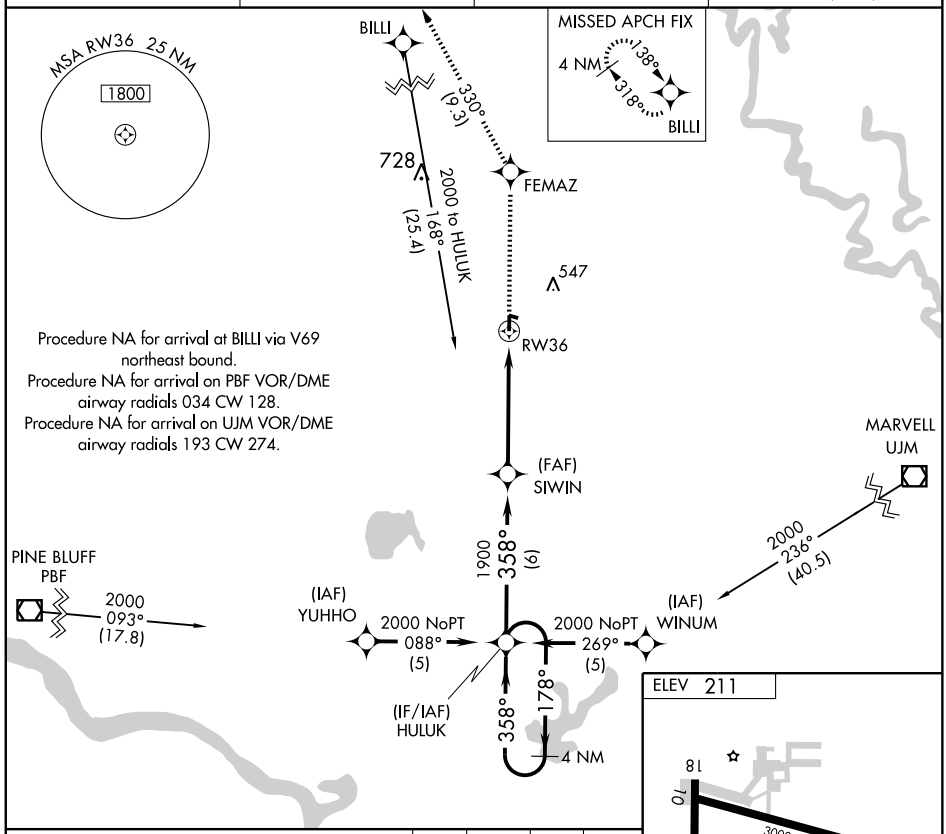
RNAV (GPS) RWY 36

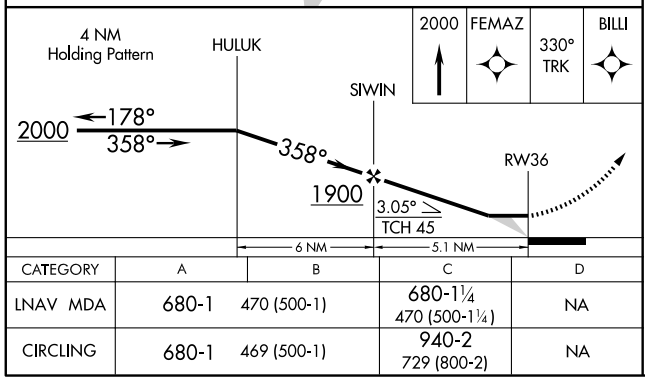
ALMYRA MUNI (M73)

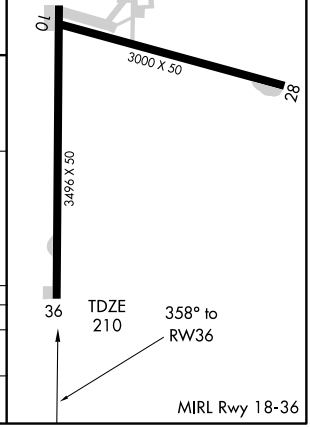
NA Use Stuttgart altimeter setting; if not received, use Pine Bluff/Grider Field altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct FEMAZ and via 330° track to BILLI and hold.

STUTTGART AWOS-3	LITTLE ROCK APP CON	CLNC DEL	UNICOM
119.025	119.85 353.6	119.85	123.0 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	680-1	470 (500-1)	680-1¼ 470 (500-1¼)	NA
CIRCLING	680-1	469 (500-1)	940-2 729 (800-2)	NA

SC-1, 08 APR 2010 to 06 MAY 2010

VOR/DME PBF	APP CRS	Rwy Idg	N/A
116.0	062°	TDZE	N/A
Chan 107		Apt Elev	211

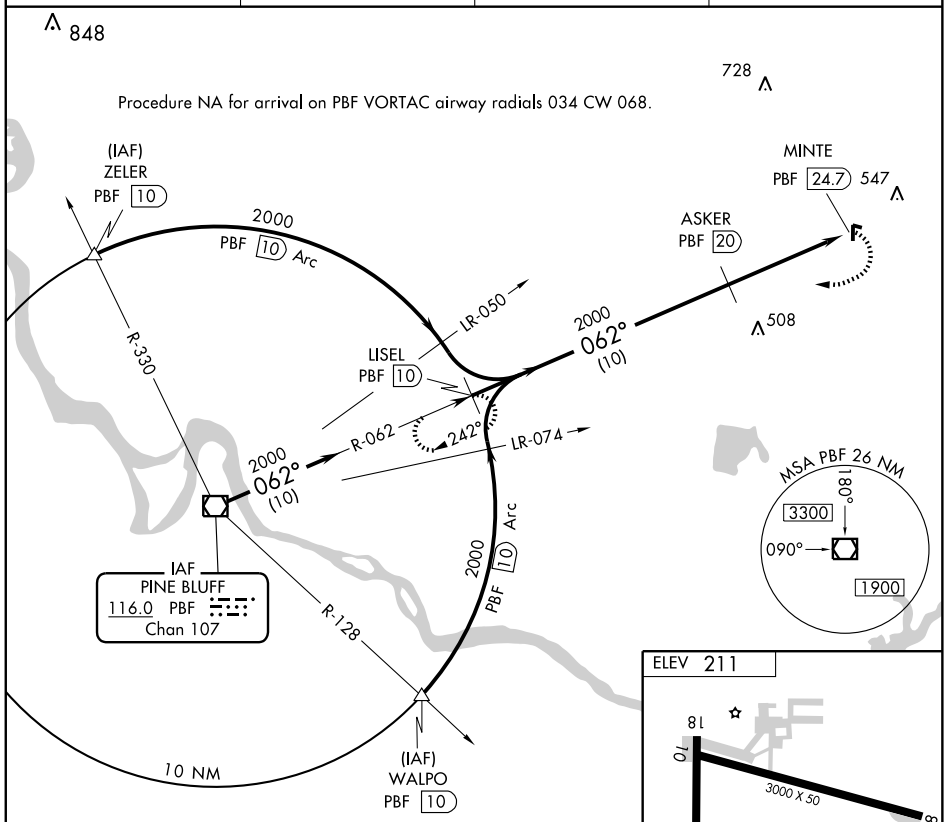
VOR/DME-A

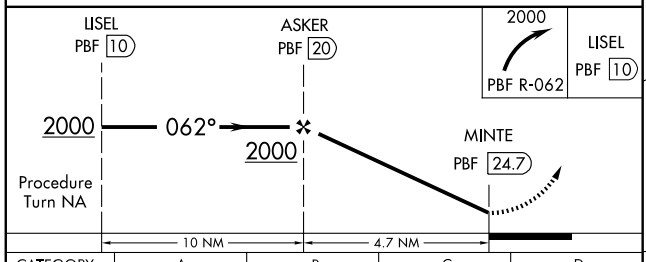
ALMYRA MUNI (M73)

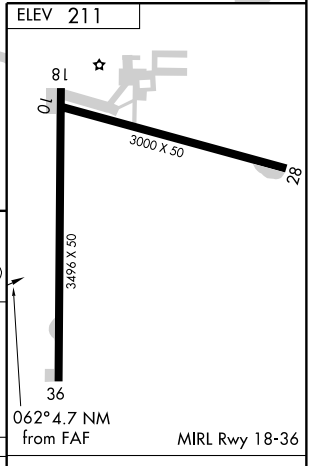
NA Use Stuttgart altimeter setting; if not received, use Pine Bluff/Grider Field altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climbing right turn to 2000 via PBF R-062 to LISEL/10 DME and hold.

STUTTGART AWOS-3	LITTLE ROCK APP CON	CLNC DEL	UNICOM
119.025	119.85 353.6	119.85	123.0 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	680-1 469 (500-1)	680-1¼ 469 (500-1¼)	940-2 729 (800-2)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-1, 08 APR 2010 to 06 MAY 2010

NDB ADF	APP CRS	Rwy Idg	5002
275	033°	TDZE	182
		Apt Elev	182

NDB RWY 4

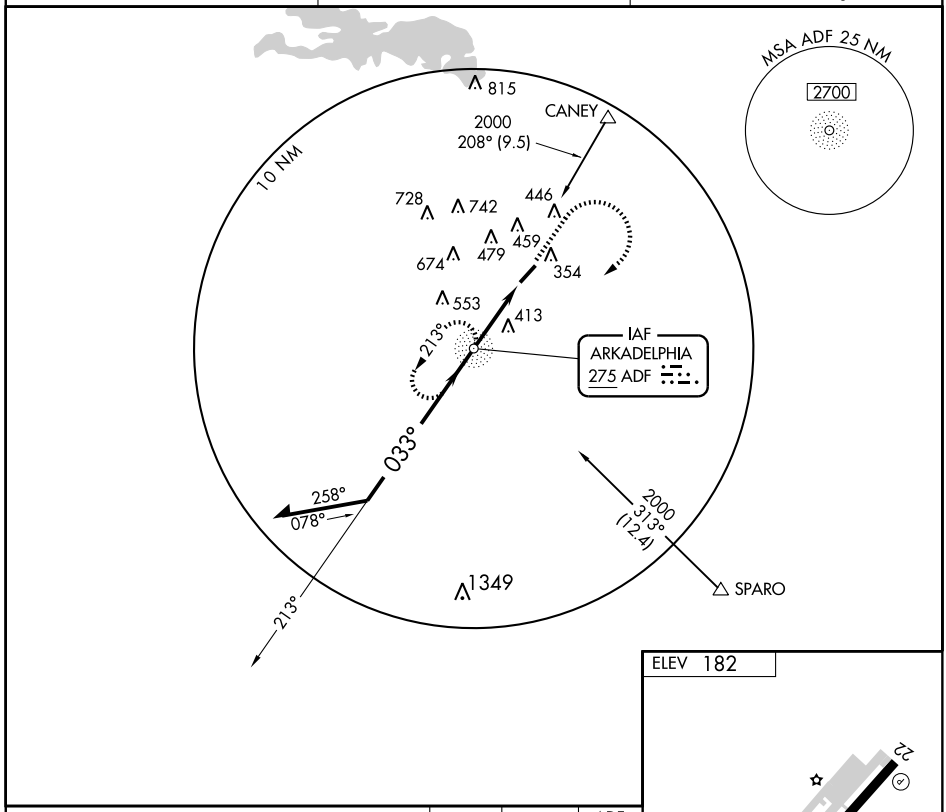
ARKADELPHIA/ DEXTER B. FLORENCE MEMORIAL FIELD (M89)

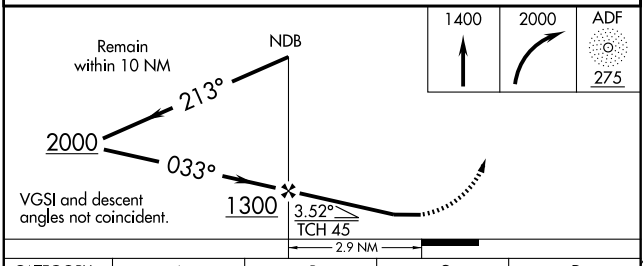
Use Hot Springs altimeter setting; if not received, use Little Rock altimeter setting and increase all MDAs 20 feet.

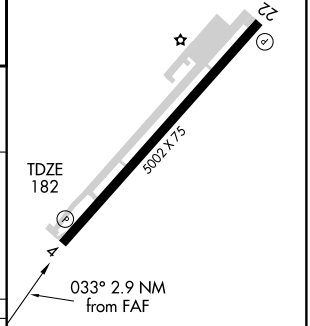
NA

MISSED APPROACH: Climb to 1400 then climbing right turn to 2000 direct ADF NDB and hold.

ASOS	MEMPHIS CENTER	UNICOM
118.175	128.475 377.15	122.7 (CTAF) L







MIRL Rwy 4-22 L

CATEGORY	A	B	C	D
S-4	880-1 698 (700-1)		880-2 698 (700-2)	NA
CIRCLING	880-1 698 (700-1)		880-2 698 (700-2)	NA

FAF to MAP 2.9 NM

Knots	60	90	120	150	180
Min:Sec	2:54	1:56	1:27	1:10	0:58

SC-1, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5002
040°	TDZE	182
	Apt Elev	182

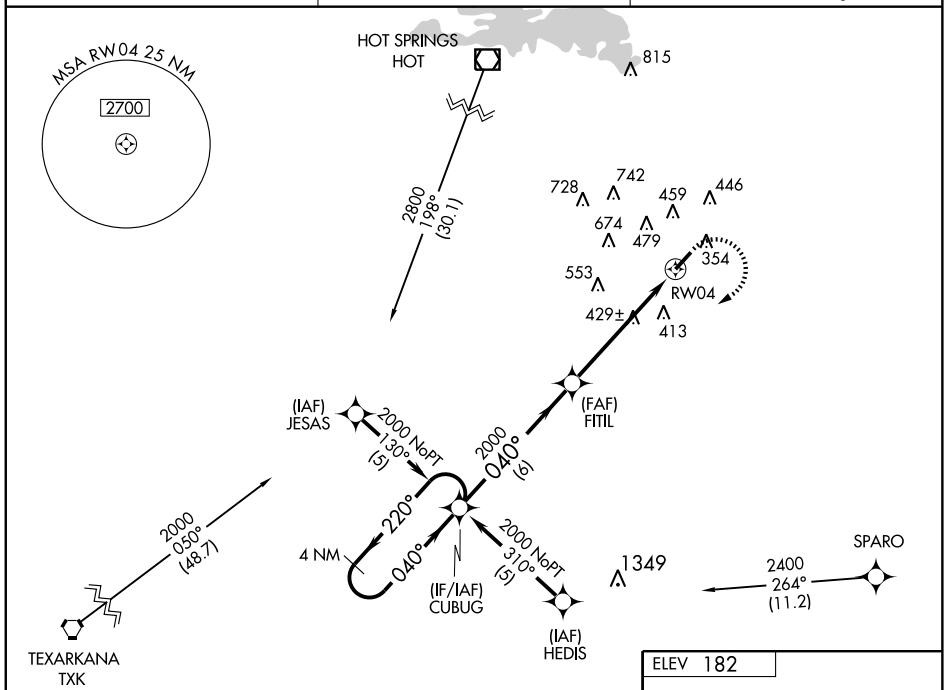
RNAV (GPS) RWY 4

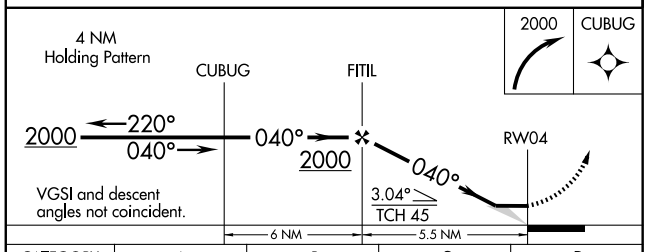
ARKADELPHIA/ DEXTER B. FLORENCE MEMORIAL FIELD (M89)

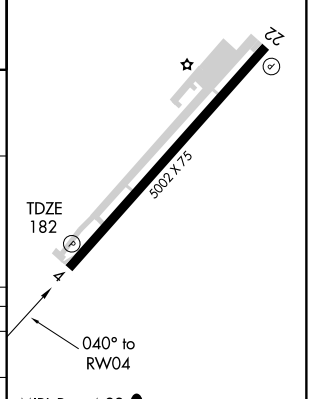
DME/DME RNP-0.3 NA.
Use Hot Springs altimeter setting; if not received, use Little Rock altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climbing right turn to 2000 direct CUBUG and hold.

ASOS	MEMPHIS CENTER	UNICOM
118.175	128.475 377.15	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	800-1 618 (700-1)		800-1¾ 618 (700-1¾)	NA
CIRCLING	860-1 678 (700-1)	880-1 698 (700-1)	880-2 698 (700-2)	NA

SC-1. 08 APR 2010 to 06 MAY 2010

NDB AJX 344	APP CRS 019°	Rwy Idg 5156 TDZE 700 Apt Elev 716

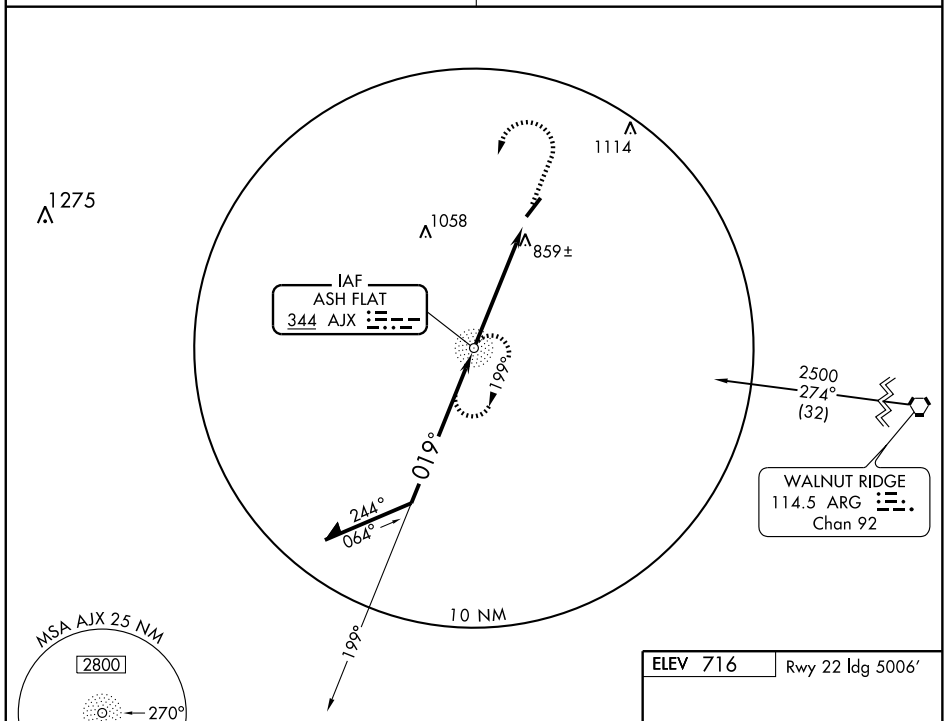
NDB RWY 4

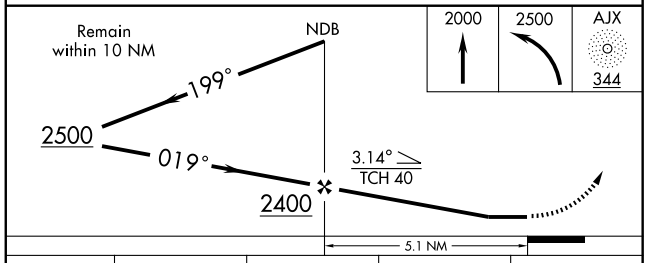
ASH FLAT/ SHARP COUNTY RGNL (CVK)

▼ NA — Use Jonesboro altimeter setting; if not received, procedure not authorized.

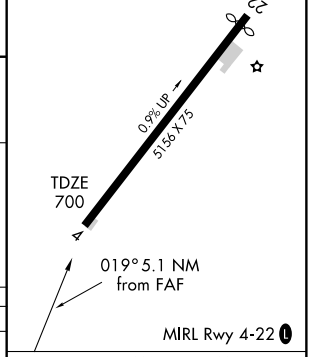
MISSED APPROACH: Climb to 2000 then climbing left turn to 2500 direct AJX NDB and hold.

MEMPHIS CENTER	UNICOM
120.075 289.4	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-4	1380-1 680 (700-1)		1380-2 680 (700-2)	NA
CIRCLING	1460-1 744 (800-1)	1460-1¼ 744 (800-1¼)	1460-2¼ 744 (800-2¼)	NA



FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

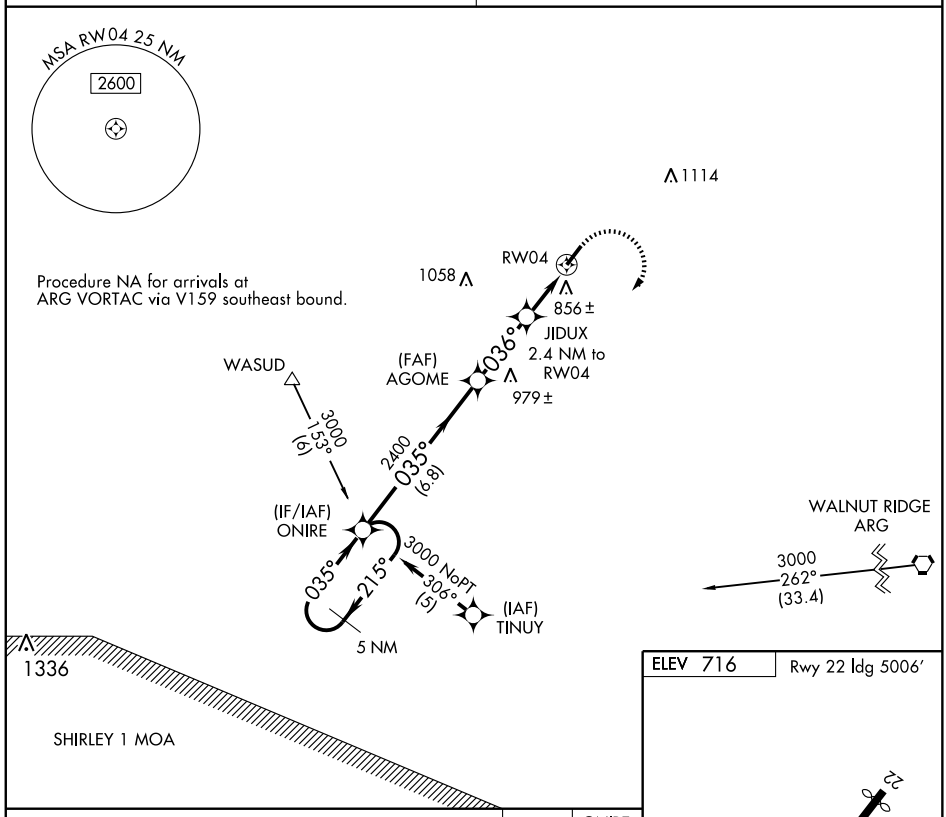
SC-1, 08 APR 2010 to 06 MAY 2010

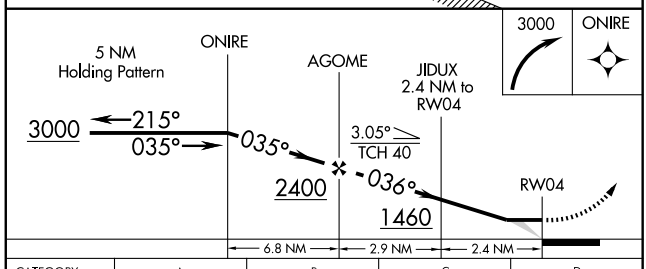
APP CRS	Rwy Idg	5156
036°	TDZE	700
	Apt Elev	716

RNAV (GPS) RWY 4

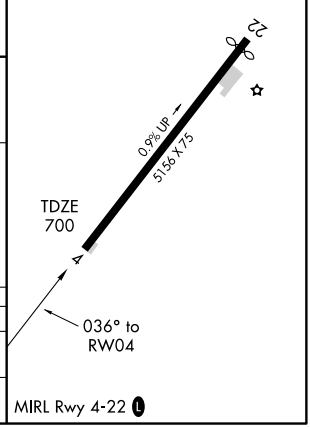
ASH FLAT/ SHARP COUNTY RGNL (CVK)

▼ NA: DME/DME RNP-0.3 NA. Use Walnut Ridge altimeter setting; if not received, use Jonesboro altimeter setting and increase all MDAs 60 feet.	MISSED APPROACH: Climbing right turn to 3000 direct ONIRE and hold.
MEMPHIS CENTER **120.075 289.4**	UNICOM **122.7** (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1260-1	560 (600-1)	1260-1½ 560 (600-1½)	NA
CIRCLING	1400-1	684 (700-1)	1400-2 684 (700-2)	NA



SC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5006
216°	TDZE	716
	Apt Elev	716

RNAV (GPS) RWY 22

ASH FLAT/ SHARP COUNTY RGNL (CVK)

DME/DME RNP-0.3 NA. Use Walnut Ridge altimeter setting; if not received, use Jonesboro altimeter setting and increase all MDAs 60 feet.

NA

MISSED APPROACH: Climb to 3000 direct ONIRE and hold.

MEMPHIS CENTER
120.075 289.4

UNICOM
122.7 (CTAF) L

LINDBERGH C MOA

ZERTY

3000
107°
(27.7)

1444

MSA RW 22 25 NM
2600

(IAF)
KOCEG

5 NM

3000 NoPT
126°
(5)

036°

216°

(IF/IAF)
JINOM

3000 NoPT
306°
(5)

(IAF)
HUXAG

2400
216°
(6.5)

(FAF)
NOYDI

3000
309°
(24.1)

WALNUT RIDGE
ARG

OYEYA
2.7 NM to
RW22

1114

RW22

3000
036°
(21.7)

1058

WASUD

MISSED APCH FIX
ONIRE
035°
215°
5 NM

ELEV 716

Rwy 22 ldg 5006′

216° to
RW22

22

TDZE
716

839

0.9% UP

5156 X 75

4

3000

ONIRE

OYEYA
2.7 NM to
RW22

NOYDI

JINOM

5 NM
Holding Pattern

036°
216°
3000

RW22

3.04°
TCH 40

216°

2400

1600

2.7 NM — 2.4 NM — 6.5 NM

CATEGORY	A	B	C	D
LNAV MDA	1360-1	644 (700-1)	1360-1¾ 644 (700-1¾)	NA
CIRCLING	1400-1	684 (700-1)	1400-2 684 (700-2)	NA

MIRL Rwy 4-22 L

SC-1, 08 APR 2010 to 06 MAY 2010

LOC/DME I-BVX	APP CRS	Rwy Idg 6002
109.7	079°	TDZE 463
Chan 34		Apt Elev 464

LOC RWY 7

BATESVILLE RGNL (BVX)

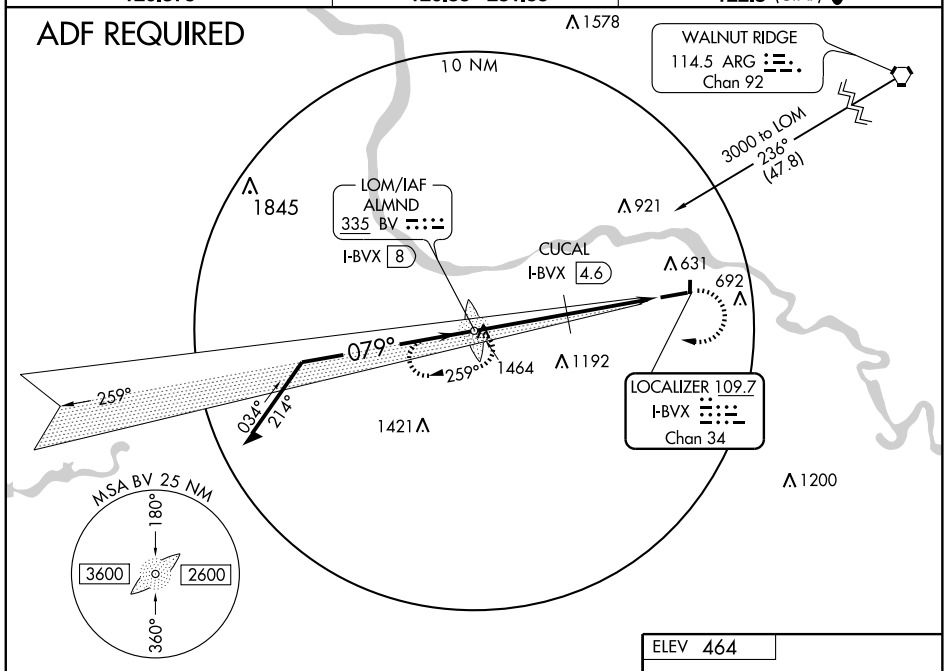
▼ NA — If local altimeter setting not received, use Searcy Muni altimeter setting and increase all MDAs 100 feet. VDP NA with Searcy Muni altimeter setting. Circling NA northwest of Rwys 7 and 25. Circling to Rwy 17-35 NA at night. Inoperative table does not apply to S-LOC 7 all Cats and CUCAL fix minimums S-LOC 7 Cat C. ADF Required.

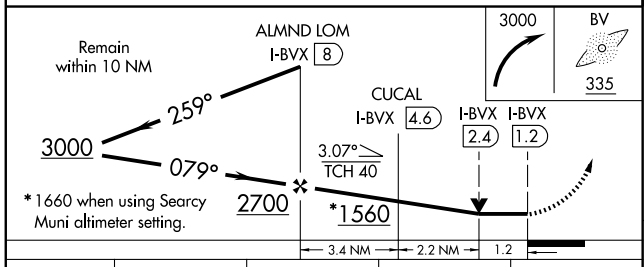
MALS (A4)

MISSED APPROACH: Climbing right turn to 3000 direct ALMND LOM and hold.

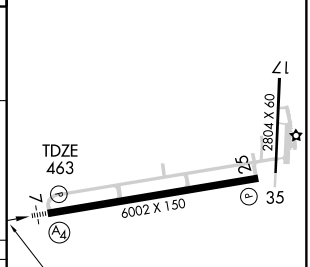
AWOS-3	MEMPHIS CENTER	UNICOM
126.375	126.85 281.55	122.8 (CTAF) L

ADF REQUIRED





CATEGORY	A	B	C	D
S-LOC 7	1560-1¼ 1097 (1100-1¼)	1560-1½ 1097 (1100-1½)	1560-3 1097 (1100-3)	
CIRCLING	1560-1¼ 1096 (1100-1¼)	1560-1½ 1096 (1100-1½)	1560-3 1096 (1100-3)	
CUCAL FIX MINIMUMS				
S-LOC 7	880-¾ 417 (500-¾)		880-1¼ 417 (500-1¼)	
CIRCLING	980-1 516 (600-1)		980-1½ 516 (600-1½)	1040-2 576 (600-2)



MIRL Rwy 7-25 L

FAF to MAP 6.8 NM					
Knots	60	90	120	150	180
Min:Sec	6:48	4:32	3:24	2:43	2:16

SC-1, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	6002
079°	TDZE	463
	Apt Elev	464

RNAV (GPS) RWY 7

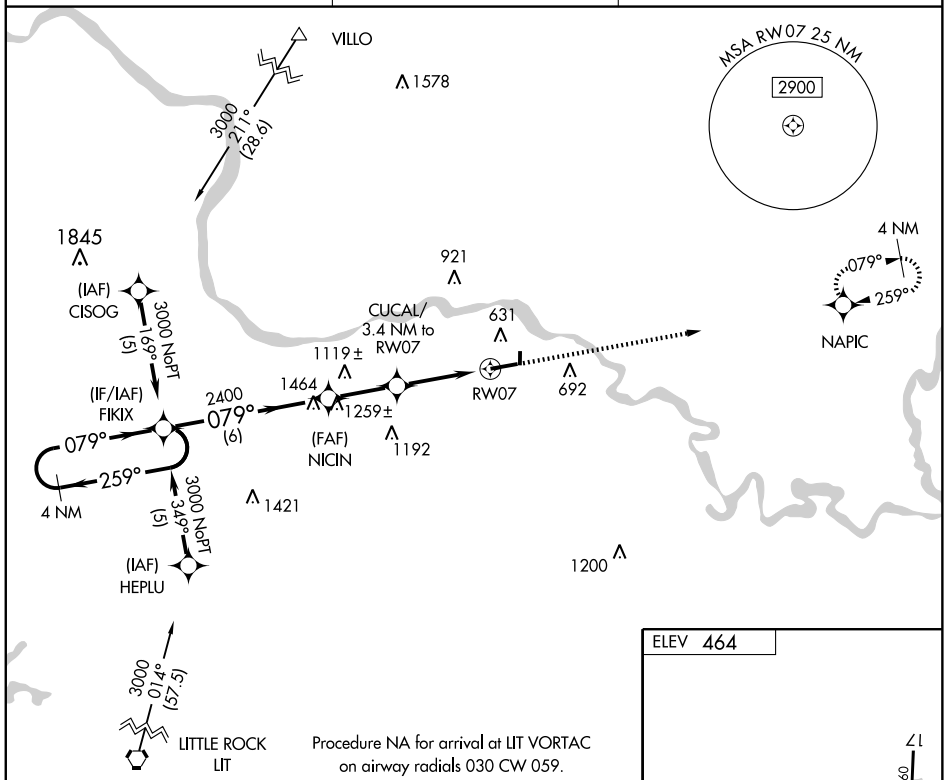
BATESVILLE RGNL (BVX)

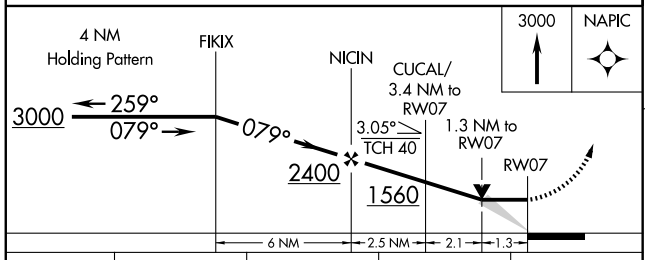
If local altimeter setting not received, use Searcy Muni altimeter setting and increase all MDAs 100 feet. VDP NA when using Searcy Muni altimeter setting. Circling NA northwest of Rwy 7-25. Circling to Rwy 17-35 NA at night. DME/DME RNP-0.3 NA. Inoperative table does not apply to LNAV Cat C.

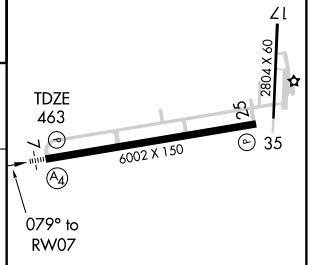
MALS

MISSED APPROACH: Climb to 3000 direct NAPIC and hold

AWOS-3	MEMPHIS CENTER	UNICOM
126.375	126.85 281.55	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	920-¾ 457 (500-¾)		920-1¼ 457 (500-1¼)	920-1½ 457 (500-1½)
CIRCLING	980-1 516 (600-1)		980-1½ 516 (600-1½)	1040-2 576 (600-2)

MIRL Rwy 7-25 L

SC-1, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	6002
259°	TDZE	464
	Apt Elev	464

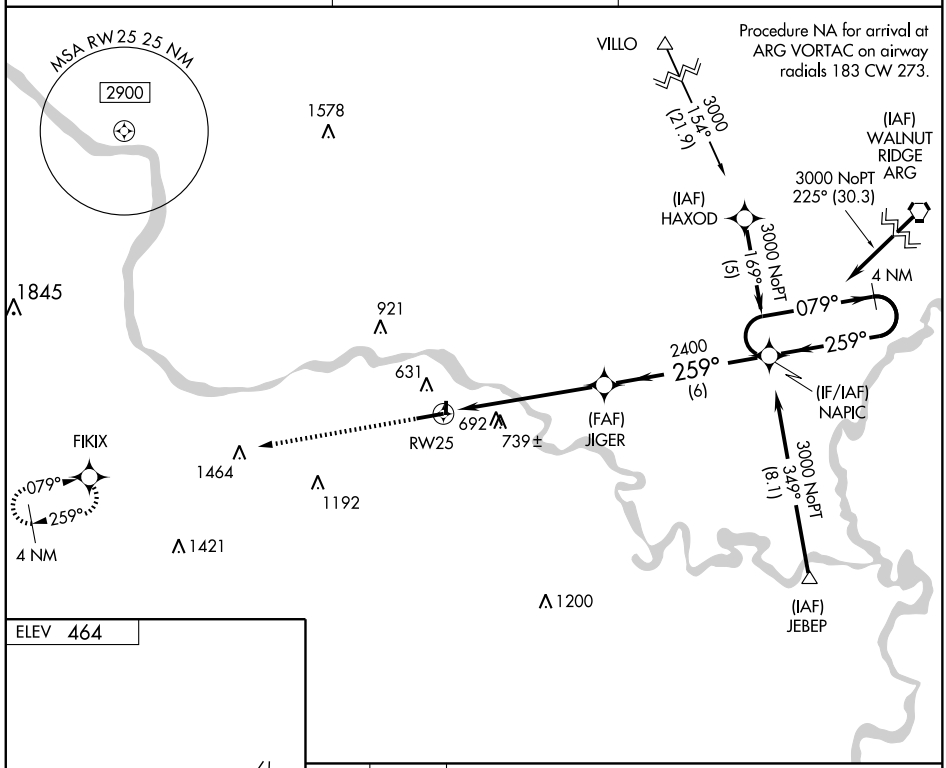
RNAV (GPS) RWY 25

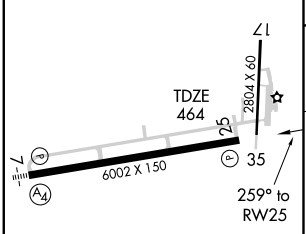
BATESVILLE RGNL (BVX)

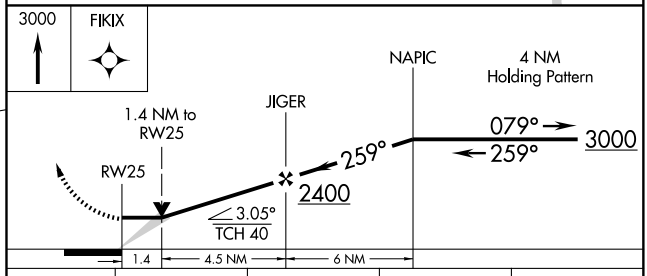
If local altimeter setting not received, use Searcy Muni altimeter setting and increase all MDAs 100 feet. VDP NA with Searcy Muni altimeter setting. Circling NA northwest of Rwy 7-25. Circling to Rwy 17-35 NA at night. Straight-in minimums NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct FIKIX and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
126.375	126.85 281.55	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	940-1 476 (500-1)		940-1¼ 476 (500-1¼)	940-1½ 476 (500-1½)
CIRCLING	980-1 516 (600-1)		980-1½ 516 (600-1½)	1040-2 576 (600-2)

MIRL Rwy 7-25 L

SC-1, 08 APR 2010 to 06 MAY 2010

BENTON, ARKANSAS AL-10336 (FAA)

LOC/DME I-SUZ	APP CRS	Rwy Idg	5001
111.95	019°	TDZE	390
Chan 56 (Y)		Apt Elev	390

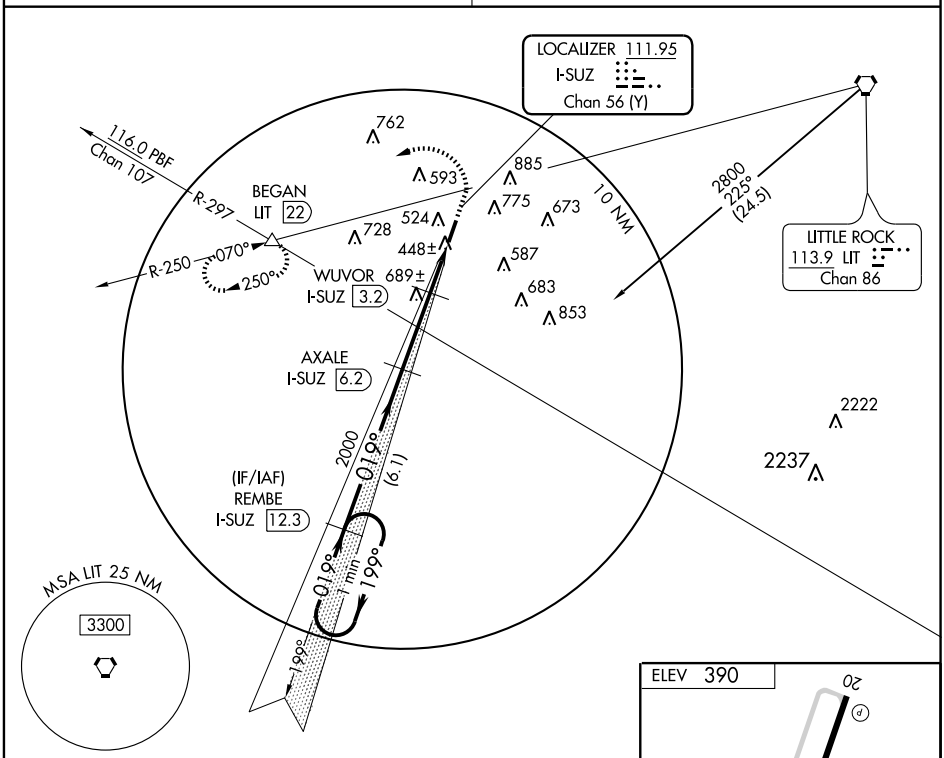
LOC/DME RWY 2

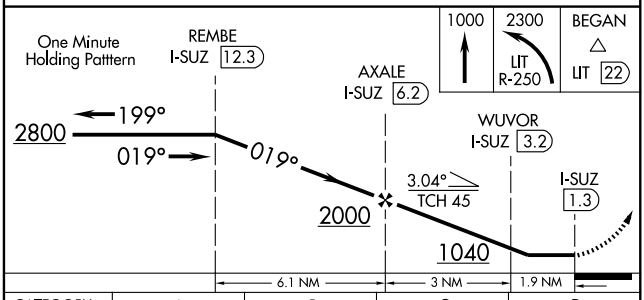
BENTON/ SALINE COUNTY RGNL (SUZ)

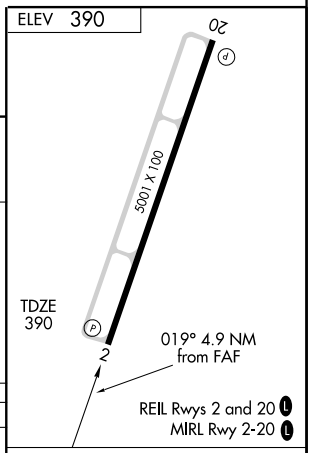
Visibility reduction by helicopters NA.
Use Little Rock/Adams Field altimeter setting.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2300 via LIT VORTAC R-250 to BEGAN INT/LIT 22 DME and hold.

LITTLE ROCK APP CON	UNICOM
119.5 306.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-2	760-1 370 (400-1)			760-1¼ 370 (400-1¼)
CIRCLING	1000-1 610 (700-1)	1140-1¼ 750 (800-1¼)	1140-2¼ 750 (800-2¼)	1140-2½ 750 (800-2½)

Knots	60	90	120	150	180
Min:Sec					

SC-1, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5001
CH 58209	019°	TDZE	390
W02A		Apt Elev	390

RNAV (GPS) RWY 2

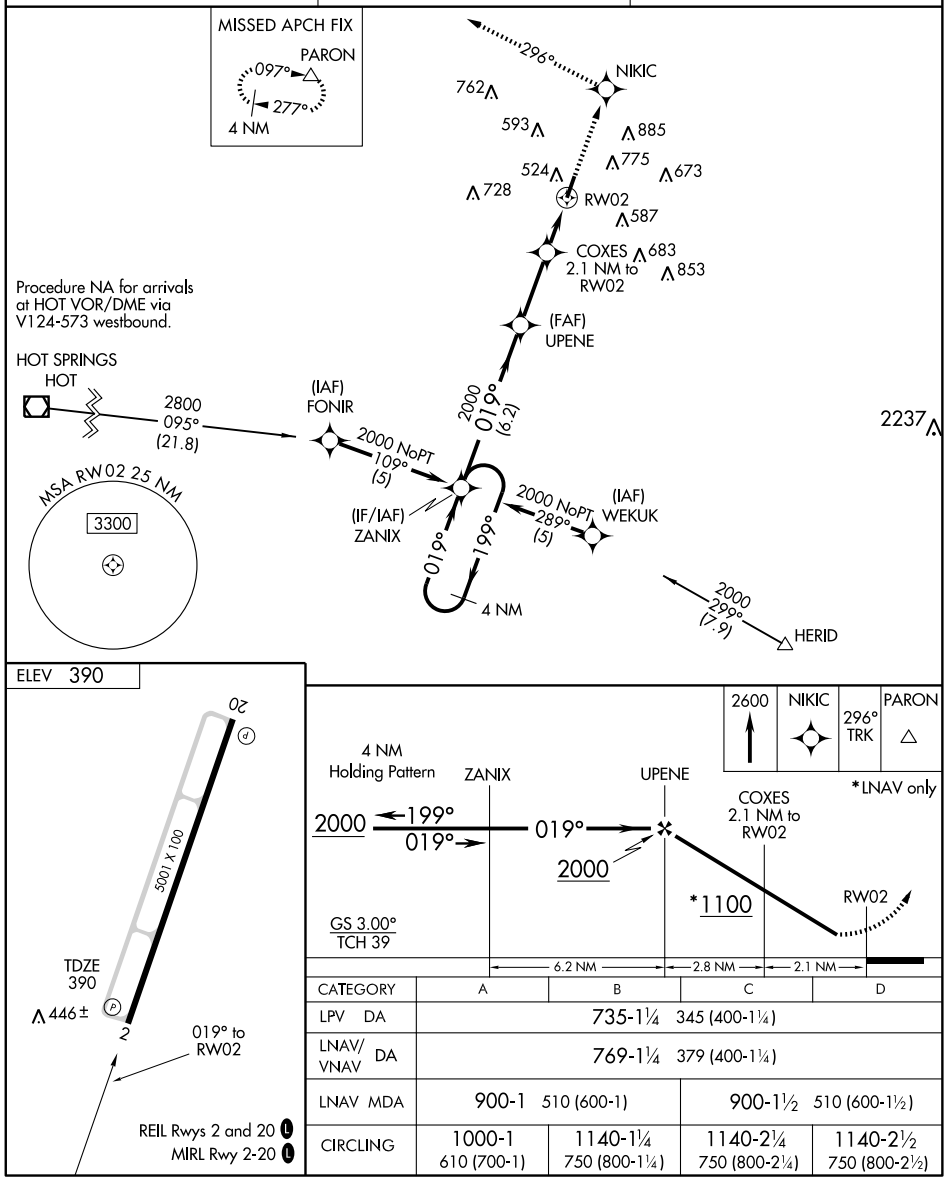
BENTON/ SALINE COUNTY RGNL (SUZ)

NA

Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Little Rock/Adams Field altimeter setting; when not received, use Hot Springs altimeter setting and increase all DA 41 feet and all MDA 60 feet. Increase LPV and LNAV/VNAV visibility all Cats ¼ mile and LNAV visibility Cat D ¼ mile.

MISSED APPROACH: Climb to 2600 direct NIKIC and via 296° track to PARON and hold.

HOT SPRINGS ASOS	LITTLE ROCK APP CON	UNICOM
119.925	119.5 306.2	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	735-1¼ 345 (400-1¼)			
LNAV/ VNAV DA	769-1¼ 379 (400-1¼)			
LNAV MDA	900-1 510 (600-1)		900-1½ 510 (600-1½)	
CIRCLING	1000-1 610 (700-1)	1140-1¼ 750 (800-1¼)	1140-2¼ 750 (800-2¼)	1140-2½ 750 (800-2½)

SC-1, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5001
CH 40309	199°	TDZE	387
W20A		Apt Elev	390

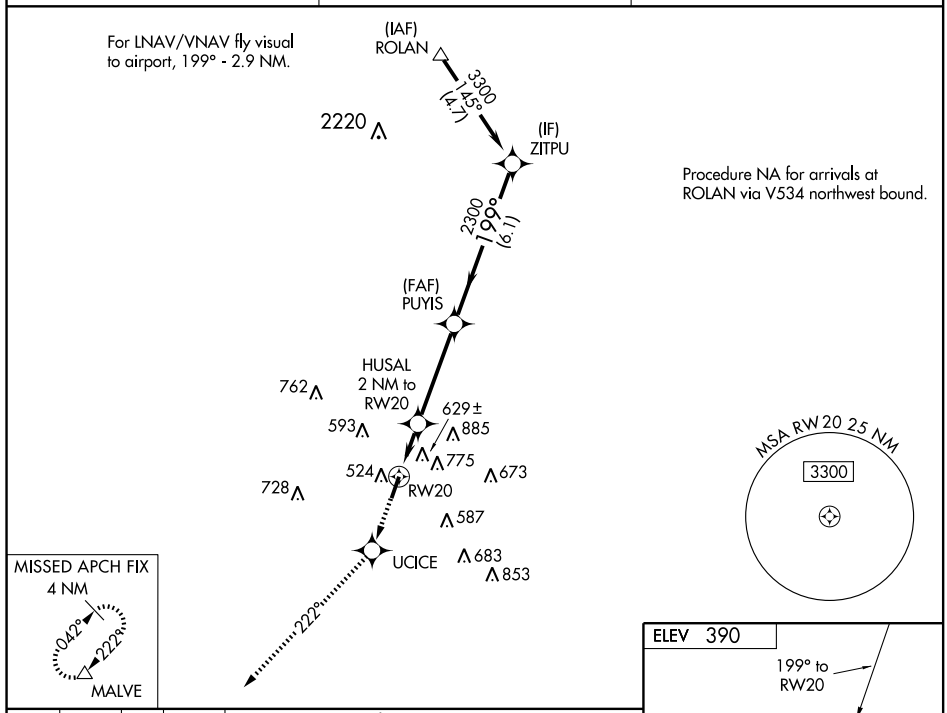
RNAV (GPS) RWY 20

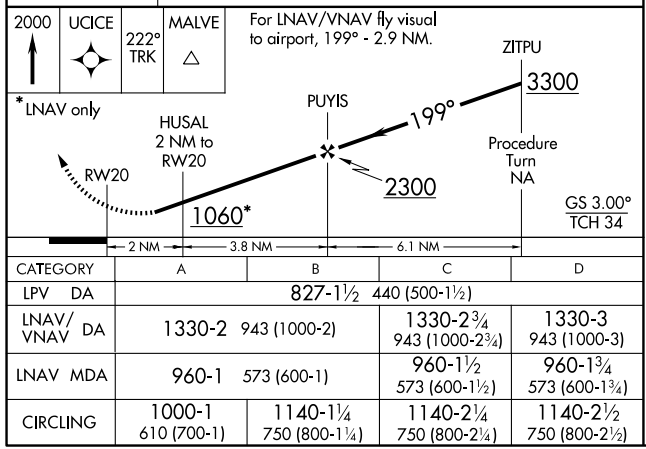
BENTON/ SALINE COUNTY RGNL (SUZ)

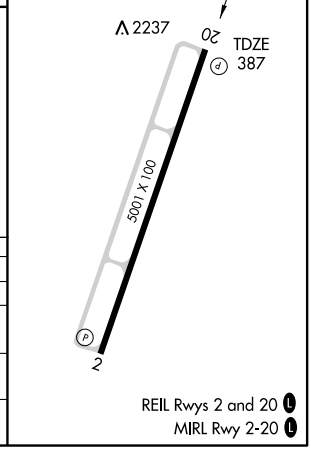
Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Little Rock/Adams Field altimeter setting; when not received, use Hot Springs altimeter setting and increase all DA 41 feet and all MDA 60 feet. Increase LPV visibility all Cats ¼ mile, LNAV/VNAV visibility Cat C ¼ mile and LNAV visibility Cat C, D ¼ mile.

MISSED APPROACH: Climb to 2000 direct UCICE and via 222° track to MALVE and hold.

HOT SPRINGS ASOS	LITTLE ROCK APP CON	UNICOM
119.925	119.5 306.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	827-1½ 440 (500-1½)			
LNAV/ VNAV DA	1330-2 943 (1000-2)		1330-2¾ 943 (1000-2¾)	1330-3 943 (1000-3)
LNAV MDA	960-1 573 (600-1)		960-1½ 573 (600-1½)	960-1¾ 573 (600-1¾)
CIRCLING	1000-1 610 (700-1)	1140-1¼ 750 (800-1¼)	1140-2¼ 750 (800-2¼)	1140-2½ 750 (800-2½)

REIL Rwys 2 and 20 L
MIRL Rwy 2-20 L

SC-1, 08 APR 2010 to 06 MAY 2010

BENTON TWO DEPARTURE

CLNC DEL 121.05 263.12
UNICOM 122.8 (CTAF)
AWOS-3 134.975
RAZORBACK DEP CON ★
121.0 (WEST) 244.57

TAKE-OFF MINIMUMS:
Rwy 18: standard.
Rwy 36: 300 -2 ¼ or standard with minimum climb at 270 feet per NM to 1700.

SPRINGFIELD
116.9 SGF
Chan 116
N37°21.36′-W93°20.04′
L-16, H-5

DOGWOOD
109.4 DGD
Chan 31
N37°01.41′ -W92°52.62′
L-16

BARTLESVILLE
117.9 BVO
Chan 126
N36°50.06′-W96°01.10′
L-15, H-6

NEOSHO
117.3 EOS
Chan 120
N36°50.55′-W94°26.14′
L-16, H-6

TULSA
114.4 TUL
Chan 91
N36°11.78′ -W95°47.29′
L-15, H-6

DEPARTURE OBSTACLES
Rwy 36: 1343′ T-L Tower
1342′ T-L Tower

WILL ROGERS
114.1 IRW
Chan 88
N35°21.52′-W97°36.55′
L-15, H-6

RAZORBACK
116.4 RZC
Chan 111
N36°14.79′-W94°07.28′
L-16, H-6

HARRISON
112.5 HRO
Chan 72
N36°19.10′-W93°12.80′
L-16

OKMULGEE
114.9 OKM
Chan 96
N35°41.59′-W95°51.96′
L-15, H-6

FORT SMITH
110.4 FSM
Chan 41
N35°23.30′-W94°16.29′
L-16, H-6

LITTLE ROCK
113.9 LIT
Chan 86
N34°40.66′-W92°10.83′
L-18, H-6

McALESTER
112.0 MLC
Chan 57
N34°50.97′-W95°46.94′
L-17, H-6

HOT SPRINGS
110.0 HOT
Chan 37
N34°28.72′-W93°05.44′
L-17

NOTE: Rwy 36 tower 11,638 feet from departure end of runway 1607 feet left of centerline, 345 feet AGL/1595 feet MSL.
Multiple T-L tower 2048 feet from departure end of runway, 81 feet AGL/1356 feet MSL.

NOTE: Chart not to scale.
NOTE: RADAR required.

DEPARTURE ROUTE DESCRIPTION

All aircraft cleared as filed. Fly runway heading; expect radar vectors to filed/assigned route. Climb and maintain 3000 feet. Expect clearance to filed altitude/flight level ten minutes after departure.

LOST COMMUNICATIONS: If communications are not established within 2 minutes after departure, climb and maintain 5,000 feet and proceed direct RZC VORTAC, then proceed on course.

SC-1, 08 APR 2010 to 06 MAY 2010

APP CRS		
176°	Rwy Idg	3855
	TDZE	1290
	Apt Elev	1296

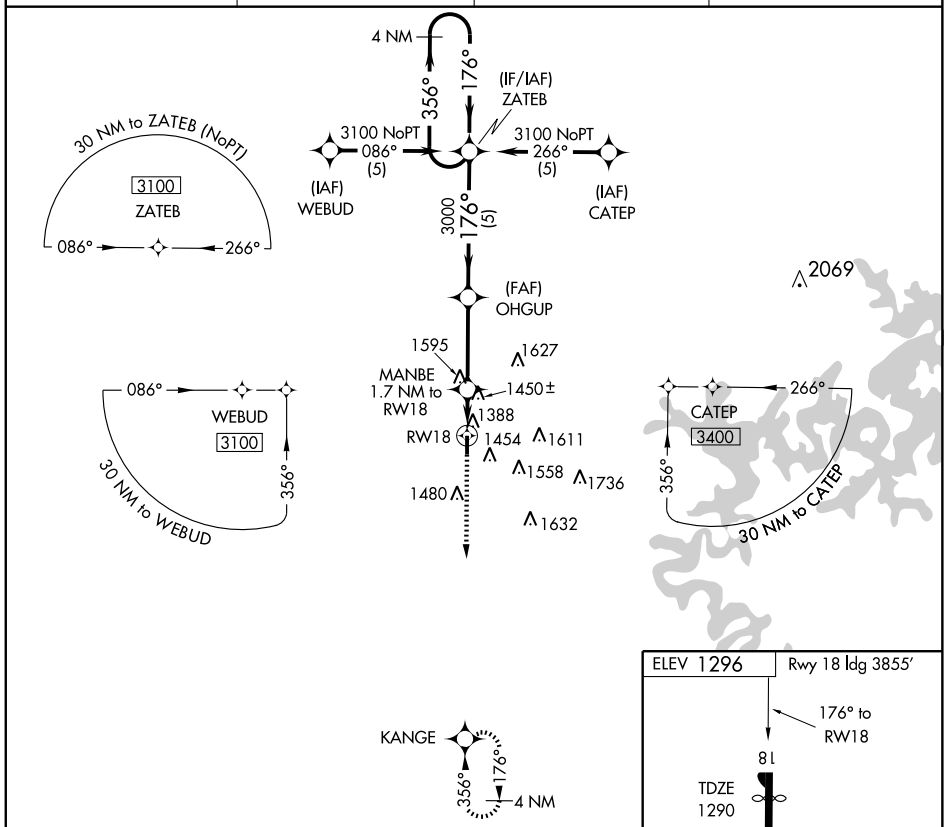
RNAV (GPS) RWY 18

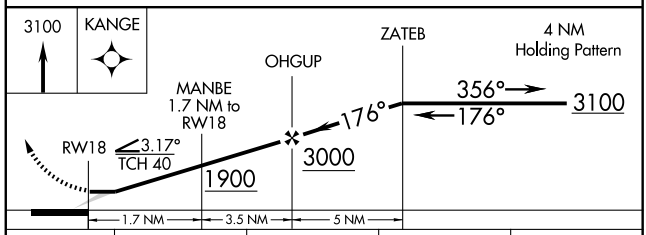
BENTONVILLE MUNI/LOUISE M. THADEN FIELD (VBT)

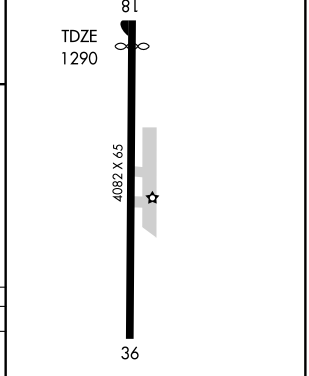
GPS or RNP-0.3 required.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3100 direct KANGE and hold.

AWOS-3	RAZORBACK APP CON ★	CLNC DEL	UNICOM
134.975	121.0 (WEST) 244.57	121.05 263.12	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1760-1 470 (500-1)		1760-1¼ 470 (500-1¼)	1760-1½ 470 (500-1½)
CIRCLING	1820-1 524 (600-1)		1820-1½ 524 (600-1½)	1960-2 664 (700-2)

REIL Rwys 18 and 36
MIRL Rwy 18-36 L

SC-1, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4082
356°	TDZE	1290
	Apt Elev	1296

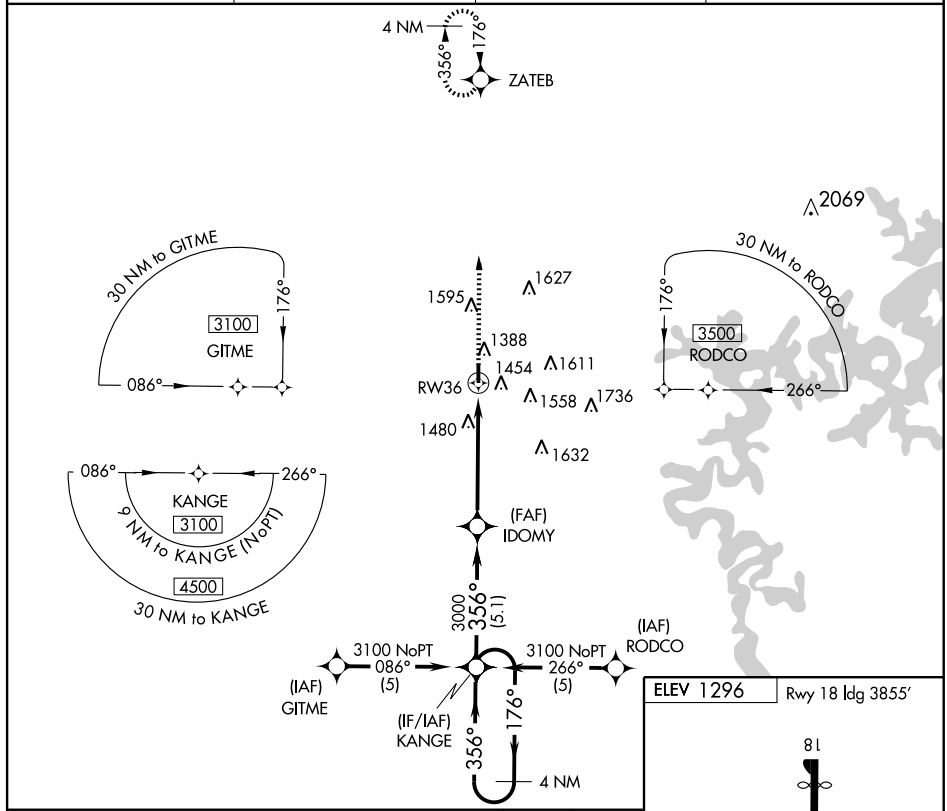
RNAV (GPS) RWY 36

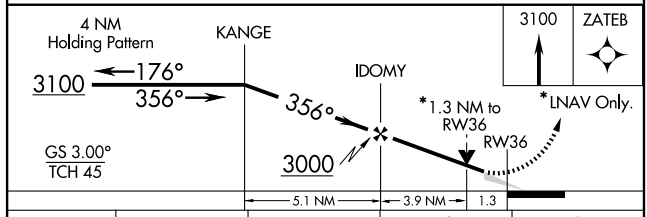
BENTONVILLE MUNI/LOUISE M. THADEN FIELD (VBT)

Baro-VNAV NA below -17°C (-2°F).
NA GPS or RNP-0.3 required. DME/DME RNP -0.3 NA.

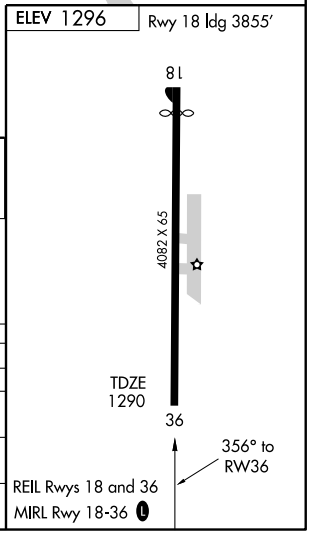
MISSED APPROACH: Climb to 3100 direct ZATEB WP and hold.

AWOS-3	RAZORBACK APP CON ★	CLNC DEL	UNICOM
134.975	121.0 (WEST) 244.57	121.05 263.12	122.8 (CTAF) L





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1700-1½ 410 (500-1½)			
LNAV MDA	1740-1 450 (500-1)		1740-1¼ 450 (500-1¼)	1740-1½ 450 (500-1½)
CIRCLING	1820-1½ 524 (600-1½)			1960-2 664 (700-2)



SC-1, 08 APR 2010 to 06 MAY 2010

VORTAC RZC 116.4 Chan 111	APP CRS 317°	Rwy Idg N/A TDZE N/A Apt Elev 1296

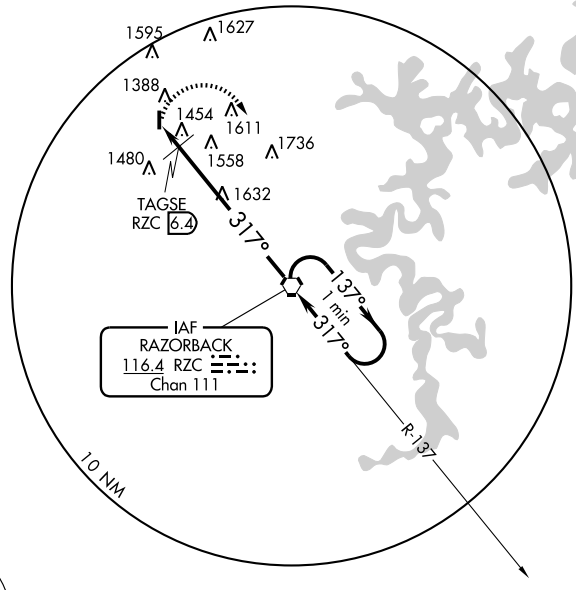
VOR-A

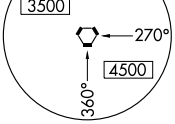
BENTONVILLE MUNI/LOUISE M. THADEN FIELD (VBT)

NA

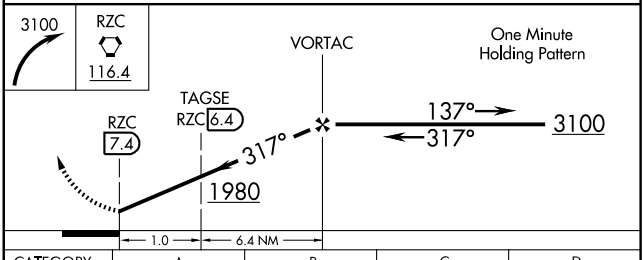
MISSED APPROACH: Climbing right turn to 3100 direct RZC VORTAC and hold.

AWOS-3	RAZORBACK APP CON ★	CLNC DEL	UNICOM
134.975	121.0 (WEST) 244.57	121.05 263.12	122.8 (CTAF) L



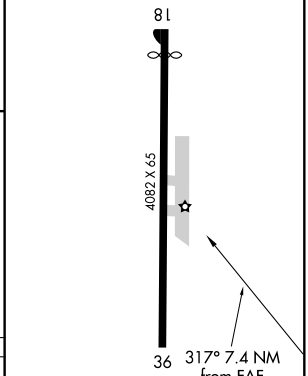


2333



CATEGORY	A	B	C	D
CIRCLING	1980-1 684 (700-1)		1980-2 684 (700-2)	1980-2¼ 684 (700-2¼)
TAGSE FIX MINIMUMS				
CIRCLING	1820-1 524 (600-1)		1820-1½ 524 (600-1½)	1960-2 664 (700-2)

ELEV 1296 Rwy 18 ldg 3855′



REIL Rwys 18 and 36
MIRL Rwy 18-36 L

FAF to MAP 7.4 NM

Knots	60	90	120	150	180
Min:Sec	7:24	4:56	3:42	2:58	2:28

SC-1, 08 APR 2010 to 06 MAY 2010

VORTAC RZC	APP CRS	Rwy Idg	N/A
116.4	137°	TDZE	N/A
Chan 111		Apt Elev	1296

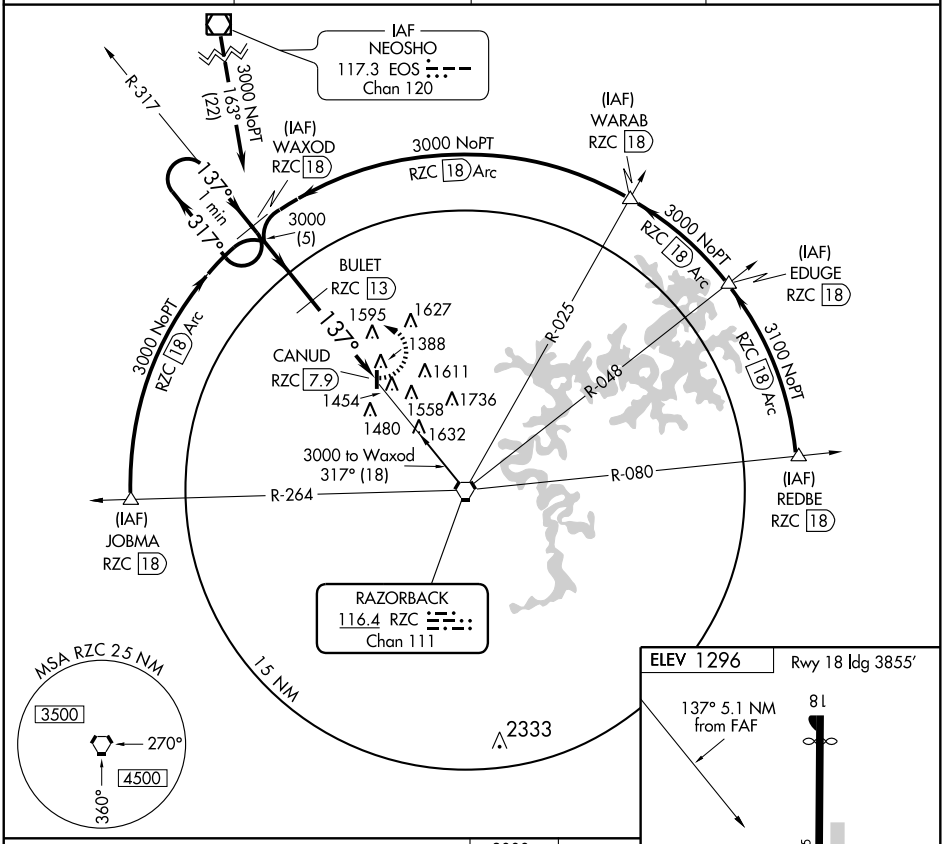
VOR/DME-B

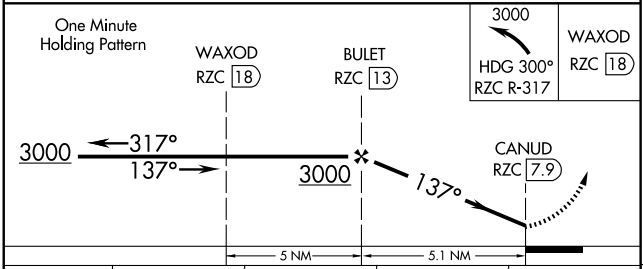
BENTONVILLE MUNI/LOUISE M. THADEN FIELD (VBT)

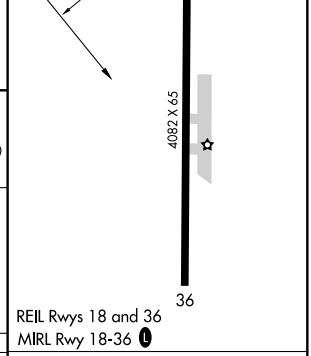
NA

MISSED APPROACH: Climbing left turn to 3000 via heading 300° and RZC R-317 to WAXOD/18.00 DME and hold.

AWOS-3	RAZORBACK APP CON ★	CLNC DEL	UNICOM
134.975	121.0 (WEST) 244.57	121.05 263.12	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1900-1 604 (700-1)		1900-1¾ 604 (700-1¾)	1960-2 664 (700-2)

Knots	60	90	120	150	180
Min:Sec					

SC-1. 08 APR 2010 to 06 MAY 2010

LOC/DME I-BYH	APP CRS	Rwy Idg 11602
110.3	179°	TDZE 250
Chan 40		Apt Elev 254

ILS RWY 18

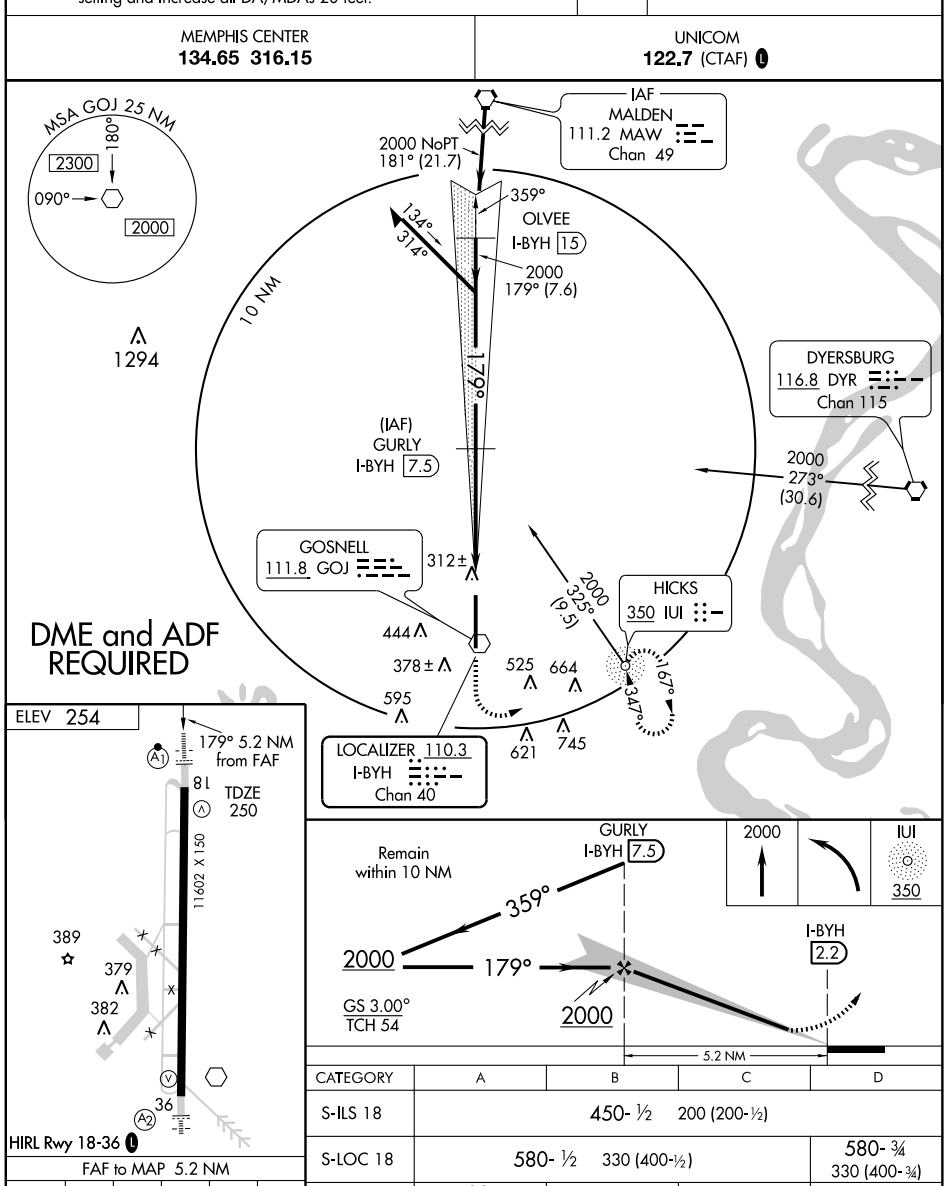
BLYTHEVILLE/ARKANSAS INTL (BYH)

For inoperative ALSF-1, increase S-LOC-18 Cat D visibility to 1 mile. Circling not authorized East of Rwy 18-36. Obtain local altimeter setting on CTAF; when not received, use Blytheville Muni altimeter setting and increase all DA/MDAs 20 feet.

ALSF-1

MISSED APPROACH: Climb to 2000 then left turn direct IUI NDB and hold.

MEMPHIS CENTER	UNICOM
134.65 316.15	122.7 (CTAF) L



Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

CATEGORY	A	B	C	D
S-ILS 18	450- ½ 200 (200-½)			
S-LOC 18	580- ½ 330 (400-½)			580- ¾ 330 (400- ¾)
CIRCLING	700-1 446 (500-1)	720-1 466 (500-1)	720-1½ 466 (500-1½)	820-2 566 (600-2)

SC-1, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg 11602
CH 58306	179°	TDZE 250
W18A		Apt Elev 254

RNAV (GPS) RWY 18

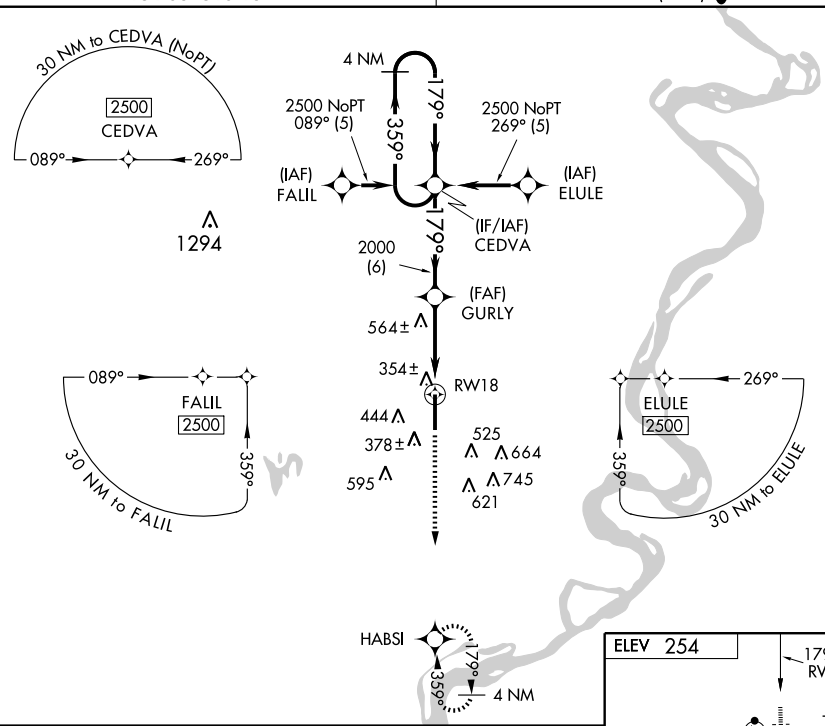
BLYTHEVILLE /ARKANSAS INTL (BYH)

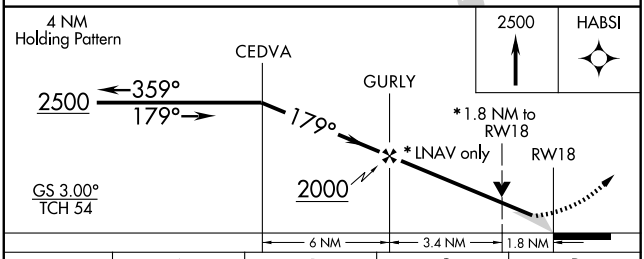
Circling NA East of Rwy 18-36. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF; when not received, use Blytheville Muni altimeter setting and increase all DAs 14 feet, all MDAs 20 feet. Baro-VNAV and VDP NA when using Blytheville Muni altimeter setting. For inoperative ALSF, when using Blytheville Muni altimeter setting, increase LPV visibility to 1 mile all Cats.

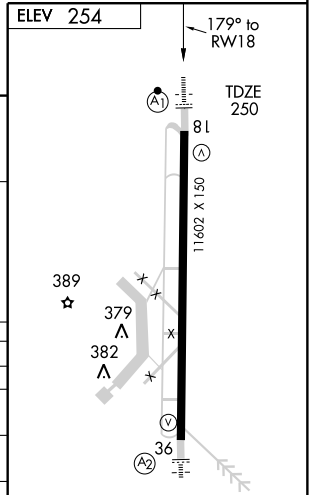
ALSF-1

MISSED APPROACH: Climb to 2500 direct HABSI and hold.

MEMPHIS CENTER	UNICOM
134.65 316.15	122.7 (CTAF)







CATEGORY	A	B	C	D
LPV DA		510-½ 260 (300-½)		
LNAV/VNAV DA		624-¾ 374 (400-¾)		
LNAV MDA	880-½ 630 (700-½)		880-1¼ 630 (700-1¼)	880-1½ 630 (700-1½)
CIRCLING	880-1 626 (700-1)		880-1¾ 626 (700-1¾)	880-2 626 (700-2)

SC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	11602
359°	TDZE	254
	Apt Elev	254

RNAV (GPS) RWY 36

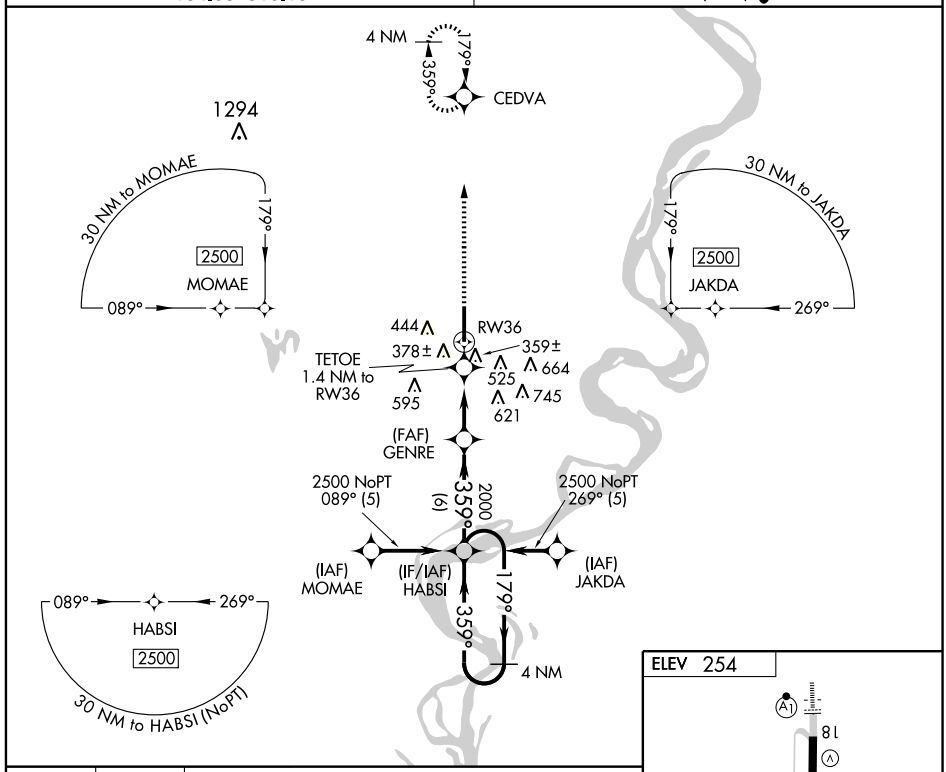
BLYTHEVILLE/ARKANSAS INTL (BYH)

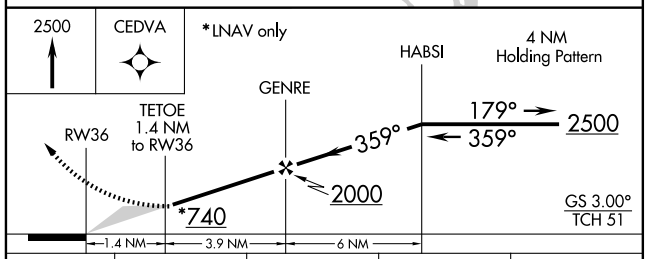
Circling NA east of Rwy 18-36. Baro-VNAV NA when using Blytheville Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF; when not received, use Blytheville Muni altimeter setting and increase all DAs/MDAs 20 feet. Baro-VNAV NA when using Blytheville Muni altimeter setting. Inoperative table does not apply to LNAV/VNAV.

SALS (A2)

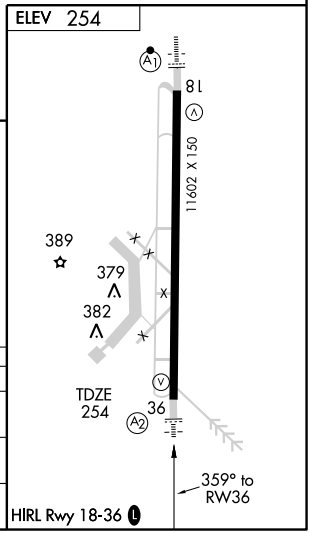
MISSED APPROACH: Climb to 2500 direct CEDVA and hold.

MEMPHIS CENTER	UNICOM
134.65 316.15	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV/VNAV DA	821-2 567 (600-2)			
LNAV MDA	620-¾ 366 (400-¾)			620-1¼ 366 (400-1¼)
CIRCLING	700-1 446 (500-1)	720-1 466 (500-1)	720-1½ 466 (500-1½)	820-2 566 (600-2)



VOR GOJ	APP CRS	Rwy Idg	11602
111.8	174°	TDZE	250
		Apt Elev	254

VOR RWY 18

BLYTHEVILLE/ARKANSAS INTL (BYH)

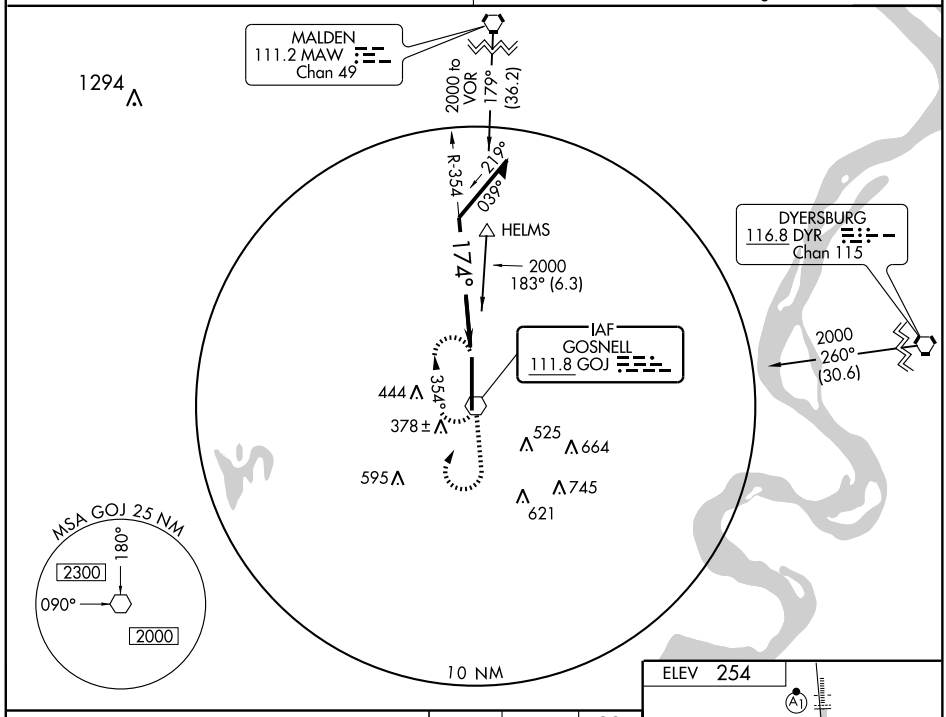
Circling NA East of Rwy 18-36. Obtain local altimeter setting on CTAF; when not received, use Blytheville Muni altimeter setting.

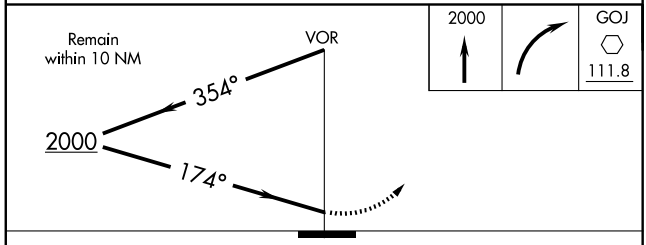
ALSF-1

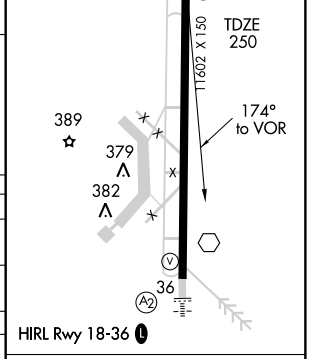
MISSED APPROACH: Climb to 2000 then right turn direct GOJ VOR and hold.

MEMPHIS CENTER
134.65 316.15

UNICOM
122.7 (CTAF) L







CATEGORY	A	B	C	D
S-18	920-½	670 (700-½)	920-1¼ 670 (700-1¼)	920-1½ 670 (700-1½)
CIRCLING	920-1	666 (700-1)	920-1¾ 666 (700-1¾)	920-2 666 (700-2)
BLYTHEVILLE MUNI ALTIMETER SETTING MINIMUMS				
S-18	940-½	690 (700-½)	940-1½ 690 (700-1½)	940-1¾ 690 (700-1¾)
CIRCLING	940-1	686 (700-1)	940-2 686 (700-2)	940-2¼ 686 (700-2¼)

Knots	60	90	120	150	180
Min:Sec					

SC-1. 08 APR 2010 to 06 MAY 2010

VOR GOJ	APP CRS	Rwy Idg	11602
111.8	004°	TDZE	254
		Apt Elev	254

VOR RWY 36

BLYTHEVILLE/ARKANSAS INTL (BYH)

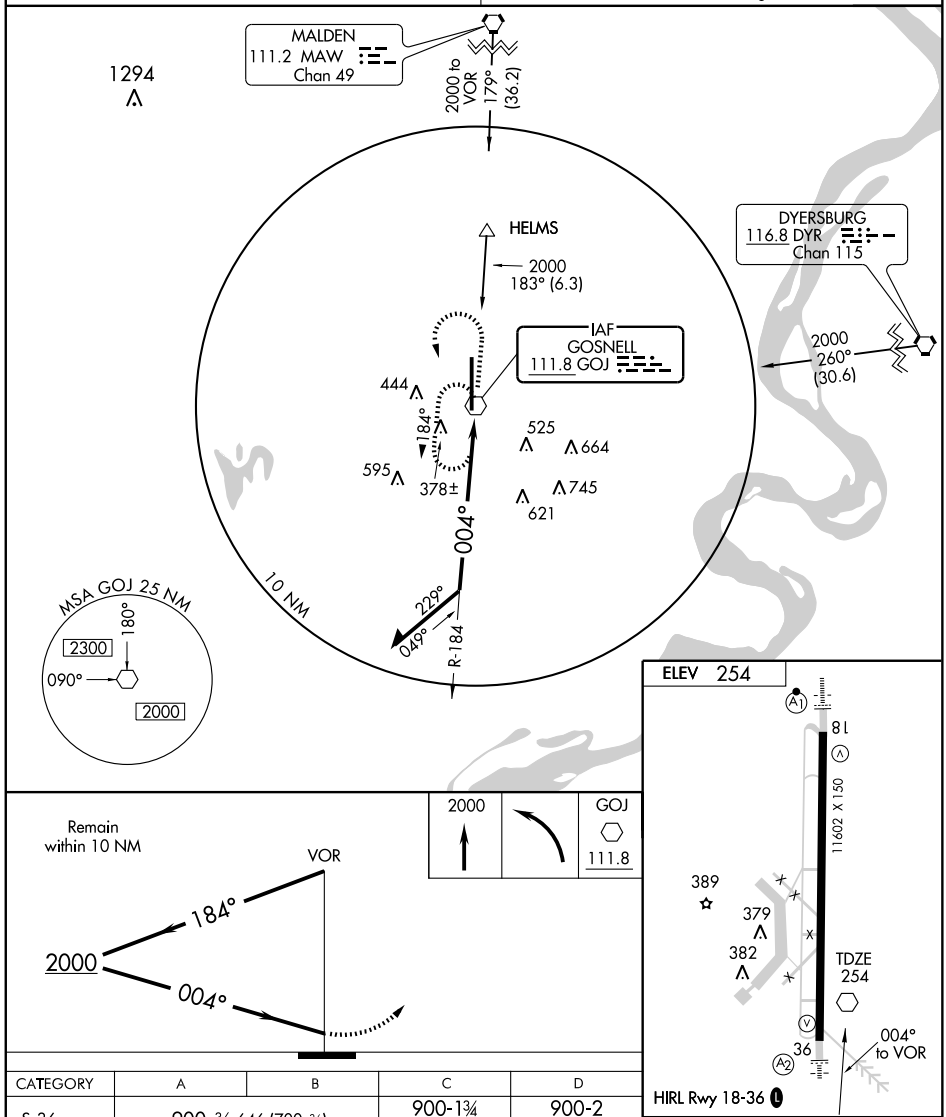
Circling NA East of Rwy 18-36. Obtain local altimeter on CTAF; when not received, use Blytheville Muni altimeter setting. Inoperative table does not apply to Cat C.

SALS

MISSED APPROACH: Climb to 2000 then left turn direct GOJ VOR and hold.

MEMPHIS CENTER 134.65 316.15

UNICOM 122.7 (CTAF) L



CATEGORY	A	B	C	D
S-36	900-¾ 646 (700-¾)		900-1¾ 646 (700-1¾)	900-2 646 (700-2)
CIRCLING	900-1 646 (700-1)		900-1¾ 646 (700-1¾)	900-2 646 (700-2)

Knots	60	90	120	150	180
Min:Sec					

SC-1. 08 APR 2010 to 06 MAY 2010

NDB IUI 350	APP CRS 186°	Rwy Idg 5001 TDZE 255 Apt Elev 255

NDB RWY 18

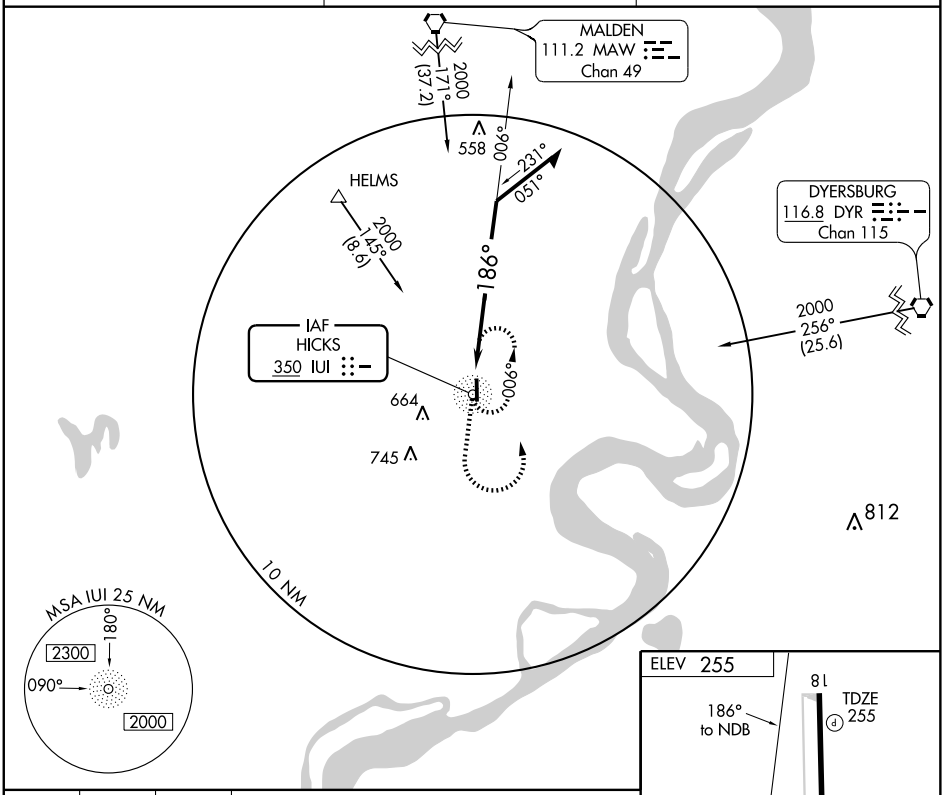
BLYTHEVILLE MUNI (HKA)

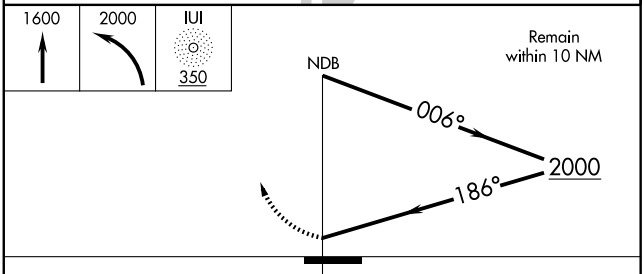
When local altimeter setting not received, use Dyersburg altimeter setting and increase all MDAs 60 feet and Cat B visibility ¼ mile.

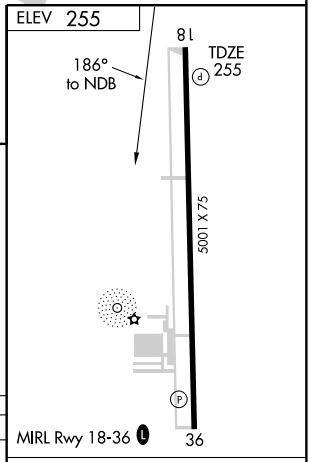
NA

MISSED APPROACH: Climb to 1600 then climbing left turn to 2000 direct IUI NDB and hold.

ASOS	MEMPHIS CENTER	UNICOM
135.025	134.65 316.15	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-18	960-1	705 (800-1)	NA	
CIRCLING	960-1	705 (800-1)	NA	

Knots	60	90	120	150	180
Min:Sec					

SC-1. 08 APR 2010 to 06 MAY 2010

NDB IUI 350	APP CRS 347°	Rwy Idg 5001 TDZE 255 Apt Elev 255

NDB RWY 36

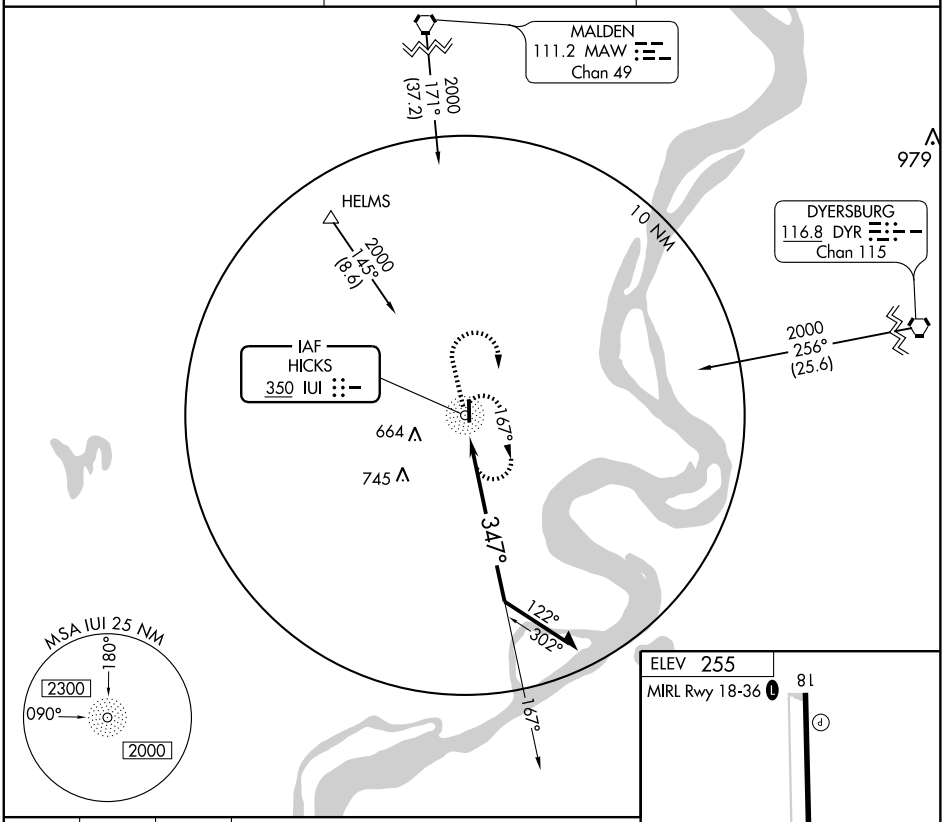
BLYTHEVILLE MUNI (HKA)

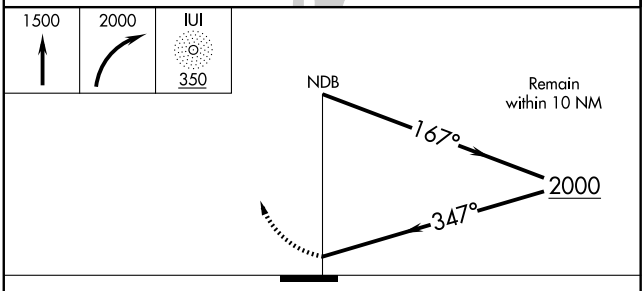
If local altimeter not received, use Dyersburg altimeter setting and increase all MDAs 60 feet.

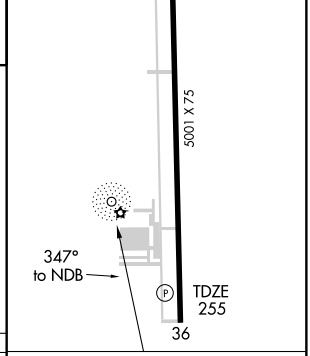
NA

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct IUI NDB and hold.

ASOS	MEMPHIS CENTER	UNICOM
135.025	134.65 316.15	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-36	820-1	565 (600-1)	NA	
CIRCLING	820-1	565 (600-1)	NA	

Knots	60	90	120	150	180
Min:Sec					

SC-1, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5001
178°	TDZE	255
	Apt Elev	255

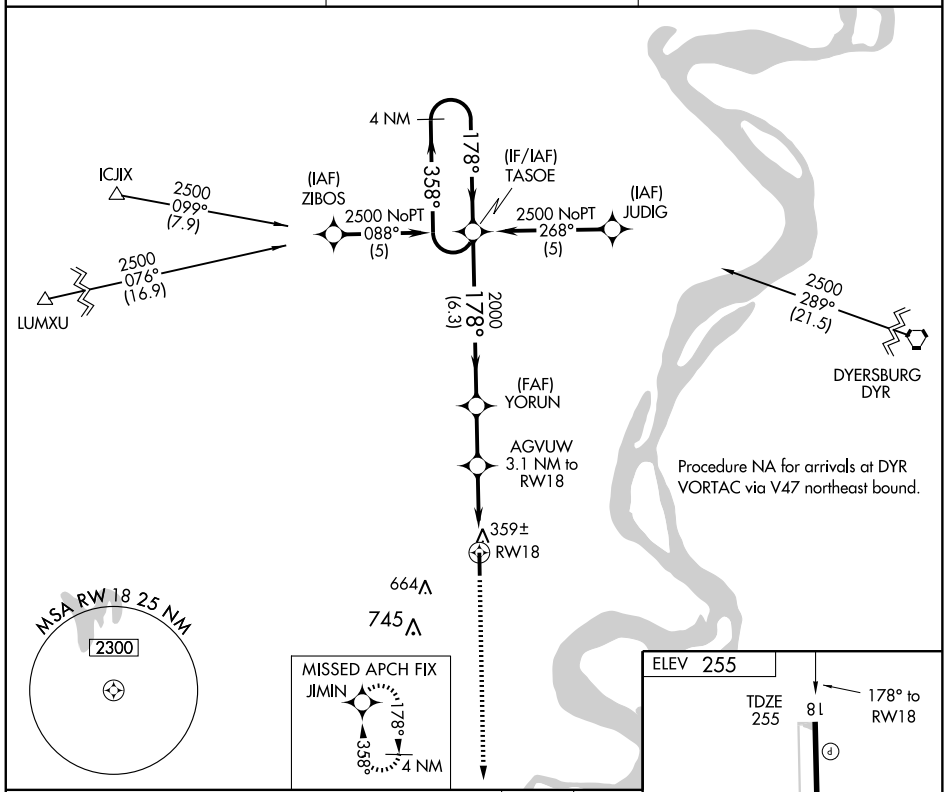
RNAV (GPS) RWY 18

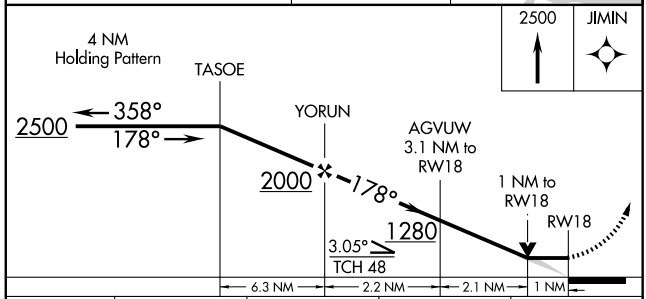
BLYTHEVILLE MUNI (HKA)

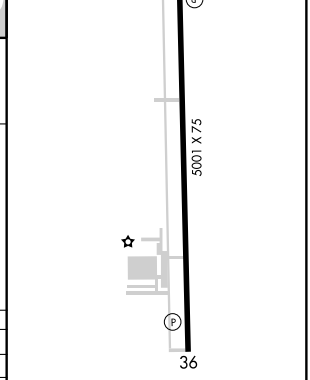
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dyersburg altimeter setting and increase all MDAs 60 feet. VDP NA when using Dyersburg altimeter setting.

MISSED APPROACH: Climb to 2500 direct JIMIN and hold.

ASOS	MEMPHIS CENTER	UNICOM
135.025	134.65 316.15	123.05 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	620-1	365 (400-1)	NA	
CIRCLING	760-1 505 (600-1)	780-1 525 (600-1)	NA	

MIRL Rwy 18-36 L

SC-1. 08 APR 2010 to 06 MAY 2010

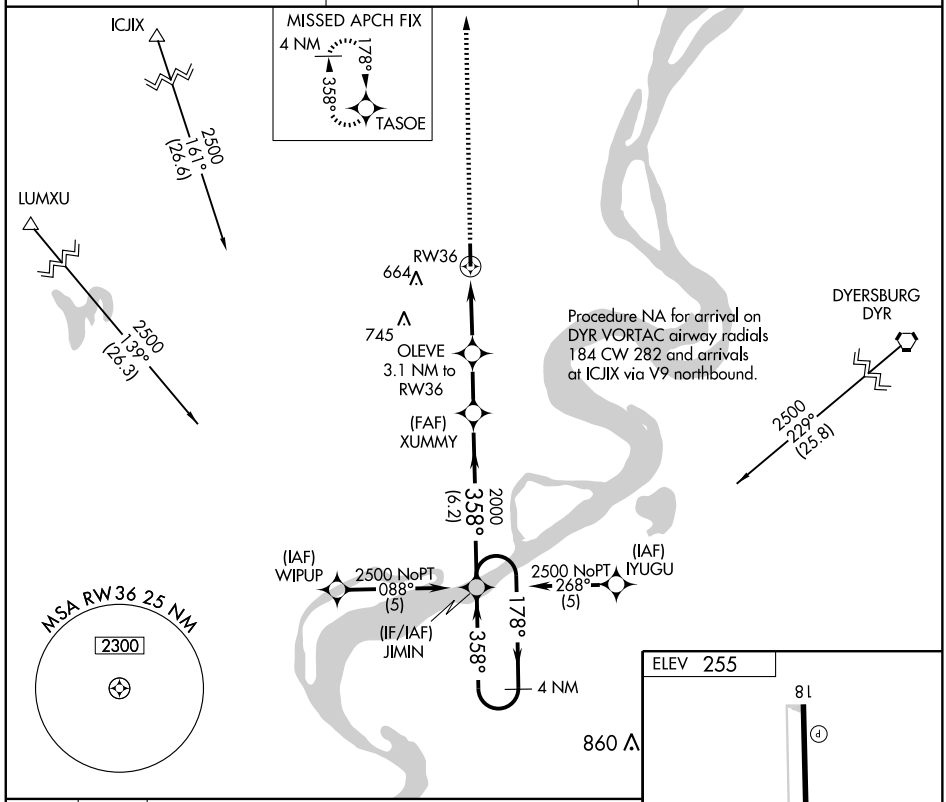
APP CRS	Rwy Idg	5001
358°	TDZE	255
	Apt Elev	255

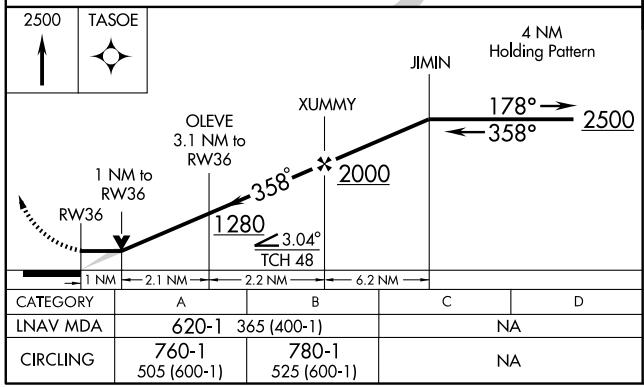
RNAV (GPS) RWY 36
BLYTHEVILLE MUNI (HKA)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dyersburg altimeter setting and increase all MDAs 60 feet. VDP NA when using Dyersburg altimeter setting.

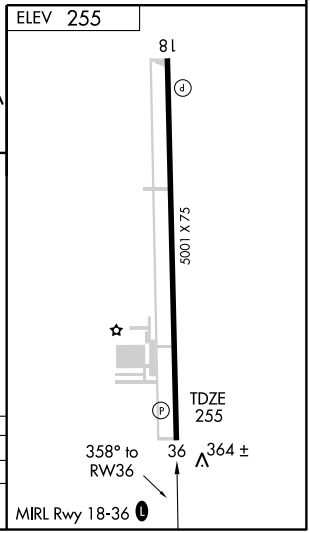
MISSED APPROACH: Climb to 2500 direct TASOE and hold.

ASOS	MEMPHIS CENTER	UNICOM
135.025	134.65 316.15	123.05 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	620-1	365 (400-1)	NA	
CIRCLING	760-1 505 (600-1)	780-1 525 (600-1)	NA	



SC-1, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3855
204°	TDZE	194
	Apt Elev	194

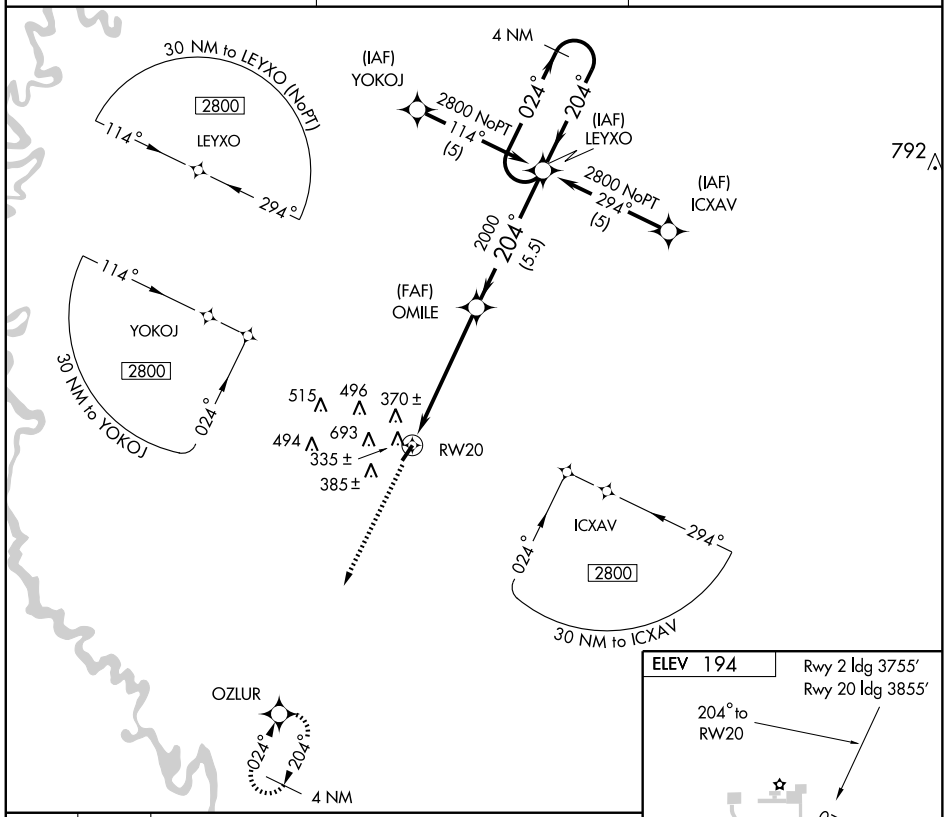
RNAV (GPS) RWY 20

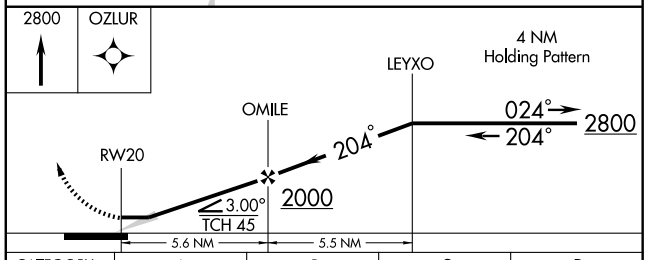
BRINKLEY/ FRANK FEDERER MEMORIAL (M36)

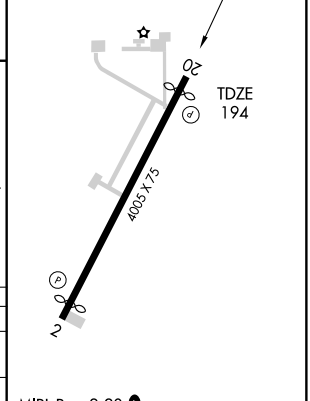
NA Use Stuttgart Muni altimeter setting.
DME/DME RNP 0.3 NA.

MISSED APPROACH: Climb to 2800 direct OZLUR and hold.

STUTTGART AWOS-3	MEMPHIS CENTER	UNICOM
119.025	135.3 335.8	122.8 L (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1020-1 826 (900-1)	1020-1¼ 826 (900-1¼)	1020-2½ 826 (900-2½)	NA
CIRCLING	1120-1¼ 926 (1000-1¼)		1120-2¾ 926 (1000-2¾)	NA

SC-1, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	6502
186°	TDZE	130
	Apt Elev	130

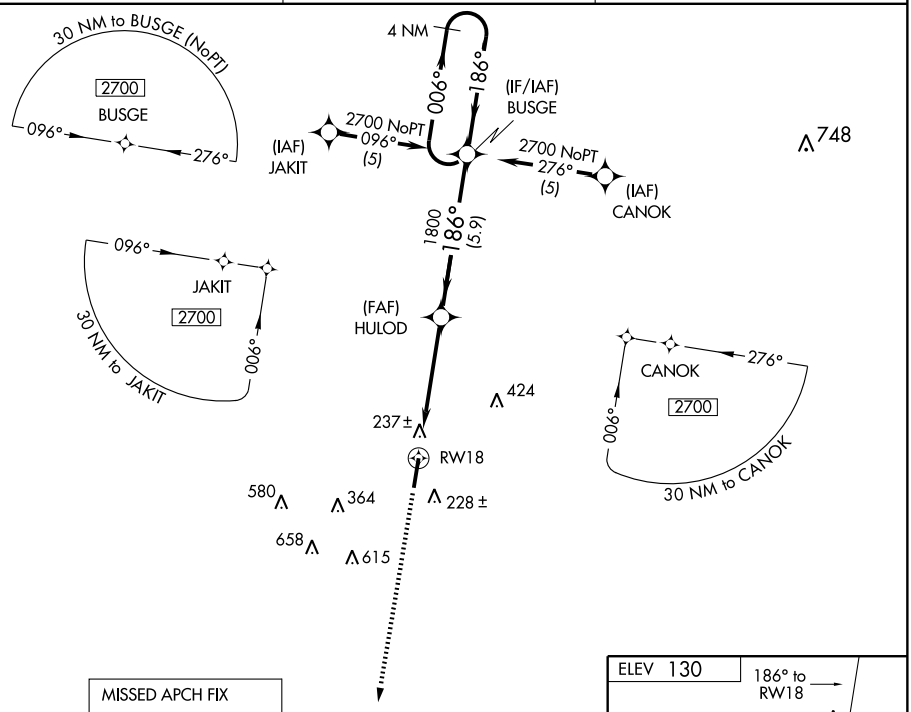
RNAV (GPS) RWY 18

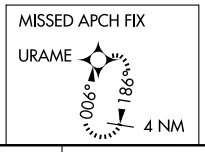
CAMDEN/HARRELL FIELD (CDH)

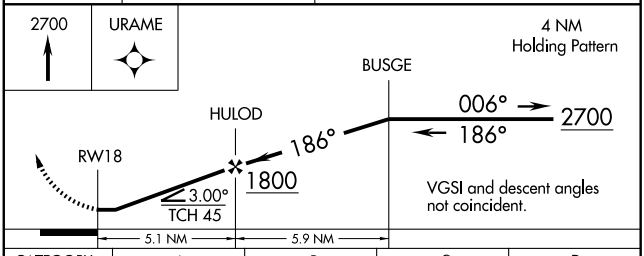
⚠ NA Use El Dorado altimeter setting.
Inoperative table doesn't apply to Cat C.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

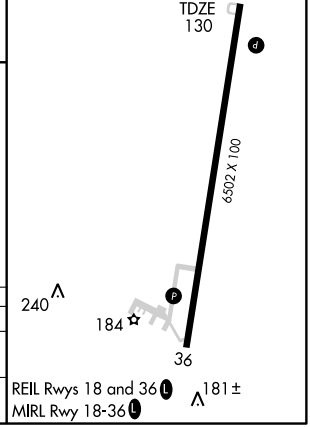
MISSED APPROACH: Climb to 2700 direct URAME and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
125.2	128.2 269.1	122.7 (CTAF) L









CATEGORY	A	B	C	D
LNAV MDA	580-¾	450 (500-¾)	580-1¼ 450 (500-1¼)	580-1½ 450 (500-1½)
CIRCLING	620-1	490 (500-1)	620-1½ 490 (500-1½)	680-2 550 (600-2)

SC-1, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	6502
006°	TDZE	124
	Apt Elev	130

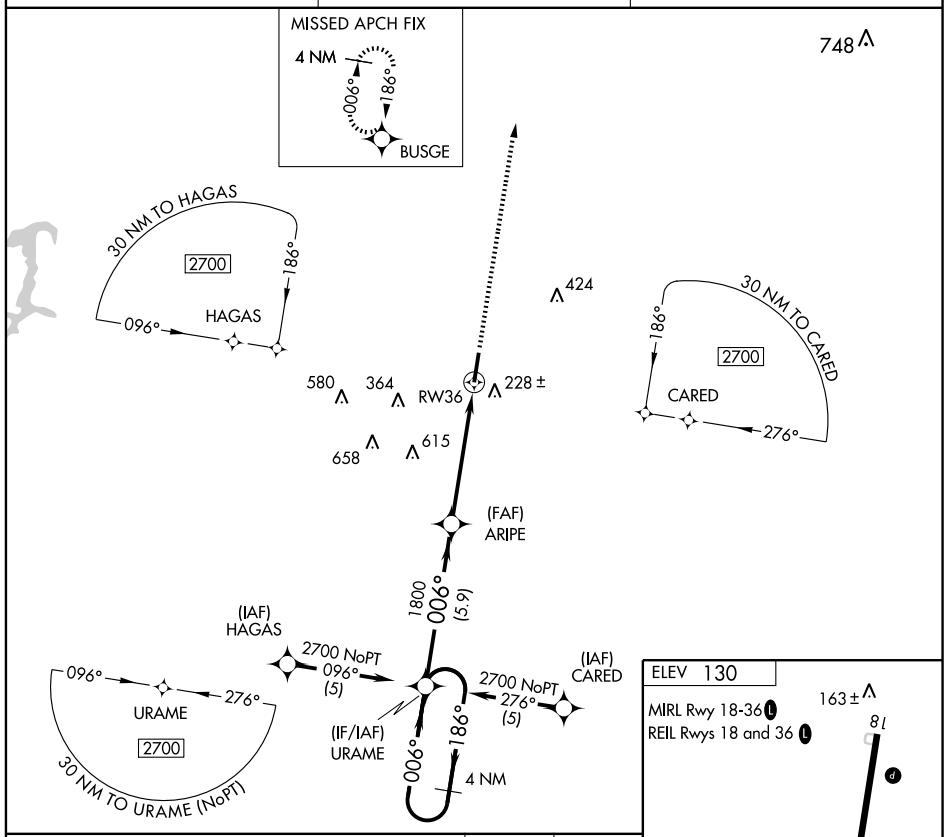
RNAV (GPS) RWY 36

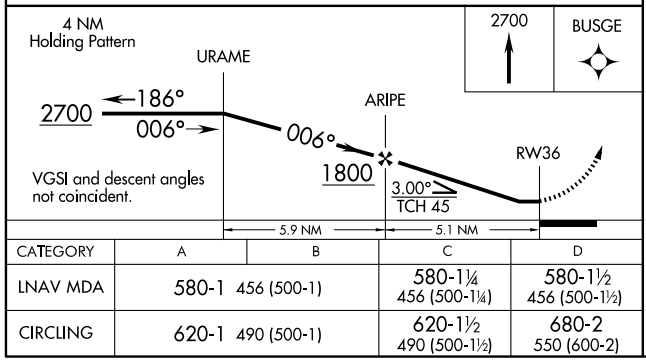
CAMDEN/ HARRELL FIELD (CDH)

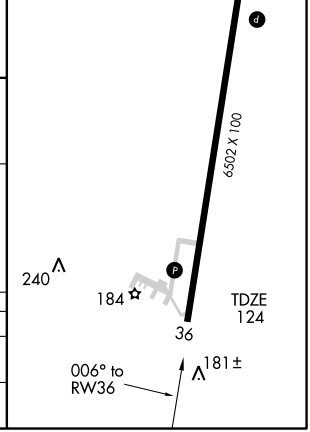
NA Use El Dorado altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2700 direct BUSGE and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
125.2	128.2 269.1	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	580-1 456 (500-1)		580-1¼ 456 (500-1¼)	580-1½ 456 (500-1½)
CIRCLING	620-1 490 (500-1)		620-1½ 490 (500-1½)	680-2 550 (600-2)

SC-1. 08 APR 2010 to 06 MAY 2010

VORTAC ELD 115.5 Chan 102	APP CRS 350°	Rwy Idg 6502 TDZE 124 Apt Elev 130

VOR/DME RWY 36

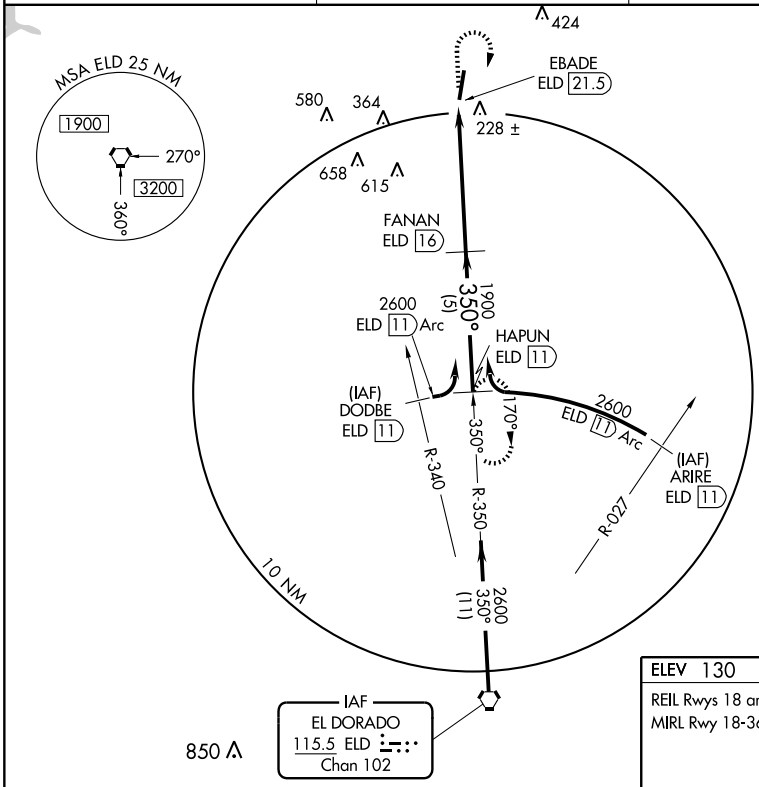
CAMDEN/ HARRELL FIELD (CDH)

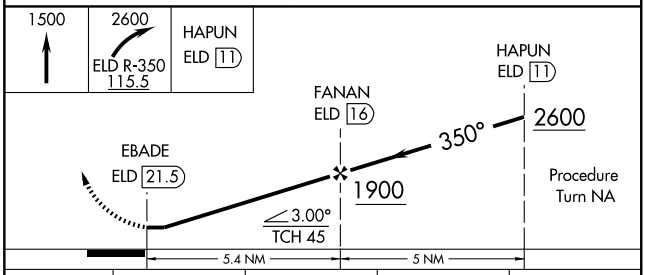
Use El Dorado altimeter setting.

NA

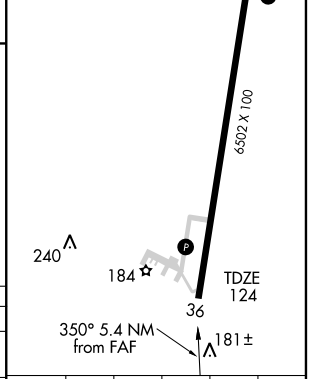
MISSED APPROACH: Climb to 1500, then climbing right turn to 2600 via ELD R-350 to HAPUN 11 DME and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
125.2	128.2 269.1	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-36	880-1 756 (800-1)	880-1¼ 756 (800-1¼)	880-2¼ 756 (800-2¼)	880-2½ 756 (800-2½)
CIRCLING	880-1 750 (800-1)	880-1¼ 750 (800-1¼)	880-2¼ 750 (800-2¼)	880-2½ 750 (800-2½)



Knots	60	90	120	150	180
Min:Sec					

SC-1, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4501
088°	TDZE	240
	Apt Elev	240

RNAV (GPS) RWY 9

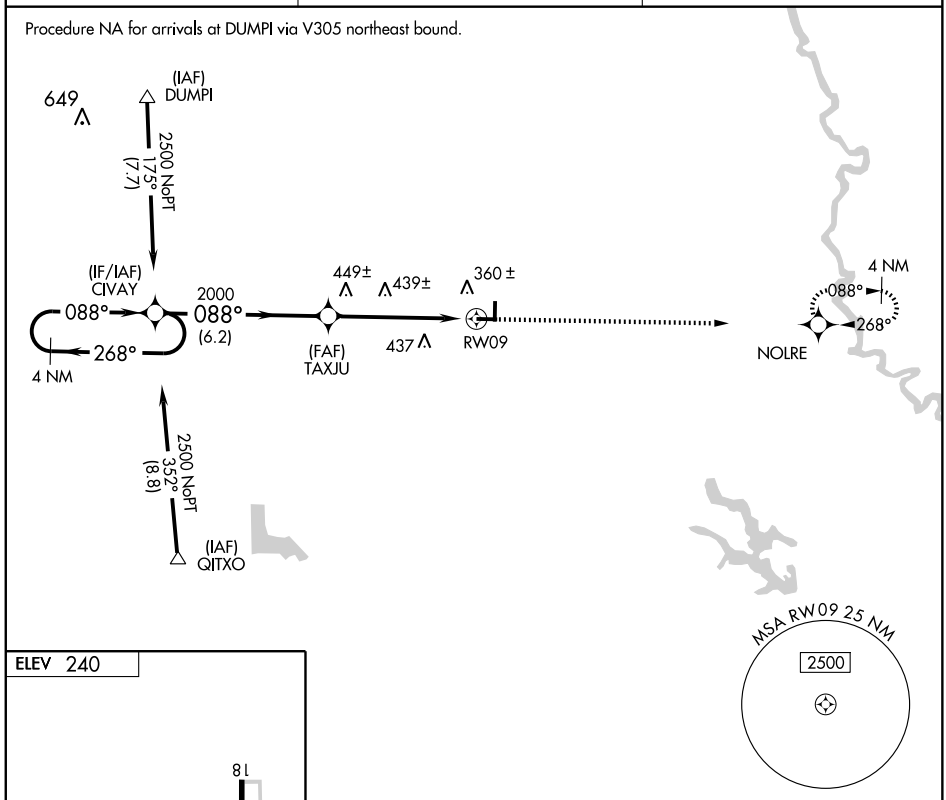
CARLISLE MUNI (4M3)

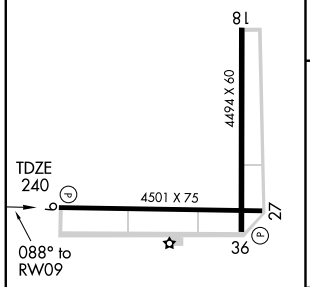
Use Stuttgart altimeter setting when not received, use Little Rock Adams Field altimeter setting and increase all MDAs 20 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

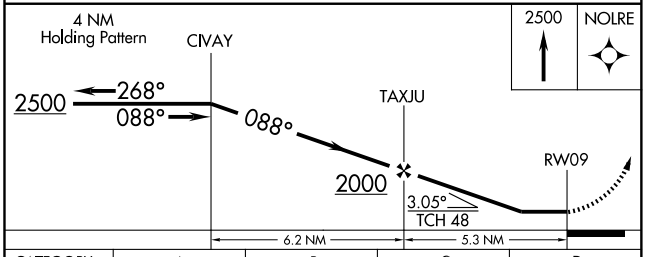
MISSED APPROACH: Climb to 2500 direct NOLRE and hold.

LITTLE ROCK APP CON	CLNC DEL	UNICOM
135.4 353.6	135.4	122.8 (CTAF) L

Procedure NA for arrivals at DUMPI via V305 northeast bound.







CATEGORY	A	B	C	D
LNAV MDA	780-1 540 (600-1)		NA	
CIRCLING	840-1 600 (600-1)		NA	

MIRL Rwy 9-27 L

SC-1, 08 APR 2010 to 06 MAY 2010

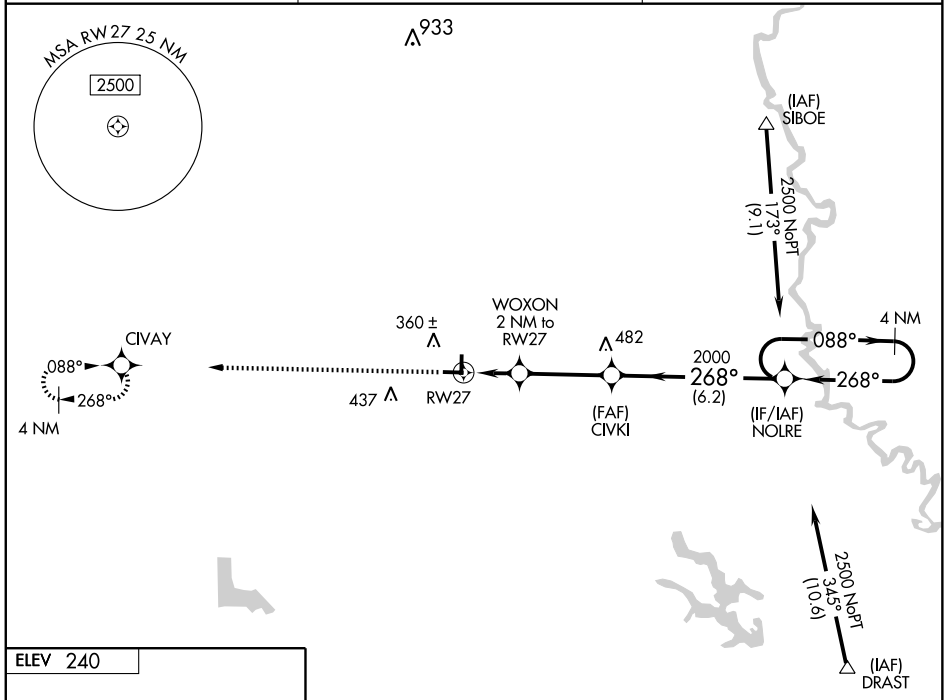
APP CRS	Rwy Idg	4501
268°	TDZE	240
	Apt Elev	240

RNAV (GPS) RWY 27
CARLISLE MUNI (4M3)

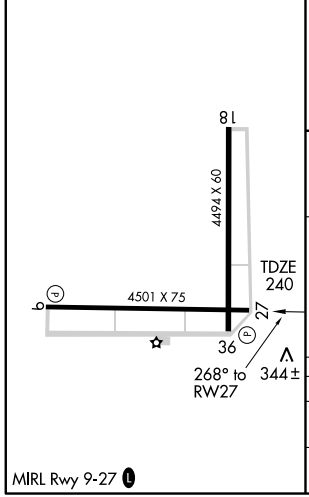
Use Stuttgart altimeter setting when not received, use Little Rock Adams Field altimeter setting and increase all MDAs 20 feet. DME/DME RNP-0.3 NA.

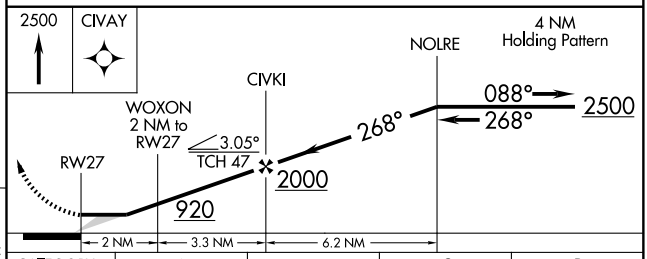
MISSED APPROACH: Climb to 2500 direct CIVAY and hold.

LITTLE ROCK APP CON	CLNC DEL	UNICOM
135.4 353.6	135.4	122.8 (CTAF) L



Procedure NA for arrivals at DRAST via V47 southwest bound.





CATEGORY	A	B	C	D
LNAV MDA	640-1 400 (400-1)		NA	
CIRCLING	800-1 560 (600-1)		NA	

MIRL Rwy 9-27 L

SC-1. 08 APR 2010 to 06 MAY 2010

VORTAC LIT	APP CRS	Rwy Idg	4501
113.9	066°	TDZE	240
Chan 86		Apt Elev	240

VOR/DME RWY 9

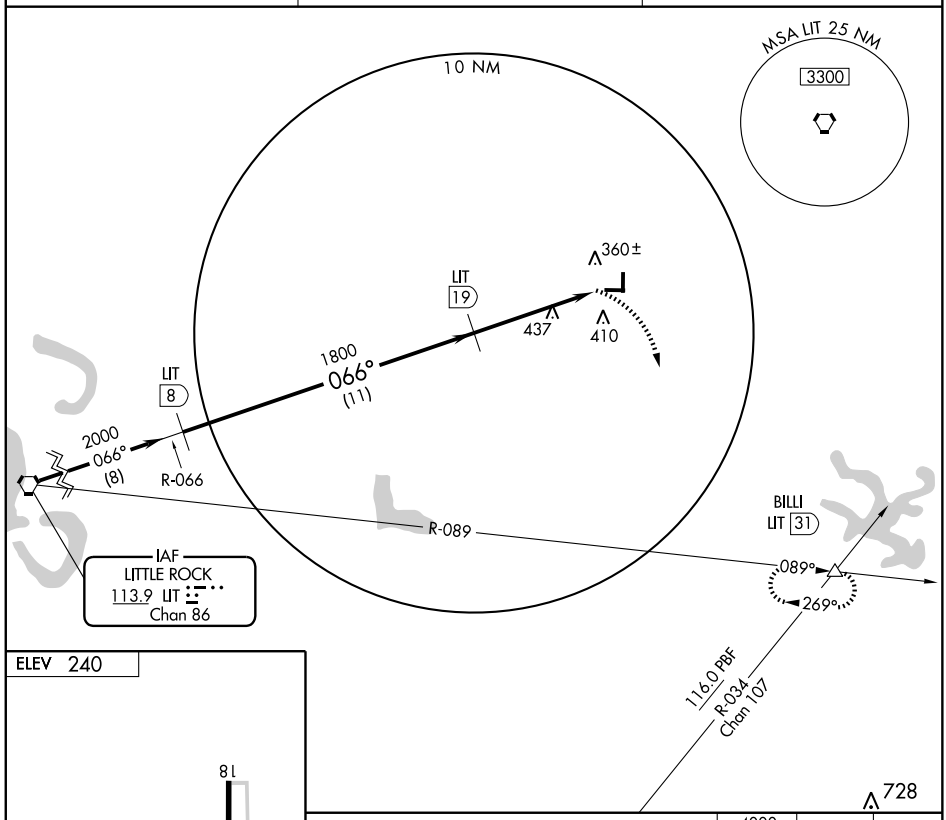
CARLISLE MUNI (4M3)

Use Little Rock (Adams Field) altimeter setting.

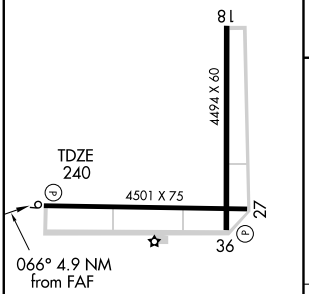
NA

MISSED APPROACH: Climbing right turn to 4000 via heading 140° and LIT R-089 to BILLI Int and hold.

LITTLE ROCK APP CON	CLNC DEL	UNICOM
135.4 353.6	135.4	122.8 (CTAF) L

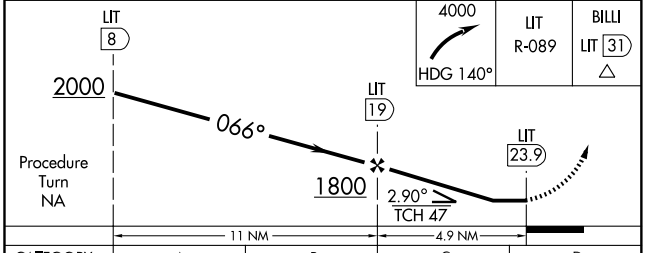


ELEV 240



MIRL Rwy 9-27 L

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-9	900-1 660 (700-1)	900-1¼ 660 (700-1¼)	NA	
CIRCLING	900-1 660 (700-1)	900-1¼ 660 (700-1¼)	NA	

SC-1, 08 APR 2010 to 06 MAY 2010

NDB CZE 201	APP CRS 312°	Rwy Idg N/A TDZE N/A Apt Elev 481

NDB-A

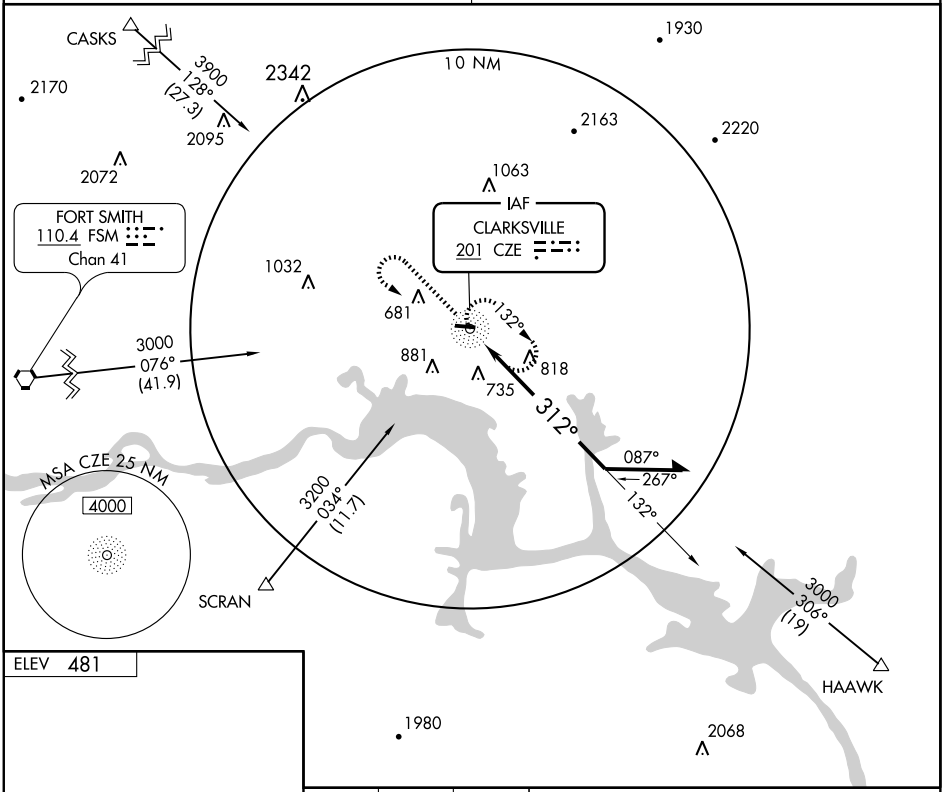
CLARKSVILLE MUNI (H35)

Use Russellville altimeter setting; if not received, use Fort Smith altimeter setting.

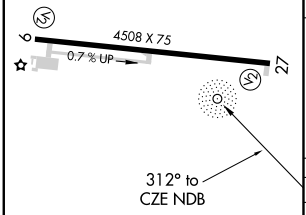
NA

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct CZE NDB and hold.

MEMPHIS CENTER	UNICOM
128.475 377.15	**122.8** (CTAF)

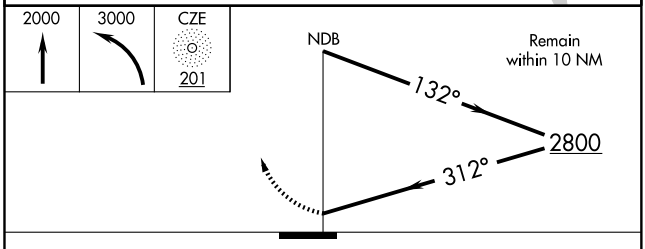


ELEV 481



MIRL Rwy 9-27

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
CIRCLING	1400-1¼ 919 (1000-1¼)		NA	
FORT SMITH ALTIMETER SETTING MINIMUMS				
CIRCLING	1440-1¼ 959 (1000-1¼)	1440-1½ 959 (1000-1½)	NA	

SC-1. 08 APR 2010 to 06 MAY 2010

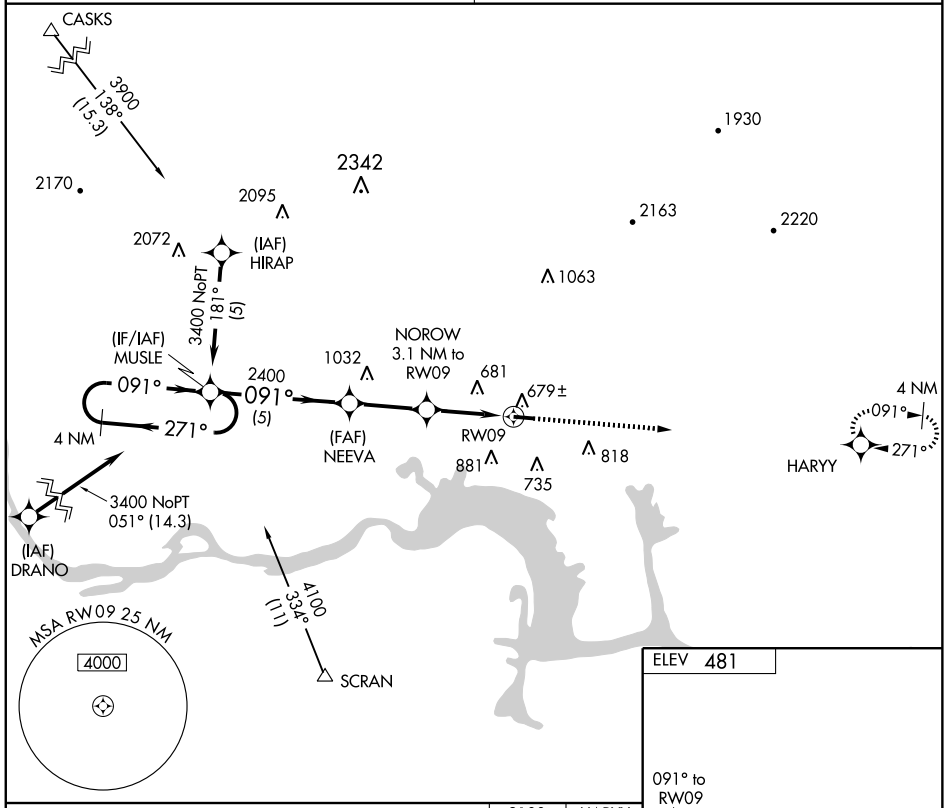
APP CRS	Rwy Idg	4508
091°	TDZE	481
	Apt Elev	481

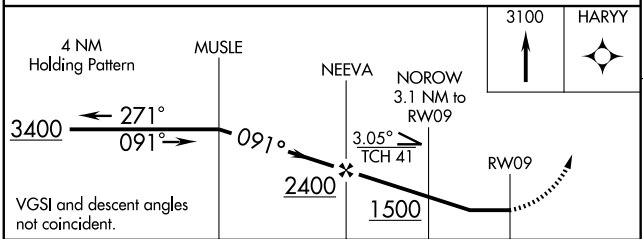
RNAV (GPS) RWY 9
CLARKSVILLE MUNI (H35)

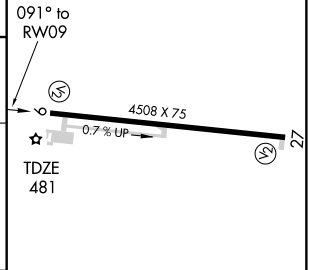
Use Russellville Rgnl altimeter setting; If not received, use Fort Smith Rgnl altimeter setting and increase all MDAs 60'. DME/DME RNP-0.3 NA.
NA When VGSI inoperative, procedure NA at night.

MISSED APPROACH: Climb to 3100 direct HARYY WP and hold.

MEMPHIS CENTER	UNICOM
128.475 377.15	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1060-1 579 (600-1)		NA	
CIRCLING	1220-1 739 (800-1)	1240-1¼ 759 (800-1¼)	NA	

MIRL Rwy 9-27

SC-1, 08 APR 2010 to 06 MAY 2010

CLARKSVILLE, ARKANSAS

AL-6402 (FAA)

APP CRS		
271°	Rwy Idg	4508
	TDZE	481
	Apt Elev	481

RNAV (GPS) RWY 27

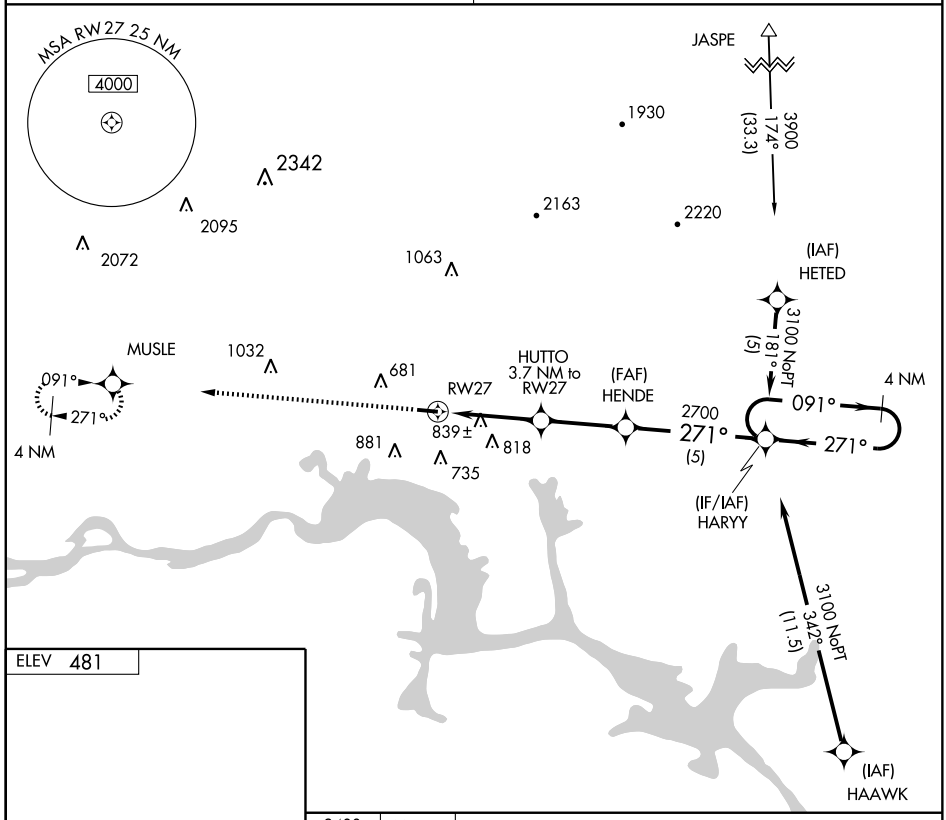
CLARKSVILLE MUNI (H35)

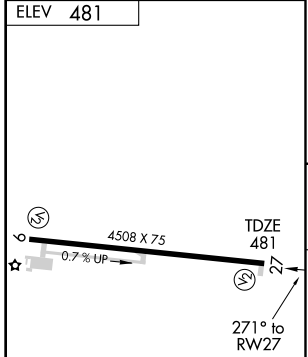
Use Russellville Rgnl altimeter setting; if not received, use Fort Smith Rgnl altimeter setting and increase all MDAs 60 feet. DME/DME RNP-0.3 NA. When VGSI inoperative, procedure not authorised at night.

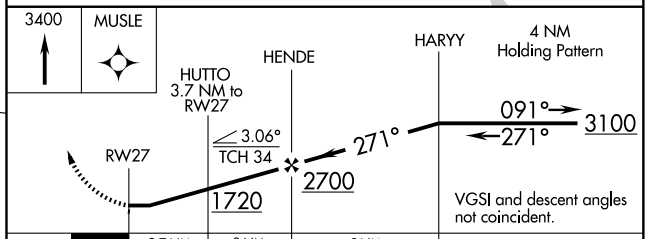
NA

MISSED APPROACH: Climb to 3400 direct MUSLE WP and hold.

MEMPHIS CENTER	UNICOM
128.475 377.15	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1160-1 679 (700-1)		NA	
CIRCLING	1220-1 739 (800-1)	1240-1¼ 759 (800-1¼)	NA	

MIRL Rwy 9-27

SC-1, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4397
055°	TDZE	1268
	Apt Elev	1268

RNAV (GPS) RWY 5

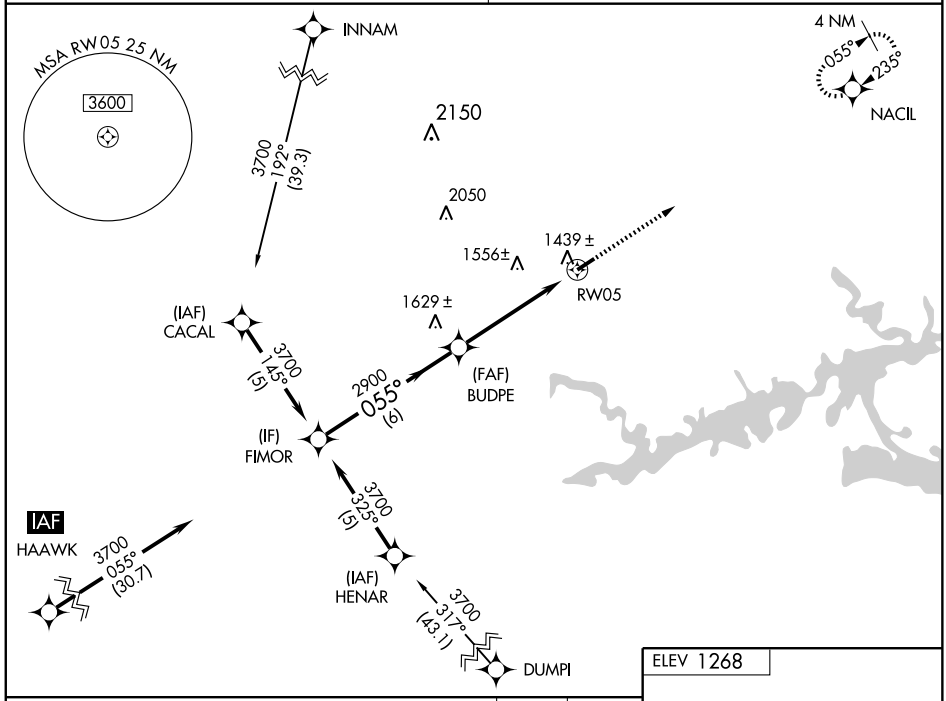
CLINTON/HOLLEY MOUNTAIN AIRPARK (2A2)

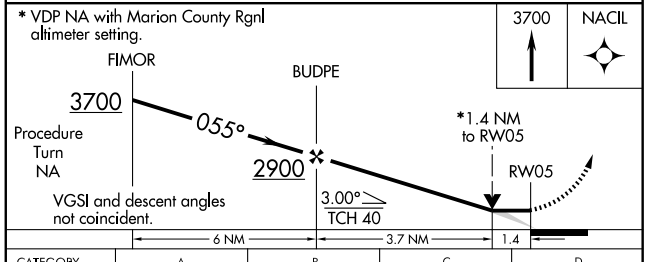
T NA — Obtain local altimeter setting on CTAF; when not received, use Marion County Rgnl altimeter setting. DME/DME RNP-0.3 NA.

IAF ARM APPROACH MODE PRIOR TO IAF.

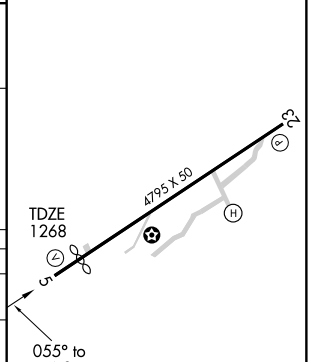
MISSED APPROACH: Climb to 3700 direct NACIL and hold.

MEMPHIS CENTER	UNICOM
126.85 281.55	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1760-1	492 (500-1)	1760-1¼ 492 (500-1¼)	NA
CIRCLING	1760-1	492 (500-1)	1780-1½ 512 (600-1½)	NA
MARION COUNTY RGNL ALTIMETER SETTING MINIMUMS				
LNAV MDA	1920-1	652 (700-1)	1920-1¾ 652 (700-1¾)	NA
CIRCLING	1940-1	672 (700-1)	1960-2 692 (700-2)	NA



MIRL Rwy 5-23 L
REIL Rwy 5 and 23 L

SC-1, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4795
235°	TDZE	1268
	Apt Elev	1268

RNAV (GPS) RWY 23

CLINTON/ HOLLEY MOUNTAIN AIRPARK (2A2)

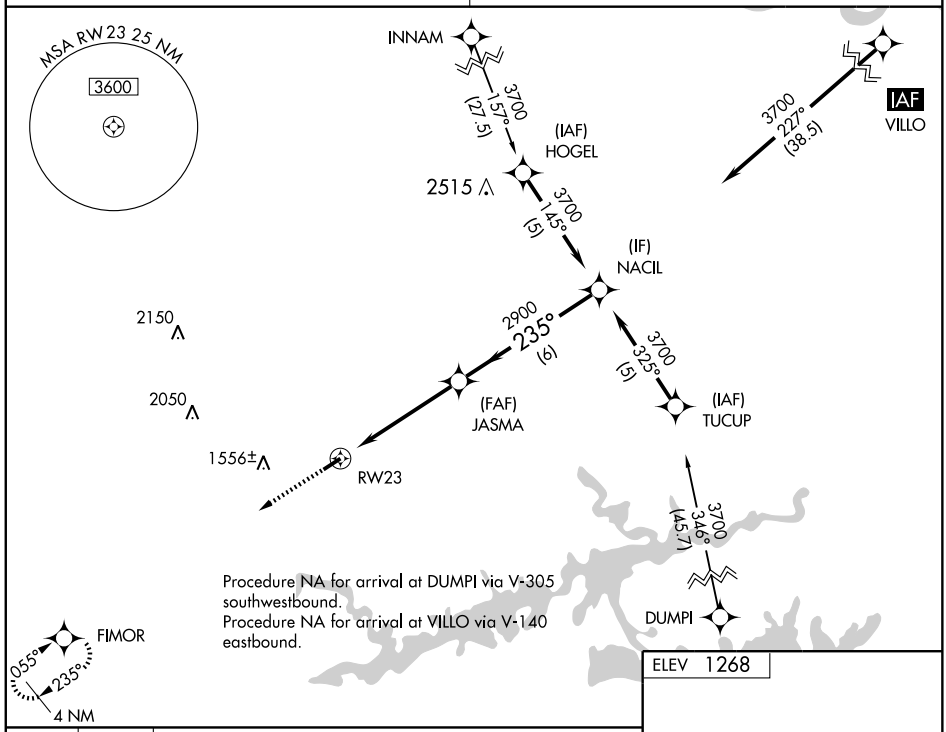
Obtain local altimeter setting on CTAF; when not received, use Marion County Rgnl altimeter setting. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

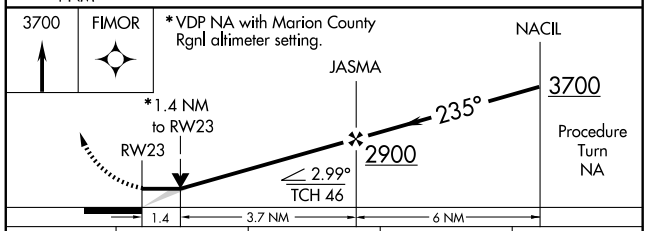
NA

IAF ARM APPROACH MODE PRIOR TO IAF.

MISSED APPROACH: Climb to 3700 direct FIMOR and hold.

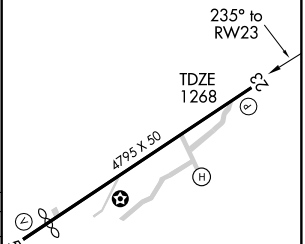
MEMPHIS CENTER	UNICOM
126.85 281.55	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1740-1	472 (500-1)	1740-1¼ 472 (500-1¼)	NA
CIRCLING	1760-1	492 (500-1)	1800-1½ 532 (600-1½)	NA
MARION COUNTY RGNL ALTIMETER SETTING MINIMUMS				
LNAV MDA	1900-1	632 (700-1)	1900-1¾ 632 (700-1¾)	NA
CIRCLING	1940-1	672 (700-1)	1960-2 712 (800-2)	NA

ELEV 1268



MIRL Rwy 5-23 L

REIL Rwy 5 and 23 L

SC-1, 08 APR 2010 to 06 MAY 2010

APP CRS		
254°	Rwy Idg	4875 (3232 Nights only)
	TDZE	315
	Apt Elev	315

GPS RWY 26

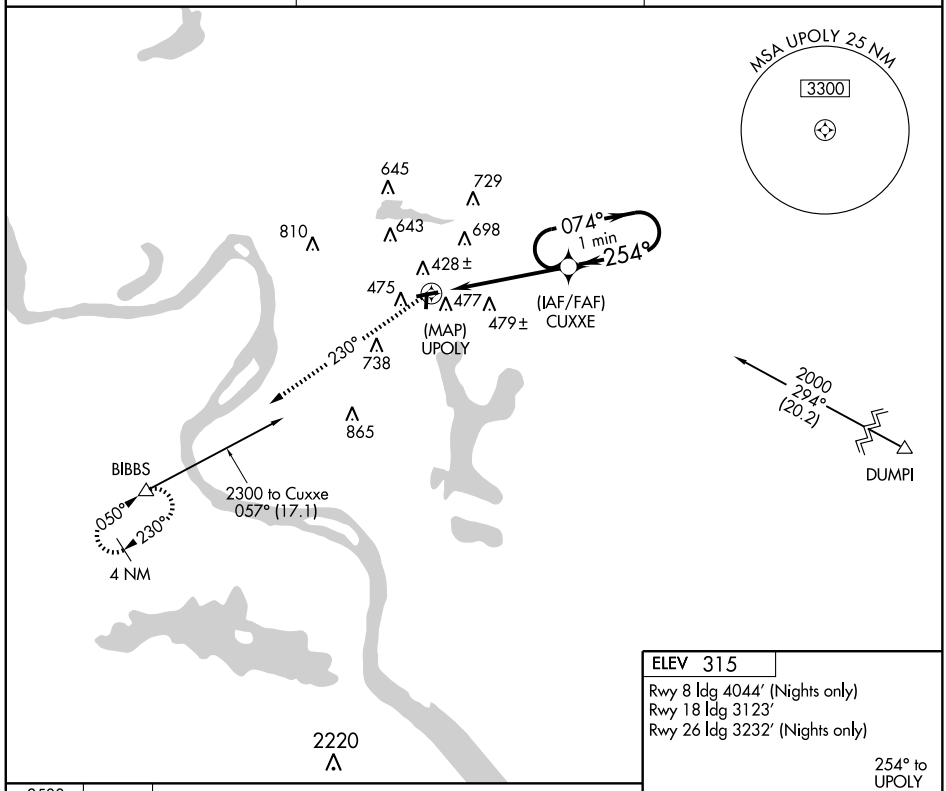
CONWAY/ DENNIS F. CANTRELL FIELD (CWS)

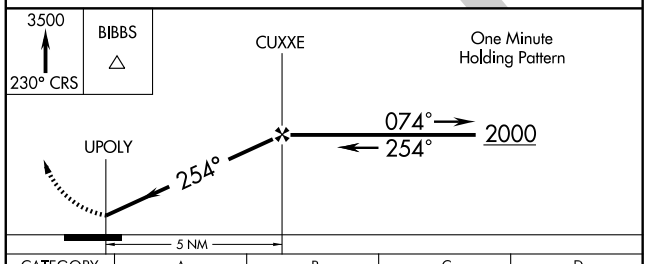
Obtain local altimeter on CTAF; when not received, use Little Rock altimeter setting.

NA

MISSED APPROACH: Climb to 3500 via 230° course to BIBBS and hold.

LITTLE ROCK APP CON	CLNC DEL	UNICOM
119.5 306.2	121.2	122.8 (CTAF) L

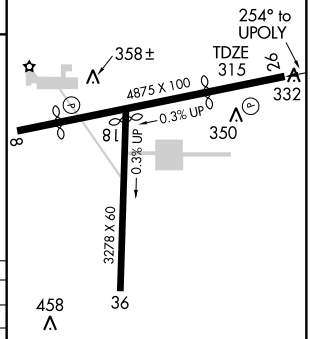




CATEGORY	A	B	C	D
S-26	900-1	585 (600-1)	NA	
CIRCLING	900-1	585 (600-1)	NA	
LITTLE ROCK ALTIMETER SETTING MINIMUMS				
S-26	960-1	645 (700-1)	NA	
CIRCLING	960-1	645 (700-1)	NA	

ELEV 315

Rwy 8 ldg 4044′ (Nights only)
Rwy 18 ldg 3123′
Rwy 26 ldg 3232′ (Nights only)



MIRL Rwys 8-26 L and 18-36

SC-1, 08 APR 2010 to 06 MAY 2010

NDB CWS 302	APP CRS 270°	Rwy Idg N/A TDZE N/A Apt Elev 315

NDB-A

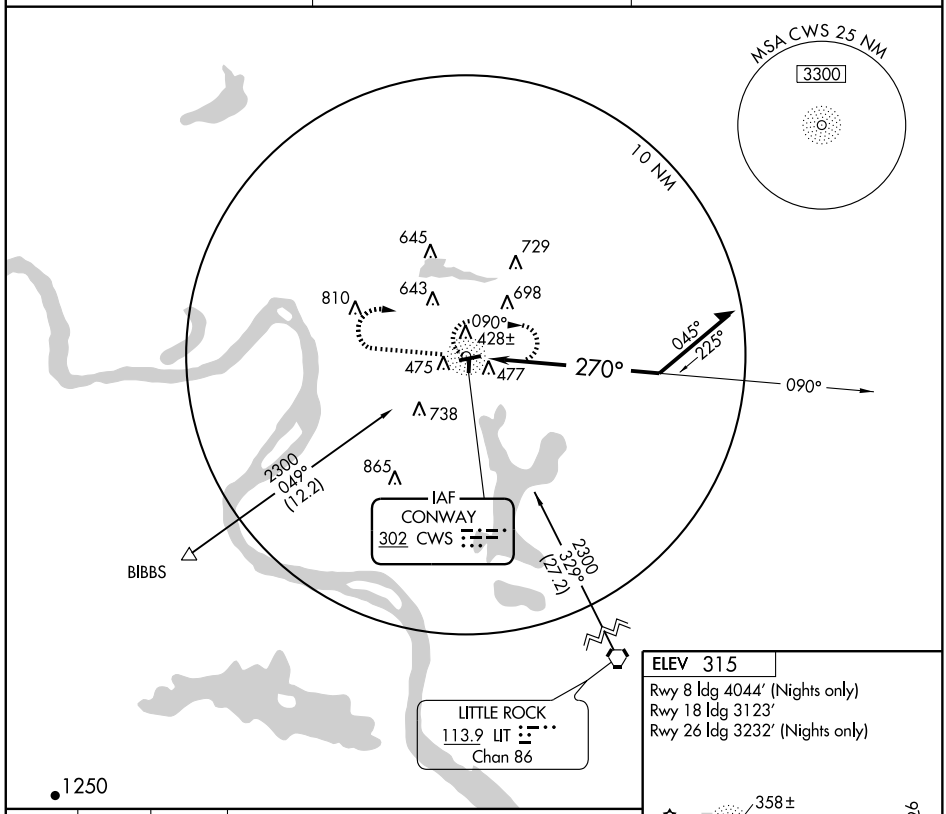
CONWAY/ DENNIS F. CANTRELL FIELD (CWS)

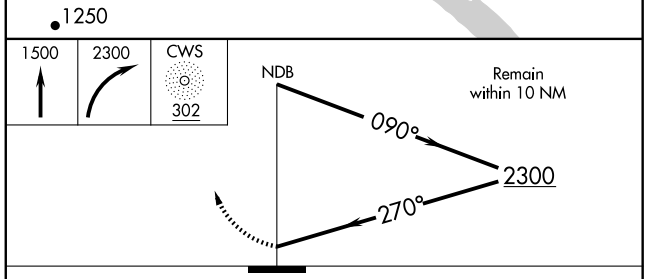
Obtain local altimeter on CTAF; when not received, use Little Rock altimeter setting.

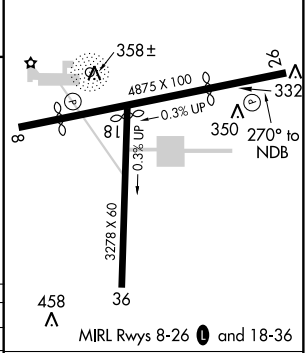
NA

MISSED APPROACH: Climb to 1500 then climbing right turn to 2300 CWS NDB and hold.

LITTLE ROCK APP CON	CLNC DEL	UNICOM
119.5 306.2	121.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1000-1	685 (700-1)	NA	

LITTLE ROCK ALTIMETER SETTING MINIMUMS

CIRCLING	1060-1 745 (800-1)	1060-1¼ 745 (800-1¼)	NA	

Knots	60	90	120	150	180
Min:Sec					

SC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4299
180°	TDZE	293
	Apt Elev	293

RNAV (GPS) RWY 18
CORNING MUNI (4M9)

NA — GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Use Walnut Ridge Rgnl altimeter setting.

MISSED APPROACH: Climb to 3000 direct JOPRO WP and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.325	120.075 289.4	123.0 (CTAF) L

1230±

LEPER
3000
192°
(30.6)
4 NM
360°
180°
(IF/IAF)
CAYRA
(IAF)
LESSI
3000 NoPT
090°
(5)
3000 NoPT
270°
(5)
(IAF)
NACID
MALDEN
MAW
3000
274°
(30.6)
2000
180°
(6)
(FAF)
DOGAC
RW18
404±
608
MSA RW18 25 NM
2500
3000
018°
(30.8)
WALNUT RIDGE
ARG
MISSED APCH FIX
JOPRO
180°
360°
4 NM

ELEV 293
180° to RW18
18
TDZE
293
4299 X 60
P
36

3000
JOPRO
CAYRA
4 NM
Holding Pattern
DOGAC
360°
3000
180°
RW18
3.04°
TCH 40
180°
2000
5.2 NM
6 NM

CATEGORY	A	B	C	D
LNAV MDA	720-1	427 (500-1)	720-1¼ 427 (500-1¼)	NA
CIRCLING	760-1	467 (500-1)	760-1½ 467 (500-1½)	NA

REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L

SC-1. 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 36

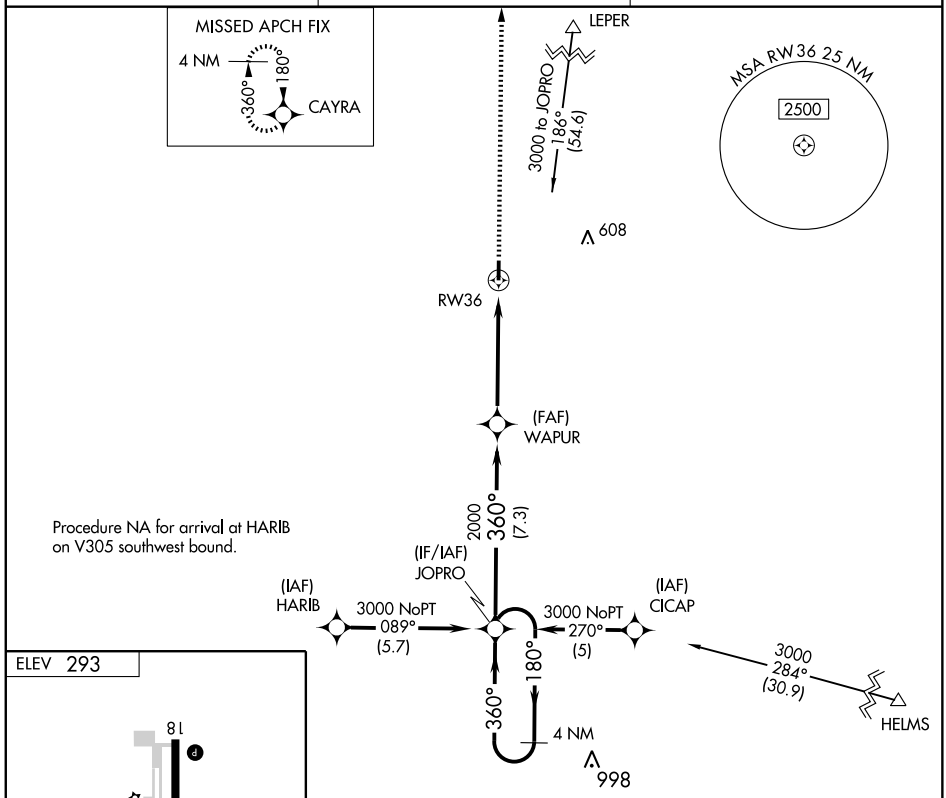
CORNING MUNI (4M9)

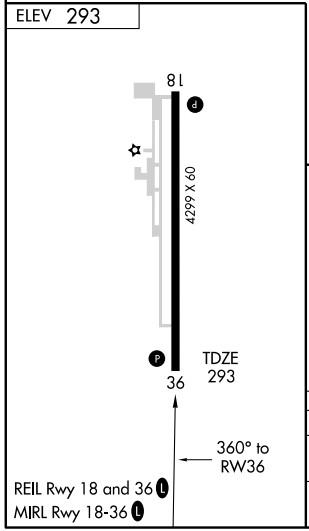
APP CRS		
360°	Rwy Idg	4299
	TDZE	293
	Apt Elev	293

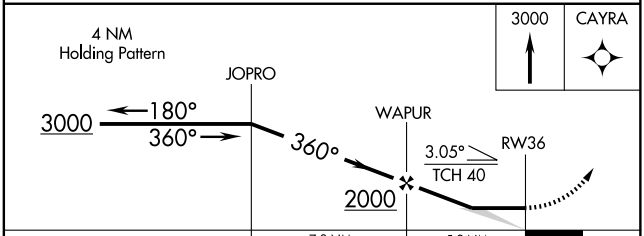
NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Use Walnut Ridge Rgnl altimeter setting.

MISSED APPROACH: Climb to 3000 direct CAYRA WP and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.325	120.075 289.4	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	700-1	407 (500-1)	700-1¼ 407 (500-1¼)	NA
CIRCLING	760-1	467 (500-1)	760-1½ 467 (500-1½)	NA

SC-1, 08 APR 2010 to 06 MAY 2010

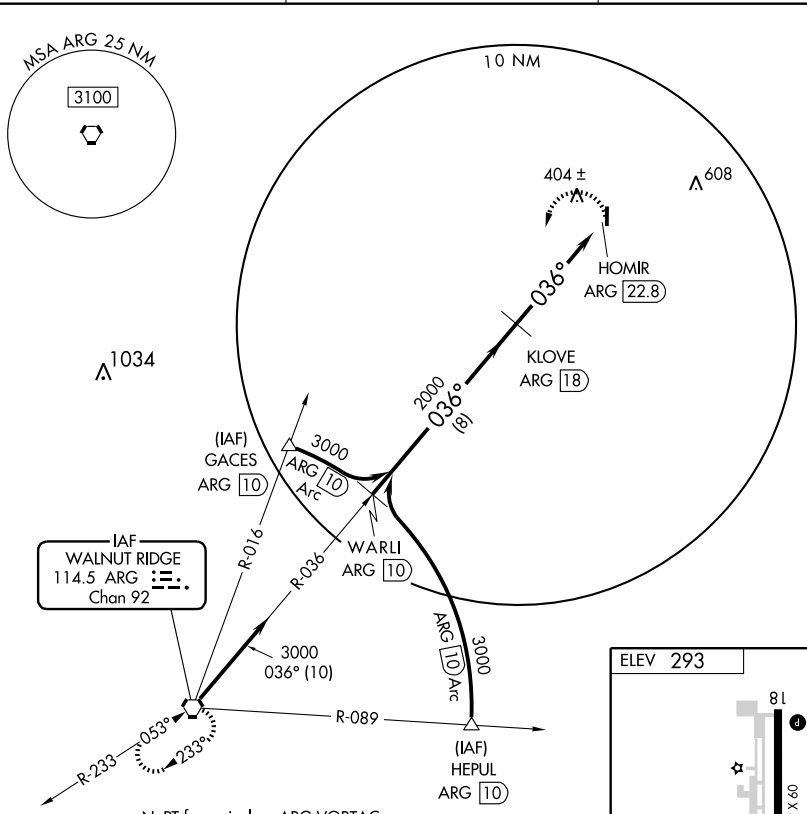
VORTAC ARG	APP CRS	Rwy Idg	N/A
114.5	036°	TDZE	N/A
Chan 92		Apt Elev	293

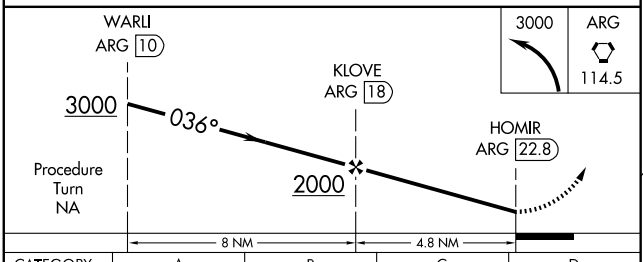
VOR/DME-A
CORNING MUNI (4M9)

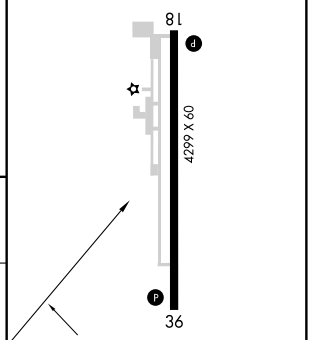
NA Use Walnut Ridge Rgnl altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 direct ARG VORTAC and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.325	120.075 289.4	123.0 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1100-1 807 (900-1)	1100-1¼ 807 (900-1¼)	1100-2¼ 807 (900-2¼)	NA

REIL Rwy 18 and 36 L
MIRL Rwy 18-36 L

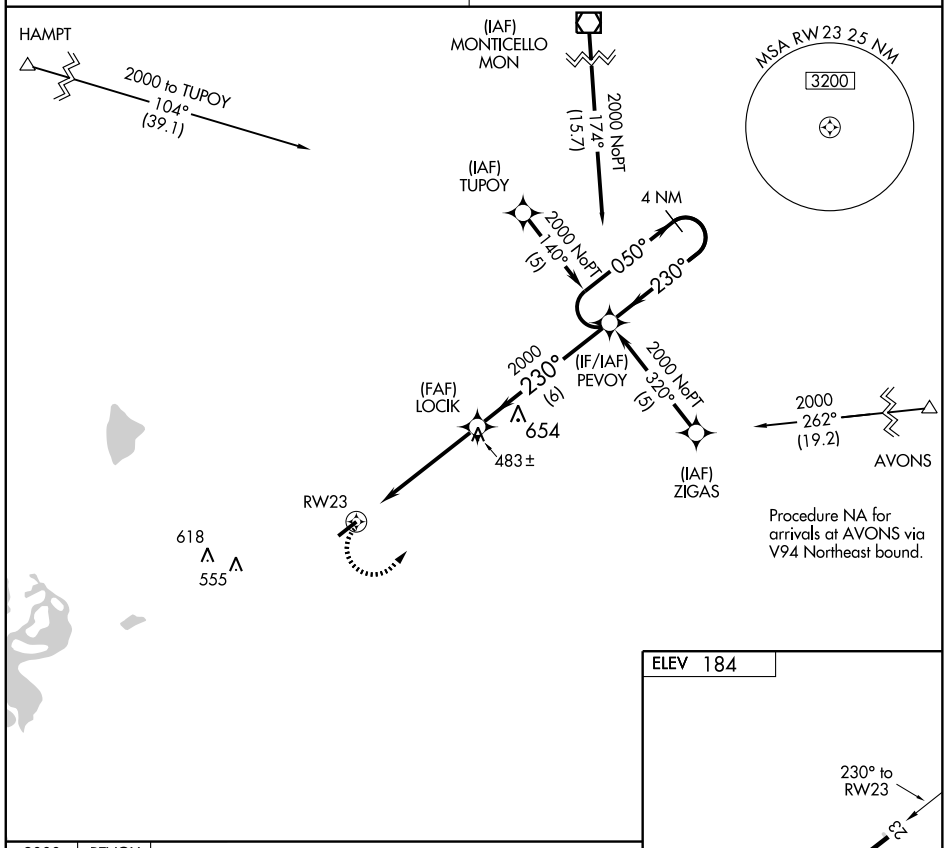
SC-1, 08 APR 2010 to 06 MAY 2010

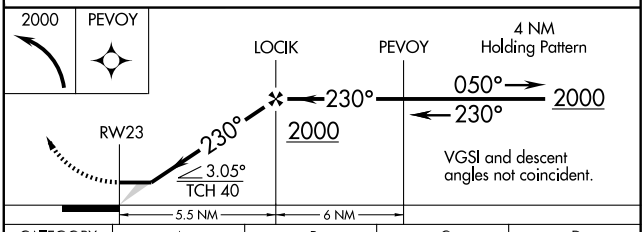
APP CRS	Rwy Idg	5009
230°	TDZE	184
	Apt Elev	184

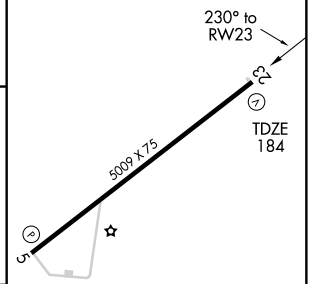
RNAV (GPS) RWY 23

CROSSETT/Z M JACK STELL FIELD (CRT)

⚠ NA — DME/DME RNP-0.3 NA. Use Monroe, LA altimeter setting; if not received, use El Dorado altimeter setting and increase all MDAs 20 feet.	MISSED APPROACH: Climbing left turn to 2000 direct PEVOY and hold.
MEMPHIS CENTER **135.875 269.35**	UNICOM **122.8** (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	760-1	576 (600-1)	760-1½ 576 (600-1½)	NA
CIRCLING	760-1	576 (600-1)	760-1½ 576 (600-1½)	NA

MIRL Rwy 5-23

SC-1, 08 APR 2010 to 06 MAY 2010

VOR/DME MON	APP CRS	Rwy Idg	N/A
111.6	196°	TDZE	N/A
Chan 53		Apt Elev	184

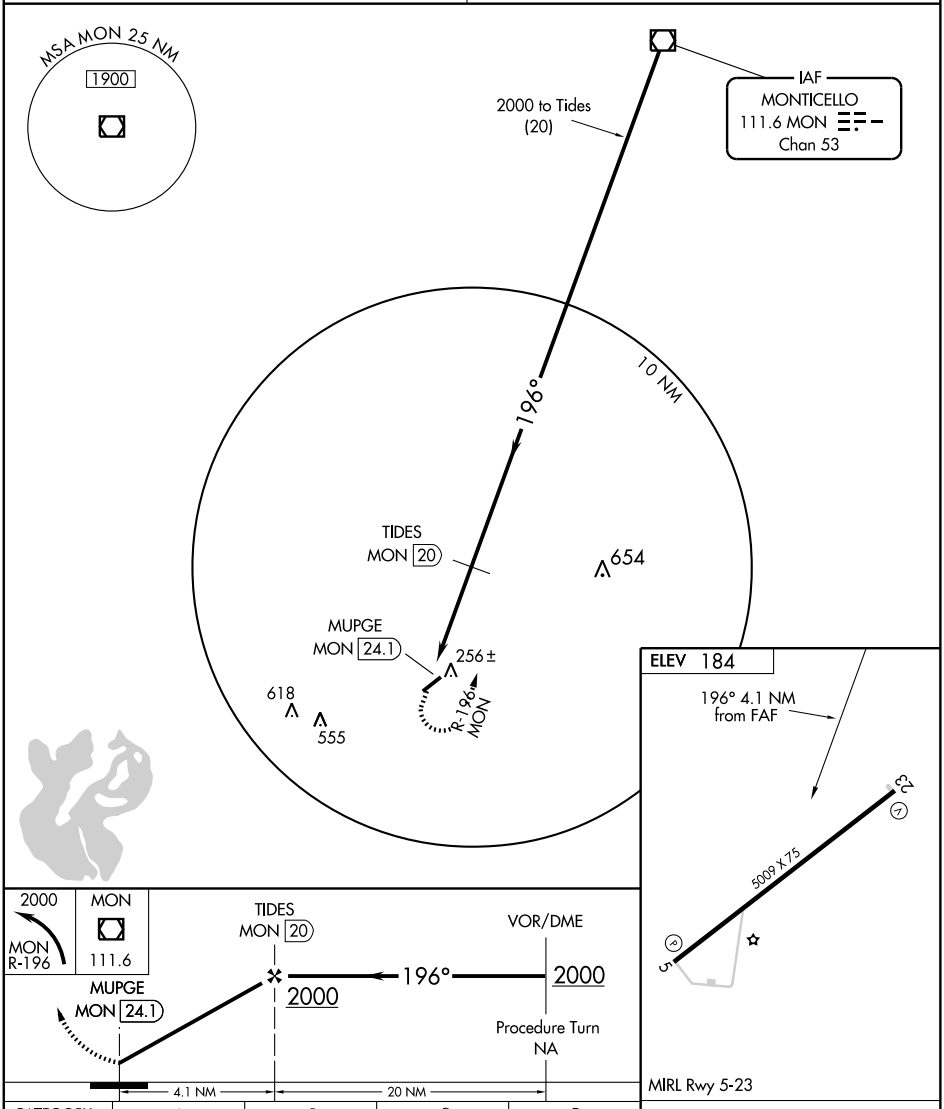
VOR/DME-A

CROSSETT/ Z M JACK STELL FIELD (CRT)

NA Use Monroe, LA altimeter setting; if not received, use El Dorado altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climbing left turn to 2000 via MON R-196 to MON VOR/DME.

MEMPHIS CENTER	UNICOM
135.875 269.35	122.8 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	1020-1 837 (900-1)	1020-1¼ 837 (900-1¼)	1020-2½ 837 (900-2½)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-1. 08 APR 2010 to 06 MAY 2010

NDB DEQ	APP CRS	Rwy Idg	5001
281	083°	TDZE	355
		Apt Elev	355

NDB RWY 8

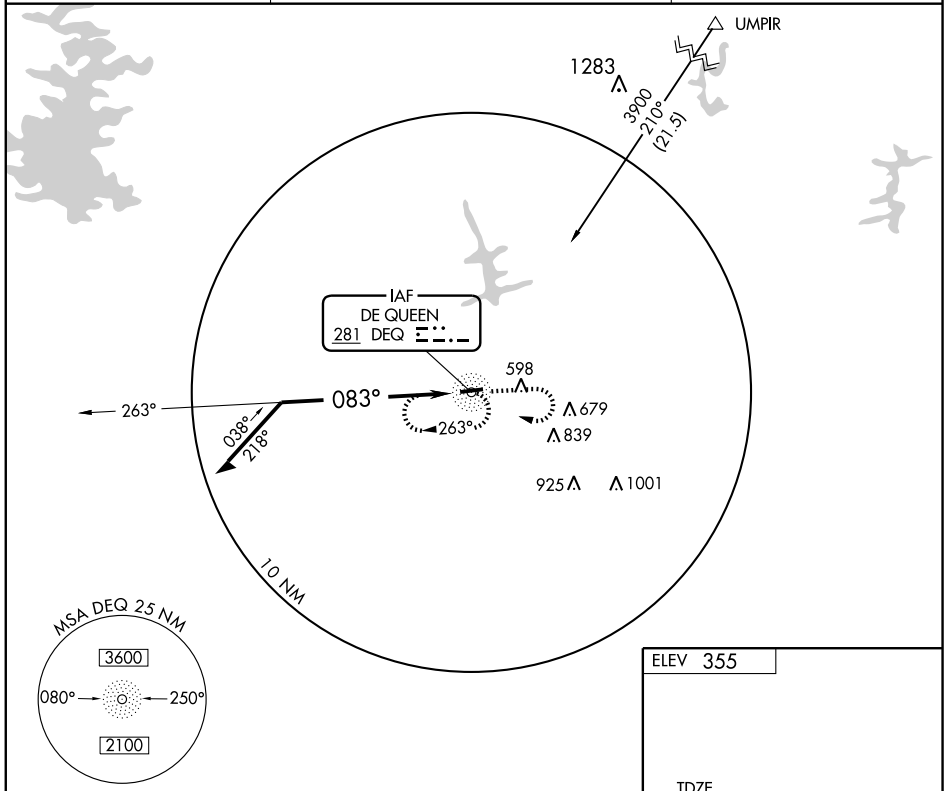
DE QUEEN / J. LYNN HELMS SEVIER COUNTY (DEQ)

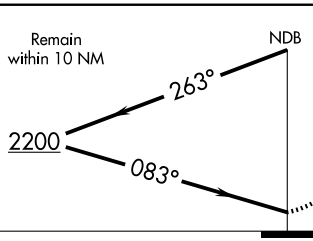
▼ If local altimeter setting not received, use Texarkana altimeter setting and increase all MDAs 100 feet.

△ NA

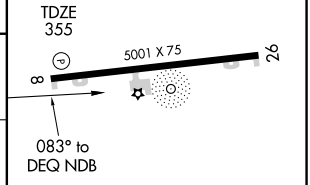
MISSED APPROACH: Climb to 1500, then climbing right turn to 2200 direct DEQ NDB and hold.

ASOS	FORT WORTH CENTER	UNICOM
134.075	123.925 269.475	122.8 (CTAF) L





1500	2200	DEQ
		281



REIL Rwy 8 L

MIRL Rwy 8-26 L

CATEGORY	A	B	C	D
S-8	1260-1¼ 905 (1000-1¼)	1260-1½ 905 (1000-1½)	NA	
CIRCLING	1260-1¼ 905 (1000-1¼)	1260-1½ 905 (1000-1½)	NA	

Knots	60	90	120	150	180
Min:Sec					

SC-1, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5001
079°	TDZE	355
	Apt Elev	355

RNAV (GPS) RWY 8

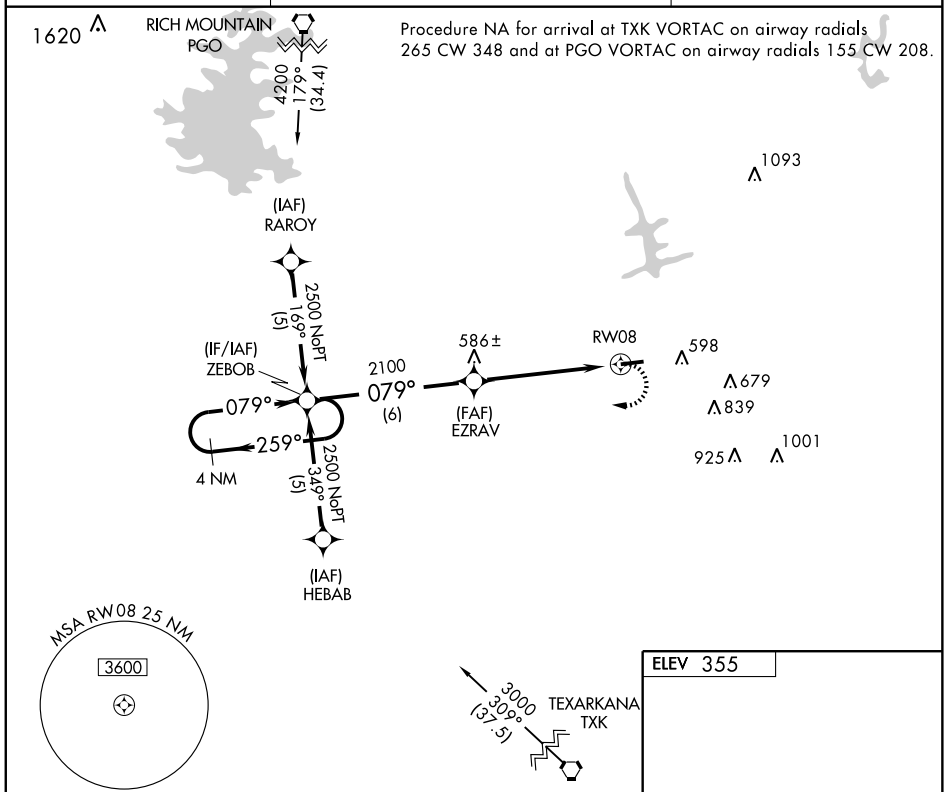
DE QUEEN/ J. LYNN HELMS SEVIER COUNTY (DEQ)

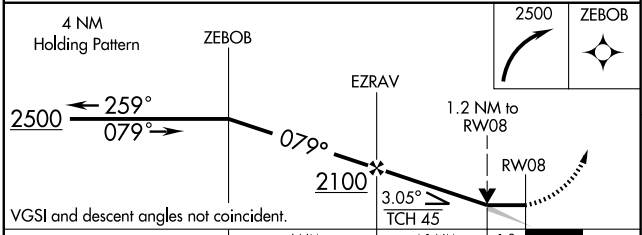
VDP NA with Texarkana altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Texarkana altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climbing right turn to 2500 direct ZEBOB and hold.

ASOS	FORT WORTH CENTER	UNICOM
134.075	123.925 269.475	122.8 (CTAF) L

Procedure NA for arrival at TXK VORTAC on airway radials 265 CW 348 and at PGO VORTAC on airway radials 155 CW 208.





ELEV 355

CATEGORY	A	B	C	D
LNAV MDA	780-1	425 (500-1)	NA	
CIRCLING	900-1	545 (600-1)	NA	

REIL Rwy 8 L
MIRL Rwy 8-26 L

SC-1, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 13

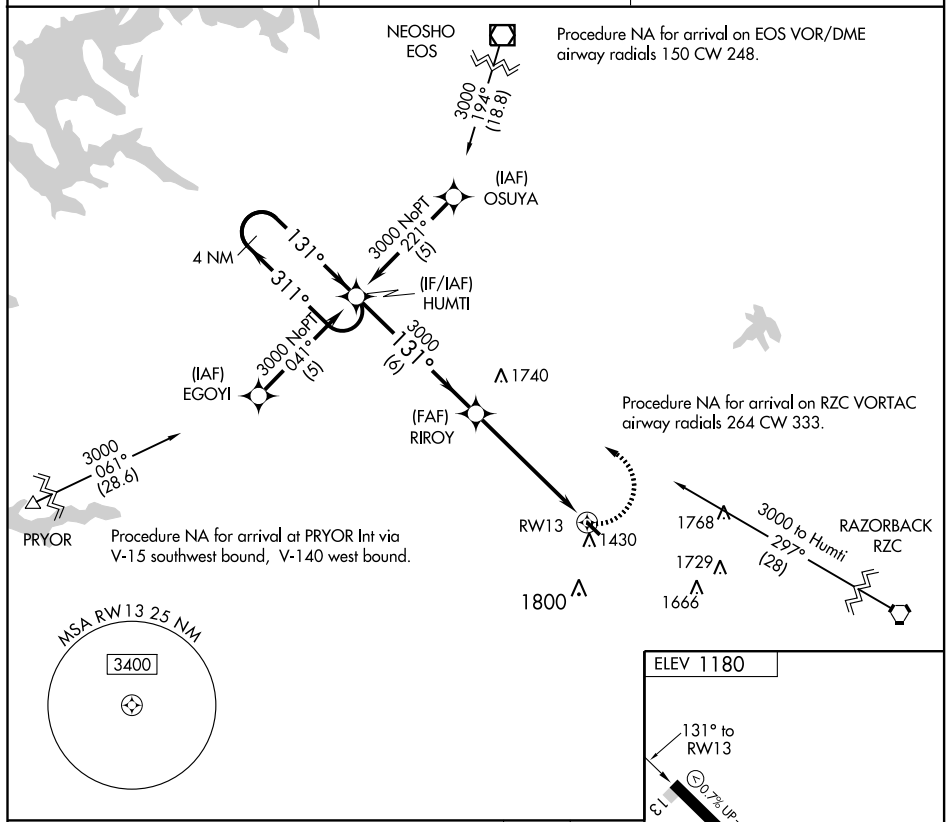
DECATUR/CRYSTAL LAKE (5M5)

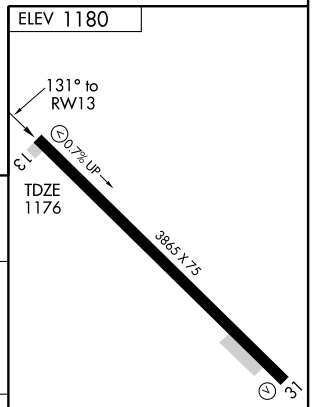
APP CRS	Rwy Idg	3865
131°	TDZE	1176
	Apt Elev	1180

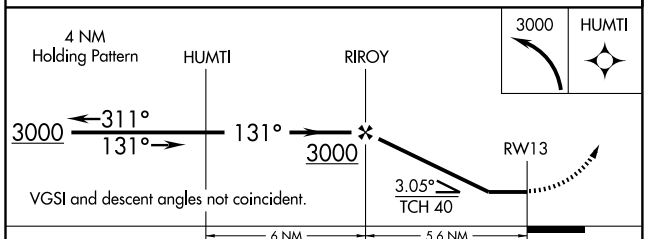
DME/DME RNP-0.3 NA
Use Fayetteville/Northwest Arkansas Rgnl altimeter setting; if not received, use Joplin, MO altimeter setting and increase all MDAs 120 feet.

MISSED APPROACH: Climbing left turn to 3000 direct HUMTI WP and hold.

RAZORBACK APP CON ★	CLNC DEL	UNICOM
121.0 244.57	121.725	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1720-1	544 (600-1)	1720-1½ 544 (600-1½)	NA
CIRCLING	1820-1	640 (700-1)	1860-2 680 (700-2)	NA

LIRL Rwy 13-31

SC-1, 08 APR 2010 to 06 MAY 2010

DECATUR, ARKANSAS

AL-5513 (FAA)

VORTAC RZC	APP CRS	Rwy Idg	3865
116.4	107°	TDZE	1176
Chan 111		Apt Elev	1180

VOR/DME RWY 13

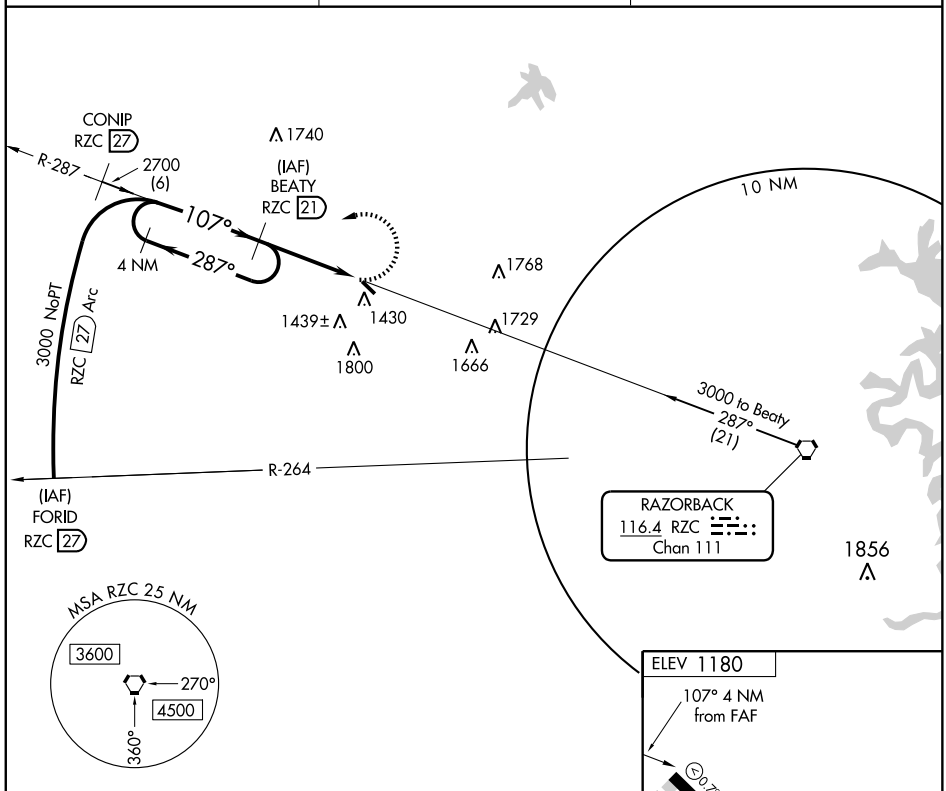
DECATUR/ CRYSTAL LAKE (5M5)

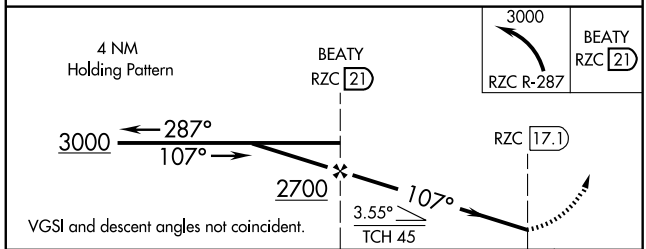
Use Fayetteville/Northwest Arkansas Rgnl altimeter setting; if not received, use Joplin, MO altimeter setting and increase all MDAs 120 feet.

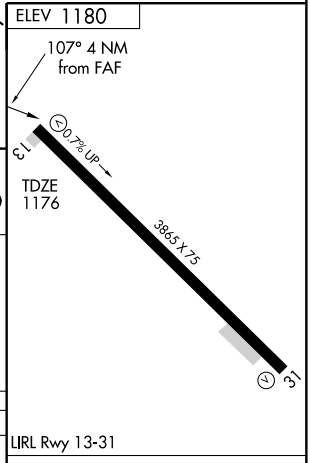
NA

MISSED APPROACH: Climbing left turn to 3000 via RZC R-287 to BEATY/21 DME and hold.

RAZORBACK APP CON ★	CLNC DEL	UNICOM
121.0 244.57	121.725	122.8 (CTAF)







CATEGORY	A	B	C	D
S-13	1780-1	604 (600-1)	1780-1¾ 604 (600-1¾)	NA
CIRCLING	1820-1	640 (700-1)	1860-2 680 (700-2)	NA

LIRL Rwy 13-31

Knots	60	90	120	150	180
Min:Sec					

SC-1, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5000
001°	TDZE	163
	Apt Elev	163

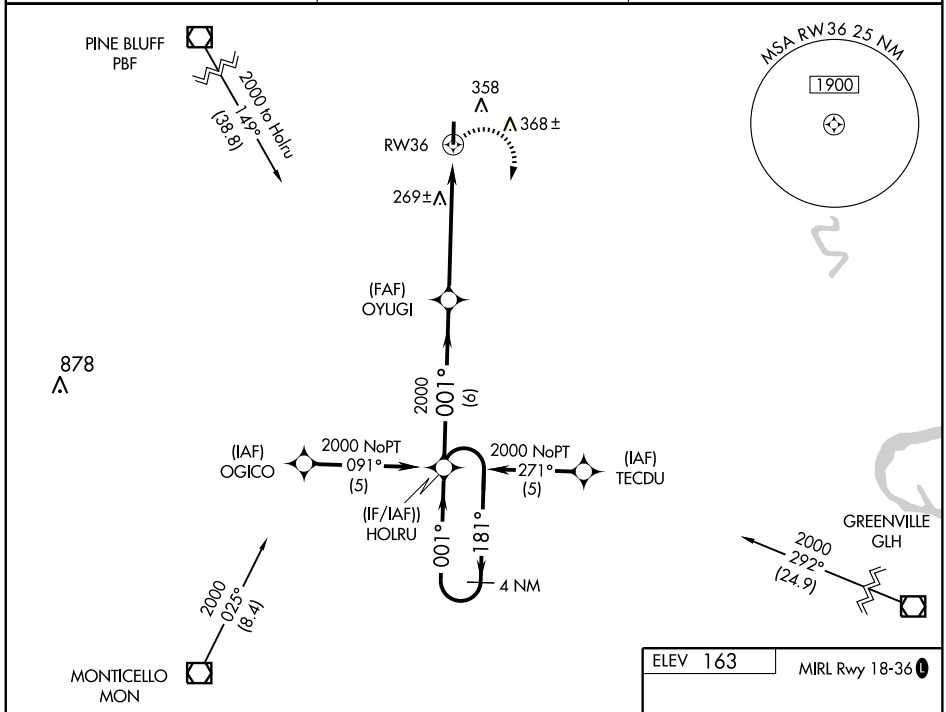
RNAV (GPS) RWY 36

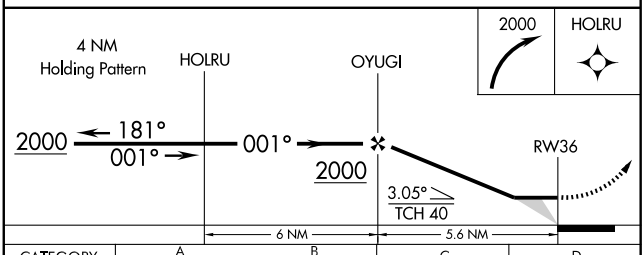
DUMAS/BILLY FREE MUNI (ØMØ)

Use Pine Bluff altimeter setting; if not received, use Greenville, MS altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA.

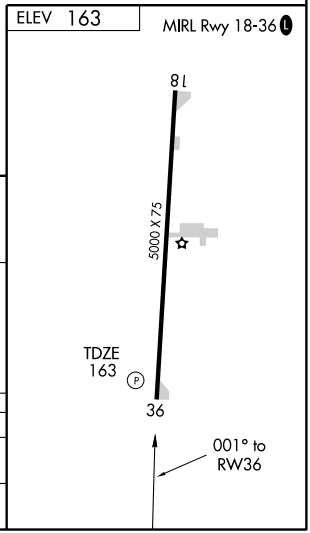
MISSED APPROACH: Climbing right turn to 2000 direct HOLRU and hold.

PINE BLUFF ASOS	MEMPHIS CENTER	UNICOM
120.775	135.875 269.35	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	600-1	437 (500-1)	600-1¼ 437 (500-1¼)	NA
CIRCLING	780-1	617 (700-1)	780-1¾ 617 (700-1¾)	NA



SC-1, 08 APR 2010 to 06 MAY 2010

DUMAS, ARKANSAS

AL-6824 (FAA)

VOR/DME MON	APP CRS	Rwy Idg	5000
111.6	022°	TDZE	163
Chan 53		Apt Elev	163

VOR/DME RWY 36

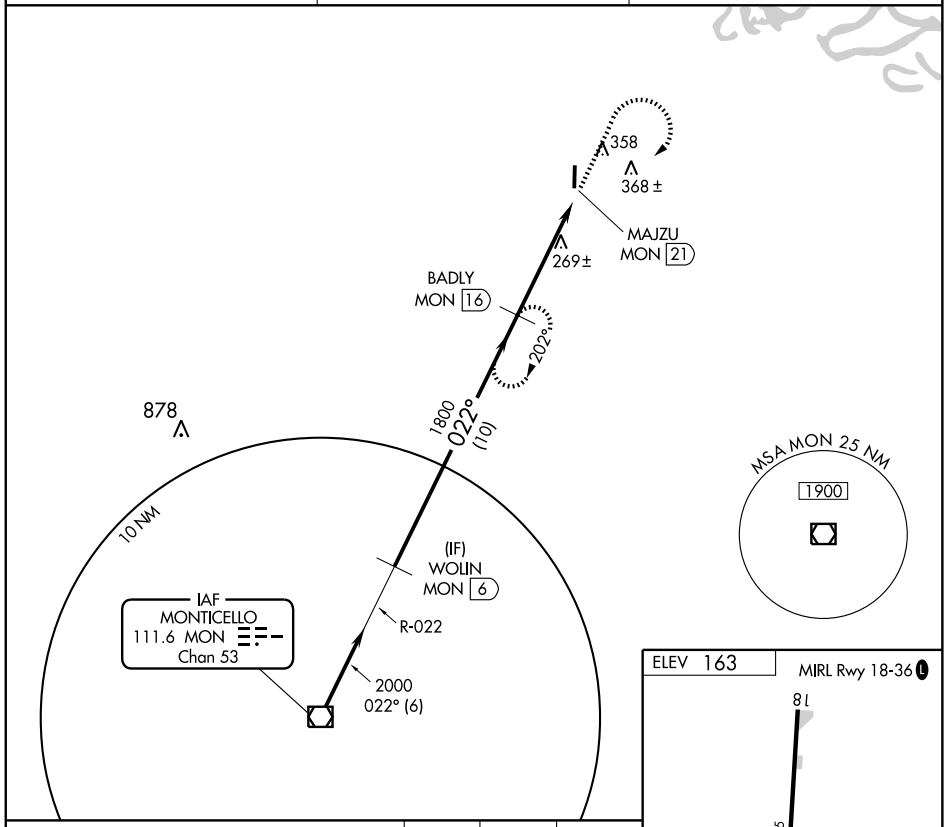
DUMAS/BILLY FREE MUNI (ØMØ)

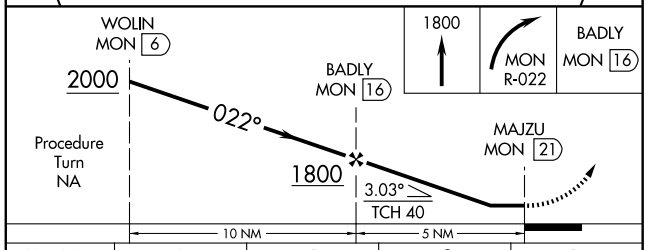
Use Pine Bluff altimeter setting; if not received, use Greenville, MS altimeter setting and increase all MDAs 40 feet.

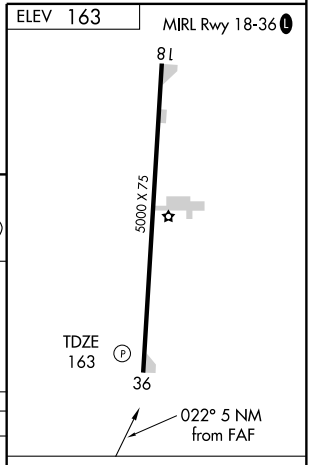
NA

MISSED APPROACH: Climb to 1800 then right turn via MON VOR/DME R-022 to BADLY/16 DME and hold.

PINE BLUFF ASOS	MEMPHIS CENTER	UNICOM
120.775	135.875 269.35	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-36	600-1 437 (500-1)	600-1¼ 437 (500-1¼)	600-1½ 437 (500-1½)	NA
CIRCLING	780-1 617 (700-1)	780-1¼ 617 (700-1¼)	780-1¾ 617 (700-1¾)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-1, 08 APR 2010 to 06 MAY 2010

LOC/DME I-ELD	APP CRS	Rwy Idg 6601
111.1	223°	TDZE 259
Chan 48		Apt Elev 277

EL DORADO/
SOUTH ARKANSAS RGNL AT GOODWIN FIELD (ELD)

ILS or LOC RWY 22

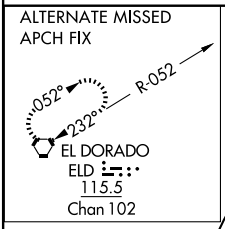
ADF required. When local altimeter setting not received, use Camden altimeter setting and increase all DA 77 feet and all MDA 80 feet. Increase S-LOC 22 Cat C and D visibility ¼ mile. VDP NA when using Camden altimeter setting. For inoperative MALSR when using Camden altimeter setting, increase S-ILS 22 visibility to 1 mile all Cats.

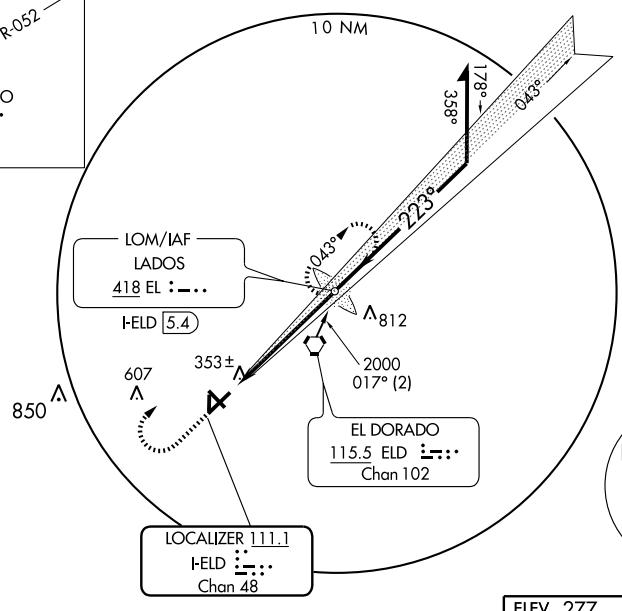
MALSR

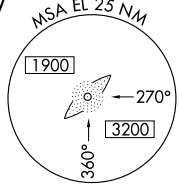
MISSED APPROACH: Climb to 1200 then climbing right turn to 2000 direct LADOS LOM and hold.

ASOS	FORT WORTH CENTER	UNICOM
118.325	128.2 269.1	123.0 (CTAF) L

ALTERNATE MISSED APCH FIX

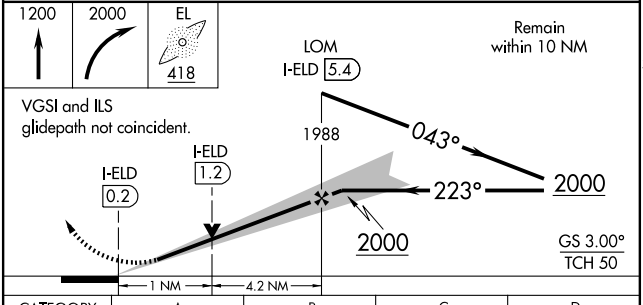


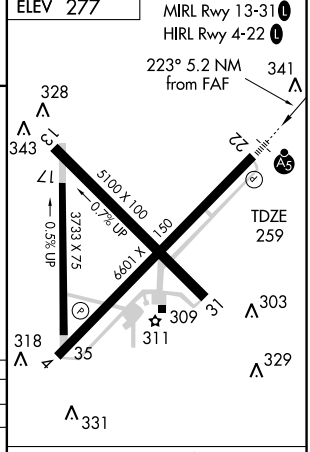




ADF or DME REQUIRED

1200	2000	EL
↑	↱	418





CATEGORY	A	B	C	D
S-ILS 22	459-½ 200 (200-½)			
S-LOC 22	620-½ 361 (400-½)			620-¾ 361 (400-¾)
CIRCLING	740-1 463 (500-1)		740-1½ 463 (500-1½)	840-2 563 (600-2)

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

SC-1, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	6601
043°	TDZE	260
	Apt Elev	277

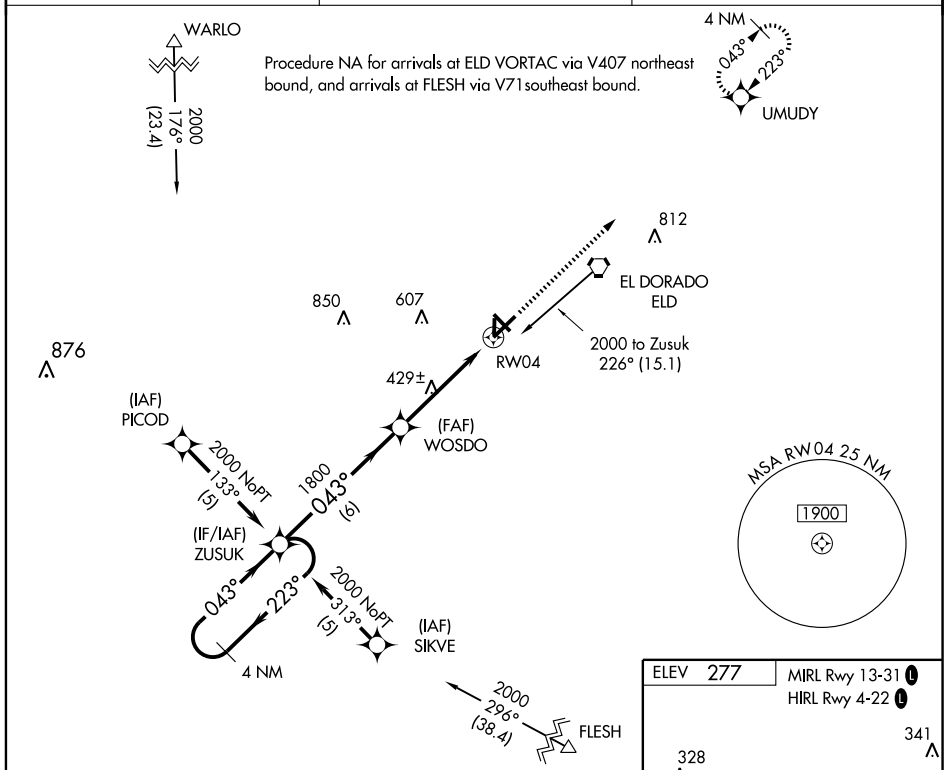
RNAV (GPS) RWY 4

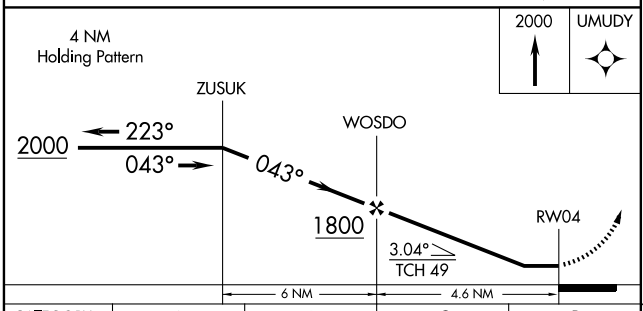
EL DORADO/ SOUTH ARKANSAS RGNL AT GOODWIN FIELD (ELD)

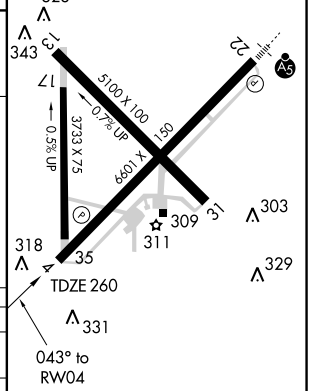
DME/DME RNP-0.3 NA.
Circling to runways 13, 17, 31, and 35 NA at night.
When VGSI inoperative, procedure NA at night.

MISSED APPROACH: Climb to 2000 direct UMUDY and hold.

ASOS	FORT WORTH CENTER	UNICOM
118.325	128.2 269.1	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	680-1 420 (500-1)		680-1¼ 420 (500-1¼)	
CIRCLING	740-1 463 (500-1)		740-1½ 463 (500-1½)	840-2 563 (600-2)

SC-1, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg 6601
Ch 77521	223°	TDZE 259
W22A		Apt Elev 277

RNAV (GPS) RWY 22

EL DORADO/ SOUTH ARKANSAS RGNL AT GOODWIN FIELD (ELD)

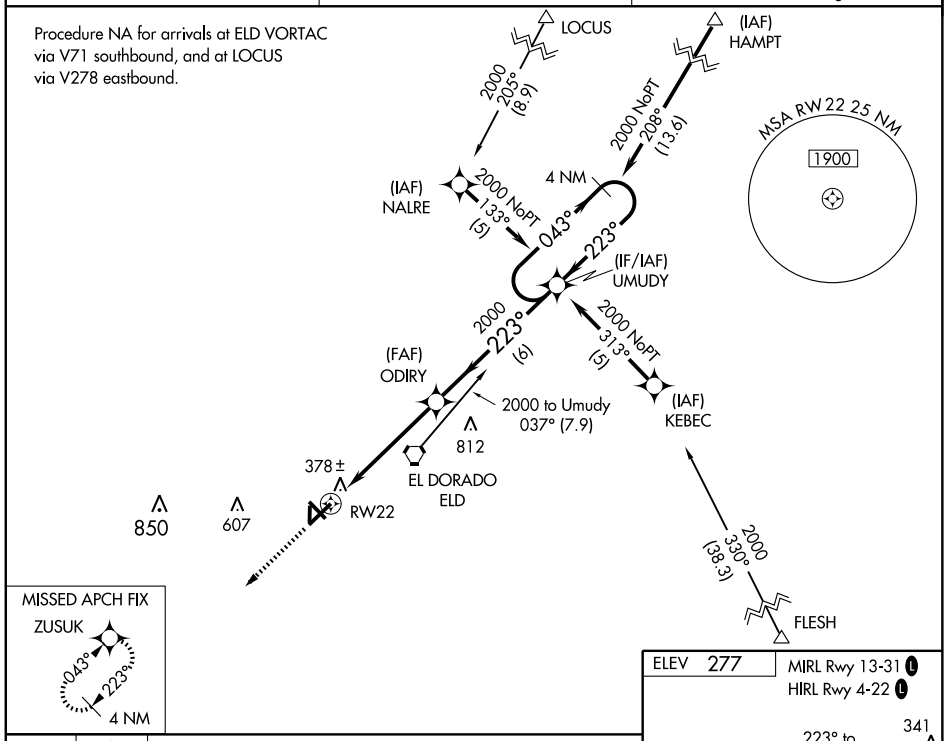
BARO-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. For inoperative MALSR increase LPV visibility to 1¼ all Cats, increase LNAV Cats A, B, and C visibility to 1, and Cat. D to 1¼. Circling to runways 4, 13, 17, 31 and 35 NA at night.

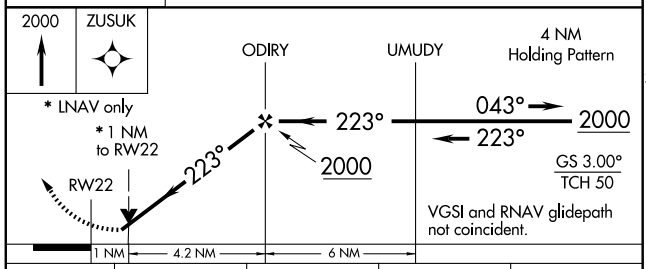
MALSR

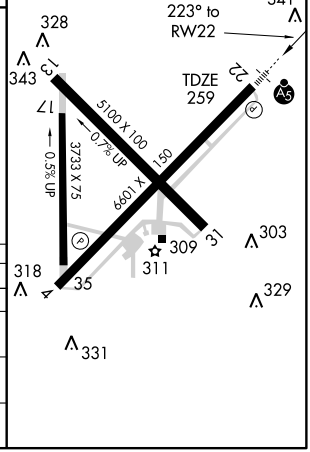
MISSED APPROACH: Climb to 2000 direct ZUSUK and hold.

ASOS	FORT WORTH CENTER	UNICOM
118.325	128.2 269.1	123.0 (CTAF)

Procedure NA for arrivals at ELD VORTAC via V71 southbound, and at LOCUS via V278 eastbound.







CATEGORY	A	B	C	D
LPV DA	602-¾ 343 (400-¾)			
LNAV/ VNAV DA	650-¾ 391 (400-¾)			
LNAV MDA	640-¾ 381 (400-¾)			640-1 381 (400-1)
CIRCLING	740-1¼ 463 (500-1¼)		740-1½ 463 (500-1½)	840-2 563 (600-2)

SC-1, 08 APR 2010 to 06 MAY 2010

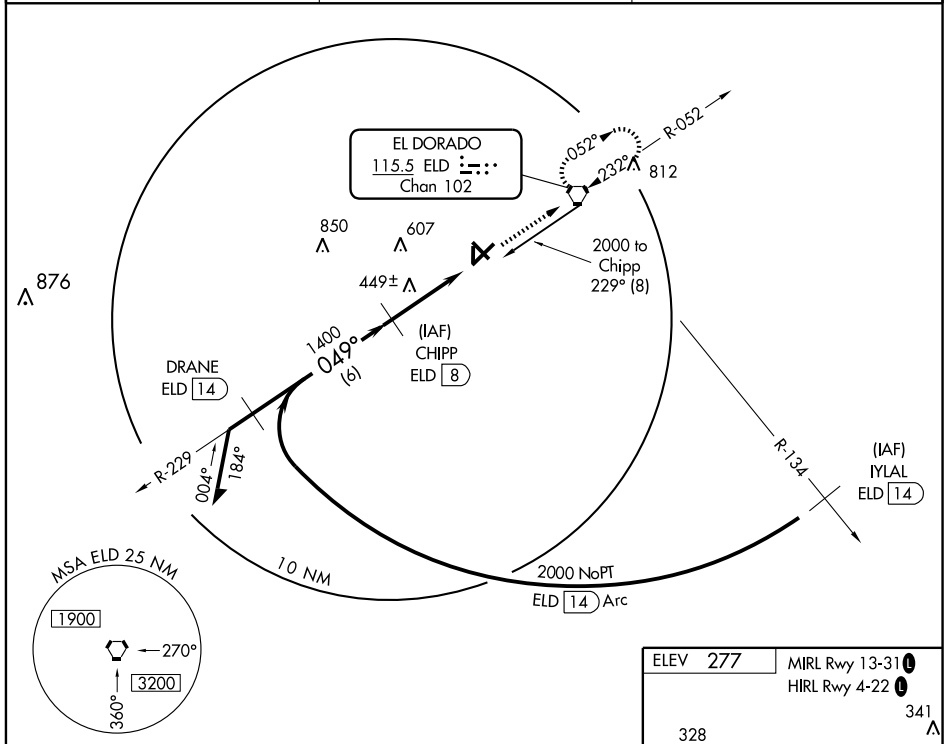
VORTAC ELD	APP CRS	Rwy Idg 6601
115.5	049°	TDZE 260
Chan 102		Apt Elev 277

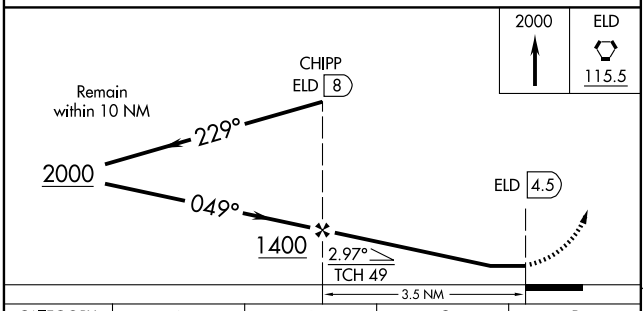
VOR/DME RWY 4

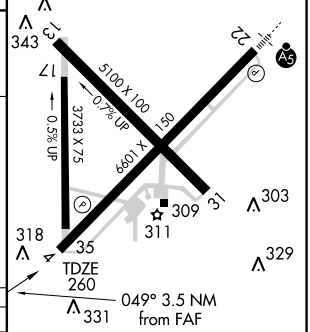
EL DORADO/ SOUTH ARKANSAS RGNL AT GOODWIN FIELD (ELD)

MISSED APPROACH: Climb to 2000 direct ELD VORTAC and hold.

ASOS	FORT WORTH CENTER	UNICOM
118.325	128.2 269.1	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-4	700-1	440 (500-1)	700-1¼ 440 (500-1¼)	700-1½ 440 (500-1½)
CIRCLING	740-1	463 (500-1)	740-1½ 463 (500-1½)	840-2 563 (600-2)

Knots	60	90	120	150	180
Min:Sec					

SC-1. 08 APR 2010 to 06 MAY 2010

VORTAC ELD	APP CRS	Rwy Idg 6601
115.5	232°	TDZE 260
Chan 102		Apt Elev 277

VOR RWY 22

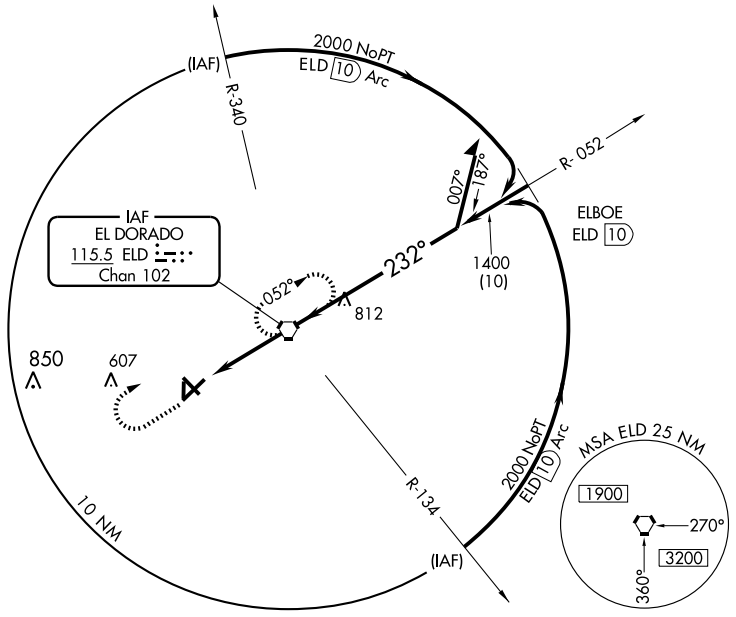
EL DORADO/ SOUTH ARKANSAS RGNL AT GOODWIN FIELD (ELD)

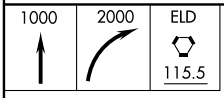
When local altimeter setting not received, procedure not authorized. For inoperative MALSR, increase S-22 Cat D visibility to 1¼.

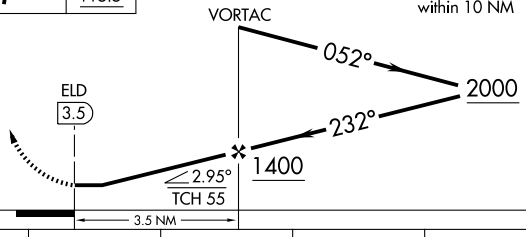
MALSR

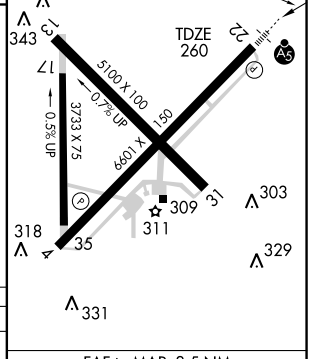
MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct ELD VORTAC and hold.

ASOS	FORT WORTH CENTER	UNICOM
118.325	128.2 269.1	123.0 (CTAF) L









CATEGORY	A	B	C	D
S-22	660-½ 400 (400-½)			660-1 400 (400-1)
CIRCLING	740-1 463 (500-1)		740-1½ 463 (500-1½)	840-2 563 (600-2)

FAF to MAP 3.5 NM

Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10

SC-1, 08 APR 2010 to 06 MAY 2010

AIRPORT DIAGRAM

AL-728 (FAA)

FAYETTEVILLE/ DRAKE FIELD (FYV)
FAYETTEVILLE, ARKANSAS

ATIS
119.575
DRAKE TOWER ★
128.0 371.9
GND CON
121.8

D

ELEV 1250

16

FIELD ELEV 1251

166.0°

CONTROL TOWER 1339

HANGARS

HANGAR

HANGARS

1485

36°00.5′ N

ARKANSAS AIR MUSEUM

FIRE STATION

OZARK MILITARY MUSEUM

FAA

6006 X 100

VAR 3.0° E

JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W

TERMINAL

FBO

HANGARS

36°00′ N

346.0°

34

ELEV 1237

RWY 16-34
S90, D150, ST175, DT175

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

094°10.5′ W

094°10′ W

SC-1, 08 APR 2010 to 06 MAY 2010

LOC/DME I-LFH	APP CRS	Rwy Idg	6006
111.9	349°	TDZE	1241
Chan 56		Apt Elev	1251

LDA/DME RWY 34

FAYETTEVILLE/ DRAKE FIELD (FYV)

ASR

Glideslope provided by standard glideslope equipment. Circling NA east of Rwy 16-34. Inoperative table does not apply. Visibility reduction by helicopters NA. When local altimeter setting not received, use Springdale altimeter setting and increase all DA/MDA 40 feet.

ODALS

MISSED APPROACH: Climb to 2200 then climbing left turn to 4000 via heading 245° and DAK R-246 to SUMMO Int and hold.

ATIS	RAZORBACK APP CON★	DRAKE TOWER★	GND CON
119.575	121.0 244.57	128.0 (CTAF) L 371.9	121.8

RAZORBACK 116.4 RZC Chan 111

4500 to Trium 181° (19.8)

ALTERNATE MISSED APCH FIX

R-221 RZC 116.4 Chan 111

R-246 DAK 108.8 Chan 25

066° 246° R-340 FSM 110.4 Chan 41

SUMMO DAK 12.4

1625±

1760 1849

DRAKE 108.8 DAK Chan 25

10 NM

R-221

R-246

041° 221°

2017 1697 2333 1859

1399±

LOCALIZER 111.9 I-LFH Chan 56

IVOYI I-LFH 0.3

SUMMO RZC 22.1

R-340

2029 1699±

OLEXE I-LFH 2.6

(IAF) TRIUM I-LFH 4.6

2503

2223 2351

349°

AWEMO I-LFH 7

2456

2202 3049

MSA DAK 25 NM

3600

270°

4500

360°

4000 NoPT 349° (5.1)

3449

214° 034°

(IF/IAF) GERTE I-LFH 12.1

Final approach course (offset 5.5°) intersects runway centerline at Rwy 34 threshold.

FORT SMITH 110.4 FSM Chan 41

4000 to Gerte 007° (25.1)

169°

LDA/GLIDESLOPE

2200 4000 SUMMO

HDG 245° DAK R-246

TRIUM I-LFH 4.6

Remain within 10 NM

AWEMO I-LFH 7

169° 4500

OLEXE I-LFH 2.6

4000

349° 349°

IVOYI I-LFH 0.3

2380* 3000* 4000

GS 3.50° TCH 58

*LDA only

0.5 2.3 NM 2 NM 2.4 NM

CATEGORY	A	B	C	D
S-LDA/GS 34	1589-1¼ 348 (400-1¼)			NA
S-LDA 34	2000-1¼ 759 (800-1¼)	2000-1½ 759 (800-1½)	2000-2½ 759 (800-2½)	NA
CIRCLING	2000-1¼ 749 (800-1¼)	2000-1½ 749 (800-1½)	2000-2½ 749 (800-2½)	NA

ELEV 1251 MIRL Rwy 16-34

D

1266 1339 1337 1509±

9001 X 100

TDZE 1241

34 1260±

349° 7.2 NM from FAF

SC-1. 08 APR 2010 to 06 MAY 2010

LOC/DME I-FYV	APP CRS	Rwy Idg	6006
111.9	164°	TDZE	1251
Chan 56		Apt Elev	1251

LOC RWY 16

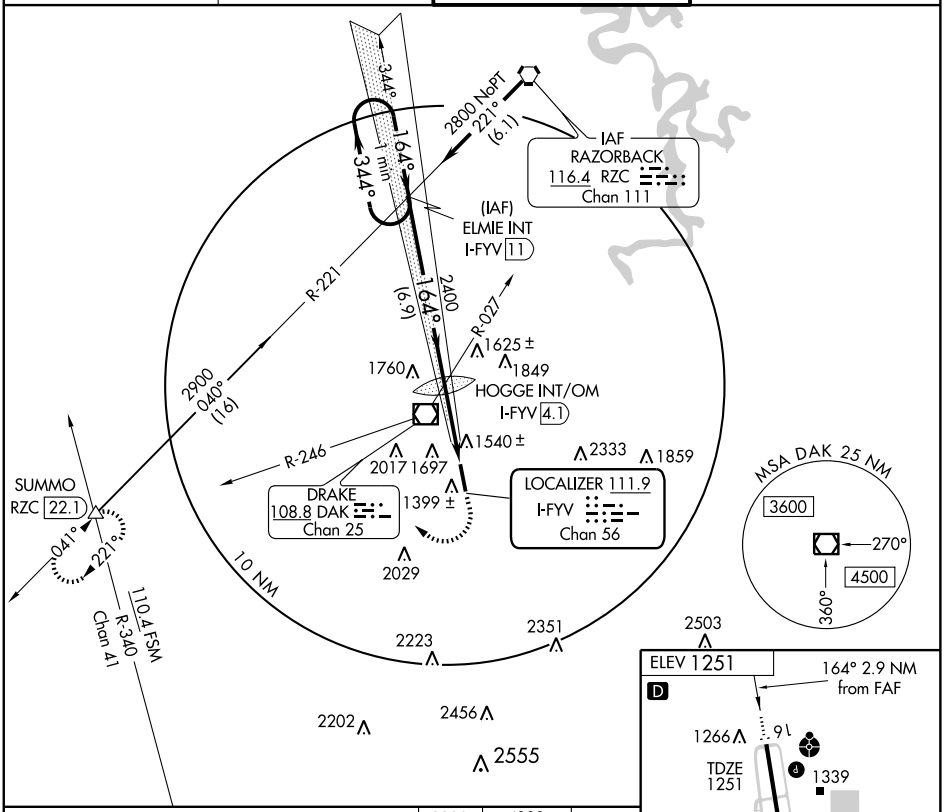
FAYETTEVILLE/ DRAKE FIELD (FYV)

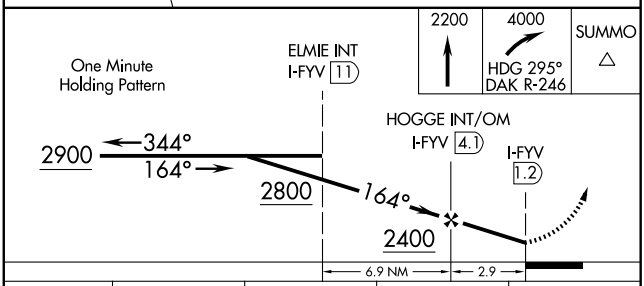
Circling not authorized east of Rwy 16-34.
Inoperative table does not apply.
ASR

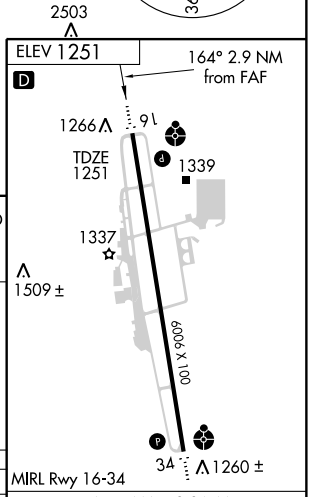
ODALS

MISSED APPROACH: Climb to 2200 then climbing right turn to 4000 via heading 295° and DAK R-246 to SUMMO Int and hold.

ATIS	RAZORBACK APP CON★	DRAKE TOWER★	GND CON
119.575	121.0 244.57	128.0 (CTAF) L 371.9	121.8







CATEGORY	A	B	C	D
S-16	1760-1	509 (600-1)	1760-1½	509 (600-1½)
CIRCLING	2000-1	2000-1¼	2000-2¼	2300-3
	749 (800-1)	749 (800-1¼)	749 (800-2¼)	1049 (1100-3)

FAF to MAP 2.9 NM

Knots	60	90	120	150	180
Min:Sec	2:54	1:56	1:27	1:10	0:58

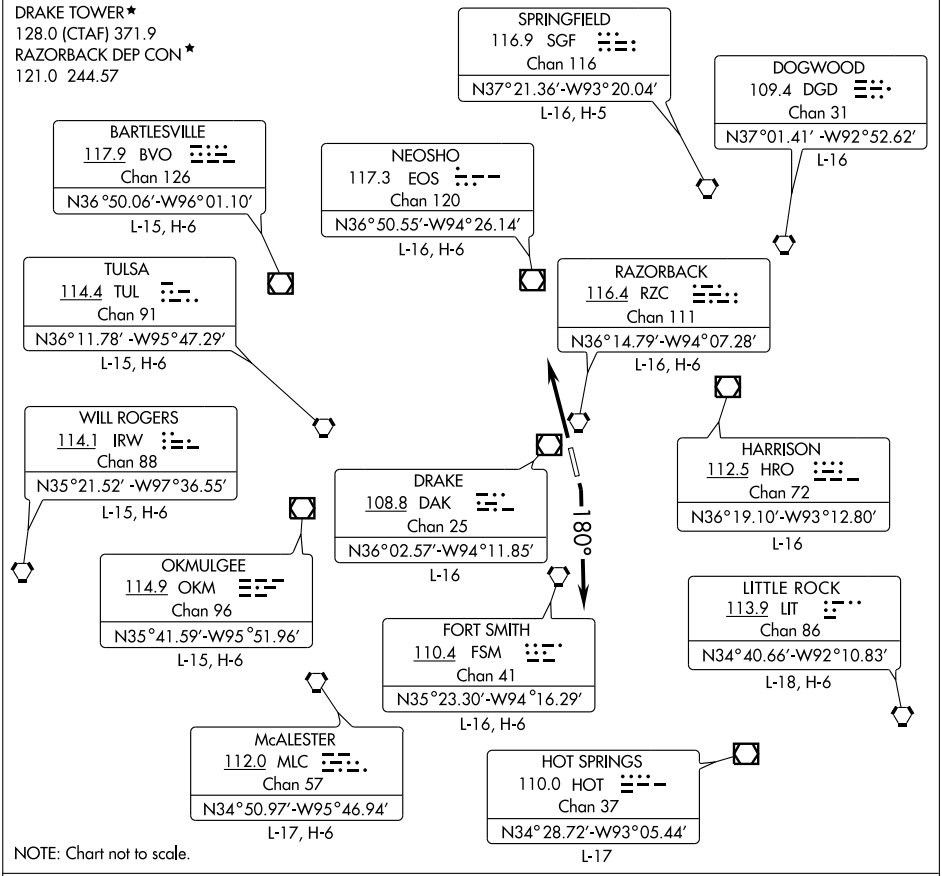
SC-1, 08 APR 2010 to 06 MAY 2010

RAZORBACK ONE DEPARTURE

SL-728 (FAA)

FAYETTEVILLE, ARKANSAS

ATIS 119.575
GND CON
121.8
DRAKE TOWER★
128.0 (CTAF) 371.9
RAZORBACK DEP CON★
121.0 244.57



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

All aircraft cleared as filed.

TAKE-OFF RUNWAY 16: Climbing right turn heading 180°. Thence . . . .

TAKE-OFF RUNWAY 34: Fly runway heading. Thence . . . .

. . . . Expect radar vectors to filed/assigned route. Climb and maintain 5,000 feet or lower assigned altitude. Expect clearance to filed altitude/flight level ten minutes after departure.

LOST COMMUNICATIONS: If communications are not established within 2 minutes after departure, climb and maintain 5,000 feet; leaving 3,500 feet proceed direct DAK VOR/DME, then proceed on course.

SC-1, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	6006
164°	TDZE	1251
	Apt Elev	1251

RNAV (GPS) RWY 16

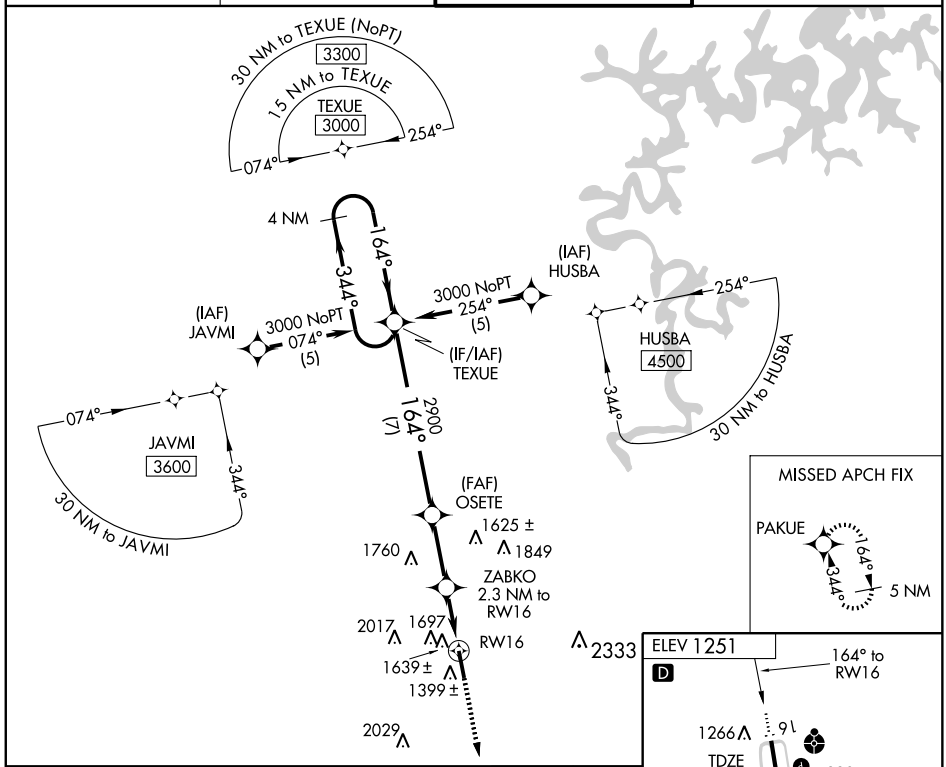
FAYETTEVILLE/ DRAKE FIELD (FYV)

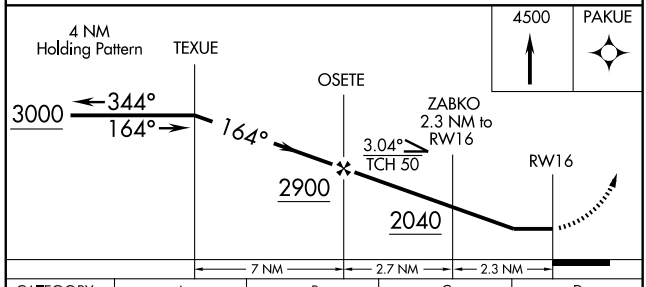
ASR: Inoperative table does not apply. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Springdale altimeter setting and increase all MDA 40 feet. Increase LNAV Cat C/D visibility ¼ mile. Circling NA east of Rwy 16-34.

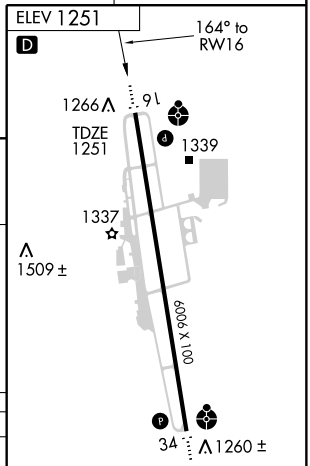
ODALS

MISSED APPROACH: Climb to 4500 direct PAKUE and hold.

ATIS	RAZORBACK APP CON★	DRAKE TOWER★	GND CON
119.575	121.0 244.57	128.0 (CTAF) L 371.9	121.8







CATEGORY	A	B	C	D
LNAV MDA	1920-1 669 (700-1)		1920-1¾ 669 (700-1¾)	1920-2 669 (700-2)
CIRCLING	2000-1 749 (800-1)	2000-1¼ 749 (800-1¼)	2000-2¼ 749 (800-2¼)	2260-3 1009 (1100-3)

MIRL Rwy 16-34

SC-1, 08 APR 2010 to 06 MAY 2010

APP CRS		
344°	Rwy Idg	6006
	TDZE	1241
	Apt Elev	1251

RNAV (GPS) RWY 34

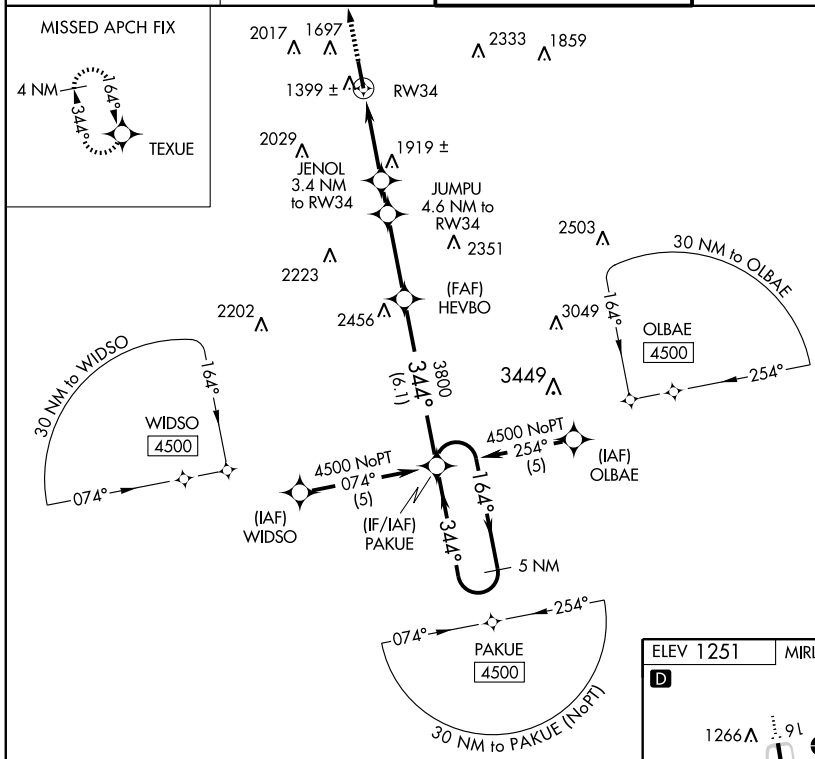
FAYETTEVILLE/ DRAKE FIELD (FYV)

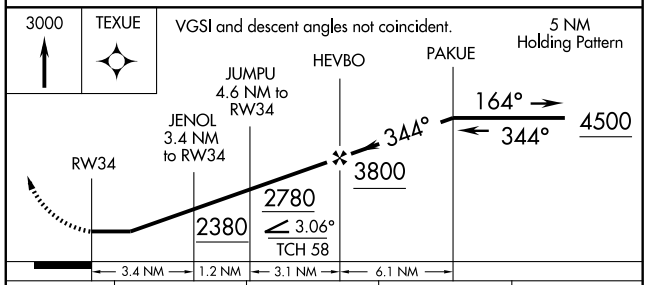
T A ASR Inoperative table does not apply. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling NA East Rwys 16-34. When local altimeter setting not received, use Springdale altimeter setting and increase all MDA 40 feet and LNAV and circling Cat C visibility ¼ mile.

ODALS

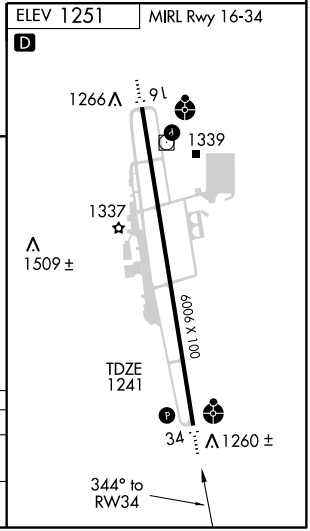
MISSED APPROACH: Climb to 3000 direct TEXUE and hold.

ATIS	RAZORBACK APP CON★	DRAKE TOWER★	GND CON
119.575	121.0 244.57	128.0 (CTAF) 371.9	121.8





CATEGORY	A	B	C	D
LNAV MDA	2180-1¼	939 (1000-1¼)	2180-2¾ 939 (1000-2¾)	2180-3 939 (1000-3)
CIRCLING	2180-1¼	929 (1000-1¼)	2180-2¾ 929 (1000-2¾)	2260-3 1009 (1100-3)



SC-1, 08 APR 2010 to 06 MAY 2010

VOR/DME DAK	APP CRS	Rwy Idg	N/A
108.8	139°	TDZE	N/A
Chan 25		Apt Elev	1251

VOR-A

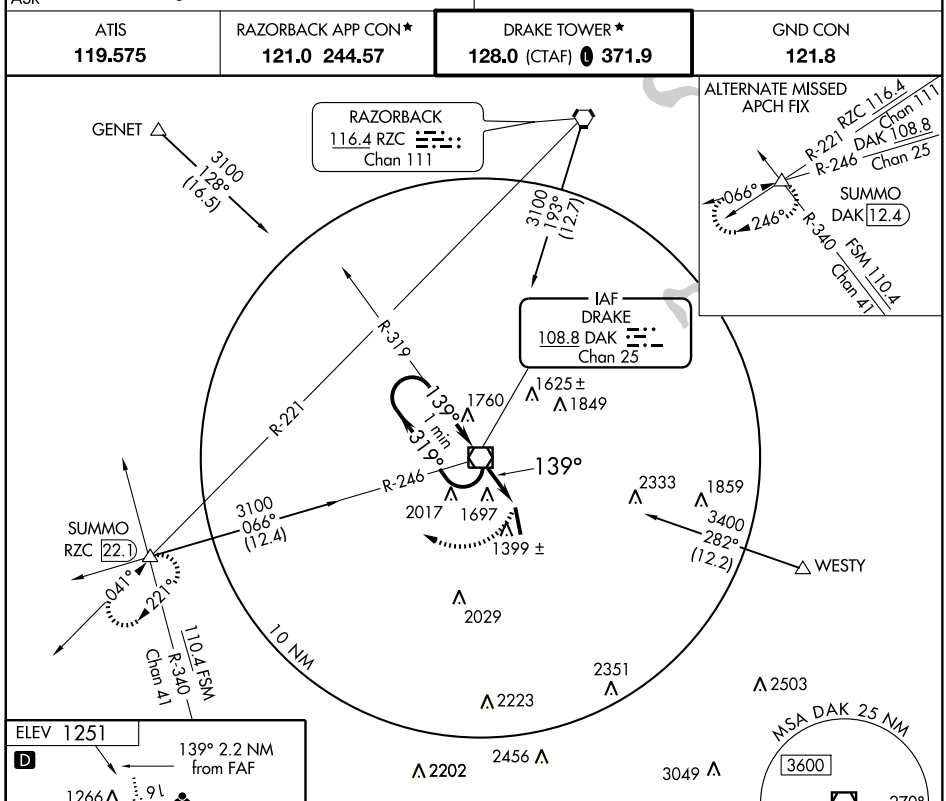
FAYETTEVILLE/DRAKE FIELD (FYV)

ASR

Circling NA east of Rwy 16-34. When local altimeter setting not received, use Springdale altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing right turn to 4000 via heading 295° and DAK R-246 to SUMMO Int and hold.

ATIS	RAZORBACK APP CON★	DRAKE TOWER★	GND CON
119.575	121.0 244.57	128.0 (CTAF) 371.9	121.8



FAF to MAP 2.2 NM					
Knots	60	90	120	150	180
Min:Sec	2:12	1:28	1:06	0:53	0:44

CATEGORY	A	B	C	D
CIRCLING	2000-1 749 (800-1)	2000-1¼ 749 (800-1¼)	2000-2¼ 749 (800-2¼)	2300-3 1049 (1100-3)

SC-1. 08 APR 2010 to 06 MAY 2010

VOR/DME DAK 108.8 Chan 25	APP CRS 325°	Rwy Idg N/A TDZE N/A Apt Elev 1251

VOR/DME-B

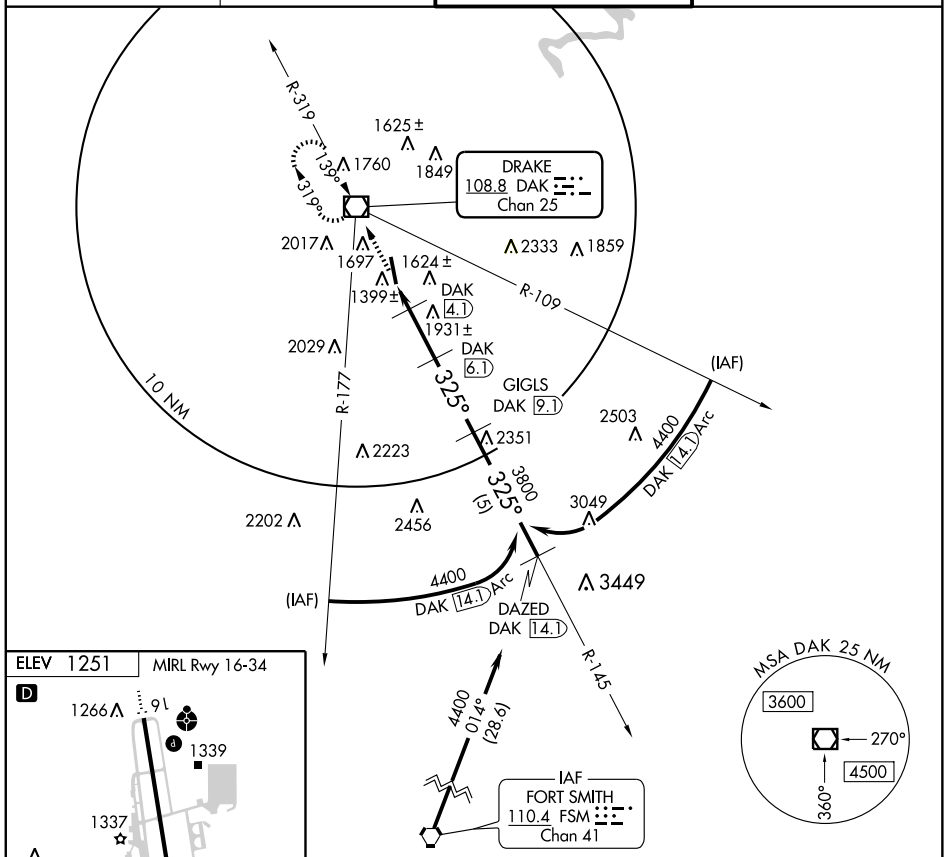
FAYETTEVILLE/ DRAKE FIELD (FYV)

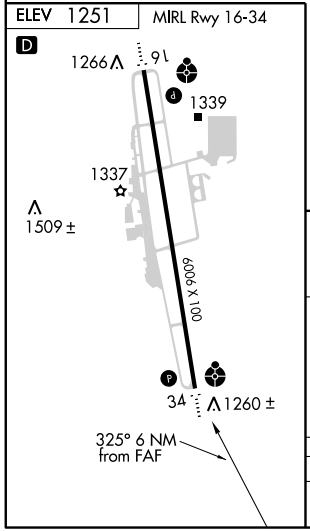
ASR

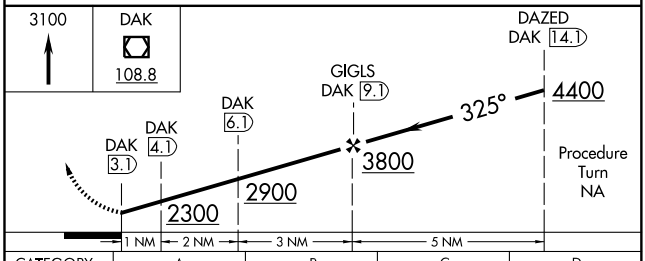
Circling not authorized east of Rwy 16-34.

MISSED APPROACH: Climb to 3100 direct DAK VOR/DME and hold.

ATIS	RAZORBACK APP CON★	DRAKE TOWER★	GND CON
119.575	121.0 244.57	128.0 (CTAF) Ⓞ 371.9	121.8







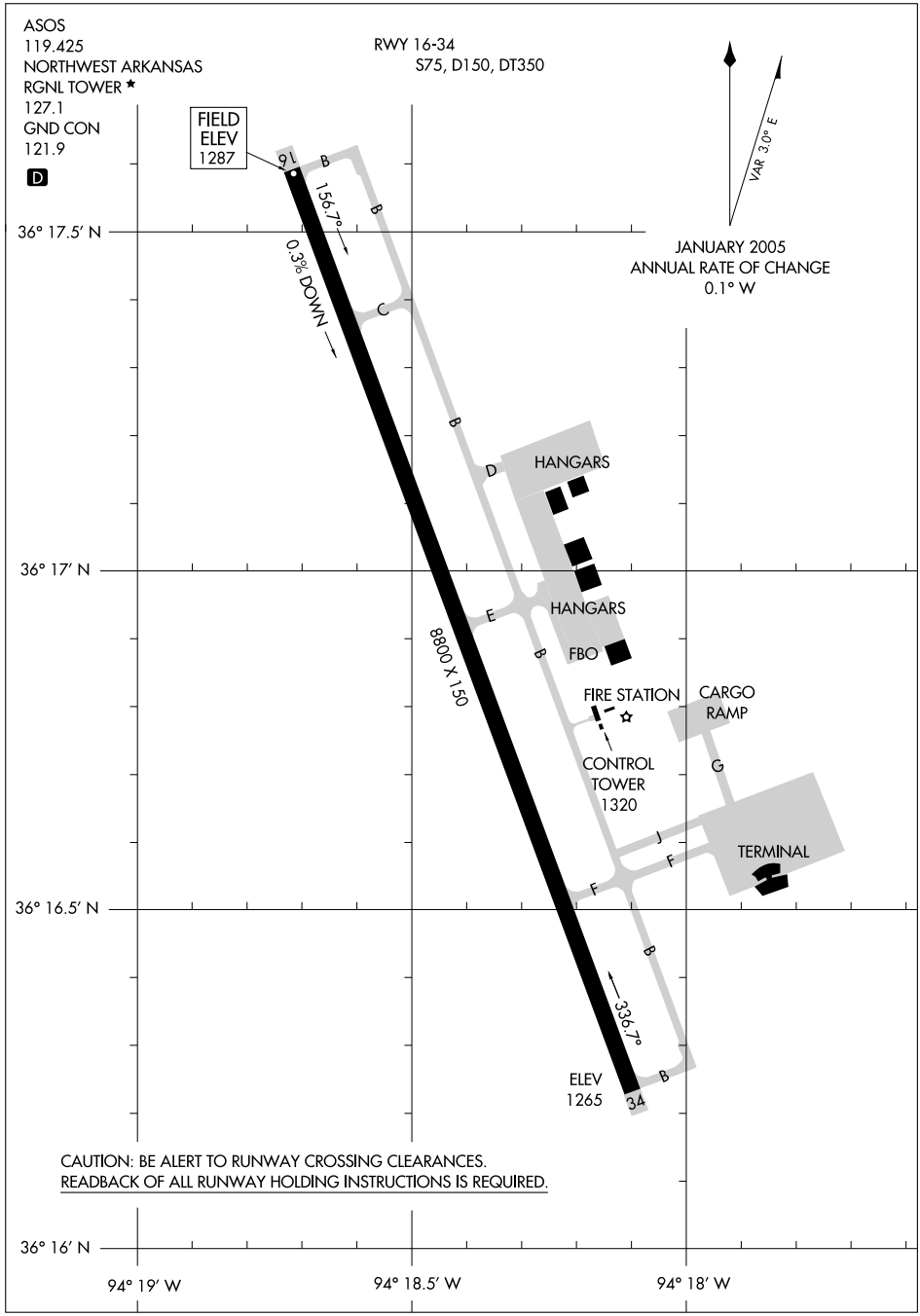
CATEGORY	A	B	C	D
CIRCLING	2000-1 749 (800-1)	2000-1¼ 749 (800-1¼)	2000-2¼ 749 (800-2¼)	2300-3 1049 (1100-3)

SC-1, 08 APR 2010 to 06 MAY 2010

09183

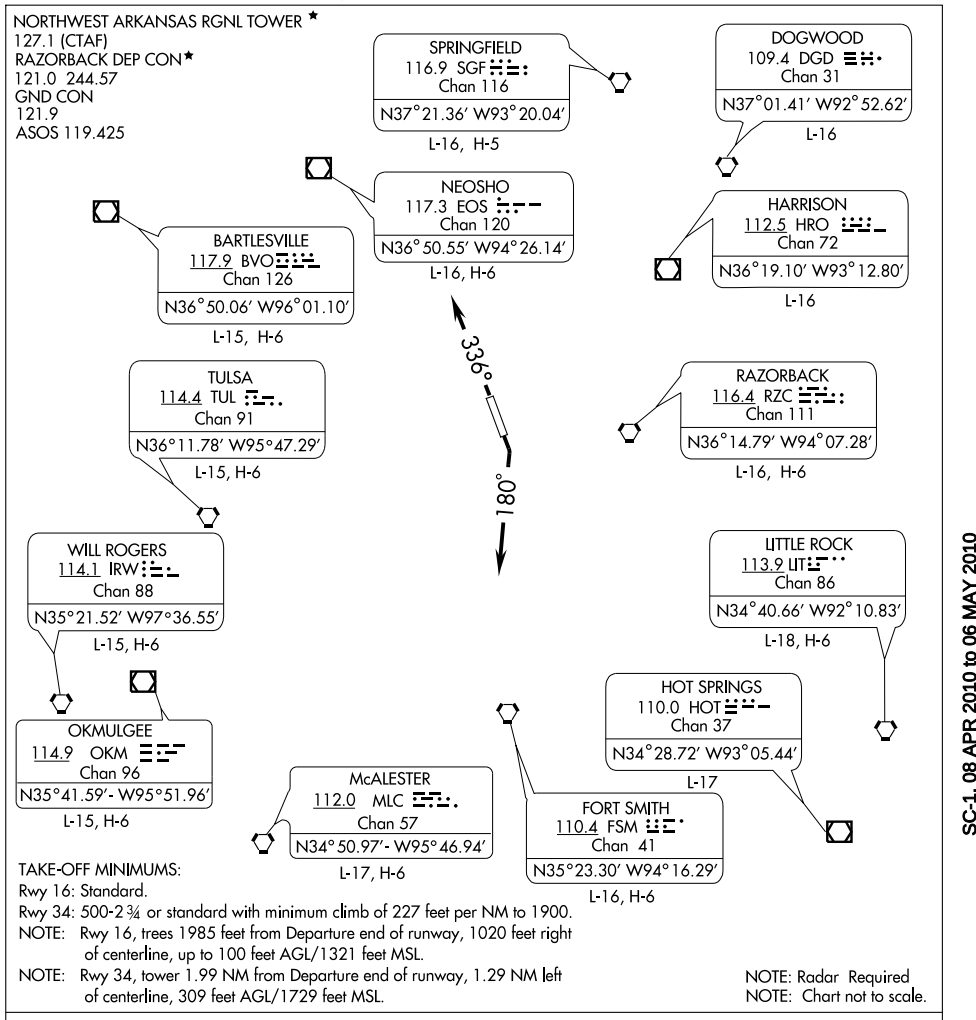
AIRPORT DIAGRAM

FAYETTEVILLE/ NORTHWEST ARKANSAS RGNL (XNA)
AL-9274 (FAA) FAYETTEVILLE/SPRINGDALE/ROGERS, ARKANSAS



SC-1, 08 APR 2010 to 06 MAY 2010

HIGHFILL THREE DEPARTURE



TAKE-OFF MINIMUMS:
Rwy 16: Standard.
Rwy 34: 500-2¾ or standard with minimum climb of 227 feet per NM to 1900.
NOTE: Rwy 16, trees 1985 feet from Departure end of runway, 1020 feet right of centerline, up to 100 feet AGL/1321 feet MSL.
NOTE: Rwy 34, tower 1.99 NM from Departure end of runway, 1.29 NM left of centerline, 309 feet AGL/1729 feet MSL.

NOTE: Radar Required
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

ALL AIRCRAFT CLEARED AS FILED.

TAKE-OFF RUNWAY 16: Climbing right turn via heading 180° . Thence. . .

TAKE-OFF RUNWAY 34: Fly via heading 336°. Thence. . .

. . . . Expect radar vectors to filed/assigned route. Climb and maintain 5,000 feet or other assigned altitude. Expect filed altitude ten minutes after departure.

LOST COMMUNICATION PROCEDURES: If communications are not established within 2 minutes after departure, climb and maintain 5,000 feet and proceed direct RZC VORTAC, then proceed on course.

LOC/DME I-XNA	APP CRS	Rwy Idg	8800
110.55	156°	TDZE	1287
Chan 42 (Y)		Apt Elev	1287

ILS or LOC/DME RWY 16

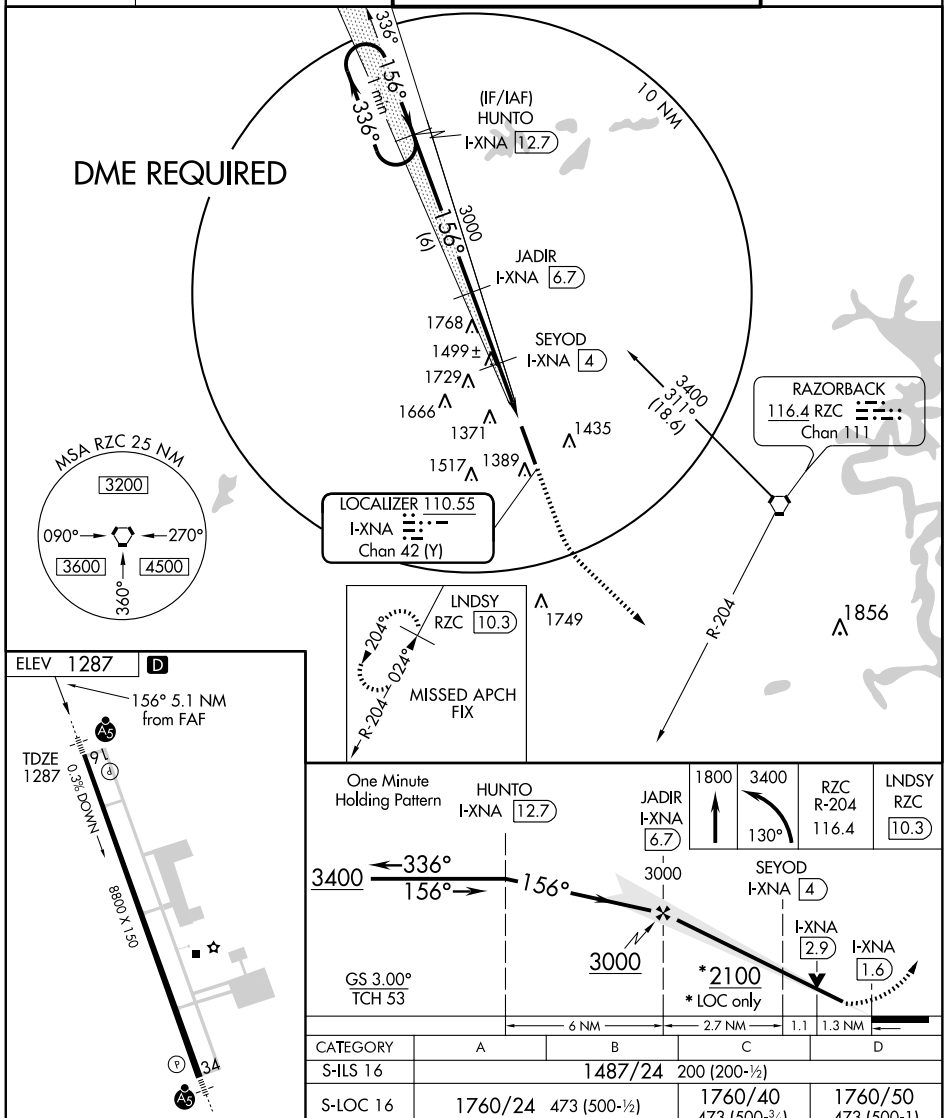
FAYETTEVILLE/ NORTHWEST ARKANSAS RGNL (XNA)

▼ If local altimeter setting not received, use Smith Field altimeter setting and increase all DAs 38 feet and all MDAs 40 feet.
▲ VDP NA when using Smith Field altimeter setting.

MALSR

MISSED APPROACH: Climb to 1800 then climbing left turn to 3400 via heading 130° and RZC VORTAC R-204 to LNDSY/RZC 10.3 DME and hold.

ASOS	RAZORBACK APP CON ★	NORTHWEST ARKANSAS RGNL TOWER ★	GND CON
119.425	121.0 244.57	127.1 (CTAF) L	121.9



CATEGORY	A	B	C	D
S-ILS 16	1487/24 200 (200-½)			
S-LOC 16	1760/24 473 (500-½)		1760/40 473 (500-¾)	1760/50 473 (500-1)
CIRCLING	1760-1 473 (500-1)		1760-1½ 473 (500-1½)	1840-2 553 (600-2)

SC-1, 08 APR 2010 to 06 MAY 2010

LOC/DME I-FBS	APP CRS	Rwy Idg	8800
110.55	336°	TDZE	1273
Chan 42 (Y)		Apt Elev	1287

ILS or LOC/DME RWY 34

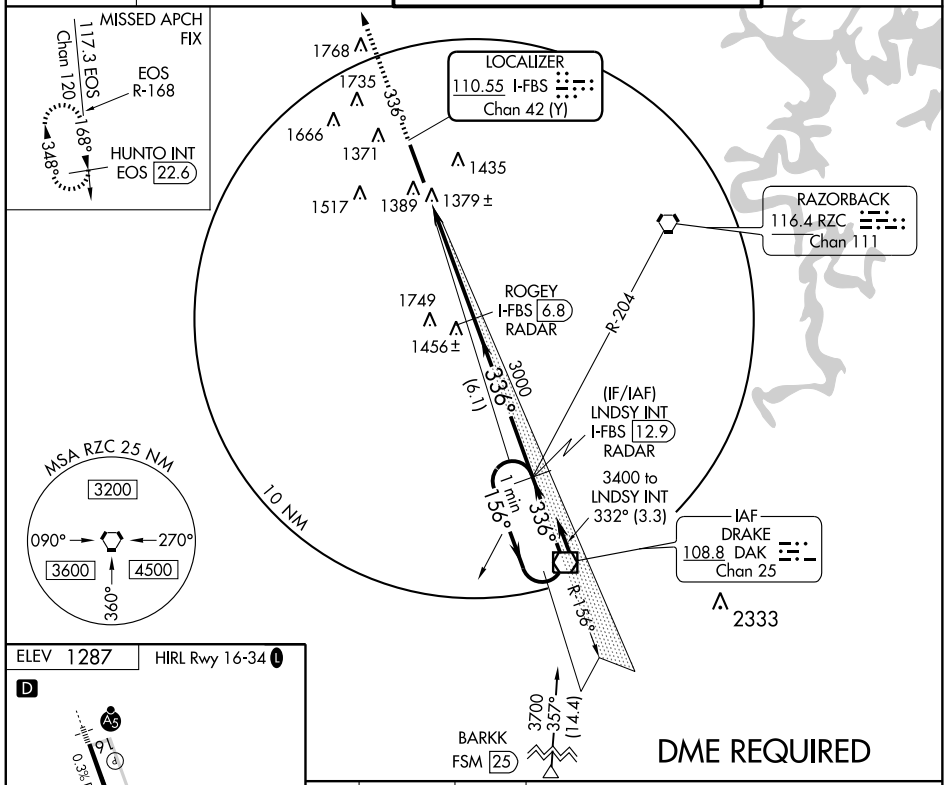
FAYETTEVILLE/NORTHWEST ARKANSAS RGNL (XNA)

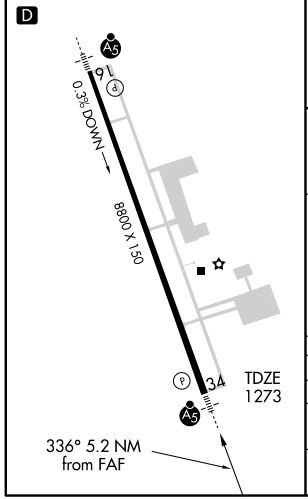
VDP NA when using Smith Field altimeter setting.
*RVR 1800 authorized with the use of FD or AP or HUD to DA.
When local altimeter setting not received, use Smith Field altimeter setting and increase all DA/MDA 40 feet, and increase S-LOC 34 Cat C visibility ¼ mile.

MALSR

MISSED APPROACH:
Climb to 3400 via heading 336° and EOS R-168 to HUNTO INT/EOS 22.6 DME and hold.

ASOS	RAZORBACK APP CON *	NORTHWEST ARKANSAS RGNL TOWER *	GND CON
119.425	121.0 244.57	127.1 (CTAF) L	121.9





CATEGORY	A	B	C	D
S-ILS 34	*1473/24 200 (200-½)			
S-LOC 34	1640/24 367 (400-½)			1640/40 367 (400-¾)
CIRCLING	1720-1 433 (500-1)	1740-1 453 (500-1)	1740-1½ 453 (500-1½)	1840-2 553 (600-2)

SC-1, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	8800
CH 72899	156°	TDZE	1287
W16A		Apt Elev	1287

RNAV (GPS) RWY 16

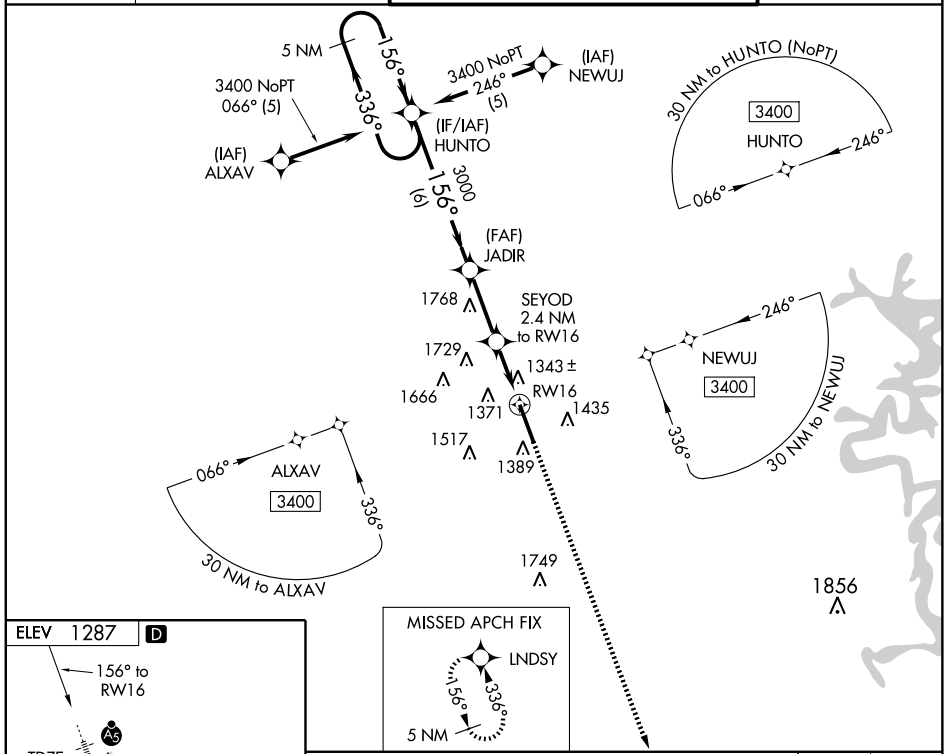
FAYETTEVILLE/ NORTHWEST ARKANSAS RGNL (XNA)

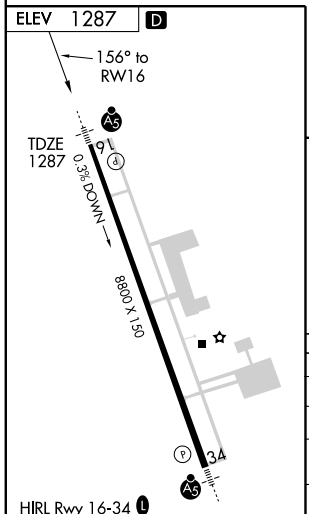
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 17°C (2°F) or above 46°C (114°F). If local altimeter setting not received, use Smith Field altimeter setting and increase all DAs 38 feet and all MDAs 40 feet. Baro-VNAV NA and VDP NA when using Smith Field altimeter setting.

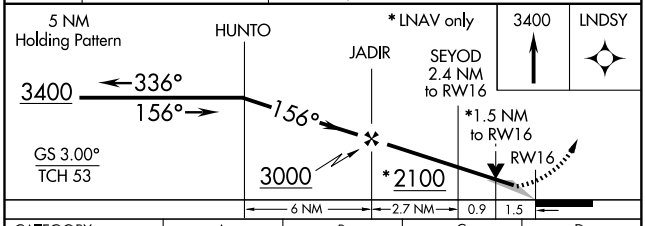
MALSR

MISSED APPROACH: Climb to 3400 direct LNDSY and hold.

ASOS	RAZORBACK APP CON ★	NORTHWEST ARKANSAS RGNL TOWER ★	GND CON
119.425	121.0 244.57	127.1 (CTAF) L	121.9







CATEGORY	A	B	C	D
LPV DA	1537/24 250 (300-½)			
LNAV/VNAV DA	1693/50 406 (500-1)			
LNAV MDA	1800/24 513 (600-½)		1800/50 513 (600-1)	1800/60 513 (600-1¼)
CIRCLING	1800-1 513 (600-1)		1800-1½ 513 (600-1½)	1840-2 553 (600-2)

SC-1, 08 APR 2010 to 06 MAY 2010

WAAS CH 78299 W34A	APP CRS 336°	Rwy Idg 8800 TDZE 1273 Apt Elev 1287

RNAV (GPS) RWY 34

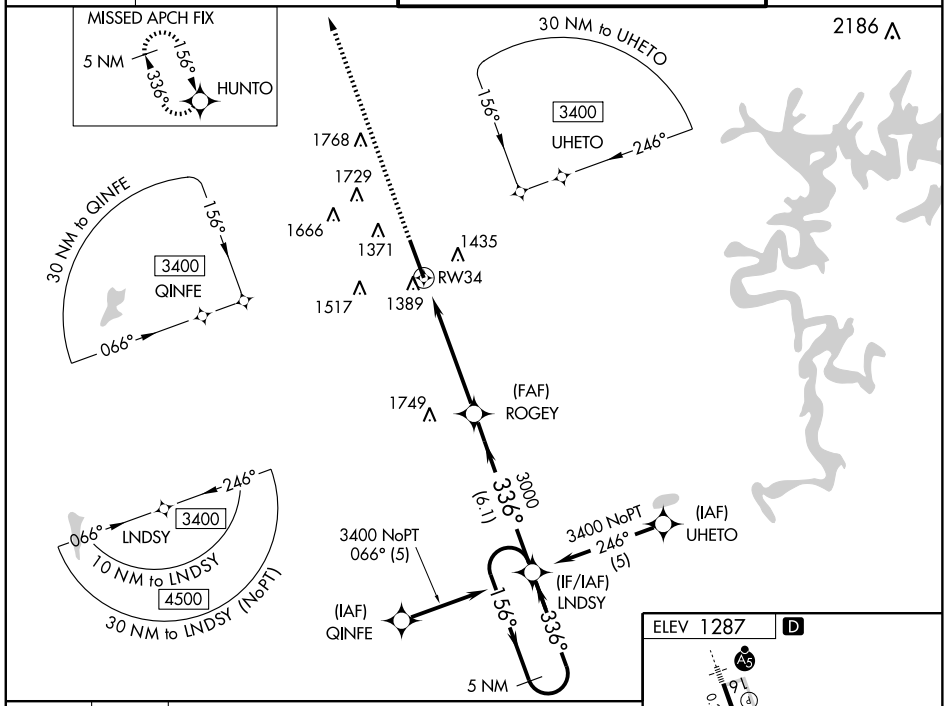
FAYETTEVILLE/ NORTHWEST ARKANSAS RGNL (XNA)

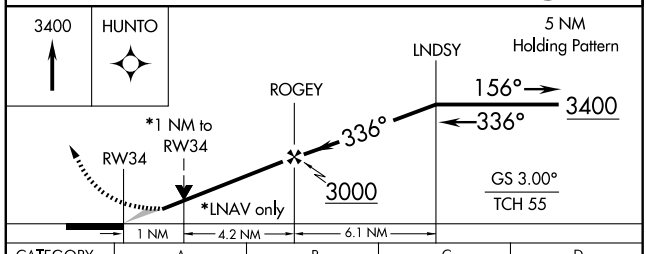
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (115°F). For inoperative MALSR, increase LPV all Cats visibility to RVR 4000 and LNAV Cat D to RVR 6000. If local altimeter setting not received, use Smith Field altimeter setting and increase all DAs/MDAs 40 feet. VDP and Baro-VNAV NA when using Smith Field altimeter setting.

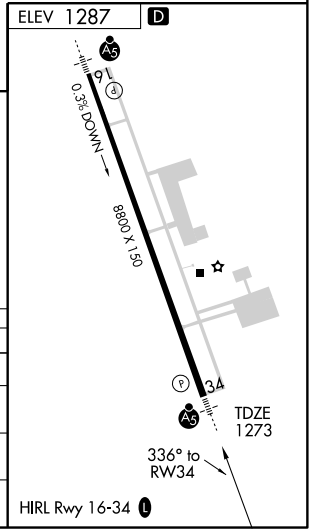
MALSR

MISSED APPROACH: Climb to 3400 direct HUNTO and hold

ASOS 119.425	RAZORBACK APP CON ★ 121.0 244.57	NORTHWEST ARKANSAS RGNL TOWER ★ 127.1 (CTAF) L	GND CON 121.9







CATEGORY	A	B	C	D
LPV DA	1523/24 250 (300-½)			
LNAV/VNAV DA	1639/40 366 (400-¾)			
LNAV MDA	1640/24 367 (400-½)			1640/50 367 (400-1)
CIRCLING	1720-1¼ 433 (500-1¼)	1740-1¼ 453 (500-1¼)	1740-1½ 453 (500-1½)	1840-2 553 (600-2)

FLIPPIN, ARKANSAS

AL-5003 (FAA)

APP CRS	Rwy Idg	5000
048°	TDZE	719
	Apt Elev	719

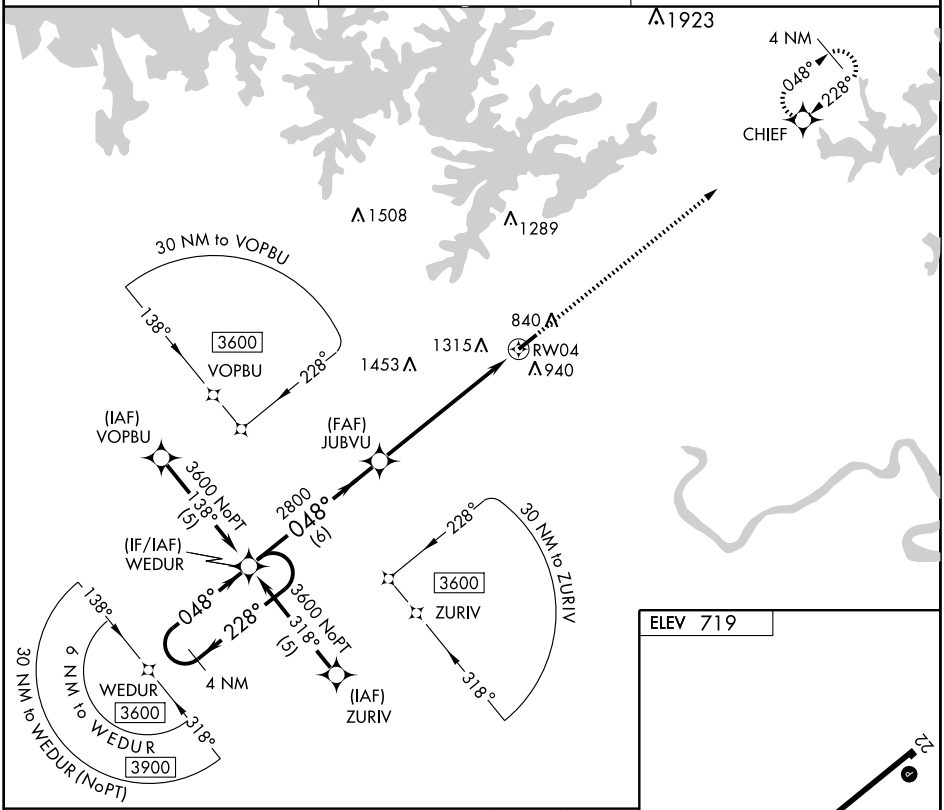
RNAV (GPS) RWY 4

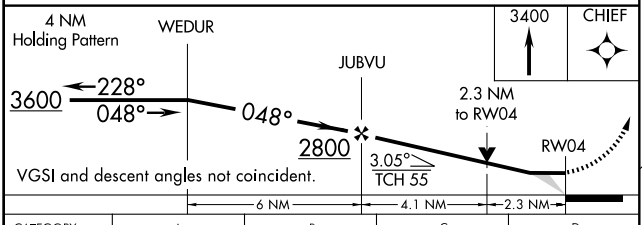
FLIPPIN/MARION COUNTY RGNL (FLP)

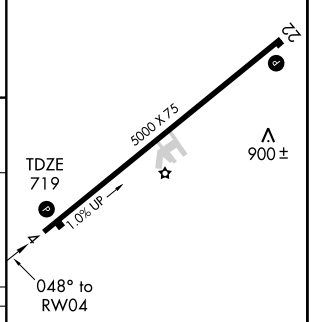
Circling NA north of Rwy 04-22. DME/DME RNP -0.3 NA. When local altimeter setting not received, use Mountain Home altimeter setting and increase all MDA 60 feet, increase LNAV and circling Cats A and C visibility ¼ mile. VDP NA when using Mountain Home altimeter setting.

MISSED APPROACH: Climb to 3400 direct CHIEF and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
132.075	126.85 281.55	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1580-1 861 (900-1)	1580-1¼ 861 (900-1¼)	1580-2½ 861 (900-2½)	NA
CIRCLING	1580-1 861 (900-1)	1580-1¼ 861 (900-1¼)	1580-2½ 861 (900-2½)	NA

MIRL Rwy 4-22 L

REIL Rwys 4 and 22 L

SC-1, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5000
228°	TDZE	719
	Apt Elev	719

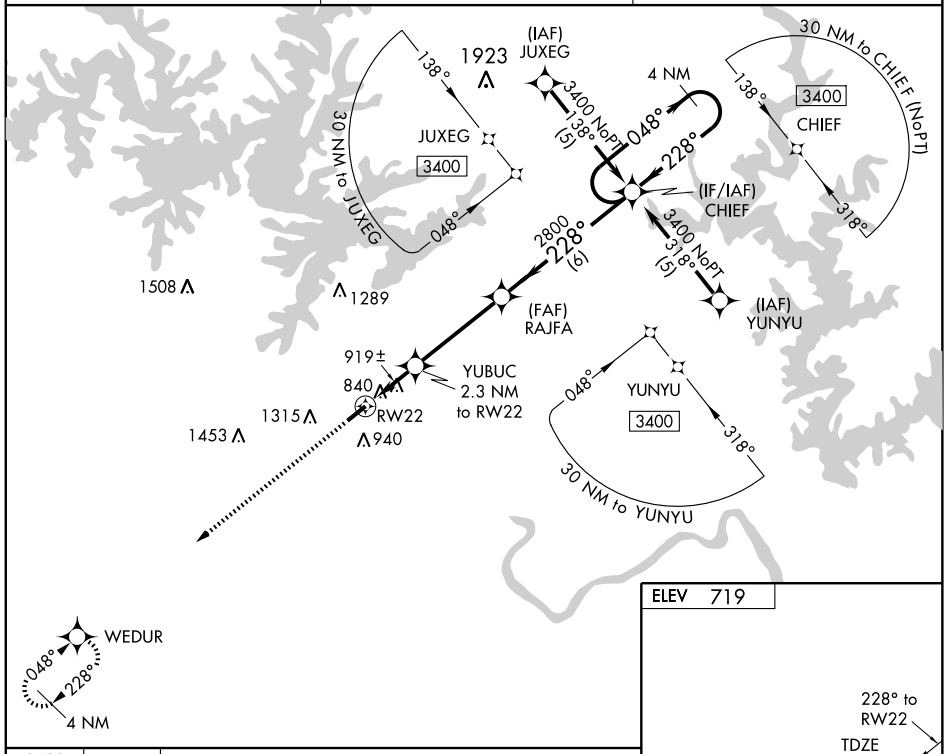
RNAV (GPS) RWY 22

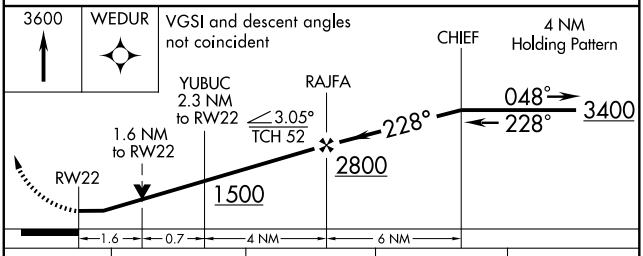
FLIPPIN/ MARION COUNTY RGNL (FLP)

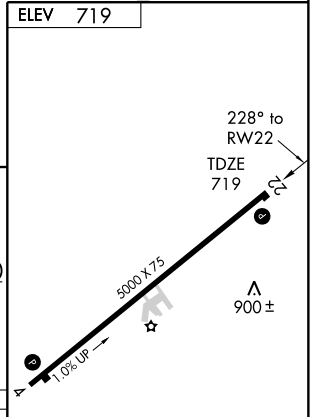
DME/DME RNP -0.3 NA. Circling NA north of Rwy 04-22. Visibility reduction by helicopters NA. When local altimeter setting not received, use Mountain Home altimeter setting and increase all MDAs 60 feet, increase LNAV and circling Cat C visibility ¼ mile. VDP NA when using Mountain Home altimeter setting.

MISSED APROACH: Climb to 3600 direct WEDUR and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
132.075	126.85 281.55	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1380-1	661 (700-1)	1380-1¾ 661 (700-1¾)	NA
CIRCLING	1380-1	661 (700-1)	1380-1¾ 661 (700-1¾)	NA

MIRL Rwy 4-22 L
REIL Rwys 4 and 22 L

SC-1, 08 APR 2010 to 06 MAY 2010

VOR/DME FLP	APP CRS	Rwy Idg	N/A
112.8	263°	TDZE	N/A
Chan 75		Apt Elev	719

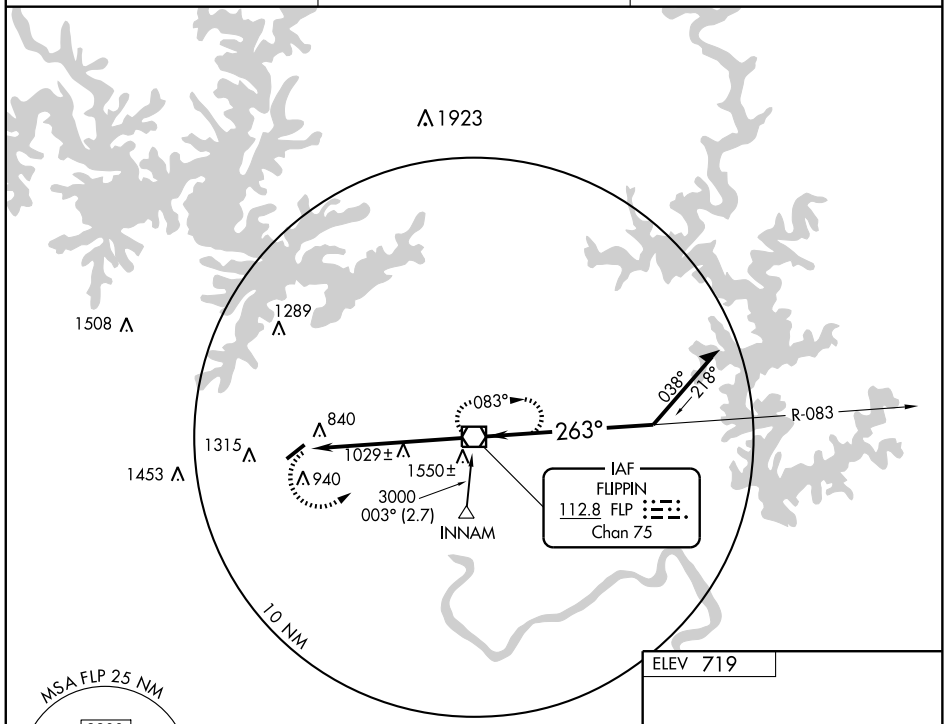
VOR-A

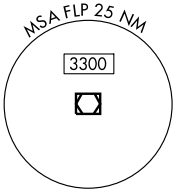
FLIPPIN/ MARION COUNTY RGNL (FLP)

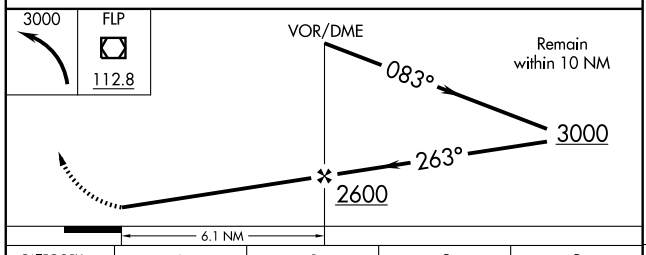
Circling NA north of Rwy 4-22. When local altimeter setting not received, use Mountain Home altimeter setting and increase all MDA 60 feet and Cat C visibility ¼ mile.

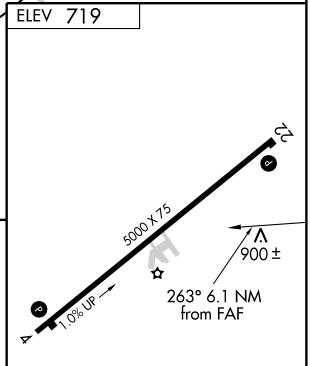
MISSED APPROACH: Climbing left turn to 3000 direct FLP VOR/DME and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
132.075	126.85 281.55	123.0 (CTAF) L









MIRL Rwy 4-22 L
REIL Rwys 4 and 22 L

CATEGORY	A	B	C	D
CIRCLING	1300-1	581 (600-1)	1300-1½ 581(600-1½)	NA

FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

SC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3014
360°	TDZE	249
	Apt Elev	249

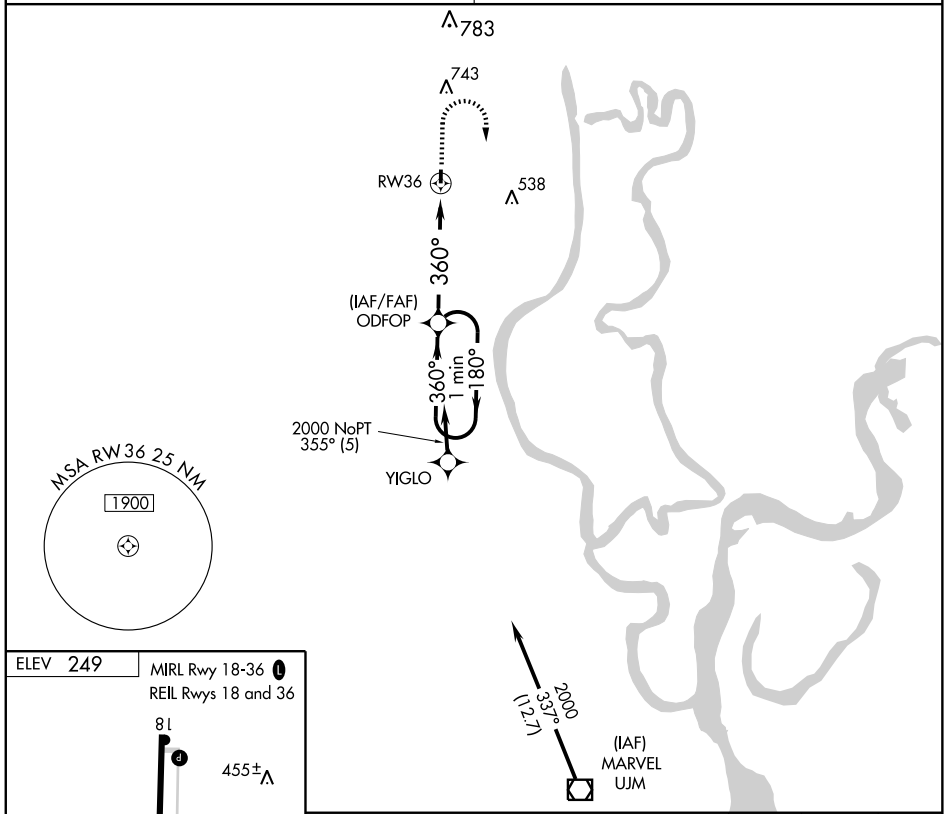
GPS RWY 36
FORREST CITY MUNI (FCY)

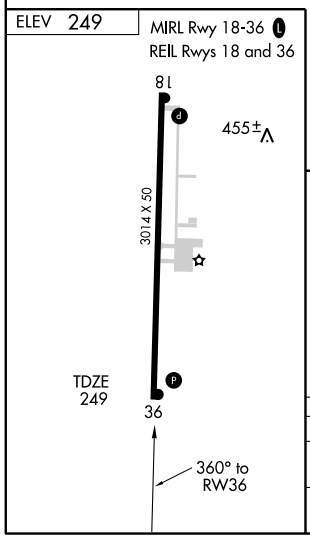
Use Memphis altimeter setting.

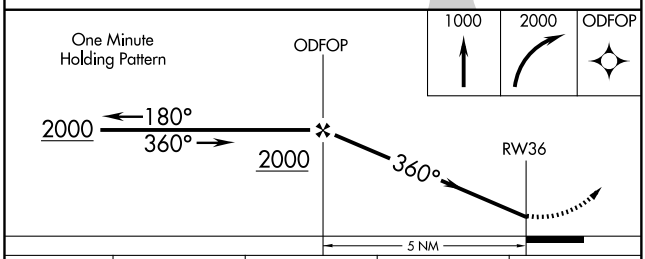
NA

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct ODFOP WP and hold.

MEMPHIS CENTER	UNICOM
135.3 335.8	122.8 (CTAF) L







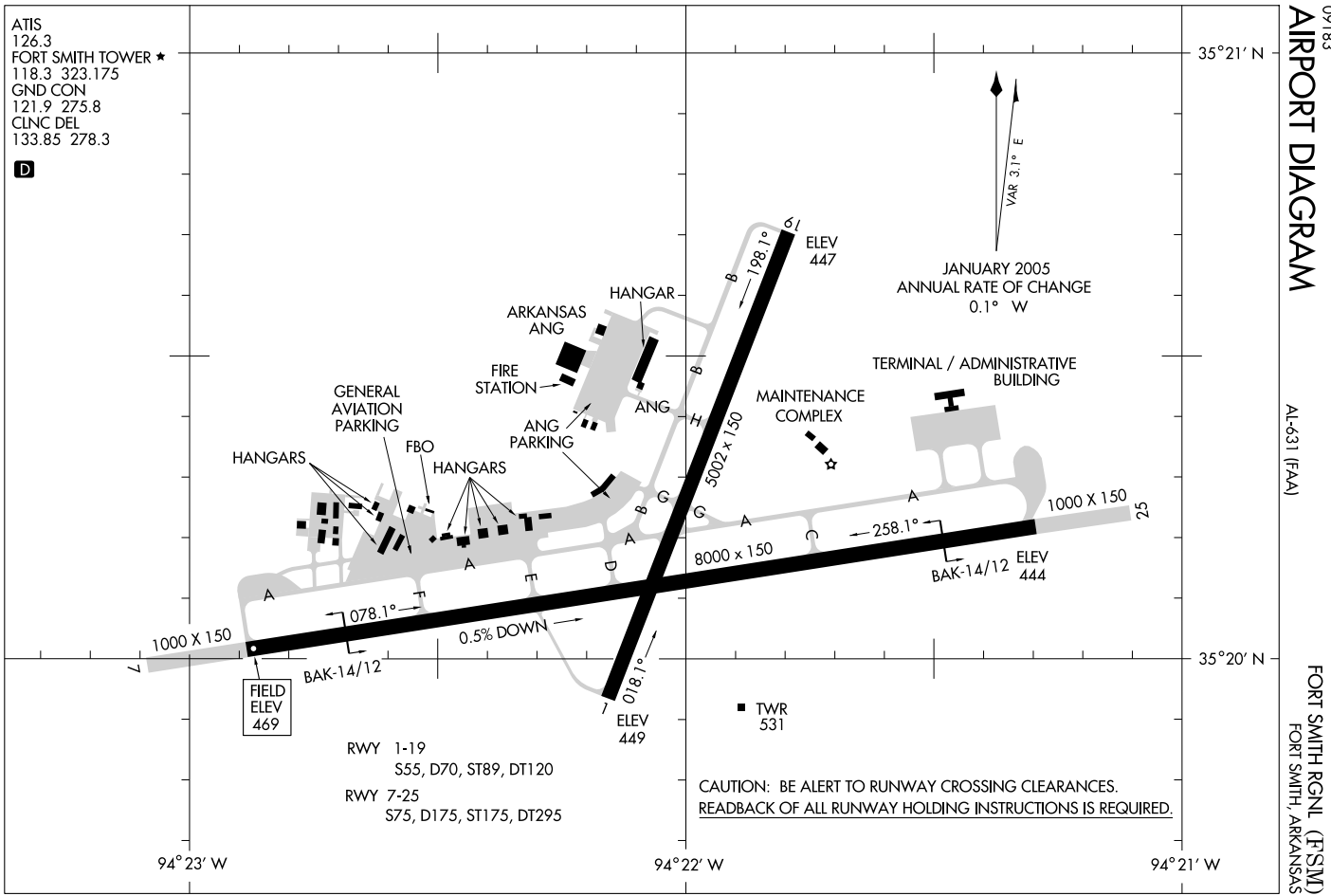
CATEGORY	A	B	C	D
S-36	800-1	551 (600-1)	NA	
CIRCLING	920-1	671 (700-1)	NA	

SC-1. 08 APR 2010 to 06 MAY 2010

AIRPORT DIAGRAM

FORT SMITH RGNL (FSM)

FORT SMITH, ARKANSAS



HI-ILS or LOC RWY 25

LOC I-FSM	APCH CRS	Rwy ldg / TDZE / Arpt Elev
111.3	256°	8000 / 446 / 469

JAL-631 [USAF]

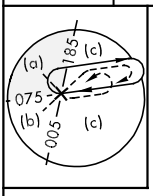
FORT SMITH REGIONAL (KFSM)

▼ * When ALS inop, increase CAT E RVR to 40, vis to ¾ mile.
** When ALS inop, increase CAT E vis to 1¾ mile.
▲ NA When control tower closed.

MALSR

MISSED APPROACH: Climb to 1400 then climbing left turn to 4000 via heading 220° and FSM R-232 to SPIRO 15 DME and hold, continue climb in hold to 4000.

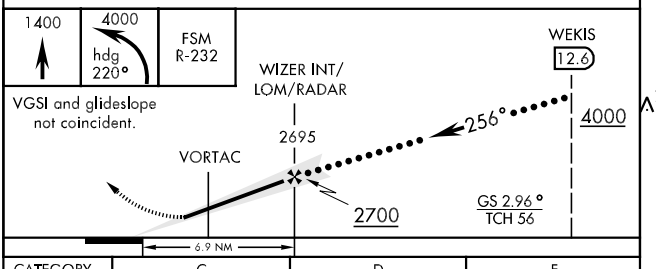
ATIS ★	RAZORBACK APP CON	FORT SMITH TOWER ★	GND CON	CLNC DEL	ASR
126.3	120.9 343.75	118.3 (CTAF) 323.175	121.9 275.8	133.85 278.3	



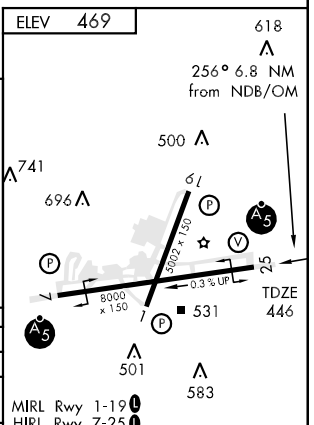
DME REQUIRED

*** Circling NA NW Rwy 7 and 19 for CAT E. Circling NA for CAT E when R2401B active.

EMERG SAFE ALT 100 NM 4500 FROM FSM VORTAC



CATEGORY	C	D	E
S-ILS *	646/24 200 (200-½)		
S-LOC **	960/50 514 (600-1)	960/60 514 (600-1¼)	
*** CIRCLING	1140-2 671 (700-2)	1140-2¼ 671 (700-2¼)	1200-2½ 731 (800-2½)
S-ASR 25	1040/50 594 (600-1)	1040/60 594 (600-1¼)	1040-1½ 594 (600-1½)



FAF to MAP 6.9 NM					
Knots	120	140	160	180	200
Min:Sec	3:27	2:57	2:35	2:18	2:04

HI-VOR/DME or TACAN RWY 7

VORTAC FSM	APCH CRS	Rwy ldg	8000
110.4	053°	TDZE	469
Chan 41		Arpt Elev	469

JAL-631 [USAF] — FORT SMITH REGIONAL (KFSM)

▼ * Circling NA NW Rwy 7 and 19 for CAT E.

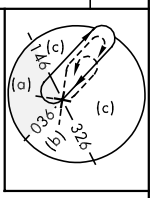
▲ NA When Control Tower closed.

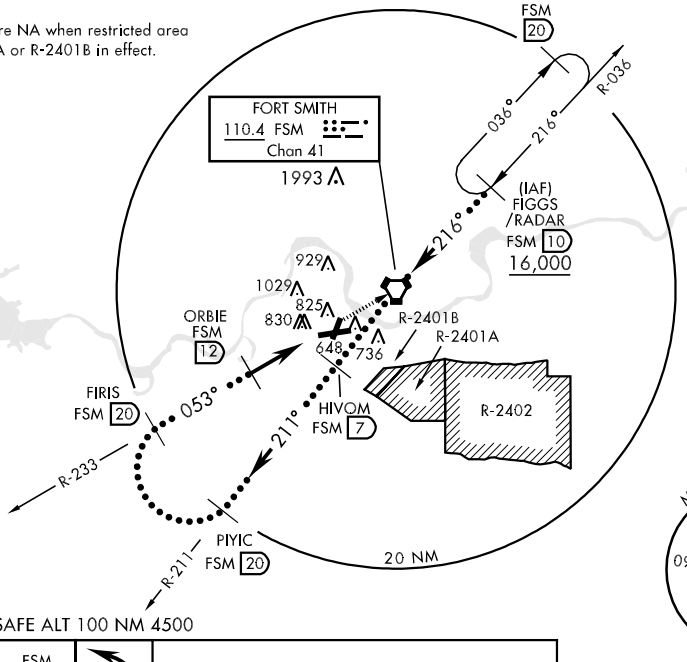
MALSR

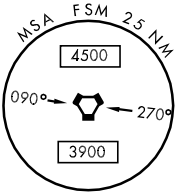
MISSED APPROACH: Climb to 4000 direct FSM VORTAC and via R-036 to FIGGS (FSM R-036/10 DME) and hold.

ATIS ★	RAZORBACK APP CON		FORT SMITH TOWER ★	GND CON	CLNC DEL	ASR
126.3	120.9	343.75	118.3 (CTAF) 323.175	121.9	275.8	133.85 278.3

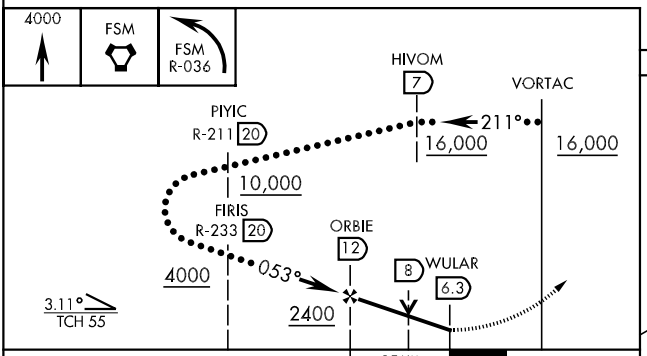
Procedure NA when restricted area R-2401A or R-2401B in effect.

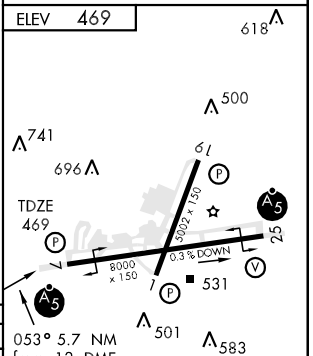






EMERG SAFE ALT 100 NM 4500





CATEGORY	C	D	E
S-7	1080-1¾ (700-1¾) 611	1080-2 (700-2) 611	1080-2¼ (700-2¼) 611
CIRCLING *	1140-2 (700-2) 671	1140-2¼ (700-2¼) 671	1200-2½ (800-2½) 731
S-ASR 7	1200-1½ (800-1½) 731	1200-1¾ (800-1¾) 731	1200-2 (800-2) 731

MIRL Rwy 1-19 L
HIRL Rwy 7-25 L

HI-VOR/DME or TACAN RWY 25

VORTAC FSM	APCH CRS	Rwy ldg	8000
110.4	226°	TDZE	446
Chan 41		Arpt Elev	469

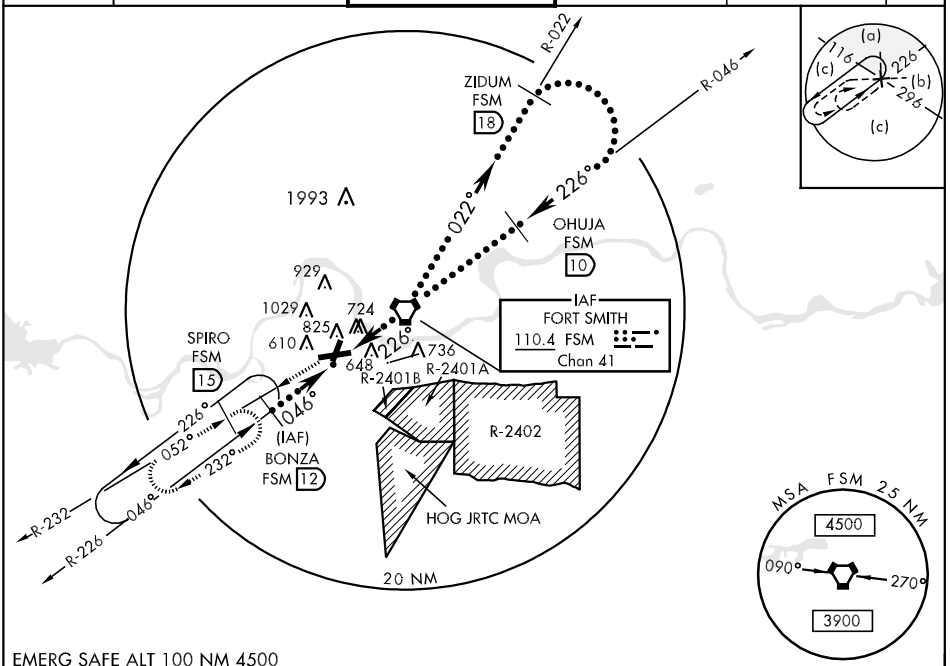
JAL-631 [USAF] — FORT SMITH REGIONAL (KFSM)

* Circling NA NW Rwy 7 and 19 for CAT E.
Circling NA for CAT E when R-2401B is active.
NA When Control Tower closed.

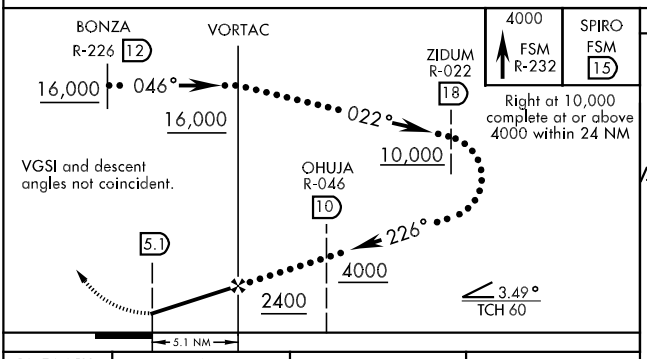
MALSR

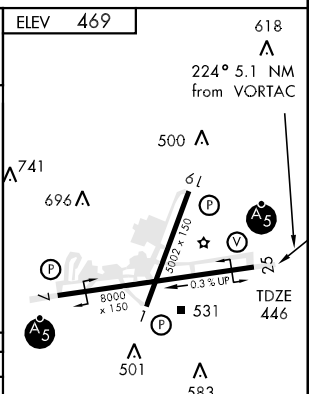
MISSED APPROACH: Climb to 4000 via FSM R-232 to SPIRO (FSM R-232/15 DME) and hold, continue climb in hold to 4000.

ATIS ★	RAZORBACK APP CON		FORT SMITH TOWER ★	GND CON	CLNC DEL	ASR
126.3	120.9	343.75	118.3 (CTAF) L 323.175	121.9	275.8	133.85 278.3



EMERG SAFE ALT 100 NM 4500





CATEGORY	C	D	E
S-25	980-1½ 534 (600-1½)	980-1¾ 534 (600-1¾)	980-2 534 (600-2)
CIRCLING *	1140-2 671 (700-2)	1140-2 ¼ 671 (700-2¼)	1200-2½ 731 (800-2½)
S-ASR 25	1040/50 594 (600-1)	1040/60 594 (600-1¼)	1040-1½ 594 (600-1½)

MIRL Rwy 1-19 L
HIRL Rwy 7-25 L

SC-1, 08 APR 2010 to 06 MAY 2010

LOC I-GKV	APP CRS	Rwy Idg	8000
111.3	076°	TDZE	469
		Apt Elev	469

ILS or LOC RWY 7

FORT SMITH RGNL (FSM)

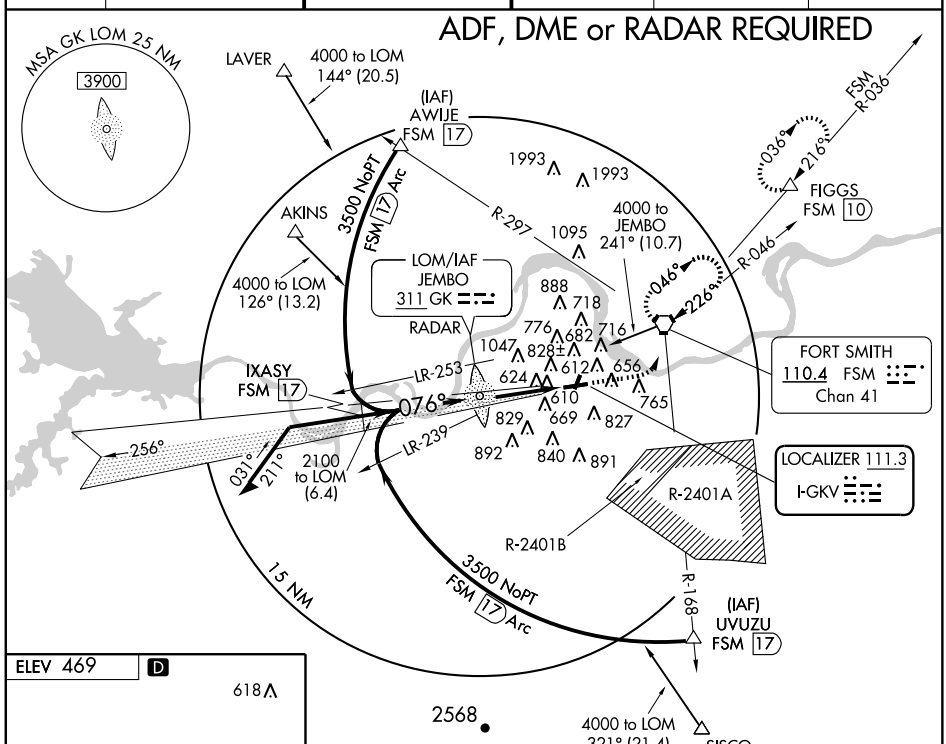
Circling not authorized NW of Rwys 7 and 19 for Cat. E. Circling to Rwy 1 NA at night. ASR Circling Cat E NA when R-2401B active.

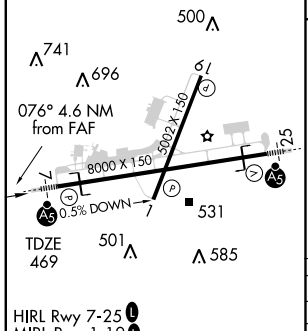
MALSR

MISSED APPROACH: Climb to 1000, then climbing left turn to 3000 direct FSM VORTAC and hold.(TACAN aircraft continue climb to 4000 via R-036 to FIGGS 10 DME and hold, NE, RT, 216° inbound.)

ATIS	RAZORBACK APP CON ★	FORT SMITH TOWER ★	GND CON	CLNC DEL	UNICOM
126.3	120.9 343.75	118.3 (CTAF) L 323.175	121.9 275.8	133.85 278.3	122.95

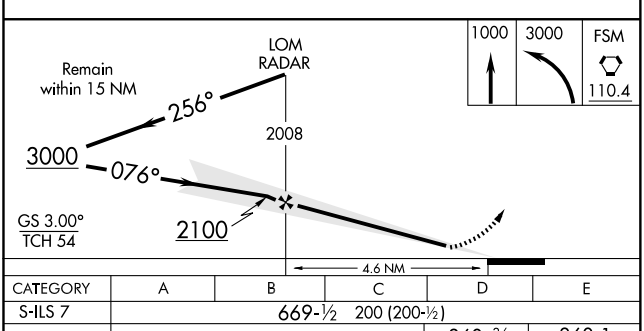
ADF, DME or RADAR REQUIRED





HIRL Rwy 7-25 L
MIRL Rwy 1-19 L

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32



CATEGORY	A	B	C	D	E
S-ILS 7	669-½ 200 (200-½)				
S-LOC 7	860-½ 391 (400-½)			860-¾ 391 (400-¾)	860-1 391 (400-1)
CIRCLING	1140-1 671 (700-1)		1140-2 671 (700-2)	1140-2¼ 671 (700-2¼)	1200-2½ 731(800-2½)

SC-1, 08 APR 2010 to 06 MAY 2010

LOC I-FSM	APP CRS	Rwy Idg	8000
111.3	256°	TDZE	446
		Apt Elev	469

ILS or LOC RWY 25

FORT SMITH RGNL (FSM)

T A ASR — Circling not authorized NW of Rwys 7 and 19 for Cat E. Circling to Rwy 1 NA at night. # Visibility Cat A/B/C/D RVR 1800 authorized with the use of FD or AP or HUD to DA. Circling Cat E NA when R-2401B active.

MALSR

MISSED APPROACH: Climb to 2500 direct JEMBO LOM and hold. (TACAN aircraft climb to 1200 then climbing left, then to 4000 via FSM R-232 to SPIRO Int/15 DME and hold southwest, right turn, 052° inbound.)

ATIS	RAZORBACK APP CON *	FORT SMITH TOWER *	GND CON	CLNC DEL	UNICOM
126.3	120.9 343.75	118.3 (CTAF) L 323.175	121.9 275.8	133.85 278.3	122.95

* Not authorized when Restricted Area R-2401 or R-2402 in effect.

** All maneuvering must be completed to the north side of approach course. Standard width not provided between non-maneuvering side of approach course and R-2401 and R-2402.

(IAF) AYUWU FSM 10 R-359 1993 1993 3100 NoPT FSM 10 Arc FORT SMITH 110.4 FSM Chan 41 LOCALIZER 111.3 I-FSM 1095 LOM/IAF WIZER 223 FS RADAR **3100 120° (3.4) LR-076 031° 211° 076° 888 718 776 682 716 1047 624 828± 612 765 656 669 827 829 840 891 892 256° OCEXA FSM 10 R-088 2700 (7.4) R-120 LR-100 R-2401B R-2401A R-195 R-232 077° 257° 052° 232° SPIRO FSM 15 LOM JEMBO 311 GK *3100 285° (24.8) MAGGA *3100 NoPT FSM 10 Arc R-2402 MSA FS 25 NM 4000 10 NM (IAF) UXADY FSM 10 *3100 357° (19.8) SISCO ADF REQUIRED

ELEV 469 D 618 500 741 696 256° 6.8 NM from FAF 8000 X 150 5002 X 150 25 0.5% DOWN 531 TDZE 446 501 585

2500 GK 311 LOM INT/RADAR Remain within 15 NM 2697 076° 3100 256° 2700 GS 2.96° TCH 56 6.8 NM

HIRL Rwy 7-25 L
MIRL Rwy 1-19 L

FAF to MAP 6.8 NM

Knots	60	90	120	150	180
Min:Sec	6:48	4:32	3:24	2:43	2:16

CATEGORY	A	B	C	D	E
S-ILS 25	# 646/ 24 200 (200-½)				
S-LOC 25	960/24 514 (500-½)		960/50 514 (500- 1)	960/60 514 (500-1¼)	
CIRCLING	1140-1 671 (700-1)		1140-2 671 (700-2)	1140-2¼ 671 (700-2¼)	1200-2½ 731 (800-2½)

SC-1, 08 APR 2010 to 06 MAY 2010

LOM FS	APP CRS	Rwy Idg	8000
223	256°	TDZE	445
		Apt Elev	469

NDB RWY 25
FORT SMITH RGNL (FSM)

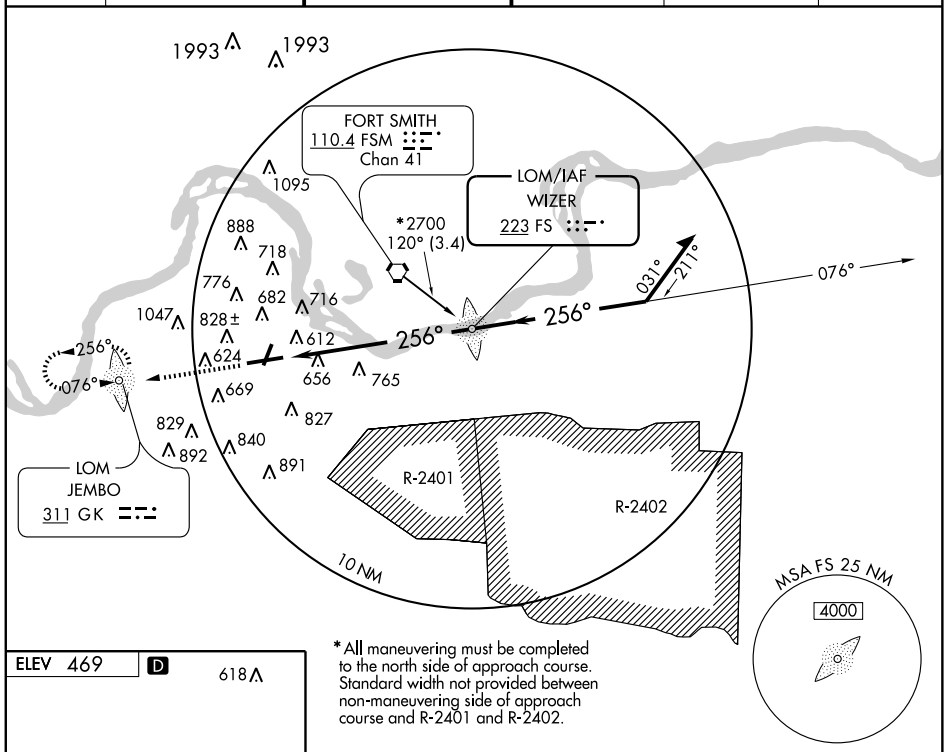
ASR

Circling to Rwy 1 NA at night.

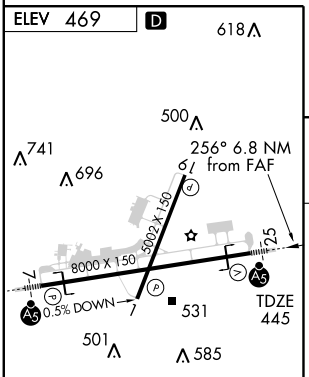
MALSR

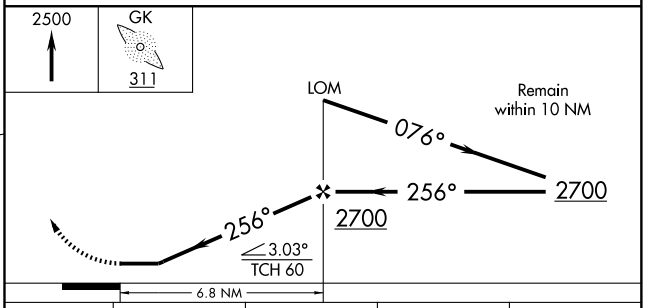
MISSED APPROACH: Climb to 2500 direct GK LOM and hold.

ATIS	RAZORBACK APP CON*	FORT SMITH TOWER*	GND CON	CLNC DEL	UNICOM
126.3	120.9 343.75	118.3 (CTAF) L 323.175	121.9 275.8	133.85 278.3	122.95



*All maneuvering must be completed to the north side of approach course. Standard width not provided between non-maneuvering side of approach course and R-2401 and R-2402.





HIRL Rwy 7-25 L
MIRL Rwy 1-19 L

FAF to MAP 6.8 NM

Knots	60	90	120	150	180
Min:Sec	6:48	4:32	3:24	2:43	2:16

CATEGORY	A	B	C	D
S-25	1140-¾ 695 (700-¾)		1140-1½ 695 (700-1½)	1140-2 695 (700-2)
CIRCLING	1140-1 671 (700-1)		1140-2 671 (700-2)	1140-2¼ 671 (700-2¼)

SC-1, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5002
016°	TDZE	449
	Apt Elev	469

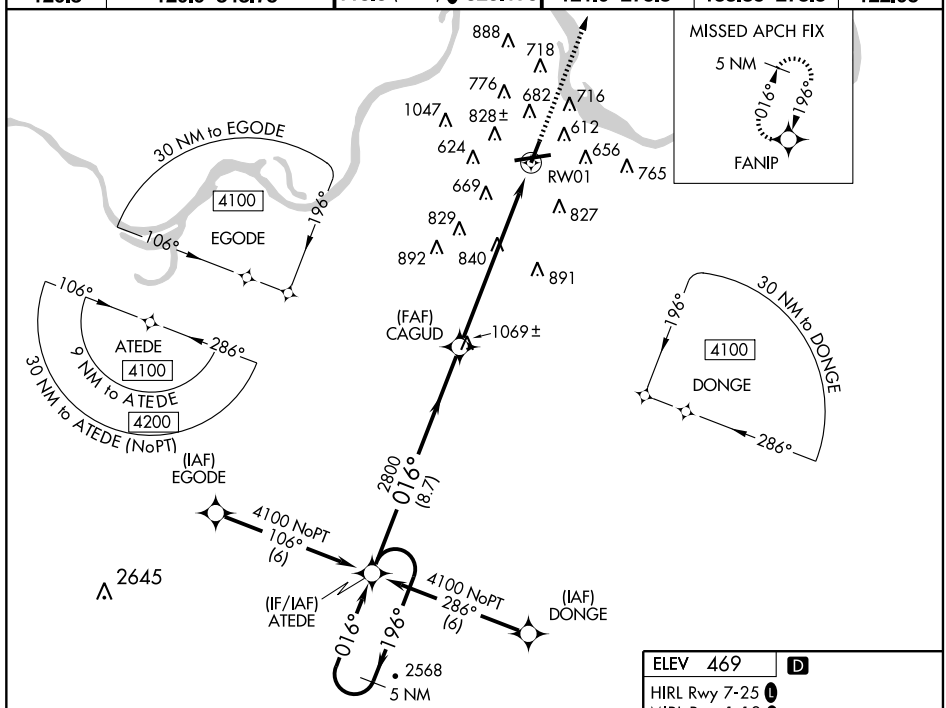
RNAV (GPS) RWY 1
FORT SMITH RGNL (FSM)

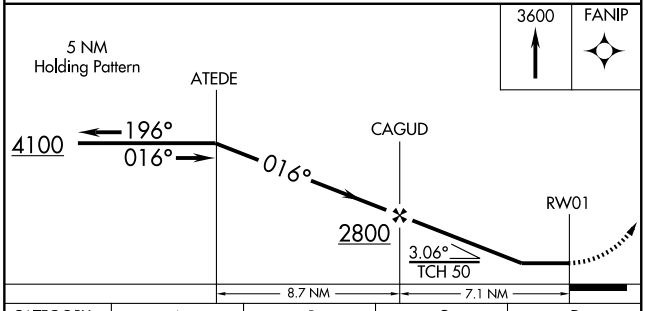
V A ASR

If local altimeter setting not received, use Poteau altimeter setting and increase all MDAs 60 feet. Circling to Rwy 1 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Straight-in minimums NA at night.

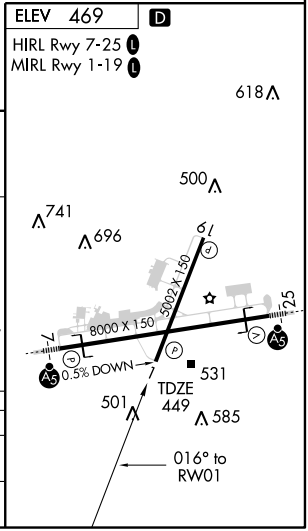
MISSED APPROACH: Climb to 3600 direct FANIP and hold, continue climb-in-hold to 3600.

ATIS	RAZORBACK APP CON ★	FORT SMITH TOWER ★	GND CON	CLNC DEL	UNICOM
126.3	120.9 343.75	118.3 (CTAF) L 323.175	121.9 275.8	133.85 278.3	122.95





CATEGORY	A	B	C	D
LNAV MDA	1160-1	711 (700-1)	1160-2 711 (700-2)	1160-2¼ 711 (700-2¼)
CIRCLING	1160-1	691 (700-1)	1160-2 691 (700-2)	1160-2¼ 691 (700-2¼)



SC-1, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy ldg	8000
076°	TDZE	469
	Apt Elev	469

RNAV (GPS) RWY 7

FORT SMITH RGNL (FSM)

Circling not authorized NW of Rwys 7 and 19 for Cat E. DME/DME RNP-0.3 NA. Circling to Rwy 1 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). When ALS inop, increase LNAV/VNAV and LNAV vis Cat E ½ mile. Circling Cat E NA when R-2401B active.

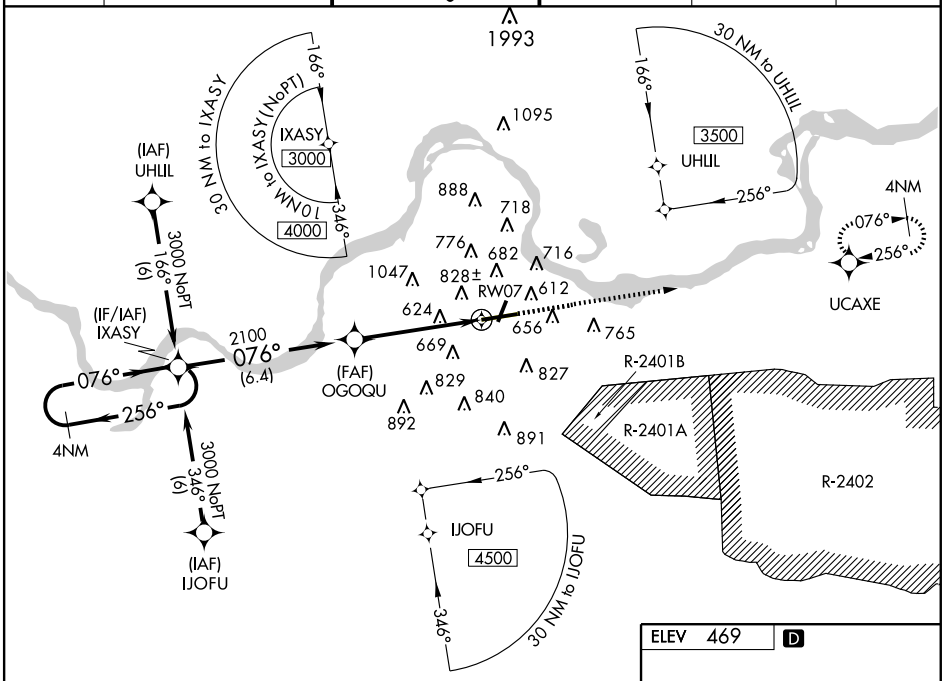
NA

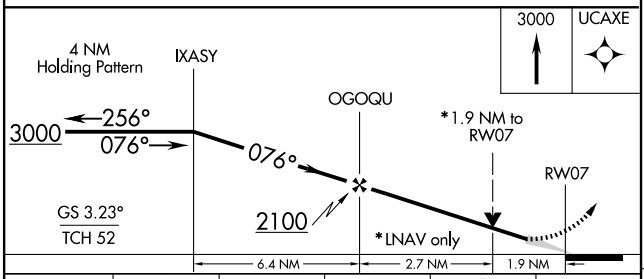
ASR

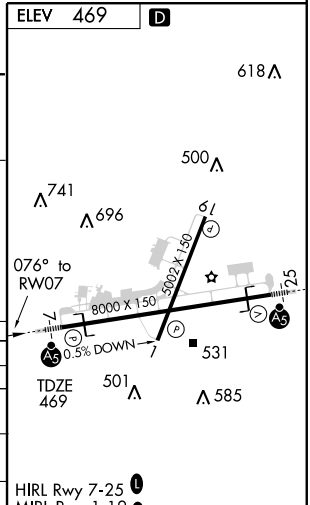
MALSR

MISSED APPROACH: Climb to 3000 direct UCAXE and hold.

ATIS	RAZORBACK APP CON *	FORT SMITH TOWER *	GND CON	CLNC DEL	UNICOM
126.3	120.9 343.75	118.3 (CTAF) L 323.175	121.9 275.8	133.85 278.3	122.95







CATEGORY	A	B	C	D	E
GLS DA	NA				
LNAV/VNAV DA	1085-1½ 616 (700-1½)				
LNAV MDA	1140-½ 671 (700-½)		1140-1½ 671 (700-1½)	1140-1¾ 671 (700-1¾)	1140-2 671 (700-2)
CIRCLING	1140-1 671 (700-1)		1140-2 671 (700-2)	1140-2¼ 671 (700-2¼)	1200-2½ 731 (800-2½)

HIRL Rwy 7-25 L
MIRL Rwy 1-19 L

SC-1, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	8000
256°	TDZE	446
	Apt Elev	469

RNAV (GPS) RWY 25

FORT SMITH RGNL (FSM)

Circling not authorized NW of Rwys 7 and 19 for Cat E. DME/DME RNP-0.3 NA. Circling to Rwy 1 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Circling Cat E NA when R-2401B active. When ALS inop, increase LNAV/VNAV and LNAV vis Cat E ½ mile.

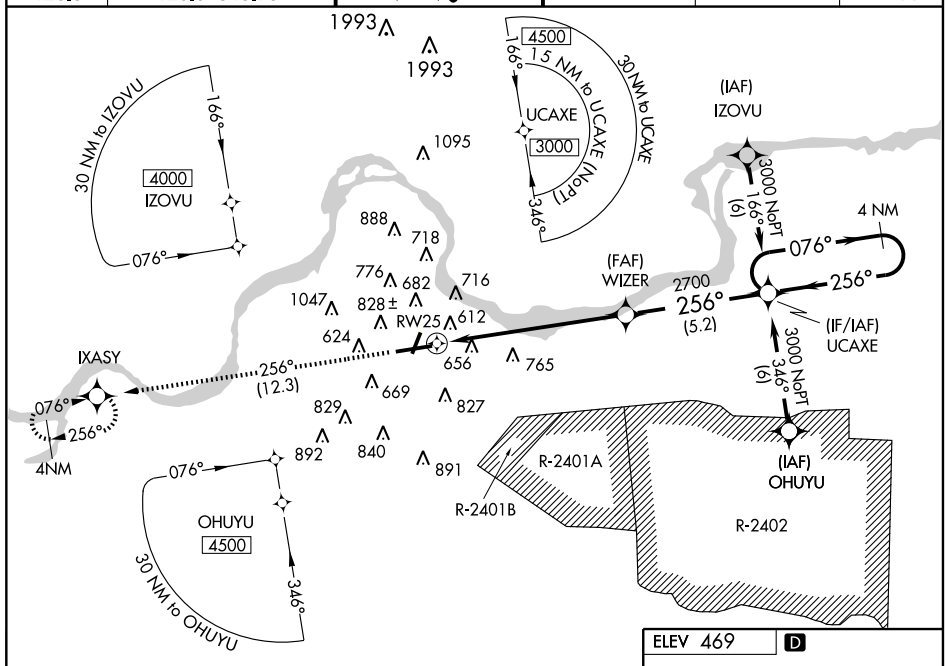
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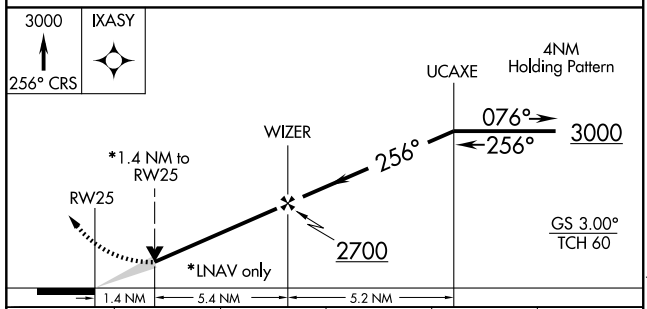
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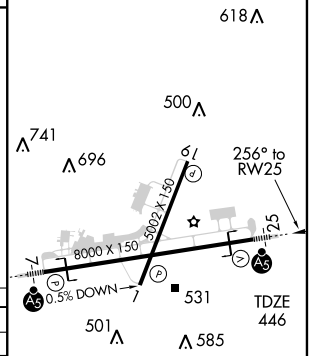
MALSR

MISSED APPROACH: Climb to 3000 via 256° course to IXASY WP and hold.

ATIS	RAZORBACK APP CON *	FORT SMITH TOWER *	GND CON	CLNC DEL	UNICOM
126.3	120.9 343.75	118.3 (CTAF) L 323.175	121.9 275.8	133.85 278.3	122.95







CATEGORY	A	B	C	D	E
GLS DA	NA				
LNAV/VNAV DA	960/60 514 (500-1¼)				
LNAV MDA	960/24 514 (500-½)		960/50 514 (500-1)	960/60 514 (500-1¼)	
CIRCLING	1140-1 671 (700-1)		1140-2 671 (700-2)	1140-2¼ 671 (700-2¼)	1200-2½ 731 (800-2½)

HIRL Rwy 7-25 L

MIRL Rwy 1-19 L

SC-1. 08 APR 2010 to 06 MAY 2010

VORTAC FSM	APP CRS	Rwy Idg	8000
110.4	053°	TDZE	469
Chan 41		Apt Elev	469

VOR/DME or TACAN RWY 7

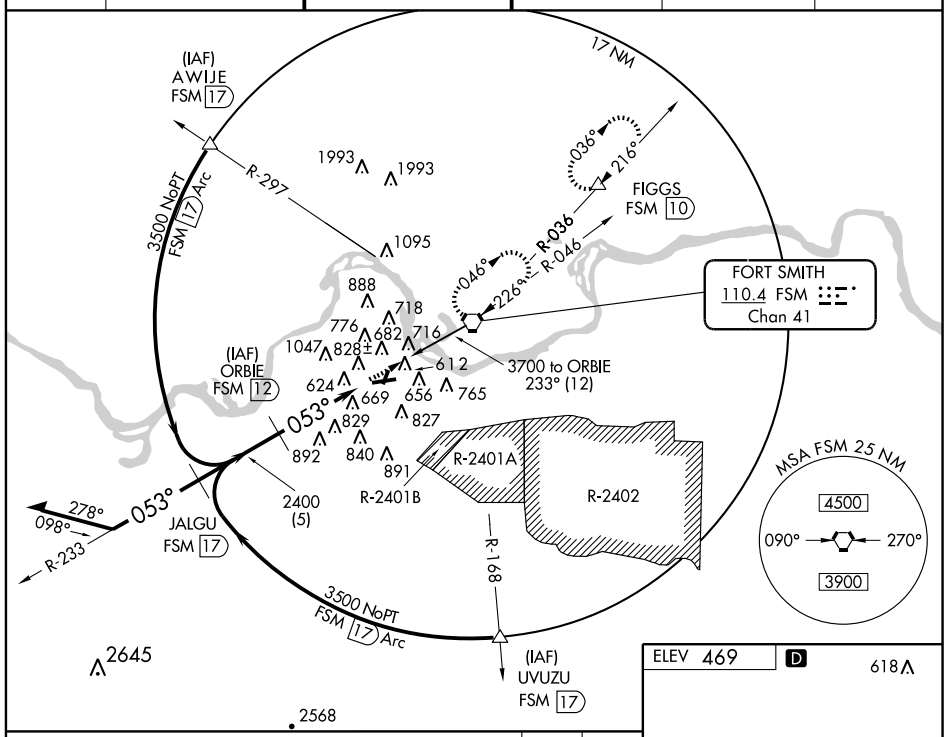
FORT SMITH RGNL (FSM)

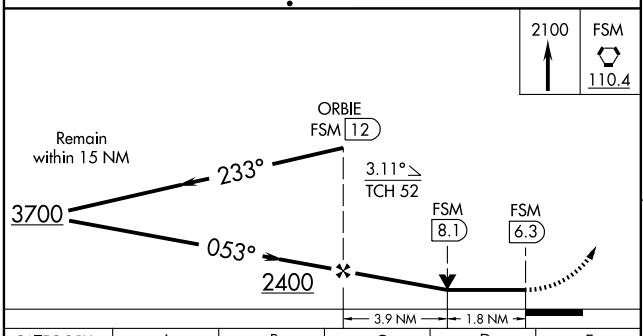
T A ASR — Inoperative table does not apply. Circling not authorized NW of Rwys 7 and 19 for Cat E. Circling to Rwy 1 NA at night. Circling Cat E NA when R-2401B active.

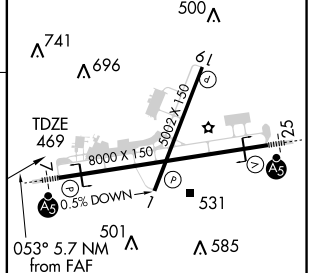
MALSR

MISSED APPROACH: Climb to 2100 direct FSM VORTAC and hold. (TACAN aircraft climbing left turn to 4000 direct FSM VORTAC then via R-036 to FIGGS 10 DME and hold northeast, right turn 216° inbound.)

ATIS	RAZORBACK APP CON ★	FORT SMITH TOWER ★	GND CON	CLNC DEL	UNICOM
126.3	120.9 343.75	118.3 (CTAF) L 323.175	121.9 275.8	133.85 278.3	122.95







CATEGORY	A	B	C	D	E
S-7	1080-1	611 (700-1)	1080-1¾ 611 (700-1¾)	1080-2 611 (700-2)	1080-2¼ 611 (700-2¼)
CIRCLING	1140-1	671 (700-1)	1140-2 671 (700-2)	1140-2¼ 671 (700-2¼)	1200-2½ 731 (800-2½)

HIRL Rwy 7-25 L
MIRL Rwy 1-19 L

SC-1. 08 APR 2010 to 06 MAY 2010

VORTAC FSM 110.4 Chan 41	APP CRS 224°	Rwy Idg 8000 TDZE 445 Apt Elev 469

VOR or TACAN RWY 25

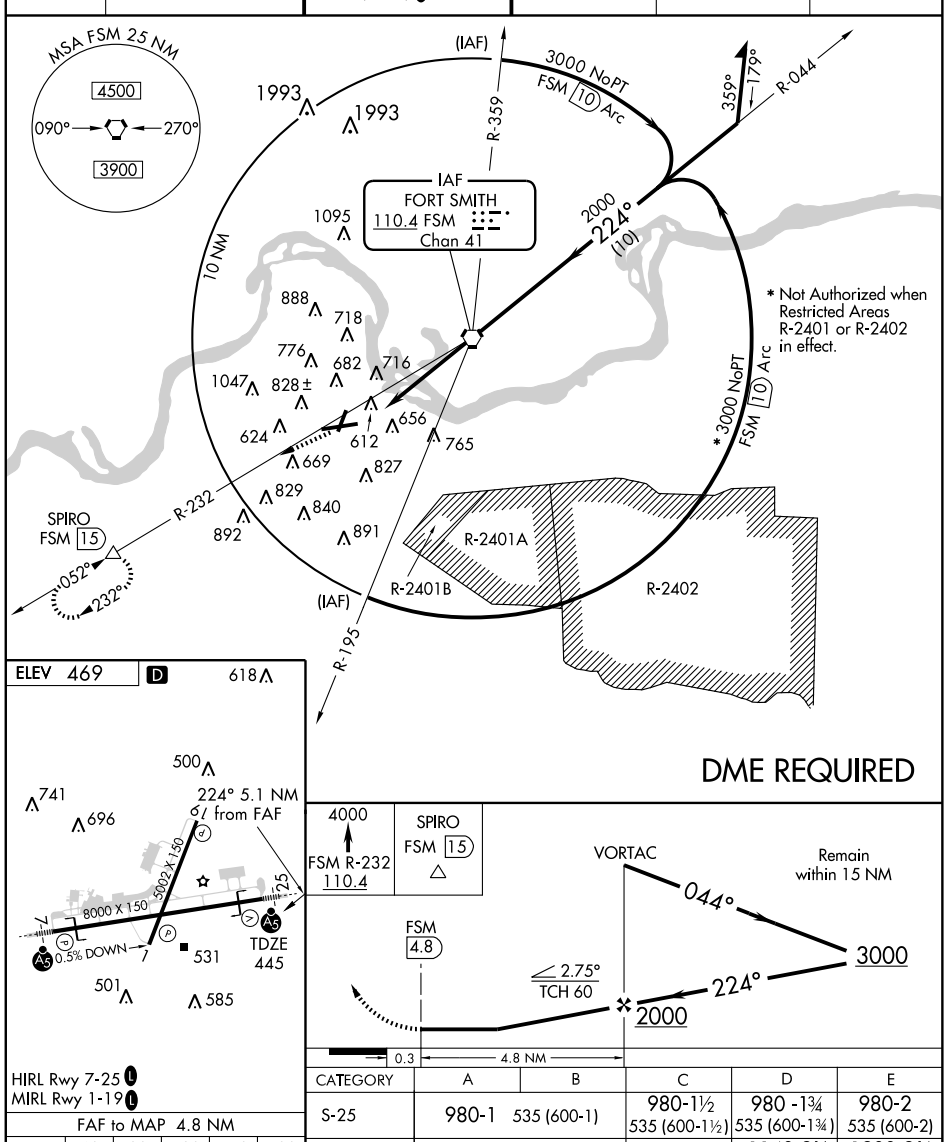
FORT SMITH RGNL (FSM)

T A ASR — Inoperative table does not apply. Circling NA NW of Rwys 7 and 19 for Cat E. Circling to Rwy 1 NA at night. Circling Cat E NA when R-2401B active.

MALSR

MISSED APPROACH: Climb to 4000 via FSM R-232 to SPIRO Int/15 DME and hold.

ATIS	RAZORBACK APP CON*	FORT SMITH TOWER*	GND CON	CLNC DEL	UNICOM
126.3	120.9 343.75	118.3 (CTAF) L 323.175	121.9 275.8	133.85 278.3	122.95



DME REQUIRED

HIRL Rwy 7-25 L
MIRL Rwy 1-19 L

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

CATEGORY	A	B	C	D	E
S-25	980-1 535 (600-1)		980-1½ 535 (600-1½)	980 -1¾ 535 (600-1¾)	980-2 535 (600-2)
CIRCLING	1140-1 671 (700-1)		1140-2 671 (700-2)	1140-2¼ 671 (700-2¼)	1200-2½ 731 (800-2½)

SC-1, 08 APR 2010 to 06 MAY 2010

LOC/DME I-HRO	APP CRS	Rwy Idg	6161
111.7	359°	TDZE	1351
Chan 54		Apt Elev	1365

ILS RWY 36

HARRISON/ BOONE COUNTY (HRO)

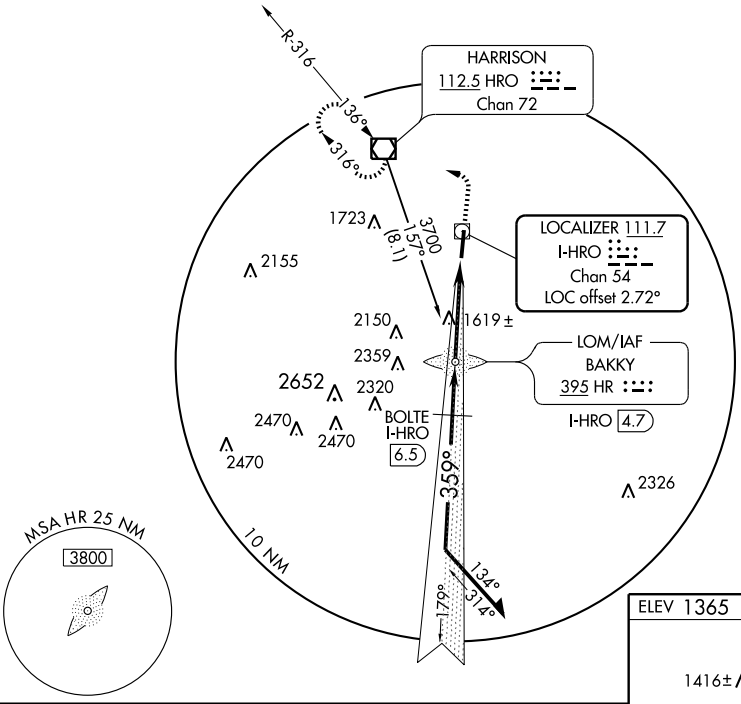
NA

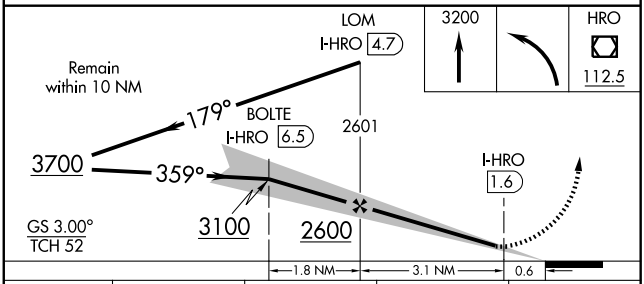
MALSR

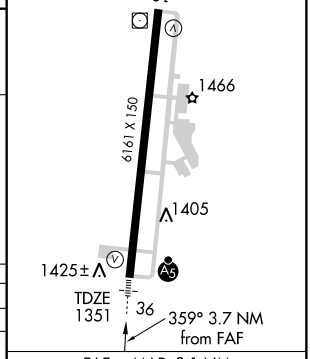
MISSED APPROACH: Climb to 3200 then left turn direct HRO VOR/DME and hold.

ASOS	MEMPHIS CENTER	UNICOM
121.125	126.85 281.55	123.0 (CTAF) L

ADF or DME REQUIRED







CATEGORY	A	B	C	D
S-ILS 36	1601-½ 250 (300-½)			
S-LOC 36	1880-½ 529 (600-½)		1880-1 529 (600-1)	1880-1¼ 529 (600-1¼)
CIRCLING	1880-1 515 (600-1)		1880-1½ 515 (600-1½)	1920-2 555 (600-2)

FAF to MAP 3.1 NM

Knots	60	90	120	150	180
Min:Sec	3:06	2:04	1:33	1:14	1:02

SC-1. 08 APR 2010 to 06 MAY 2010

LOM HR	APP CRS	Rwy Idg	6161
233	180°	TDZE	1363
		Apt Elev	1365

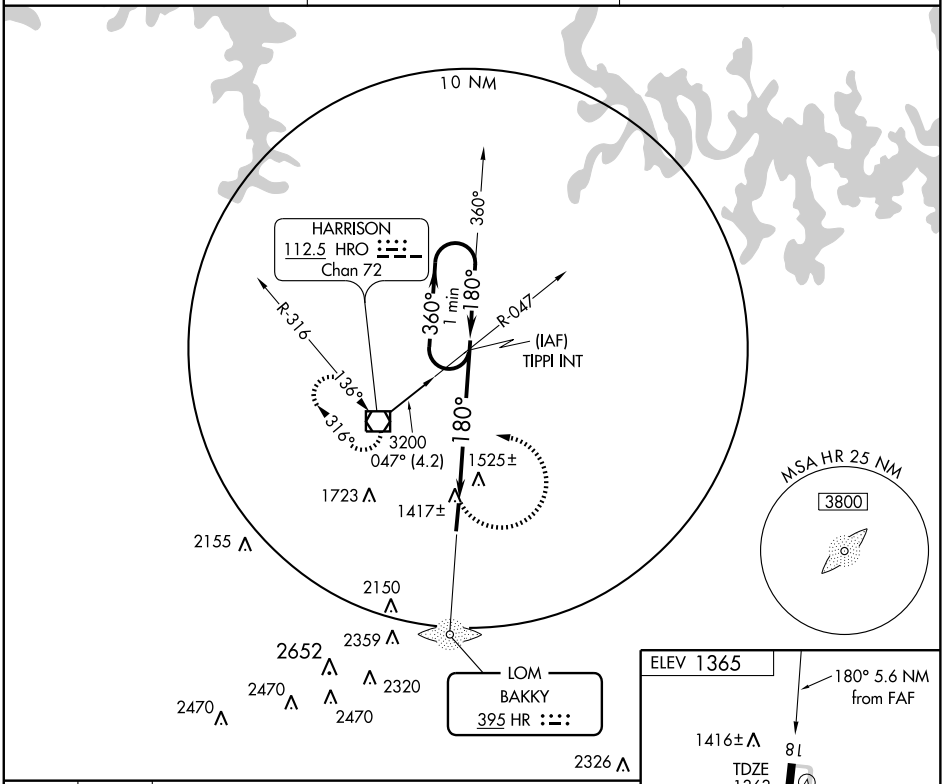
NDB RWY 18

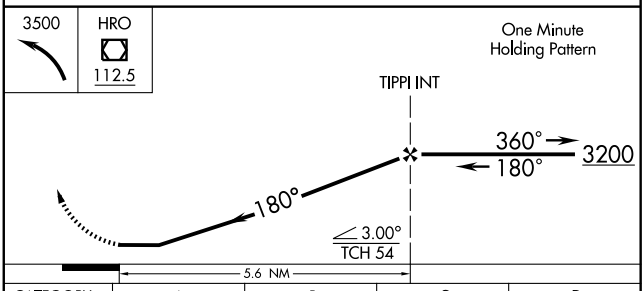
HARRISON/ BOONE COUNTY (HRO)

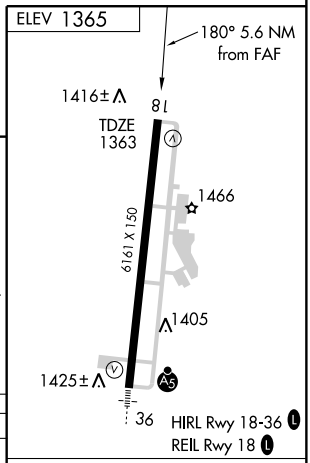
NA

MISSED APPROACH: Climbing left turn to 3500 direct HRO VOR/DME and hold.

ASOS	MEMPHIS CENTER	UNICOM
121.125	126.85 281.55	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-18	1740-1 375 (400-1)			1740-1¼ 375 (400-1¼)
CIRCLING	1780-1 415 (500-1)	1820-1 455 (500-1)	1820-1½ 455 (500-1½)	1920-2 555 (600-2)

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

SC-1, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy ldg	6161
182°	TDZE	1365
	Apt Elev	1365

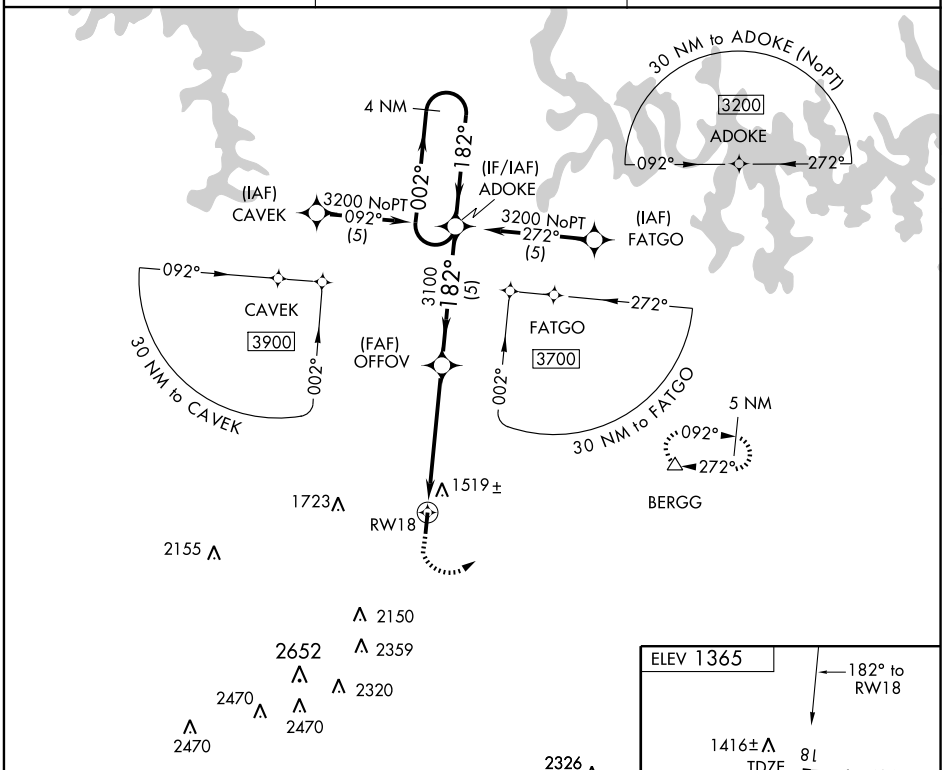
RNAV (GPS) RWY 18
HARRISON/BOONE COUNTY (HRO)

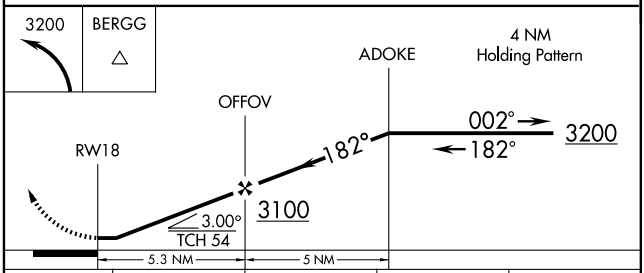
GPS or RNP-0.3 required. DME/DME RNP -0.3 NA.

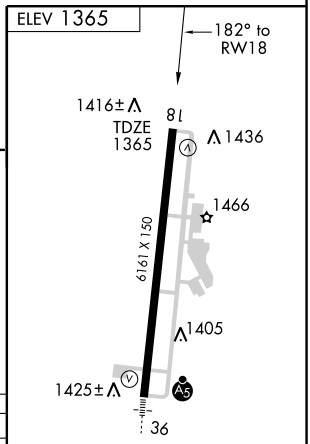
NA

MISSED APPROACH: Climbing left turn to 3200 direct BERGG WP and hold.

ASOS	MEMPHIS CENTER	UNICOM
121.125	126.85 281.55	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1720-1 355 (400-1)			1720-1¼ 355 (400-1¼)
CIRCLING	1780-1 415 (500-1)	1820-1 455 (500-1)	1820-1½ 455 (500-1½)	1920-2 555 (600-2)

HIRL Rwy 18-36 L

REIL Rwy 18 L

SC-1, 08 APR 2010 to 06 MAY 2010

WAAS CH 93711 W36A	APP CRS 002°	Rwy Idg 6161 / TDZE 1351 / Apt Elev 1365

RNAV (GPS) RWY 36

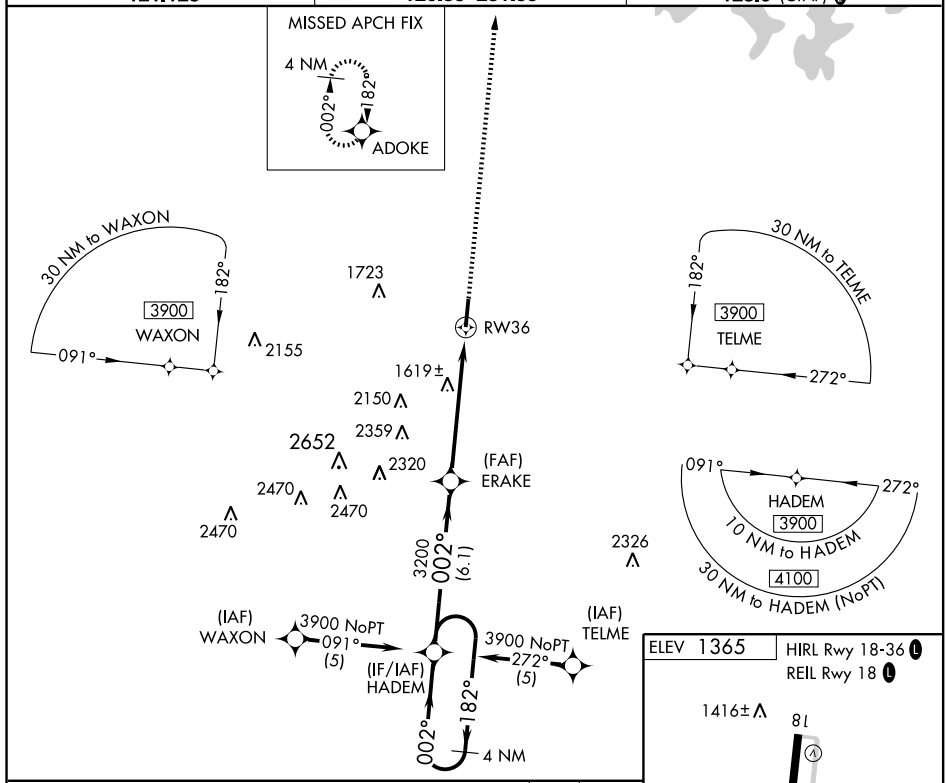
HARRISON/BOONE COUNTY (HRO)

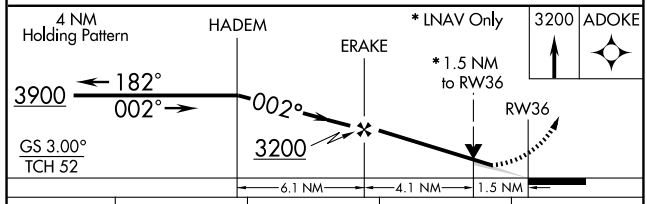
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Mountain Home altimeter setting. When local altimeter setting not received, use Mountain Home altimeter setting and increase all DA 139 feet and all MDA 140 feet, increase LPV all Cats and LNAV and Circling Cat C and D visibility ¼ mile, increase LNAV/VNAV all Cats visibility ½ mile. For inoperative MALSR when using Mountain Home altimeter setting, increase LPV all Cats visibility to 1¼.

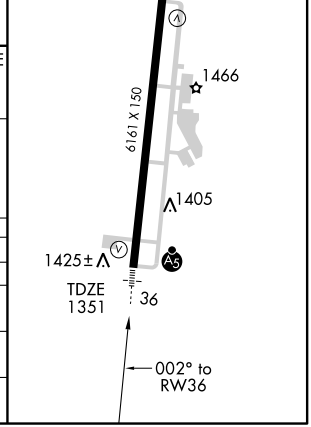
MALSR

MISSED APPROACH: Climb to 3200 direct ADOKE and hold.

ASOS	MEMPHIS CENTER	UNICOM
121.125	126.85 281.55	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1601-½ 250 (300-½)			
LNAV/VNAV DA	1815-1 464 (500-1)			
LNAV MDA	1880-½ 529 (600-½)		1880-1 529 (600-1)	1880-1¼ 529 (600-1¼)
CIRCLING	1880-1 515 (600-1)		1880-1½ 515 (600-1½)	1920-2 555 (600-2)

SC-1, 08 APR 2010 to 06 MAY 2010

VOR/DME HRO	APP CRS	Rwy Idg	N/A
112.5	136°	TDZE	N/A
Chan 72		Apt Elev	1365

VOR-A

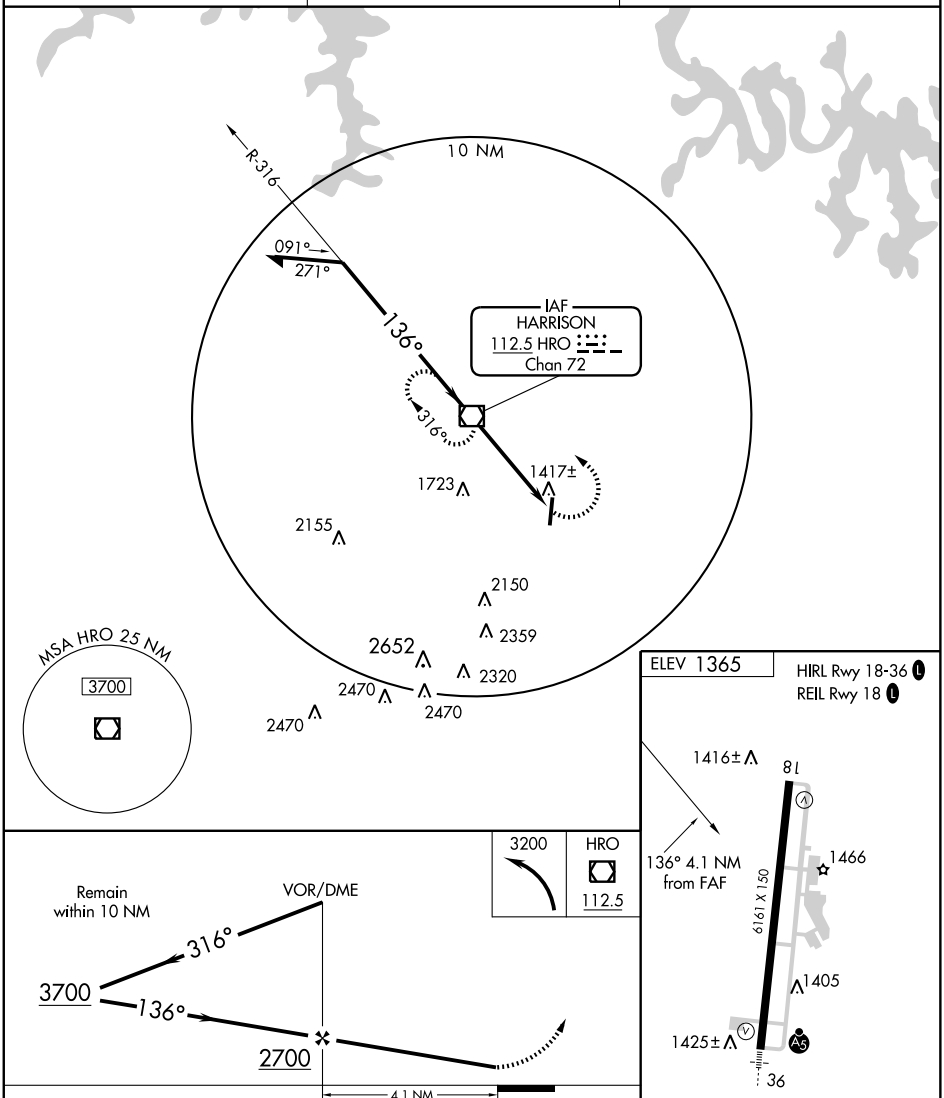
HARRISON/BOONE COUNTY (HRO)

T

NA

MISSED APPROACH: Climbing left turn to 3200 direct HRO VOR/DME and hold.

ASOS	MEMPHIS CENTER	UNICOM
121.125	126.85 281.55	123.0 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1780-1 415 (500-1)	1820-1 455 (500-1)	1820-1½ 455 (500-1½)	1920-2 555 (600-2)

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

SC-1. 08 APR 2010 to 06 MAY 2010

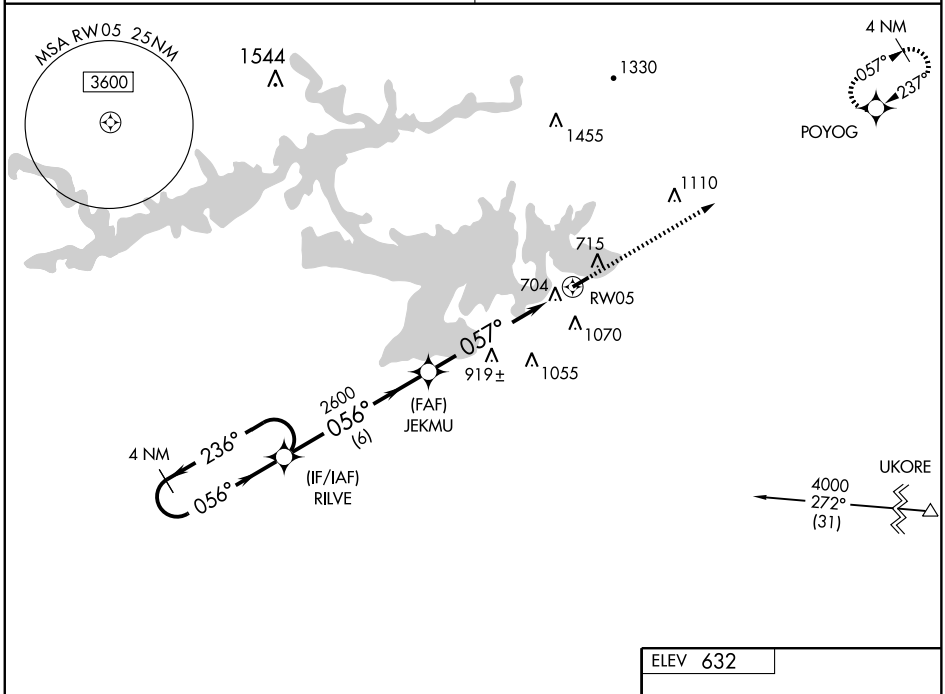
APP CRS	Rwy Idg	4002
057°	TDZE	631
	Apt Elev	632

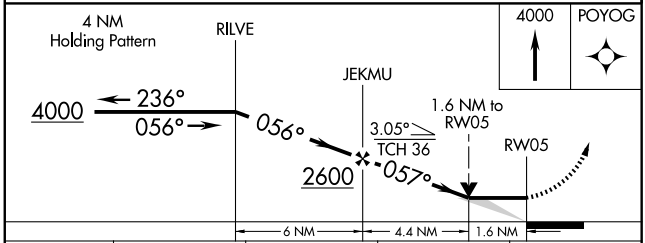
RNAV (GPS) RWY 5
HEBER SPRINGS MUNI (HBZ)

⚠ NA — DME/DME RNP-0.3 NA. VDP NA when using Batesville Rgnl altimeter setting. Obtain local altimeter setting on CTAF; when not received, use Batesville Rgnl altimeter setting.

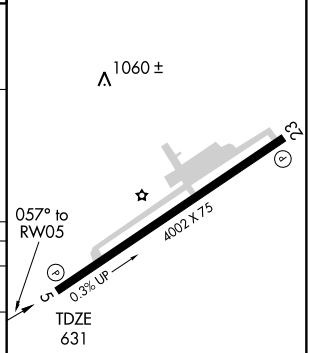
MISSED APPROACH: Climb to 4000 direct POYOG and hold.

MEMPHIS CENTER	UNICOM
126.85 281.55	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1180-1 549 (600-1)		1180-1½ 549 (600-1½)	NA
CIRCLING	1240-1 608 (700-1)	1280-1 648 (700-1)	1380-2¼ 748 (800-2¼)	NA
BATESVILLE RGNL ALTIMETER SETTING MINIMUMS				
LNAV MDA	1260-1 629 (700-1)		1260-1¾ 629 (700-1¾)	NA
CIRCLING	1320-1 688 (700-1)	1360-1 728 (800-1)	1460-2½ 828 (900-2½)	NA



SC-1, 08 APR 2010 to 06 MAY 2010

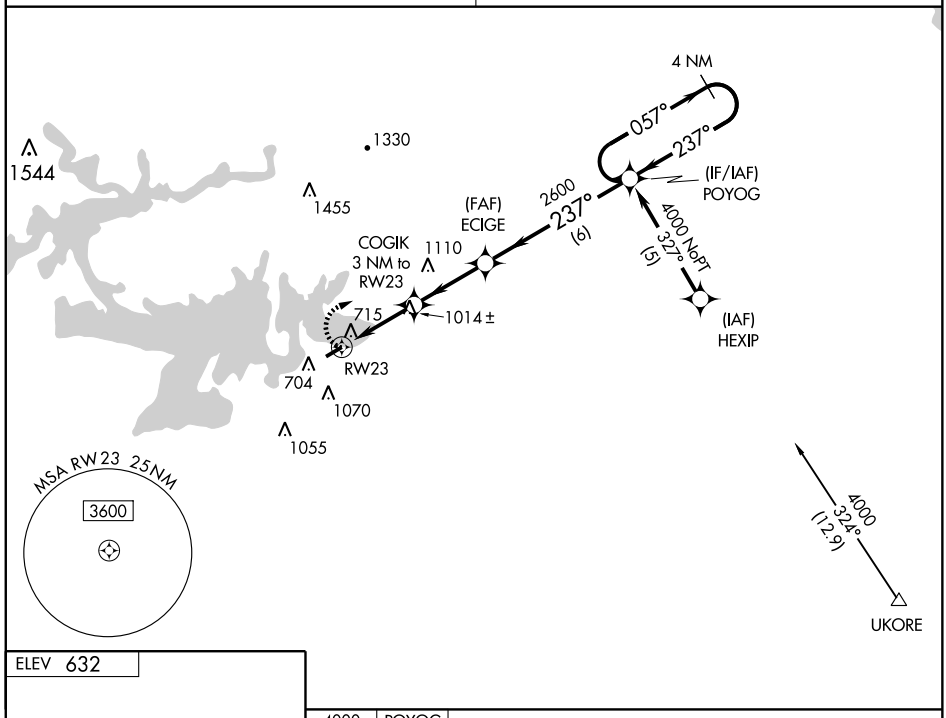
APP CRS	Rwy Idg	4002
237°	TDZE	632
	Apt Elev	632

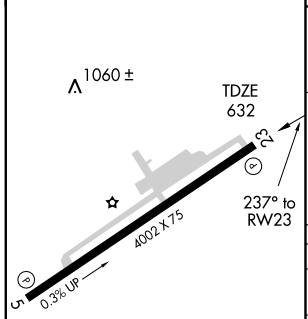
RNAV (GPS) RWY 23

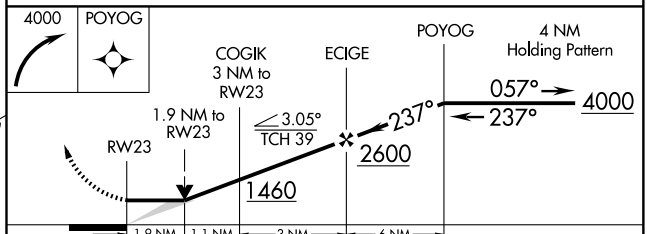
HEBER SPRINGS MUNI (HBZ)

NA	DME/DME RNP-0.3 NA. VDP NA when using Batesville Rgnl altimeter setting. Obtain local altimeter setting on CTAF; when not received, use Batesville Rgnl altimeter setting.	MISSED APPROACH: Climbing right turn to 4000 direct POYOG and hold.

MEMPHIS CENTER	UNICOM
126.85 281.55	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1280-1 648 (700-1)		1280-1¾ 648 (700-1¾)	NA
CIRCLING	1280-1 648 (700-1)		1380-2¼ 748 (800-2¼)	NA
BATESVILLE RGNL ALTIMETER SETTING MINIMUMS				
LNAV MDA	1340-1 708 (800-1)		1340-2 703 (800-2)	NA
CIRCLING	1340-1 708 (800-1)	1360-1 728 (800-1)	1460-2½ 828 (900-2½)	NA

MIRL Rwy 5-23 L

SC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5000
179°	TDZE	240
	Apt Elev	242

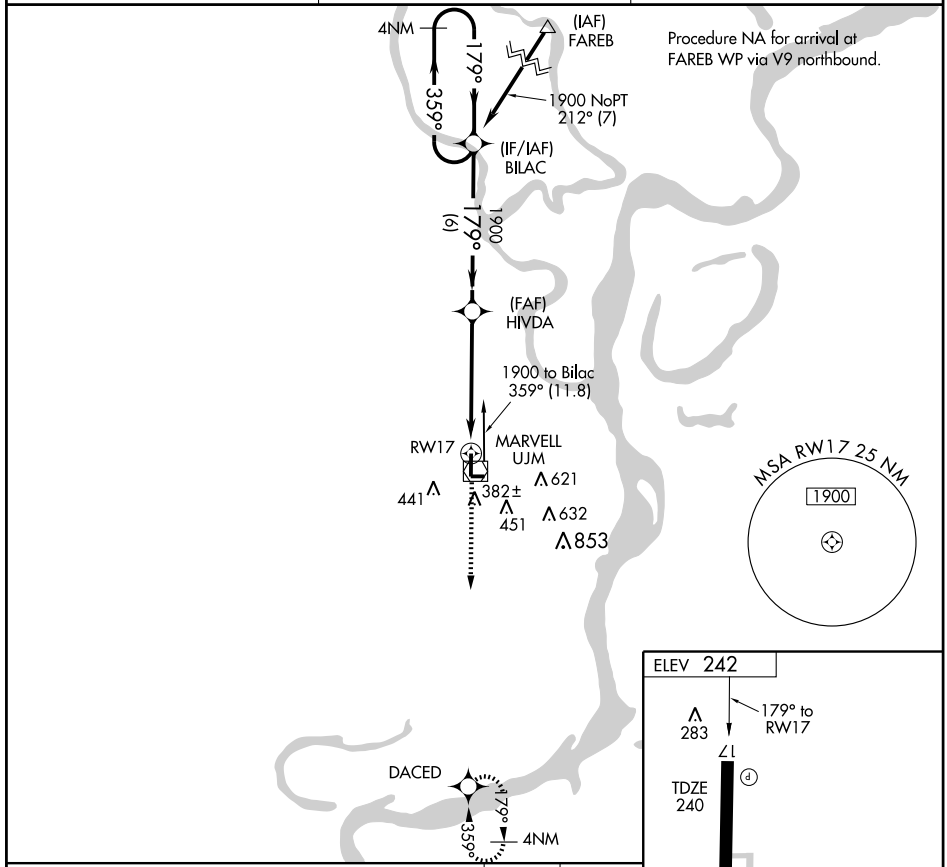
RNAV (GPS) RWY 17

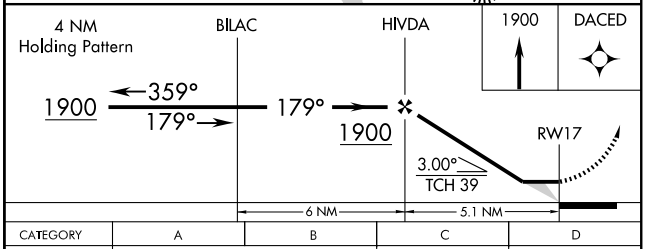
HELENA/WEST HELENA/THOMPSON-ROBBINS (HEE)

T A NA — GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Use Clarksdale, MS altimeter setting.

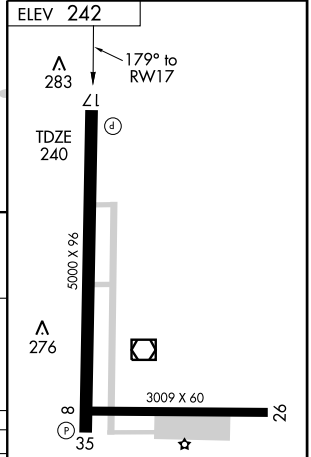
MISSED APPROACH: Climb to 1900 direct DACED WP and hold.

CLARKSDALE, MS AWOS-3	MEMPHIS CENTER	UNICOM
120.675	135.3 335.8	122.8 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	820-1	580 (600-1)	820-1½ 580 (600-1½)	NA
CIRCLING	840-1	598 (600-1)	840-1½ 598 (600-1½)	NA



REIL Rwys 17 and 35
MIRL Rwys 8-26 and 17-35

SC-1, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5000
359°	TDZE	240
	Apt Elev	242

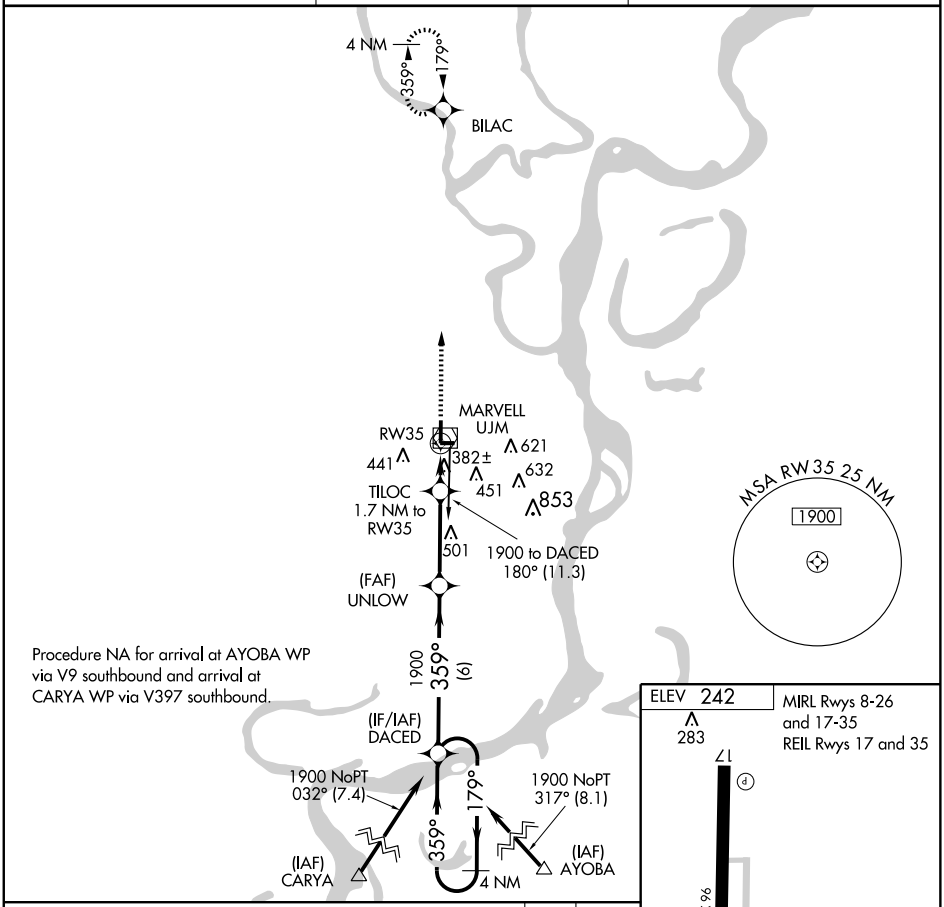
RNAV (GPS) RWY 35

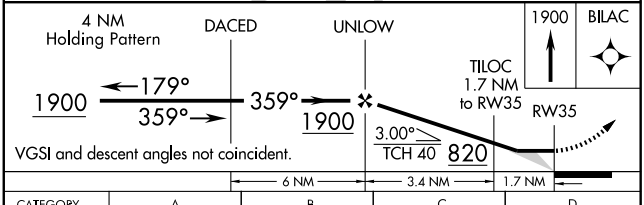
HELENA/WEST HELENA/ THOMPSON-ROBBINS (HEE)

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Use Clarksdale, MS altimeter setting.

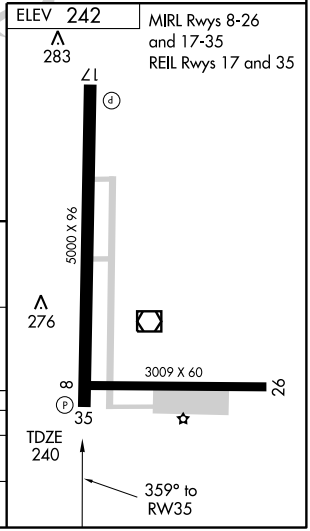
MISSED APPROACH: Climb to 1900 direct BILAC WP and hold.

CLARKSDALE, MS AWOS-3	MEMPHIS CENTER	UNICOM
120.675	135.3 335.8	122.8 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	740-1	500 (500-1)	740-1 1¼ 500 (500-1 ¼)	NA
CIRCLING	840-1	598 (600-1)	840-1½ 598 (600-1½)	NA



SC-1, 08 APR 2010 to 06 MAY 2010

VOR/DME UJM	APP CRS	Rwy Idg 5000
109.6	171°	TDZE 240
Chan 33		Apt Elev 242

VOR RWY 17

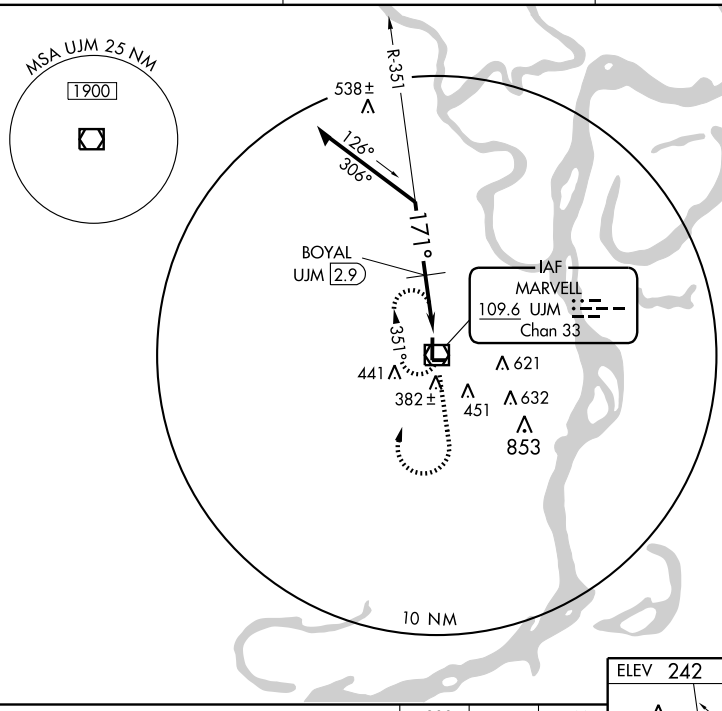
HELENA/WEST HELENA/ THOMPSON-ROBBINS (HEE)

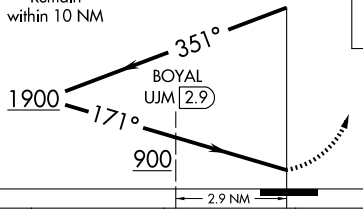
Use Clarksdale, MS altimeter setting.
Circling to Rwy 8-26 NA at night.

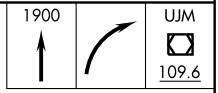
NA

MISSED APPROACH: Climb to 1900 then right turn direct UJM VOR/DME and hold.

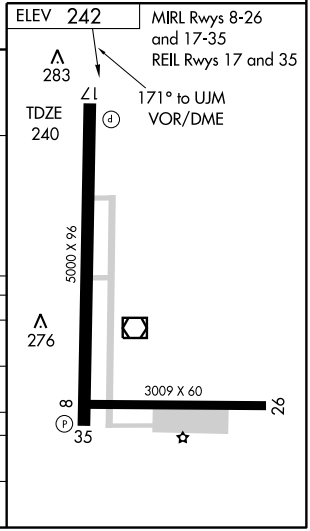
CLARKSDALE, MS AWOS-3	MEMPHIS CENTER	UNICOM
120.675	135.3 335.8	122.8 (CTAF)







CATEGORY	A	B	C	D
S-17	900-1	660 (700-1)	900-1¾ 660 (700-1¾)	NA
CIRCLING	900-1	658 (700-1)	900-1¾ 658 (700-1¾)	NA
BOYAL FIX MINIMUMS				
S-17	800-1	560 (600-1)	800-1½ 560 (600-1½)	NA
CIRCLING	840-1	598 (600-1)	840-1½ 598 (600-1½)	NA



SC-1, 08 APR 2010 to 06 MAY 2010

VOR/DME UJM	APP CRS	Rwy Idg 5000
109.6	013°	TDZE 240
Chan 33		Apt Elev 242

VOR RWY 35

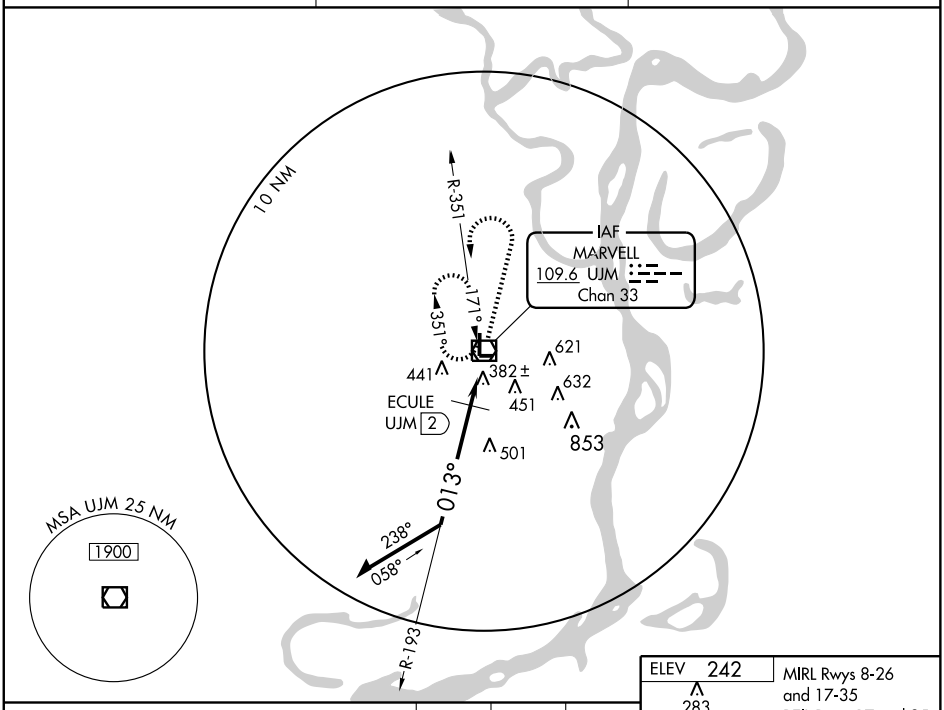
HELENA/WEST HELENA/THOMPSON-ROBBINS (HEE)

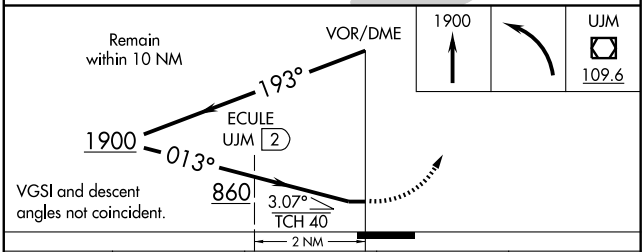
Use Clarksdale, MS altimeter setting.
Circling to Rwy 8-26 NA at night.

NA

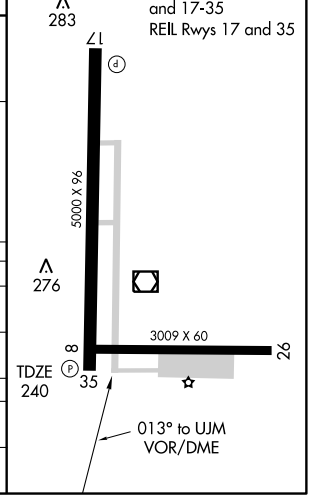
MISSED APPROACH: Climb to 1900 then left turn direct UJM VOR/DME and hold.

CLARKSDALE, MS AWOS-3	MEMPHIS CENTER	UNICOM
120.675	135.3 335.8	122.8 (CTAF)





CATEGORY	A	B	C	D
S-35	860-1 620 (700-1)		860-1¾ 620 (700-1¾)	NA
CIRCLING	860-1 618 (700-1)		860-1¾ 618 (700-1¾)	NA
ECULE FIX MINIMUMS				
S-35	700-1 460 (500-1)		700-1¼ 460 (500-1¼)	NA
CIRCLING	840-1 598 (600-1)		840-1½ 598 (600-1½)	NA



SC-1, 08 APR 2010 to 06 MAY 2010

NDB HPC 362	APP CRS 151°	Rwy Idg 5501
		TDZE 359
		Apt Elev 359

NDB RWY 16

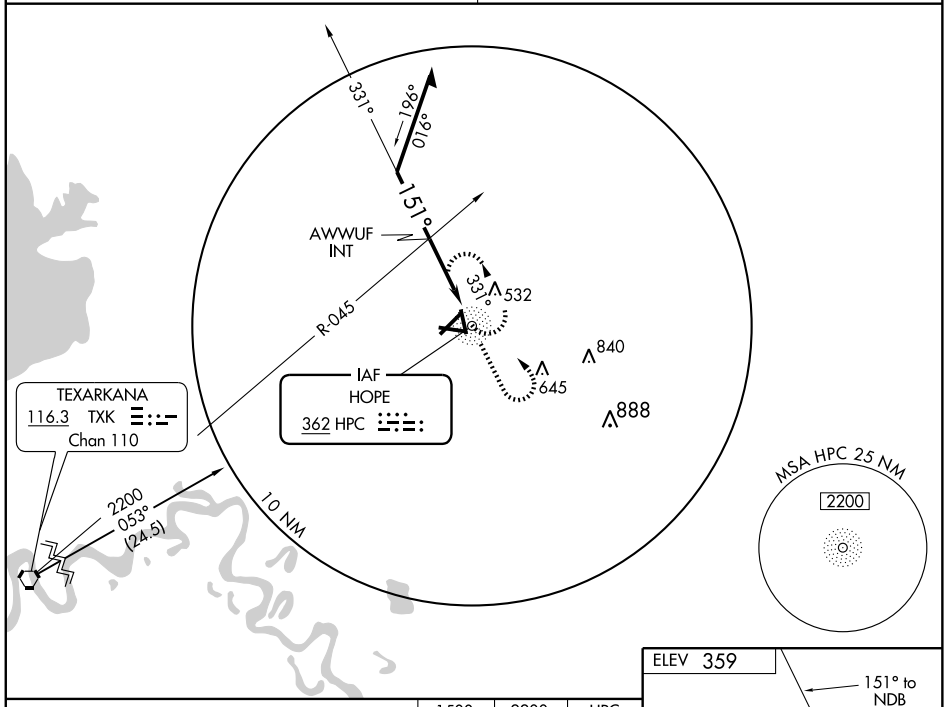
HOPE MUNI (M18)

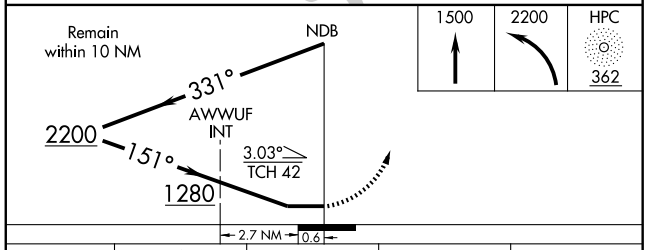
When VGSI inop, Straight-In/Circling Rwy 16 procedure NA at night. Visibility reduction by helicopters NA. Use Texarkana altimeter setting; when not received use Arkadelphia altimeter setting.

NA

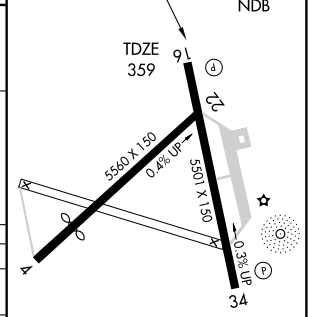
MISSED APPROACH: Climb to 1500, then climbing left turn to 2200 direct HPC NDB and hold.

FORT WORTH CENTER	UNICOM
123.925 269.475	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-16	1280-1¼ 921 (1000-1¼)		1280-2¾ 921 (1000-2¾)	1280-3 921 (1000-3)
CIRCLING	1280-1¼ 921 (1000-1¼)		1280-2¾ 921 (1000-2¾)	1280-3 921 (1000-3)
AWWUF FIX MINIMUMS				
S-16	1020-1 661 (700-1)		1020-1¾ 661 (700-1¾)	1020-2 661 (700-2)
CIRCLING	1020-1 661 (700-1)		1020-1¾ 661 (700-1¾)	1020-2 661 (700-2)



REIL Rwys 16 and 34
MIRL Rwy 16-34 L

SC-1, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5501
164°	TDZE	359
	Apt Elev	359

RNAV (GPS) RWY 16

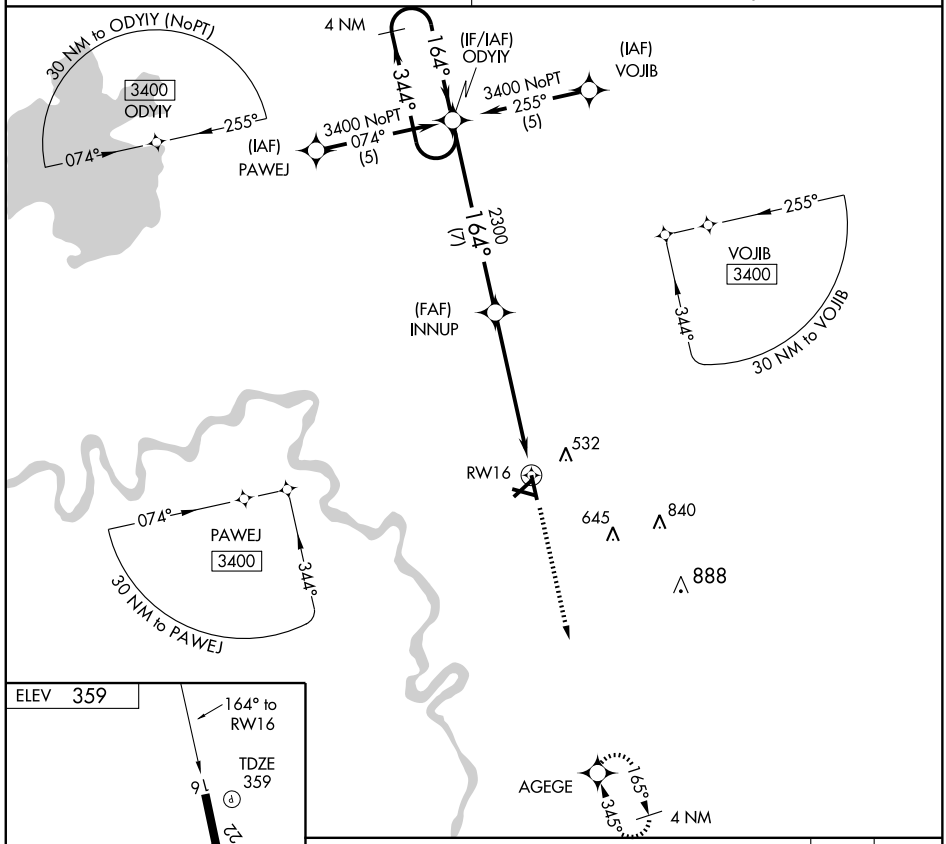
HOPE MUNI (M18)

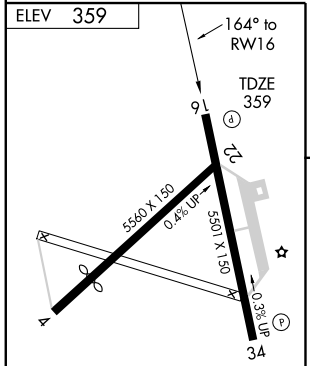
NA Use Texarkana altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct AGEGE and hold.

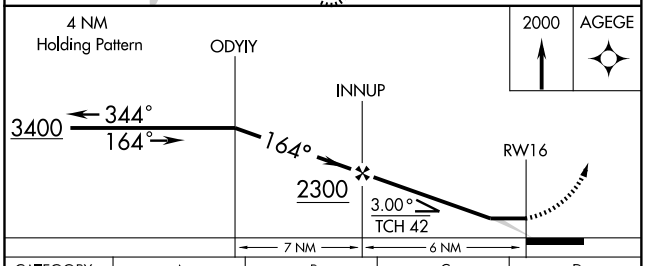
FORT WORTH CENTER
123.925 269.475

UNICOM
122.8 (CTAF) L





MIRL Rwy 16-34 L
REIL Rwys 16 and 34



CATEGORY	A	B	C	D
LNAV MDA	920-1	561 (600-1)	920-1½ 561 (600-1½)	920-1¾ 561 (600-1¾)
CIRCLING	920-1	561 (600-1)	920-1½ 561 (600-1½)	920-2 561 (600-2)

SC-1, 08 APR 2010 to 06 MAY 2010

LOC I-HOT	APP CRS	Rwy Idg	6595
111.5	050°	TDZE	515
Chan 52		Apt Elev	540

ILS or LOC RWY 5

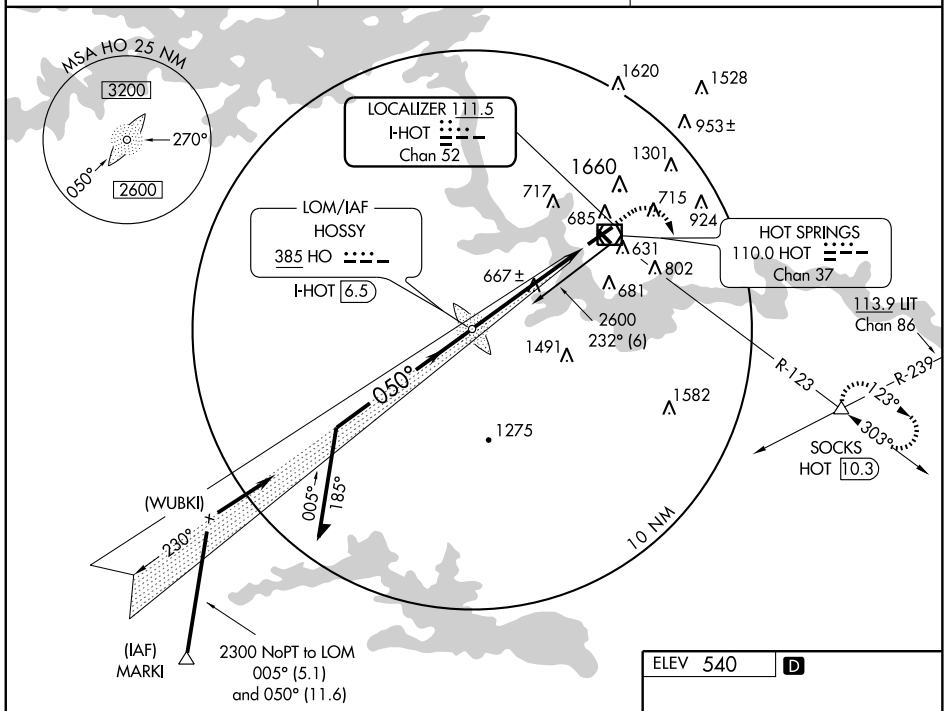
HOT SPRINGS/ MEMORIAL FIELD (HOT)

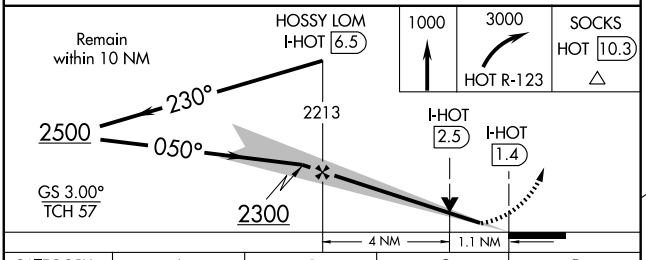
Circling not authorized northwest of Rwy 5-23.
NA Use I-HOT DME when on localizer course.

MALSR

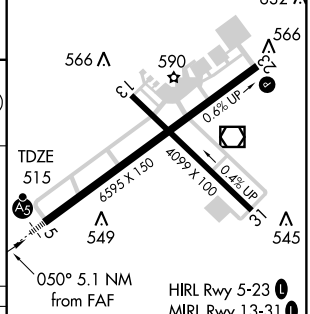
MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 via HOT R-123 to SOCKS Int/HOT 10.3 DME and hold.

ASOS	MEMPHIS CENTER	UNICOM
119.925	128.475 377.15	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-ILS 5	715-½ 200 (200-½)			
S-LOC 5	940-½ 425 (500-½)		940-¾ 425 (500-¾)	
CIRCLING	1060-1 520 (600-1)		1060-1½ 520 (600-1½)	1120-2 580 (600-2)



FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SC-1, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	6595
050°	TDZE	515
	Apt Elev	540

RNAV (GPS) RWY 5

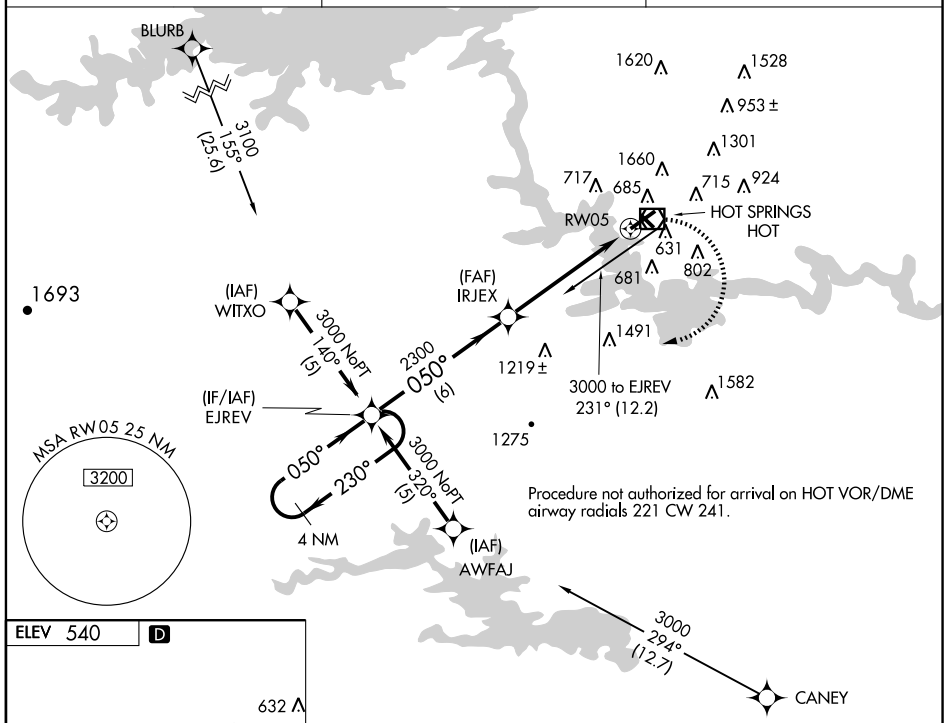
HOT SPRINGS /MEMORIAL FIELD (HOT)

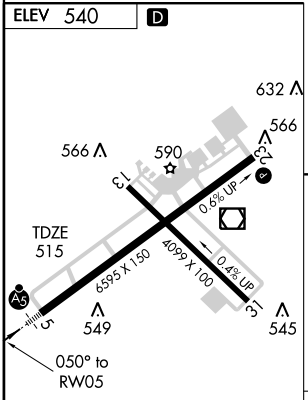
DME/DME RNP-0.3 NA. Circling not authorized northwest of Rwy 5-23. For inoperative MALSR, increase LNAV Cat D visibility to 1¼ mile.

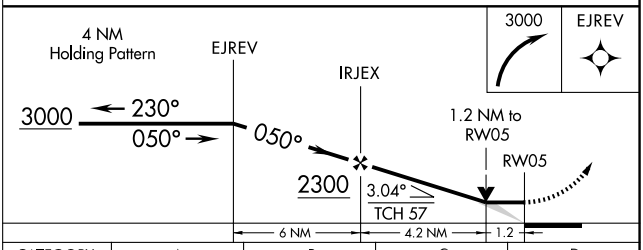
MALSR

MISSED APPROACH: Climbing right turn to 3000 direct EJREV WP and hold.

ASOS	MEMPLIS CENTER	UNICOM
119.925	128.475 377.15	123.0 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	940-½ 425 (400-½)		940-¾ 425 (400-¾)	940-1 425 (400-1)
CIRCLING	1060-1 520 (600-1)		1060-1½ 520 (600-1½)	1120-2 580 (600-2)

HIRL Rwy 5-23 L
MIRL Rwy 13-31 L
REIL Rwy 13 L

SC-1. 08 APR 2010 to 06 MAY 2010

VOR/DME HOT	APP CRS	Rwy Idg	6595
110.0	058°	TDZE	515
Chan 37		Apt Elev	540

VOR RWY 5

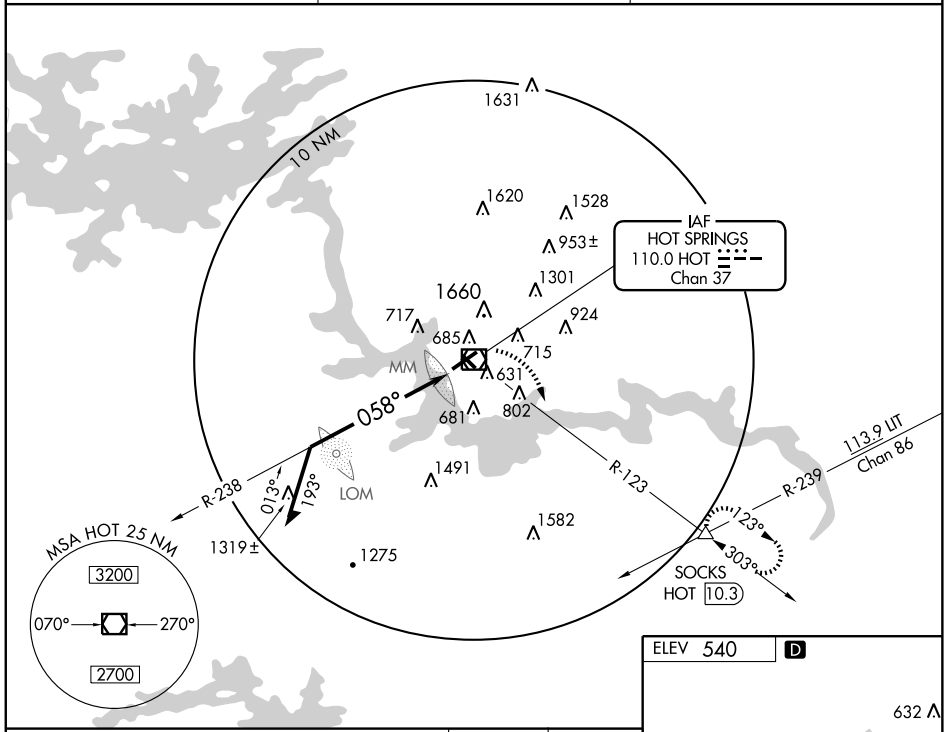
HOT SPRINGS/ MEMORIAL FIELD (HOT)

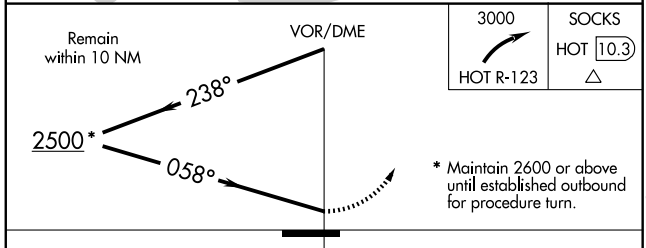
Circling not authorized northwest of Rwy 5-23. Obtain local altimeter setting on CTAF; when not received, use Little Rock altimeter setting. Inoperative table does not apply to Cat. A. For inoperative MALSR, increase S-5 Cat. B visibility to 1½.

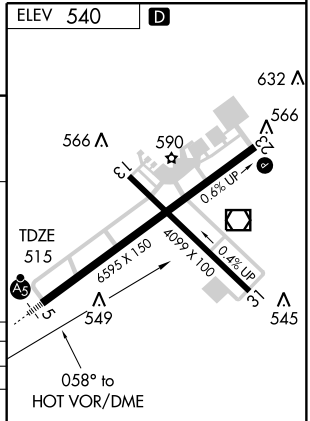
MALSR

MISSED APPROACH: Climbing right turn to 3000 via HOT R-123 to SOCKS Int/HOT 10.3 DME and hold.

ASOS	MEMPHIS CENTER	UNICOM
119.925	128.475 377.15	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-5	1620-1¼ 1105 (1100-1¼)		1620-2½ 1105 (1100-2½)	
CIRCLING	1620-1¼ 1080 (1100-1¼)	1620-1½ 1080 (1100-1½)	1620-3 1080 (1100-3)	
LITTLE ROCK ALTIMETER SETTING MINIMUMS				
S-5	1780-1¼ 1265 (1300-1¼)		1780-2½ 1265 (1300-2½)	
CIRCLING	1780-1¼ 1240 (1300-1¼)	1780-1½ 1240 (1300-1½)	1780-3 1240 (1300-3)	

HIRL Rwy 5-23 L
MIRL Rwy 13-31 L
REIL Rwy 13 L

SC-1, 08 APR 2010 to 06 MAY 2010

VOR/DME HOT	APP CRS	Rwy Idg	6595
110.0	058°	TDZE	515
Chan 37		Apt Elev	540

ZAPLE VOR RWY 5

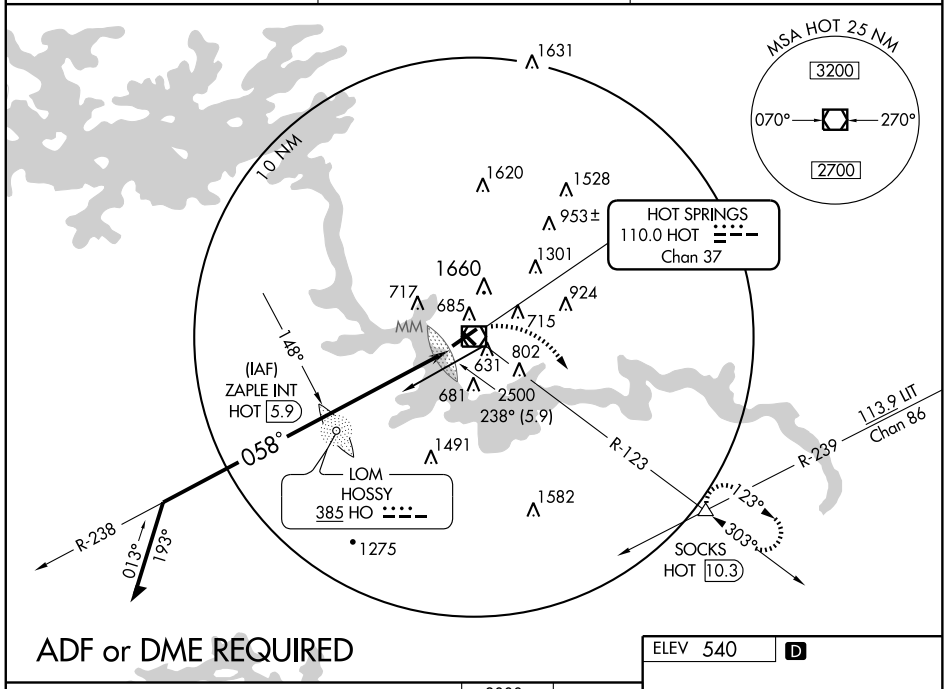
HOT SPRINGS/ MEMORIAL FIELD (HOT)

Circling not authorized northwest of Rwy 5-23. Obtain local altimeter setting on CTAF; when not received, use Little Rock altimeter setting. Memorial Field altimeter setting minimums: for inoperative MALSR, increase S-5 Cat. D visibility to 1¼ .

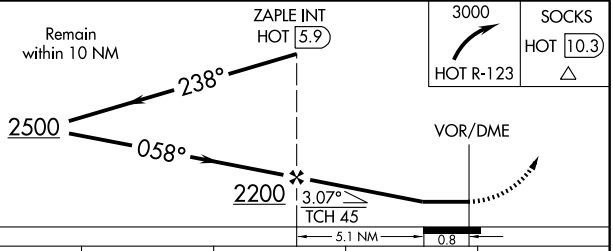
MALSR

MISSED APPROACH: Climb right turn to 3000 via HOT R-123 to SOCKS Int/HOT 10.3 DME and hold.

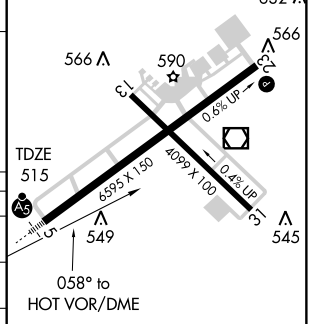
ASOS	MEMPHIS CENTER	UNICOM
119.925	128.475 377.15	123.0 (CTAF) L



ADF or DME REQUIRED



CATEGORY	A	B	C	D
S-5	940-½ 425 (500-½)		940-¾ 425 (500-¾)	940-1 425 (500-1)
CIRCLING	1060-1 520 (600-1)		1060-1½ 520 (600-1½)	1120-2 580 (600-2)
LITTLE ROCK ALTIMETER SETTING MINIMUMS				
S-5	1080-½ 565 (600-½)		1080-1 565 (600-1)	1080-1¼ 565 (600-1¼)
CIRCLING	1200-1 660 (700-1)		1200-1¾ 660 (700-1¾)	1260-2¼ 720 (800-2¼)



HIRL Rwy 5-23 L
MIRL Rwy 13-31 L
REIL Rwy 13 L

SC-1, 08 APR 2010 to 06 MAY 2010

HUNTSVILLE, ARKANSAS

AL-6945 (FAA)

VORTAC RZC	APP CRS	Rwy Idg	3600
116.4	115°	TDZE	1744
Chan 111		Apt Elev	1749

VOR/DME or GPS RWY 12

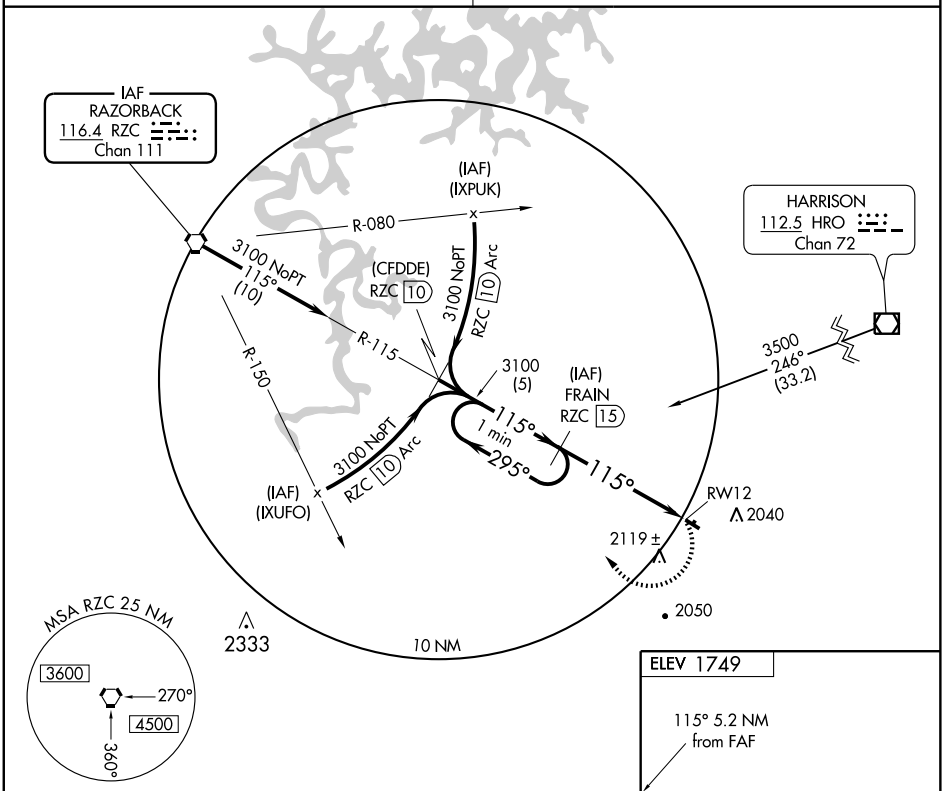
HUNTSVILLE MUNI (H34)

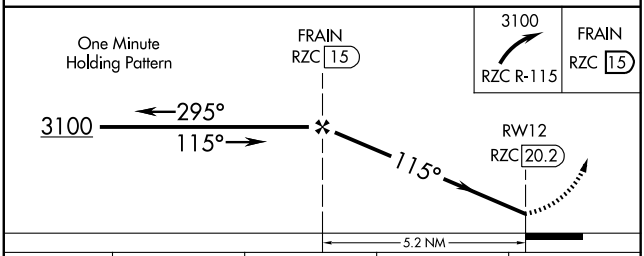
NA Use Fayetteville/Drake Field altimeter setting.

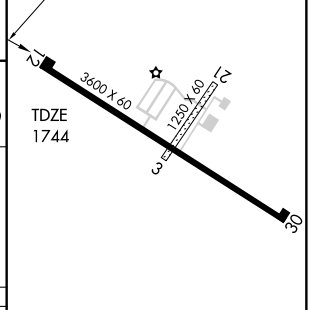
MISSED APPROACH: Climbing right turn to 3100 via RZC R-115 to FRAIN 15 DME and hold.

RAZORBACK APP CON *
126.6 305.2

UNICOM
122.8 (CTAF) L





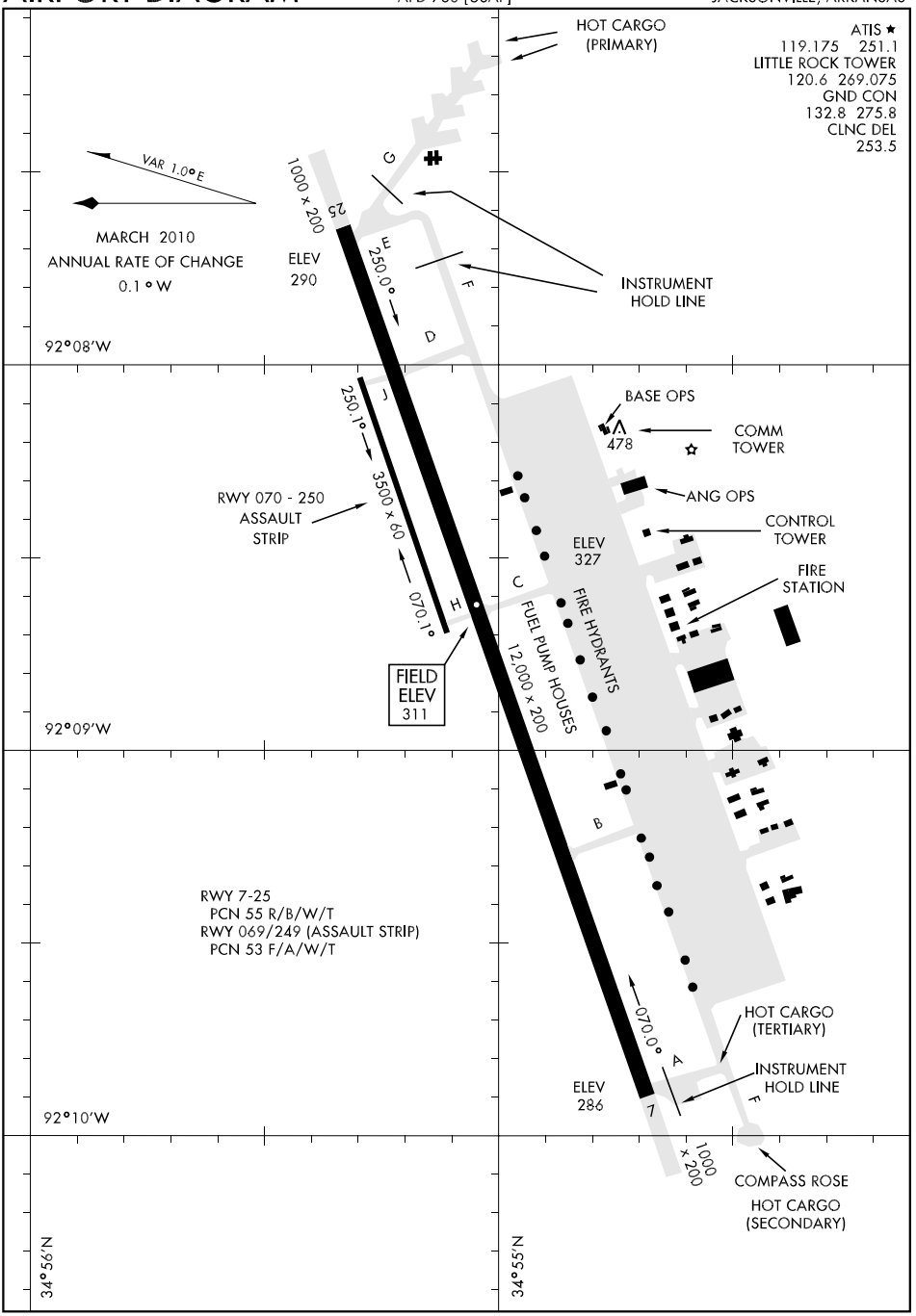


CATEGORY	A	B	C	D
S-12	2500-1 756 (800-1)	2500-1¼ 756 (800-1¼)	2500-2¼ 756 (800-2¼)	NA
CIRCLING	2500-1 751 (800-1)	2500-1¼ 751 (800-1¼)	2500-2¼ 751 (800-2¼)	NA

MIRL Rwy 12-30 L

Knots	60	90	120	150	180
Min:Sec					

SC-1, 08 APR 2010 to 06 MAY 2010


HOT CARGO (PRIMARY)
ATIS ★ 119.175 251.1
LITTLE ROCK TOWER 120.6 269.075
GND CON 132.8 275.8
CLNC DEL 253.5
VAR 1.0°E
MARCH 2010
ANNUAL RATE OF CHANGE
0.1° W
1000 x 200
25
ELEV 290
250.0°
INSTRUMENT HOLD LINE
92°08'W
BASE OPS
478
COMM TOWER
250.1°
3500 x 60
070.1°
RWY 070 - 250
ASSAULT STRIP
ANG OPS
CONTROL TOWER
ELEV 327
FIRE STATION
FIRE HYDRANTS
FUEL PUMP HOUSES
12,000 x 200
FIELD ELEV 311
92°09'W
RWY 7-25
PCN 55 R/B/W/T
RWY 069/249 (ASSAULT STRIP)
PCN 53 F/A/W/T
070.0°
HOT CARGO (TERTIARY)
INSTRUMENT HOLD LINE
ELEV 286
7
1000 x 200
COMPASS ROSE
HOT CARGO (SECONDARY)
92°10'W
34°56'N
34°55'N

ILS or LOC RWY 25

LOC I-TYV	APCH CRS	Rwy ldg / TDZE / Arpt Elev	AL-738 [USAF]	LITTLE ROCK AFB (KLRF)
109.9	250°	12,000 / 299 / 311		

▼ * When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

ALSF-1 (A1)

MISSED APPROACH: Climb to 1300 then turn right climbing to 3000, intercept LRF TACAN R-340 to 13 DME (HERCK) and hold.

ATIS ★	LITTLE ROCK APP CON	LITTLE ROCK TOWER	GND CON	CLNC DEL
119.175 251.1	119.5 306.2	120.6 269.075	132.8 275.8	253.5

RADAR REQUIRED
WHEN R-2403A / R2403B
ACTIVE

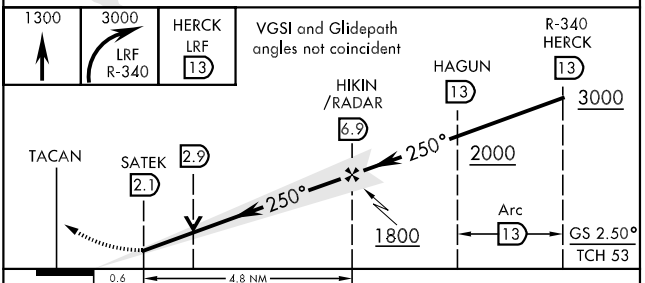
MSA LRF 25 NM
3300

R-340
LRF 20
160°
340°
Max holding alt 8000
(IAF) HERCK LRF 13 3000
NoPT 2000
LRF 13 Arc
791
Max holding 230 KIAS
Max holding alt 4000
Do not enter holding from the North
774
LRF 11.9 574
LR-060
070°
250°
430
(IAF) HAGUN LRF 13
(IAF) HIKIN LRF 6.9 /RADAR
615
446
R2403A
R2403B
JACKSONVILLE
Chan 29 LRF
10 NM
LOCALIZER 109.9
I-TYV
EMERG SAFE ALT 100 NM 4100

ELEV 311
250° 5.4 NM from FAF
ASSAULT STRIP
A1
338
070°
250°
486
3500 x 60
424
356
12,000 x 200
TDZE 299
407
441
496
570
517
HIRL Rwy 7-25

1300 | 3000 LRF R-340 | HERCK LRF 13

VGSI and Glidepath angles not coincident



CATEGORY	A	B	C	D	E
S-ILS 25 *	499/24		200 (200-½)		
S-LOC/DME 25 **	700/24 401 (400-½)		700/40 401 (400-¾)		700/50 401 (400-1)
CIRCLING	840-1 529 (600-1)	880-1 569 (600-1)	880-1½ 569 (600-1½)	880-2 569 (600-2)	940-2¼ 629 (700-2¼)

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NDB RWY 25

NDB TYV 290	APCH CRS 250°	Rwy ldg 12,000 TDZE 299 Arpt Elev 311	AL-738 [USAF]	LITTLE ROCK AFB (KLRF)

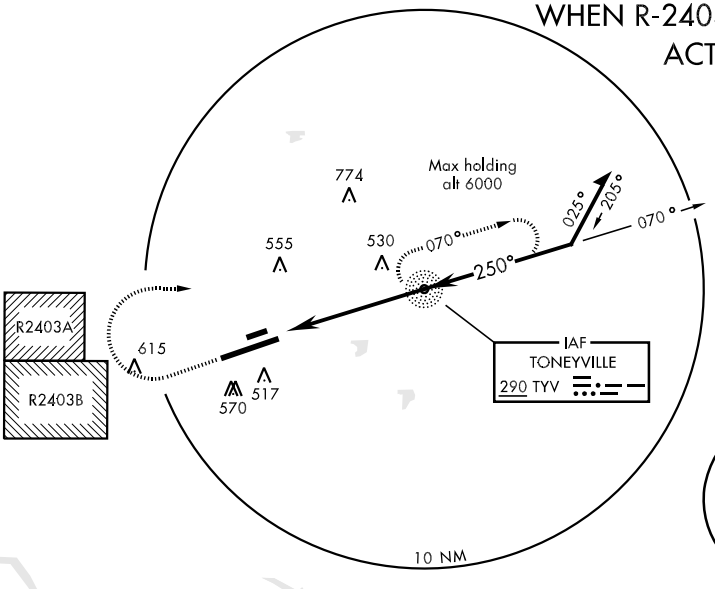
* When ALS inop, increase CAT AB RVR to 60 and vis to 1¼ miles, CAT C vis to 1½ miles, CAT D vis to1¾ miles, CAT E vis to 2 miles.

ALSF-1

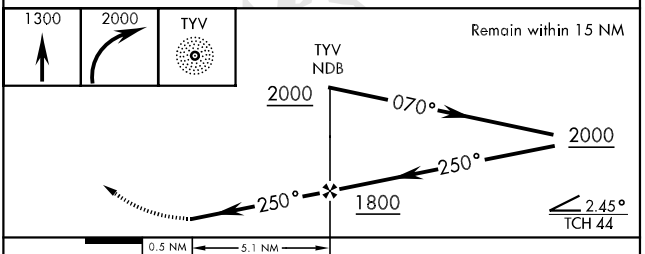
MISSED APPROACH: Climb to 1300, then climbing right turn to 2000 direct TYV NDB and hold.

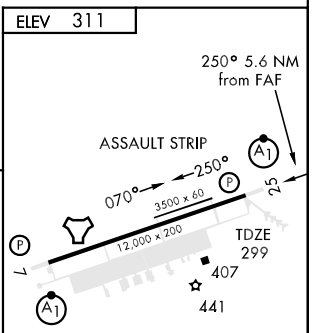
ATIS *	LITTLE ROCK APP CON	LITTLE ROCK TOWER	GND CON	CLNC DEL
119.175 251.1	119.5 306.2	120.6 269.075	132.8 275.8	253.5

RADAR REQUIRED WHEN R-2403A / R2403B ACTIVE



EMERG SAFE ALT 100 NM 4100





CATEGORY	A	B	C	D	E
S-NDB 25 *	880/24 581	(600-½)	880/50 581 (600-1)	880/60 581 (600-1¼)	880-1½ 581 (600-1½)
CIRCLING	880-1 569	(600-1)	880-1½ 569 (600-1½)	880-2 569 (600-2)	940-2¼ 629 (700-2¼)

HIRL Rwy 7-25

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

TACAN RWY 7

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
LRF Chan 29	056°	12,000	308	311

AL-738 [USAF]

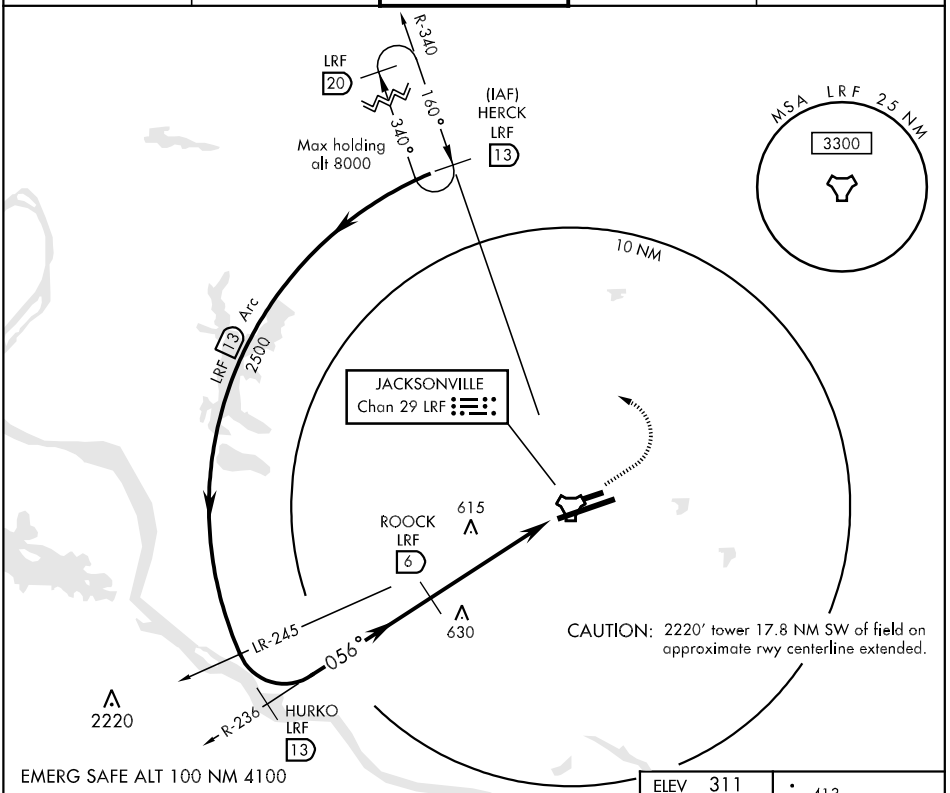
LITTLE ROCK AFB (KLRF)

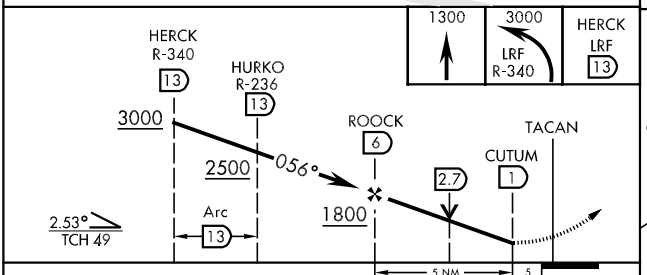
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles and CAT E vis to 2 miles.

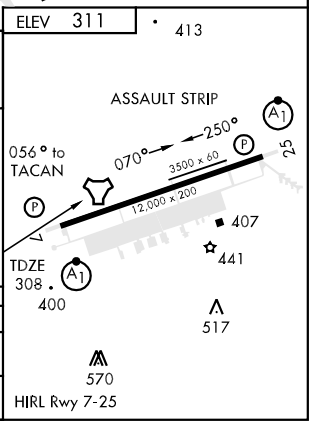
ALSF-1

MISSED APPROACH: Climb to 1300 then turn left climbing to 3000, intercept LRF TACAN R-340 to 13 DME (HERCK) and hold.

ATIS ★	LITTLE ROCK APP CON	LITTLE ROCK TOWER	GND CON	CLNC DEL
119.175 251.1	119.5 306.2	120.6 269.075	132.8 275.8	253.5







CATEGORY	A	B	C	D	E
S-7 *	900/24 592 (600-½)		900/50 592 (600-1)	900/60 592 (600-1¼)	900-1½ 592 (600-1½)
CIRCLING	900-1 589 (600-1)		900-1½ 589 (600-1½)	900-2 589 (600-2)	940-2¼ 629 (700-2¼)

SC-1, 08 APR 2010 to 06 MAY 2010

TACAN RWY 25

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
LRF Chan 29	257°	12,000	299	311

AL-738 [USAF]

LITTLE ROCK AFB (KLRF)

▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

ALSF-1

MISSED APPROACH: Climb to 1300 then turn right climbing to 3000, intercept LRF TACAN R-340 to 13 DME (HERCK) and hold.

ATIS ★	LITTLE ROCK APP CON	LITTLE ROCK TOWER	GND CON	CLNC DEL
119.175 251.1	119.5 306.2	120.6 269.075	132.8 275.8	253.5

RADAR REQUIRED
WHEN R-2403A / R2403B
ACTIVE

R-340
LRF 20
160°
340°
(IAF) HERCK LRF 13
Max holding alt 8000
LRF 13 Arc 2000
791
LR-068
R-077
GETVE LRF 7
257°
ETABE LRF 13
407
649
615
R2403A
R2403B
JACKSONVILLE Chan 29 LRF
MSA LRF 25 NM
3300
10 NM

EMERG SAFE ALT 100 NM 4100

1300 | 3000 LRF R-340 | HERCK LRF 13

HERCK R-340 13 3000
ETABE R-077 13
GETVE 7
257° 2000
HITKI 3.0
TACAN 2
1800
Arc 13
2.51°
TCH 44
.5 5 NM

ELEV 311
257° 5.5 NM from FAF
331
ASSAULT STRIP
070°
250°
3500 x 60
12,000 x 200
TDZE 299
407
441
496
517
570
HIRL Rwy 7-25

CATEGORY	A	B	C	D	E
S-25 *	740/24 441 (500-½)		740/40 441 (500-¾)	740/50 441 (500-1)	
CIRCLING	840-1 529 (600-1)	880-1 569 (600-1)	880-1½ 569 (600-1½)	880-2 569 (600-2)	940-2¼ 629 (700-2¼)

SC-1, 08 APR 2010 to 06 MAY 2010

LOC I-JBR	APP CRS	Rwy Idg	6200
110.15	228°	TDZE	262
		Apt Elev	262

ILS or LOC RWY 23

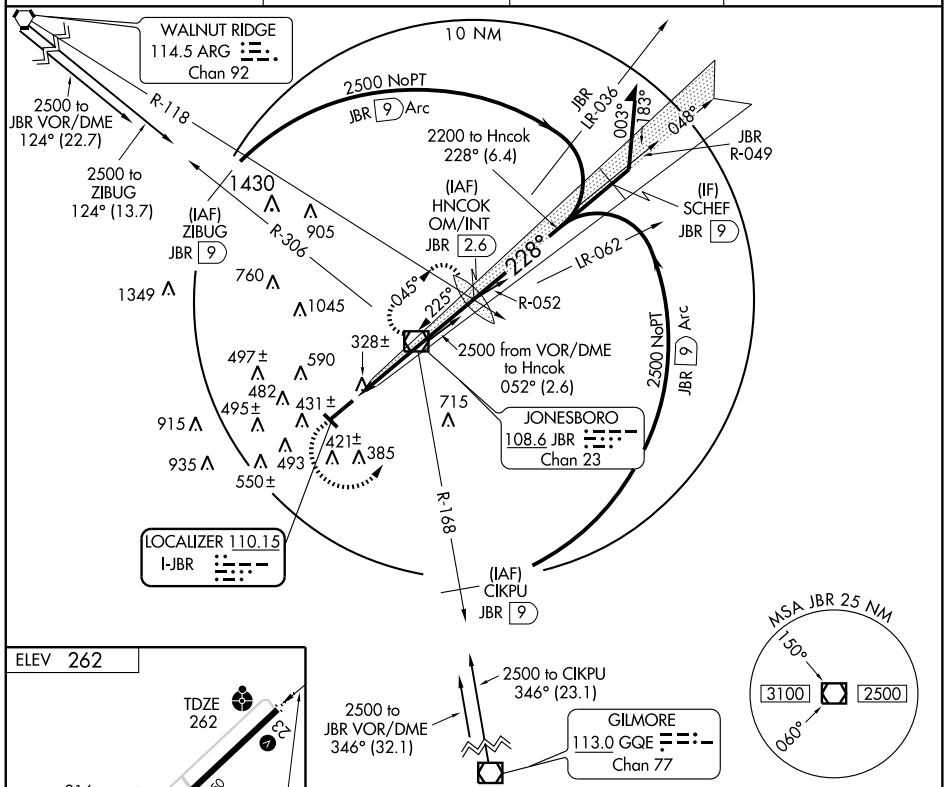
JONESBORO MUNI (JBR)

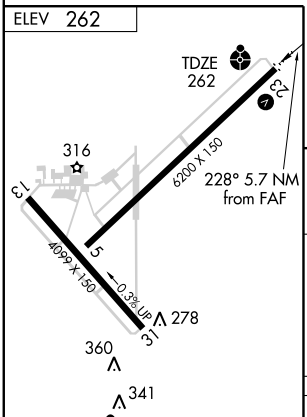
Circling NA northwest of Rwy 5-23. Visibility reduction by helicopters NA. When local altimeter setting not received, use Walnut Ridge altimeter setting; increase DA to 516 feet. Increase all MDAs 60 feet and visibility S-LOC 23 Cat D ¼ mile. Autopilot coupled approach NA below 1327.

ODALS

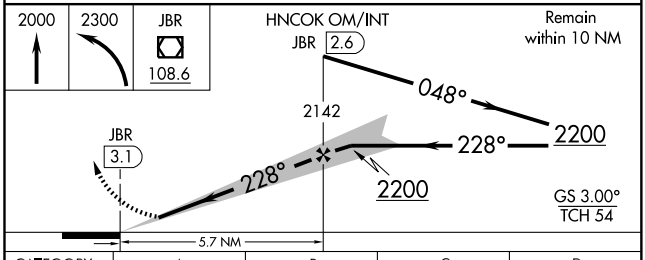
MISSED APPROACH: Climb to 2000 then climbing left turn to 2300 direct JBR VOR/DME and hold.

ASOS	MEMPHIS CENTER	UNICOM	CTAF
118.525	120.075 289.4	123.0	123.6 L





FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54



CATEGORY	A	B	C	D
S-ILS 23	462-¾ 200 (200-¾)			
S-LOC 23	580-¾ 318 (400-¾)			580-1 318 (400-1)
CIRCLING	760-1 498 (500-1)		760-1½ 498 (500-1½)	820-2 558 (600-2)

SC-1, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	6200
Chan 65806	228°	TDZE	262
W23A		Apt Elev	262

RNAV (GPS) RWY 23

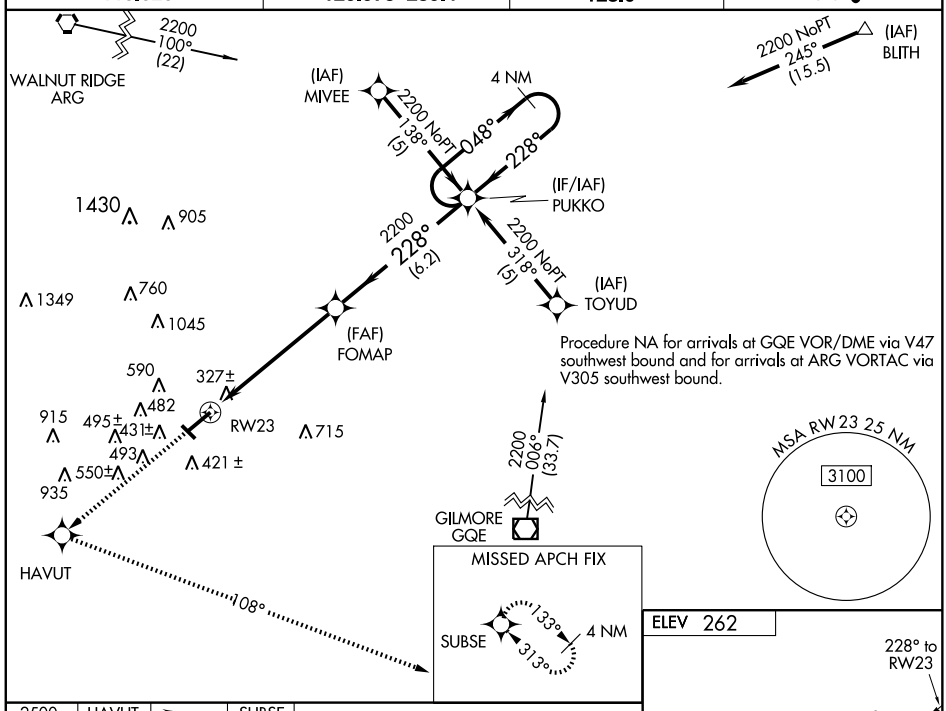
JONESBORO MUNI (JBR)

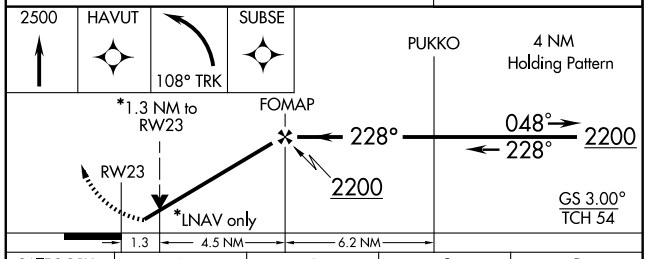
Inoperative table does not apply to LNAV Cat C. Circling NA north of Rwy 5-23.
BARO-VNAV NA when using Walnut Ridge altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Walnut Ridge altimeter setting. When local altimeter setting not received, use Walnut Ridge altimeter setting, increase all DAs 54 feet and all MDAs 60 feet. Increase LPV visibility ¼ mile all Cats and LNAV visibility Cats C and D ¼ mile.

ODALS

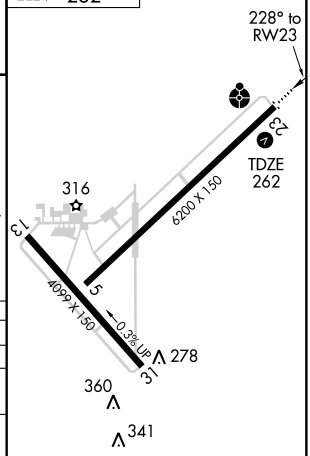
MISSED APPROACH: Climb to 2500 direct HAVUT and left turn via 108° track to SUBSE and hold.

ASOS	MEMPHIS CENTER	UNICOM	CTAF
118.525	120.075 289.4	123.0	123.6 L





ELEV 262



CATEGORY	A	B	C	D
LPV DA	545-1 283 (300-1)			
LNAV/VNAV DA	593-1¼ 331 (400-1¼)			
LNAV MDA	720-¾ 458 (500-¾)		720-1¼ 458 (500-1¼)	720-1½ 458 (500-1½)
CIRCLING	760-1 498 (500-1)		760-1½ 498 (500-1½)	820-2 558 (600-2)

REIL Rwy 23 L
MIRL Rwys 5-23 and 13-31 L

SC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4099
313°	TDZE	258
	Apt Elev	262

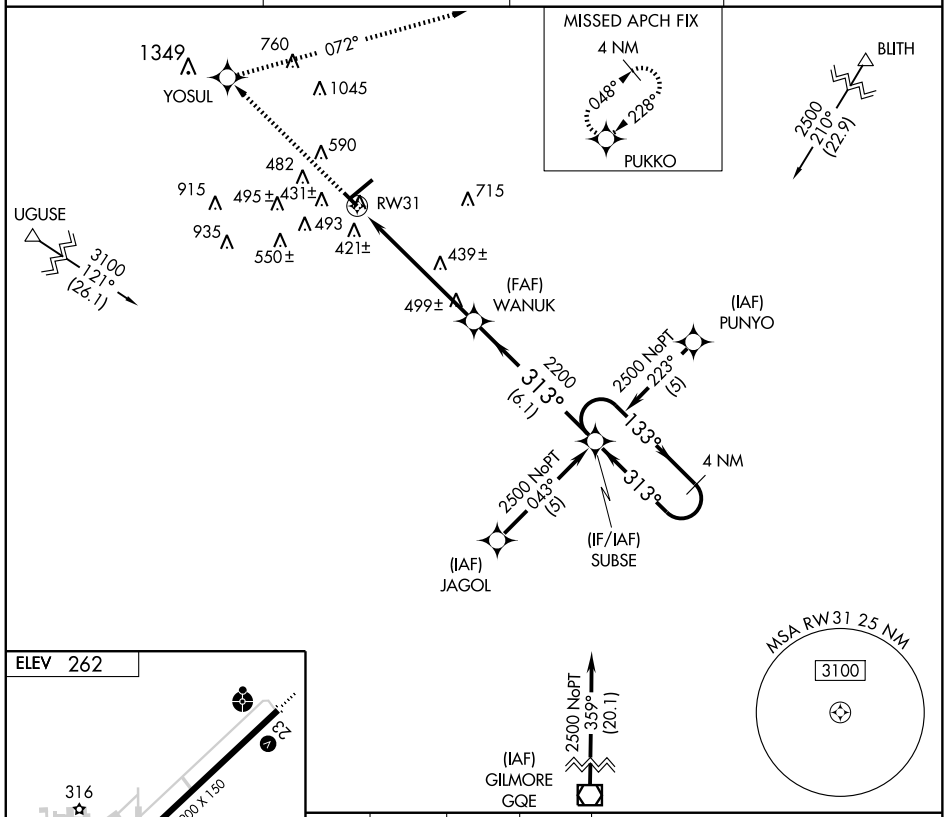
RNAV (GPS) RWY 31

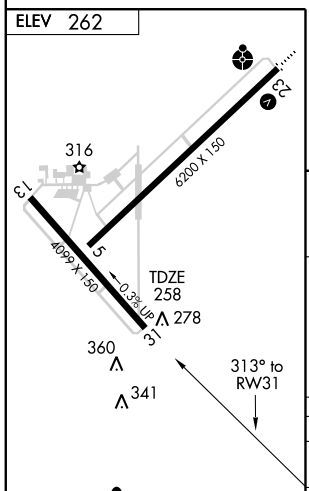
JONESBORO MUNI (JBR)

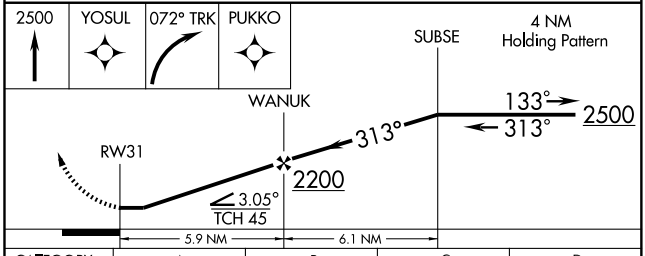
Straight in minimums NA at night. Circling to Rwy 31 NA at night. Circling NA northwest of Rwy 5-23. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Walnut Ridge altimeter setting, increase all MDAs 60 feet and increase LNAV visibility Cats C and D ¼mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 direct YOSUL and right turn via 072° track to PUKKO and hold.

ASOS	MEMPHIS CENTER	UNICOM	CTAF
118.525	120.075 289.4	123.0	123.6 L







CATEGORY	A	B	C	D
LNAV MDA	820-1	562 (600-1)	820-1½ 562 (600-1½)	820-1¾ 562 (600-1¾)
CIRCLING	820-1	558 (600-1)	820-1½ 558 (600-1½)	820-2 558 (600-2)

REIL Rwy 23 L
MIRL Rwys 5-23 and 13-31 L

VOR/DME JBR	APP CRS	Rwy Idg	6200
108.6	225°	TDZE	262
Chan 23		Apt Elev	262

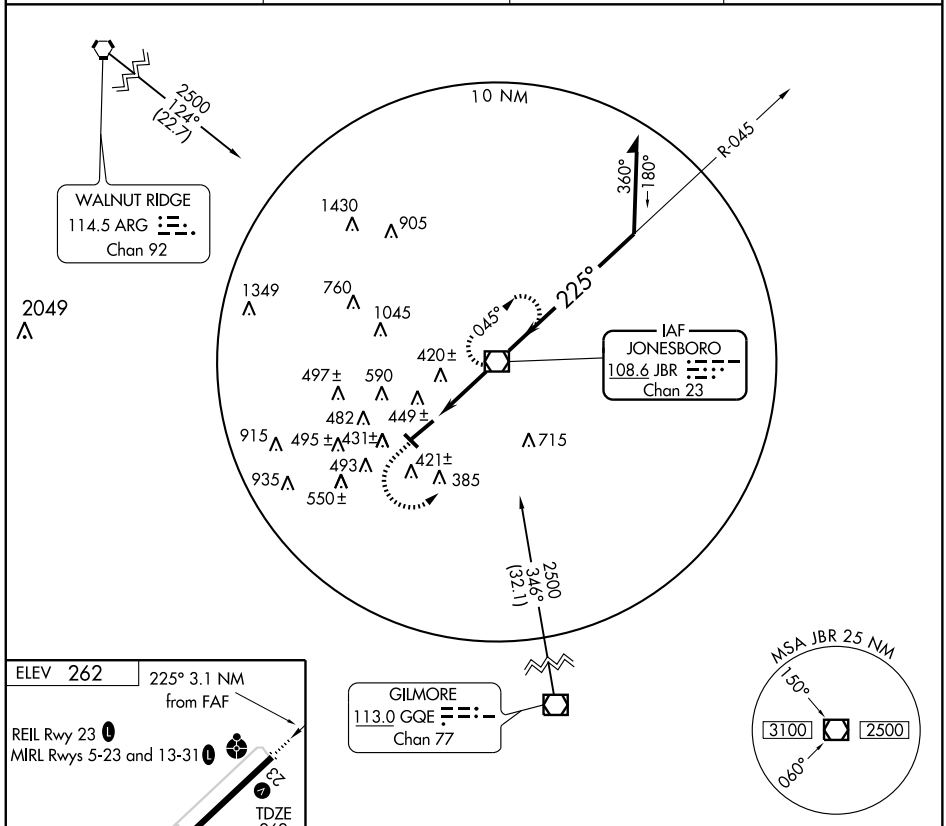
VOR RWY 23
JONESBORO MUNI (JBR)

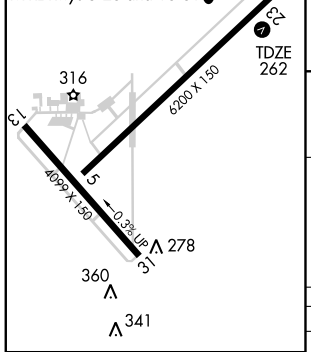
Circling NA north of Rwy 5-23. Inoperative table does not apply to S-23 Cat C. Visibility reduction by helicopters NA. When local altimeter setting not received, use Walnut Ridge Rgnl altimeter setting and increase all MDAs 60 feet.

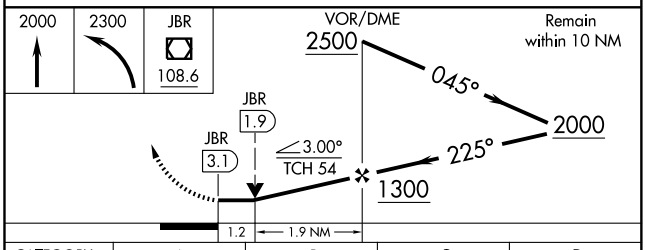
ODALS

MISSED APPROACH: Climb to 2000 then climbing left turn to 2300 direct JBR VOR/DME and hold.

ASOS	MEMPHIS CENTER	UNICOM	CTAF
118.525	120.075 289.4	123.0	123.6 L







CATEGORY	A	B	C	D
S-23	700-¾ 438 (500-¾)		700-1¼ 438 (500-1¼)	700-1½ 438 (500-1½)
CIRCLING	760-1 498 (500-1)		760-1½ 498 (500-1½)	820-2 558 (600-2)

FAF to MAP 3.1 NM

Knots	60	90	120	150	180
Min:Sec	3:06	2:04	1:33	1:14	1:02

SC-1, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4000
012°	TDZE	125
	Apt Elev	125

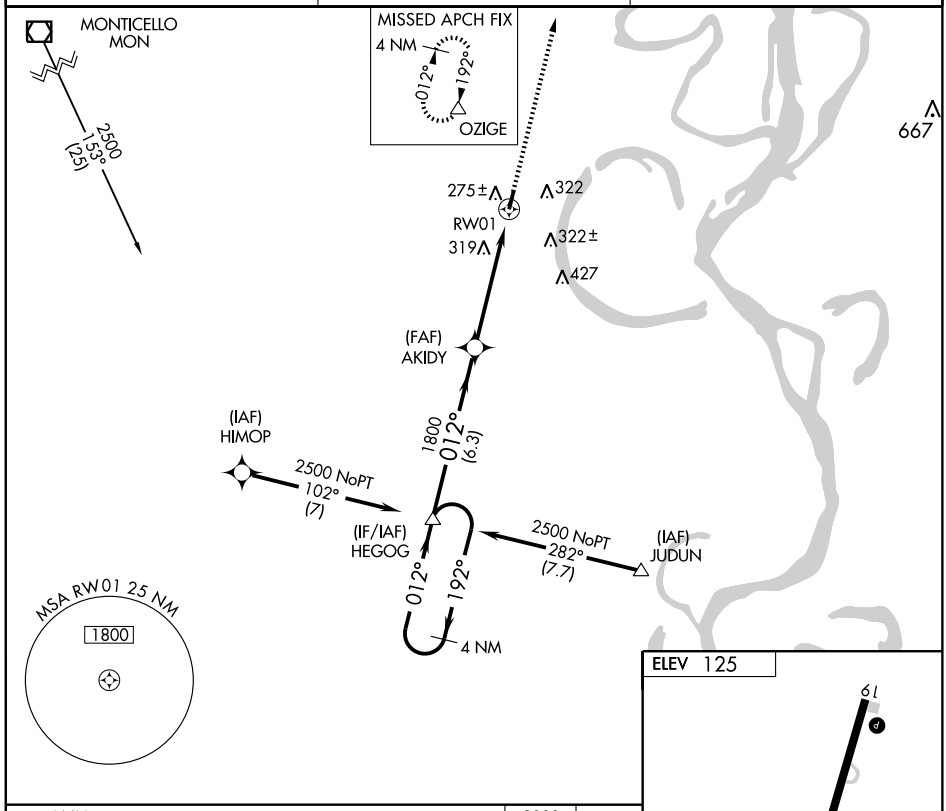
RNAV (GPS) RWY 1

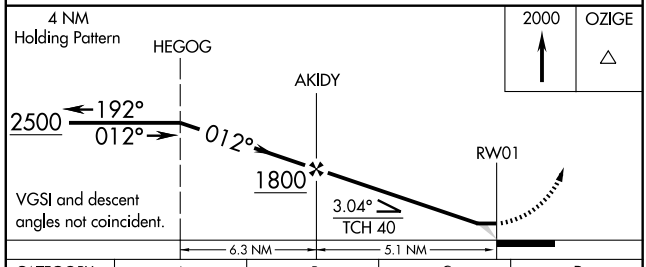
LAKE VILLAGE MUNI (M32)

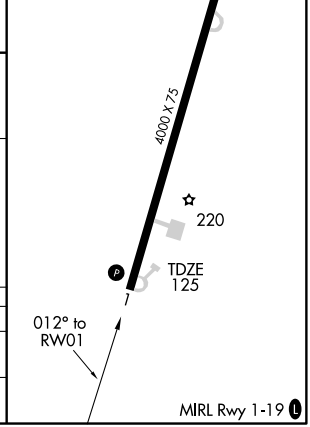
Circling NA east of Rwy 1/19. DME/DME RNP-0.3 NA. Use Greenville altimeter setting; when not received, use Monticello altimeter setting and increase all MDA 60 feet, increase LNAV Cat C and D visibility and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct OZIGE and hold.

GREENVILLE ASOS	MEMPHIS CENTER	CTAF
125.525	135.875 269.35	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	680-1 555 (600-1)		680-1½ 555 (600-1½)	680-1¾ 555 (600-1¾)
CIRCLING	680-1 555 (600-1)		680-1½ 555 (600-1½)	720-2 595 (600-2)

RNAV (GPS) RWY 19

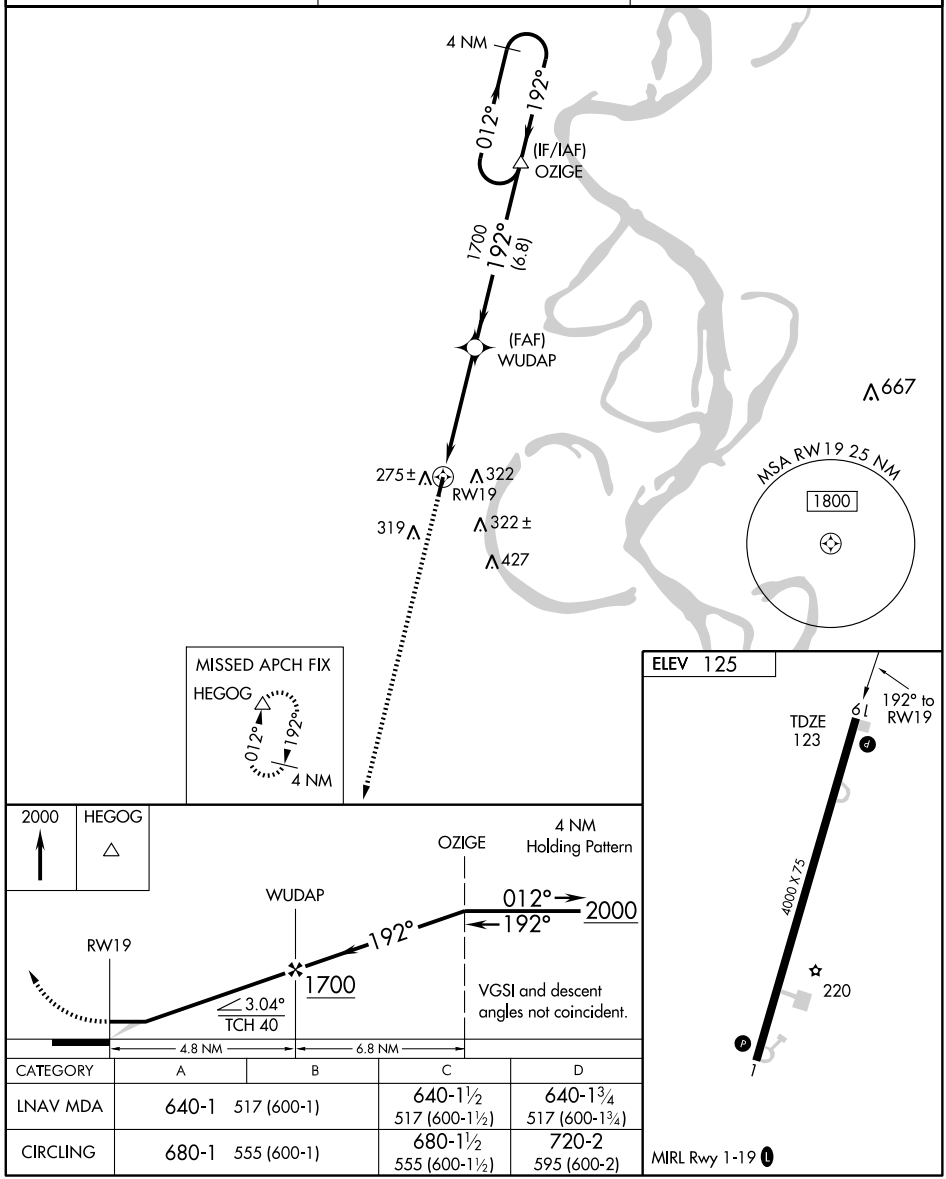
LAKE VILLAGE MUNI (M32)

APP CRS	Rwy Idg	4000
192°	TDZE	123
	Apt Elev	125

Circling NA east of Rwy 1/19. DME/DME RNP-0.3 NA. Use Greenville altimeter setting; when not received, use Monticello altimeter setting and increase all MDA 60 feet and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct HEGOG and hold.

GREENVILLE ASOS	MEMPHIS CENTER	CTAF
125.525	135.875 269.35	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	640-1	517 (600-1)	640-1½ 517 (600-1½)	640-1¾ 517 (600-1¾)
CIRCLING	680-1	555 (600-1)	680-1½ 555 (600-1½)	720-2 595 (600-2)

MIRL Rwy 1-19 L

SC-1, 08 APR 2010 to 06 MAY 2010

VOR/DME MON 111.6 Chan 53	APP CRS 119°	Rwy Idg N/A TDZE N/A Apt Elev 125

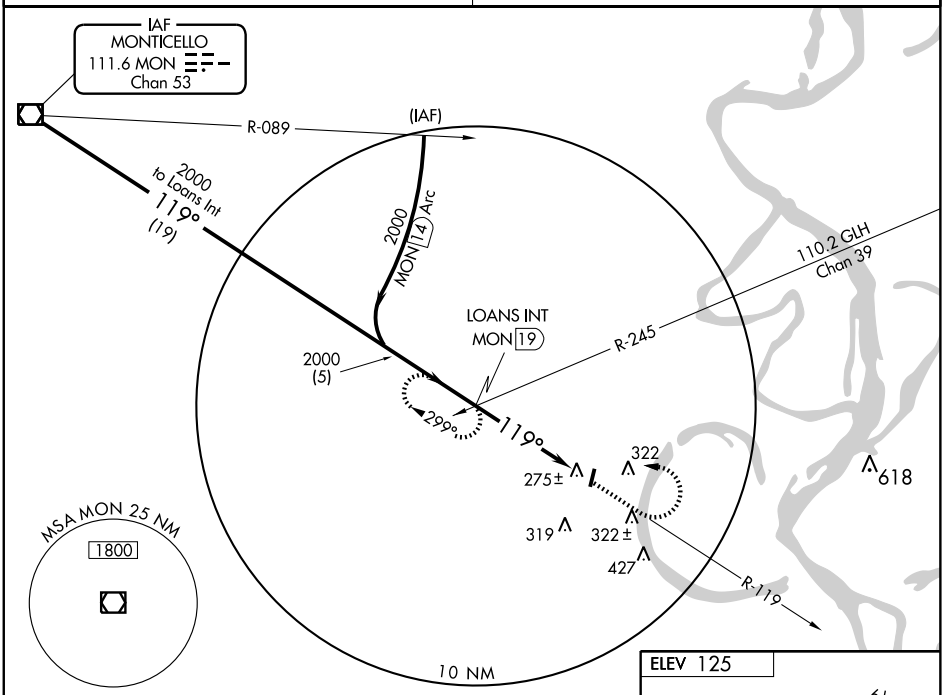
VOR-A

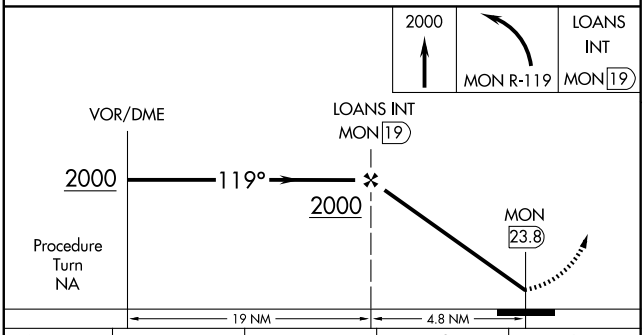
LAKE VILLAGE MUNI (M32)

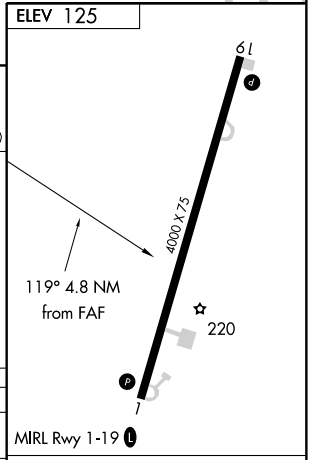
Use Greenville, MS (Mid Delta Rgnl) altimeter setting, when not available use Greenwood, MS altimeter setting.
NA Circling not authoriized East of runway 1-19.

MISSED APPROACH: Climb to 2000 then left turn via MON R-119 to LOANS Int and hold.

MEMPHIS CENTER	CTAF
135.875 269.35	122.9 L







CATEGORY	A	B	C	D
CIRCLING	680-1 555 (600-1)	680-1¼ 555 (600-1¼)	680-1½ 555 (600-1½)	680-2 555 (600-2)
GREENWOOD, MS ALTIMETER SETTING MINIMUMS				
CIRCLING	780-1 655 (700-1)	780-1¼ 655 (700-1¼)	780-1¾ 655 (700-1¾)	780-2 655 (700-2)

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SC-1, 08 APR 2010 to 06 MAY 2010

VOR/DME GLH 110.2 Chan 39	APP CRS 234°	Rwy Idg N/A TDZE N/A Apt Elev 125

VOR/DME-B

LAKE VILLAGE MUNI (M32)

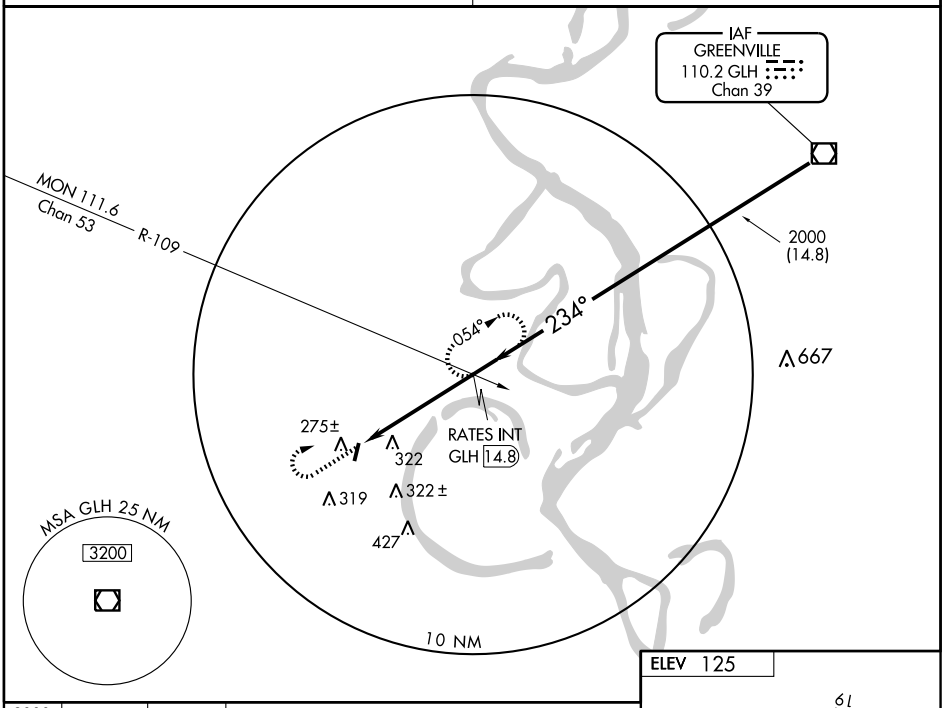
Use Greenville, MS altimeter setting, when not available use Greenwood, MS altimeter setting. Circling not authoriized East of runway 1-19.

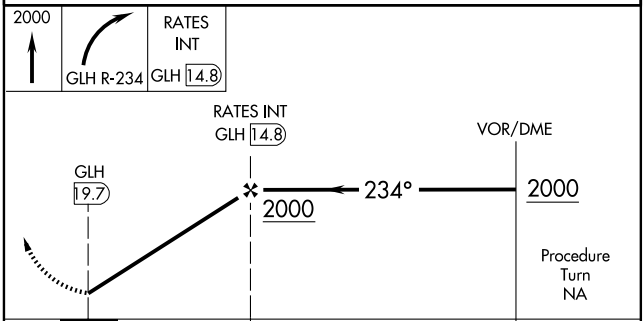
NA

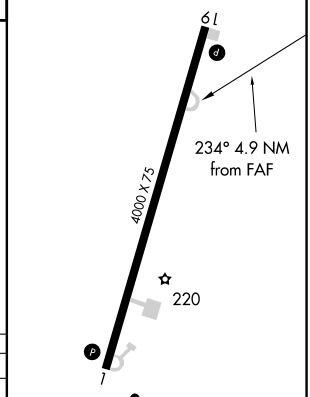
MISSED APPROACH: Climb to 2000 then right turn via GLH R-234 to RATES Int/14.8 DME and hold.

MEMPHIS CENTER
135.875 269.35

CTAF
122.9 L



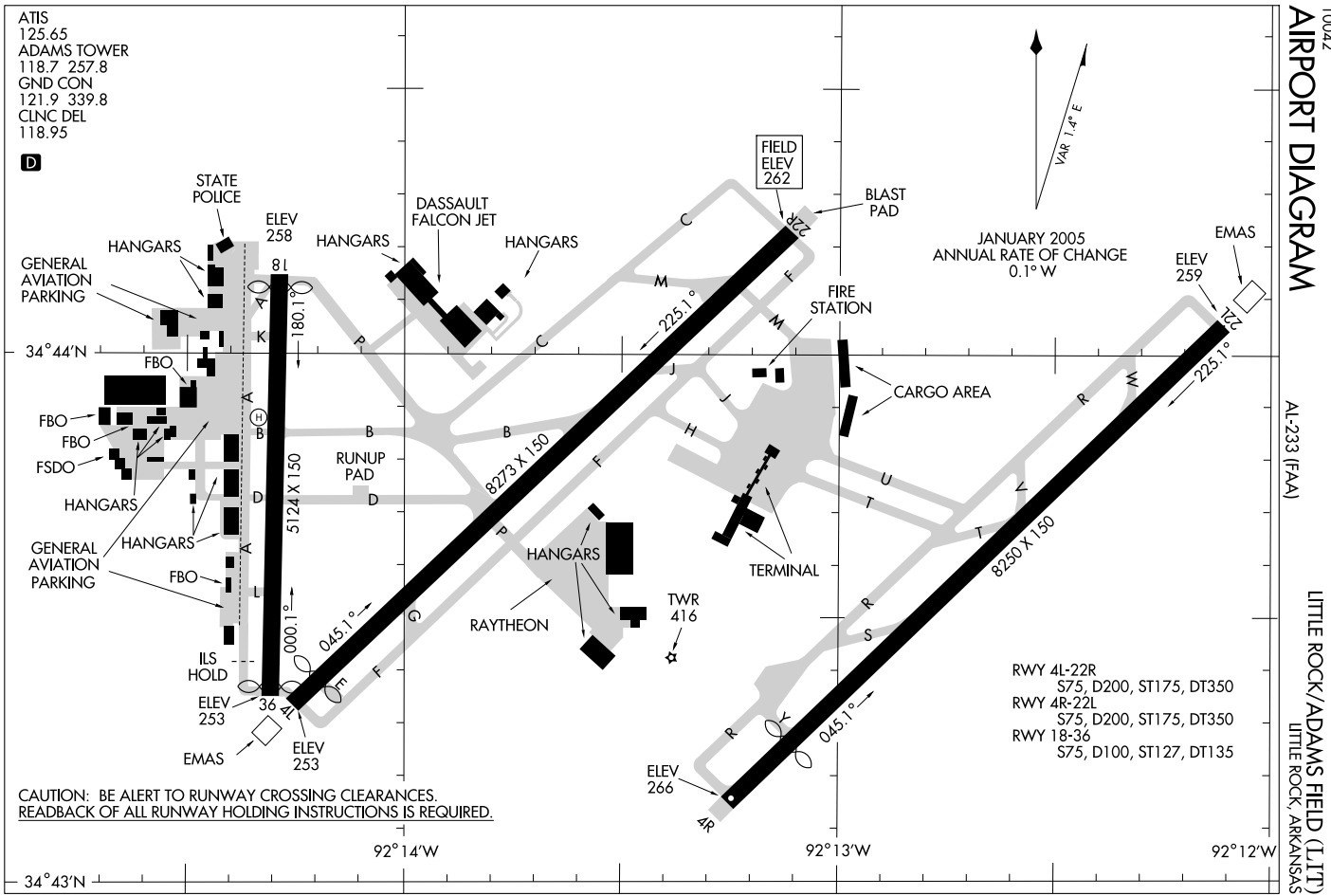




CATEGORY	A	B	C	D
CIRCLING	680-1 555 (600-1)		680-1½ 555 (600-1½)	680-2 555 (600-2)
GREENWOOD, MS ALTIMETER SETTING MINIMUMS				
CIRCLING	780-1 655 (700-1)		780-1¾ 655 (700-1¾)	780-2 655 (700-2)

Knots	60	90	120	150	180
Min:Sec					

SC-1. 08 APR 2010 to 06 MAY 2010



10042

AIRPORT DIAGRAM

AL-233 (FAA)

LITTLE ROCK/ADAMS FIELD (LIT)

LITTLE ROCK, ARKANSAS

LOC I-LIT	APP CRS	Rwy Idg	7976
110.3	045°	TDZE	258
Chan 40		Apt Elev	262

ILS or LOC RWY 4L

LITTLE ROCK/ADAMS FIELD (LIT)

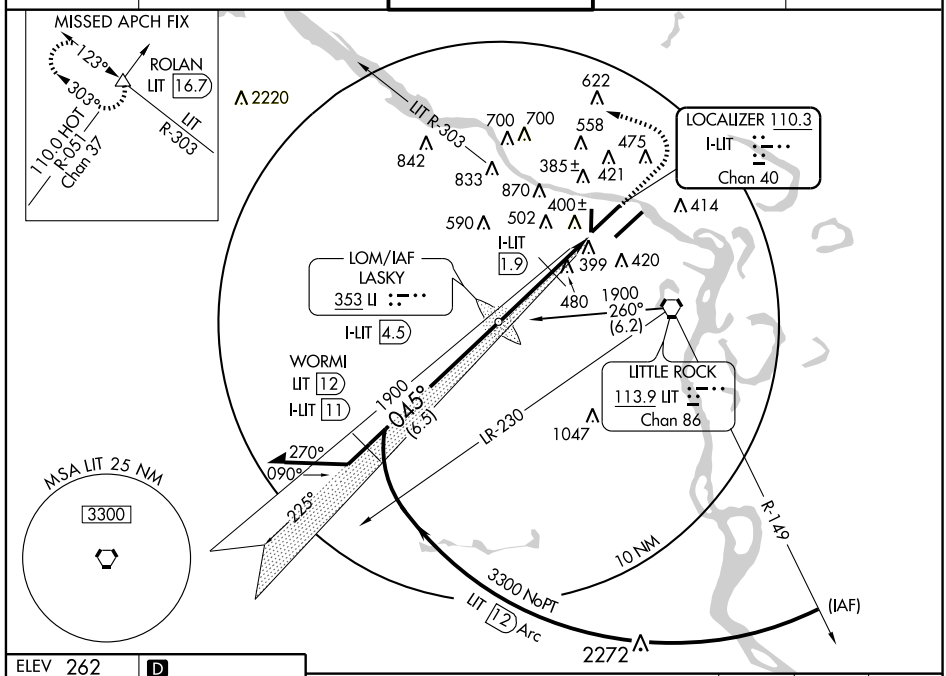
ASR

Inoperative table does not apply to S-ILS 4L all Cats. For inoperative MALSR, increase S-LOC 4L Cats A and B visibility to RVR 5000. Glide slope unusable below 650 for coupled approaches.

MALSR

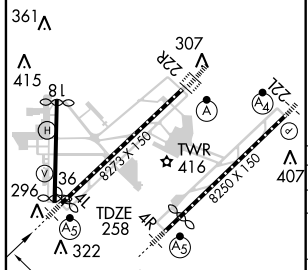
MISSED APPROACH: Climb to 1500 then climbing left turn to 3500 via LIT R-303 to ROLAN Int and hold.

ATIS	LITTLE ROCK APP CON	ADAMS TOWER	GND CON	CLNC DEL
125.65	135.4 291.775 353.6	118.7 257.8	121.9 339.8	118.95



ELEV 262 D

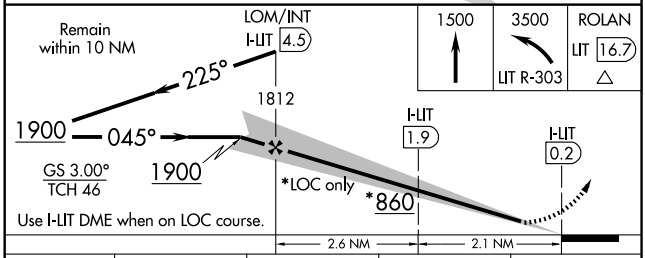
Rwy 18-36 5124 X 150



TDZ/CL Rwy 22R

HIRL Rwys 4R-22L, 4L-22R and 18-36

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34



CATEGORY	A	B	C	D
S-ILS 4L	508/40 250 (300-¾)			
S-LOC 4L	860/40 602 (600-½)		860/60 602 (600-1¼)	860-1½ 602 (600-1½)
CIRCLING	860-1 598 (600-1)		880-1¾ 618 (700-1¾)	1180-3 918 (1000-3)
DME MINIMUMS				
S-LOC 4L	720/40 462 (500-¾)		720/40 462 (500-¾)	720/50 462 (500-1)
CIRCLING	800-1 538 (600-1)		880-1¾ 618 (700-1¾)	1180-3 918 (1000-3)

SC-1, 08 APR 2010 to 06 MAY 2010

LOC/DME I-CNL	APP CRS	Rwy Idg	7200
111.3	045°	TDZE	260
Chan 50		Apt Elev	266

ILS or LOC RWY 4R

LITTLE ROCK/ADAMS FIELD (LIT)

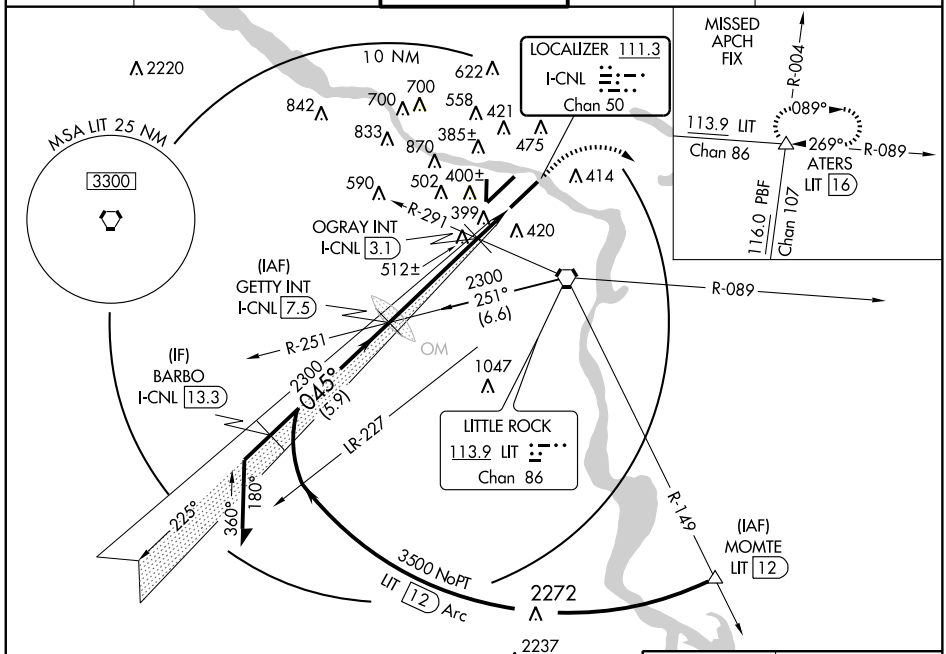
Visibility reduction by helicopters NA. Inoperative table does not apply to S-ILS 4R. For inoperative MALSR, increase S-LOC 4R Cat A/B visibility to RVR 5000.

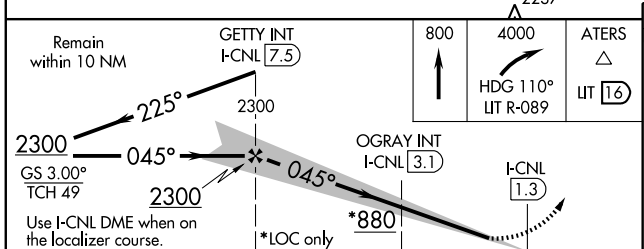
ASR

MALSR

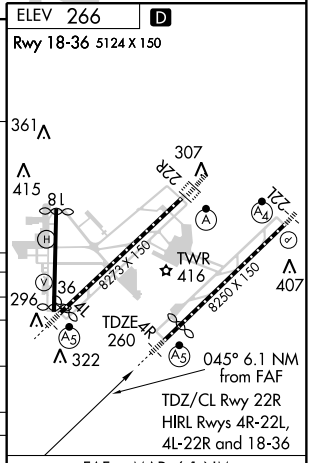
MISSED APPROACH: Climb to 800 then climbing right turn to 4000 via heading 110° and LIT R-089 to ATERS INT/LIT 16 DME and hold.

ATIS	LITTLE ROCK APP CON	ADAMS TOWER	GND CON	CLNC DEL
125.65	135.4 291.775 353.6	118.7 257.8	121.9 339.8	118.95





CATEGORY	A	B	C	D
S-ILS 4R		510/40	250 (300-¾)	
S-LOC 4R	880/40	620 (700-¾)	880/60 620 (700-1¼)	880-1½ 620 (700-1½)
CIRCLING	880-1	614 (700-1)	880-1¾ 614 (700-1¾)	1180-3 914 (1000-3)
OGRAY FIX MINIMUMS				
S-LOC 4R	780/40	520 (600-¾)	780/50 520 (600-1)	780/60 520 (600-1¼)
CIRCLING	780-1	514 (600-1)	880-1¾ 614 (700-1¾)	1180-3 914 (1000-3)



FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

SC-1, 08 APR 2010 to 06 MAY 2010

LOC/DME I-BWY	APP CRS	Rwy Idg	8250
110.7	226°	TDZE	260
Chan 44		Apt Elev	262

ILS or LOC RWY 22L

LITTLE ROCK/ ADAMS FIELD (LIT)

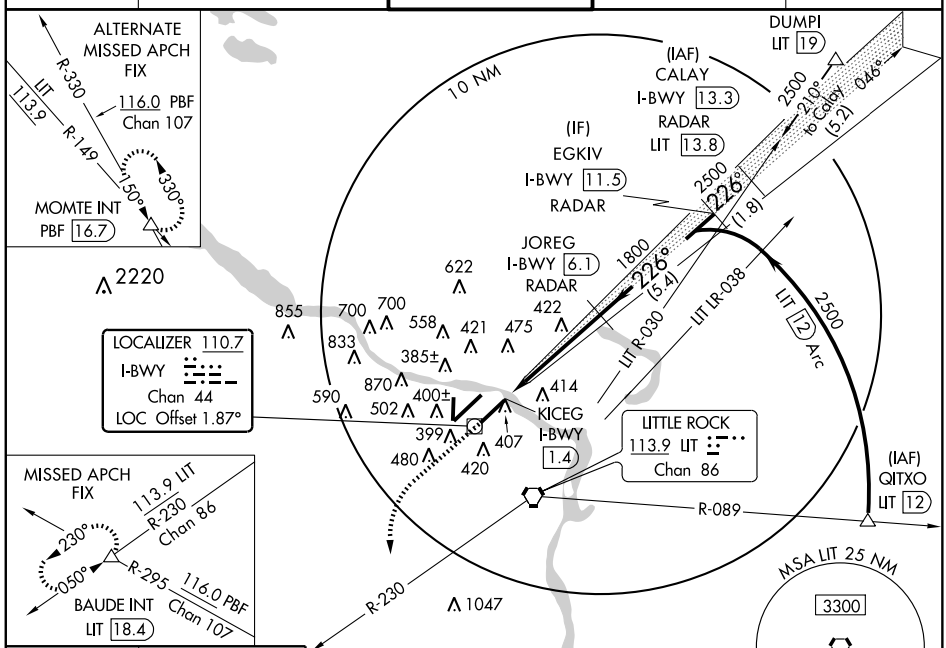
DME or radar required. VDP NA when using Stuttgart altimeter setting. When local altimeter setting not received, use Stuttgart altimeter setting and increase all DA 82 feet and all MDA 100 feet. Increase S-ILS visibility to RVR 6000, S-LOC Cat C visibility to RVR 6000, Cat D to 1½ miles and circling Cat C to 2 miles.

ASR

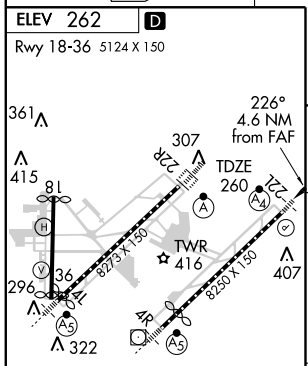
MALSF

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 via heading 170° and LIT R-230 to BAUDE Int/LIT 18.4 DME and hold.

ATIS	LITTLE ROCK APP CON	ADAMS TOWER	GND CON	CLNC DEL
125.65	135.4 291.775 353.6	118.7 257.8	121.9 339.8	118.95



SC-1, 08 APR 2010 to 06 MAY 2010

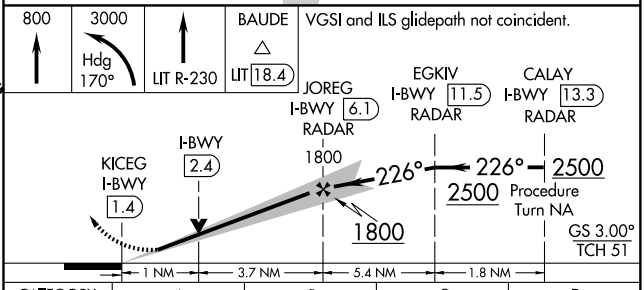


TDZ/CL Rwy 22R
HIRL Rwys 4R-22L, 4L-22R and 18-36

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

DME or RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 22L	510/40 250 (300-¾)			
S-LOC 22L	640/40 380 (400-¾)			
CIRCLING	800-1 538 (600-1)		880-1¾ 618 (700-1¾)	1180-3 918 (1000-3)

LOC/DME I-AAY	APP CRS	Rwy Idg	8273
110.3	225°	TDZE	262
Chan 40		Apt Elev	262

ILS or LOC RWY 22R

LITTLE ROCK/ADAMS FIELD (LIT)

VDP NA when using Stuttgart altimeter setting. When local altimeter setting not received, use Stuttgart altimeter setting and increase all DA 82 feet, all MDA 100 feet. Increase S-ILS visibility to RVR 4000, increase S-LOC 22R Cat C visibility to RVR 5000, Cat D visibility to RVR 6000 and circling Cat C visibility to 2 miles.

ASR

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing right turn to 2300 via LIT VORTAC R-250 to BEGAN Int/LIT 22 DME and hold.

ATIS	LITTLE ROCK APP CON	ADAMS TOWER	GND CON	CLNC DEL
125.65	135.4 291.775 353.6	118.7 257.8	121.9 339.8	118.95

ALTERNATE MISSED APCH FIX

090° 270°

CONWAY 302 CWS

DME REQUIRED

2000 NoPT to Highs Int 225° (7.3)

045°

(IF) HIGHS INT LIT 12 PBF 37.1 I-AAY 11.7

(IAF) DUMPI I-AAY 18.9

1700 225° (6.2)

R-004

(IAF) SHERR OM/INT I-AAY 5.5

225°

270° 090°

LIT R-023

LIT R-030

2220

622

700 700 558 421 475 422

LOCALIZER 110.3 I-AAY Chan 40

842 833 385± 870 400± 502 414 MM IM 399 480 420

10 NM

R-345

1900 004° (6.4)

MISSED APCH FIX

BEGAN LIT 22 113.9 LIT Chan 86

R-297

R-250 070° 250° 116.0 PBF Chan 107

R-250

LITTLE ROCK 113.9 LIT Chan 86

1047

Procedure NA for arrival at LIT VORTAC via V305 and V124 southwest bound.

116.0 PBF Chan 107

MSA LIT 25 NM

3300

ELEV 262 D

Rwy 18-36 5124 X 150

225° 4 NM from FAF

361 415 TDZE 262 307 22R 18 36 22L 8273 X 150 8250 X 150 TWR 416 407 296 322

TDZ/CL Rwy 22R

HIRL Rwys 4R-22L, 4L-22R and 18-36

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

1000	2300	BEGAN
	LIT R-250	LIT 22

SHERR OM/INT I-AAY 5.5

Remain within 10 NM

I-AAY 2.5

IM I-AAY 1.5

MM

1601

045° 1900

225° 1700

GS 3.00° TCH 59

0.1 0.3 0.7 NM 2.9 NM

CATEGORY	A	B	C	D
S-ILS 22R	462/18 200 (200-½)			
S-LOC 22R	680/24 418 (500-½)		680/40 418 (500-¾)	
CIRCLING	800-1 538 (600-1)		880-1¾ 618 (700-1¾)	1180-3 918 (1000-3)

SC-1, 08 APR 2010 to 06 MAY 2010

LOC/DME I-AAY	APP CRS	Rwy Idg	8273
110.3	225°	TDZE	262
Chan 40		Apt Elev	262

ILS RWY 22R (CAT II)

LITTLE ROCK/ADAMS FIELD (LIT)

ASR

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing right turn to 2300 via LIT VORTAC R-250 to BEGAN Int/LIT 22 DME and hold.

ATIS	LITTLE ROCK APP CON	ADAMS TOWER	GND CON	CLNC DEL
125.65	135.4 291.775 353.6	118.7 257.8	121.9 339.8	118.95

ALTERNATE MISSED APCH FIX
090°
270°
CONWAY
302 CWS

DME REQUIRED

2000 NoPT to Highs Int 225° (7.3)
045°
(IF) HIGHS INT
LIT 12
PBF 37.1
I-AAY 11.7
(IAF) DUMPI
I-AAY 18.9
1700
225° (6.2)
R-004
(IAF) SHERR OM/INT
I-AAY 5.5
270°
090°
225°
LIT R-023
LIT R-030
2220
622
700 700
558
421 475
422
842
833
385±
870
400±
414
502
399
480
420
LOCALIZER 110.3
I-AAY
Chan 40
IM
MM
1900
004° (6.4)
10 NM
R-345
MISSED APCH FIX
BEGAN
LIT 22
113.9 LIT
Chan 86
R-297
R-250
070°
250°
116.0 PBF
Chan 107
LITTLE ROCK
113.9 LIT
Chan 86
1047
Procedure NA for arrival at LIT VORTAC via V305 and V124 southwest bound.
MSA LIT 25 NM
3300

ELEV 262 D
Rwy 18-36 5124 X 150

361
307
415
8 l
2R
22L
TWR
416
407
296
36
8273 X 150
8250 X 150
4R
322

1000	2300	BEGAN
	LIT R-250	LIT 22

SHERR OM/INT
I-AAY 5.5
Remain within 10 NM
045°
1601
MM
DH
RA128
IM
262 MSL
225°
1900
1700
GS 3.00°
TCH 59
120' 783' 1619' 3.6 NM

CATEGORY	A	B	C	D
S-ILS 22R	RA 128/12 100 DA 362			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 22R
HIRL Rwys 4R-22L, 4L-22R and 18-36

SC-1, 08 APR 2010 to 06 MAY 2010

LITTLE ROCK, ARKANSAS

AL-233 (FAA)

LOC/DME I-AAY	APP CRS	Rwy Idg	8273
110.3	225°	TDZE	262
Chan 40		Apt Elev	262

ILS RWY 22R (CAT III)

LITTLE ROCK/ADAMS FIELD (LIT)

ASR

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing right turn to 2300 via LIT VORTAC R-250 to BEGAN Int/LIT 22 DME and hold.

ATIS	LITTLE ROCK APP CON	ADAMS TOWER	GND CON	CLNC DEL
125.65	135.4 291.775 353.6	118.7 257.8	121.9 339.8	118.95

ALTERNATE MISSED APCH FIX

090°

270°

CONWAY

302 CWS

DME REQUIRED

2000 NoPT to Highs Int 225° (7.3)

045°

(IF) HIGHS INT LIT 12 PBF 37.1 I-AAY 11.7

(IAF) DUMPI I-AAY 18.9

1700 225° (6.2)

R-004

(IAF) SHERR OM/INT I-AAY 5.5

270° 090°

225°

LIT R-023

LIT R-030

2220

622

700 700

558

421 475

422

855

833

385±

870

400±

414

502

MM

IM

399

480

420

LOCALIZER 110.3 I-AAY Chan 40

10 NM

R-345

1900 004° (6.4)

MISSED APCH FIX

BEGAN LIT 22

113.9 LIT Chan 86

R-297

R-250

070°

250°

116.0 PBF Chan 107

LITTLE ROCK 113.9 LIT Chan 86

MSA LIT 25 NM

3300

1047

Procedure NA for arrival at LIT VORTAC via V305 and V124 southwest bound.

ELEV 262 D

Rwy 18-36 5124 X 150

361

TDZE 262

307

22R

415

18

22L

A

A4

H

V

36

8273 X 150

TWR 416

407

296

4L

4R

8250 X 150

A5

322

1000	2300	BEGAN
	LIT R-250	LIT 22

SHERR OM/INT I-AAY 5.5

Remain within 10 NM

MM 1601

447

045°

1900

IM

362

225°

262 MSL

225°

1700

GS 3.00°

TCH 59

120' 783' 1620' 3.6 NM

CATEGORY	A	B	C	D
S-ILS 22R	CAT IIIa RVR 07			
S-ILS 22R	CAT IIIb RVR 06			
S-ILS 22R	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 22R

HIRL Rwys 4R-22L, 4L-22R and 18-36

SC-1, 08 APR 2010 to 06 MAY 2010

WAAS CH 90411 W04A	APP CRS 044°	Rwy Idg 7976 TDZE 258 Apt Elev 262

RNAV (GPS) RWY 4L

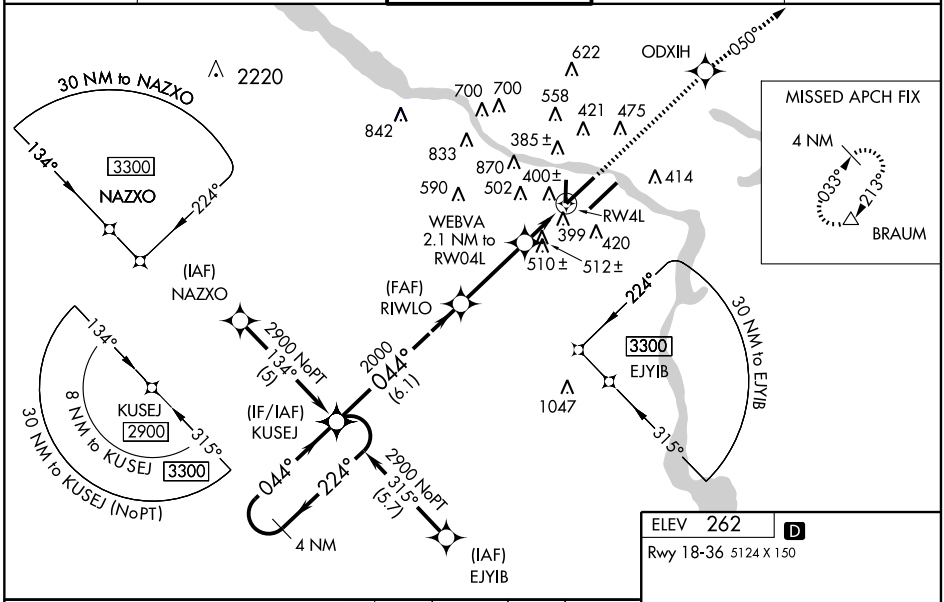
LITTLE ROCK/ADAMS FIELD (LIT)

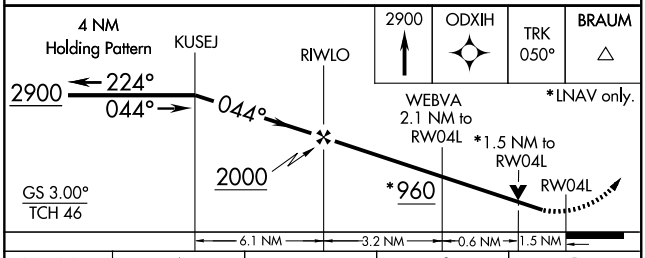
For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Stuttgart altimeter setting and increase all DA 82 feet and all MDA 100 feet; increase LNAV/VNAV all Cats visibility ¼ mile, increase LNAV Cat C and D visibility ¼ mile, and increase circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Stuttgart altimeter setting. For inoperative MALSR increase LNAV Cat A and B visibility to RVR 5000. For inoperative MALSR, when using Stuttgart altimeter setting, increase LPV all Cats visibility to RVR 6000, LNAV Cat A and B visibility to RVR 5000.

MALSR

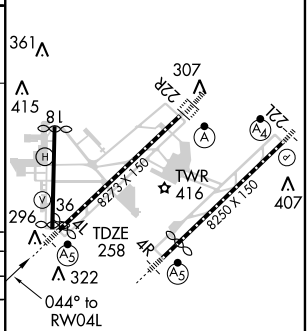
MISSED APPROACH: Climb to 2900 direct ODXIH and via 050° track to BRAUM and hold.

ATIS	LITTLE ROCK APP CON	ADAMS TOWER	GND CON	CLNC DEL
125.65	135.4 291.775 353.6	118.7 257.8	121.9 339.8	118.95





CATEGORY	A	B	C	D
LPV DA	540/40 282 (300-¾)			
LNAV/VNAV DA	820-1½ 562 (600-1½)			
LNAV MDA	780/40 522 (600-¾)		780/50 522 (600-1)	780/60 522 (600-1¼)
CIRCLING	780-1 518 (600-1)		880-1¾ 618 (700-1¾)	1180-3 918 (1000-3)



TDZ/CL Rwy 22R
HIRL Rwys 4R-22L, 4L-22R and 18-36

WAAS	APP CRS	Rwy Idg	7200
CH 70611	044°	TDZE	260
W04B		Apt Elev	262

RNAV (GPS) RWY 4R

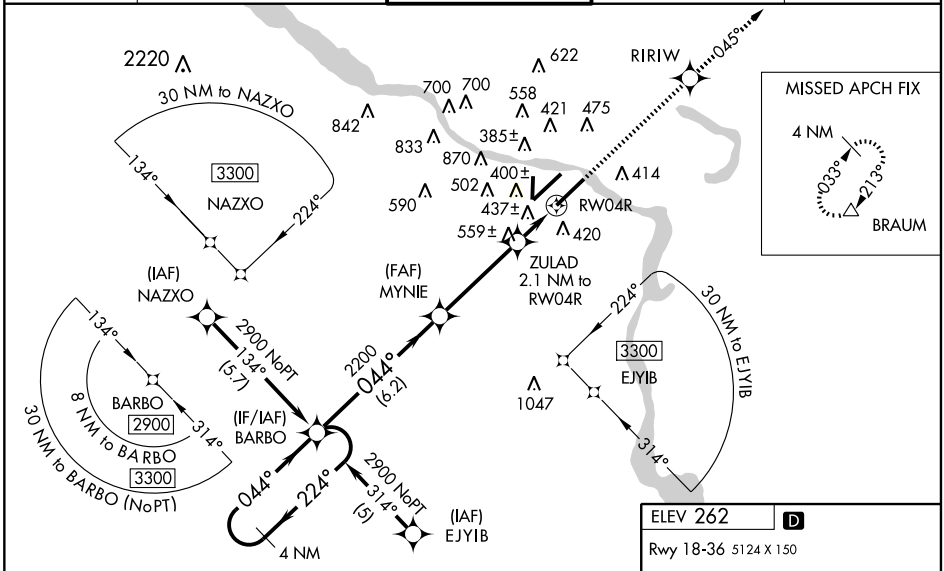
LITTLE ROCK/ADAMS FIELD (LIT)

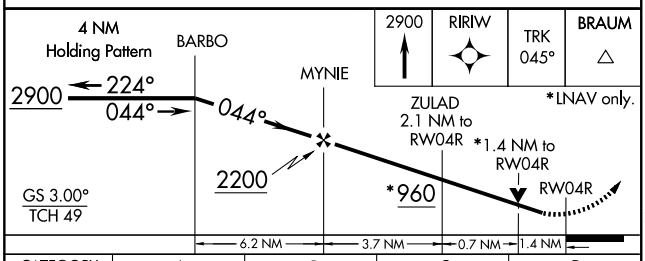
For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Stuttgart altimeter setting and increase all DA 82 feet and all MDA 100 feet; increase LPV all Cats visibility ¼ mile, increase LNAV/VNAV all Cats visibility ¼ mile, increase LNAV Cat C and D visibility ¼ mile, and increase Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Stuttgart altimeter setting. For inoperative MALSR increase LNAV Cat A and B visibility to RVR 5000 and Cat C visibility to RVR 6000. For inoperative MALSR, when using Stuttgart altimeter setting, increase LPV all Cats visibility to 1½ miles, increase LNAV Cat A and B visibility to RVR 5000.

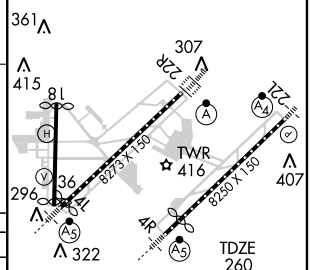
MALSR

MISSED APPROACH: Climb to 2900 direct RIRIW and via 045° track to BRAUM and hold.

ATIS	LITTLE ROCK APP CON	ADAMS TOWER	GND CON	CLNC DEL
125.65	135.4 291.775 353.6	118.7 257.8	121.9 339.8	118.95







CATEGORY	A	B	C	D
LPV DA	574/40 314 (400-¾)			
LNAV/VNAV DA	728/60 468 (500-1¼)			
LNAV MDA	760/40 500 (500-¾)			760/50 500 (500-1)
CIRCLING	760-1 498 (500-1)		880-1¾ 618 (700-1¾)	1180-3 918 (1000-3)

TDZ/CL Rwy 22R
HIRL Rwys 4R-22L, 4L-22R, and 18-36

SC-1, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5024
180°	TDZE	258
	Apt Elev	262

RNAV (GPS) RWY 18

LITTLE ROCK/ADAMS FIELD (LIT)

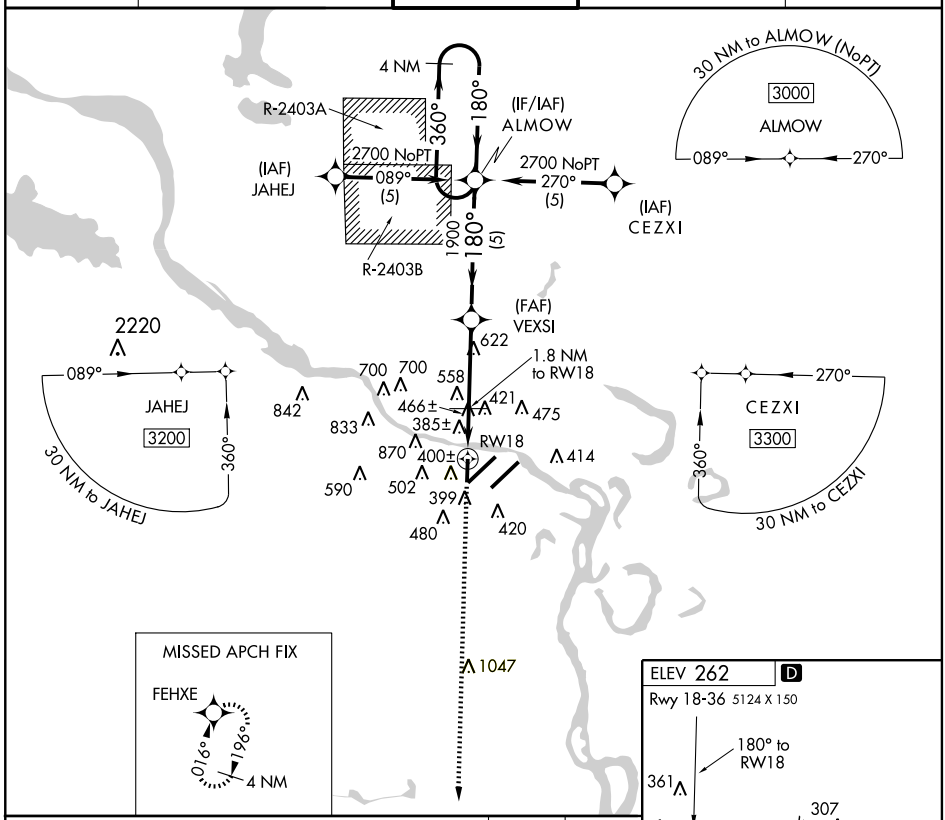
GPS or RNP-0.3 required. DME/DME RNP 0.3 NA. Procedure not authorized when restricted areas R-2403A and R-2403B in effect.

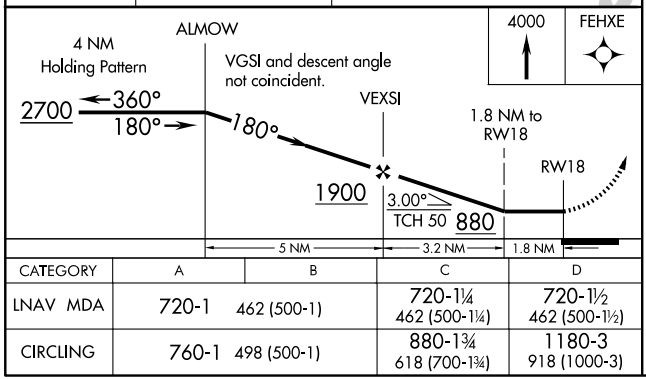
NA

ASR

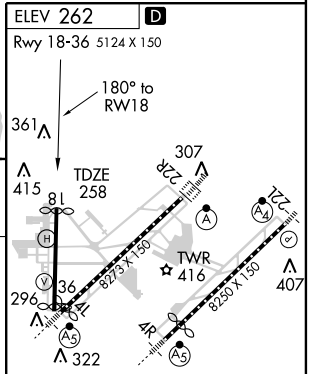
MISSED APPROACH: Climb to 4000 direct FEHXE WP and hold.

ATIS	LITTLE ROCK APP CON	ADAMS TOWER	GND CON	CLNC DEL
125.65	135.4 291.775 353.6	118.7 257.8	121.9 339.8	118.95





CATEGORY	A	B	C	D
LNAV MDA	720-1	462 (500-1)	720-1¼ 462 (500-1¼)	720-1½ 462 (500-1½)
CIRCLING	760-1	498 (500-1)	880-1¾ 618 (700-1¾)	1180-3 918 (1000-3)



TDZ/CL Rwy 22R
HIRL Rwys 4R-22L, 4L-22R and 18-36

SC-1, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	8250
CH 42811	225°	TDZE	260
W22A		Apt Elev	262

RNAV (GPS) RWY 22L

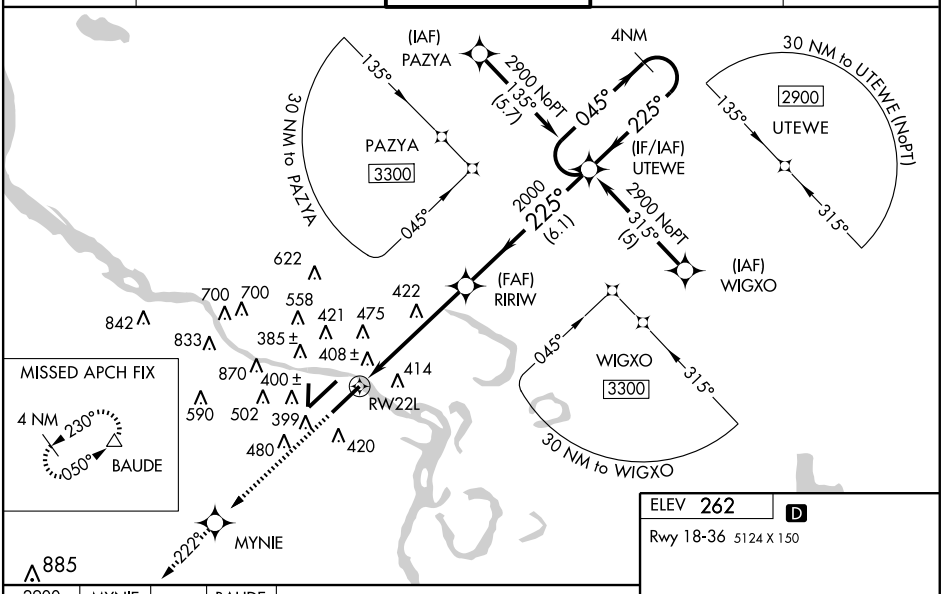
LITTLE ROCK/ADAMS FIELD (LIT)

For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Stuttgart altimeter setting and increase all DA 82 feet and all MDA 100 feet; and increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cat C and circling Cat C visibility ¼ mile. Increase LNAV Cat D visibility ½ mile. Baro-VNAV and VDP NA when using Stuttgart altimeter setting. Inoperative table does not apply to LPV, LNAV/VNAV or LNAV Cat C and D. For inoperative MALSF increase LNAV Cat A and B visibility to RVR 5000. When using Stuttgart altimeter setting, inoperative table does not apply to LPV, LNAV/VNAV or LNAV Cat C and D. For inoperative MALSF, when using Stuttgart altimeter setting, increase LNAV Cat A and B visibility to RVR 5000.

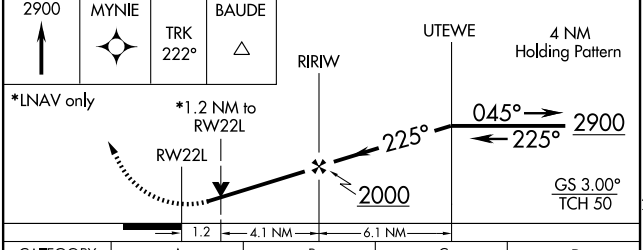
MALSF

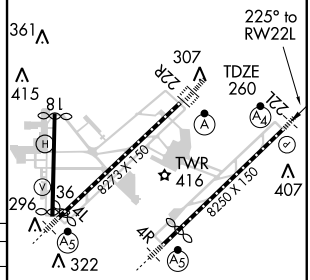
MISSED APPROACH: Climb to 2900 direct MYNIE and via 222° track to BAUDE and hold.

ATIS	LITTLE ROCK APP CON	ADAMS TOWER	GND CON	CLNC DEL
125.65	135.4 291.775 353.6	118.7 257.8	121.9 339.8	118.95



2900	MYNIE	TRK 222°	BAUDE





CATEGORY	A	B	C	D
LPV DA	543/50 283 (300-1)			
LNAV/VNAV DA	773-1¾ 513 (600-1¾)			
LNAV MDA	680/40 420 (500-¾)		680/60 420 (500-1¼)	
CIRCLING	760-1 498 (500-1)		880-1¾ 618 (700-1¾)	1180-3 918 (1000-3)

TDZ/CL Rwy 22R
HIRL Rwys 4R-22L, 4L-22R and 18-36

SC-1, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	8273
CH 93811	225°	TDZE	262
W22B		Apt Elev	262

RNAV (GPS) RWY 22R

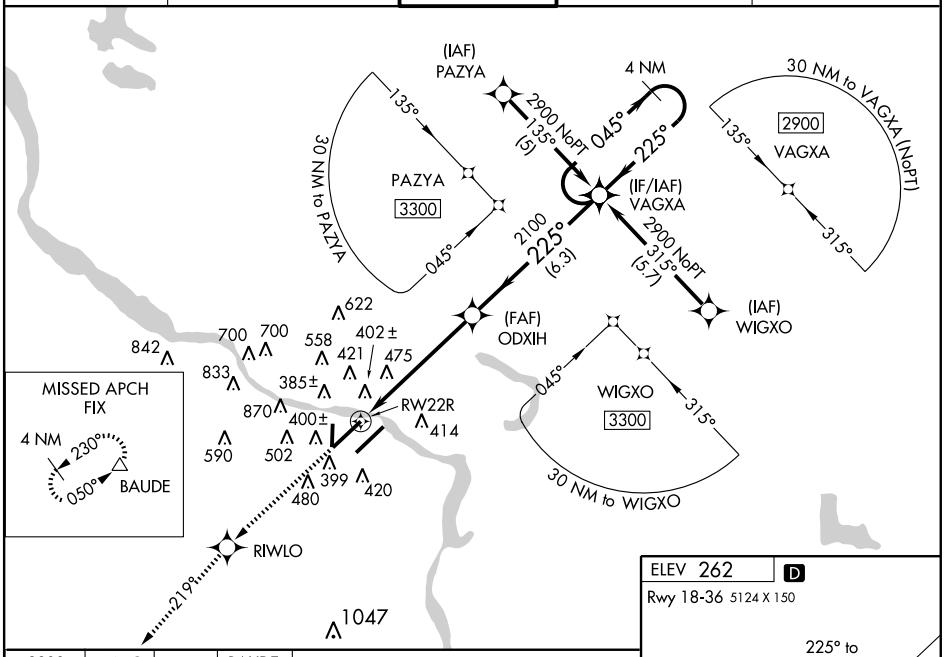
LITTLE ROCK/ADAMS FIELD (LIT)

For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Stuttgart altimeter setting and increase all DA 82 feet and all MDA 100 feet; increase LNAV/VNAV all Cats visibility ½ mile, LNAV Cats C and D and circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Stuttgart altimeter setting. For inoperative ALSF-2, when using Stuttgart altimeter setting, increase LPV all Cats visibility to RVR 5000.

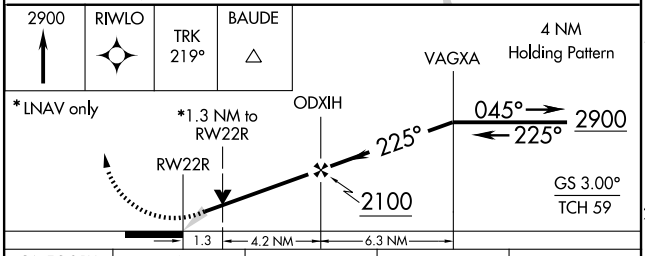
ALSF

MISSED APPROACH: Climb to 2900 direct RIWLO and via 219° track to BAUDE and hold.

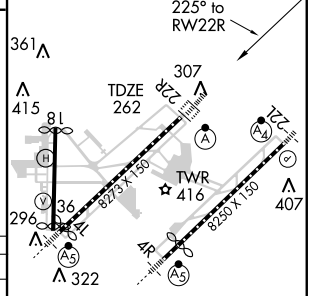
ATIS	LITTLE ROCK APP CON	ADAMS TOWER	GND CON	CLNC DEL
125.65	135.4 291.775 353.6	118.7 257.8	121.9 339.8	118.95



2900	RIWLO	TRK 219°	BAUDE



CATEGORY	A	B	C	D
LPV DA	462/24 200 (200-½)			
LNAV/VNAV DA	727/50 465 (500-1)			
LNAV MDA	740/24 478 (500-½)		740/40 478 (500-¾)	740/50 478 (500-1)
CIRCLING	760-1 498 (500-1)		880-1¾ 618 (700-1¾)	1180-3 918 (1000-3)



TDZ/CL Rwy 22R
HIRL Rwys 4R-22L, 4L-22R and 18-36

SC-1, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5024
360°	TDZE	257
	Apt Elev	262

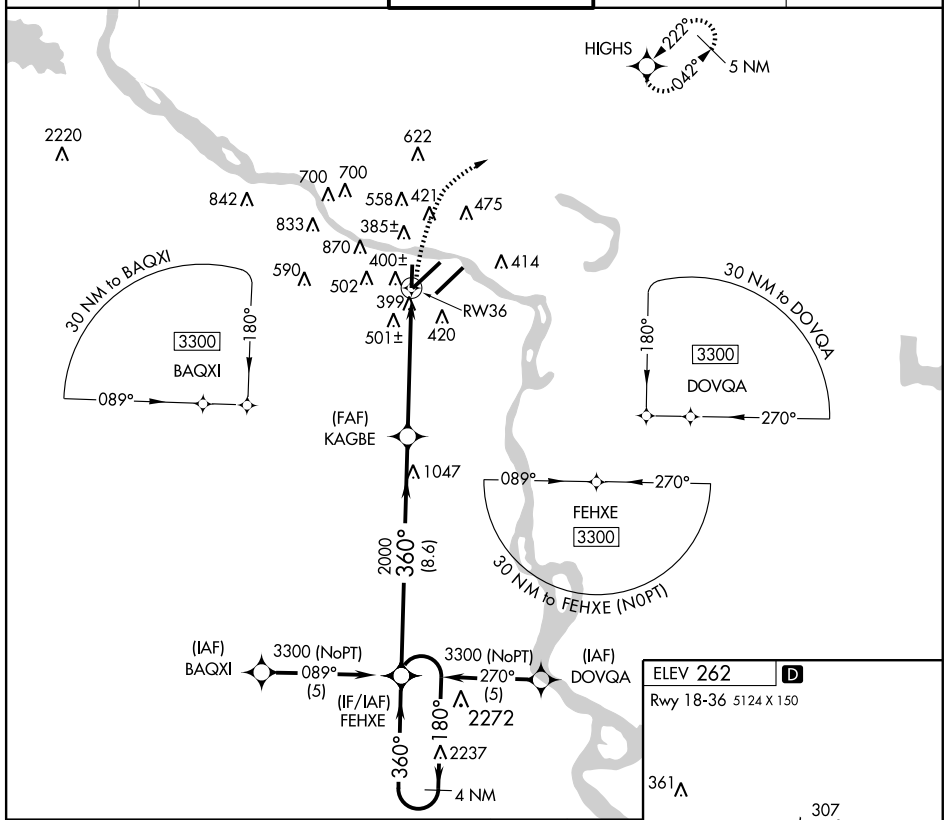
RNAV (GPS) RWY 36

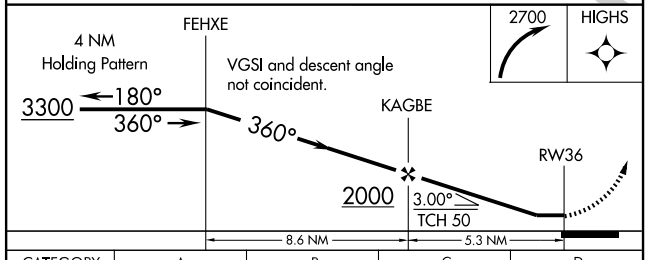
LITTLE ROCK/ADAMS FIELD (LIT)

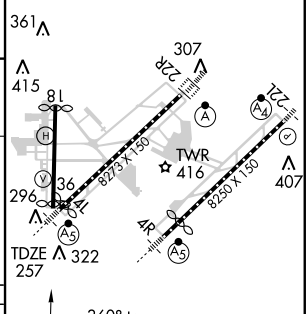
GPS or RNP-0.3 required. DME/DME RNP 0.3 NA.

MISSED APPROACH: Climbing right turn to 2700 direct HIGHS WP and hold.

ATIS	LITTLE ROCK APP CON	ADAMS TOWER	GND CON	CLNC DEL
125.65	135.4 291.775 353.6	118.7 257.8	121.9 339.8	118.95







CATEGORY	A	B	C	D
LNAV MDA	760-1 503 (500-1)		760-1½ 503 (500-1½)	
CIRCLING	760-1 498 (500-1)		880-1¾ 618 (700-1¾)	1180-3 918 (1000-3)

SC-1, 08 APR 2010 to 06 MAY 2010

VORTAC LIT 113.9 Chan 86	APP CRS 319°	Rwy Idg TDZE Apt Elev	N/A N/A 262

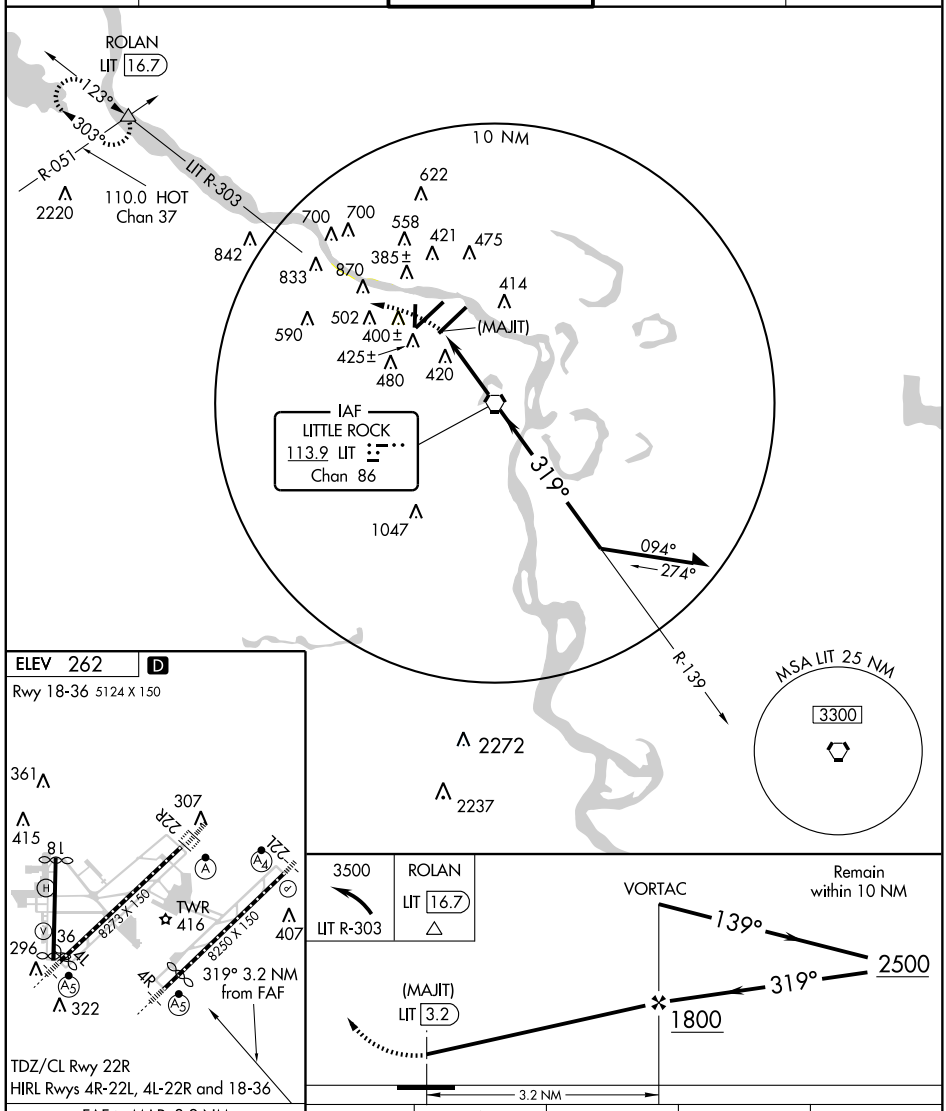
VOR-A

LITTLE ROCK/ADAMS FIELD (LIT)

ASR

MISSED APPROACH: Climbing left turn to 3500 via LIT R-303 to ROLAN Int and hold.

ATIS	LITTLE ROCK APP CON	ADAMS TOWER	GND CON	CLNC DEL
125.65	135.4 291.775 353.6	118.7 257.8	121.9 339.8	118.95



FAF to MAP 3.2 NM					
Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04

CATEGORY	A	B	C	D
CIRCLING	800-1 538 (600-1)		880-1¾ 618 (700-1¾)	1180-3 918 (1000-3)

SC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5008
178°	TDZE	314
	Apt Elev	317

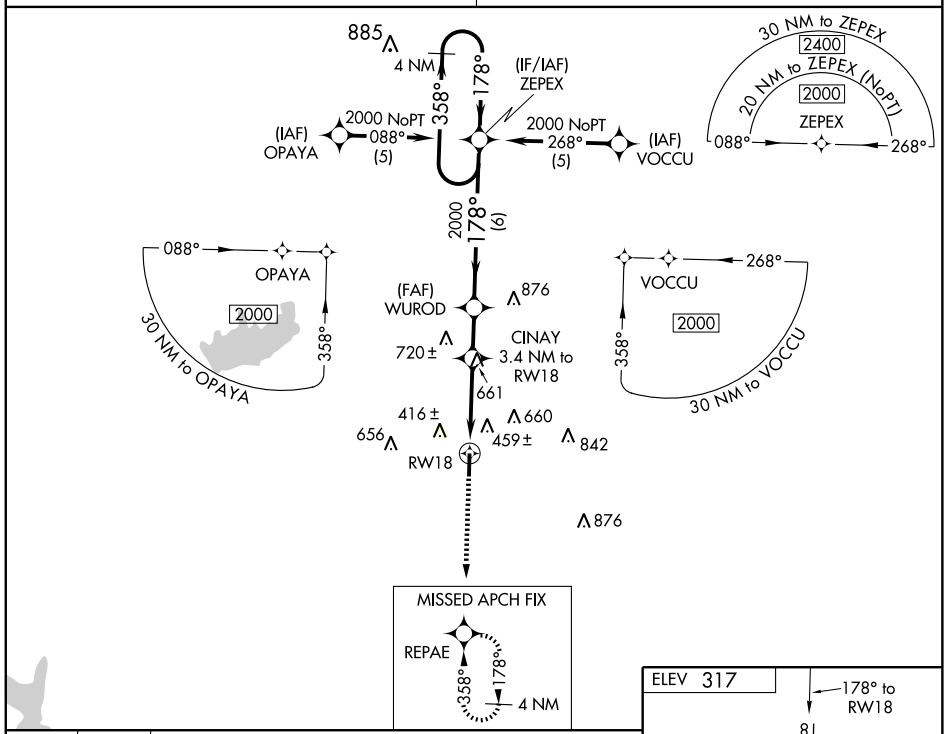
RNAV (GPS) RWY 18
MAGNOLIA MUNI (AGO)

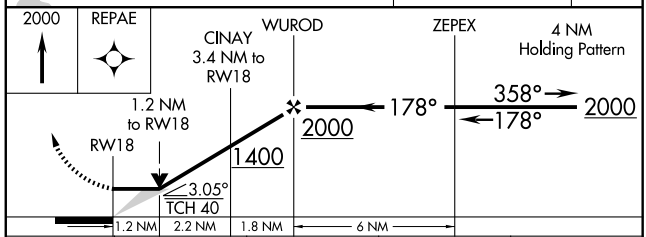
Obtain local altimeter setting on CTAF; when not received use El Dorado altimeter setting. DME/DME RNP-0.3 NA. VDP NA with El Dorado altimeter setting.

NA

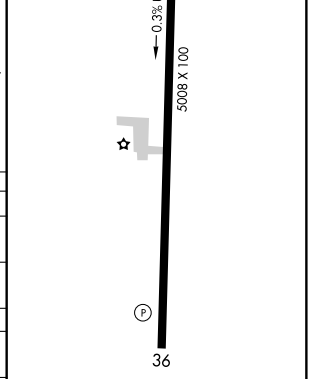
MISSED APPROACH: Climb to 2000 direct REPAE WP and hold.

FORT WORTH CENTER	UNICOM
128.2 269.1	122.8 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	720-1 406 (500-1)		720-1¼ 406 (500-1¼)	NA
CIRCLING	760-1 443 (500-1)	780-1 463 (500-1)	780-1½ 463 (500-1½)	NA
EL DORADO ALTIMETER SETTING MINIMUMS				
LNAV MDA	780-1 466 (500-1)		780-1¼ 466 (500-1¼)	NA
CIRCLING	820-1 503 (600-1)		820-1½ 503 (600-1½)	NA



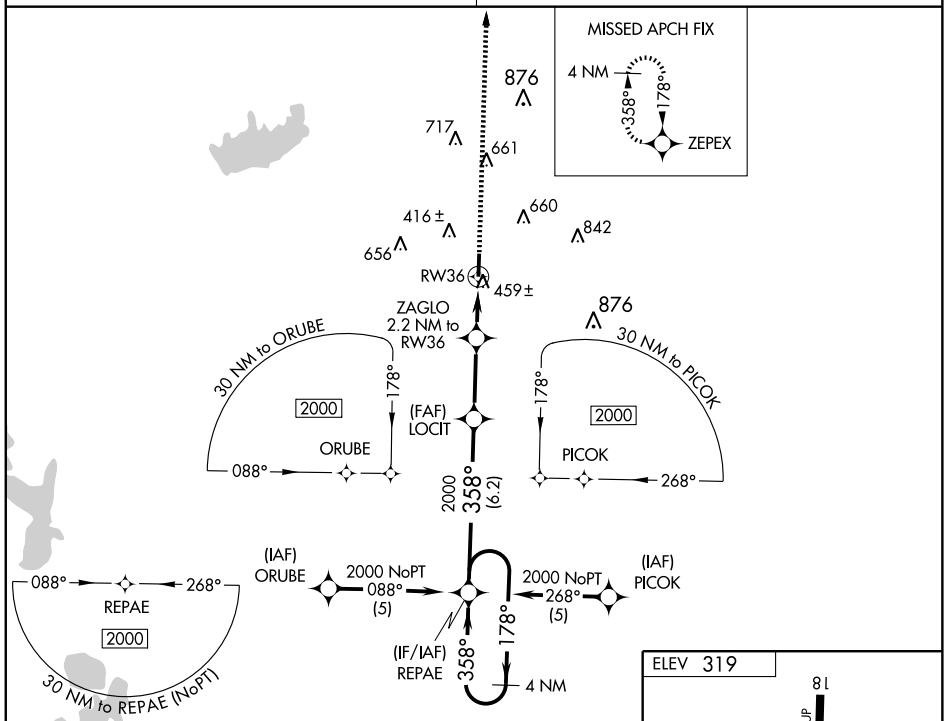
APP CRS	Rwy Idg	5008
358°	TDZE	319
	Apt Elev	319

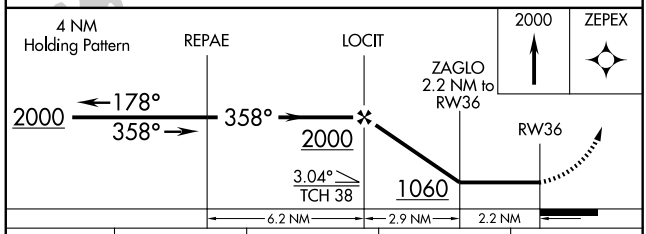
RNAV (GPS) RWY 36
MAGNOLIA MUNI (AGO)

Obtain local altimeter setting on CTAF; when not received, use El Dorado altimeter setting. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

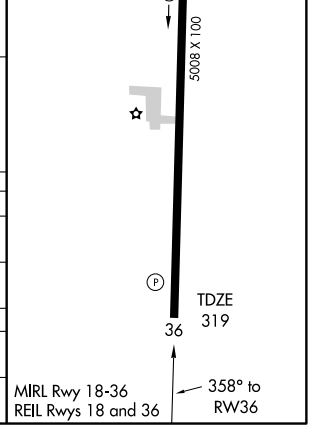
MISSED APPROACH: Climb to 2000 direct ZEPEX and hold.

FORT WORTH CENTER	UNICOM
128.2 269.1	122.8 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	720-1 401 (500-1)		720-1¼ 401 (500-1¼)	NA
CIRCLING	760-1 441 (500-1)	780-1 461 (500-1)	780-1½ 461 (500-1½)	NA
EL DORADO ALTIMETER SETTING MINIMUMS				
LNAV MDA	780-1 461 (500-1)		780-1¼ 461 (500-1¼)	NA
CIRCLING	820-1 501 (600-1)		820-1½ 501 (600-1½)	NA



SC-1, 08 APR 2010 to 06 MAY 2010

MALVERN, ARKANSAS AL-6230 (FAA)

RNAV (GPS) RWY 22

MALVERN MUNI (M78)

APP CRS	Rwy Idg	TDZE	Apt Elev
214°	2812	538	538

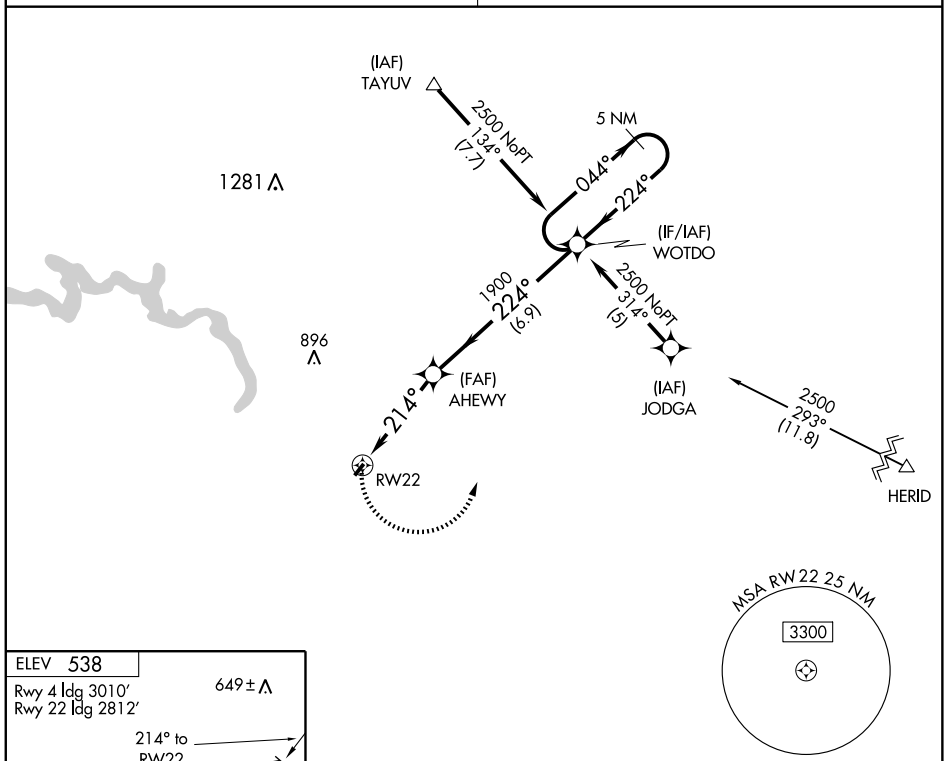
Use Hot Springs altimeter setting; if not received, use Adams Field altimeter setting and increase all MDAs 80 feet. DME/DME RNP-0.3 NA.

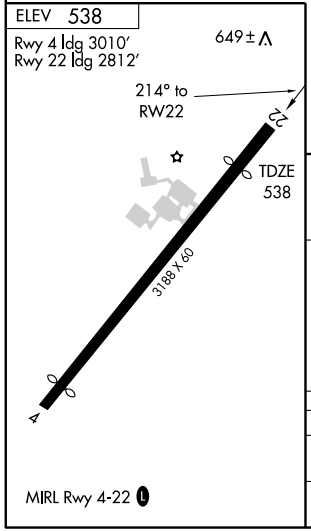
NA

MISSED APPROACH: Climbing left turn to 2500 direct WOTDO and hold.

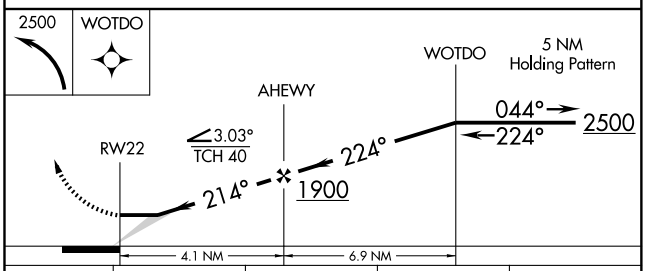
MEMPHIS CENTER
128.475 377.15

UNICOM
122.8 (CTAF) L





MIRL Rwy 4-22 L



CATEGORY	A	B	C	D
LNAV MDA	960-1 422 (500-1)		NA	
CIRCLING	1000-1 462 (500-1)		NA	

SC-1, 08 APR 2010 to 06 MAY 2010

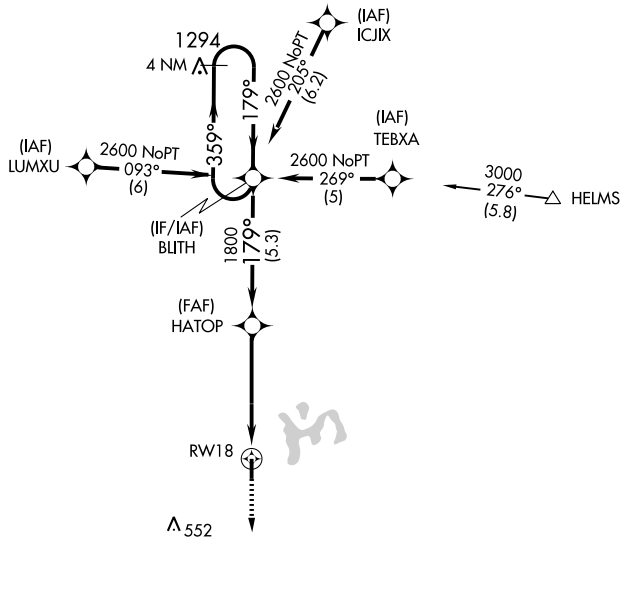
APP CRS	Rwy Idg	4200
179°	TDZE	242
	Apt Elev	242

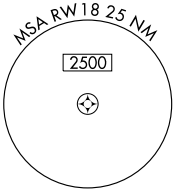
RNAV (GPS) RWY 18
MANILA MUNI (MXA)

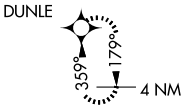
NA Use Blytheville Muni altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

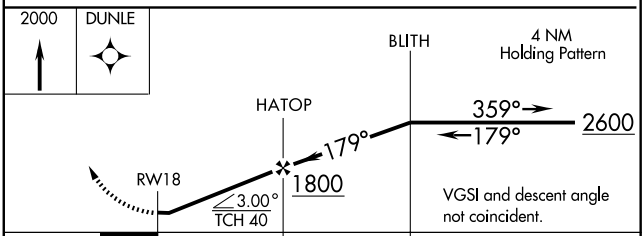
MISSED APPROACH: Climb to 2000 direct DUNLE WP and hold.

MEMPHIS CENTER	UNICOM
120.075 289.4	122.8 (CTAF) L

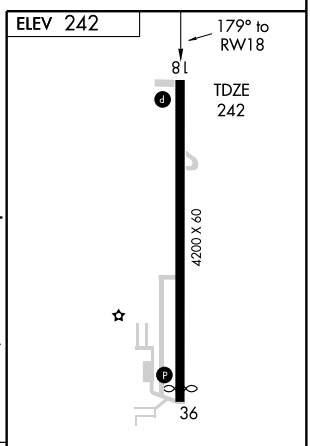








CATEGORY	A	B	C	D
LNAV MDA	640-1	398 (400-1)	NA	
CIRCLING	720-1	478 (500-1)	NA	



MIRL Rwy 18-36 L

VOR/DME MON	APP CRS	Rwy Idg N/A
111.6	255°	TDZE N/A
Chan 53		Apt Elev 141

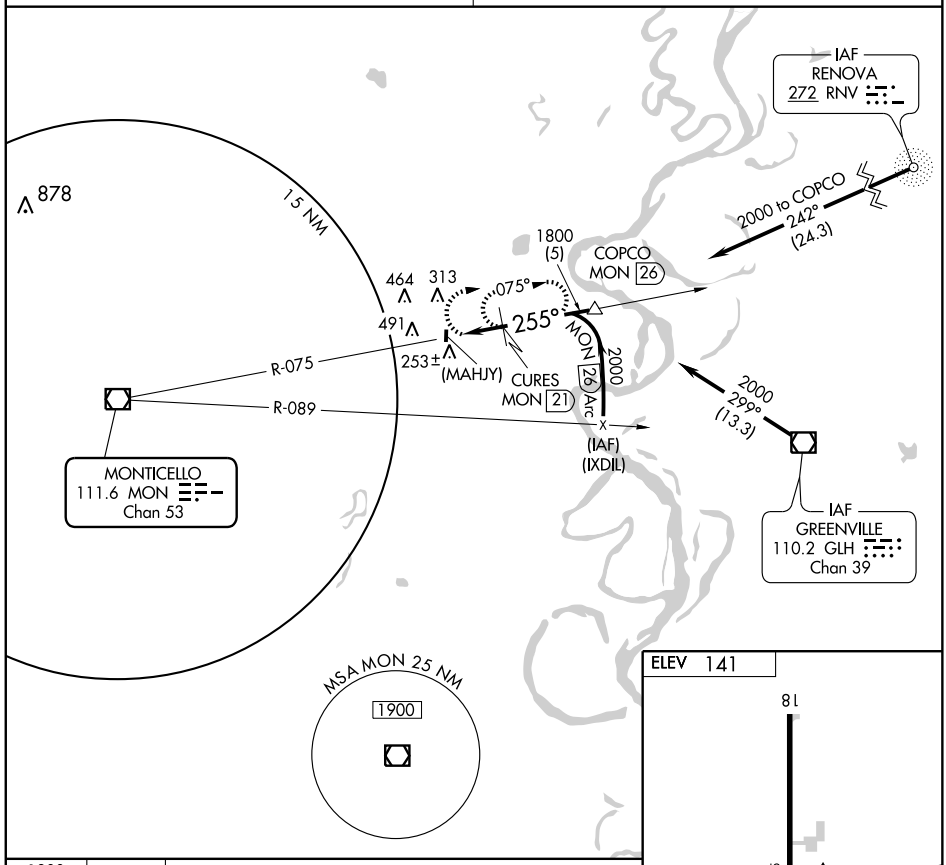
VOR/DME or GPS-A

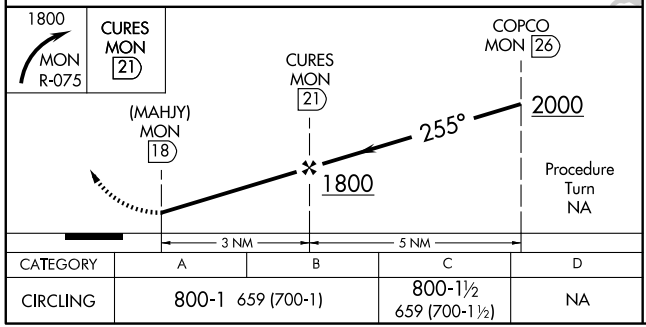
MC GEHEE MUNI (7M1)

NA Circling West of Rwy 18-36 not authorized. Use Greenville, MS altimeter setting; when not available, use Greenwood, MS altimeter setting and increase all MDAs 220 feet.

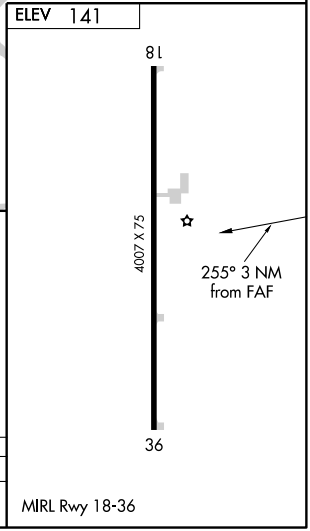
MISSED APPROACH: Climbing right turn to 1800 via MON R-075 to CURES 21 DME and hold.

MEMPHIS CENTER	CTAF
135.875 269.35	122.9





CATEGORY	A	B	C	D
CIRCLING	800-1 659 (700-1)		800-1½ 659 (700-1½)	NA



SC-1, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4002
031°	TDZE	735
	Apt Elev	735

RNAV (GPS) RWY 3

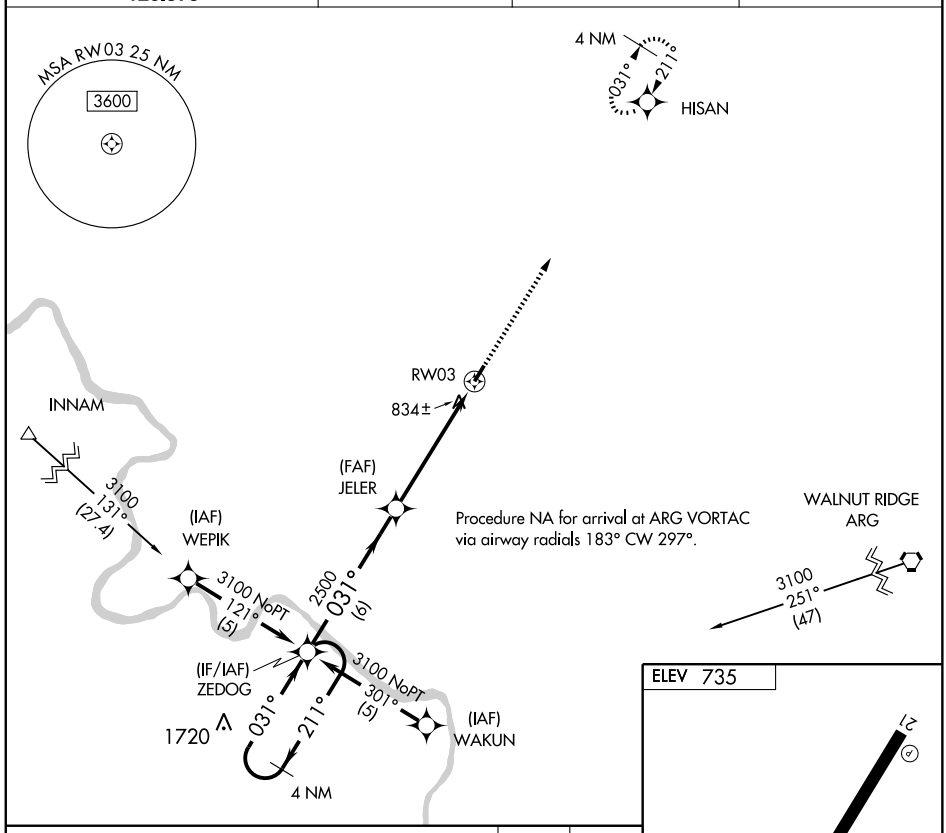
MELBOURNE MUNI - JOHN E. MILLER FIELD (42A)

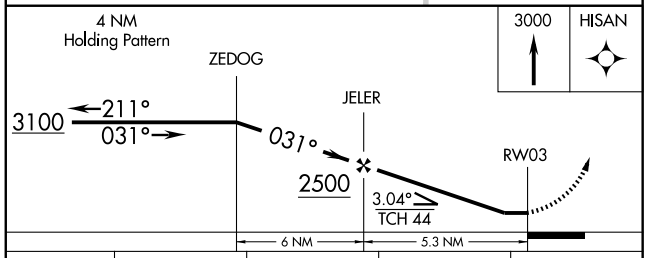
T
A NA

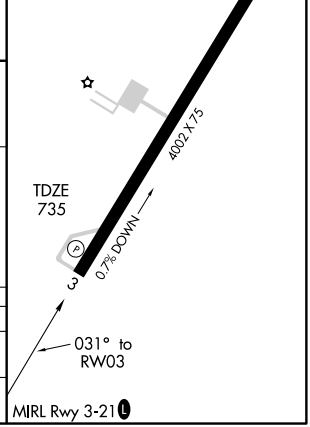
DME/DME RNP-0.3 NA. Use Batesville Rgnl altimeter setting; if not received, use Mountain Home/Ozark Rgnl altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 3000 direct HISAN and hold.

BATESVILLE REGIONAL AWOS-3	MEMPHIS CENTER	CTAF	122.95 L
126.375	126.85 281.55	122.9	







CATEGORY	A	B	C	D
LNAV MDA	1300-1	565 (600-1)	1300-1½ 565 (600-1½)	NA
CIRCLING	1360-1	625 (700-1)	1360-1¾ 625 (700-1¾)	NA

SC-1, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4002
211°	TDZE	722
	Apt Elev	735

RNAV (GPS) RWY 21

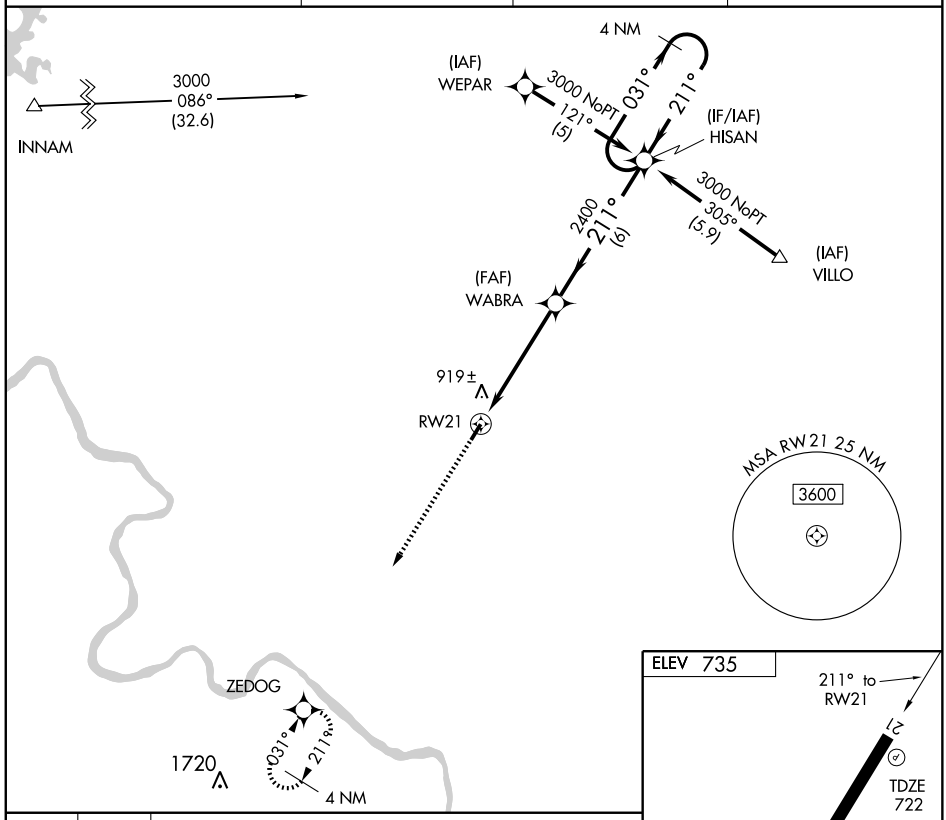
MELBOURNE MUNI - JOHN E. MILLER FIELD (42A)

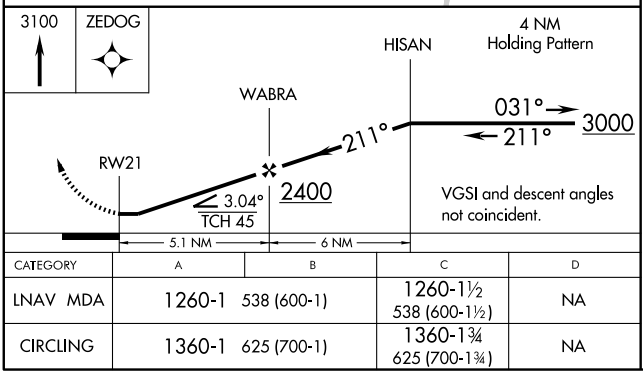
T
NA

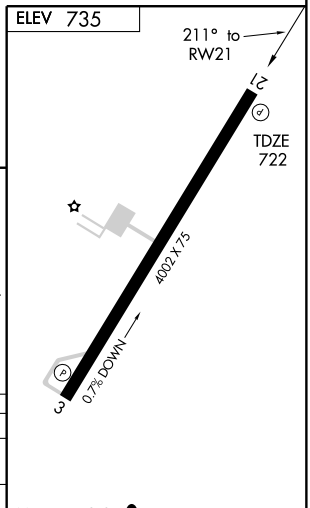
DME/DME RNP-0.3 NA. Use Batesville Rgnl altimeter setting; if not received, use Mountain Home/Ozark Rgnl altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 3100 direct ZEDOG and hold.

BATESVILLE REGIONAL AWOS-3	MEMPHIS CENTER	CTAF	122.95 L
126.375	126.85 281.55	122.9	







CATEGORY	A	B	C	D
LNAV MDA	1260-1	538 (600-1)	1260-1½ 538 (600-1½)	NA
CIRCLING	1360-1	625 (700-1)	1360-1¾ 625 (700-1¾)	NA

MIRL Rwy 3-21 L

SC-1, 08 APR 2010 to 06 MAY 2010

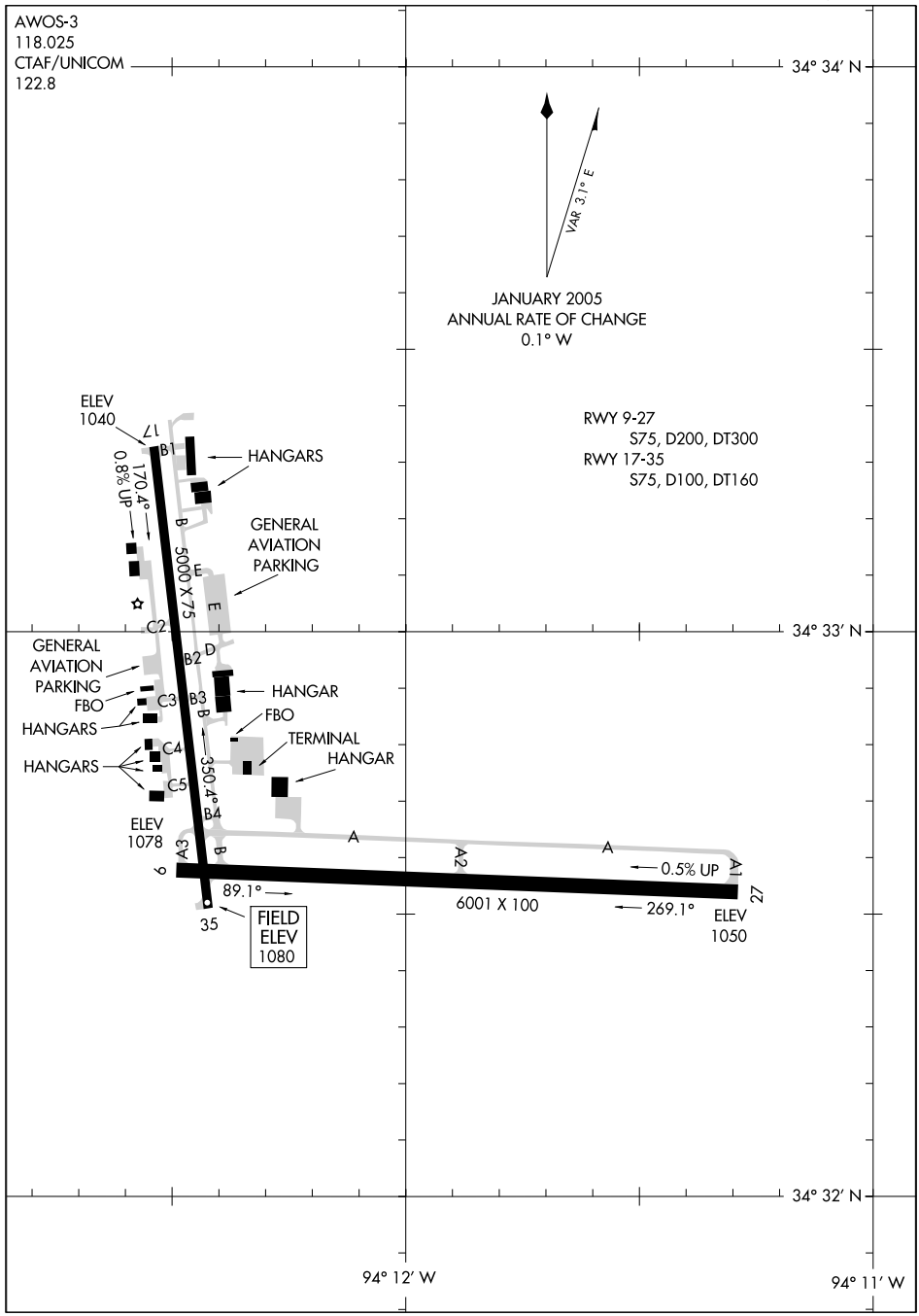
09015

AIRPORT DIAGRAM

AL-6002 (FAA)

MENA INTERMOUNTAIN MUNI (MEZ)

MENA, ARKANSAS



SC-1, 08 APR 2010 to 06 MAY 2010

LOC/DME I-VMU	APP CRS	Rwy Idg	6001
108.7	269°	TDZE	1058
Chan 24		Apt Elev	1079

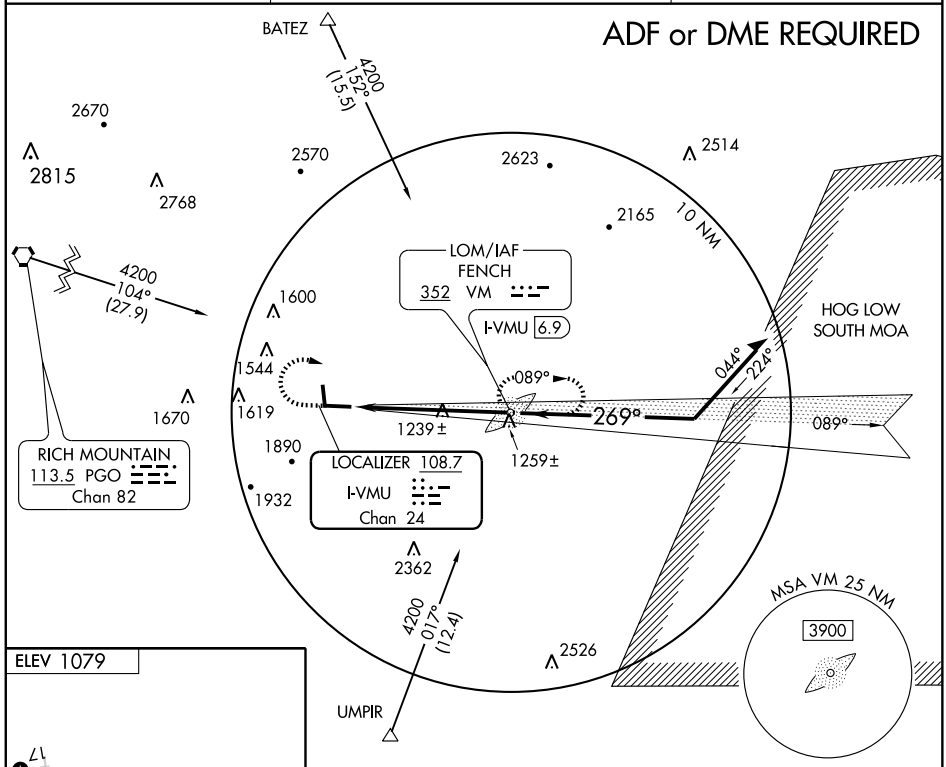
ILS or LOC RWY 27

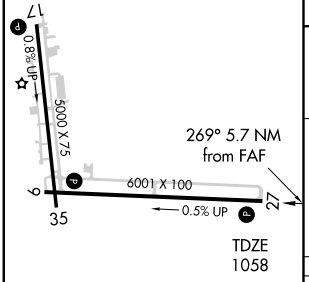
MENA INTERMOUNTAIN MUNI (MEZ)

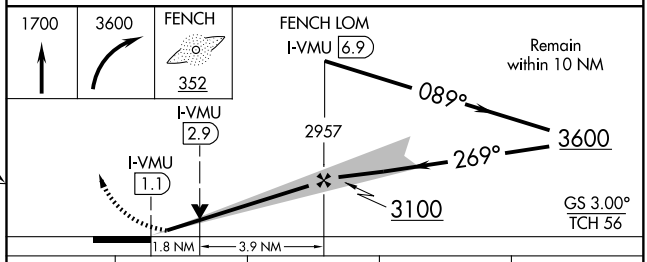
ADF Required. When local altimeter setting not received, use Fort Smith Rgnl altimeter setting and increase all DA 197 feet, all MDA 200 feet, increase S-ILS 27 visibilities ½ mile, S-LOC 27 Cat B visibility ¼ mile Cat C visibility ½ mile and Circling Cat A/B ¼ mile. VDP NA when using Fort Smith Rgnl altimeter setting.

MISSED APPROACH: Climb to 1700 then climbing right turn to 3600 direct FENCH LOM/I-VMU 6.9 DME and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.025	126.1 269.0	122.8 (CTAF) L







HIRL Rwy 9-27 L
MIRL Rwy 17-35 L
REIL Rwys 9, 27 and 35 L

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

CATEGORY	A	B	C	D
S-ILS 27	1458-1½ 400 (400-1½)			NA
S-LOC 27	1660-1 602 (600-1)		1660-1¾ 602 (600-1¾)	NA
CIRCLING	1880-1 801 (900-1)	1940-1¼ 861 (900-1¼)	2060-3 981 (1000-3)	NA

SC-1, 08 APR 2010 to 06 MAY 2010

LOM VM	APP CRS	Rwy Idg	6001
352	269°	TDZE	1058
		Apt Elev	1079

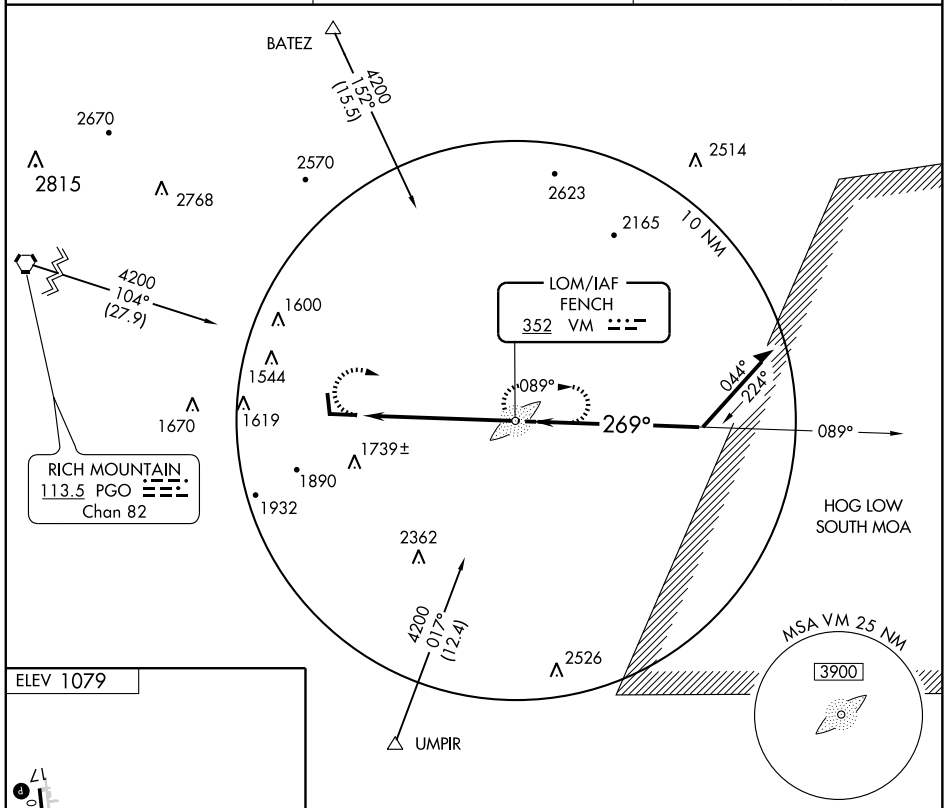
NDB RWY 27

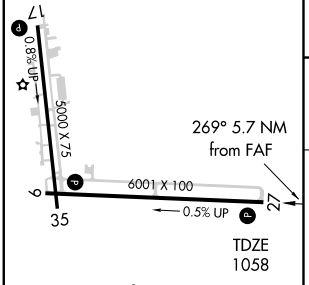
MENA INTERMOUNTAIN MUNI (MEZ)

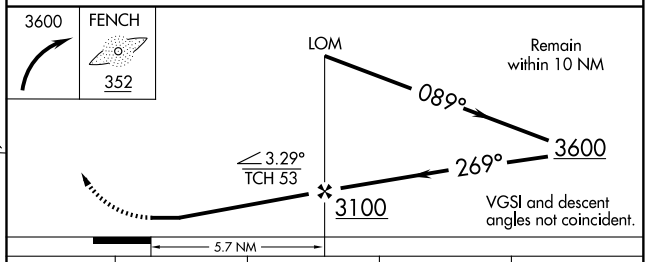
T NA — When local altimeter setting not received, use Fort Smith Rgnl altimeter setting and increase all MDAs 200 feet, increase S-27 Cat A/B visibilities ¼ mile, S-27 Cat C visibility ½ mile, and Circling Cat A/B ¼ mile.

MISSED APPROACH: Climbing right turn to 3600 direct FENCH LOM and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.025	126.1 269.0	122.8 (CTAF) L







HIRL Rwy 9-27 L
MIRL Rwy 17-35 L
REIL Rwys 9, 27 and 35 L

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

CATEGORY	A	B	C	D
S-27	1920-1 862 (900-1)	1920-1¼ 862 (900-1¼)	1920-2½ 862 (900-2½)	NA
CIRCLING	1920-1 841 (900-1)	1940-1¼ 861 (900-1¼)	2060-3 981 (1000-3)	NA

SC-1, 08 APR 2010 to 06 MAY 2010

MENA, ARKANSAS

AL-6002 (FAA)

RNAV (GPS) RWY 17

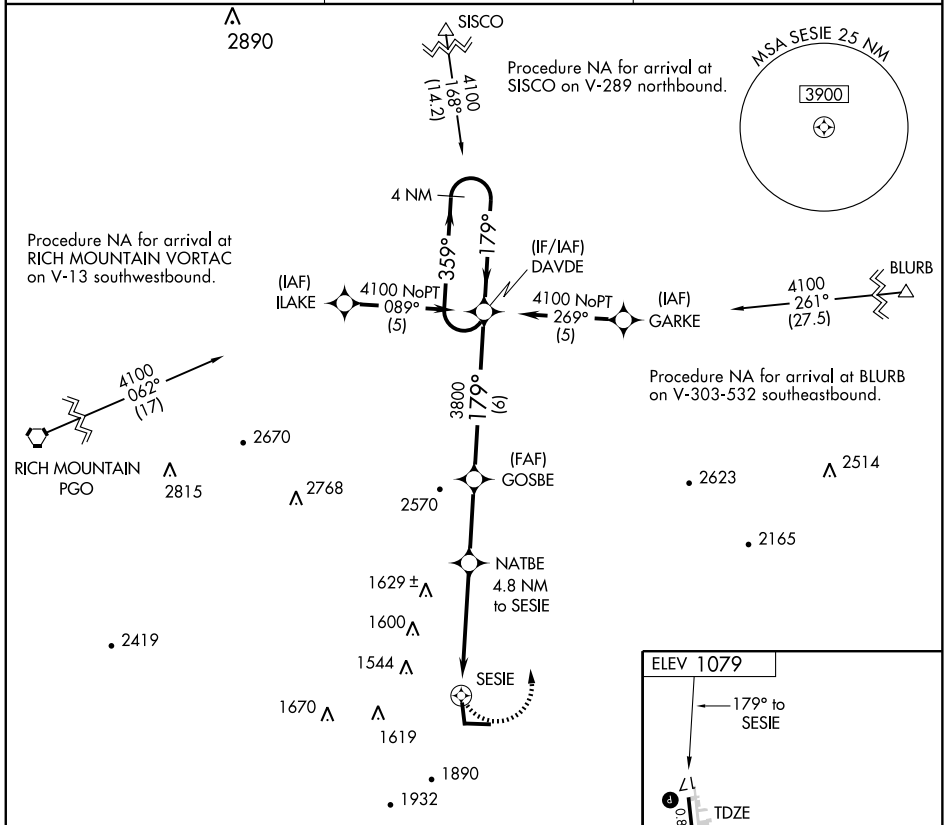
MENA INTERMOUNTAIN MUNI (MEZ)

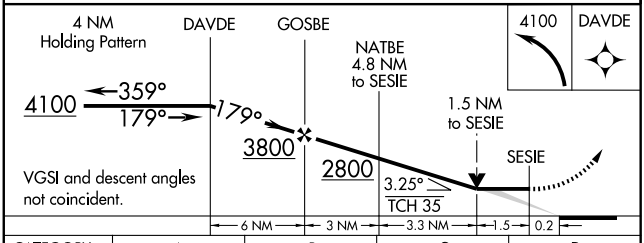
APP CRS	Rwy Idg	5000
179°	TDZE	1063
	Apt Elev	1079

GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

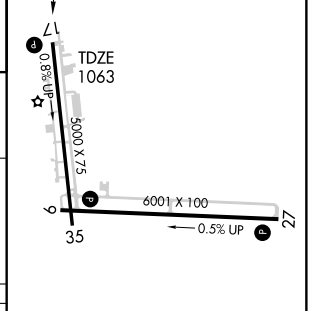
MISSED APPROACH: Climbing left turn to 4100 direct DAVDE WP and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.025	126.1 269.0	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1640-1 577 (600-1)		1640-1½ 577 (600-1½)	NA
CIRCLING	1840-1 761 (800-1)	1880-1¼ 801 (900-1¼)	2000-2¾ 921 (1000-2¾)	NA



HIRL Rwy 9-27 L
MIRL Rwy 17-35 L
REIL Rwys 9, 27 and 35 L

SC-1, 08 APR 2010 to 06 MAY 2010

VORTAC PGO 113.5 Chan 82	APP CRS 108°	Rwy Idg N/A TDZE N/A Apt Elev 1079

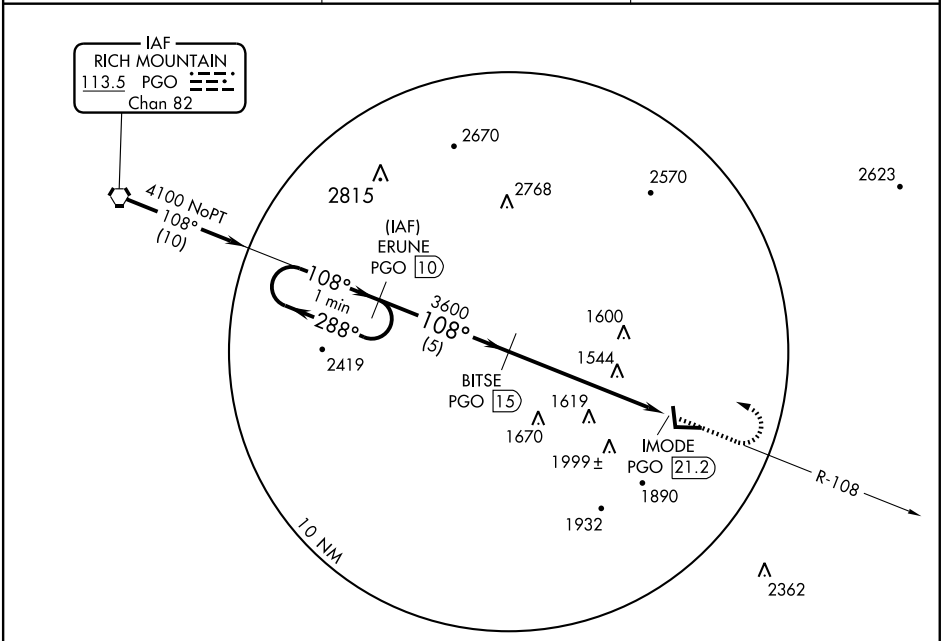
VOR/DME-A

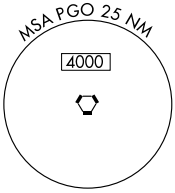
MENA INTERMOUNTAIN MUNI (MEZ)

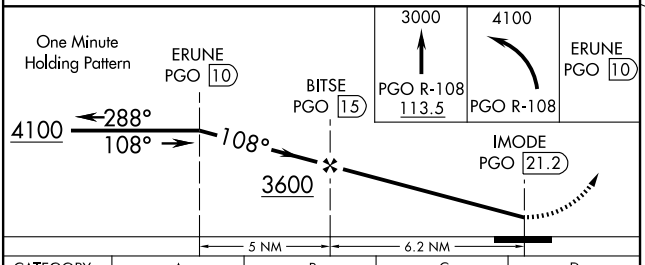
If local altimeter setting not received, use Fort Smith altimeter setting and increase all MDA's 200 ft.

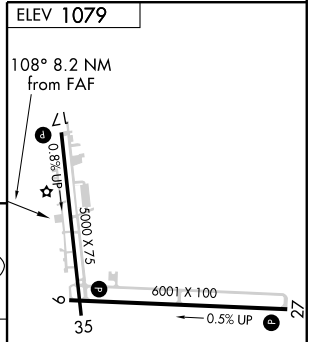
MISSED APPROACH: Climb to 3000 via PGO R-108 then climbing left turn to 4100 via PGO R-108 to ERUNE and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.025	126.1 269.0	122.8 (CTAF) L









CATEGORY	A	B	C	D
CIRCLING	2260-1¼ 1181 (1200-1¼)	2260-1½ 1181 (1200-1½)	2260-3 1181 (1200-3)	NA

HIRL Rwy 9-27 L
MIRL Rwy 17-35 L
REIL Rwys 9, 27 and 35 L

SC-1, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5018
031°	TDZE	270
	Apt Elev	270

RNAV (GPS) RWY 3

MONTICELLO MUNI/ELLIS FIELD (LLQ)

DME/DME RNP-0.3 NA. Visibilty reduction by helicopters NA. When local altimeter setting not received, use Pine Bluff altimeter setting and increase all MDA 100 feet, LNAV Cat C and circling Cat C visibilities ¼ mile.

MISSED APPROACH: Climbing right turn to 2000 direct JOSAS and hold.

ASOS	MEMPHIS CENTER	UNICOM
133.325	135.875 269.35	122.8 (CTAF) L

878

626
563
453±
463
529±
544
RW03
ULAYA
2 NM to
RW03

HAMPT
2000
093°
(27.3)

(IAF)
WEPET
2000 NoPT
121°
(5)

(FAF)
HINBO
2000
031°
(6.2)

Procedure NA for arrivals on GLH VOR/DME via airway radials 203 CW 309.

GREENVILLE
GLH
2000
261°
(40.9)

(IF/IAF)
JOSAS
031°
211°
4 NM

2000 NoPT
301°
(5)
(IAF)
HUGIM

MSA RW03 25 NM
1900

ELEV 270

0.5% UP
5018 X 75
21
3
TDZE
270
031° to
RW03

MIRL Rwy 3-21 L
REIL Rwys 3 and 21 L

4 NM
Holding Pattern
JOSAS
HINBO
ULAYA
2 NM to
RW03
2000
211°
031°
2000
031°
RW03
3.04°
TCH 52
960
6.2 NM
3.2 NM
2 NM

2000
JOSAS

CATEGORY	A	B	C	D
LNAV MDA	780-1	510 (600-1)	780-1½ 510 (600-1½)	NA
CIRCLING	800-1	530 (600-1)	800-1½ 530 (600-1½)	NA

SC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5018
211°	TDZE	268
	Apt Elev	270

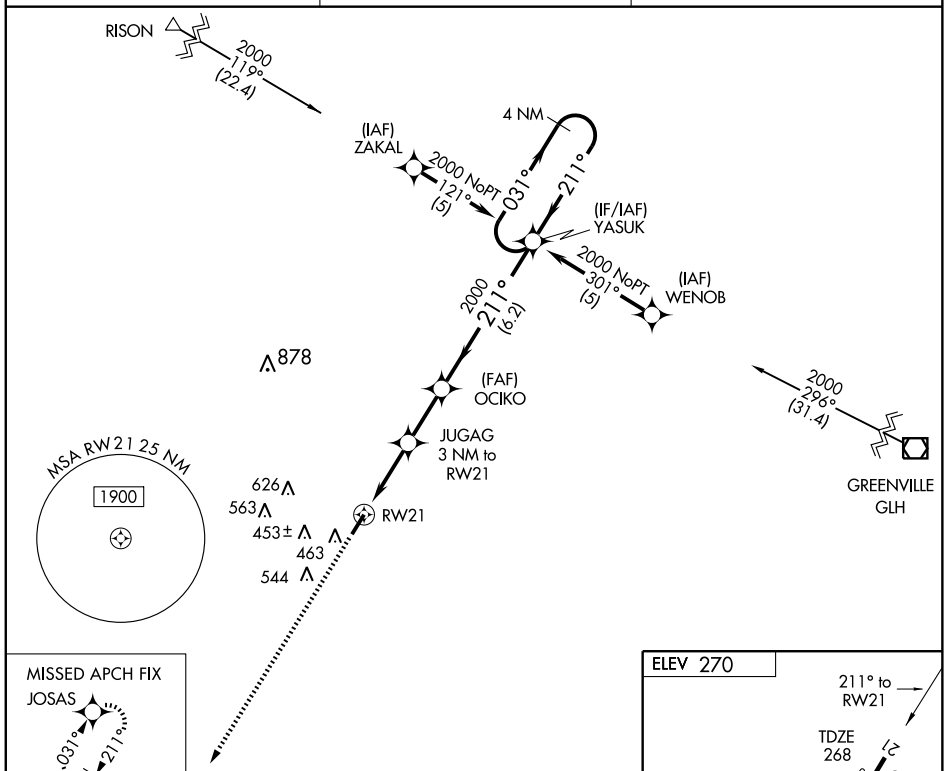
RNAV (GPS) RWY 21

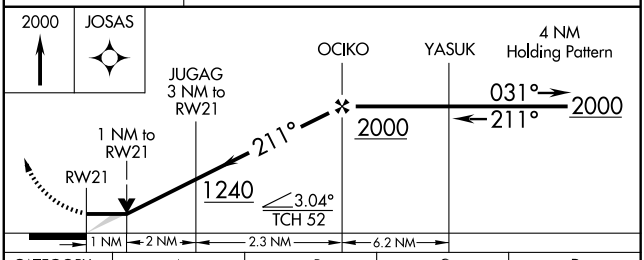
MONTICELLO MUNI/ELLIS FIELD (LLQ)

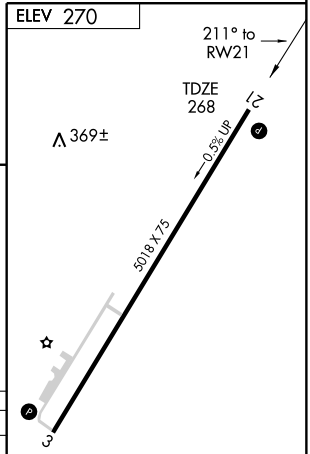
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Pine Bluff altimeter setting and increase all MDA 100 feet, LNAV Cat C and circling Cat C visibilities ¼ mile. VDP NA with Pine Bluff altimeter setting.

MISSED APPROACH: Climb to 2000 direct JOSAS and hold.

ASOS	MEMPHIS CENTER	UNICOM
133.325	135.875 269.35	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	620-1 352 (400-1)			NA
CIRCLING	800-1 530 (600-1)		800-1½ 530 (600-1½)	NA

MIRL Rwy 3-21 L

REIL Rwys 3 and 21 L

SC-1, 08 APR 2010 to 06 MAY 2010

VOR/DME MON	APP CRS	Rwy Idg	N/A
111.6	335°	TDZE	N/A
Chan 53		Apt Elev	270

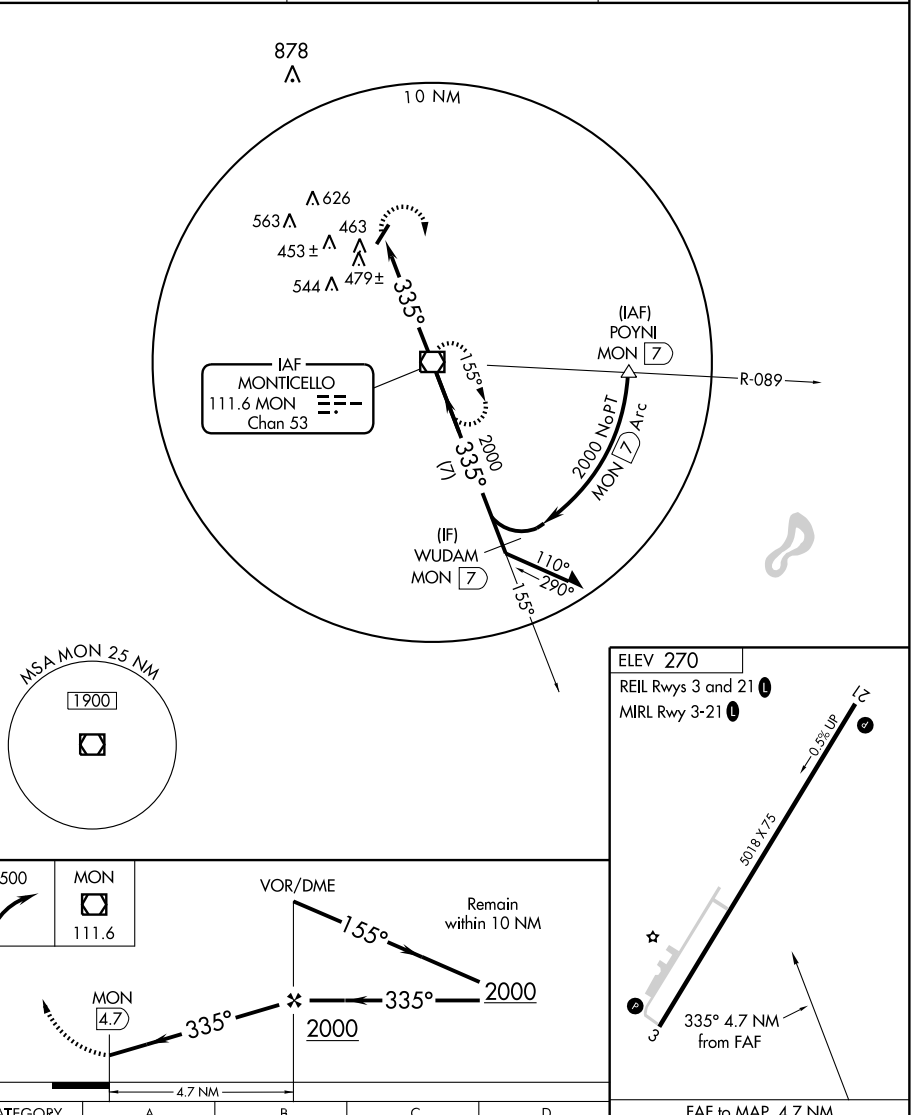
VOR-A

MONTICELLO MUNI/ELLIS FIELD (LLQ)

When local altimeter setting not received, use Pine Bluff altimeter setting and increase all MDA 100 feet and Cat C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2500 direct MON VOR/DME and hold. Continue climb in hold to 2500.

ASOS	MEMPHIS CENTER	UNICOM
133.325	135.875 269.35	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	800-1	530 (600-1)	800-1½ 530 (600-1½)	NA

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

SC-1, 08 APR 2010 to 06 MAY 2010

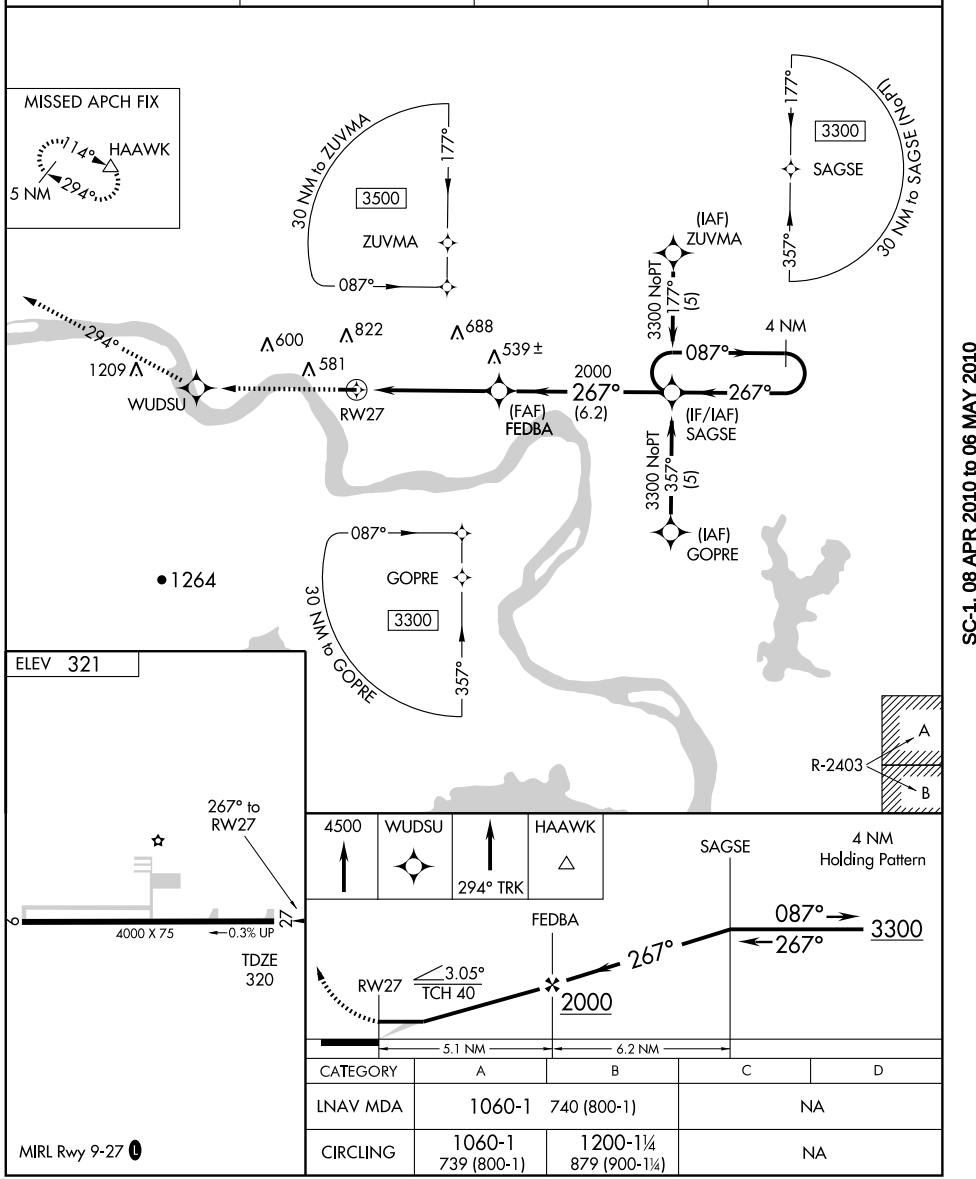
APP CRS	Rwy Idg	4000
267°	TDZE	320
	Apt Elev	321

RNAV (GPS) RWY 27
MORRILTON MUNI (BDQ)

NA — DME/DME RNP-0.3 NA. Use Russellville altimeter setting, when not received, use Little Rock altimeter setting.

MISSED APPROACH: Climb to 4500 direct WUDSU and via 294° track to HAAWK and hold.

RUSSELLVILLE AWOS	MEMPHIS CENTER	UNICOM	
132.475	128.475 377.15	122.8 (CTAF)	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	1060-1	740 (800-1)	NA	
CIRCLING	1060-1 739 (800-1)	1200-1¼ 879 (900-1¼)	NA	

MIRL Rwy 9-27 L

SC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5403
026°	TDZE	906
	Apt Elev	923

RNAV (GPS) RWY 3

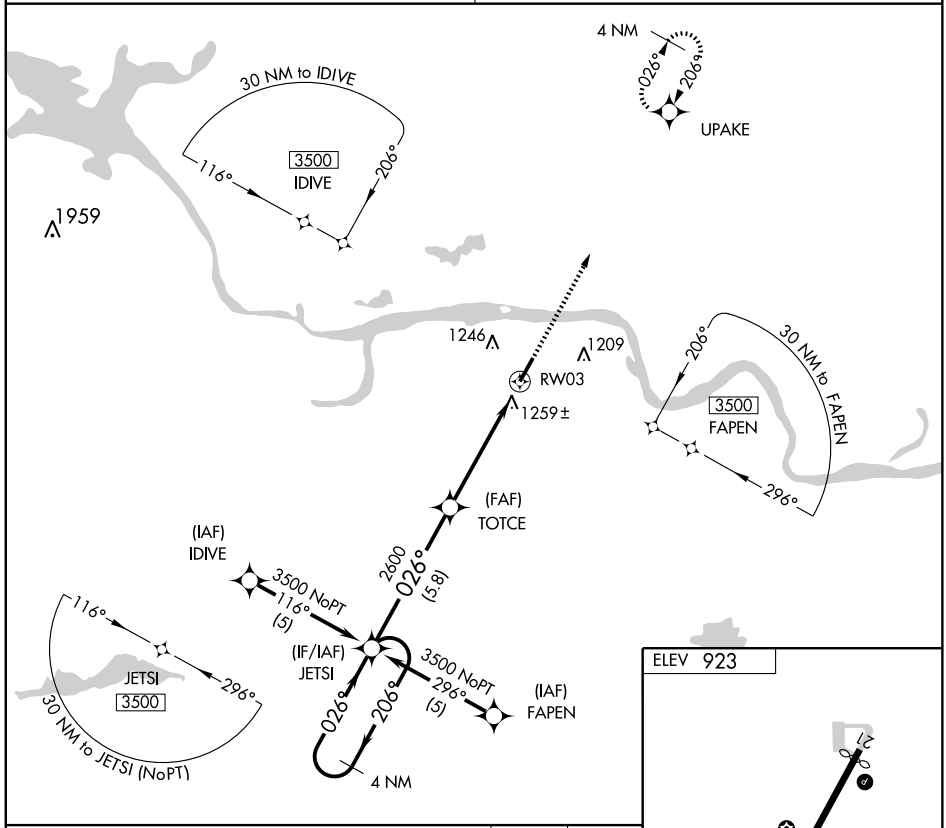
MORRILTON/PETIT JEAN PARK (MPJ)

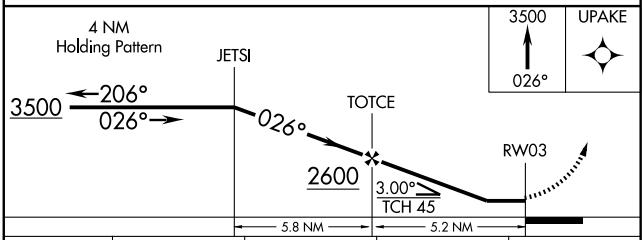
Use Russellville altimeter setting.
NA Procedure NA at night.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3500 via 026° course to UPAKE WP and hold.

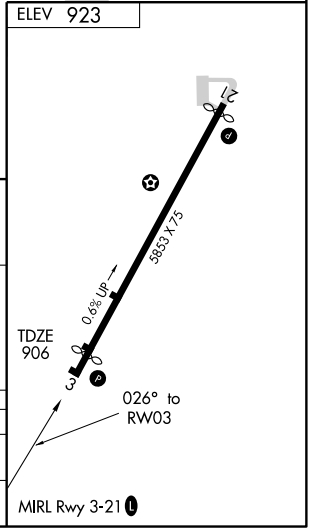
MEMPHIS CENTER
128.475 377.15

CTAF
122.9 L





CATEGORY	A	B	C	D
LNAV MDA	1620-1 714 (800-1)		1620-2 714 (800-2)	NA
CIRCLING	1660-1 737 (800-1)	1720-1¼ 797 (800-1¼)	1720-2¼ 797 (800-2¼)	NA



SC-1, 08 APR 2010 to 06 MAY 2010

LOC/DME I-BPK	APP CRS	Rwy Idg	5001
111.95	049°	TDZE	928
Chan 56(Y)		Apt Elev	928

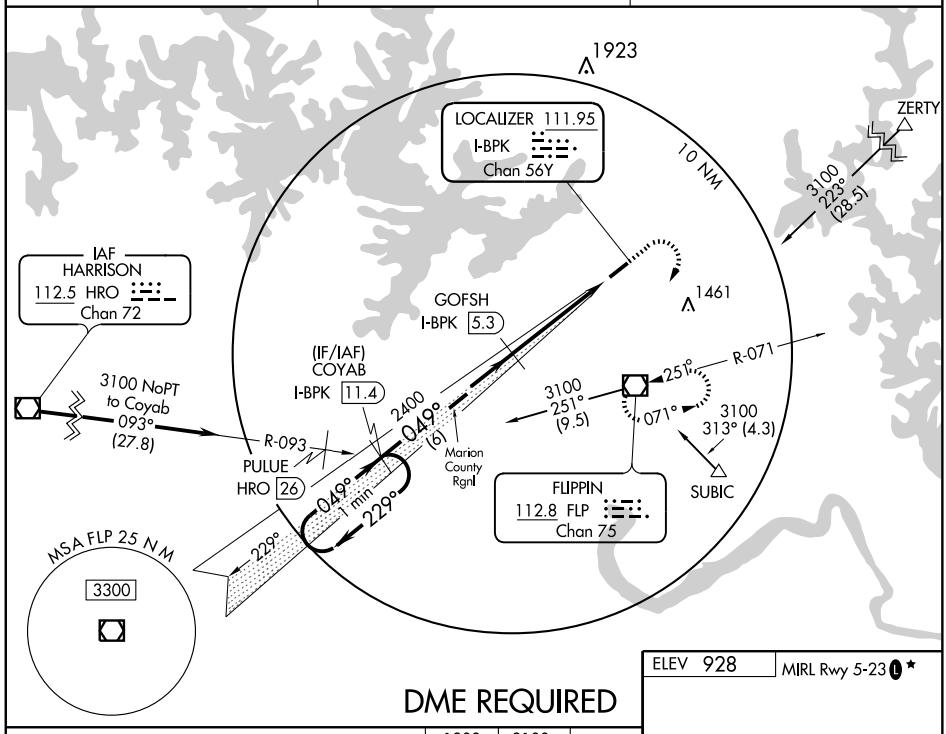
ILS or LOC/DME RWY 5

MOUNTAIN HOME/ OZARK RGNL (BPK)

If local altimeter setting not received, use Flippin altimeter setting and increase DA to 1225 feet and all MDAs 60 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1800 then climbing right turn to 3100 direct FLP VOR/DME and hold.

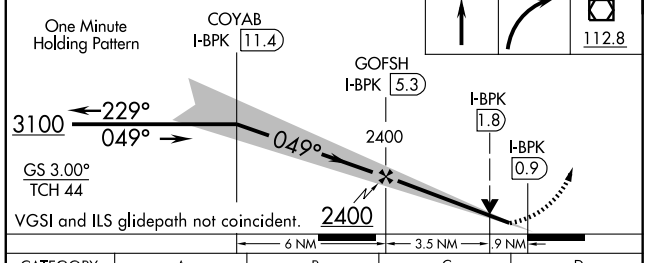
ASOS	MEMPHIS CENTER	UNICOM
133.975	126.85 281.55	123.0 (CTAF)



DME REQUIRED

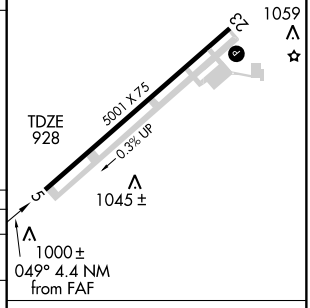
Use I-BPK DME when on the localizer course.

1800	3100	FLP
		112.8



CATEGORY	A	B	C	D
S-ILS 5	1178-¾ 250 (300-¾)			NA
S-LOC 5	1260-1 332 (400-1)			NA
CIRCLING	1400-1 472 (500-1)		1400-1½ 472 (500-1½)	NA

ELEV 928 MIRL Rwy 5-23



Knots	60	90	120	150	180
Min:Sec					

SC-1, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5001
Ch 69300	049°	TDZE	928
W05A		Apt Elev	928

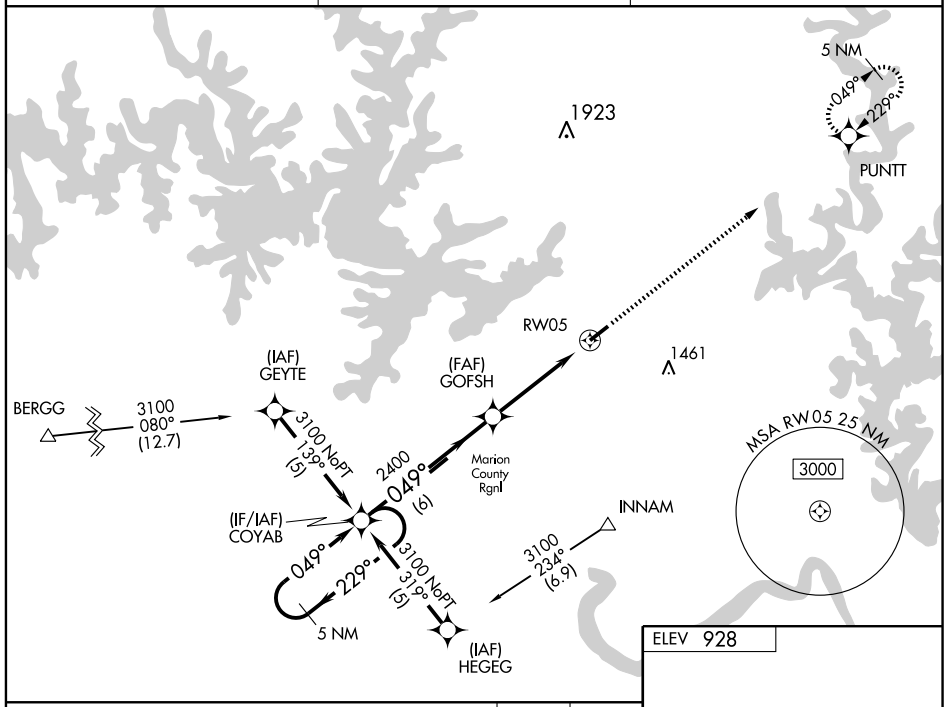
RNAV (GPS) RWY 5

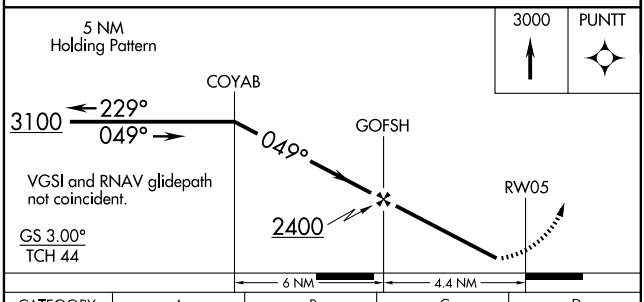
MOUNTAIN HOME/ OZARK RGNL (BPK)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 95°C (203°F). If local altimeter setting not received, use Flippin altimeter setting and increase all DAs/MDAs 60 feet. BARO-VNAV NA when using Flippin altimeter setting.

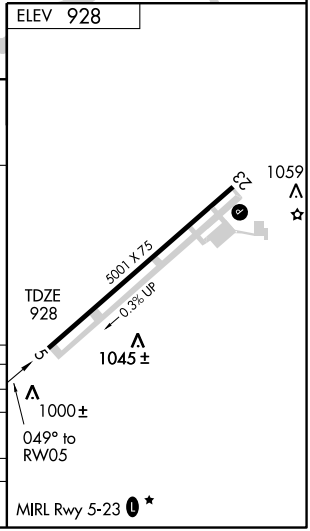
MISSED APPROACH: Climb to 3000 direct PUNTT and hold.

ASOS	MEMPHIS CENTER	UNICOM
133.975	126.85 281.55	123.0 (CTAF) L ★





CATEGORY	A	B	C	D
LPV DA	1201-1 273 (300-1)			NA
LNAV/ VNAV DA	1250-1¼ 322 (400-1¼)			NA
LNAV MDA	1280-1 352 (400-1)			NA
CIRCLING	1400-1¼ 472 (500-1¼)		1400-1½ 472 (500-1½)	NA



SC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5001
229°	TDZE	919
	Apt Elev	928

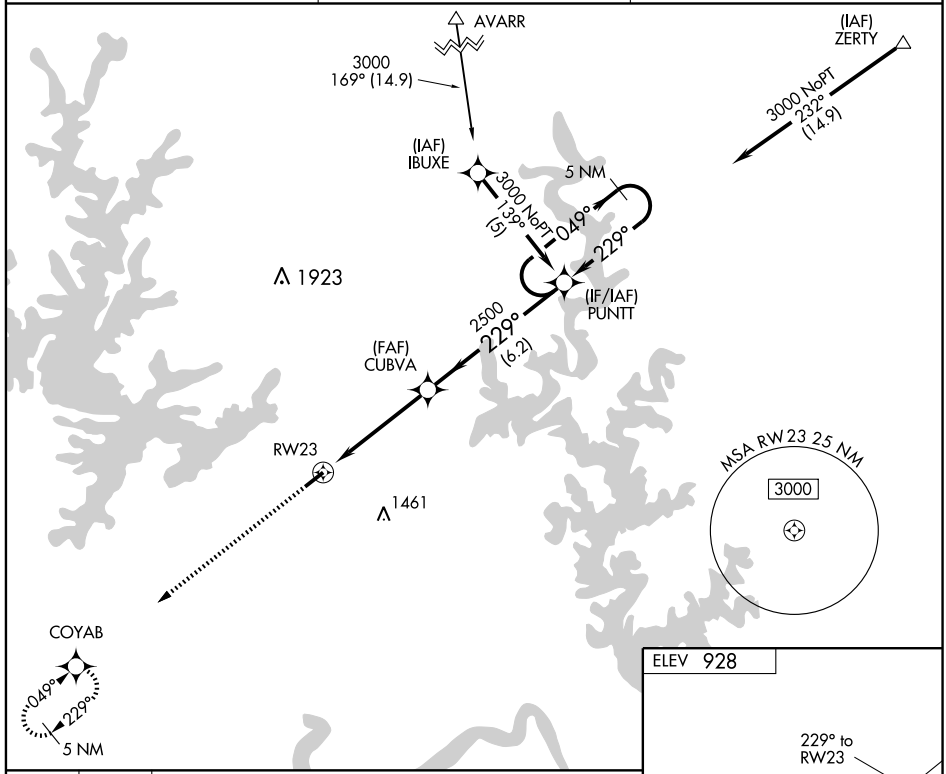
RNAV (GPS) RWY 23

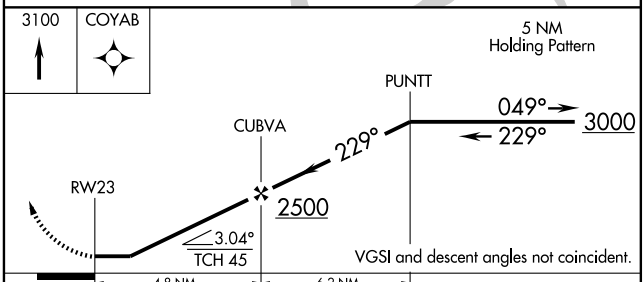
MOUNTAIN HOME/ OZARK RGNL (BPK)

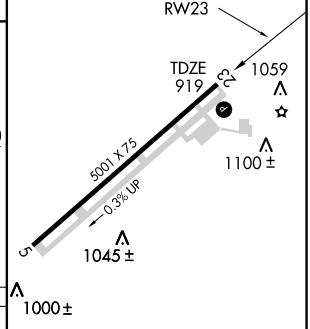
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Flippin altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 3100 direct COYAB and hold.

ASOS	MEMPHIS CENTER	UNICOM
133.975	126.85 281.55	123.0 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1360-1 441 (500-1)		1360-1¼ 441 (500-1¼)	NA
CIRCLING	1400-1 472 (500-1)		1400-1½ 472 (500-1½)	NA

MIRL Rwy 5-23

SC-1, 08 APR 2010 to 06 MAY 2010

VOR/DME FLP	APP CRS	Rwy Idg	N/A
112.8	349°	TDZE	N/A
Chan 75		Apt Elev	928

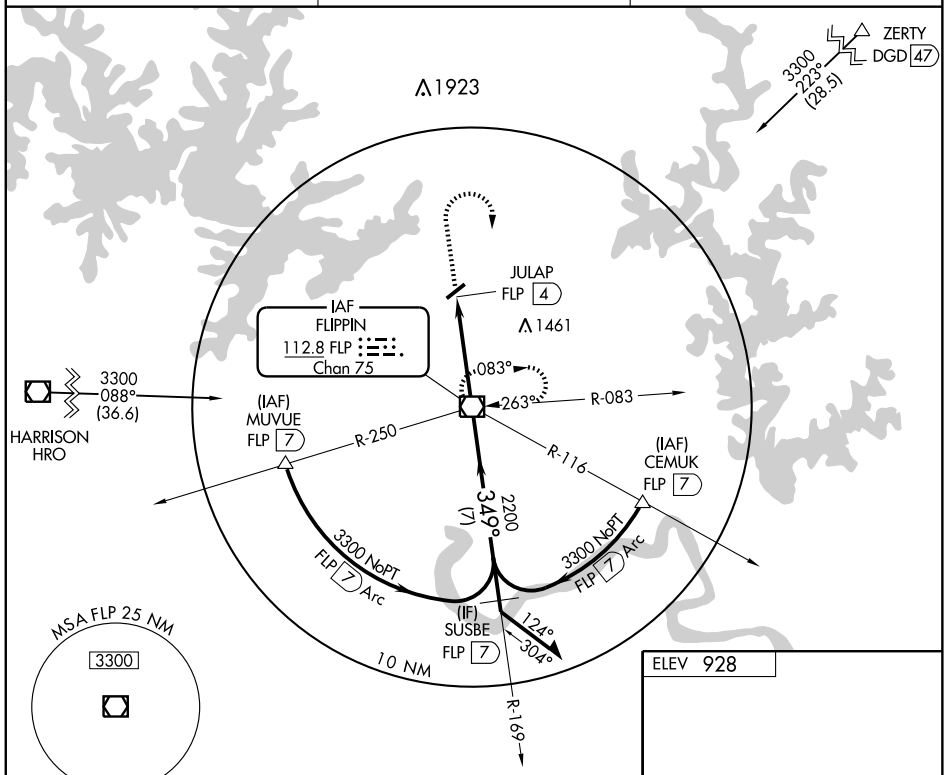
VOR-A

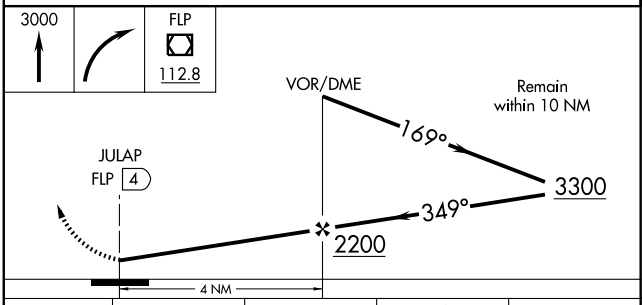
MOUNTAIN HOME/ OZARK RGNL (BPK)

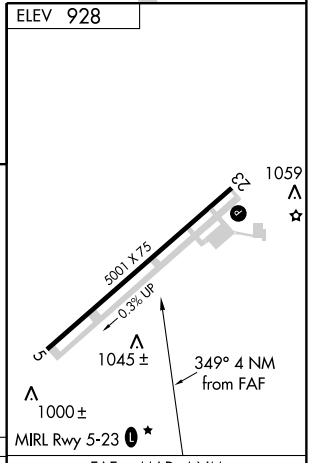
When local altimeter setting not received, use Harrison altimeter setting and increase all MDA 140 feet and Cat C visibility ½ mile.

MISSED APPROACH: Climb to 3000 then right turn direct FLP VOR/DME and hold.

ASOS	MEMPHIS CENTER	UNICOM
133.975	126.85 281.55	123.0 (CTAF) L ★







CATEGORY	A	B	C	D
CIRCLING	1460-1 532 (600-1)		1460-1½ 532 (600-1½)	NA

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

SC-1, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4502
272°	TDZE	796
	Apt Elev	805

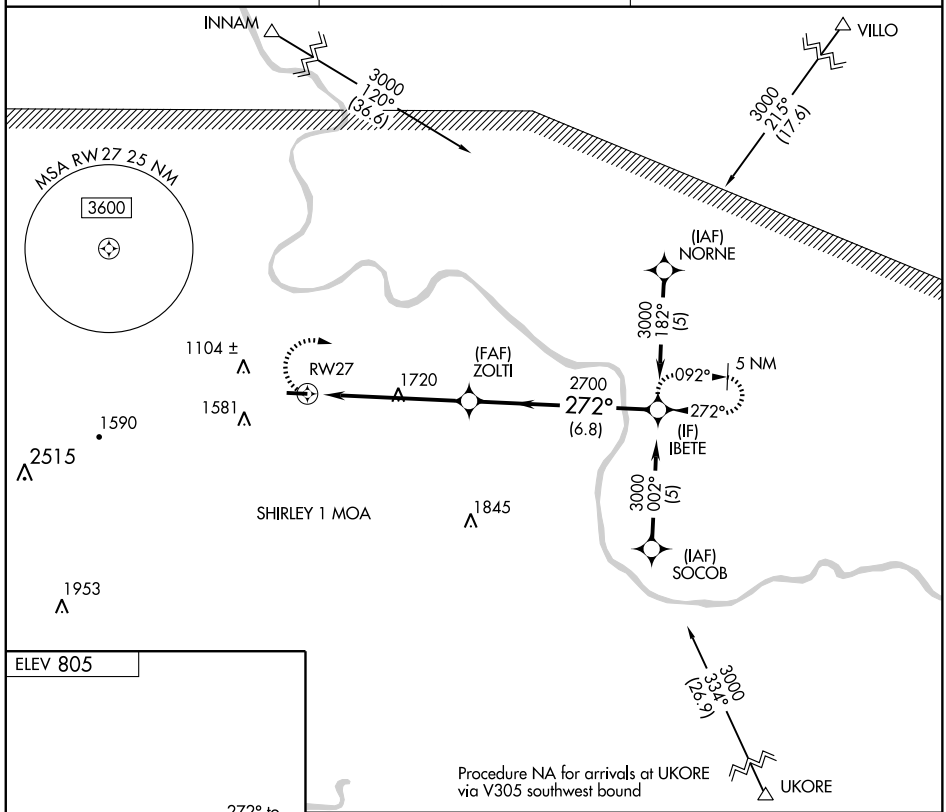
RNAV (GPS) RWY 27

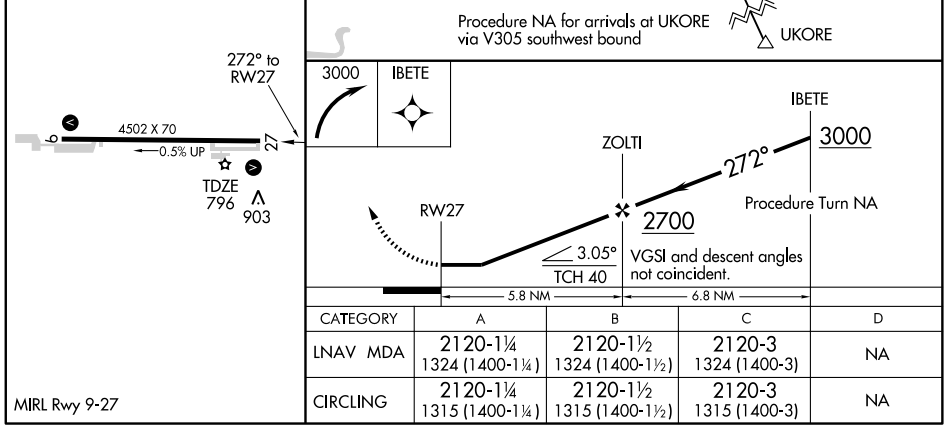
MOUNTAIN VIEW WILCOX MEMORIAL FIELD (7M2)

Use Marion County Rgnl altimeter setting; if not received, use Batesville Rgnl altimeter setting and increase all MDAs 20 feet. DME/DME RNP-0.3 NA.
NA Circling to Rwy 9 NA at night. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 3000 direct IBETE and hold.

MARION COUNTY AWOS-3	MEMPHIS CENTER	UNICOM
132.075	126.85 281.55	122.7 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	2120-1¼ 1324 (1400-1¼)	2120-1½ 1324 (1400-1½)	2120-3 1324 (1400-3)	NA
CIRCLING	2120-1¼ 1315 (1400-1¼)	2120-1½ 1315 (1400-1½)	2120-3 1315 (1400-3)	NA

MIRL Rwy 9-27

SC-1, 08 APR 2010 to 06 MAY 2010

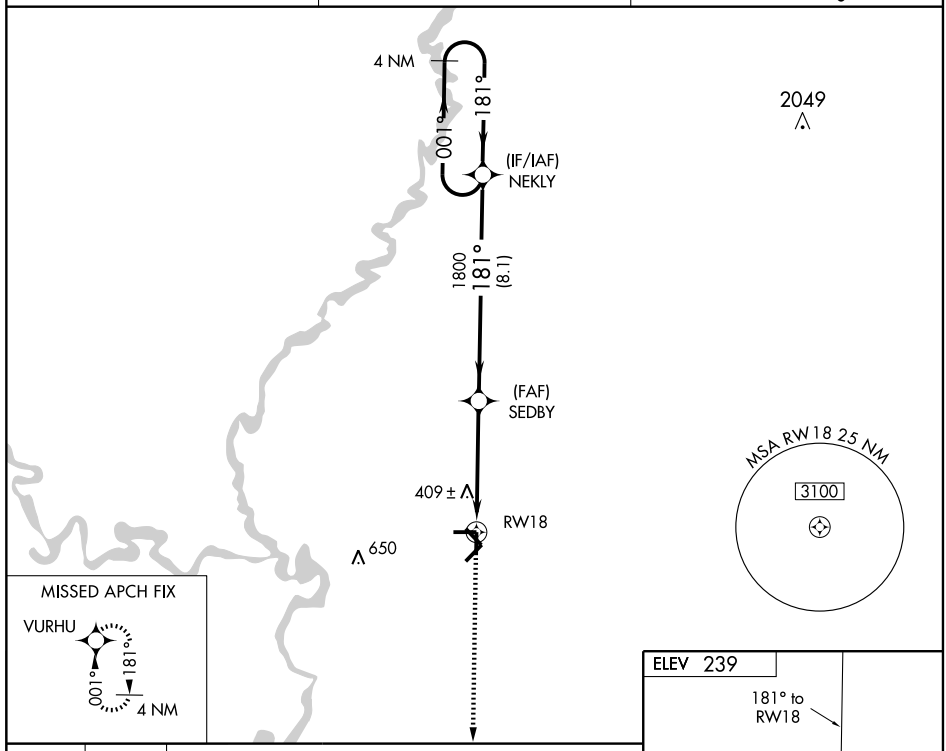
WAAS	APP CRS	Rwy Idg	5002
CH 66008	181°	TDZE	239
W18A		Apt Elev	239

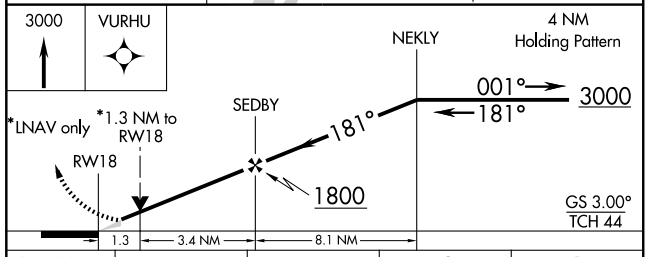
RNAV (GPS) RWY 18
NEWPORT MUNI (M19)

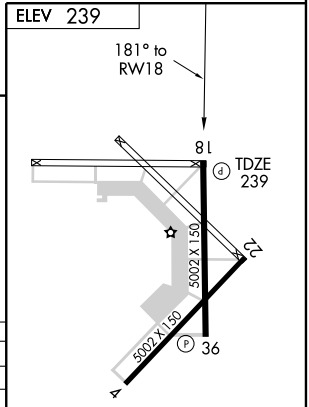
When local altimeter setting not received, use Batesville altimeter setting and increase all DA 86 feet and all MDA 100 feet, increase LPV visibilities ½ mile all Cats, LNAV/VNAV visibilities ½ mile all Cats, LNAV Cats C and D visibilities ¼ mile, circling Cat C visibilities ¼ mile. VDP NA when using Batesville altimeter setting. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV NA when using Batesville altimeter setting.

MISSED APPROACH: Climb to 3000 direct VURHU and hold.

ASOS	MEMPHIS CENTER	UNICOM
118.15	120.075 289.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	489-¾ 250 (300-¾)			
LNAV/VNAV DA	759-1¾ 520 (600-1¾)			
LNAV MDA	700-1 461 (500-1)		700-1¼ 461 (500-1¼)	700-1½ 461 (500-1½)
CIRCLING	760-1 521 (600-1)		760-1½ 521 (600-1½)	800-2 561 (600-2)

REIL Rwys 18 and 36
MIRL Rwy 18-36 L

SC-1, 08 APR 2010 to 06 MAY 2010

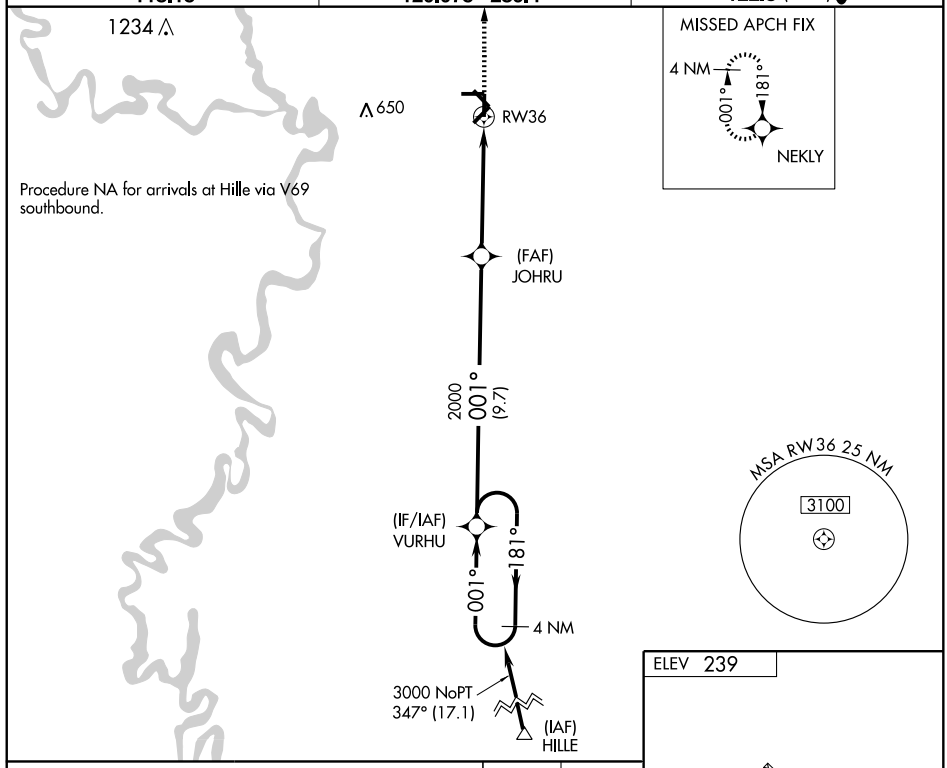
WAAS	APP CRS	Rwy Idg	5002
CH 70708	001°	TDZE	239
W36A		Apt Elev	239

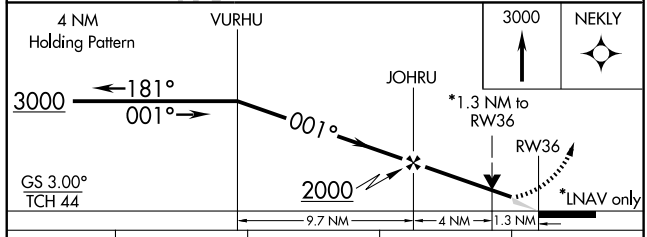
RNAV (GPS) RWY 36
NEWPORT MUNI (M19)

Baro-VNAV NA when using Batesville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Batesville altimeter setting and increase all DA 86 feet and all MDA 100 feet, LPV and LNAV/VNAV visibilities ½ mile all Cats, LNAV Cats C and D visibilities ¼ mile, circling Cat C visibility ¼ mile. VDP NA when using Batesville altimeter setting.

MISSED APPROACH: Climb to 3000 direct NEKLY and hold.

ASOS	MEMPHIS CENTER	UNICOM
118.15	120.075 289.4	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	489-¾ 250 (300-¾)			
LNAV/VNAV DA	614-1¼ 375 (400-1¼)			
LNAV MDA	700-1 461 (500-1)		700-1¼ 461 (500-1¼)	700-1½ 461 (500-1½)
CIRCLING	760-1 521 (600-1)		760-1½ 521 (600-1½)	800-2 561 (600-2)

SC-1. 08 APR 2010 to 06 MAY 2010

VORTAC ARG	APP CRS	Rwy Idg	5002
114.5	197°	TDZE	239
Chan 92		Apt Elev	239

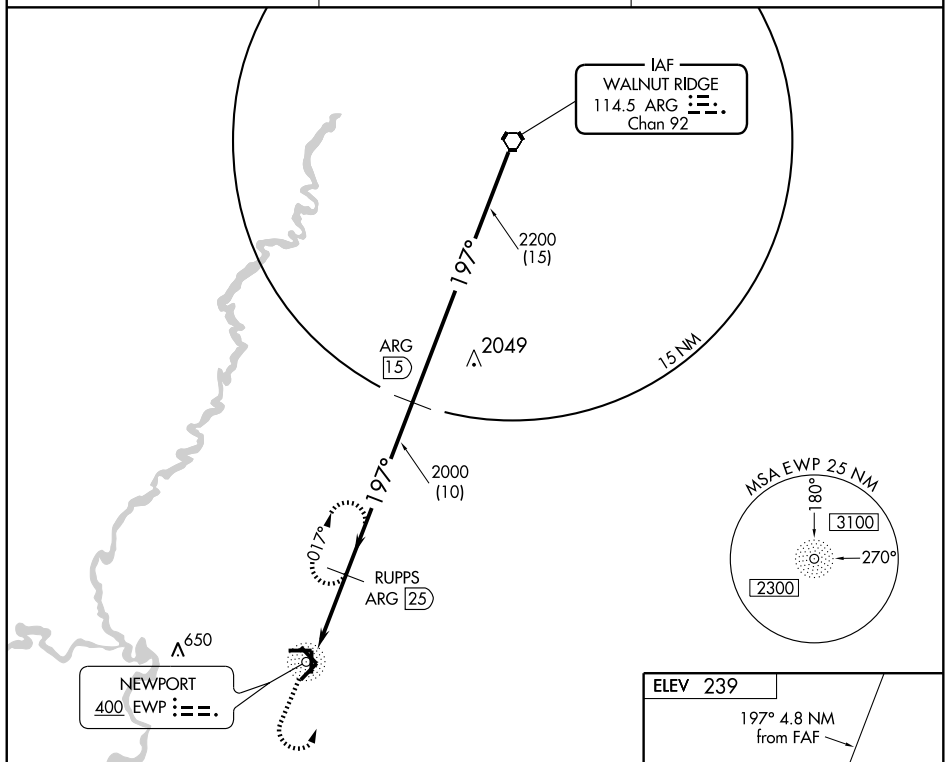
VOR/DME RWY 18

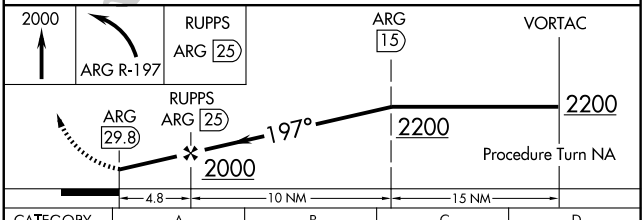
NEWPORT MUNI (M19)

Obtain local altimeter setting on CTAF; if not received, use Batesville Rgnl altimeter setting.

MISSED APPROACH: Climb to 2000 then left turn via ARG VORTAC R-197 to RUPPS 25 DME and hold.

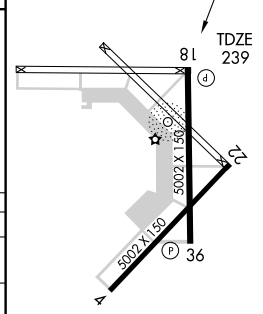
ASOS	MEMPHIS CENTER	UNICOM
118.15	120.075 289.4	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-18	1300-1¼ 1061 (1100-1¼)	1300-1½ 1061 (1100-1½)	1300-3 1061 (1100-3)	
CIRCLING	1300-1¼ 1061 (1100-1¼)	1300-1½ 1061 (1100-1½)	1300-3 1061 (1100-3)	
BATESVILLE ALTIMETER SETTING MINIMUMS				
S-18	1400-1¼ 1161 (1200-1¼)	1400-1½ 1161 (1200-1½)	1400-3 1161 (1200-3)	
CIRCLING	1400-1¼ 1161 (1200-1¼)	1400-1½ 1161 (1200-1½)	1400-3 1161 (1200-3)	

ELEV 239



REIL Rwys 18 and 36
MIRL Rwy 18-36 L

Knots	60	90	120	150	180
Min:Sec					

SC-1, 08 APR 2010 to 06 MAY 2010

NORTH LITTLE ROCK, ARKANSAS AL-5897 (FAA)

LOC/DME I-ORK	APP CRS	Rwy Idg	5002
111.9	053°	TDZE	541
Chan 56		Apt Elev	545

LOC/DME RWY 5
NORTH LITTLE ROCK MUNI (ORK)

Use Adams Field altimeter setting, if not received use Searcy altimeter setting and increase all MDAs 60 feet. Circling NA for Cat C north of Rwy 5-23 when R-2403B active. Visibility reduction by helicopters NA.

NA

MISSED APPROACH: Climb to 1700 then climbing left turn to 4000 on LIT VORTAC R-352 to OCAPU/25 DME and hold.

LITTLE ROCK APP CON	CLNC DEL	UNICOM
119.5 306.2	121.6	122.8 (CTAF) L

RADAR REQUIRED

MISSED APCH FIX

172°
352°
OCAPU
LIT 25
R-352
Chan 86
113.9 LIT

R-2403A
R-2403B

586±
730
635
739±
2220
AWHOG
I-ORK 6.1
R-352

(IAF)
PARON
LIT 23.5
2500
093°
(9.4)

(IF)
HULKO
I-ORK 13.4
2200
053°
(7.3)

LOCALIZER 111.9
I-ORK
Chan 56

R-273
233°

LITTLE ROCK
113.9 LIT
Chan 86

MSA LIT 25 NM
3300

ELEV 545

Use I-ORK DME when on the localizer course.

1700	4000	LIT R-352 113.9	OCAPU LIT 25

HULKO
I-ORK 13.4
2500
053°
AWHOG
I-ORK 6.1
2200
3.00°
TCH 40
I-ORK
1
7.3 NM
5.1 NM

17
23
3019 X 75
0.5% UP
570
5002 X 75
35
TDZE
541
053° 5.1 NM
from FAF

CATEGORY	A	B	C	D
S-LOC 5	980-1	439 (500-1)	980-1¼ 439 (500-1¼)	NA
CIRCLING	1040-1	495 (500-1)	1040-1½ 495 (500-1½)	NA

REIL Rwys 5, 17, and 23 L
MIRL Rwys 5-23 and 17-35 L

SC-1, 08 APR 2010 to 06 MAY 2010

WAAS CH 58106 W05A	APP CRS 053°	Rwy Idg 5002 TDZE 541 Apt Elev 545

RNAV (GPS) RWY 5

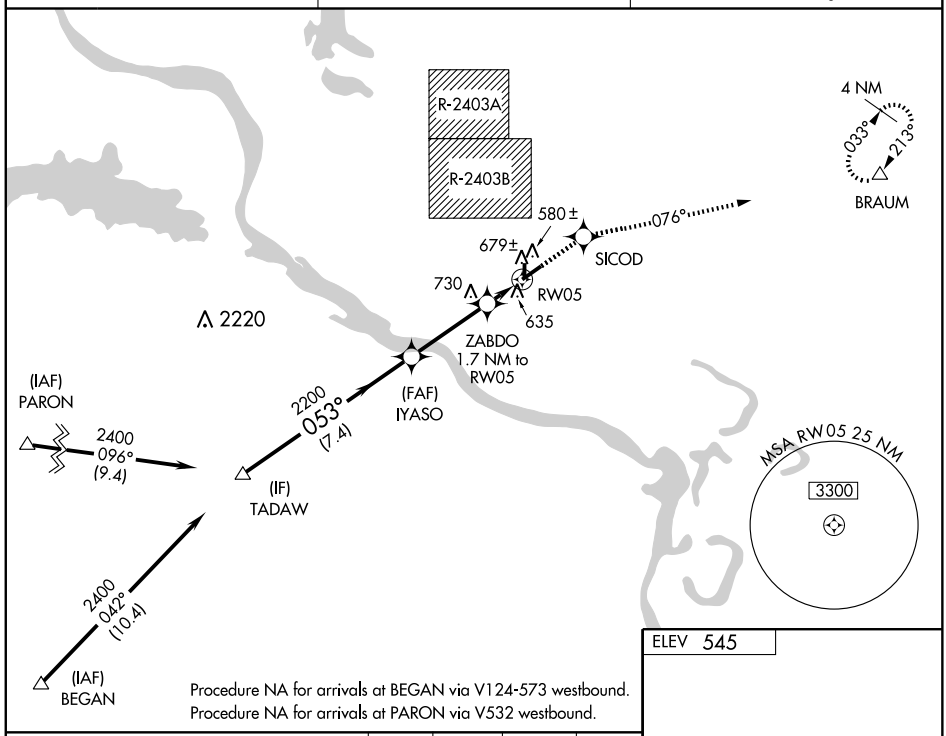
NORTH LITTLE ROCK MUNI (ORK)

DME/DME RNP-0.3 NA. Use Little Rock/Adams Field altimeter setting, when not received procedure NA. Circling to Rwy 17 NA at night. Circling NA for Cats B and C north of Rwy 5-23 when restricted area R-2403B in use. BARO-VNAV NA. Visibility reduction by helicopters NA.

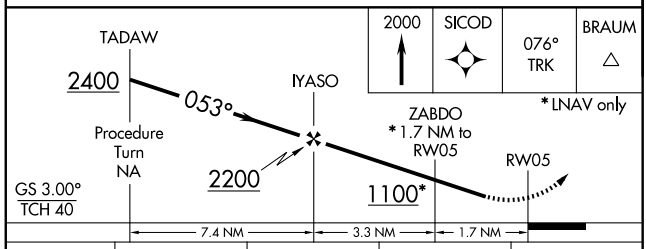
NA

MISSED APPROACH: Climb to 2000 direct SICOD and via 076° track to BRAUM and hold.

LITTLE ROCK APP CON	CLNC DEL	UNICOM
119.5 306.2	121.6	122.8 (CTAF) L

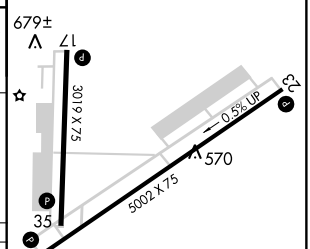


Procedure NA for arrivals at BEGAN via V124-573 westbound.
Procedure NA for arrivals at PARON via V532 westbound.



CATEGORY	A	B	C	D
LPV DA	854-1 313 (400-1)			NA
LNAV/VNAV DA	986-1½ 445 (500-1½)			NA
LNAV MDA	1000-1 459 (500-1)		1000-1¼ 459 (500-1¼)	NA
CIRCLING	1060-1 515 (600-1)		1060-1½ 515 (600-1½)	NA

ELEV 545



REIL Rwys 5, 17, and 23 L
MIRL Rwys 5-23 and 17-35 L

SC-1, 08 APR 2010 to 06 MAY 2010

NORTH LITTLE ROCK, ARKANSAS AL-5897 (FAA)

RNAV (GPS) RWY 35

NORTH LITTLE ROCK MUNI (ORK)

APP CRS	Rwy Idg	TDZE	Apt Elev
358°	3019	545	545

GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
Circling Rwy 17 NA at night. Procedure not authorized when restricted area R-2403B is in use. Use Little Rock/Adams Field altimeter setting.

MISSED APPROACH: Climbing left turn to 3300 direct JENAN WP and hold.

LITTLE ROCK APP CON	CLNC DEL	UNICOM
119.5 306.2	121.6	122.8 (CTAF) L

R-2403A
R-2403B
580 ±
(MAP)
RASNE
730 635
2220
(FAF)
AJIMO
870 ±
ADAMS FIELD
358°
(6.8)
2200
Procedure NA for arrival at JENAN on V124-573 southwest bound.
(IAF)
JENAN
3300 NoPT
088°
(6.8)
073°
253°
4 NM
(IF/IAF)
CIPOP
3300 NoPT
268°
(5.1)
(IAF)
HOBER
178°
358°
4 NM
MSA RASNE 25 NM
3300
2222

ELEV 545
17
23
3019 X 75
0.5% UP
570
5002 X 75
35
TDZE
545
358° to RW35
REIL Rwys 5, 17, and 23 L
MIRL Rwys 5-23 and 17-35 L

3300
JENAN
CIPOP
4 NM Holding Pattern
AJIMO
RASNE
178°
358°
3300
358°
2200
3.05°
TCH 40
0.5
4.5 NM
6.8 NM

CATEGORY	A	B	C	D
LNAV MDA	960-1 415 (500-1)		960-1¼ 415 (500-1¼)	NA
CIRCLING	1040-1 495 (500-1)		1040-1½ 495 (500-1½)	NA

SC-1, 08 APR 2010 to 06 MAY 2010

VORTAC LIT	APP CRS	Rwy Idg	3009
113.9	332°	TDZE	545
Chan 86		Apt Elev	545

VOR RWY 35

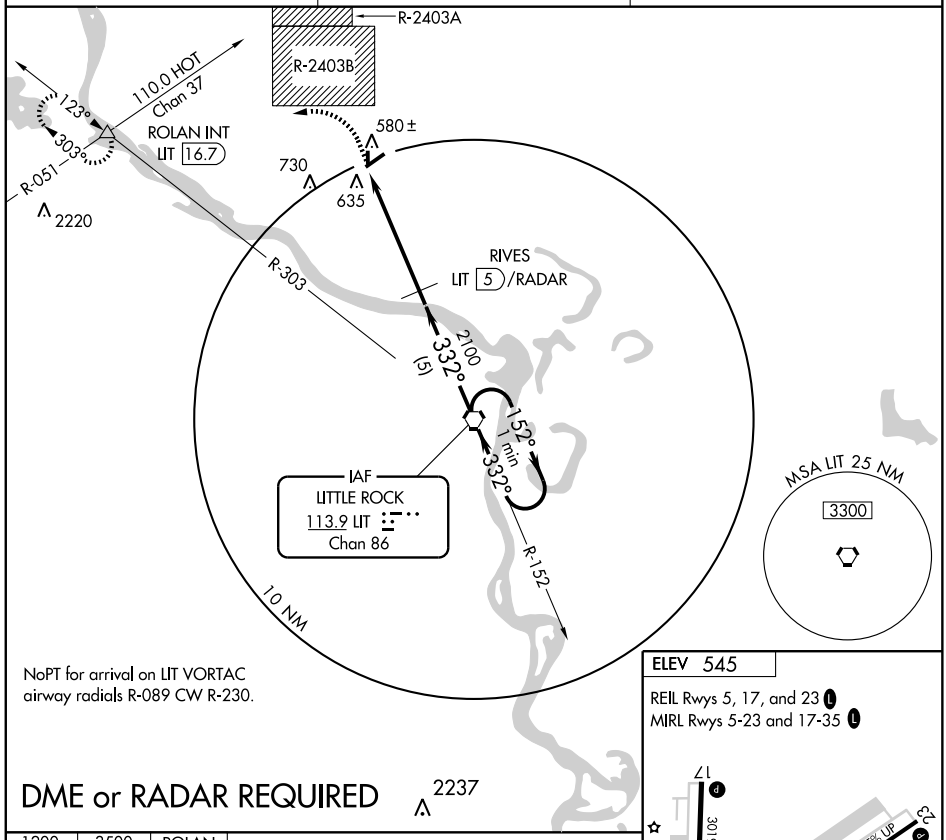
NORTH LITTLE ROCK MUNI (ORK)

Use Little Rock/Adams Field altimeter setting. Procedure not authorized when restricted area R-2403B in effect.

NA

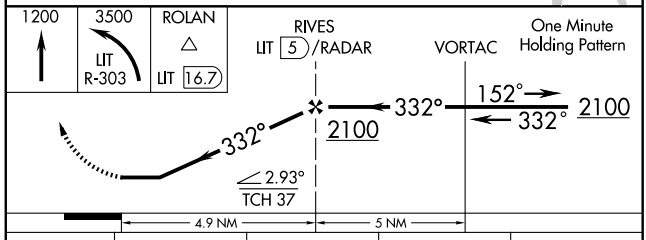
MISSED APPROACH: Climb to 1200 then climbing left turn to 3500 via LIT R-303 to ROLAN Int/LIT 16.7 DME and hold.

LITTLE ROCK APP CON	CLNC DEL	UNICOM
119.5 306.2	121.6	122.8 (CTAF) L



NoPT for arrival on LIT VORTAC airway radials R-089 CW R-230.

DME or RADAR REQUIRED 2237

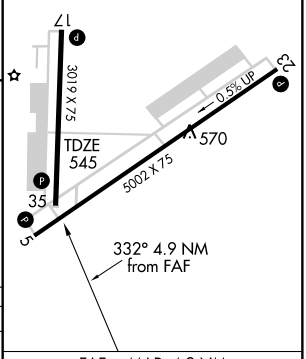


CATEGORY	A	B	C	D
S-35	940-1 395 (400-1)			NA
CIRCLING	1040-1 495 (500-1)		1040-1½ 495 (500-1½)	NA

ELEV 545

REIL Rwys 5, 17, and 23 L

MIRL Rwys 5-23 and 17-35 L



FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

SC-1, 08 APR 2010 to 06 MAY 2010

OSCEOLA, ARKANSAS

AL-6994 (FAA)

APP CRS	Rwy Idg	3800
187°	TDZE	234
	Apt Elev	234

RNAV (GPS) RWY 19

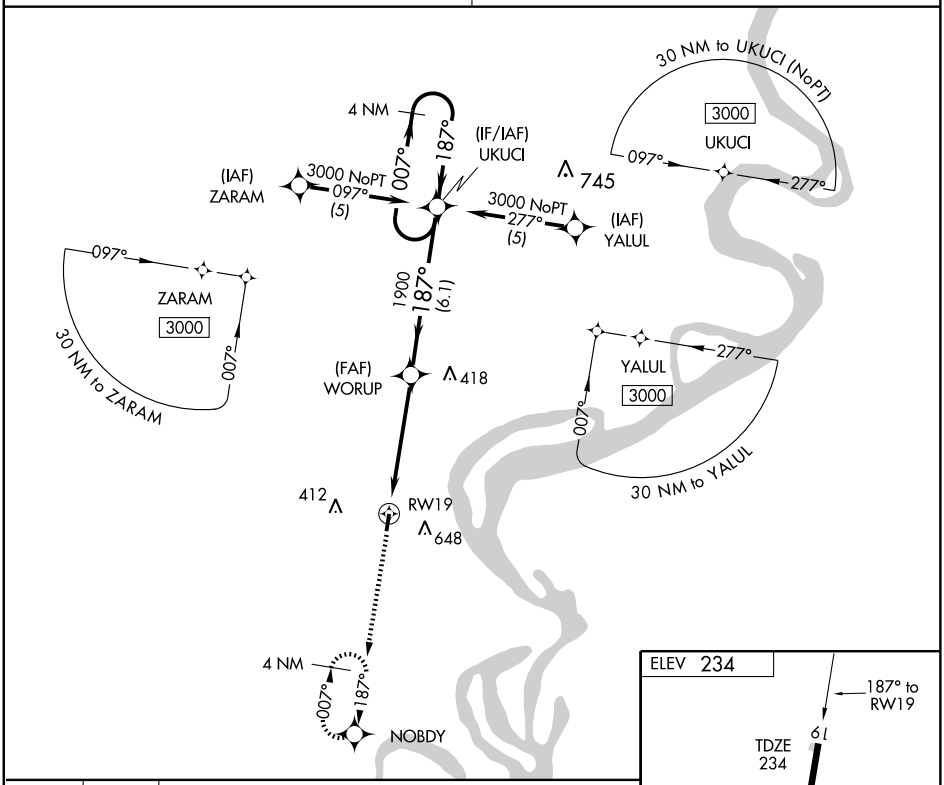
OSCEOLA MUNI (7M4)

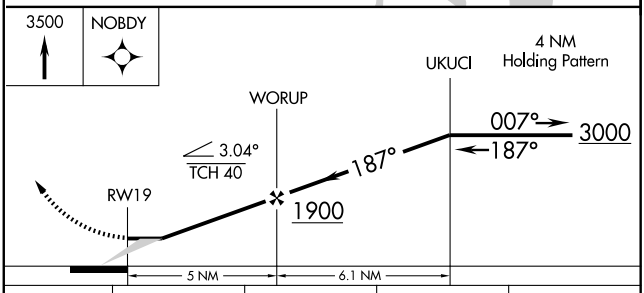
DME/DME RNP-0.3 NA. Use Blytheville Muni altimeter setting; when not received use Covington Muni altimeter setting and increase all MDAs 20 feet.

NA

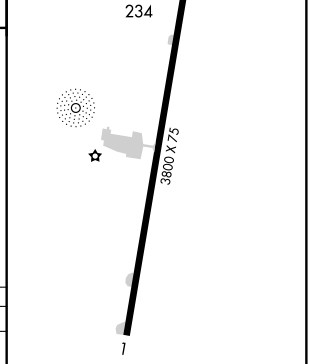
MISSED APPROACH: Climb to 3500 direct NOBDY and hold, continue climb-in-hold to 3500.

MEMPHIS CENTER	UNICOM
120.075 289.4	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	620-1 386 (400-1)			NA
CIRCLING	700-1 466 (500-1)	1060-1¼ 826 (900-1¼)	1060-2½ 826 (900-2½)	NA



REIL Rwy 19 L

MIRL Rwy 1-19 L

SC-1, 08 APR 2010 to 06 MAY 2010

VORTAC FSM	APP CRS	Rwy Idg	N/A
110.4	064°	TDZE	N/A
Chan 41		Apt Elev	648

VOR/DME-A
OZARK-FRANKLIN COUNTY (7M5)

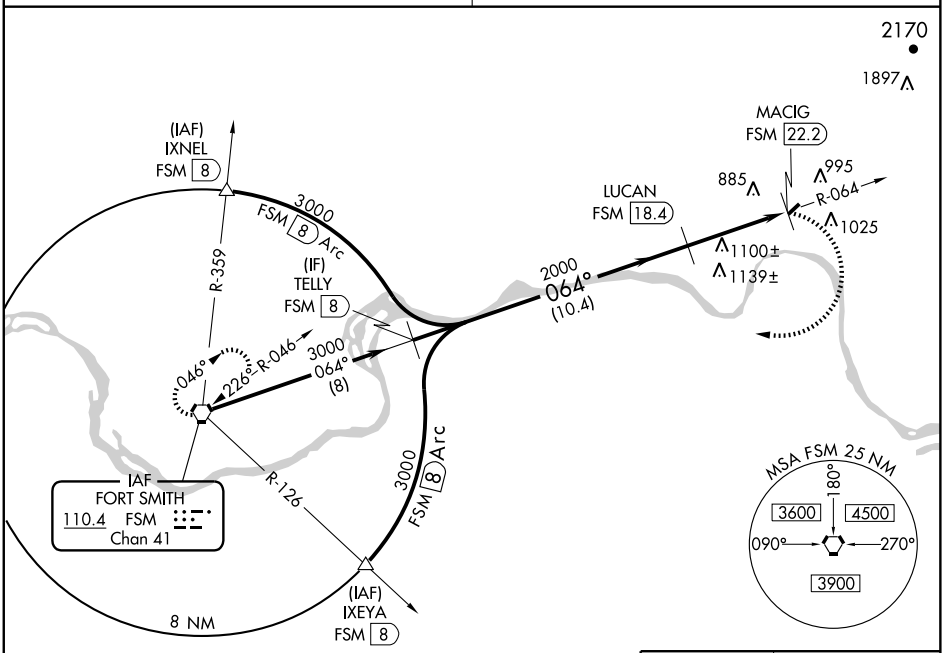
Use Fort Smith altimeter setting; when not received, use Drake Field altimeter setting and increase all MDA 80 feet and Cat A and C visibility ¼ mile.

NA

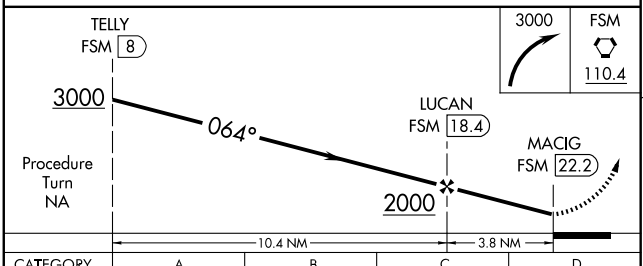
MISSED APPROACH: Climbing right turn to 3000 direct FSM VORTAC and hold.

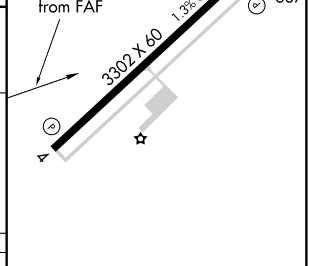
RAZORBACK APP CON ★
120.9 343.75

UNICOM
122.8 (CTAF) L



Procedure NA for arrivals on FSM VORTAC airway radials 036 CW 105.





CATEGORY	A	B	C	D
CIRCLING	1480-1 832 (900-1)	1480-1¼ 832 (900-1¼)	1480-2½ 832 (900-1½)	NA

MIRL Rwy 4-22 L

NDB PGR	APP CRS	Rwy Idg	4352
383	238°	TDZE	288
		Apt Elev	290

NDB RWY 22

PARAGOULD/ KIRK FIELD (PGR)

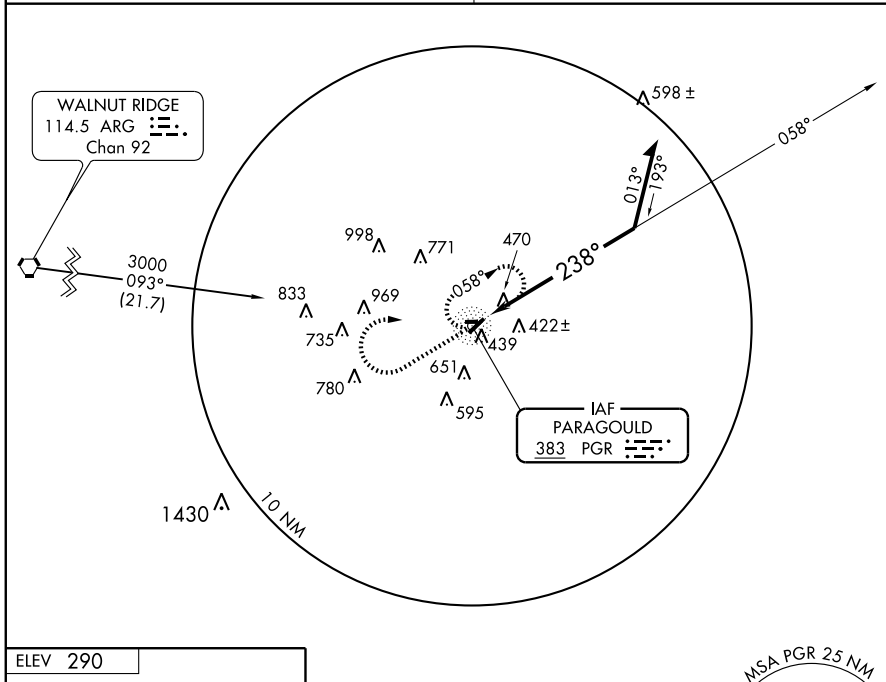
NA

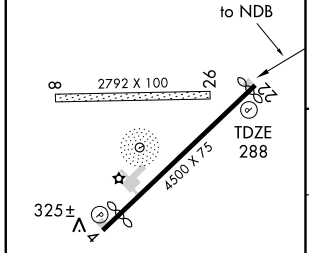
Use Jonesboro altimeter setting.

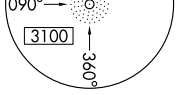
MISSED APPROACH: Climb to 1500 then climbing right turn to 2500 direct PGR NDB and hold.

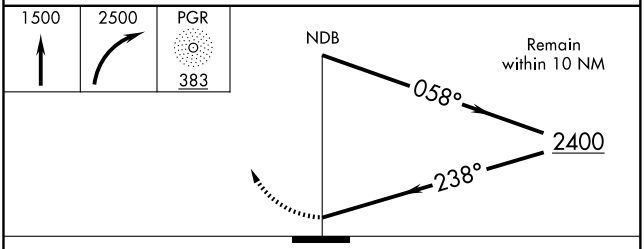
MEMPHIS CENTER
120.075 289.4

UNICOM
122.8 (CTAF) L









CATEGORY	A	B	C	D
S-22	920-1¼ 632 (700-1¼)		NA	
CIRCLING	920-1¼ 630 (700-1¼)		NA	

MIRL Rwy 4-22 L

SC-1, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4011
045°	TDZE	289
	Apt Elev	290

RNAV (GPS) RWY 4

PARAGOULD/ KIRK FIELD (PGR)

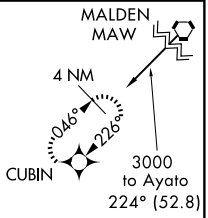
Use Jonesboro altimeter setting.
NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

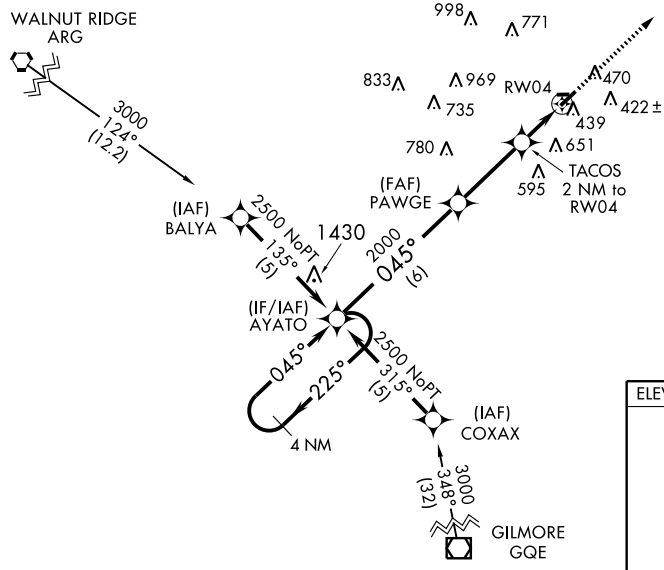
MISSED APPROACH: Climb to 3000 direct CUBIN WP and hold.

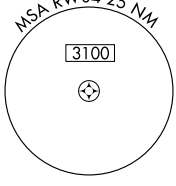
MEMPHIS CENTER
120.075 289.4

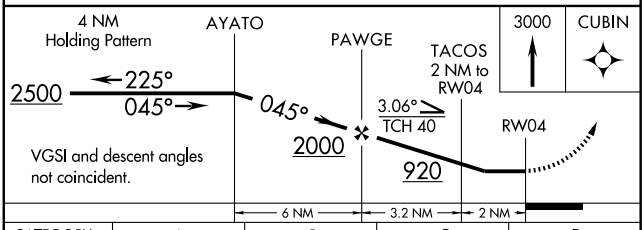
UNICOM
122.8 (CTAF) L

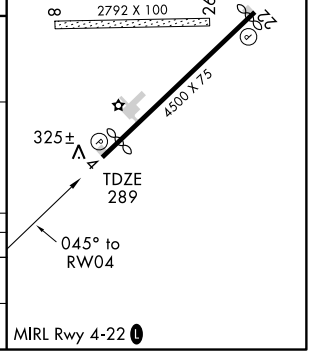
Procedure NA for arrival on MAW VORTAC airway radials 198 CW 239.
Procedure NA for arrival on ARG VORTAC airway radials 089 CW 149.
Procedure NA for arrival on GQE VOR/DME airway radials 329 CW 017.











CATEGORY	A	B	C	D
LNAV MDA	800-1¼	511 (600-1¼)	NA	
CIRCLING	860-1¼	570 (600-1¼)	NA	

SC-1, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4352
225°	TDZE	288
	Apt Elev	290

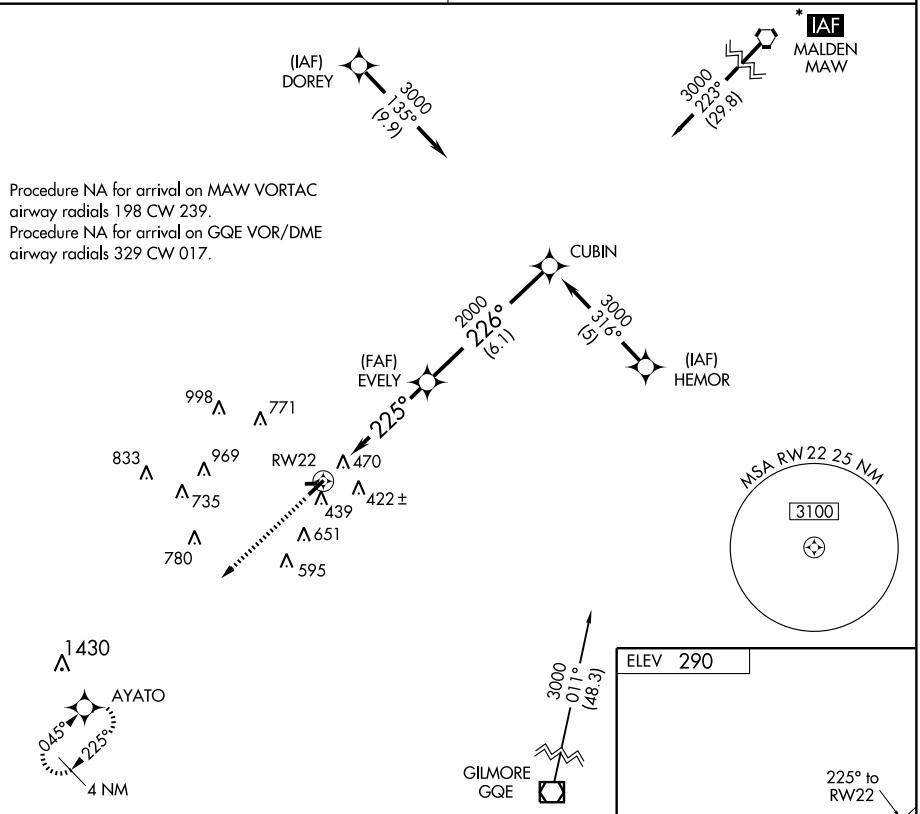
RNAV (GPS) RWY 22

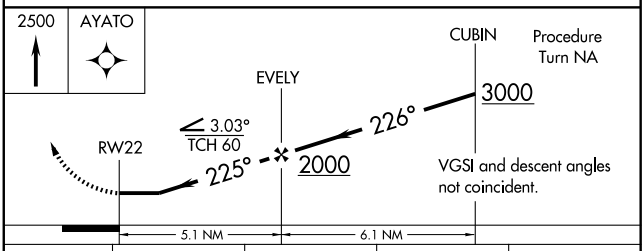
PARAGOULD/KIRK FIELD (PGR)

Use Jonesboro altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
Arm Approach Mode prior to IAF.

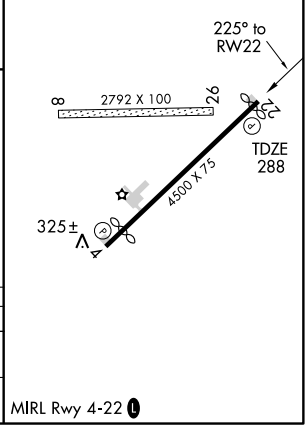
MISSED APPROACH: Climb to 2500 direct AYATO WP and hold.

MEMPHIS CENTER	UNICOM
120.075 289.4	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	820-1¼	532 (600-1¼)	NA	
CIRCLING	860-1¼	570 (600-1¼)	NA	



SC-1, 08 APR 2010 to 06 MAY 2010

PARAGOULD, ARKANSAS AL-5544 (FAA)

VOR/DME JBR	APP CRS	Rwy Idg	4011
108.6	017°	TDZE	289
Chan 23		Apt Elev	290

VOR RWY 4

PARAGOULD/ KIRK FIELD (PGR)

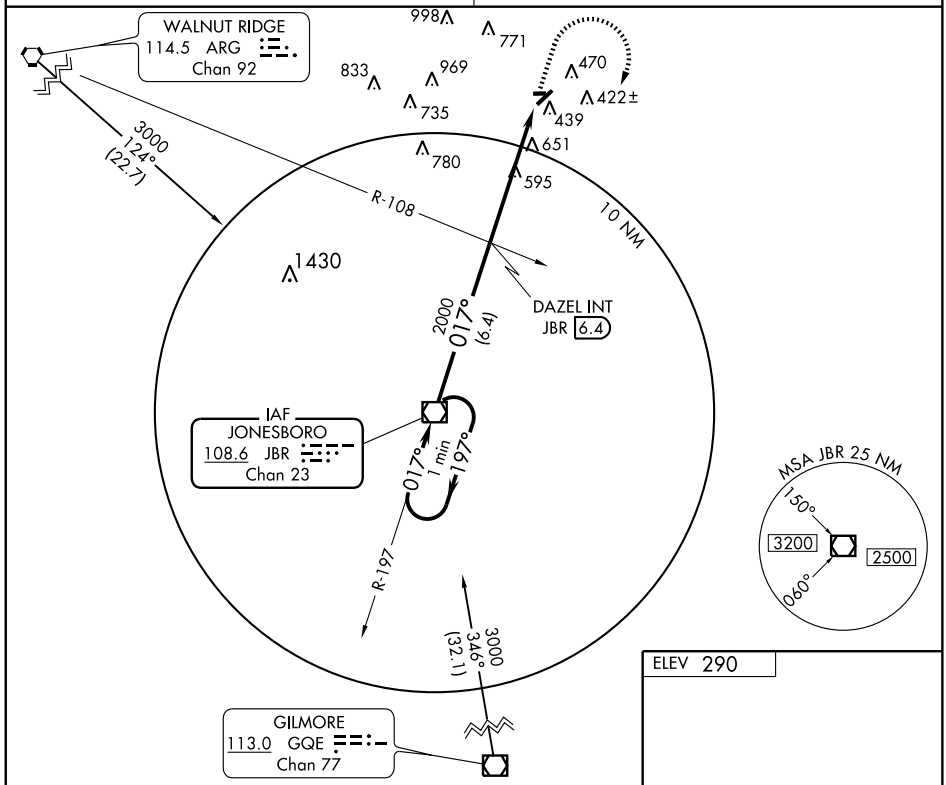
Use Jonesboro altimeter setting.

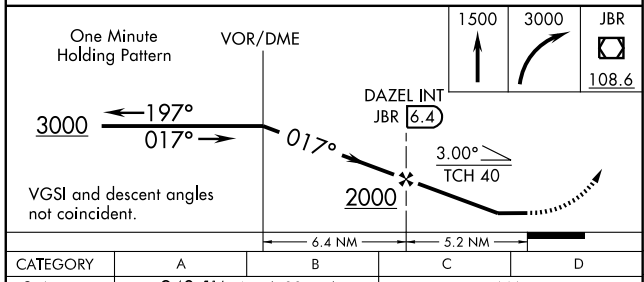
NA

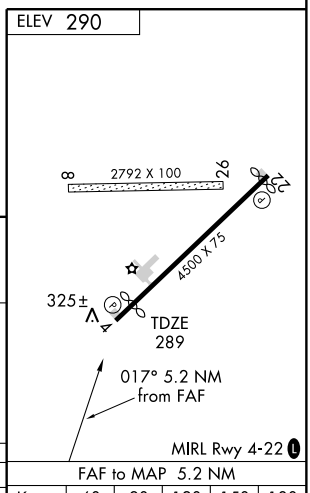
MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 direct JBR VOR/DME and hold.

MEMPHIS CENTER 120.075 289.4

UNICOM 122.8 (CTAF) L







CATEGORY	A	B	C	D
S-4	940-1¼ 651 (700-1¼)		NA	
CIRCLING	940-1¼ 650 (700-1¼)		NA	

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

SC-1, 08 APR 2010 to 06 MAY 2010

LOC I-PBF	APP CRS	Rwy Idg	5998
111.7	178°	TDZE	206
		Apt Elev	206

ILS or LOC RWY 18

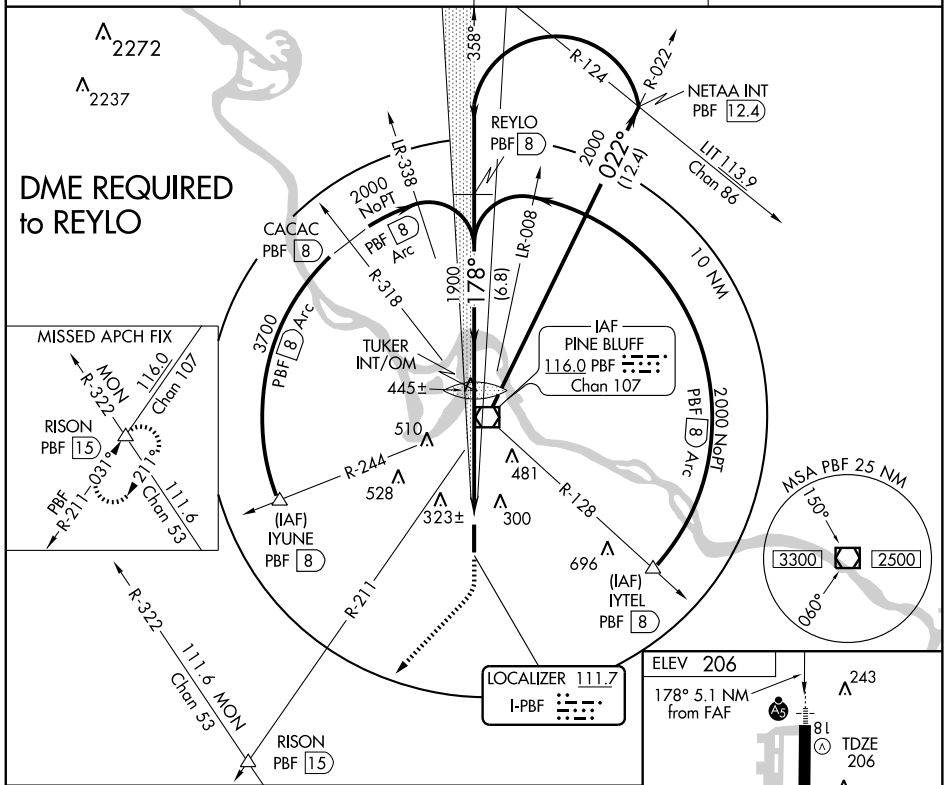
PINE BLUFF/GRIDER FIELD (PBF)

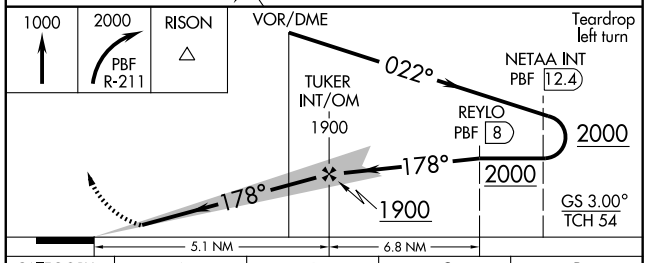
NA — Inoperative table does not apply to S-ILS 18. For inoperative MALSR increase S-LOC 18 Cat A/B/C visibility to 1.

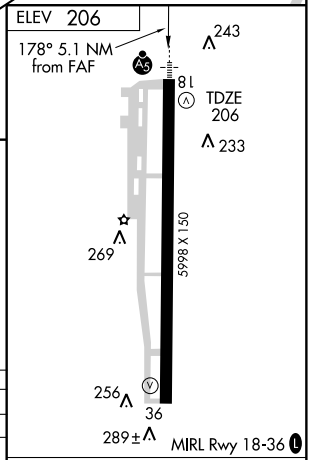
MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 via PBF R-211 to RISON Int and hold.

ASOS	LITTLE ROCK APP CON	CLNC DEL	UNICOM
120.775	119.85 353.6	119.85	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 18	466-¾ 260 (300-¾)			
S-LOC 18	580-¾ 374 (400-¾)			
CIRCLING	660-1 454 (500-1)		660-1½ 454 (500-1½)	760-2 554 (600-2)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SC-1, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5998
178°	TDZE	206
	Apt Elev	206

RNAV (GPS) RWY 18

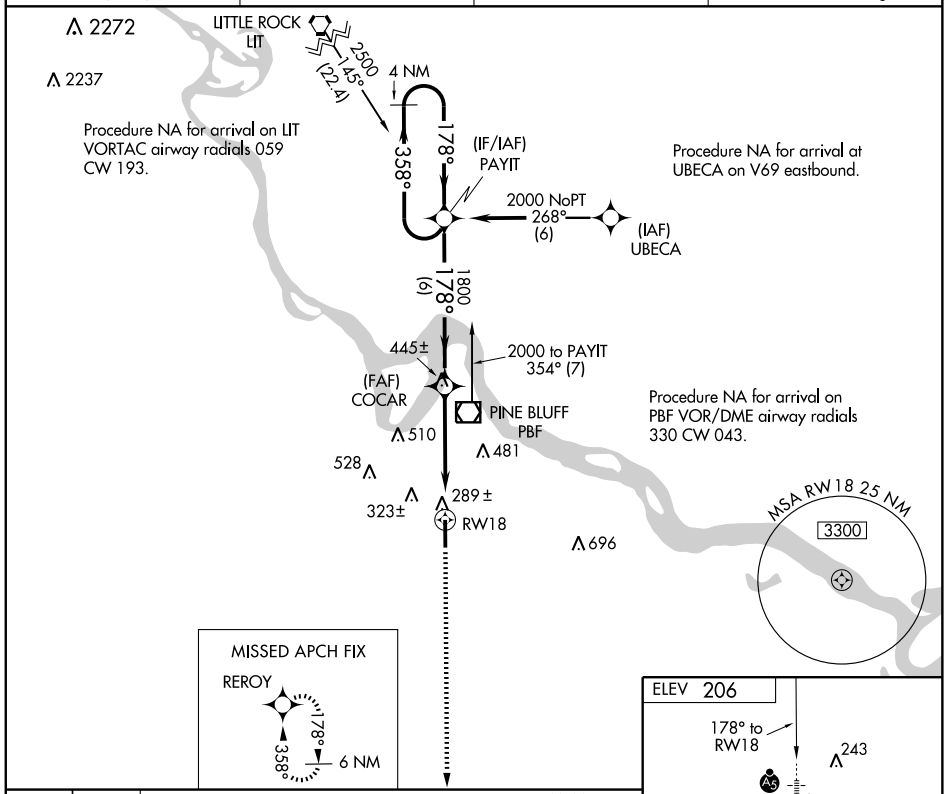
PINE BLUFF/GRIDER FIELD (PBF)

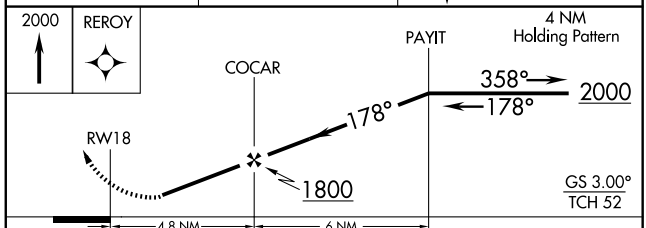
NA — DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F). For inoperative MALSR, increase LNAV MDA visibility Cats A/B/C to 1 and Cat D to 1¼, increase LNAV/VNAV DA visibility to 1½ all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).

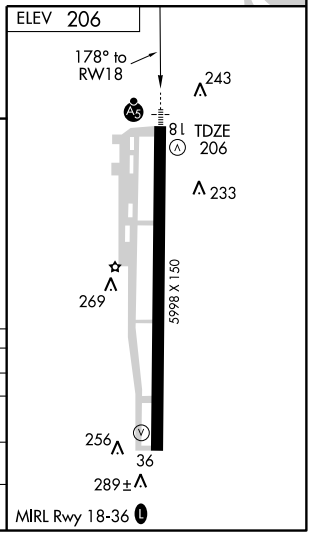
MALSR

MISSED APPROACH: Climb to 2000 direct REROY and hold.

ASOS	LITTLE ROCK APP CON	CLNC DEL	UNICOM
120.775	119.85 353.6	119.85	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	NA			
LNAV/VNAV DA	645-1 439 (400-1)			
LNAV MDA	600-¾ 394 (400-¾)			600-1 394 (400-1)
CIRCLING	660-1½ 454 (500-1½)			760-2 554 (600-2)

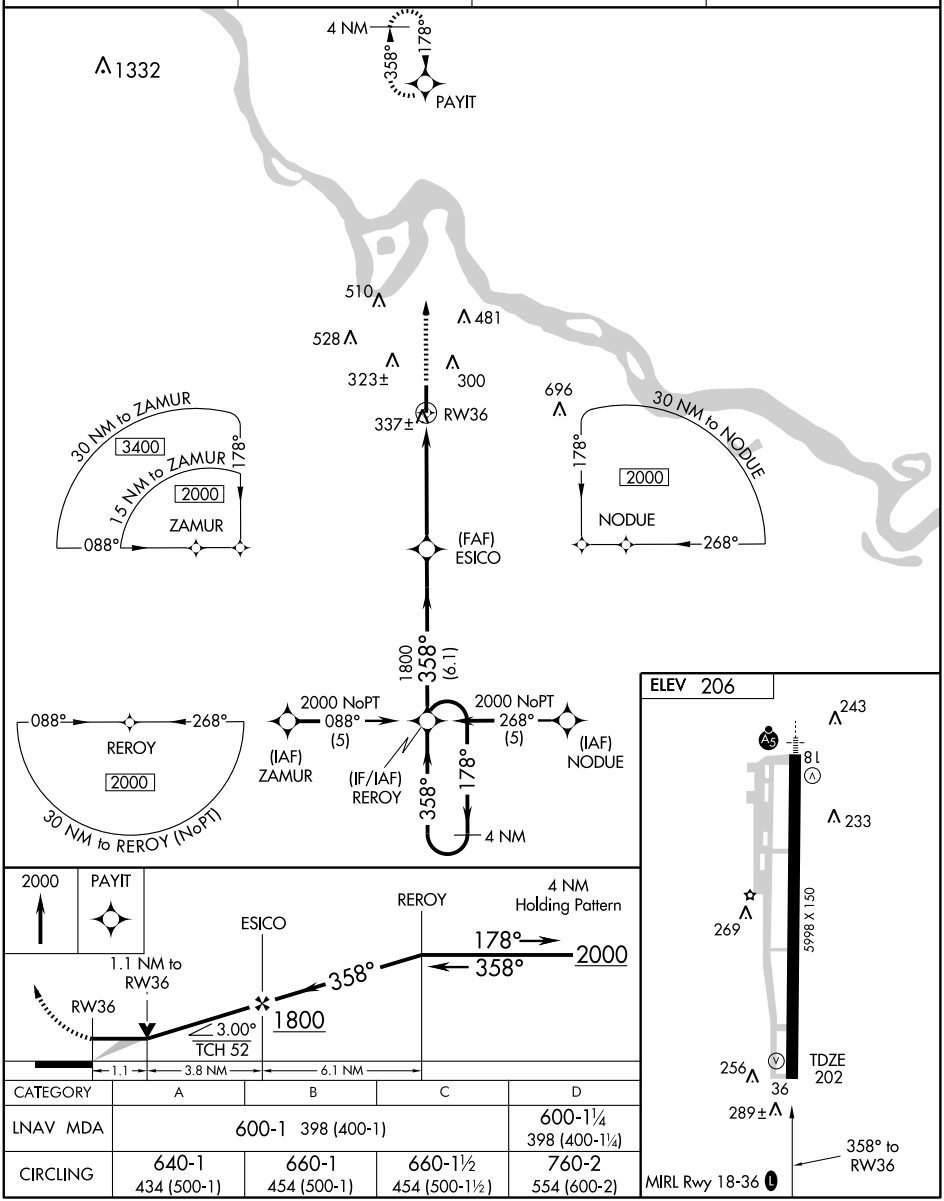
SC-1, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5998
358°	TDZE	202
	Apt Elev	206

RNAV (GPS) RWY 36

PINE BLUFF/GRIDER FIELD (PBF)

NA	DME/DME RNP-0.3 NA	MISSED APPROACH: Climb to 2000 direct PAYIT WP and hold.	
ASOS 120.775	LITTLE ROCK APP CON 119.85 353.6	CLNC DEL 119.85	UNICOM 123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	600-1 398 (400-1)			600-1¼ 398 (400-1¼)
CIRCLING	640-1 434 (500-1)	660-1 454 (500-1)	660-1½ 454 (500-1½)	760-2 554 (600-2)

SC-1. 08 APR 2010 to 06 MAY 2010

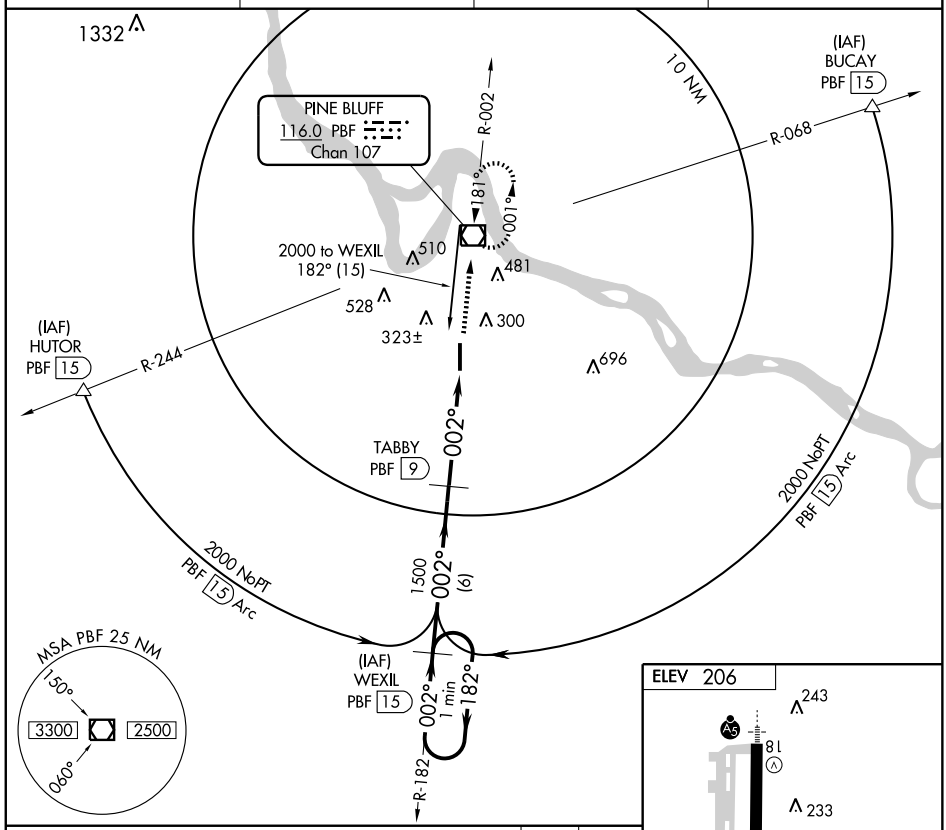
VOR/DME PBF	APP CRS	Rwy Idg	5998
116.0	002°	TDZE	202
Chan 107		Apt Elev	206

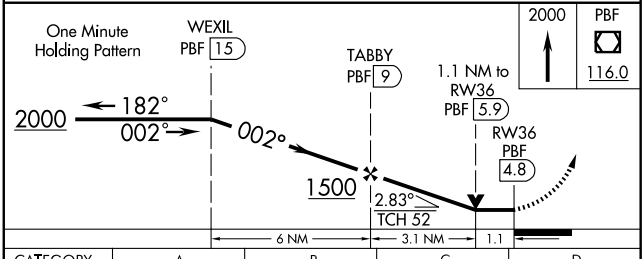
VOR/DME RWY 36

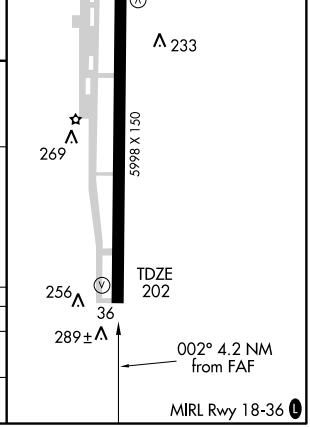
PINE BLUFF/ GRIDER FIELD (PBF)

MISSED APPROACH: Climb to 2000 direct PBF VOR/DME and hold.

ASOS	LITTLE ROCK APP CON	CLNC DEL	UNICOM
120.775	119.85 353.6	119.85	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-36	600-1 398 (400-1)			600-1¼ 398 (400-1¼)
CIRCLING	660-1 454 (500-1)		660-1½ 454 (500-1½)	760-2 554 (600-2)

SC-1, 08 APR 2010 to 06 MAY 2010

VOR/DME PBF	APP CRS	Rwy Idg	5998
116.0	183°	TDZE	206
Chan 107		Apt Elev	206

VOR RWY 18

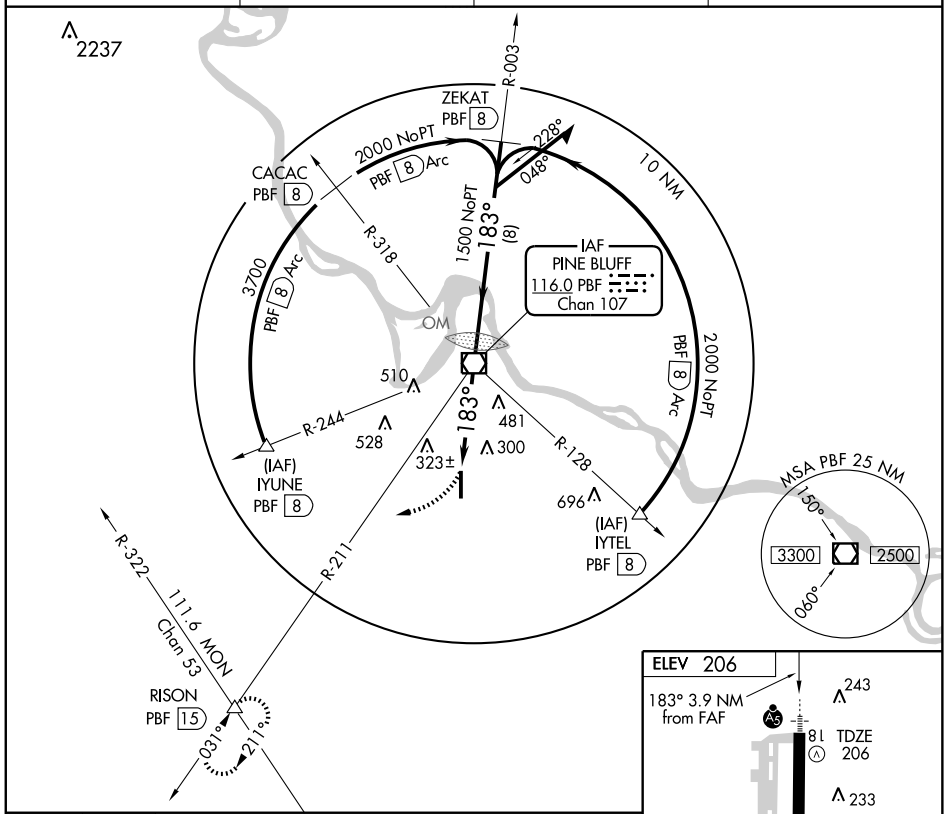
PINE BLUFF/GRIDER FIELD (PBF)

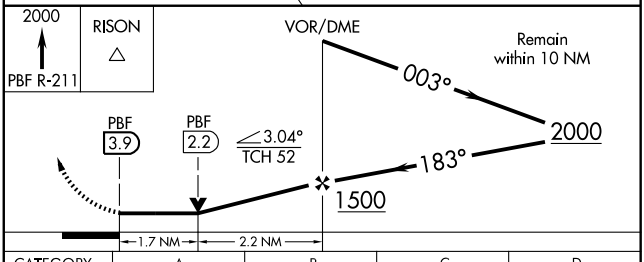
For inoperative MALSR, increase Cat A/B visibility to 1.

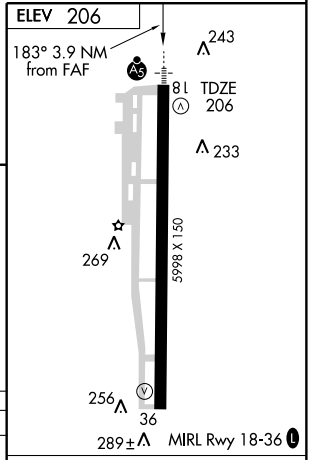
MALSR

MISSED APPROACH: Climb to 2000 via PBF R-211 to RISON INT/PBF 15 DME and hold.

ASOS	LITTLE ROCK APP CON	CLNC DEL	UNICOM
120.775	119.85 353.6	119.85	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-18	800-¾ 594 (600-¾)		800-1 594 (600-1)	800-1¼ 594 (600-1¼)
CIRCLING	800-1 594 (600-1)		800-1½ 594 (600-1½)	800-2 594 (600-2)

FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

SC-1, 08 APR 2010 to 06 MAY 2010

VORTAC ARG	APP CRS	Rwy Idg	TDZE	Apt Elev
114.5 Chan 92	355°	3999	271	271

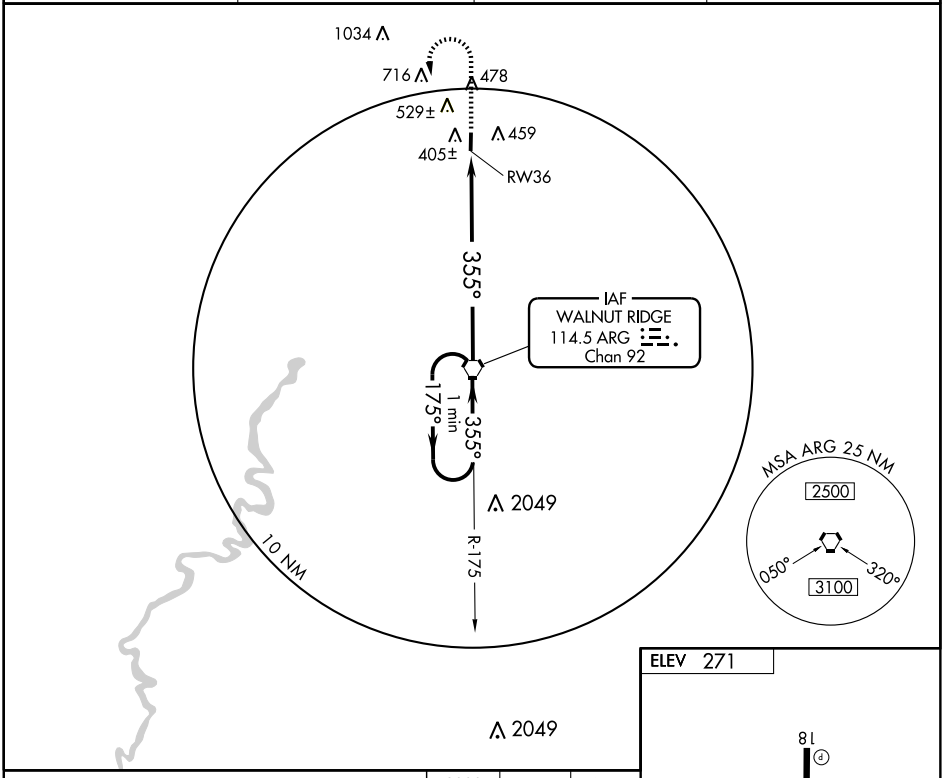
VOR or GPS RWY 36

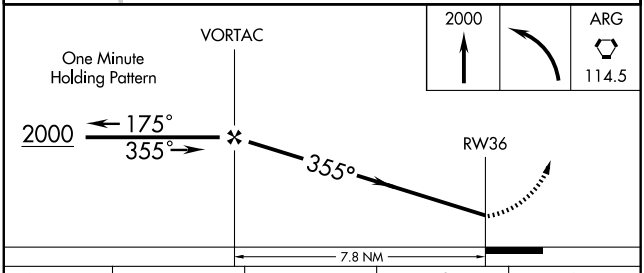
POCAHONTAS/ POCAHONTAS MUNI (M70)

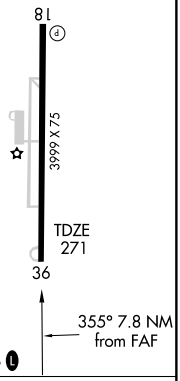
NA Use Walnut Ridge altimeter setting; if not received use Jonesboro altimeter setting; when neither received, procedure not authorized.

MISSED APPROACH: Climb to 2000, then left turn direct ARG VORTAC and hold.

WALNUT RIDGE AWOS-3	MEMPHIS CENTER	UNICOM	
135.925	120.075 289.4	122.8 (CTAF)	122.7 L







CATEGORY	A	B	C	D
S-36	760-1	489 (500-1)	NA	
CIRCLING	840-1	569 (600-1)	NA	
JONESBORO ALTIMETER SETTING MINIMUMS				
S-36	940-1	669 (700-1)	NA	
CIRCLING	960-1	689 (700-1)	NA	

FAF to MAP 7.8 NM

Knots	60	90	120	150	180
Min:Sec	7:48	5:12	3:54	3:07	2:36

SC-1, 08 APR 2010 to 06 MAY 2010

LOC/DME I-ROG	APP CRS	Rwy Idg	6011
111.5	195°	TDZE	1353
Chan 52		Apt Elev	1358

ILS or LOC RWY 20

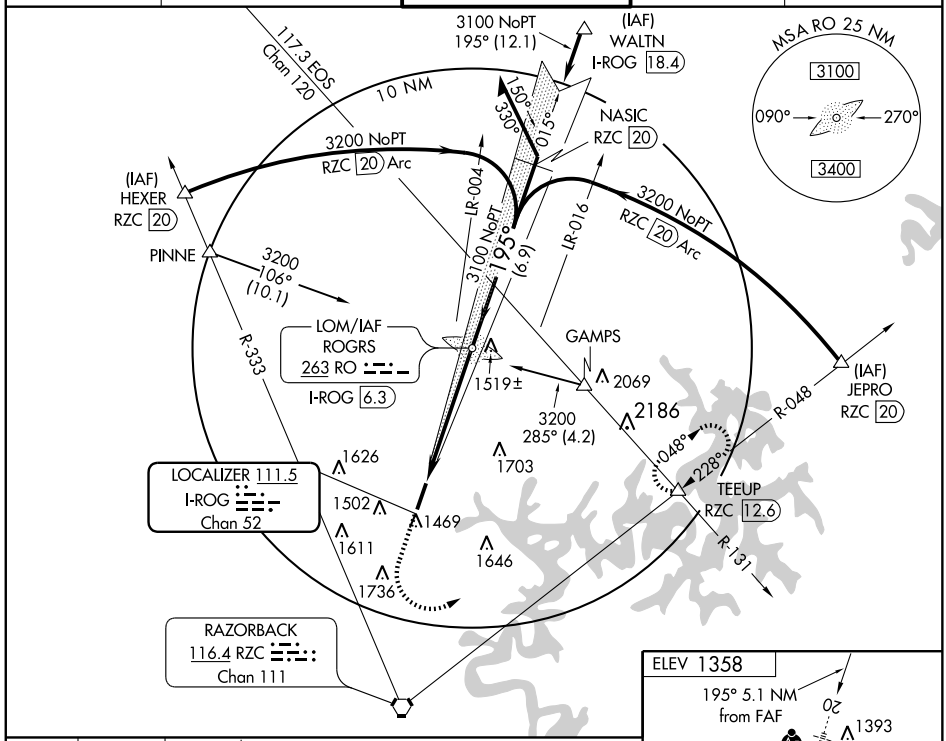
ROGERS MUNI-CARTER FIELD (ROG)

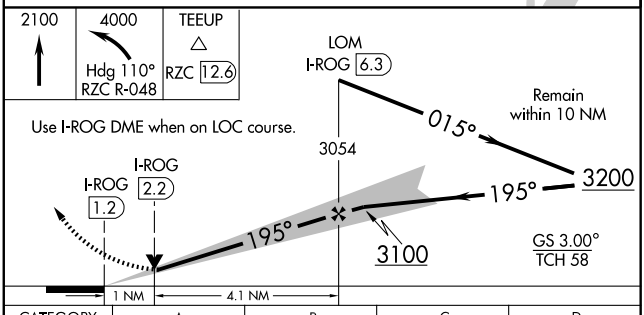
Autopilot coupled approach NA below 1632.

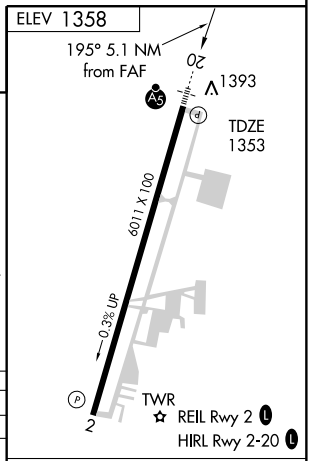
MALSR

MISSED APPROACH: Climb to 2100, then climbing left turn to 4000 via heading 110° and RZC R-048 to TEEUP Int/ RZC 12.6 DME and hold.

AWOS-3	RAZORBACK APP CON ★	ROGERS TOWER ★	GND CON	CLNC DEL
134.375	126.6 305.2	119.375 (CTAF) L	118.0	121.75







CATEGORY	A	B	C	D
S-ILS 20	1553-½ 200 (200-½)			
S-LOC 20	1740-½ 387 (400-½)			1740-¾ 387 (400-¾)
CIRCLING	1780-1 422 (500-1)	1820-1 462 (500-1)	1820-1½ 462 (500-1½)	1920-2 562 (600-2)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SC-1, 08 APR 2010 to 06 MAY 2010

LOM RO	APP CRS	Rwy Idg	6011
263	195°	TDZE	1353
		Apt Elev	1358

NDB RWY 20

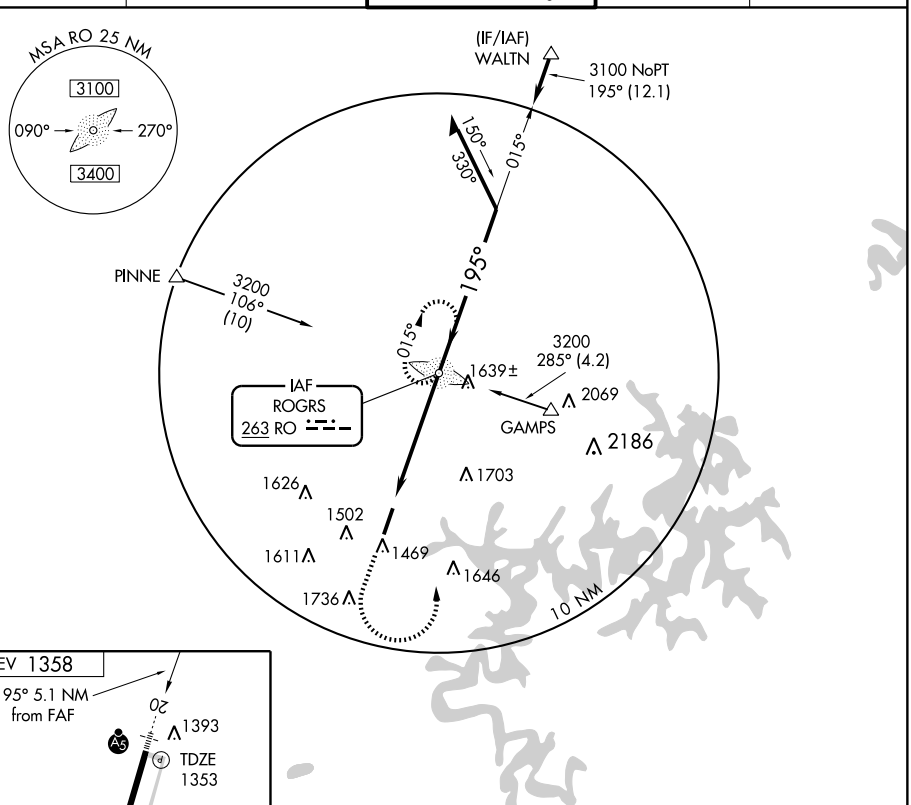
ROGERS MUNI-CARTER FIELD (ROG)

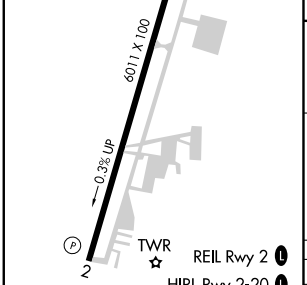
NA

MALSR

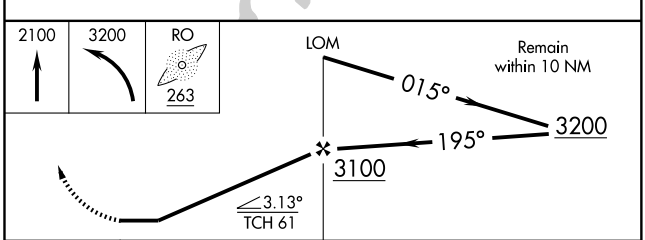
MISSED APPROACH: Climb to 2100, then climbing left turn to 3200 direct RO LOM and hold.

AWOS-3	RAZORBACK APP CON ★	ROGERS TOWER ★	GND CON	CLNC DEL
134.375	126.6 305.2	119.375 (CTAF) L	118.0	121.75





FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



CATEGORY	A	B	C	D
S-20	1780-¾ 427 (500-¾)			1780-1¼ 427 (500-1¼)
CIRCLING	1780-1 422 (500-1)	1820-1 462 (500-1)	1820-1½ 462 (500-1½)	1920-2 562 (600-2)

SC-1, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	6011
015°	TDZE	1358
	Apt Elev	1358

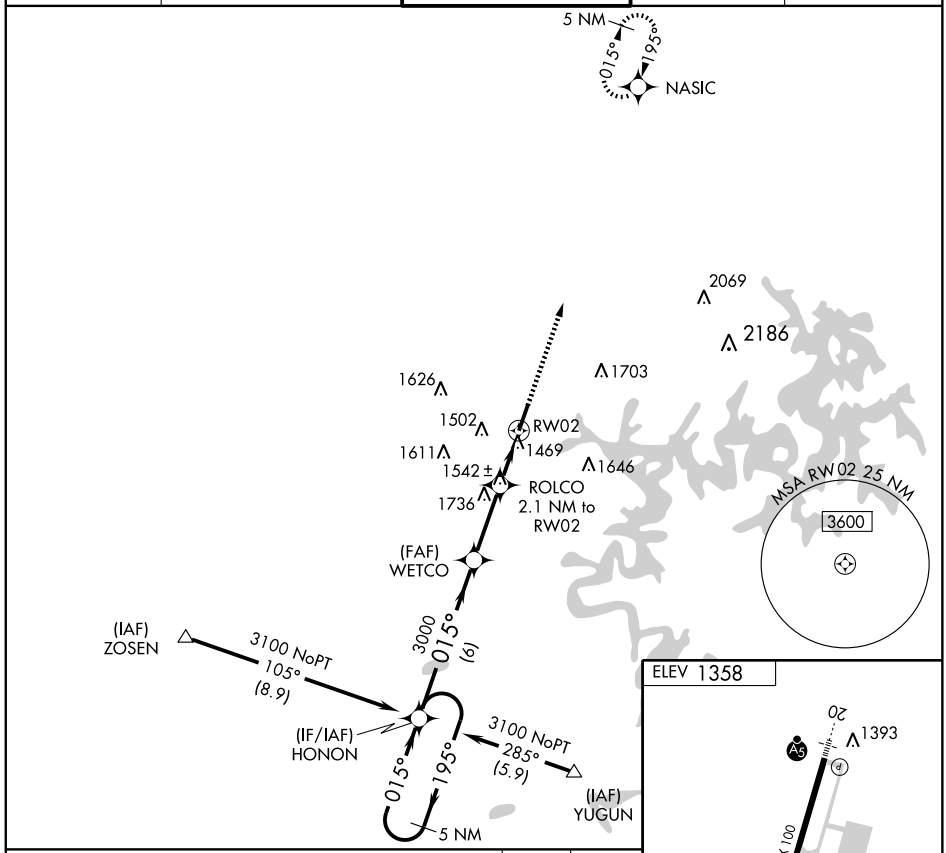
RNAV (GPS) RWY 2

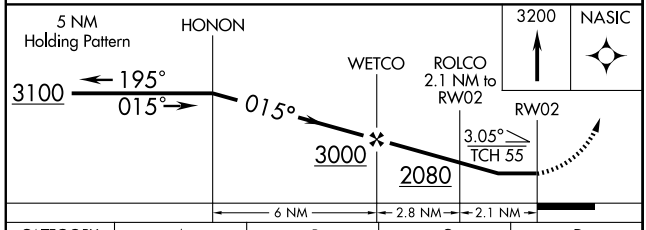
ROGERS MUNI-CARTER FIELD (ROG)

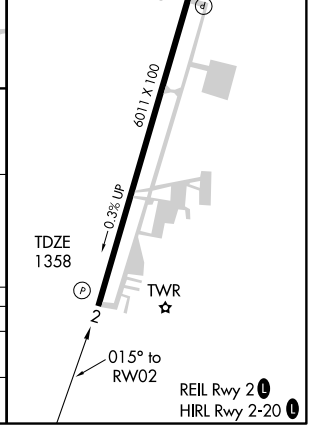
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3200 direct NASIC and hold.

AWOS-3	RAZORBACK APP CON★	ROGERS TOWER★	GND CON	CLNC DEL
134.375	126.6 305.2	119.375 (CTAF) L	118.0	121.75







CATEGORY	A	B	C	D
LNAV MDA	1800-1 442 (500-1)		1800-1¼ 442 (500-1¼)	1800-1½ 442 (500-1½)
CIRCLING	1800-1 442 (500-1)	1820-1 462 (500-1)	1820-1½ 462 (500-1½)	1920-2 562 (600-2)

REIL Rwy 2 L
HIRL Rwy 2-20 L

SC-1, 08 APR 2010 to 06 MAY 2010

WAAS CH 40003 W20A	APP CRS 195°	Rwy Idg 6011 TDZE 1353 Apt Elev 1358

RNAV (GPS) RWY 20

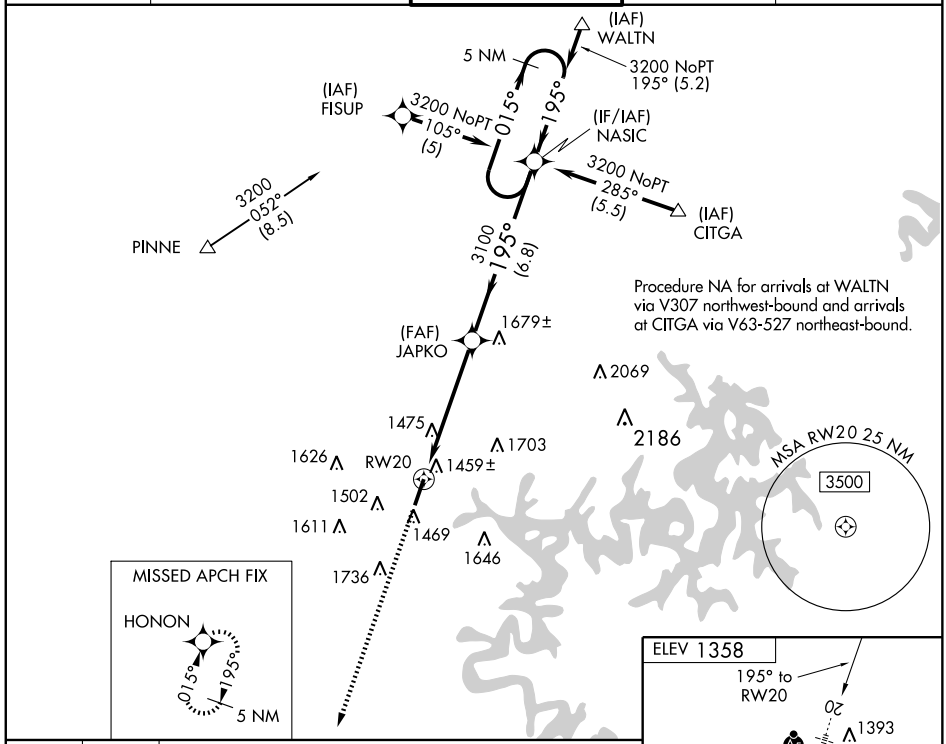
ROGERS MUNI-CARTER FIELD (ROG)

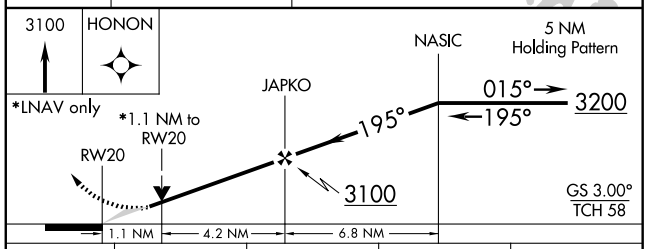
For inoperative MALSR, increase LNAV Cat D to 1¼. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Bentonville Muni altimeter setting and increase all DAs 22 feet and all MDAs 40 feet. BARO-VNAV and VDP NA when using Bentonville Muni altimeter setting.

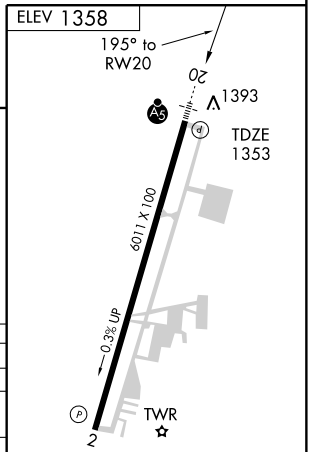
MALSR

MISSED APPROACH: Climb to 3100 direct HONON and hold.

AWOS-3	RAZORBACK APP CON★	ROGERS TOWER★	GND CON	CLNC DEL
134.375	126.6 305.2	119.375 (CTAF) L	118.0	121.75







CATEGORY	A	B	C	D
LPV DA	1603-½ 250 (300-½)			
LNAV/VNAV DA	1729-¾ 376 (400-¾)			
LNAV MDA	1740-½ 387 (400-½)			1740-1 387 (400-1)
CIRCLING	1780-1 422 (500-1)	1820-1 462 (500-1)	1820-1½ 462 (500-1½)	1920-2 562 (600-2)

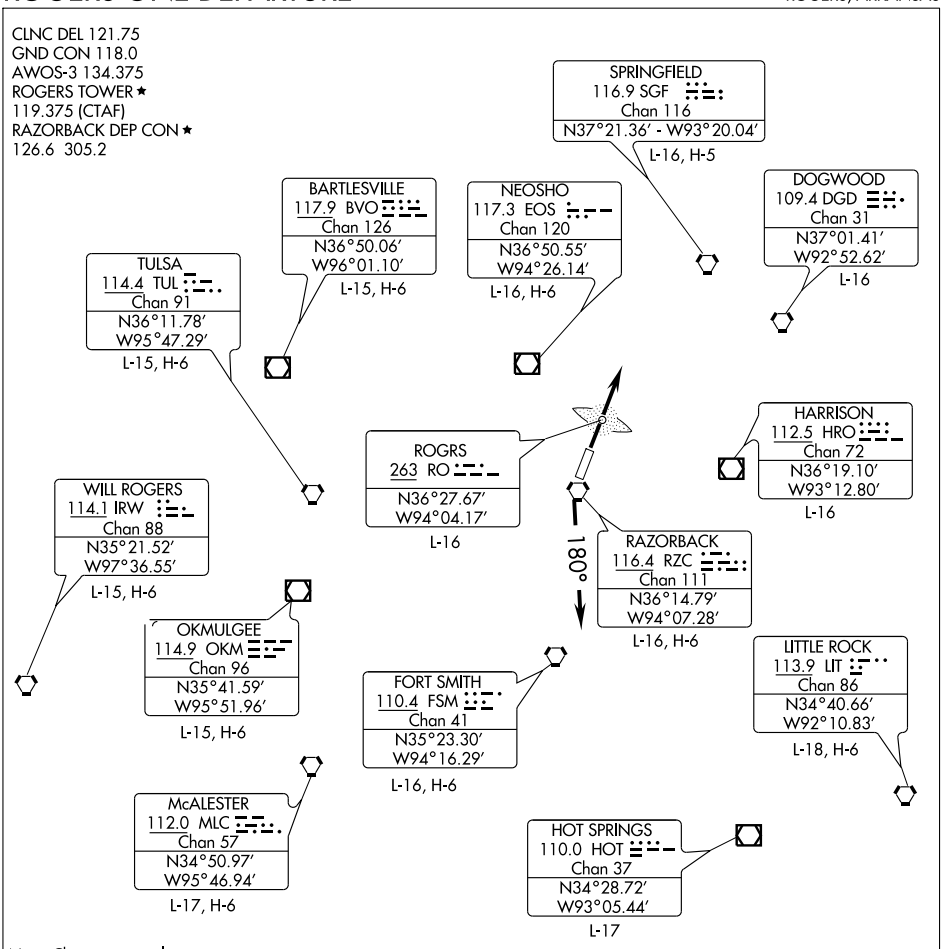
REIL Rwy 2 L
HIRL Rwy 2-20 L

SC-1, 08 APR 2010 to 06 MAY 2010

ROGERS ONE DEPARTURE

SL-5002 (FAA)

ROGERS MUNI-CARTER FIELD (ROG)
ROGERS, ARKANSAS



Note: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

All aircraft cleared as filed.
TAKE-OFF RUNWAY 2: Fly runway heading. Thence. . . .
TAKE-OFF RUNWAY 20: Turn left heading 180°. Thence. . . .
. . . . Expect radar vectors to filed/assigned route. Climb and maintain 3000 feet. Expect clearance to filed altitude/flight level ten minutes after departure.
LOST COMMUNICATIONS: If communications are not established within 2 minutes after departure, climb and maintain 5000 feet and proceed direct RO LOM, then proceed on course.

SC-1, 08 APR 2010 to 06 MAY 2010

VORTAC RZC	APP CRS	Rwy Idg	6011
116.4	182°	TDZE	1353
Chan 111		Apt Elev	1358

VOR/DME RWY 20

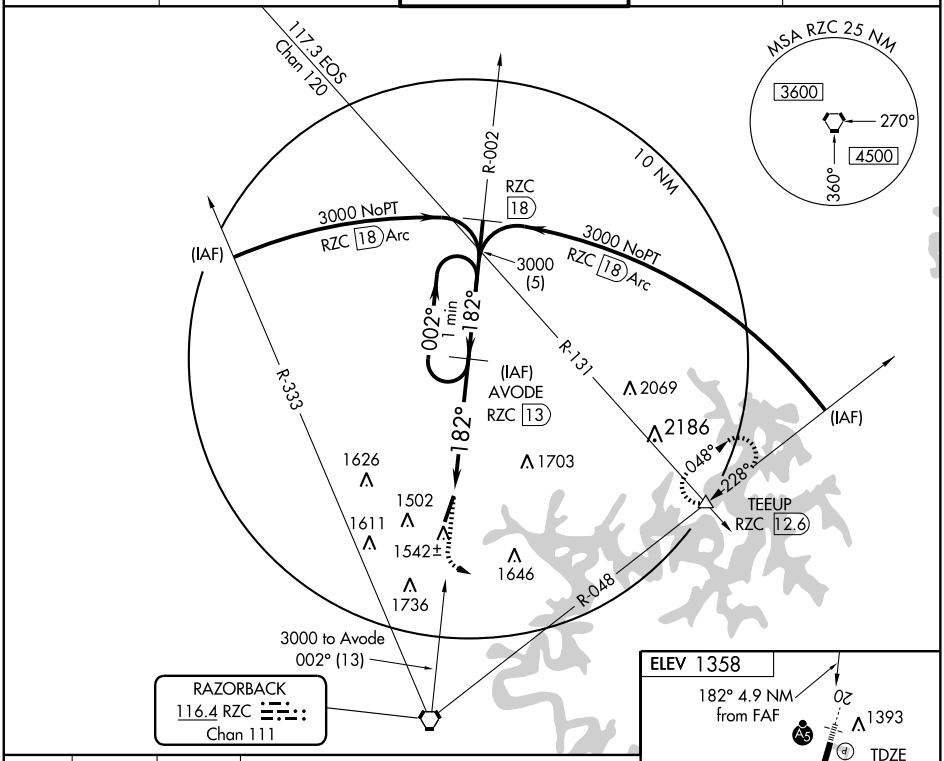
ROGERS MUNI-CARTER FIELD (ROG)

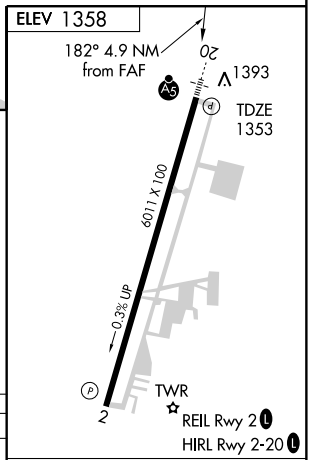
Inoperative components table NA.

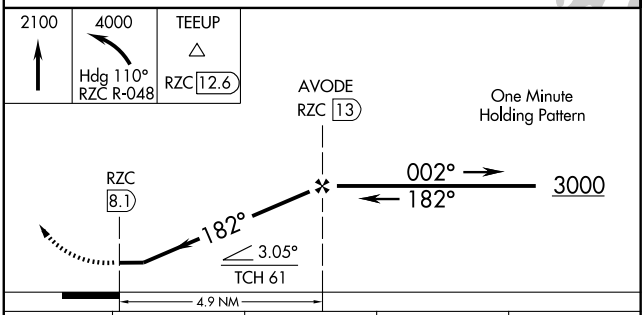
MALSR

MISSED APPROACH: Climb to 2100, then climbing left turn to 4000 via heading 110° and RZC R-048 to TEEUP Int and hold.

AWOS-3	RAZORBACK APP CON ★	ROGERS TOWER ★	GND CON	CLNC DEL
134.375	126.6 305.2	119.375 (CTAF) L	118.0	121.75







CATEGORY	A	B	C	D
S-20	1740-1 387 (400-1)			1740-1¼ 387 (400-1¼)
CIRCLING	1780-1 422 (500-1)	1820-1 462 (500-1)	1820-1½ 462 (500-1½)	1920-2 562 (600-2)

Knots	60	90	120	150	180
Min:Sec					

SC-1, 08 APR 2010 to 06 MAY 2010

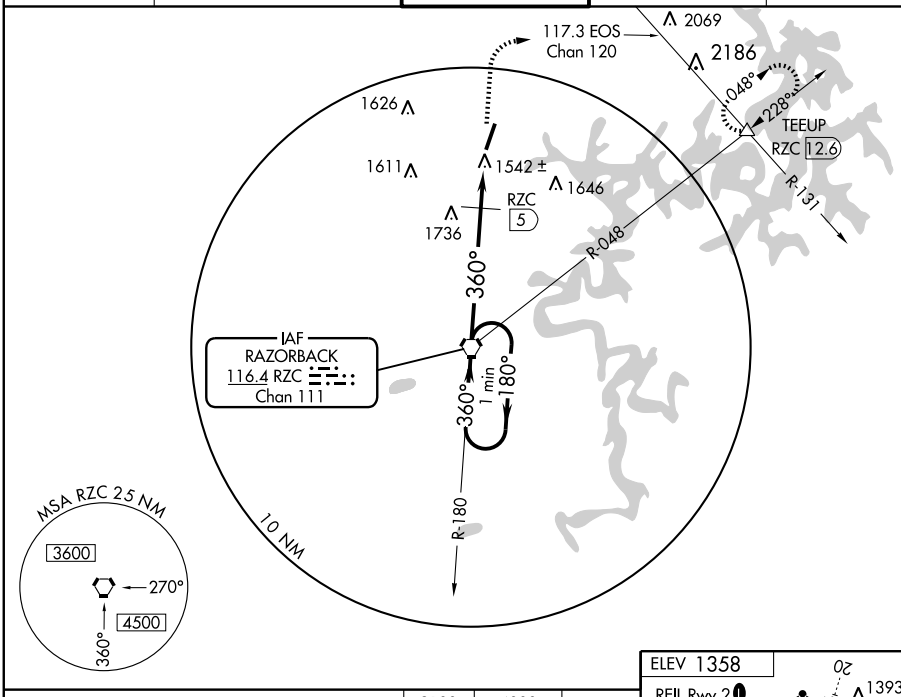
VORTAC RZC	APP CRS	Rwy Idg	6011
116.4	360°	TDZE	1358
Chan 111		Apt Elev	1358

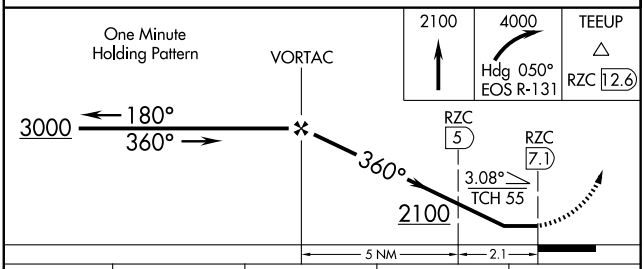
VOR RWY 2

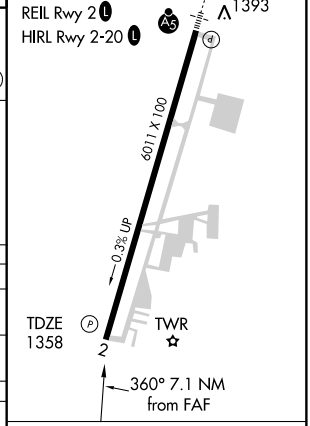
ROGERS MUNI-CARTER FIELD (ROG)

MISSED APPROACH: Climb to 2100, then climbing right turn to 4000 via heading 050° and EOS R-131 to TEEUP Int and hold.

AWOS-3	RAZORBACK APP CON★	ROGERS TOWER★	GND CON	CLNC DEL
134.375	126.6 305.2	119.375 (CTAF) L	118.0	121.75







CATEGORY	A	B	C	D
S-2	2100-1 742 (800-1)	2100-1¼ 742 (800-1¼)	2100-2¼ 742 (800-2¼)	2100-2½ 742 (800-2½)
CIRCLING	2100-1 742 (800-1)	2100-1¼ 742 (800-1¼)	2100-2¼ 742 (800-2¼)	2100-2½ 742 (800-2½)
DME MINIMUMS				
S-2	1800-1 442 (500-1)		1800-1¼ 442 (500-1¼)	1800-1½ 442 (500-1½)
CIRCLING	1800-1 442 (500-1)	1820-1 462 (500-1)	1820-1½ 462 (500-1½)	1920-2 562 (600-2)

FAF to MAP 7.1 NM

Knots	60	90	120	150	180
Min:Sec	7:06	4:44	3:33	2:50	2:22

SC-1, 08 APR 2010 to 06 MAY 2010

NDB RUE 379	APP CRS 360°	Rwy Idg N/A TDZE N/A Apt Elev 403

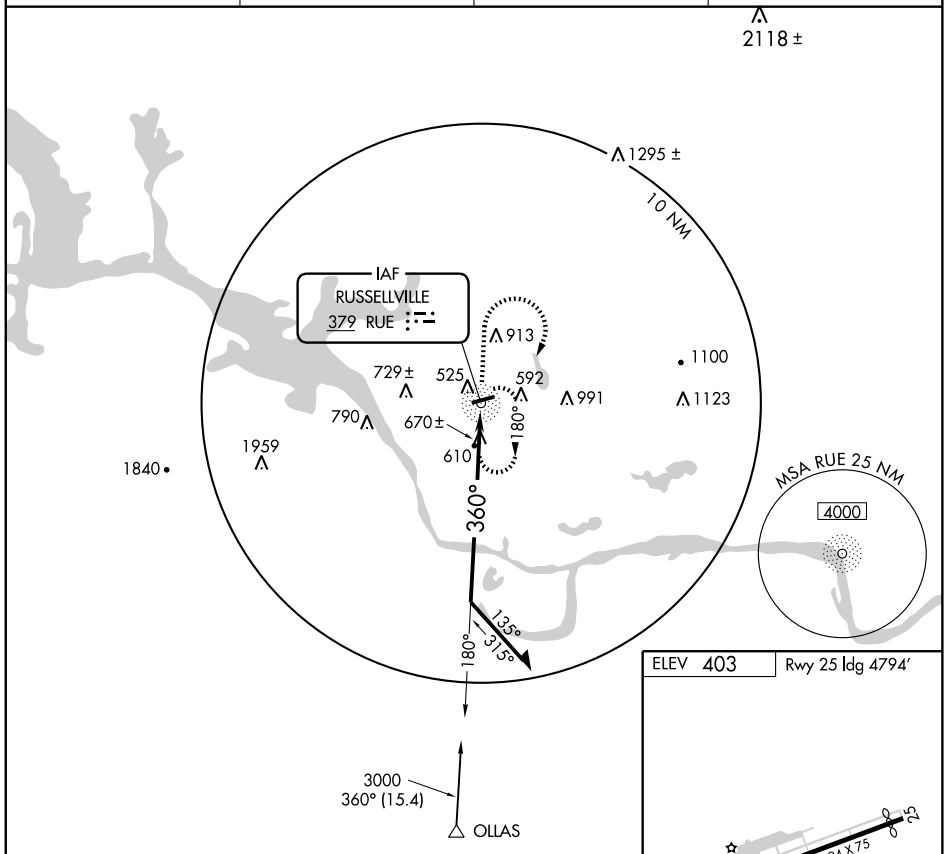
NDB-A

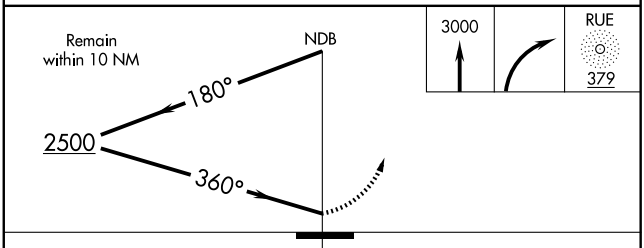
RUSSELLVILLE RGNL (RUE)

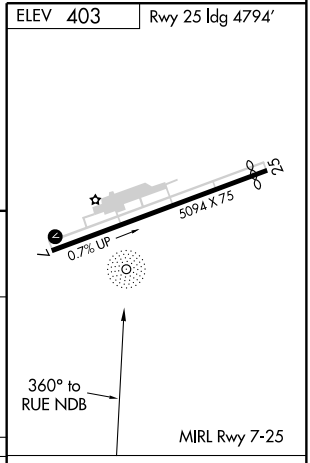
NA

MISSED APPROACH: Climb to 3000 then right turn direct RUE NDB and hold.

ASOS	RAZORBACK APP CON	MEMPHIS CENTER	UNICOM
132.475	120.9 343.75	128.475 377.15	122.7 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	1140-1 737 (800-1)		1140-2 737 (800-2)	1220-2¾ 817 (900-2¾)

Knots	60	90	120	150	180
Min:Sec					

SC-1. 08 APR 2010 to 06 MAY 2010

WAAS CH 53601 W07A	APP CRS 072°	Rwy Idg 5094 TDZE 389 Apt Elev 403

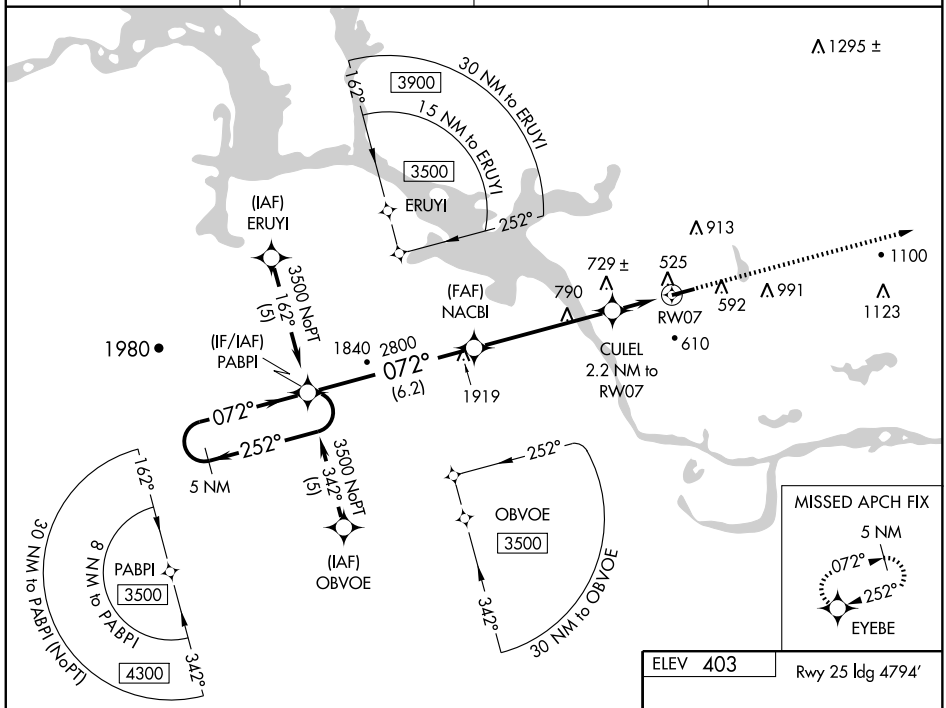
RNAV (GPS) RWY 7

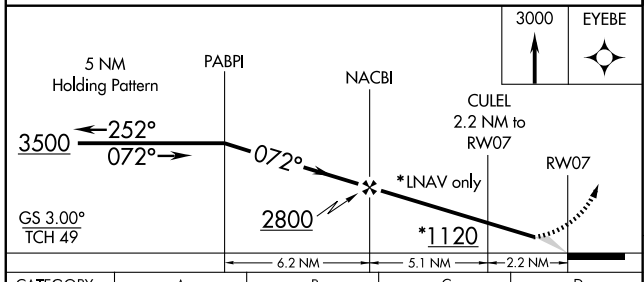
RUSSELLVILLE RGNL (RUE)

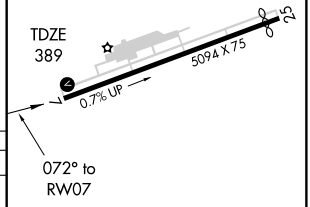
If local altimeter setting not received, procedure NA.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct EYEBE and hold.

ASOS	RAZORBACK APP CON	MEMPHIS CENTER	UNICOM
132.475	120.9 343.75	128.475 377.15	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	664-1 275 (300-1)			
LNAV MDA	1000-1 611 (600-1)		1000-1¾ 611 (600-1¾)	1000-2 611 (600-2)
CIRCLING	1140-1 737 (800-1)		1140-2 737 (800-2)	1220-2¾ 817 (900-2¾)

SC-1, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4794
252°	TDZE	403
	Apt Elev	403

RNAV (GPS) RWY 25

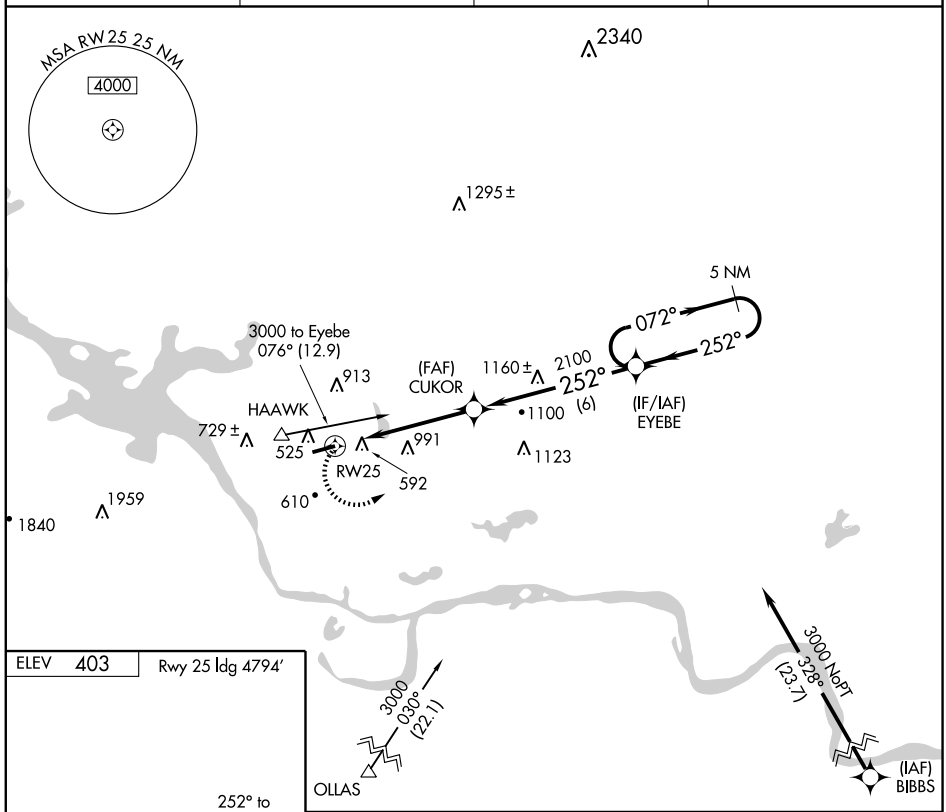
RUSSELLVILLE RGNL (RUE)

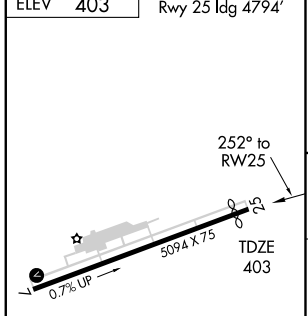
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

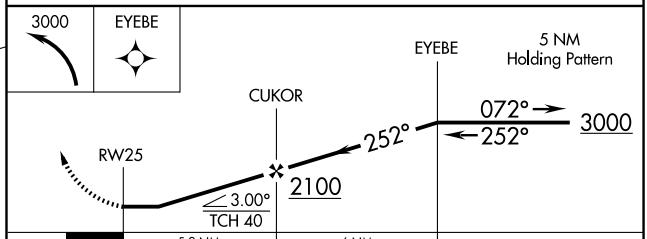
NA

MISSED APPROACH: Climbing left turn to 3000 direct EYEBE WP and hold.

ASOS	RAZORBACK APP CON	MEMPHIS CENTER	UNICOM
132.475	120.9 343.75	128.475 377.15	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1260-1 857 (900-1)	1260-1¼ 857 (900-1¼)	1260-2½ 857 (900-2½)	1260-2¾ 857 (900-2¾)
CIRCLING	1260-1 857 (900-1)	1260-1¼ 857 (900-1¼)	1260-2½ 857 (900-2½)	1260-2¾ 857 (900-2¾)

SC-1. 08 APR 2010 to 06 MAY 2010

LOC I-DSY	APP CRS	Rwy Idg	6008
110.1	011°	TDZE	253
Chan 38		Apt Elev	264

ILS or LOC RWY 1

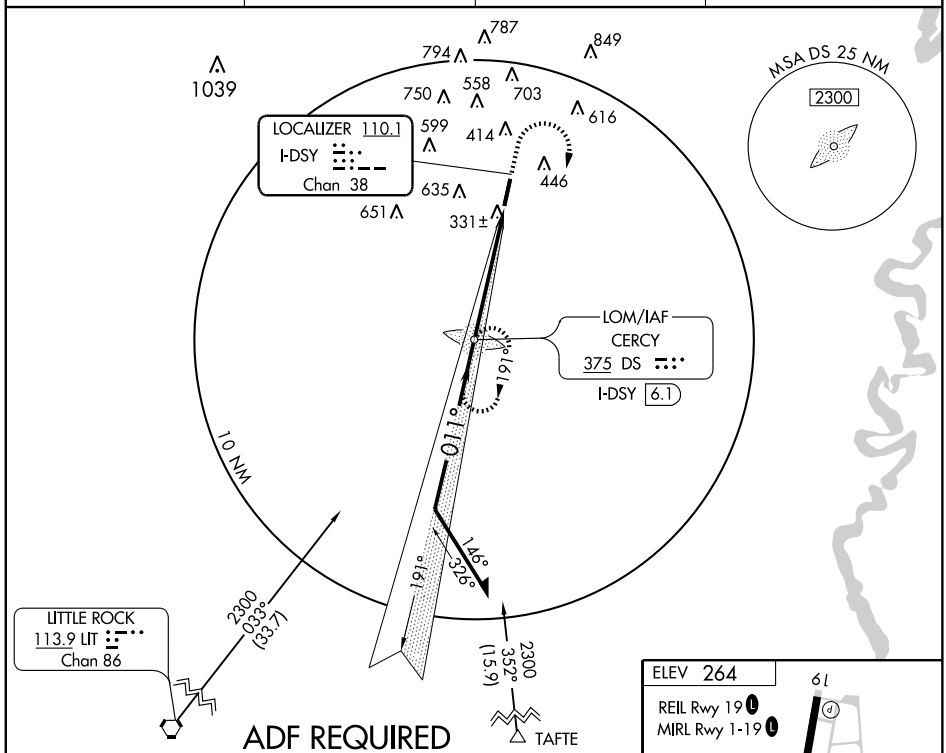
SEARCY MUNI (SRC)

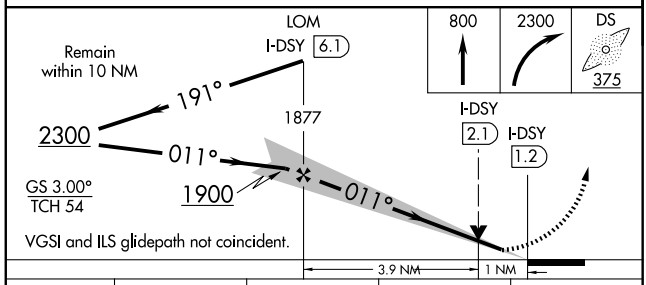
NA Circling NA for Cat C west of runway 1-19. If local altimeter setting not received, use Little Rock/Adams Field altimeter setting and increase all DA/MDAs 100 feet. VDP NA with Little Rock/Adams Field altimeter setting. ADF Required.

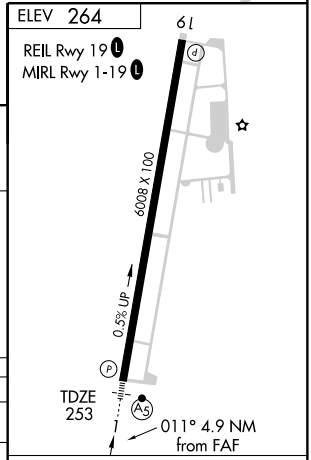
MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 2300 direct CERCY LOM and hold.

ASOS	LITTLE ROCK APP CON	CLNC DEL	UNICOM
128.325	119.75 291.775	119.75	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 1	453-½ 200 (200-½)			NA
S-LOC 1	600-½ 347 (400-½)			NA
CIRCLING	760-1 496 (500-1)		760-1½ 496 (500-1½)	NA

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

SC-1, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	6008
CH 81824	011°	TDZE	253
W01A		Apt Elev	264

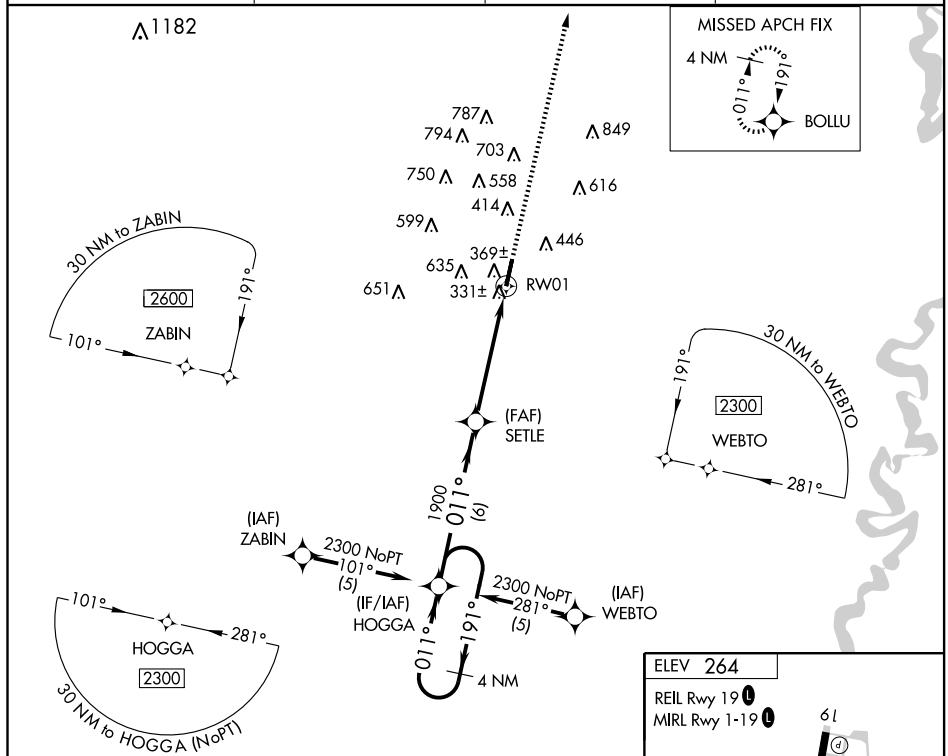
RNAV (GPS) RWY 1
SEARCY MUNI (SRC)

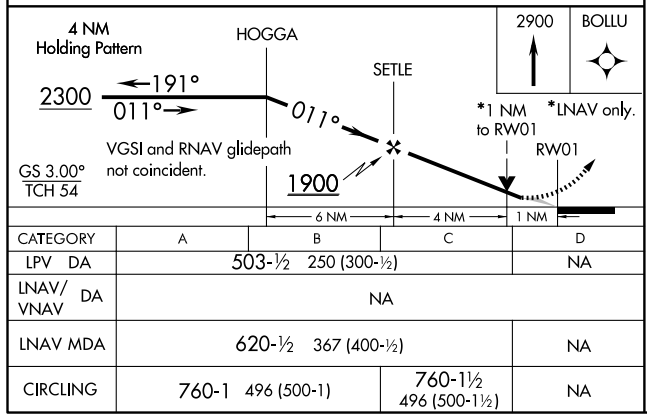
Circling NA for Cat C west of runway 1-19. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Little Rock/Adams Field altimeter setting and increase all DA/MDAs 100 feet. VDP NA with Little Rock/Adams Field altimeter setting. For inoperative MALSR increase LPV visibility to 1 mile.

MALSR (A5)

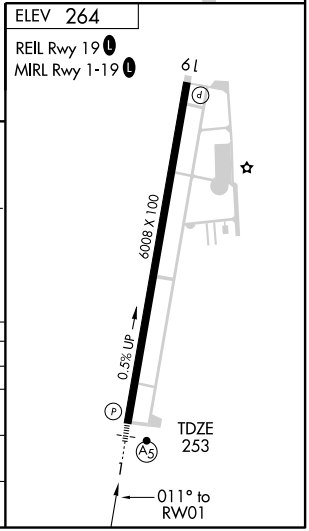
MISSED APPROACH: Climb to 2900 direct BOLLU and hold.

ASOS	LITTLE ROCK APP CON	CLNC DEL	UNICOM
128.325	119.75 291.775	119.75	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	503-½ 250 (300-½)			NA
LNAV/VNAV DA	NA			
LNAV MDA	620-½ 367 (400-½)			NA
CIRCLING	760-1 496 (500-1)		760-1½ 496 (500-1½)	NA



SC-1, 08 APR 2010 to 06 MAY 2010

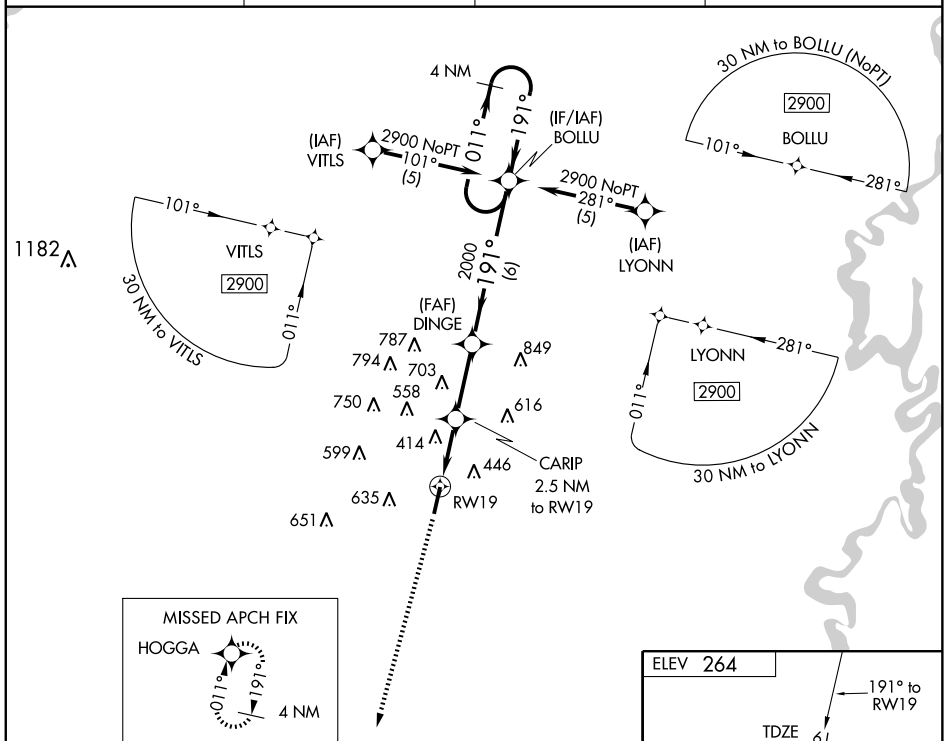
WAAS	APP CRS	Rwy Idg	6008
CH 86224	191°	TDZE	264
W19A		Apt Elev	264

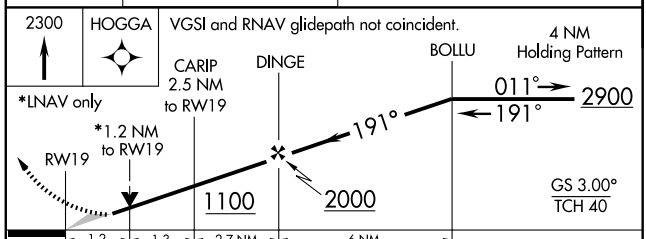
RNAV (GPS) RWY 19
SEARCY MUNI (SRC)

⚠ DME/DME RNP-0.3 NA. If local altimeter setting not received, use Little Rock/Adams Field altimeter setting and increase all DAs/MDAs 100 feet. VDP NA with Little Rock/Adams Field altimeter setting. Circling NA for Cat C west of Rwy 1-19.

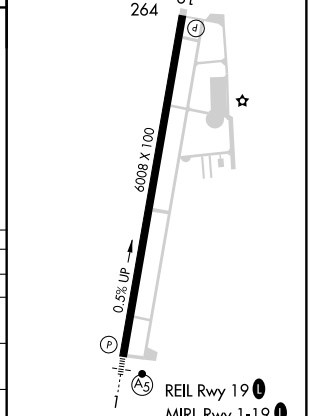
MISSED APPROACH: Climb to 2300 direct HOGGA and hold.

ASOS	LITTLE ROCK APP CON	CLNC DEL	UNICOM
128.325	119.75 291.775	119.75	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	514-1 250 (300-1)			NA
LNAV/VNAV DA	NA			
LNAV MDA	680-1 416 (500-1)		680-1¼ 416 (500-1¼)	NA
CIRCLING	760-1 496 (500-1)		760-1½ 496 (500-1½)	NA



SC-1. 08 APR 2010 to 06 MAY 2010

WAAS CH **90208** **W18A**	APP CRS **181°**	Rwy ldg **4997** TDZE **1191** Apt Elev **1191**

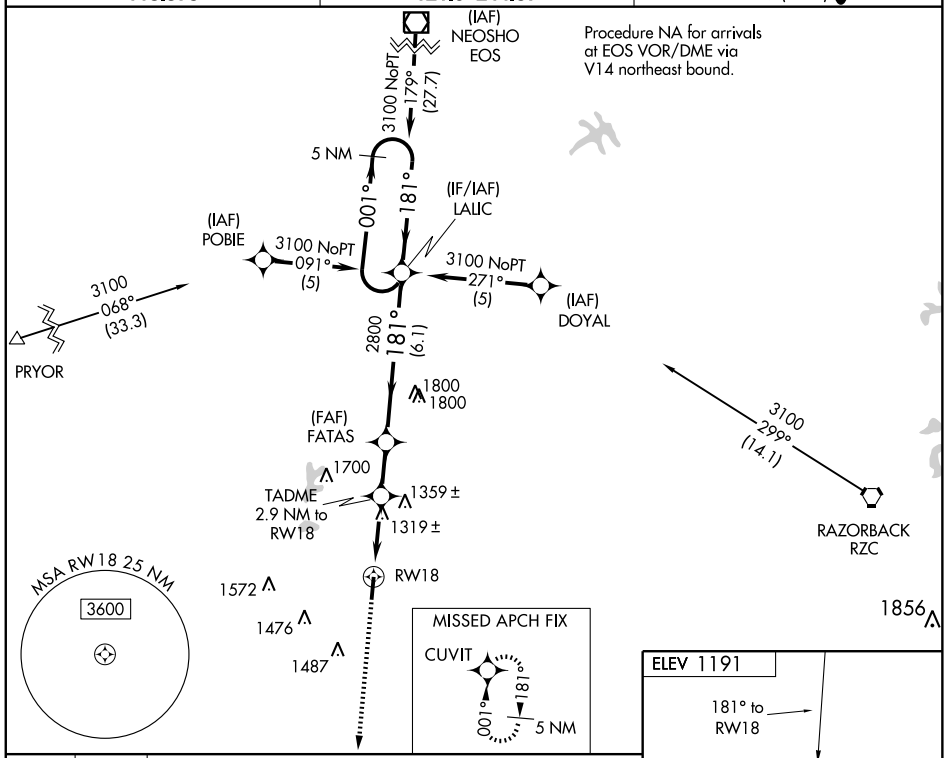
RNAV (GPS) RWY 18

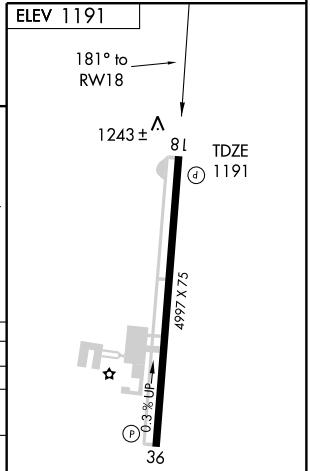
SILOAM SPRINGS/SMITH FIELD (SLG)

BARO-VNAV NA when using Northwest Arkansas Rgnl altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Northwest Arkansas Rgnl altimeter setting, and increase all DA/MDA 40 feet, and increase LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ¼ mile all Cats, and LNAV visibility Cat C and D ¼ mile.

MISSED APPROACH: Climb to 3200 direct CUVIT and hold.

AWOS-3	RAZORBACK APP CON *	UNICOM
118.375	**121.0 244.57**	**122.8** (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1479-1 288 (300-1)			
LNAV/VNAV DA	1623-1½ 432 (500-1½)			
LNAV MDA	1580-1 389 (400-1)			1580-1¼ 389 (400-1¼)
CIRCLING	1620-1 429 (500-1)	1720-1 529 (600-1)	1720-1½ 529 (600-1½)	1760-2 569 (600-2)

REIL Rwys 18 and 36
HIRL Rwy 18-36 L

WAAS	APP CRS	Rwy Idg	4997
CH 63105	001°	TDZE	1181
W36A		Apt Elev	1191

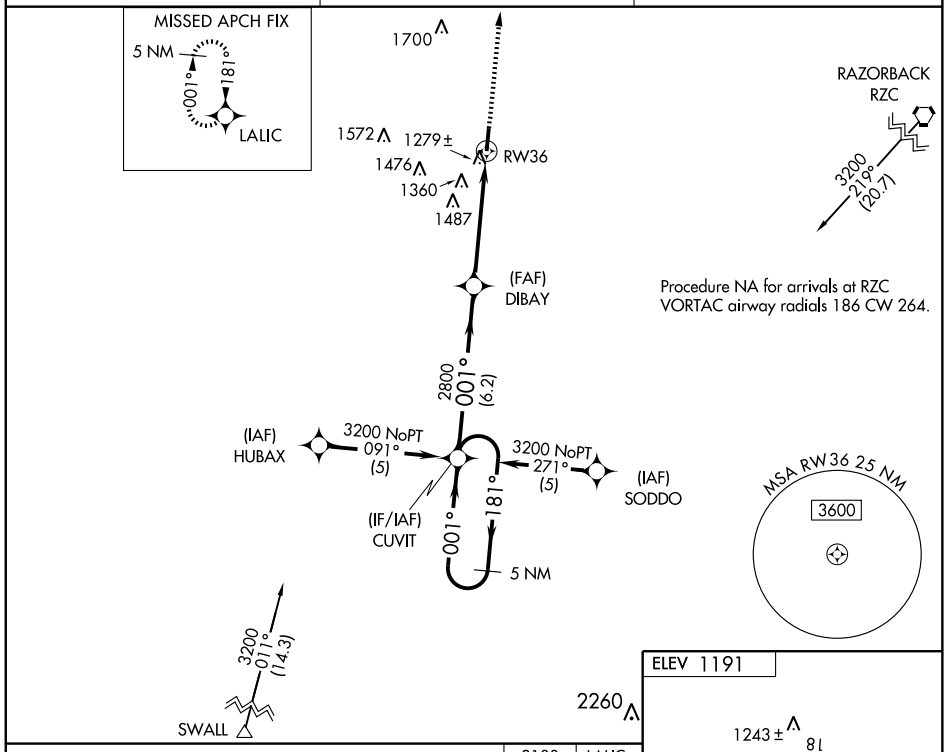
RNAV (GPS) RWY 36

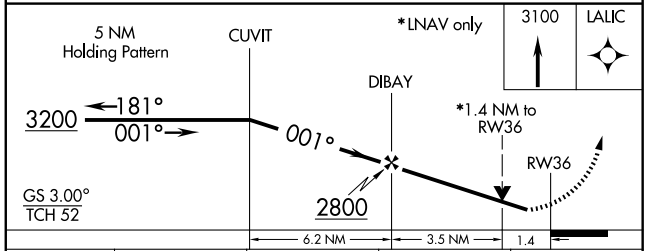
SILOAM SPRINGS/SMITH FIELD (SLG)

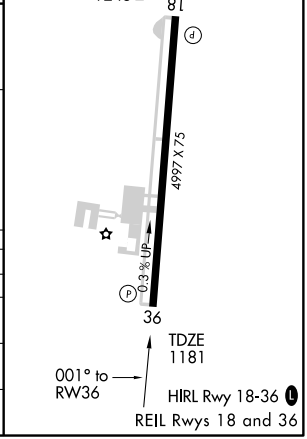
If local altimeter setting not received, use Northwest Arkansas Rgnl altimeter setting and increase all DAs/MDAs 40 feet. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. BARO-VNAV and VDP NA when using Northwest Arkansas Rgnl altimeter setting.

MISSED APPROACH: Climb to 3100 direct LALIC and hold.

AWOS-3	RAZORBACK APP CON ★	UNICOM
118.375	121.0 244.57	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1431-1 250 (300-1)			
LNAV/VNAV DA	1549-1¼ 368 (400-1¼)			
LNAV MDA	1660-1 479 (500-1)		1660-1¼ 479 (500-1¼)	1660-1½ 479 (500-1½)
CIRCLING	1660-1 469 (500-1)	1720-1 529 (600-1)	1720-1½ 529 (600-1½)	1760-2 569 (600-2)

SC-1. 08 APR 2010 to 06 MAY 2010

VORTAC RZC	APP CRS	Rwy Idg	N/A
116.4	255°	TDZE	N/A
Chan 111		Apt Elev	1191

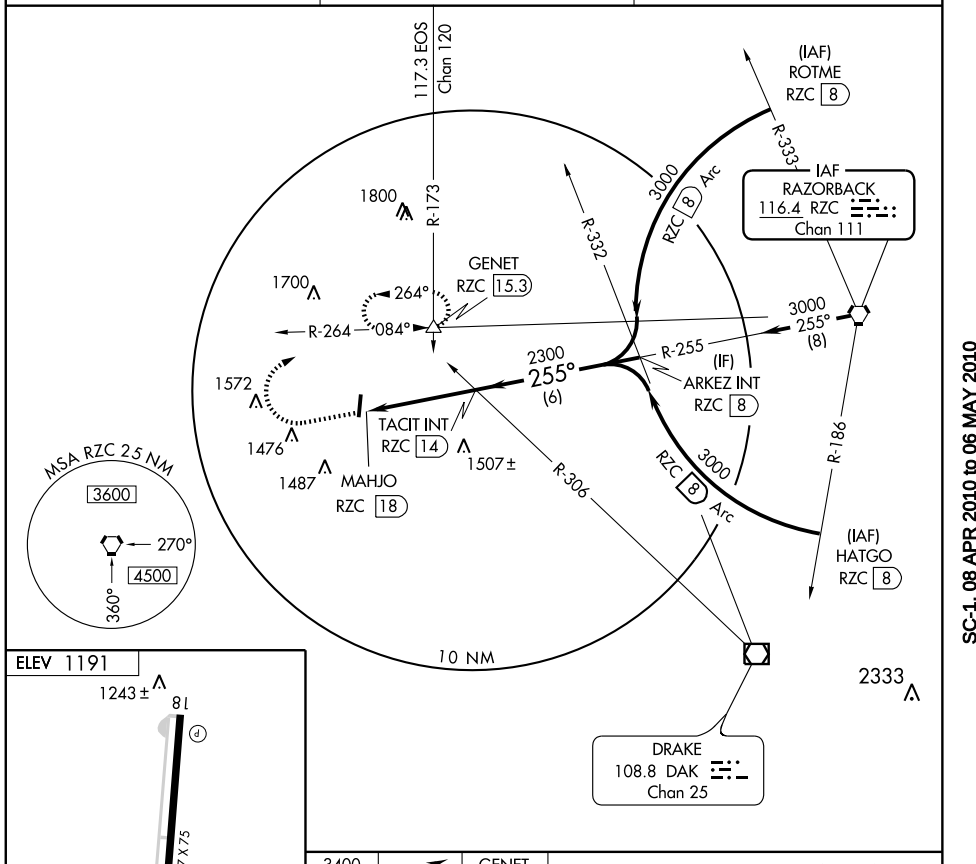
VOR-A

SILOAM SPRINGS/SMITH FIELD (SLG)

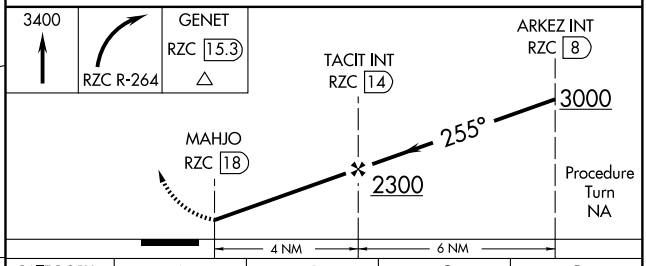
▼ If local altimeter setting not received, use Northwest Arkansas Rgnl altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 3400 then right turn via RZC R-264 to GENET INT/RZC 15.3 DME and hold.

AWOS-3	RAZORBACK APP CON ★	UNICOM
118.375	121.0 244.57	122.8 (CTAF) L



REIL Rwys 18 and 36
HIRL Rwy 18-36 L



FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

CATEGORY	A	B	C	D
CIRCLING	1640-1 449 (500-1)	1720-1 529 (600-1)	1720-1½ 529 (600-1½)	1760-2 569 (600-2)

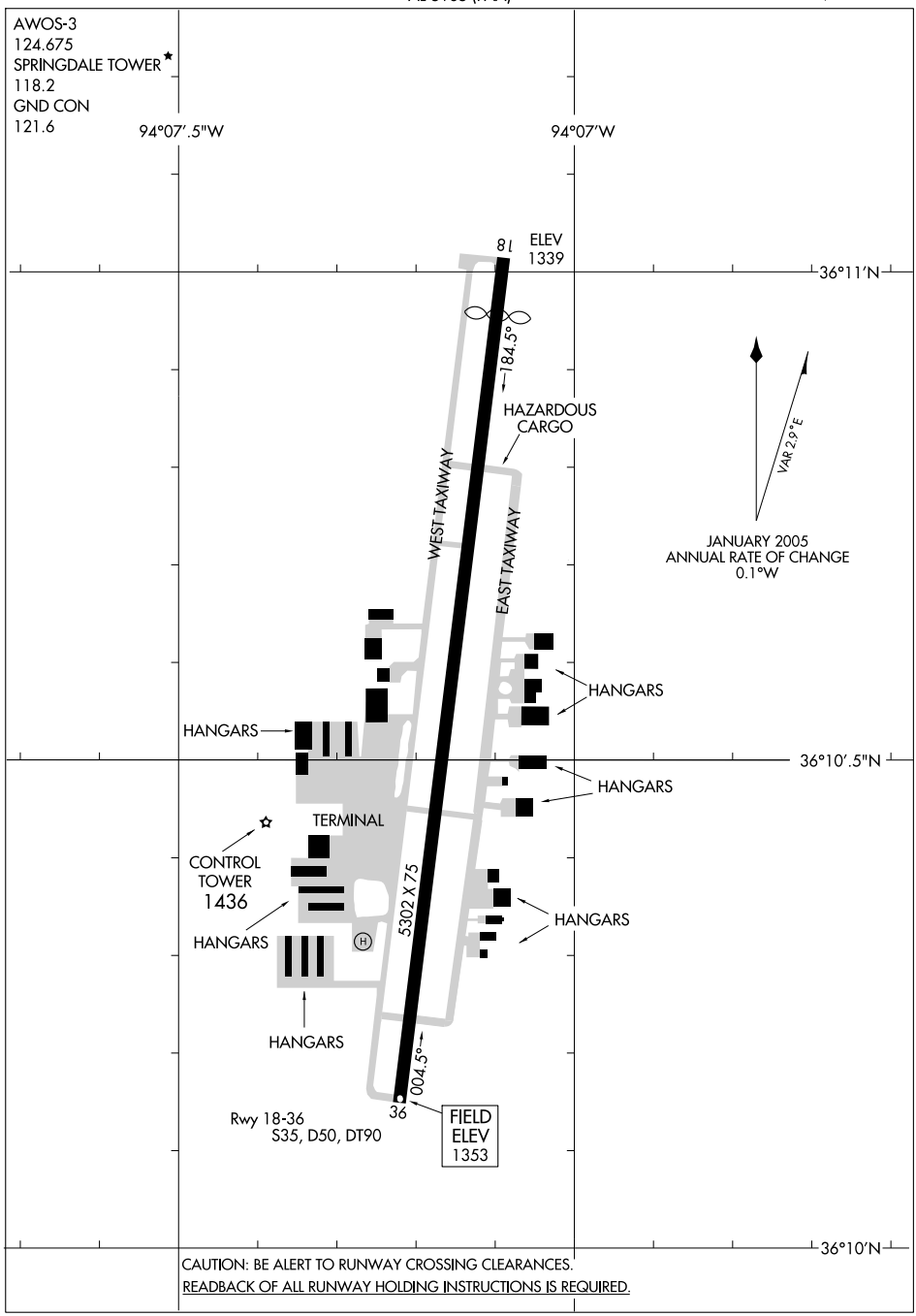
SC-1, 08 APR 2010 to 06 MAY 2010

06215

AIRPORT DIAGRAM

AL-5165 (FAA)

SPRINGDALE MUNI (ASG)
SPRINGDALE, ARKANSAS



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SC-1, 08 APR 2010 to 06 MAY 2010

LOC I-ASG	APP CRS	Rwy Idg	4939
110.9	183°	TDZE	1351
		Apt Elev	1353

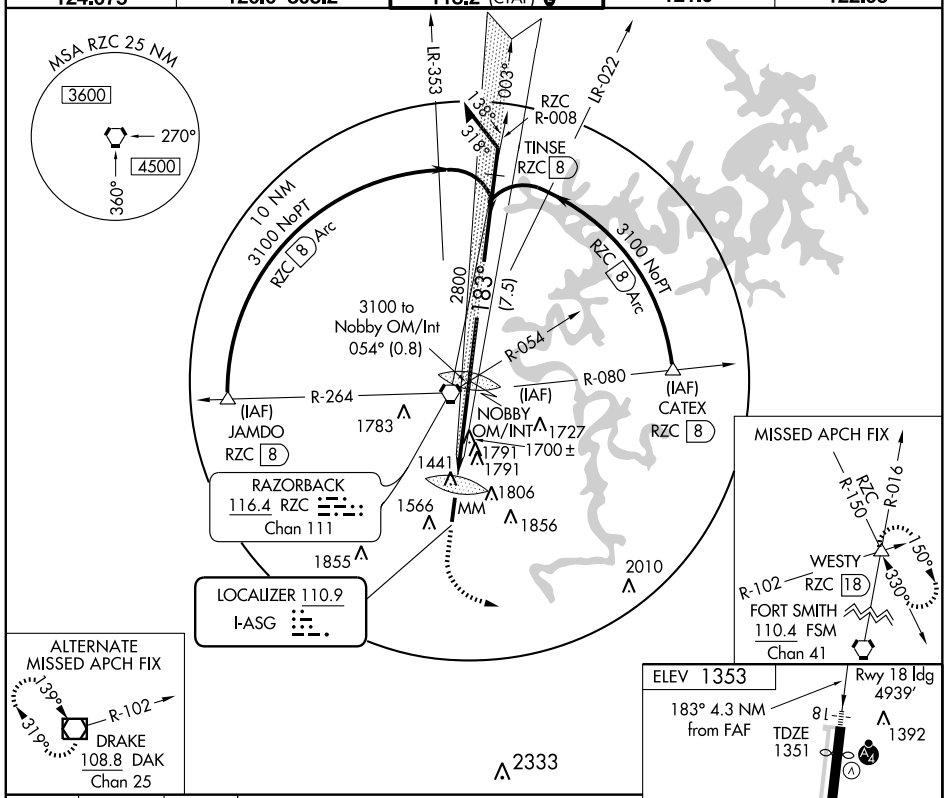
ILS or LOC RWY 18
SPRINGDALE MUNI (ASG)

▼ ▲NA If local altimeter setting not received, use Northwest Arkansas Muni altimeter setting, and increase all DAs/MDAs 40 feet. Inoperative table does not apply to S-ILS 18, and S-LOC 18 Cat. C. Circling NA east of runway 18-36.

MALSF

MISSED APPROACH: Climb to 2300 then climbing left turn to 4000 via heading 120° and RZC R-150 to Westy Int/RZC 18 DME and hold.

AWOS-3	RAZORBACK APP CON★	SPRINGDALE TOWER★	GND CON	UNICOM
124.675	126.6 305.2	118.2 (CTAF) L	121.6	122.95



CATEGORY	A	B	C	D
S-ILS 18	1551-¾ 200 (200-¾)			
S-LOC 18	1960-¾ 609 (700-¾)		1960-1¾ 609 (700-1¾)	1960-2 609 (700-2)
CIRCLING	1960-1 607 (700-1)		1960-1¾ 607 (700-1¾)	1960-2 607 (700-2)

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

SC-1, 08 APR 2010 to 06 MAY 2010

WAAS Ch 70312 W18A	APP CRS 183°	Rwy Idg 4939 TDZE 1351 Apt Elev 1353

RNAV (GPS) RWY 18

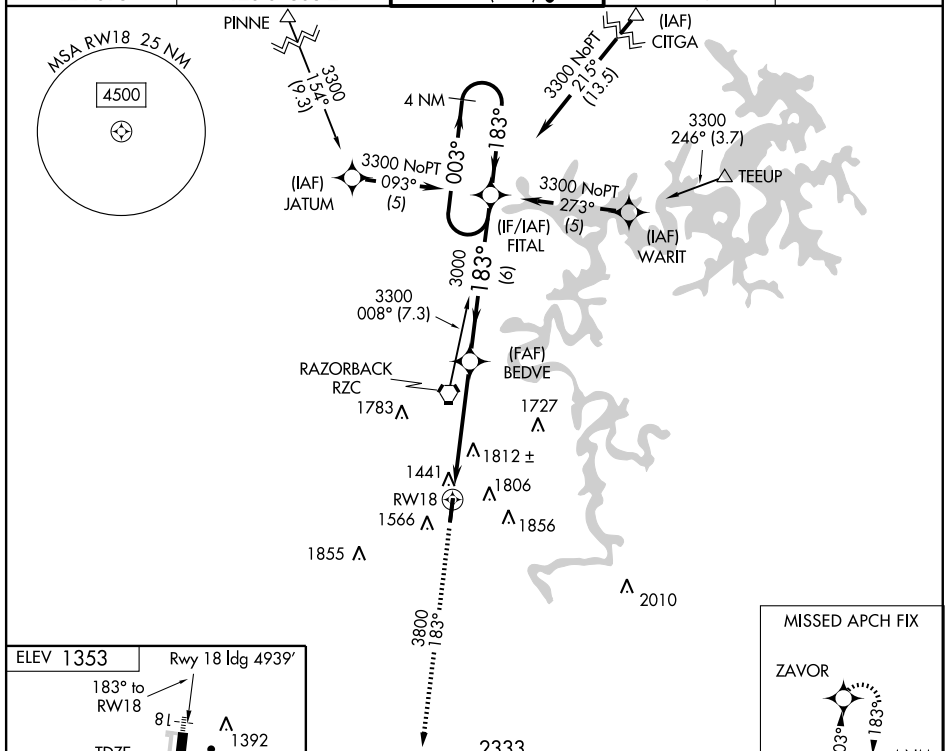
SPRINGDALE MUNI (ASG)

T NA — DME/DME RNP-0.3 NA. Circling NA east of rwy 18-36. If local altimeter setting not received, use Fayetteville/Drake Field altimeter setting: increase DA to 1681 feet; increase all MDAs 40 feet. VDP NA when using Fayetteville/Drake Field altimeter setting. Inoperative table does not apply to LPV.

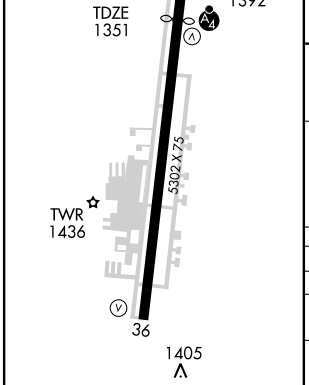
MALSF

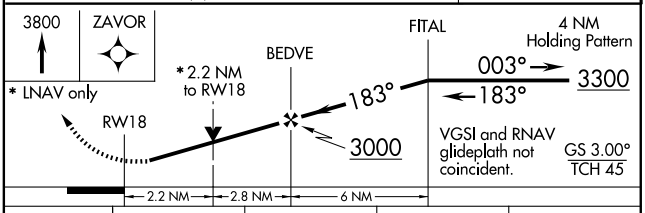
MISSED APPROACH: Climb to 3800 direct ZAVOR and hold.

AWOS-3	RAZORBACK APP CON ★	SPRINGDALE TOWER ★	GND CON	UNICOM
124.675	126.6 305.2	118.2 (CTAF) L	121.6	122.95



MISSED APCH FIX





CATEGORY	A	B	C	D
LPV DA	1642-1 291 (300-1)			
LNAV/VNAV DA	NA			
LNAV MDA	2080-1 729 (800-1)		2080-2 729 (800-2)	2080-2¼ 729 (800-2¼)
CIRCLING	2080-1 727 (800-1)		2080-2 727 (800-2)	2080-2¼ 727 (800-2¼)

SC-1, 08 APR 2010 to 06 MAY 2010

WAAS Ch 77512 W36A	APP CRS 003°	Rwy Idg 5302 TDZE 1353 Apt Elev 1353

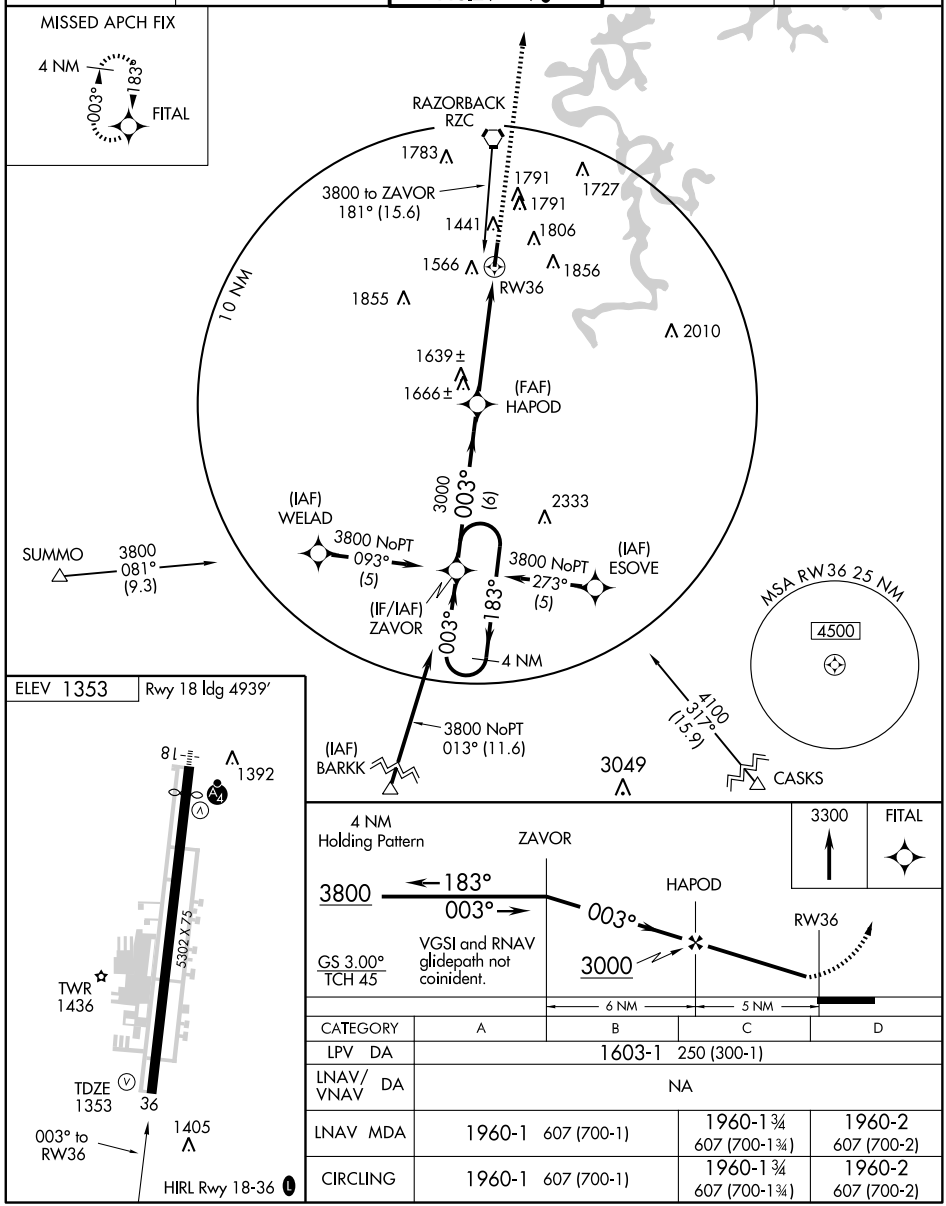
RNAV (GPS) RWY 36

SPRINGDALE MUNI (ASG)

T NA — DME/DME RNP-0.3 NA. Circling NA east of rwy 18-36. If local altimeter setting not received, use Fayetteville/Drake Field altimeter setting: increase DA to 1642 feet; increase all MDAs 40 feet.

MISSED APPROACH: Climb to 3300 direct FITAL and hold.

AWOS-3	RAZORBACK APP CON ★	SPRINGDALE TOWER ★	GND CON	UNICOM
124.675	126.6 305.2	118.2 (CTAF) L	121.6	122.95



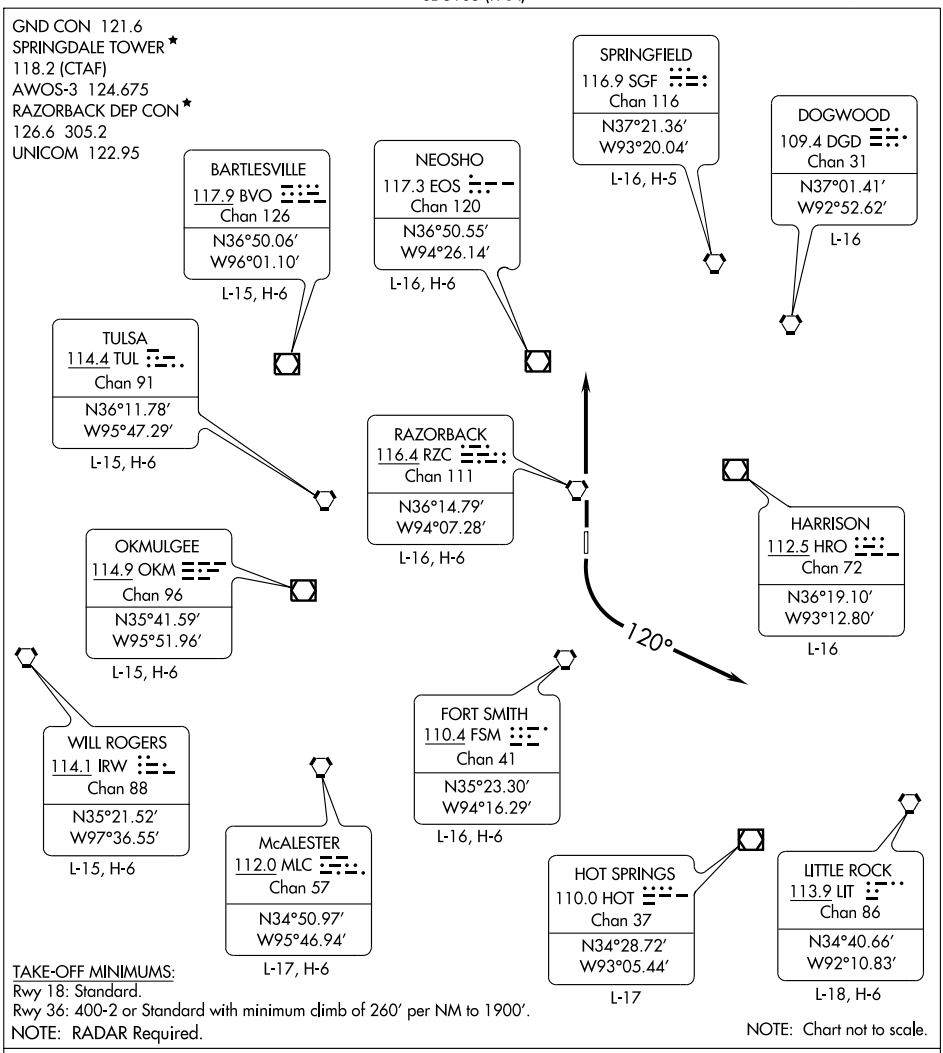
CATEGORY	A	B	C	D
LPV DA	1603-1 250 (300-1)			
LNAV/VNAV DA	NA			
LNAV MDA	1960-1 607 (700-1)		1960-1 ¾ 607 (700-1¾)	1960-2 607 (700-2)
CIRCLING	1960-1 607 (700-1)		1960-1 ¾ 607 (700-1¾)	1960-2 607 (700-2)

SC-1, 08 APR 2010 to 06 MAY 2010

SPRING TWO DEPARTURE

SL-5165 (FAA)

SPRINGDALE MUNI (ASG)
SPRINGDALE, ARKANSAS



TAKE-OFF MINIMUMS:
Rwy 18: Standard.
Rwy 36: 400-2 or Standard with minimum climb of 260′ per NM to 1900′.
NOTE: RADAR Required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 18: Climb runway heading to 1900 feet, then turn left heading 120°, thence...

TAKE-OFF RUNWAY 36: Fly runway heading, thence....

....Expect radar vectors to filed/assigned route. Climb and maintain 4000 feet. Expect clearance to filed altitude/flight level ten minutes after departure.

LOST COMMUNICATIONS: If communications are not established within 2 minutes after departure, climb and maintain 5000 feet and proceed direct RZC VORTAC, then proceed on course.

SC-1, 08 APR 2010 to 06 MAY 2010

SPRINGDALE, ARKANSAS

AL-5165 (FAA)

VORTAC RZC	APP CRS	Rwy Idg	5302
116.4	356°	TDZE	1353
Chan 111		Apt Elev	1353

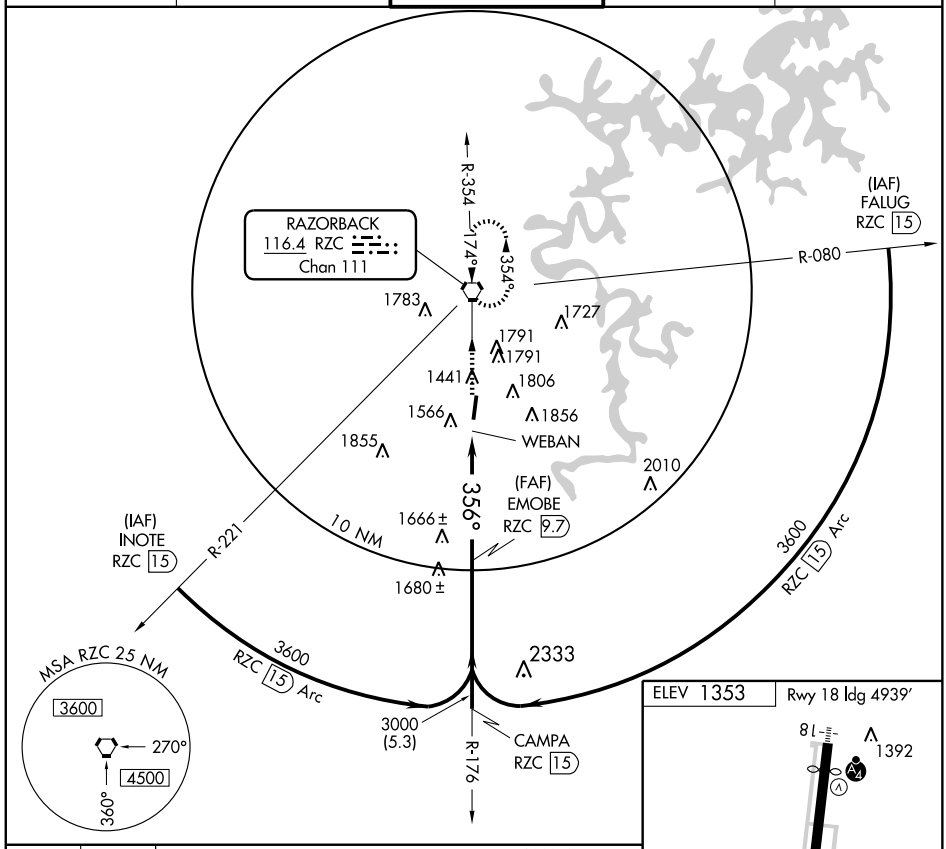
VOR/DME RWY 36

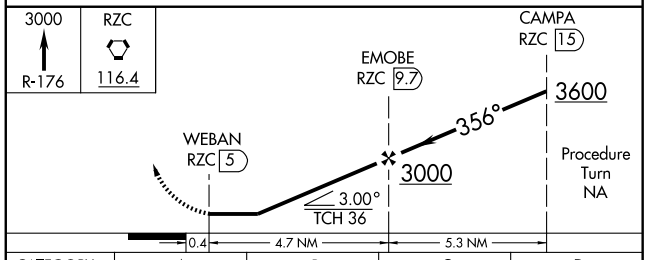
SPRINGDALE MUNI (ASG)

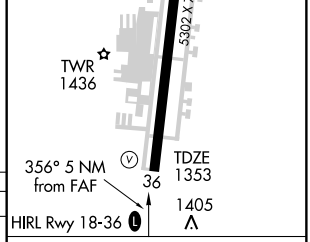
Circling NA east of Rwy 18-36.

MISSED APPROACH: Climb to 3000 via R-176 to RZC VORTAC and hold.

AWOS-3	RAZORBACK APP CON★	SPRINGDALE TOWER★	GND CON	UNICOM
124.675	126.6 305.2	118.2(CTAF)	121.6	122.95







CATEGORY	A	B	C	D
S-36	1980-1	627 (700-1)	1980-1¾ 627 (700-1¾)	1980-2 627 (700-2)
CIRCLING	1980-1	627 (700-1)	1980-1¾ 627 (700-1¾)	1980-2 627 (700-2)

Knots	60	90	120	150	180
Min:Sec					

SC-1, 08 APR 2010 to 06 MAY 2010

VORTAC RZC	APP CRS	Rwy Idg	4939
116.4	174°	TDZE	1351
Chan 111		Apt Elev	1353

VOR RWY 18

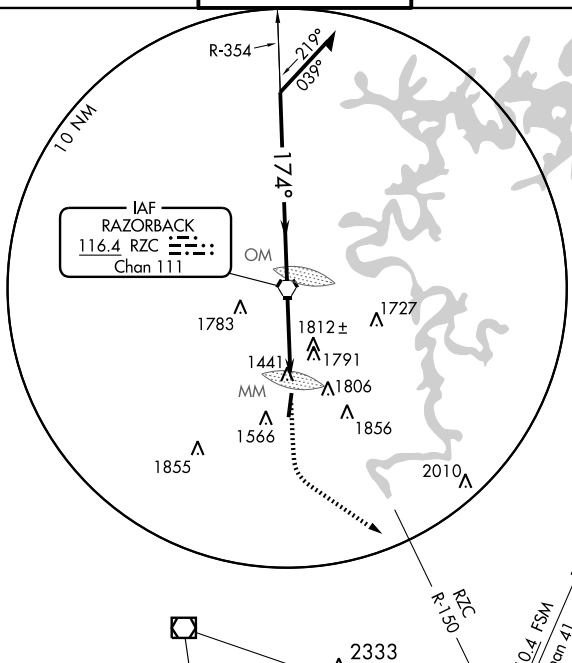
SPRINGDALE MUNI (ASG)

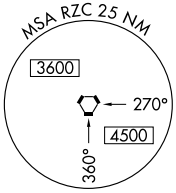
Circling NA east of Rwy 18-36. Inoperative table does not apply.

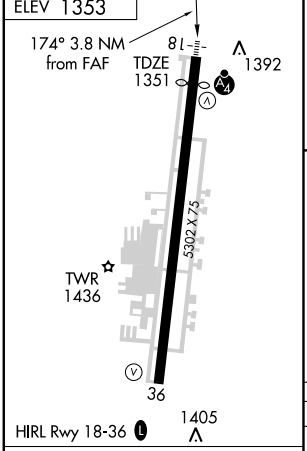
MALSF

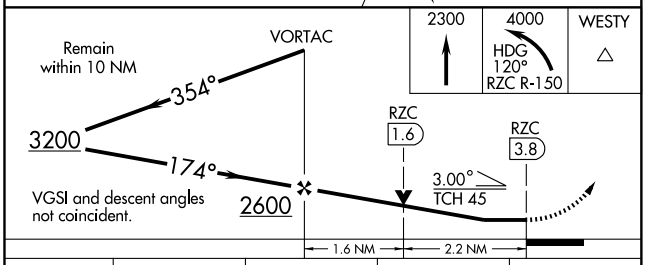
MISSED APPROACH: Climb to 2300 then climbing left turn to 4000 via heading 120° and RZC-150 to WESTY INT and hold.

AWOS-3	RAZORBACK APP CON ★	SPRINGDALE TOWER ★	GND CON	UNICOM
124.675	126.6 305.2	118.2 (CTAF) L	121.6	122.95









FAF to MAP 3.8 NM

Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

CATEGORY	A	B	C	D
S-18	2080-1	729 (800-1)	2080-2 729 (800-2)	2080-2¼ 729 (800-2¼)
CIRCLING	2080-1	727 (800-1)	2080-2 727 (800-2)	2080-2¼ 727 (800-2¼)

SC-1, 08 APR 2010 to 06 MAY 2010

LOC/DME I-TTL	APP CRS	Rwy Idg	6016
110.55	360°	TDZE	224
Chan 42(Y)		Apt Elev	224

ILS or LOC RWY 36

STUTTGART MUNI (SGT)

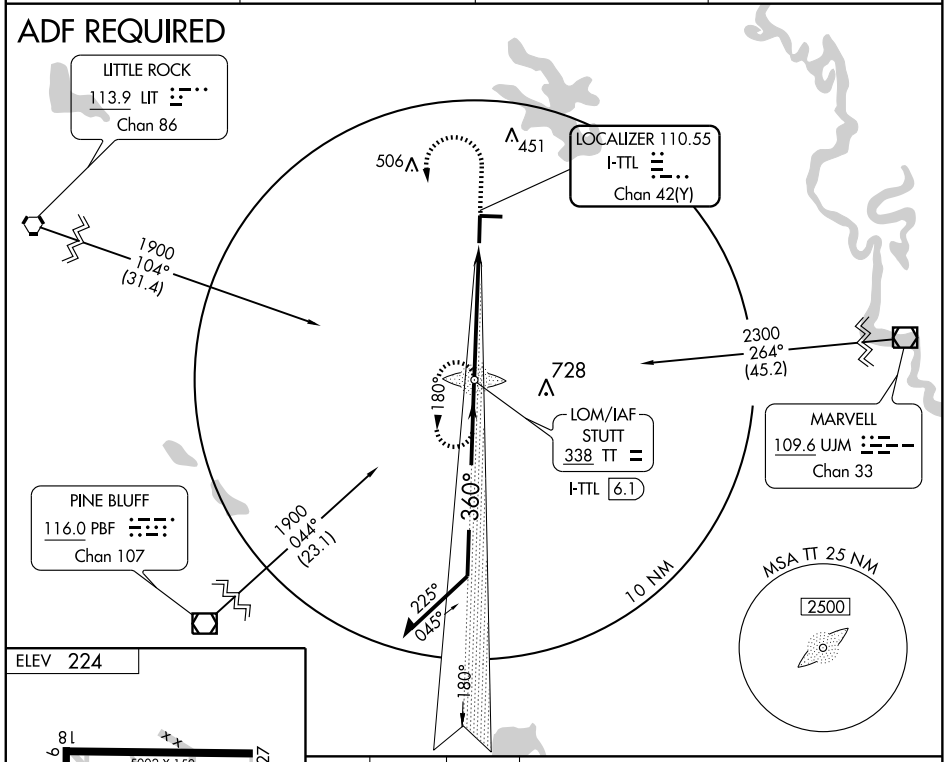
If local altimeter setting not received, use Little Rock/Adams Field altimeter setting and increase all DA/MDAs 100 feet. VDP NA with Little Rock/Adams Field altimeter setting.

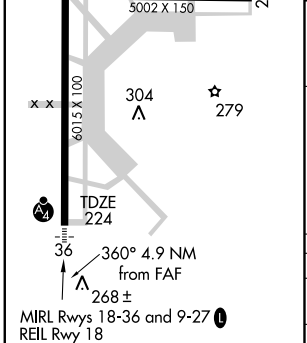
MALSF

MISSED APPROACH: Climb to 800, thenclimbing left turn to 1900 direct STUTT LOM and hold.

AWOS-3	LITTLE ROCK APP CON	CLNC DEL	UNICOM
119.025	135.4 353.6	123.7	122.8 (CTAF) L

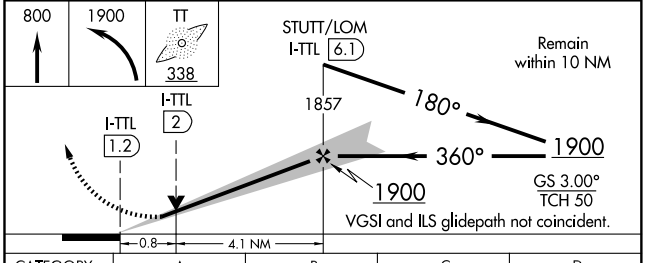
ADF REQUIRED





FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



CATEGORY	A	B	C	D
S-ILS 36	424-¾	200 (200-¾)		
S-LOC 36	520-¾	296 (300-¾)		520-1 296 (300-1)
CIRCLING	660-1 436 (500-1)	680-1 456 (500-1)	680-1½ 456 (500-1½)	780-2 556 (600-2)

SC-1, 08 APR 2010 to 06 MAY 2010

NDB SGT	APP CRS	Rwy Idg	6016
269	168°	TDZE	224
		Apt Elev	224

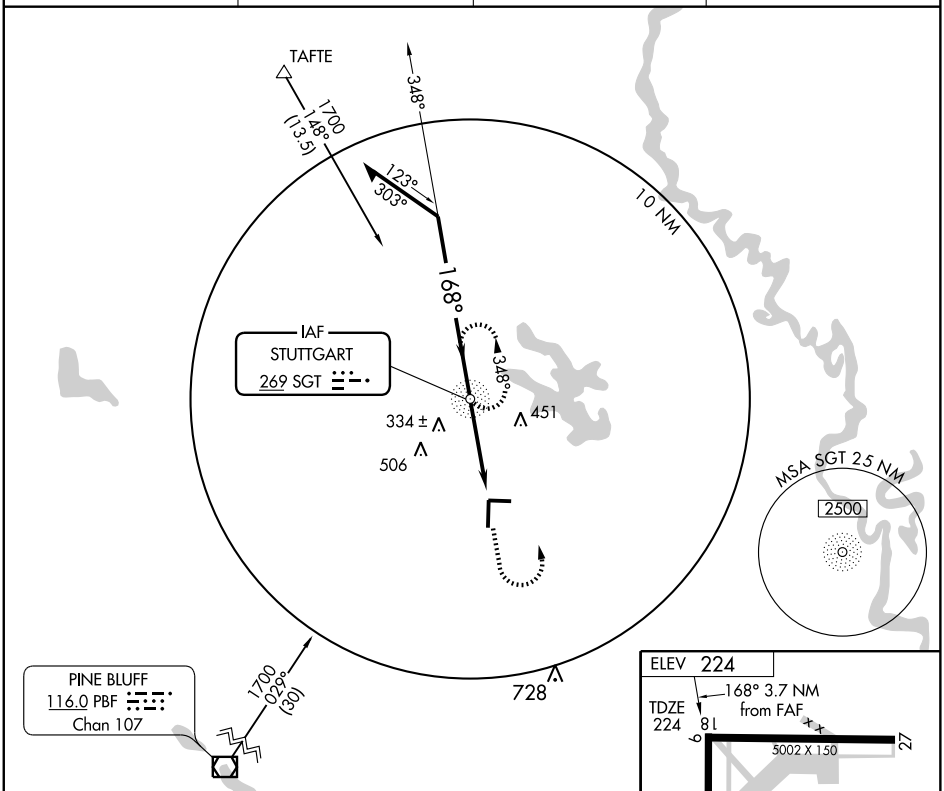
NDB RWY 18
STUTTGART MUNI (SGT)

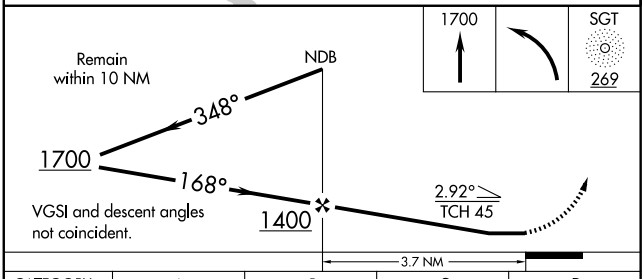
When local altimeter setting not received, use Little Rock/Adams Field altimeter setting and increase all MDA 100 feet and S-18 visibility Cat C/D ¼ mile.

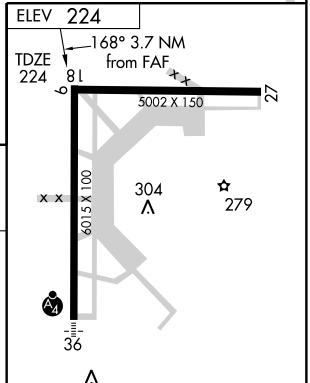
NA

MISSED APPROACH: Climb to 1700 then left turn direct SGT NDB and hold.

AWOS-3	LITTLE ROCK APP CON	CLNC DEL	UNICOM
119.025	135.4 353.6	123.7	122.8 (CTAF) L







MIRL Rwys 18-36 and 9-27 L
REIL Rwy 18

CATEGORY	A	B	C	D
S-18	660-1 436 (500-1)		660-1¼ 436 (500-1¼)	660-1½ 436 (500-1½)
CIRCLING	660-1 436 (500-1)	680-1 456 (500-1)	680-1½ 456 (500-1½)	780-2 556 (600-2)

FAF to MAP 3.7 NM

Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

SC-1, 08 APR 2010 to 06 MAY 2010

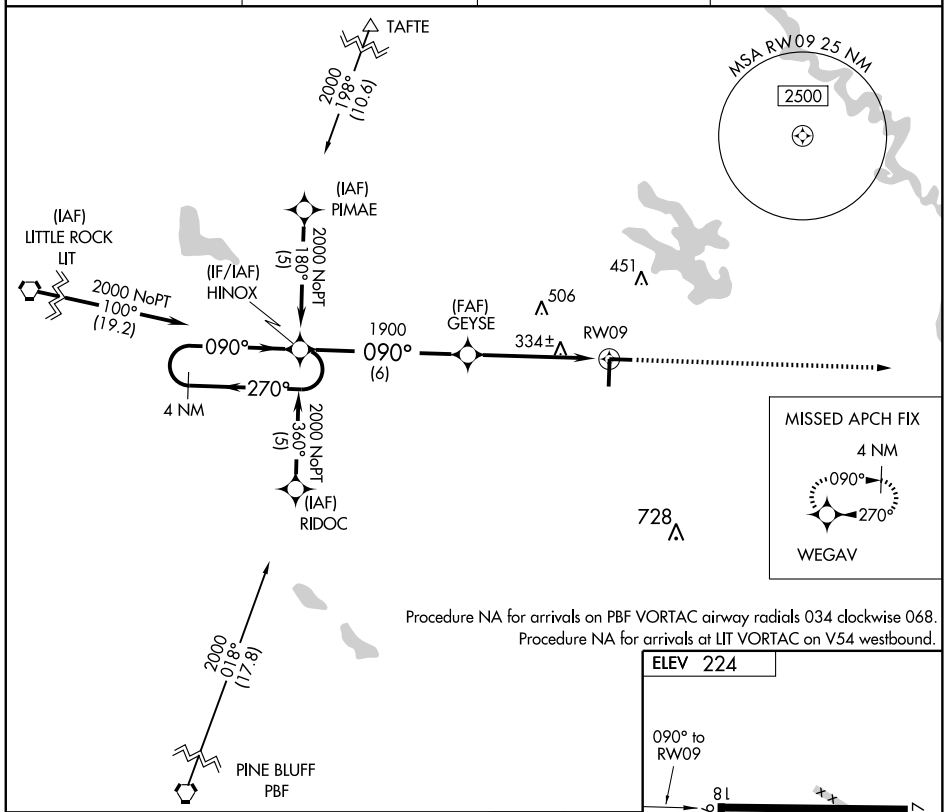
APP CRS	Rwy Idg	5002
090°	TDZE	219
	Apt Elev	224

RNAV (GPS) RWY 9
STUTTGART MUNI (SGT)

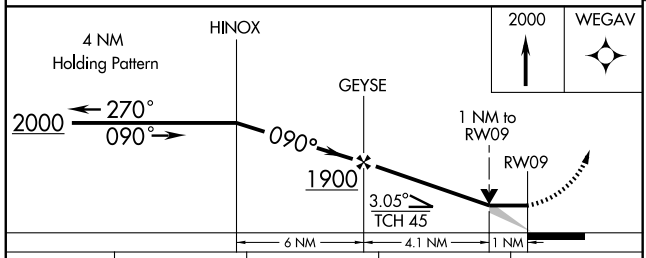
If local altimeter setting not received, use Little Rock/Adams Field altimeter setting: increase all MDAs 100 feet. VDP NA with Little Rock/Adams Field altimeter setting. Straight-in minimums NA at night. DME/DME RNP-0.3 NA.

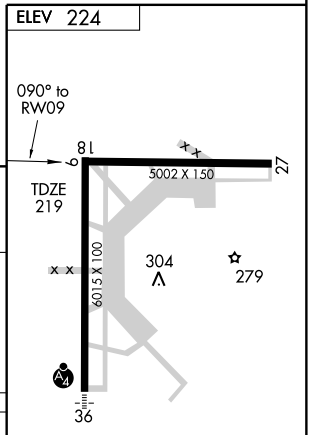
MISSED APPROACH: Climb to 2000 direct WEGAV and hold.

AWOS-3	LITTLE ROCK APP CON	CLNC DEL	UNICOM
119.025	135.4 353.6	123.7	122.8 (CTAF) L



Procedure NA for arrivals on PBF VORTAC airway radials 034 clockwise 068.
Procedure NA for arrivals at LIT VORTAC on V54 westbound.





CATEGORY	A	B	C	D
LNAV MDA	600-1 381 (400-1)			600-1¼ 381 (400-1¼)
CIRCLING	660-1 436 (500-1)	680-1 456 (500-1)	680-1½ 456 (500-1½)	780-2 556 (600-2)

MIRL Rwys 18-36 and 9-27 L
REIL Rwy 18

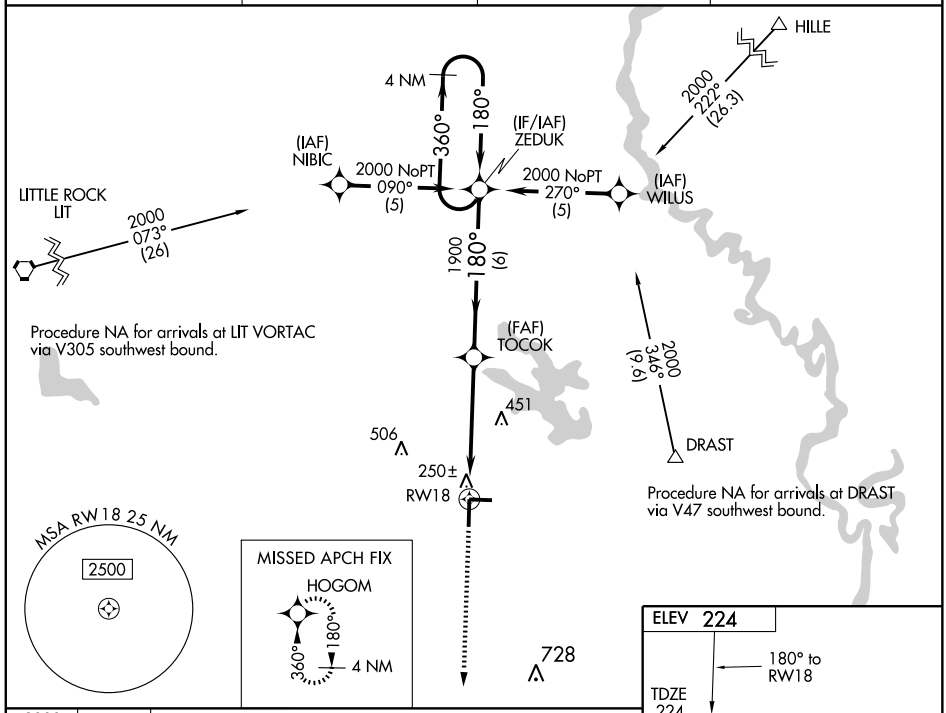
WAAS CH 58303 W18A	APP CRS 180°	Rwy Idg 6015 TDZE 224 Apt Elev 224

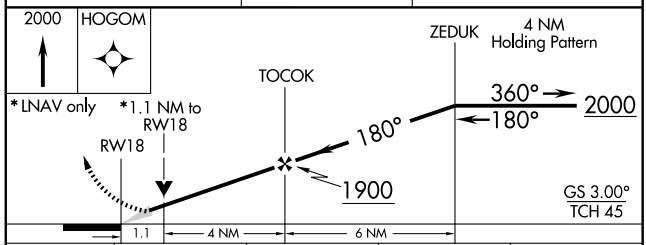
RNAV (GPS) RWY 18
STUTTGART MUNI (SGT)

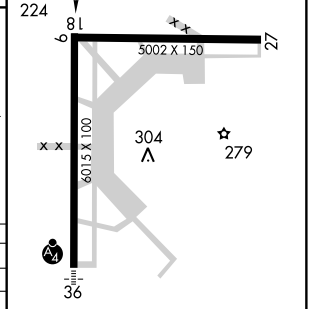
If local altimeter setting not received, use Little Rock/Adams Field altimeter setting and increase all DAs 82 feet and all MDAs 100 feet. BARO-VNAV NA when using Little Rock/Adams Field altimeter setting. DME/DME RNP-0.3 NA. VDP NA when using Little Rock/Adams Field altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).

MISSED APPROACH: Climb to 2000 direct HOGOM and hold.

AWOS-3	LITTLE ROCK APP CON	CLNC DEL	UNICOM
119.025	135.4 353.6	123.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	474-1 250 (300-1)			
LNAV/ VNAV DA	520-¾ 296 (300-¾)			520-1 296 (300-1)
LNAV MDA	620-¾ 396 (400-¾)			620-1¼ 396 (400-1¼)
CIRCLING	660-1 436 (500-1)	680-1 456 (500-1)	680-1½ 456 (500-1½)	780-2 556 (600-2)

MIRL Rwys 18-36 and 9-27 L
REIL Rwy 18

SC-1, 08 APR 2010 to 06 MAY 2010

STUTTGART, ARKANSAS

APP CRS	Rwy Idg	5002
270°	TDZE	219
	Apt Elev	224

AL-408 (FAA)

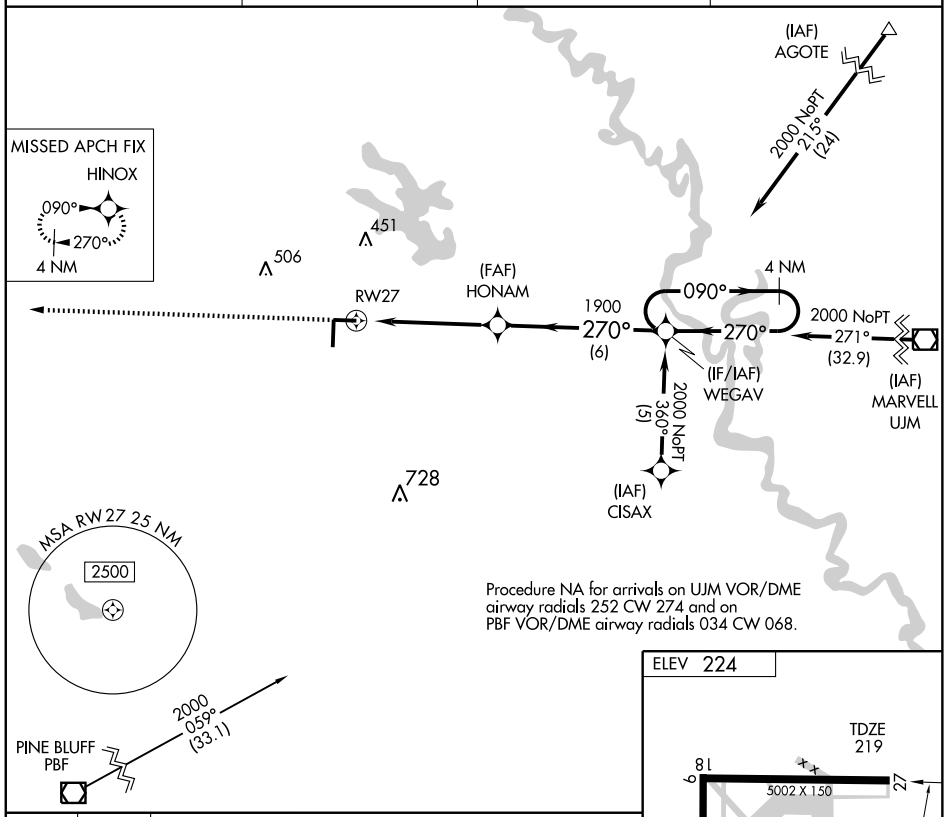
RNAV (GPS) RWY 27

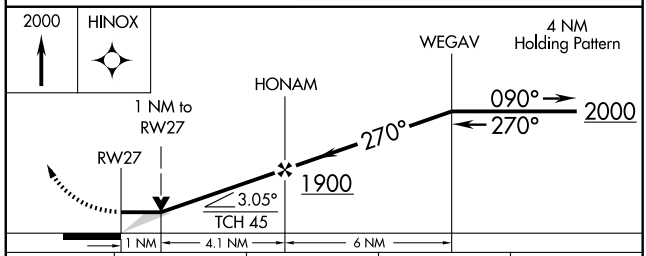
STUTTGART MUNI (SGT)

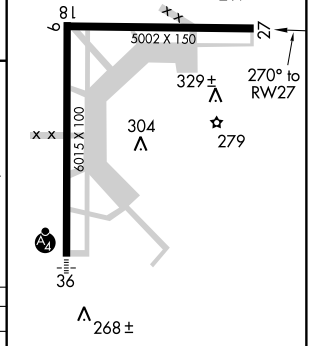
If local altimeter setting not received, use Little Rock/Adams Field altimeter setting and increase all MDAs 100 feet. VDP NA when using Little Rock/Adams Field altimeter setting. Straight-in minimums NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct HINOX and hold.

AWOS-3	LITTLE ROCK APP CON	CLNC DEL	UNICOM
119.025	135.4 353.6	123.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	580-1 361 (400-1)			580-1¼ 361 (400-1¼)
CIRCLING	660-1 436 (500-1)	680-1 456 (500-1)	680-1½ 456 (500-1½)	780-2 556 (600-2)

MIRL Rwys 18-36 and 9-27 L
REIL Rwy 18

SC-1. 08 APR 2010 to 06 MAY 2010

WAAS CH 97311 W36A	APP CRS 360°	Rwy Idg 6015 TDZE 224 Apt Elev 224

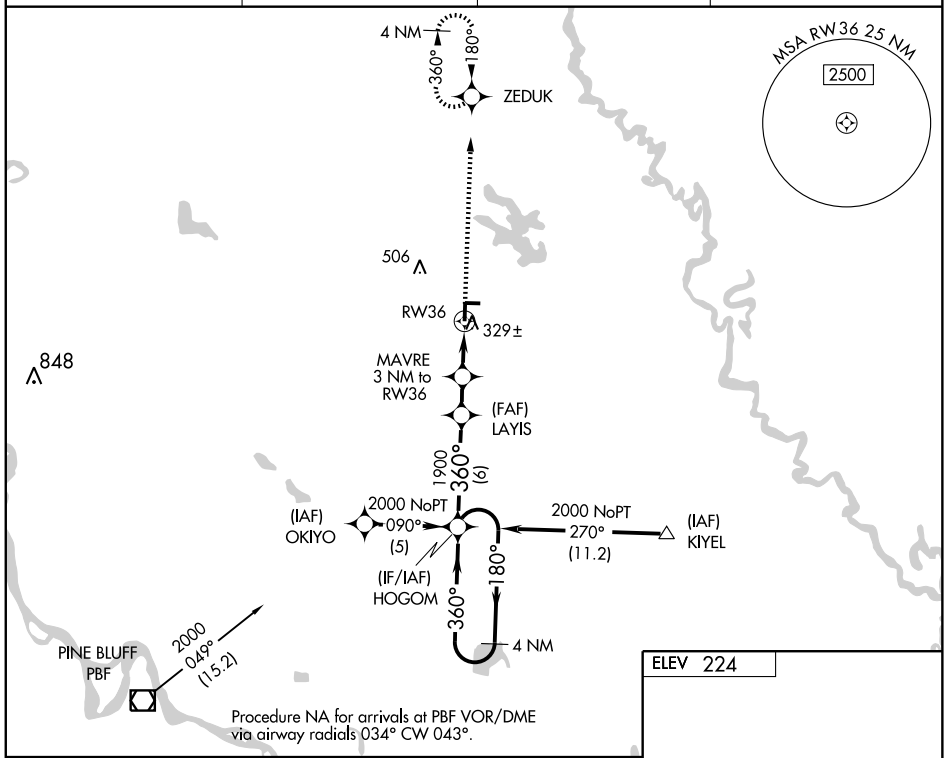
RNAV (GPS) RWY 36
STUTTGART MUNI (SGT)

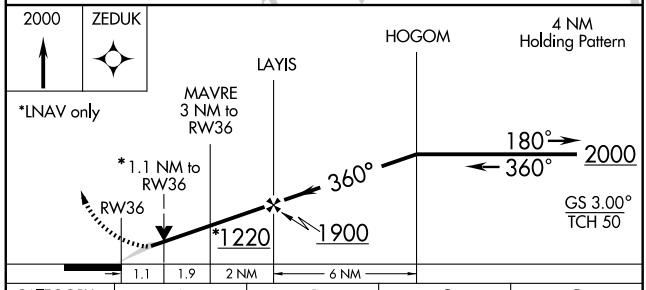
If local altimeter setting not received, use Little Rock/Adams Field altimeter setting and increase DAs 82 feet and all MDAs 100 feet. VDP NA when using Little Rock/Adams Field altimeter setting. DME/DME RNP-0.3 NA.

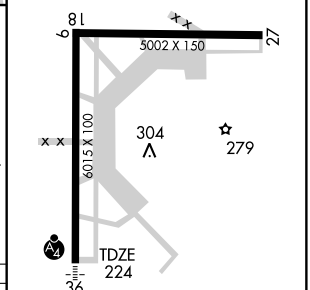
MALSF

MISSED APPROACH: Climb to 2000 direct ZEDUK and hold.

AWOS-3	LITTLE ROCK APP CON	CLNC DEL	UNICOM
119.025	135.4 353.6	123.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	474-¾	250 (300-¾)		
LNAV MDA	620-¾	396 (400-¾)		620-1¼ 396 (400-1¼)
CIRCLING	660-1 436 (500-1)	680-1 456 (500-1)	680-1½ 456 (500-1½)	780-2 556 (600-2)

MIRL Rwys 18-36 and 9-27 L
REIL Rwy 18

SC-1, 08 APR 2010 to 06 MAY 2010

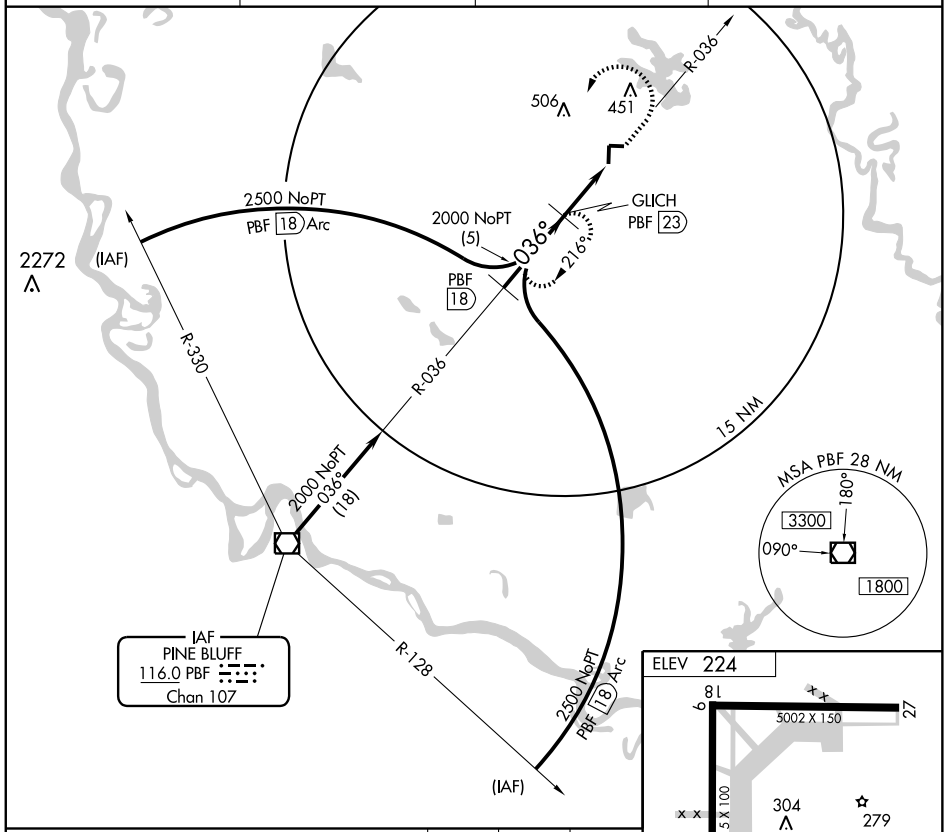
VOR/DME PBF	APP CRS	Rwy Idg	N/A
116.0	036°	TDZE	N/A
Chan 107		Apt Elev	224

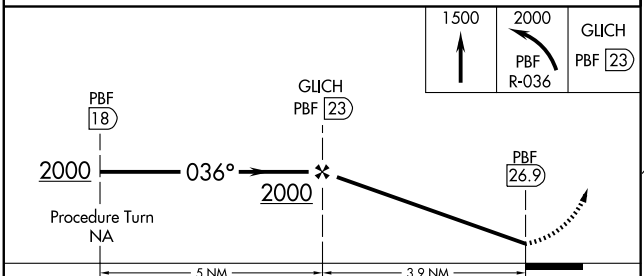
VOR/DME-A
STUTTGART MUNI (SGT)

When local altimeter setting not received, use Little Rock/Adams Field altimeter setting and increase all MDA 100 feet and circling visibility Cat C ¼ mile.

MISSED APPROACH: Climb to 1500 then climbing left turn to 2000 via PBF R-036 to GLICH 23 DME and hold.

AWOS-3	LITTLE ROCK APP CON	CLNC DEL	UNICOM
119.025	135.4 353.6	123.7	122.8 (CTAF) L





MIRL Rwys 18-36 and 9-27 L
REIL Rwy 18

CATEGORY	A	B	C	D
CIRCLING	760-1 536 (600-1)	760-1¼ 536 (600-1¼)	760-1½ 536 (600-1½)	780-2 556 (600-2)

Knots	60	90	120	150	180
Min:Sec					

SC-1. 08 APR 2010 to 06 MAY 2010

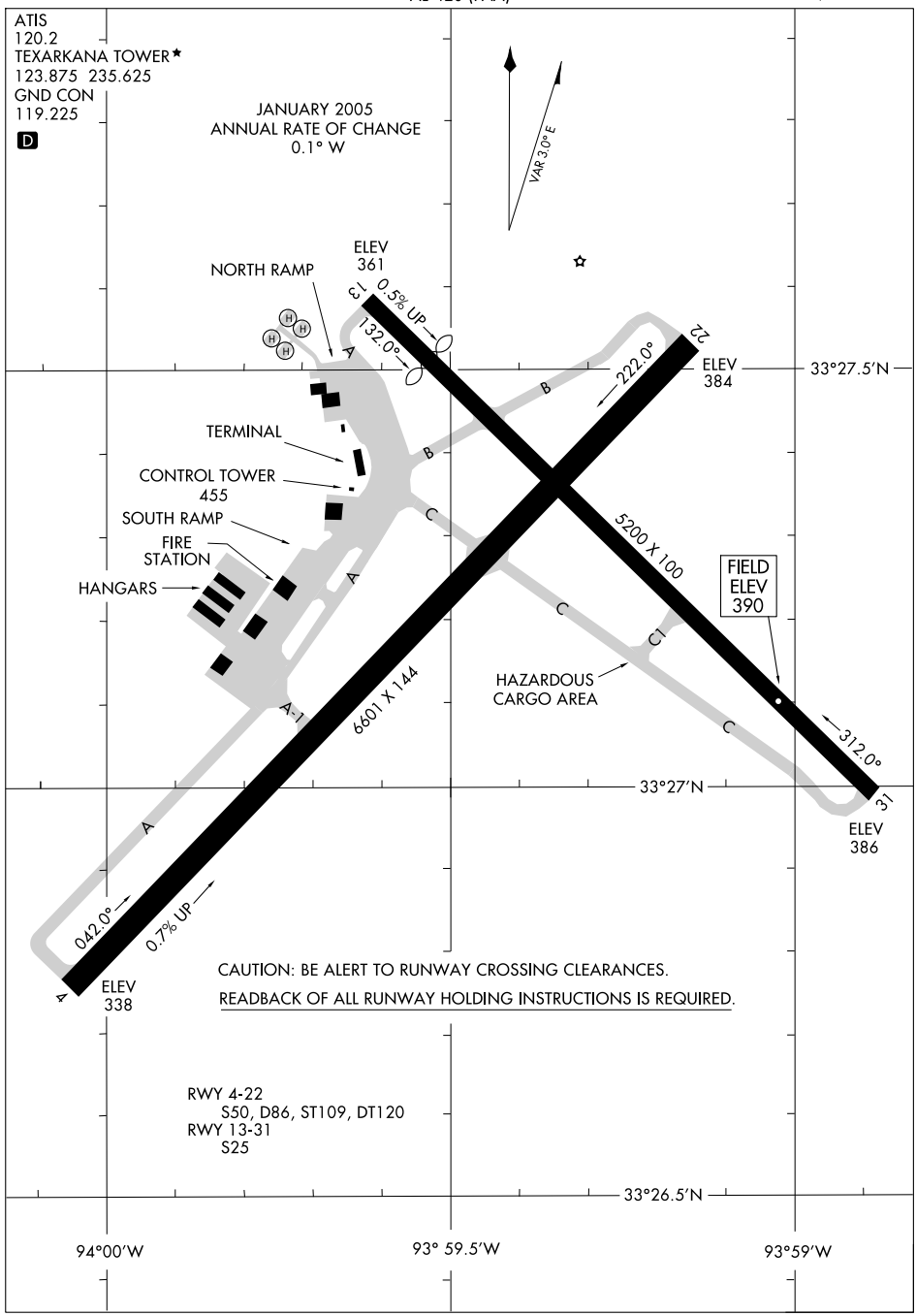
09071

AIRPORT DIAGRAM

AL-420 (FAA)

TEXARKANA RGNL-WEBB FIELD (TXK)

TEXARKANA, ARKANSAS



SC-1, 08 APR 2010 to 06 MAY 2010

LOC/DME I-TXK	APP CRS	Rwy Idg	6601
111.9	220°	TDZE	384
Chan 56		Apt Elev	390

ILS or LOC RWY 22

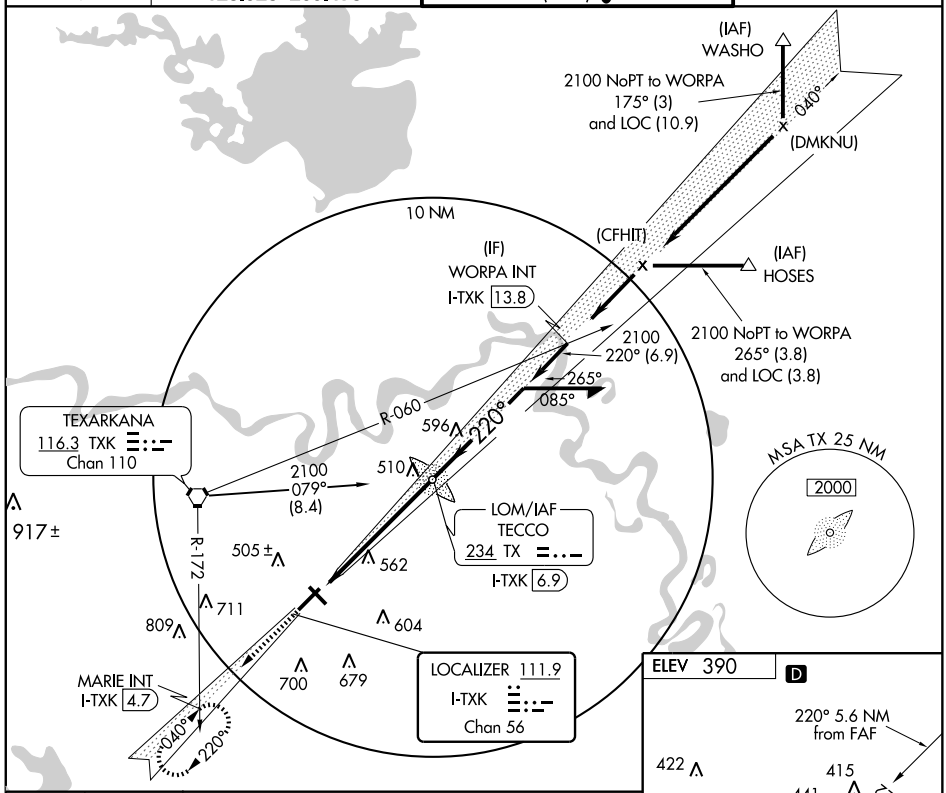
TEXARKANA RGNL-WEBB FIELD (TXK)

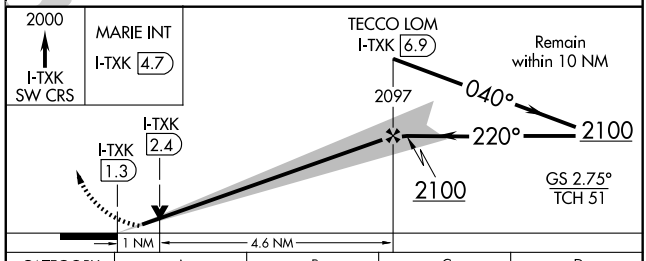
When local altimeter setting not received, use J Lynn Helms Sevier County altimeter setting and increase all DA/MDA 100 feet. Increase S-LOC 22 Cats C/D and Circling Cats C/D visibility ¼ mile. For inoperative MALSR when using J Lynn Helms Sevier County altimeter setting, increase S-ILS 22 all Cats visibility to 1. VDP NA when using J Lynn Helms Sevier County altimeter setting.

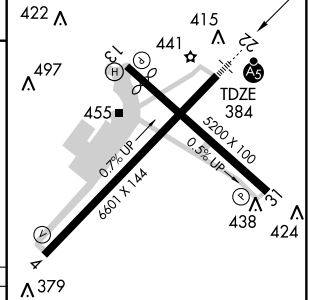
MALSR

MISSED APPROACH: Climb to 2000 via I-TXK southwest course to MARIE Int/I-TXK 4.7 DME and hold.

ATIS	FORT WORTH CENTER	TEXARKANA TOWER ★	GND CON
120.2	123.925 269.475	123.875 (CTAF) L 235.625	119.225







CATEGORY	A	B	C	D
S-ILS 22	584-½ 200 (200-½)			
S-LOC 22	760-½ 376 (400-½)			760-¾ 376 (400-¾)
CIRCLING	820-1 430 (500-1)	860-1 470 (500-1)	900-1½ 510 (600-1½)	1000-2 610 (700-2)

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

SC-1, 08 APR 2010 to 06 MAY 2010

LOC/DME I-TXK	APP CRS	Rwy Idg	6601
111.9	040°	TDZE	360
Chan 56		Apt Elev	390

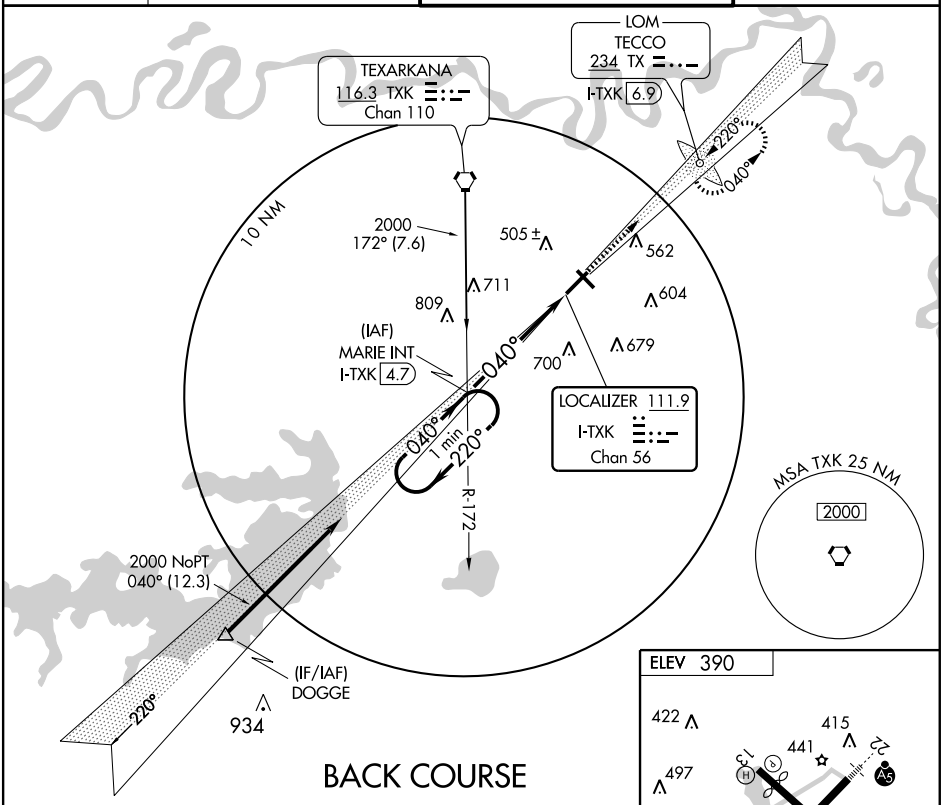
LOC BC RWY 4

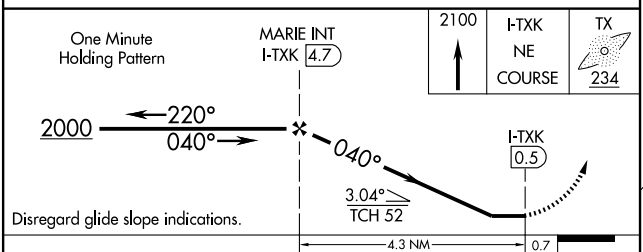
TEXARKANA RGNL-WEBB FIELD (TXK)

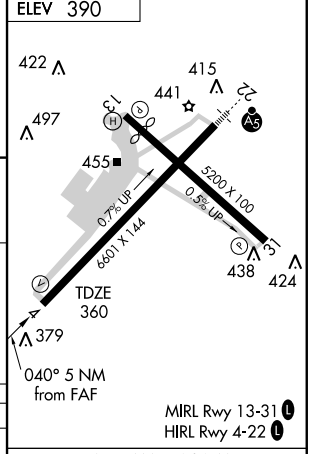
Visibility reduction by helicopters NA. ADF or DME required. When local altimeter setting not received, use J Lynn Helms Sevier County altimeter setting and increase all MDA 100 feet, and increase S-4 Cats C/D and Circling Cats C/D visibility ¼ mile.

MISSED APPROACH: Climb to 2100 via I-TXK northeast course to TECCO LOM/I-TXK 6.9 DME and hold.

ATIS	FORT WORTH CENTER	TEXARKANA TOWER ★	GND CON
120.2	123.925 269.475	123.875 (CTAF) (L) 235.625	119.225







CATEGORY	A	B	C	D
S-4	880-1	520 (500-1)	880-1½ 520 (500-1½)	880-1¾ 520 (500-1¾)
CIRCLING	880-1	490 (500-1)	900-1½ 510 (600-1½)	1000-2 610 (700-2)

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

SC-1, 08 APR 2010 to 06 MAY 2010

WAAS Ch 93899 W04A	APP CRS 040°	Rwy Idg 6601 TDZE 360 Apt Elev 390

RNAV (GPS) RWY 4

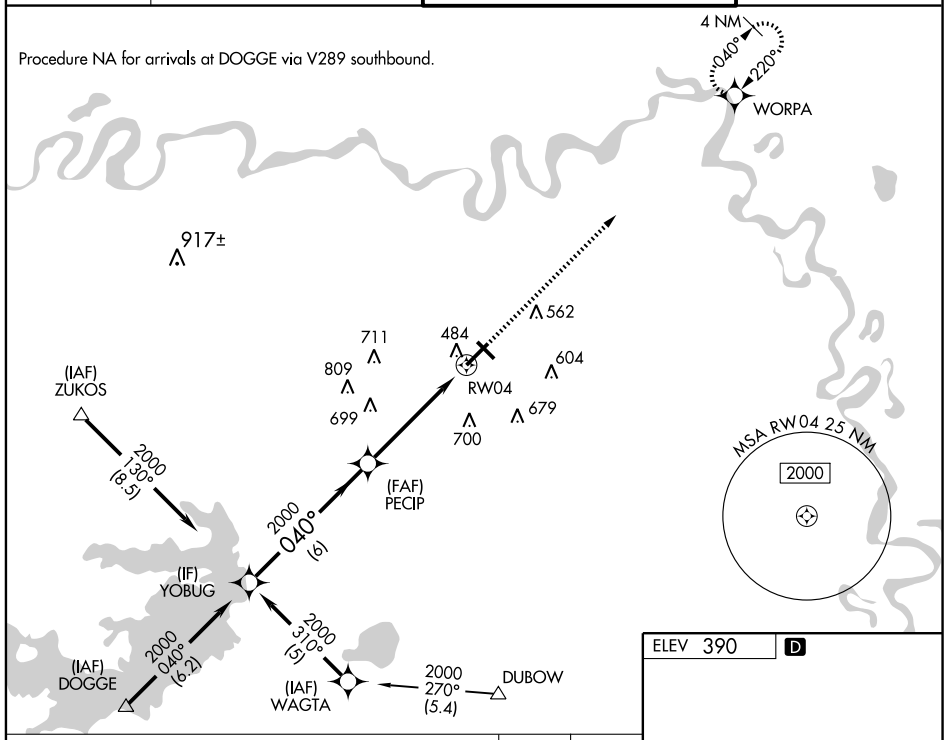
TEXARKANA RGNL-WEBB FIELD (TXK)

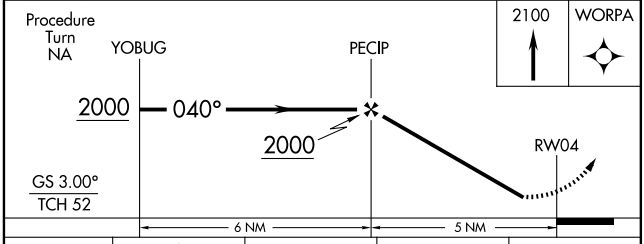
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). When local altimeter setting not received, use J Lynn Helms Sevier County altimeter setting and increase all DA/MDA 100 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV and circling Cat C and D visibility ¼ mile. Baro-VNAV NA when using J Lynn Helms Sevier County altimeter setting.

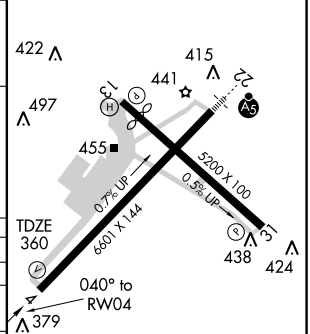
MISSED APPROACH: Climb to 2100 direct WORPA and hold.

ATIS	FORT WORTH CENTER	TEXARKANA TOWER ★	GND CON
120.2	123.925 269.475	123.875 (CTAF) L 235.625	119.225

Procedure NA for arrivals at DOGGE via V289 southbound.







CATEGORY	A	B	C	D
LPV DA	613-1 253 (300-1)			
LNAV/VNAV DA	866-1¾ 506 (500-1¾)			
LNAV MDA	900-1 540 (600-1)		900-1½ 540 (600-1½)	900-1¾ 540 (600-1¾)
CIRCLING	900-1¾ 510 (600-1)			1000-2 610 (700-2)

MIRL Rwy 13-31 L
HIRL Rwy 4-22 L

SC-1, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	4559
Ch 87099	130°	TDZE	387
W13A		Apt Elev	390

RNAV (GPS) RWY 13

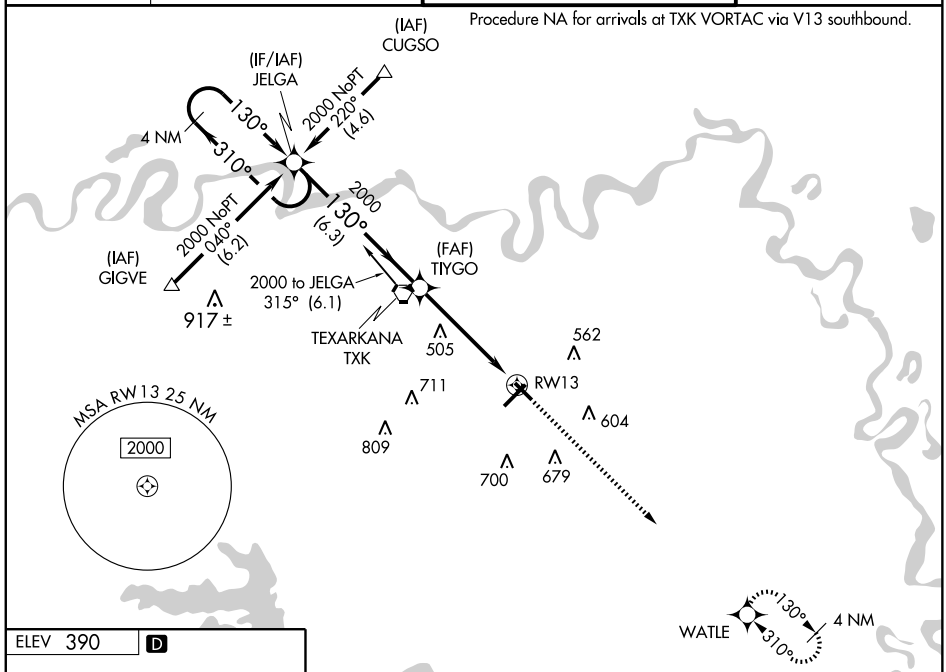
TEXARKANA RGNL-WEBB FIELD (TXK)

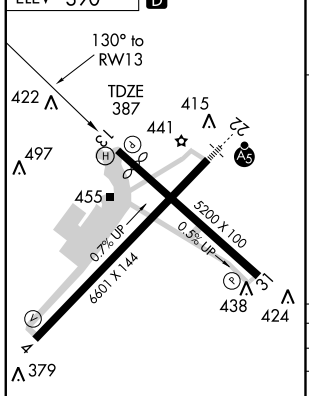
DME/DME RNP-0.3 NA. Visibility reduction by helicopter NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). When local altimeter setting not received, use J Lynn Helms Sevier County altimeter setting and increase all DA/MDA 100 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV and circling Cat C and D visibility ¼ mile. Baro-VNAV and VDP NA when using J Lynn Helms Sevier County altimeter setting.

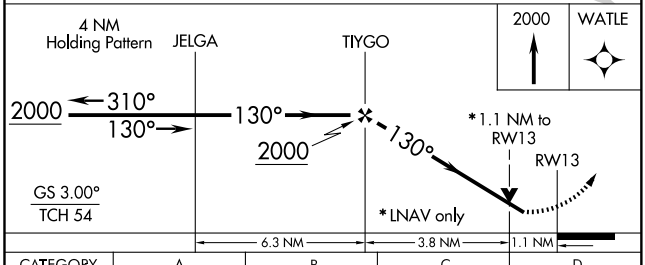
MISSED APPROACH: Climb to 2000 direct WATLE and hold.

ATIS	FORT WORTH CENTER	TEXARKANA TOWER ★	GND CON
120.2	123.925 269.475	123.875 (CTAF) L 235.625	119.225

Procedure NA for arrivals at TXK VORTAC via V13 southbound.







CATEGORY	A	B	C	D
LPV DA	647-1 260 (300-1)			
LNAV/VNAV DA	767-1½ 380 (400-1½)			
LNAV MDA	760-1 373 (400-1)			760-1¼ 373 (400-1¼)
CIRCLING	820-1½ 430 (500-1½)	860-1½ 470 (500-1½)	900-1½ 510 (600-1½)	1000-2 610 (700-2)

SC-1, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS		
Ch 53699	220°	Rwy Idg	6601
W22A		TDZE	384
		Apt Elev	390

RNAV (GPS) RWY 22

TEXARKANA RGNL-WEBB FIELD (TXK)

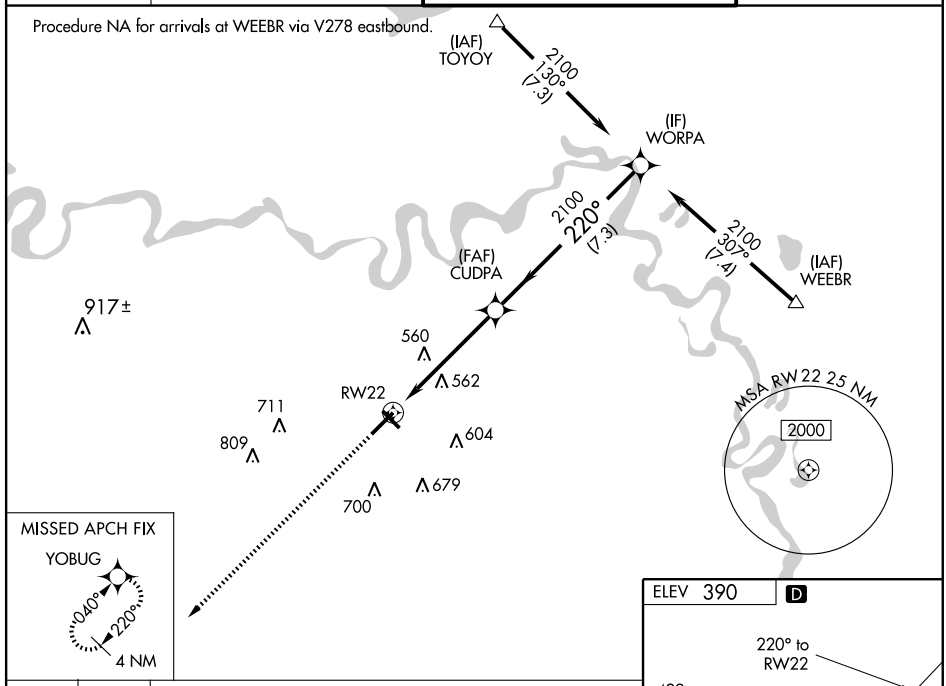
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). When local altimeter setting not received, use J Lynn Helms Sevier County altimeter setting and increase all DA/MDA 100 feet, increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile, LNAV and circling Cat C and D visibility ¼ mile. Baro-VNAV and VDP NA when using J Lynn Helms Sevier County altimeter setting. For inoperative MALSR when using J Lynn Helms Sevier County altimeter setting increase LPV all Cats visibility to 1¼ .

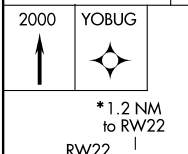
MALSR

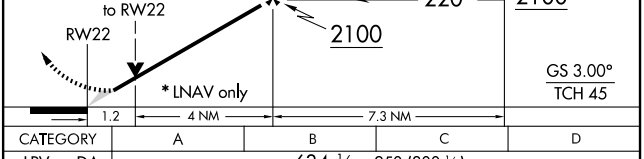
MISSED APPROACH: Climb to 2000 direct YOBUG and hold.

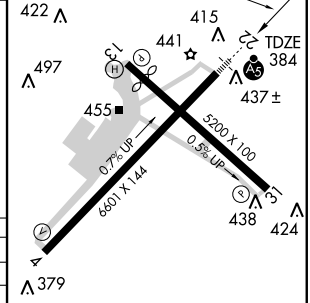
ATIS	FORT WORTH CENTER	TEXARKANA TOWER ★	GND CON
120.2	123.925 269.475	123.875 (CTAF) L 235.625	119.225

Procedure NA for arrivals at WEEBR via V278 eastbound.









CATEGORY	A	B	C	D
LPV DA	634-½ 250 (300-½)			
LNAV/VNAV DA	687-½ 303 (300-½)			687-¾ 303 (300-¾)
LNAV MDA	820-½ 436 (500-½)		820-¾ 436 (500-¾)	820-1 436 (500-1)
CIRCLING	820-1 430 (500-1)	860-1 470 (500-1)	900-1½ 510 (600-1½)	1000-2 610 (700-2)

MIRL Rwy 13-31 L
HIRL Rwy 4-22 L

SC-1, 08 APR 2010 to 06 MAY 2010

WAAS Ch 49199 W31A	APP CRS 310°	Rwy Idg 4559 TDZE 390 Apt Elev 390

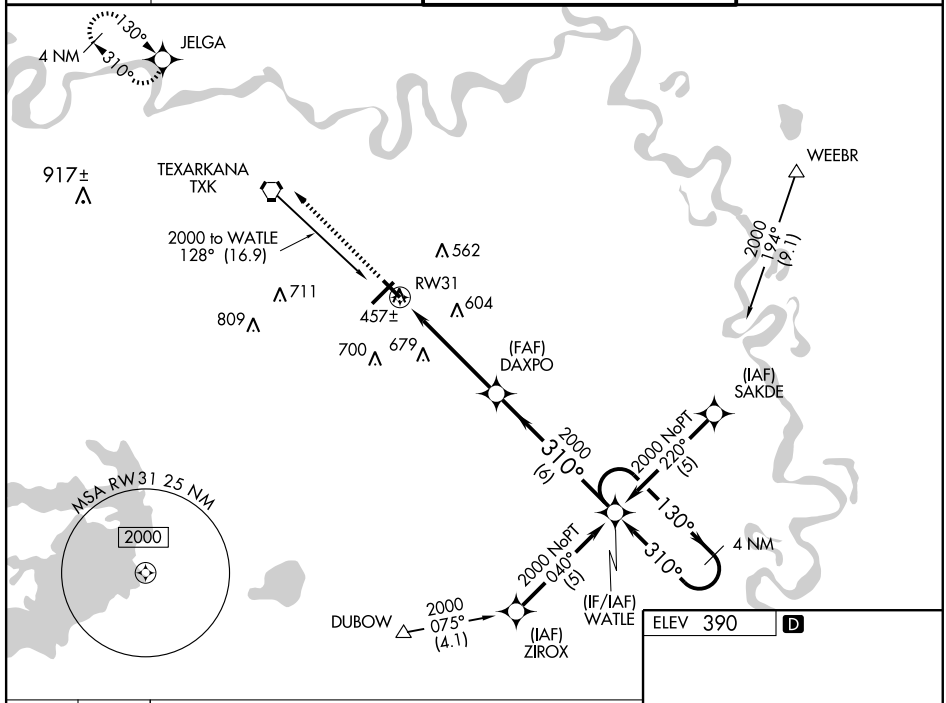
RNAV (GPS) RWY 31

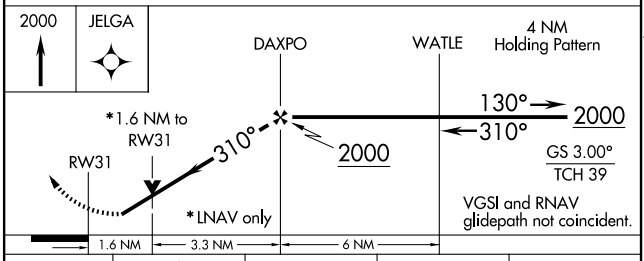
TEXARKANA RGNL-WEBB FIELD (TXK)

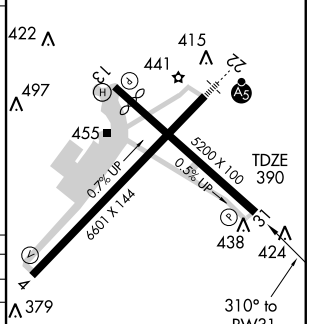
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
When local altimeter setting not received, use J Lynn Helms Sevier County altimeter setting and increase all DA/MDA 100 feet, increase LPV and LNAV/VNAV all Cats, and LNAV Cat C visibility ¼ mile, LNAV Cat D visibility ½ mile and circling Cat C and D visibility ¼ mile.
Baro-VNAV and VDP NA when using J Lynn Helms Sevier County altimeter setting.

MISSED APPROACH: Climb to 2000 direct JELGA and hold.

ATIS	FORT WORTH CENTER	TEXARKANA TOWER ★	GND CON
120.2	123.925 269.475	123.875 (CTAF) L 235.625	119.225







CATEGORY	A	B	C	D
LPV DA	645-1 255 (300-1)			
LNAV/VNAV DA	707-1¼ 317 (400-1¼)			
LNAV MDA	920-1 530 (600-1)		920-1½ 530 (600-1½)	
CIRCLING	920-1¼ 530 (600-1¼)		920-1½ 530 (600-1½)	1000-2 610 (700-2)

MIRL Rwy 13-31 L
HIRL Rwy 4-22 L

SC-1, 08 APR 2010 to 06 MAY 2010

VORTAC TXK	APP CRS	Rwy Idg	4559
116.3	122°	TDZE	387
Chan 110		Apt Elev	390

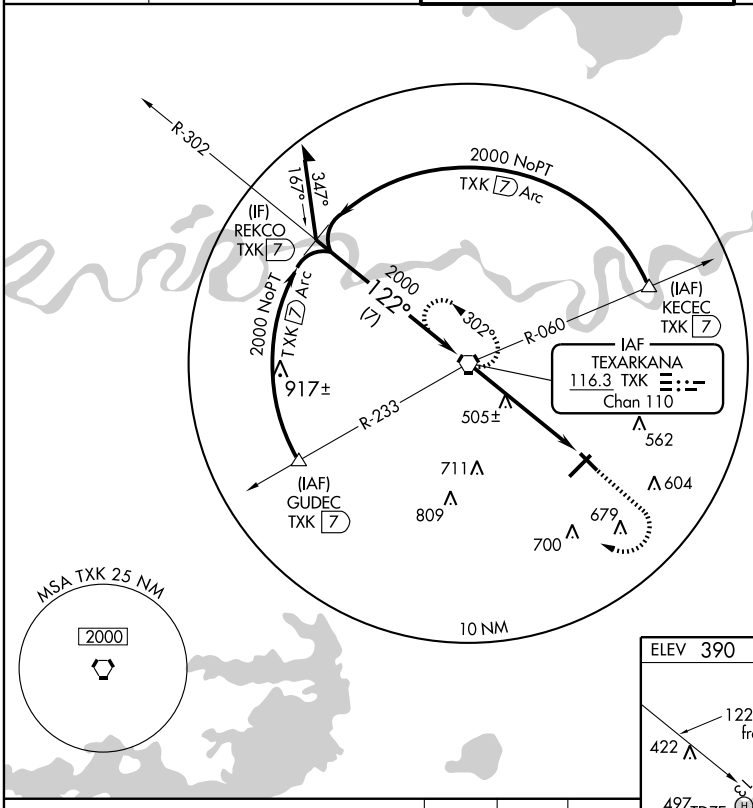
VOR RWY 13

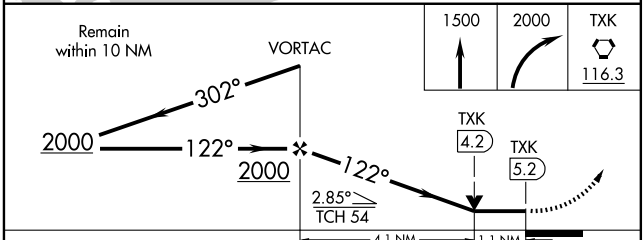
TEXARKANA RGNL-WEBB FIELD (TXK)

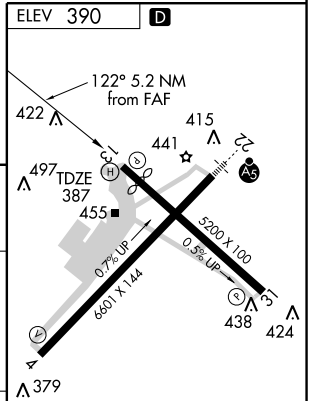
When local altimeter setting not received, use J Lynn Helms Sevier County altimeter setting and increase all MDA 100 feet, increase S-13 and circling Cat C and D visibility ¼ mile. Visibility reduction by helicopters NA.
VDP NA when using J Lynn Helms Sevier County altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct TXK VORTAC and hold.

ATIS	FORT WORTH CENTER	TEXARKANA TOWER ★	GND CON
120.2	123.925 269.475	123.875 (CTAF) L 235.625	119.225







CATEGORY	A	B	C	D
S-13	760-1 373 (400-1)			760-1¼ 373 (400-1¼)
CIRCLING	820-1 430 (500-1)	860-1 470 (500-1)	900-1½ 510 (600-1½)	1000-2 610 (700-2)

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

SC-1, 08 APR 2010 to 06 MAY 2010

LOC I-ARG	APP CRS	Rwy Idg	5001
111.1	179°	TDZE	273
		Apt Elev	279

LOC RWY 18

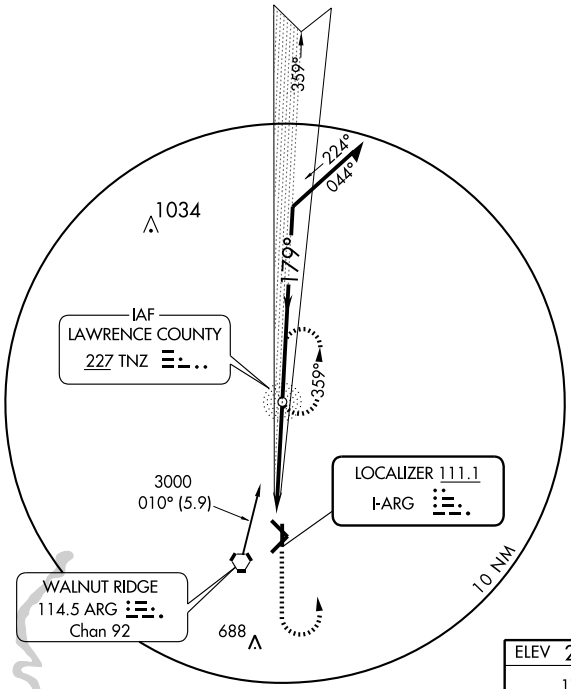
WALNUT RIDGE RGNL (ARG)

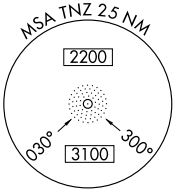
NA

ODALS

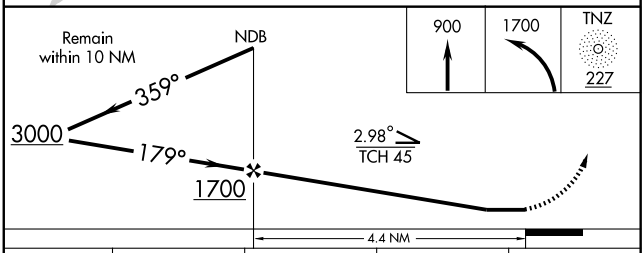
MISSED APPROACH: Climb to 900 then climbing left turn to 1700 direct TNZ NDB and hold.

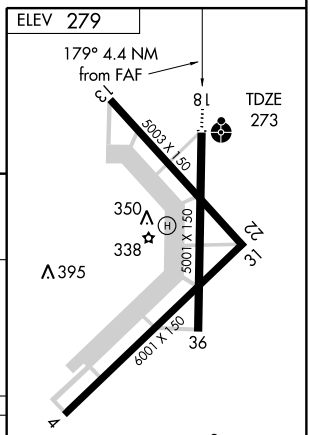
AWOS-3	MEMPHIS CENTER	UNICOM
135.925	120.075 289.4	122.8 (CTAF) L





ADF REQUIRED





CATEGORY	A	B	C	D
S-18	620-¾ 347 (400-¾)			620-1¼ 347 (400-1¼)
CIRCLING	760-1 481 (500-1)		760-1½ 481 (500-1½)	840-2 561 (600-2)

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

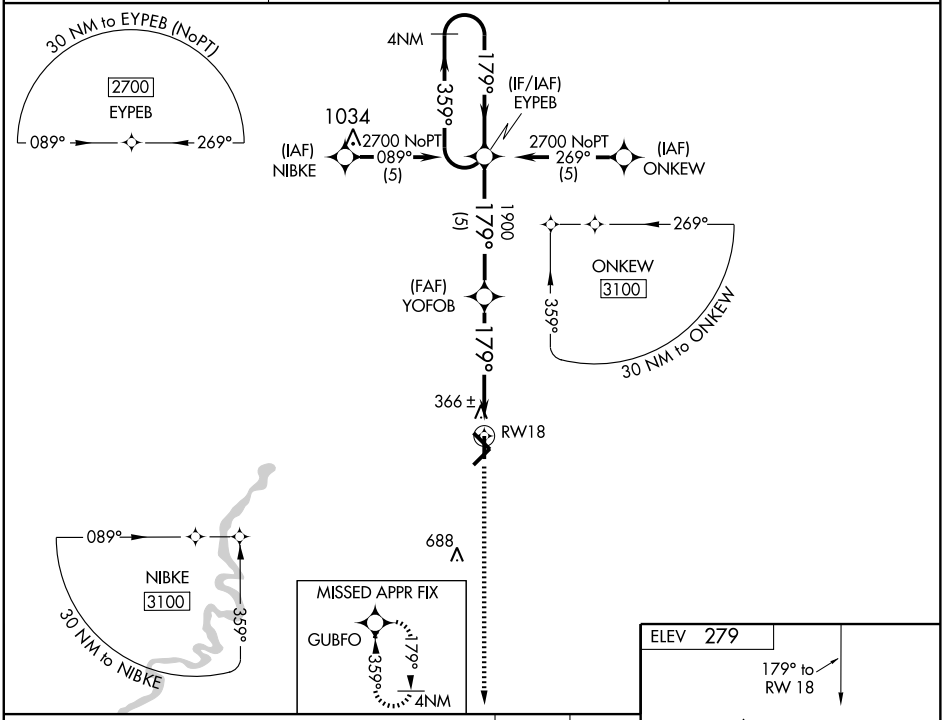
SC-1, 08 APR 2010 to 06 MAY 2010

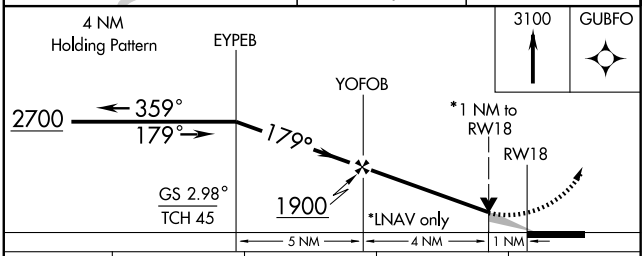
APP CRS	Rwy Idg	5001
179°	TDZE	273
	Apt Elev	279

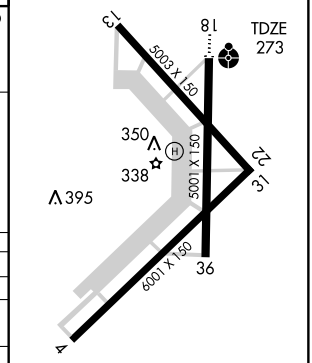
RNAV (GPS) RWY 18
WALNUT RIDGE RGNL (ARG)

⚠ NA — Inoperative table does not apply to LNAV/VNAV. Inoperative table does not apply to LNAV Cat D. GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA. BARO-VNAV NA below-15.55°C (4°F)	ODALS	MISSED APPROACH: Climb to 3100 direct GUBFO and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
135.925	120.075 289.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	620-1¼ 347 (400-1¼)			
LNAV MDA	620-¾ 347 (400-¾)			620-1¼ 347 (400-1¼)
CIRCLING	760-1¼ 481 (500-1¼)		760-1½ 481 (500-1½)	840-2 561 (600-2)

MIRL Rwys 4-22 and 18-36 L

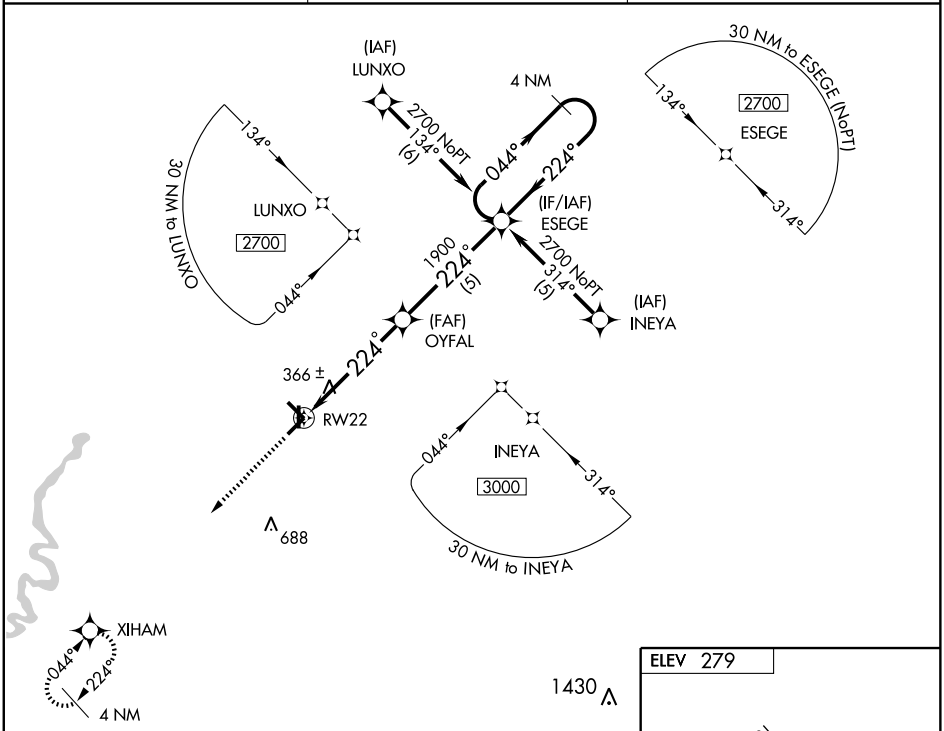
SC-1, 08 APR 2010 to 06 MAY 2010

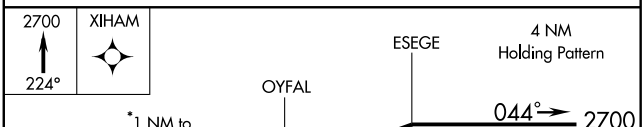
APP CRS	Rwy Idg	6001
224°	TDZE	273
	Apt Elev	279

RNAV (GPS) RWY 22
WALNUT RIDGE RGNL (ARG)

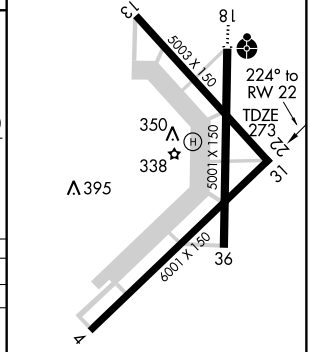
⚠ NA — DME/DME RNP - 0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 50°C (122°F).	MISSED APPROACH: Climb to 2700 via 224° course to XIHAM and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
135.925	120.075 289.4	122.8 (CTAF) L





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	633-1¼	360 (400-1¼)		
LNAV MDA	620-1	347 (400-1)		620-1¼ 347 (400-1¼)
CIRCLING	760-1 481 (500-1)		760-1½ 481 (500-1½)	840-2 561 (600-2)



MIRL Rwys 4-22 and 18-36 L

SC-1, 08 APR 2010 to 06 MAY 2010

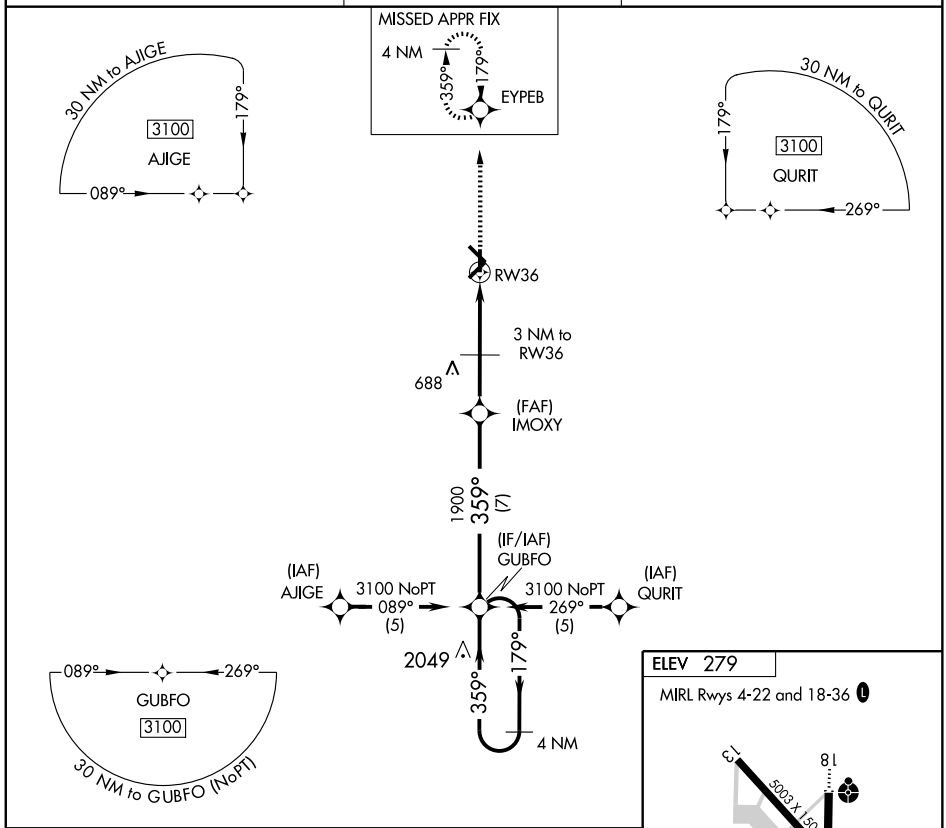
APP CRS	Rwy Idg	5001
359°	TDZE	273
	Apt Elev	279

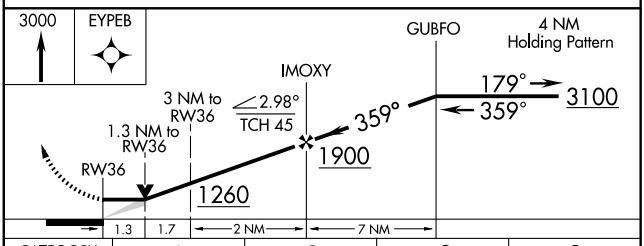
RNAV (GPS) RWY 36
WALNUT RIDGE RGNL (ARG)

NA DME/DME RNP-0.3 NA

MISSED APPROACH: Climb to 3000 direct EYPEB and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
135.925	120.075 289.4	122.8 (CTAF) L

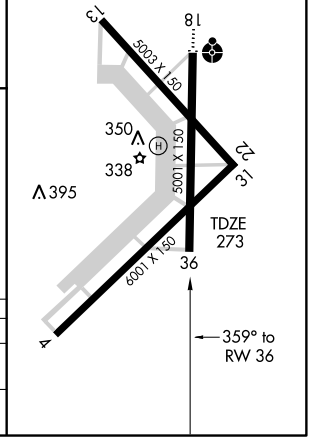




CATEGORY	A	B	C	D
LNAV MDA	640-1 367 (400-1)			640-1¼ 367 (400-1¼)
CIRCLING	760-1 481 (500-1)		760-1½ 481 (500-1½)	840-2 561 (600-2)

ELEV 279

MIRL Rwys 4-22 and 18-36 L



VOR ARG	APP CRS	Rwy Idg	NA
114.5	053°	TDZE	NA
Chan 92		Apt Elev	279

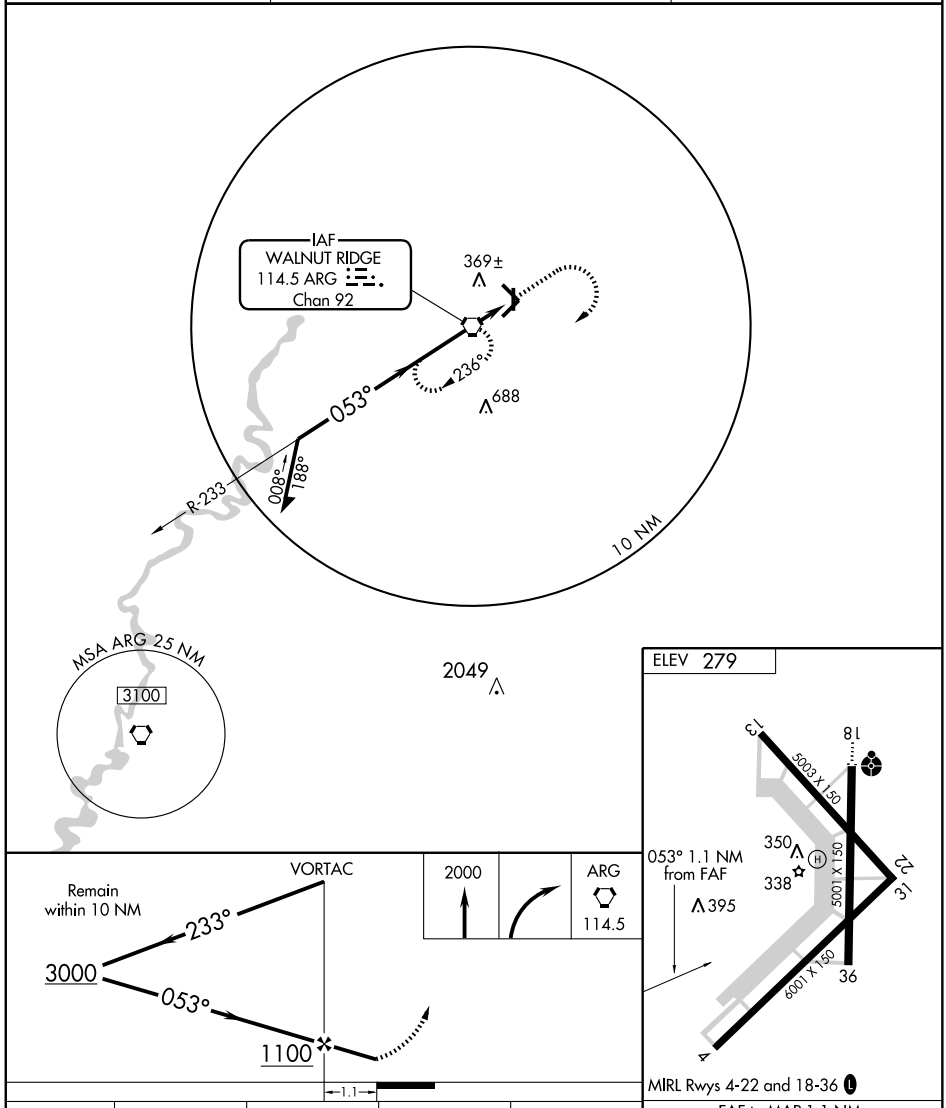
VOR-A

WALNUT RIDGE RGNL (ARG)

NA

MISSED APPROACH: Climb to 2000 then right turn direct ARG VORTAC and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
135.925	120.075 289.4	122.8 (CTAF) L



MIRL Rwys 4-22 and 18-36 L

CATEGORY	A	B	C	D
CIRCLING	760-1	481 (500-1)	760-1½ 481 (500-1½)	840-2 561 (600-2)

FAF to MAP 1.1 NM

Knots	60	90	120	150	180
Min:Sec	1:06	0:44	0:33	0:26	0:22

SC-1. 08 APR 2010 to 06 MAY 2010

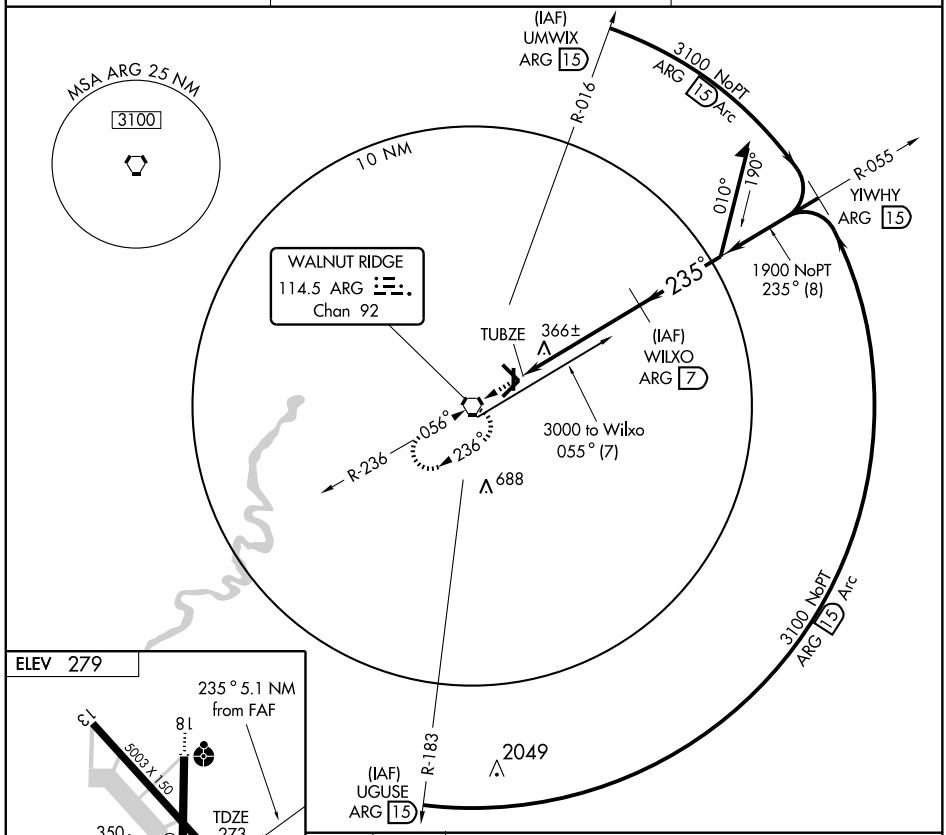
VOR ARG	APP CRS	Rwy Idg	6001
114.5	235°	TDZE	273
Chan 92		Apt Elev	279

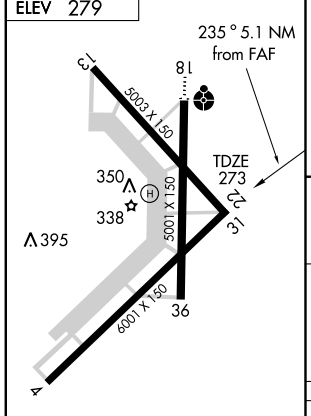
VOR/DME RWY 22

WALNUT RIDGE RGNL (ARG)

MISSED APPROACH: Climb to 2000 direct ARG VORTAC and hold.

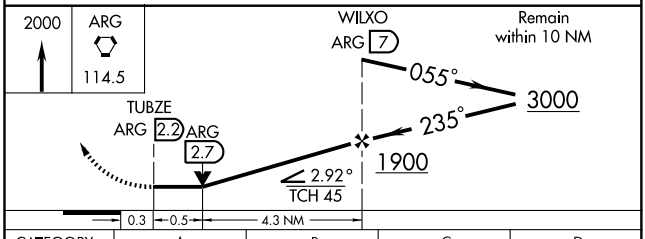
AWOS-3	MEMPHIS CENTER	UNICOM
135.925	120.075 289.4	122.8 (CTAF) L





MIRL Rwys 4-22 and 18-36 L

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-22	620-1 347 (400-1)			620-1¼ 347 (400-1¼)
CIRCLING	760-1 481 (500-1)		760-1½ 481 (500-1½)	840-2 561 (600-2)

SC-1, 08 APR 2010 to 06 MAY 2010

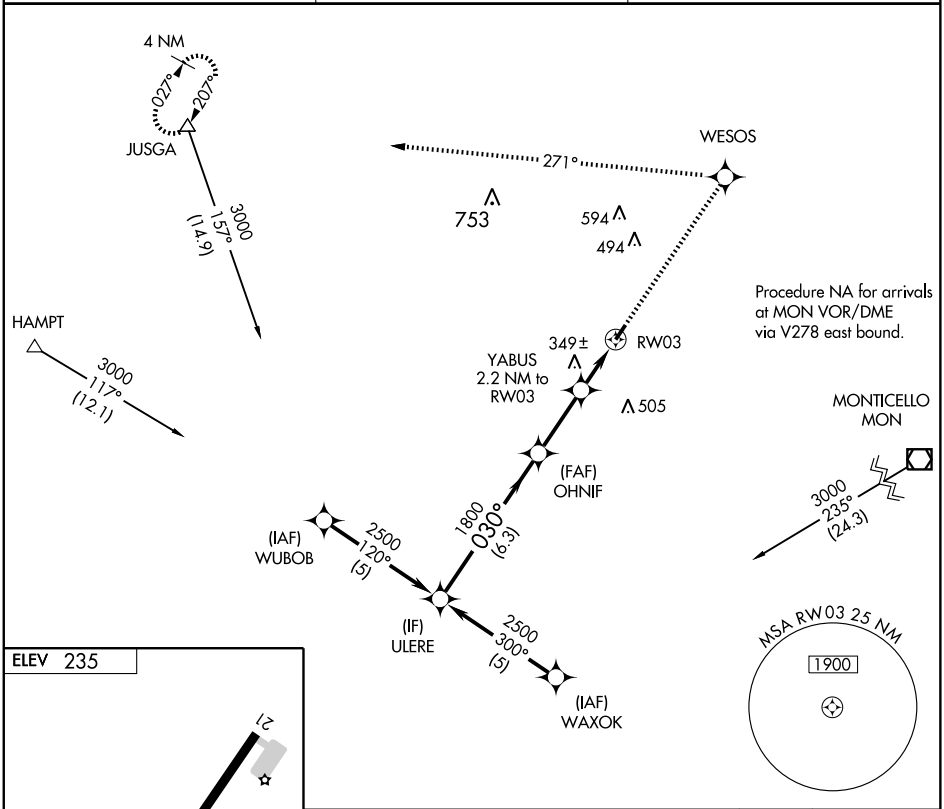
APP CRS	Rwy Idg	3829
030°	TDZE	235
	Apt Elev	235

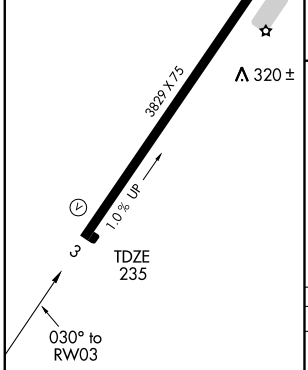
RNAV (GPS) RWY 3
WARREN MUNI (3M9)

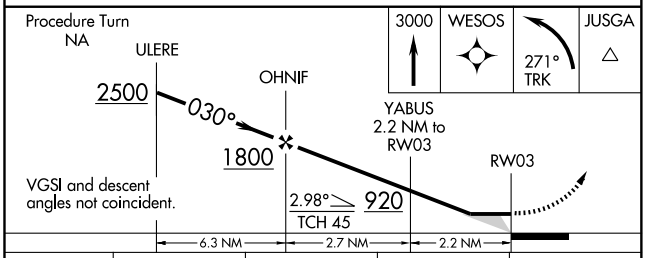
NA — DME/DME RNP-0.3 NA. Use Monticello altimeter setting; when not received, use El Dorado altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 3000 direct WESOS and left turn via 271° track to JUSGA and hold.

MONTICELLO ASOS	MEMPHIS CENTER	CTAF
133.325	135.875 269.35	122.9







CATEGORY	A	B	C	D
LNAV MDA	660-1	425 (500-1)	660-1¼ 425 (500-1¼)	NA
CIRCLING	740-1	505 (600-1)	740-1½ 505 (600-1½)	NA

LIRL Rwy 3-21

SC-1, 08 APR 2010 to 06 MAY 2010

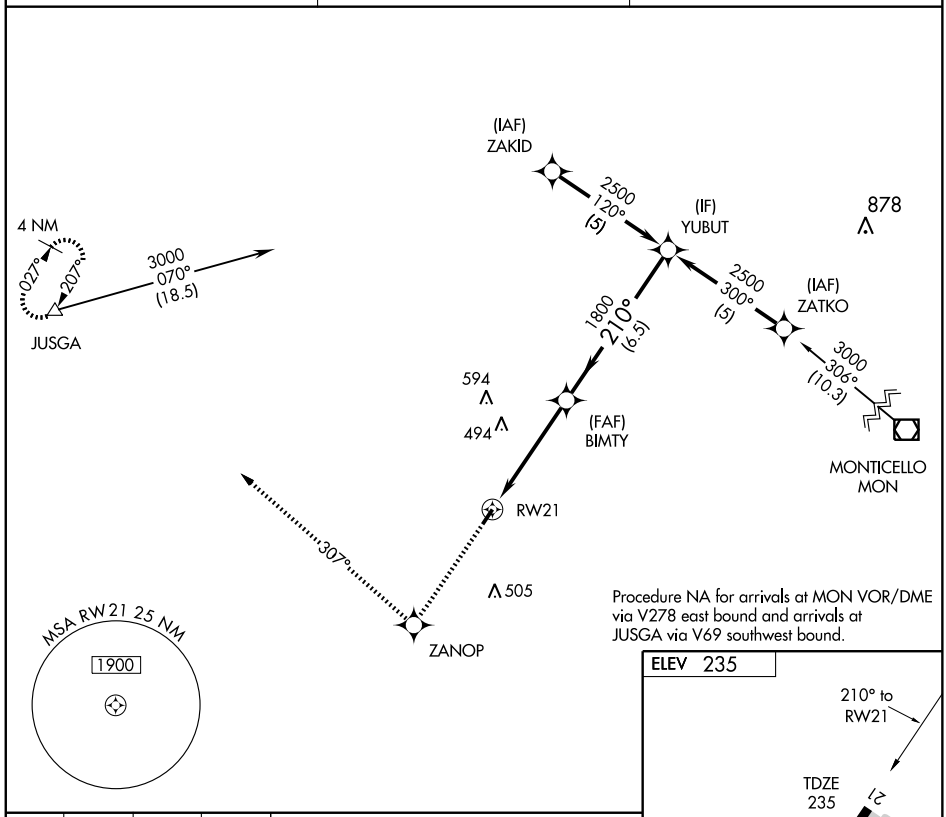
APP CRS	Rwy Idg	3829
210°	TDZE	235
	Apt Elev	235

RNAV (GPS) RWY 21
WARREN MUNI (3M9)

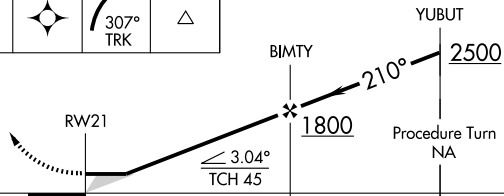
NA — DME/DME RNP-0.3 NA. Use Monticello altimeter setting, when not received, use El Dorado altimeter setting and increase all MDA 60 feet and LNAV Cat C visibility ¼.

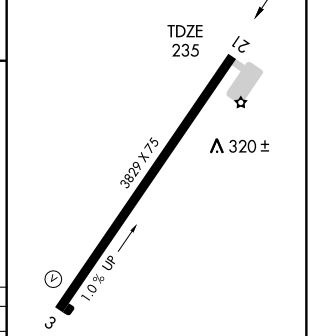
MISSED APPROACH: Climb to 3000 direct ZANOP and right turn via 307° track to JUSGA and hold.

MONTICELLO ASOS	MEMPHIS CENTER	CTAF
133.325	135.875 269.35	122.9









CATEGORY	A	B	C	D
LNAV MDA	720-1	485 (500-1)	720-1¼ 485 (500-1¼)	NA
CIRCLING	740-1	505 (600-1)	740-1½ 505 (600-1½)	NA

LIRL Rwy 3-21

SC-1, 08 APR 2010 to 06 MAY 2010

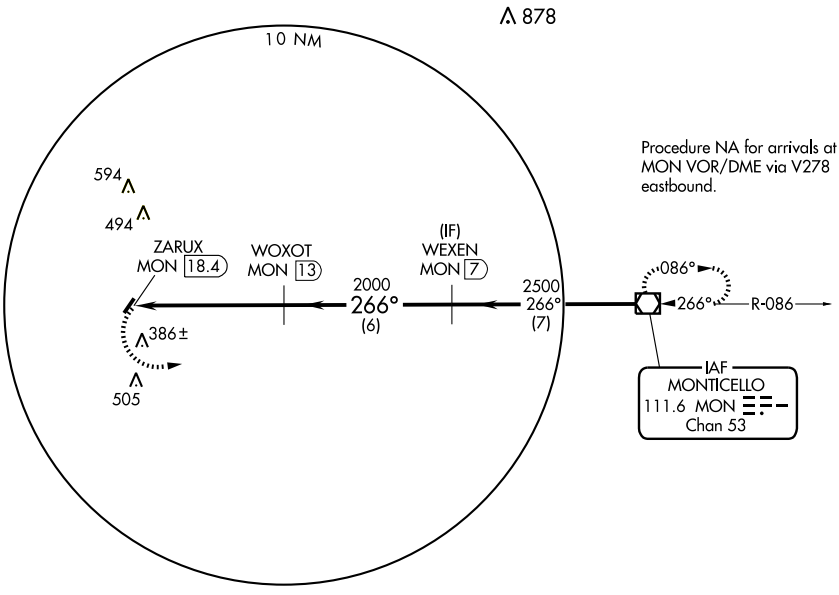
VOR/DME MON	APP CRS	Rwy Idg	N/A
111.6	266°	TDZE	N/A
Chan 53		Apt Elev	235

VOR/DME-A
WARREN MUNI (3M9)

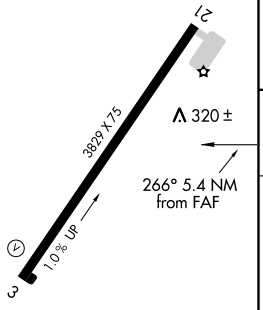
NA Use Monticello altimeter setting, when not received, use El Dorado altimeter setting and increase all MDA 60 feet and Cat C visibility ¼ mile.

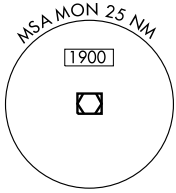
MISSED APPROACH: Climbing left turn to 2500 direct MON VOR/DME and hold.

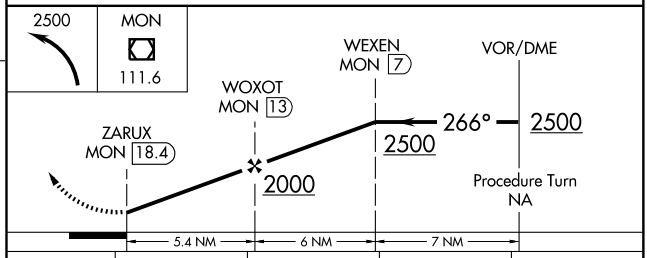
MONTICELLO ASOS	MEMPHIS CENTER	CTAF
133.325	135.875 269.35	122.9



ELEV 235







CATEGORY	A	B	C	D
CIRCLING	1000-1 765 (800-1)	1000-1¼ 765 (800-1¼)	1000-2¼ 765 (800-2¼)	NA

LIRL Rwy 3-21

SC-1, 08 APR 2010 to 06 MAY 2010

LOC I-LWR	APP CRS	Rwy Idg	6003
110.7	180°	TDZE	212
Chan 44		Apt Elev	212

ILS or LOC RWY 17

WEST MEMPHIS MUNI (AWM)

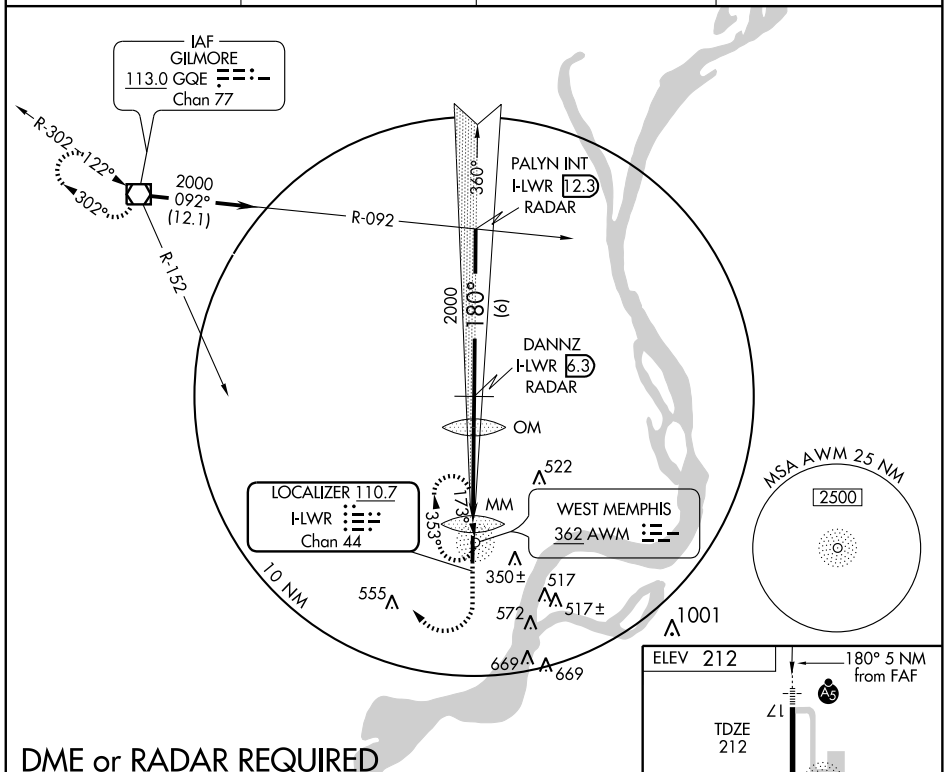
If local altimeter setting not received, use Memphis Intl altimeter setting and increase all DHs to 462, and all MDAs 60 feet.

NA

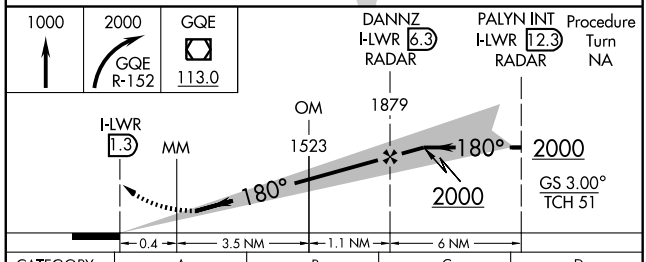
MALSR

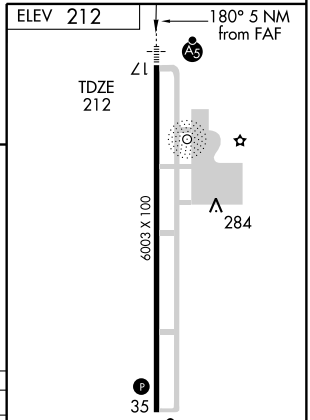
MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 via GQE R-152 to GQE VOR/DME and hold.

ASOS	MEMPHIS APP CON	CLNC DEL	UNICOM
118.175	119.1 291.6	121.7	123.05 (CTAF) L



DME or RADAR REQUIRED





CATEGORY	A	B	C	D
S-ILS 17	412-½ 200 (200-½)			
S-LOC 17	580-½ 368 (400-½)			580-¾ 368 (400-¾)
CIRCLING	620-1 408 (500-1)	680-1 468 (500-1)	680-1½ 468 (500-1½)	780-2 568 (600-2)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SC-1, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	6003
CH 69316	180°	TDZE	212
W17A		Apt Elev	212

RNAV (GPS) RWY 17

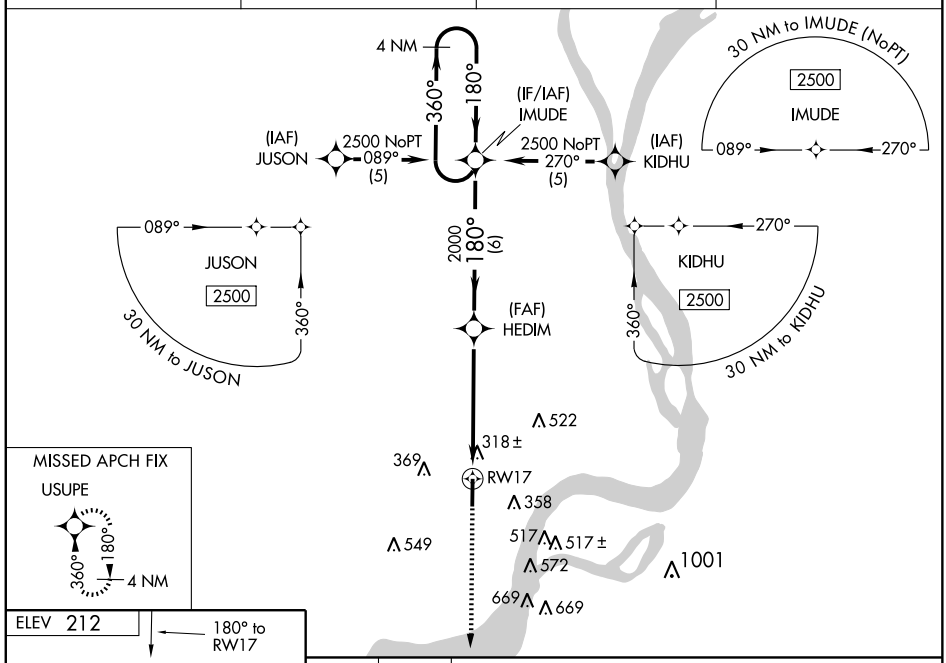
WEST MEMPHIS MUNI (AWM)

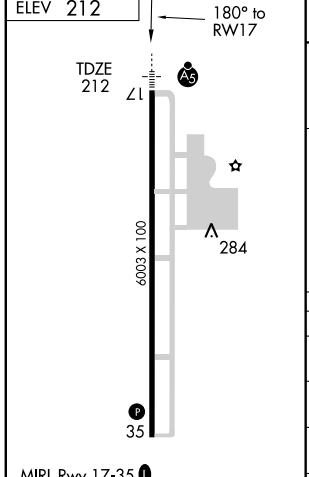
For inoperative MALSR, increase LNAV Cat D visibility to 1¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Memphis Intl altimeter and increase all DA 50 feet and all MDA 60 feet and increase LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Memphis Intl altimeter setting. Circling to Rwy 35 NA at night.

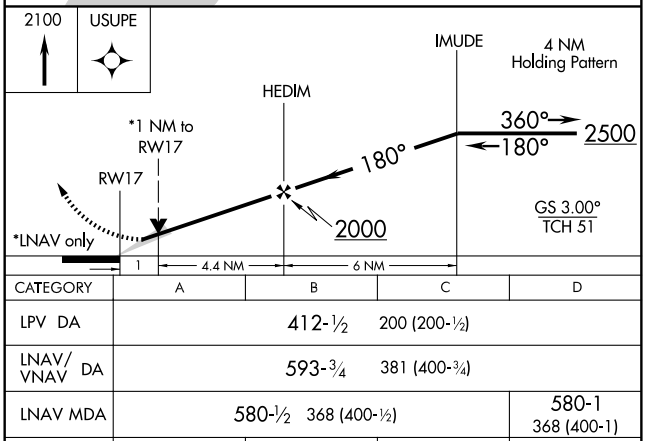
MALSR

MISSED APPROACH: Climb to 2100 direct USUPE and hold.

ASOS	MEMPHIS APP CON	CLNC DEL	UNICOM
118.175	119.1 291.6	121.7	123.05 (CTAF)







CATEGORY	A	B	C	D
LPV DA	412-½ 200 (200-½)			
LNAV/VNAV DA	593-¾ 381 (400-¾)			
LNAV MDA	580-½ 368 (400-½)			580-1 368 (400-1)
CIRCLING	620-1 408 (500-1)	680-1 468 (500-1)	680-1½ 468 (500-1½)	780-2 568 (600-2)

SC-1, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 35

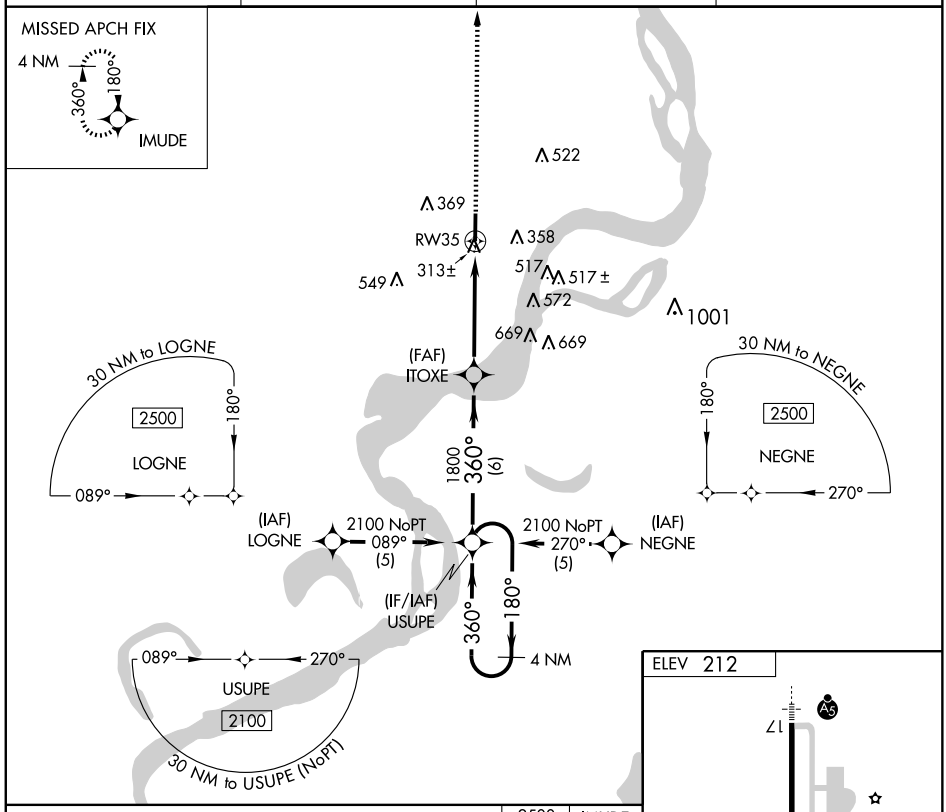
WEST MEMPHIS MUNI (AWM)

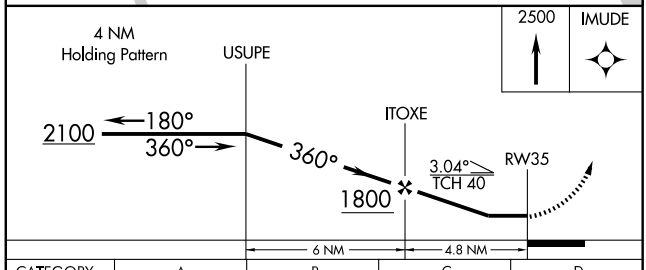
APP CRS	Rwy Idg	6003
360°	TDZE	212
	Apt Elev	212

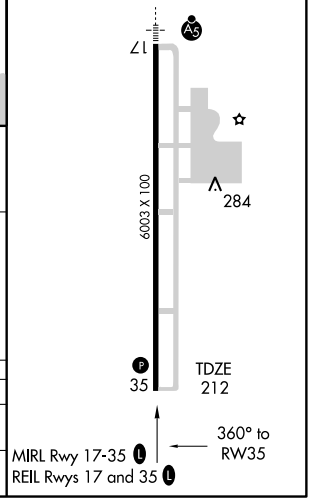
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Memphis Intl altimeter setting and increase all MDA 60 feet increase LNAV Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct IMUDE and hold.

ASOS	MEMPHIS APP CON	CLNC DEL	UNICOM
118.175	119.1 291.6	121.7	123.05 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	580-1 368 (400-1)			580-1¼ 368 (400-1¼)
CIRCLING	620-1 408 (500-1)	680-1 468 (500-1)	680-1½ 468 (500-1½)	780-2 568 (600-2)

SC-1, 08 APR 2010 to 06 MAY 2010

VOR/DME GQE	APP CRS	Rwy Idg	N/A
113.0	133°	TDZE	N/A
Chan 77		Apt Elev	212

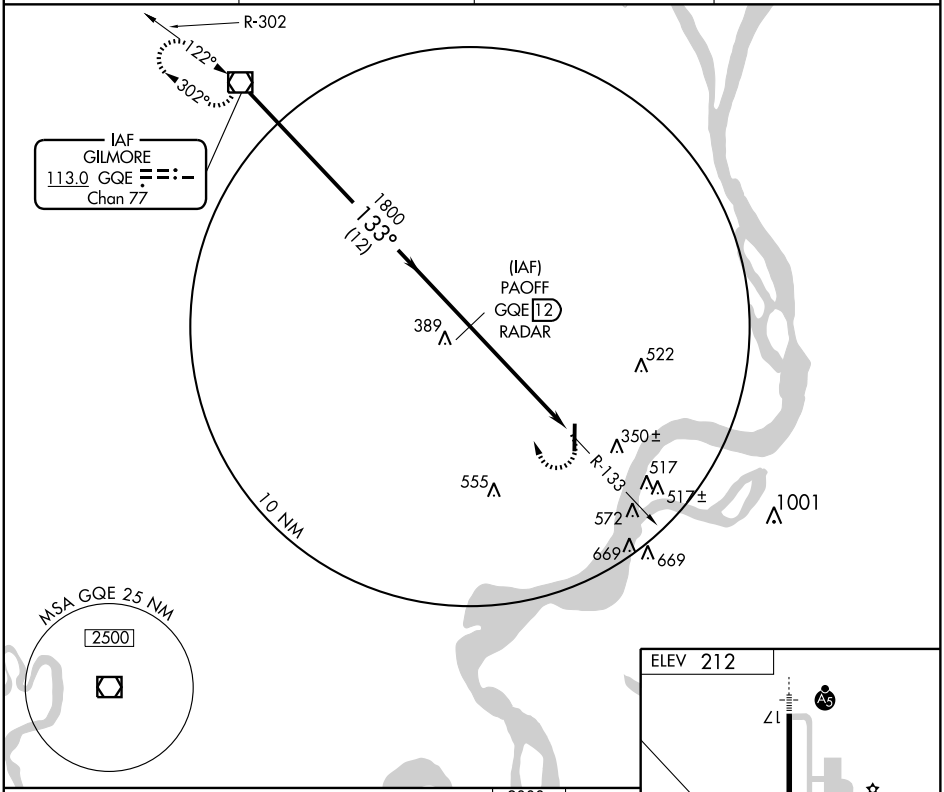
VOR/DME-A

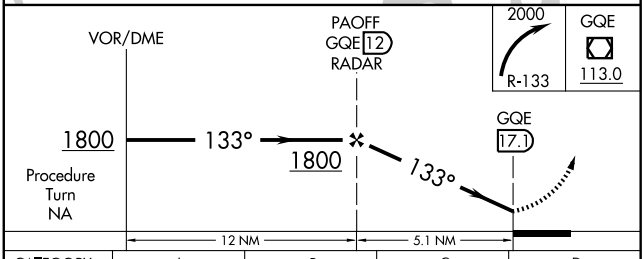
WEST MEMPHIS MUNI (AWM)

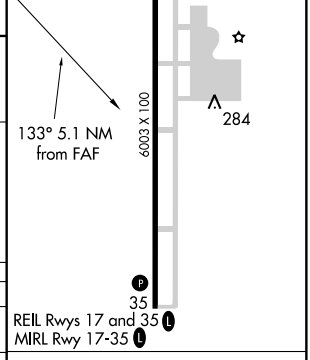
T NA Obtain local altimeter setting on CTAF; when not received, use Memphis Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 via R-133 to GQE VOR/DME and hold.

ASOS	MEMPHIS APP CON	CLNC DEL	UNICOM
118.175	119.1 291.6	121.7	123.05 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	680-1	468 (500-1)	680-1½ 468 (500-1½)	780-2 568 (600-2)
MEMPHIS INTL ALTIMETER SETTING MINIMUMS				
CIRCLING	740-1	528 (600-1)	740-1½ 528 (600-1½)	780-2 568 (600-2)

Knots	60	90	120	150	180
Min:Sec					

SC-1, 08 APR 2010 to 06 MAY 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME — ALTERNATE MINIMUMS

ALEXANDRIA, LA
ESLER RGNL ..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27
NA when local weather not available.

BASTROP, LA
MOREHOUSE
MEMORIAL ..... **RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34
NA when local weather not available.

BATON ROUGE, LA
BATON ROUGE METROPOLITAN:
RYAN FIELD ..... **ILS or LOC Rwy 13[12]**
ILS or LOC Rwy 22R[124]
NDB Rwy 31[23]
RADAR-1[2]
RNAV (GPS) Rwy 4L[4]
RNAV (GPS) Rwy 22R[4]
RNAV (GPS) Rwy 31[4]
VOR Rwy 4L[3]
[1]ILS, Category D, 700-2.
[2]NA when control tower closed.
[3]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[4]NA when local weather not available.

BAY ST LOUIS, MS
STENNIS INTL ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
VOR-A
NA when local weather not available.

BOGALUSA, LA
GEORGE R CARR MEMORIAL
AIR FIELD ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
NA when local weather not available.

NAME — ALTERNATE MINIMUMS

COLUMBUS-WEST POINT-STARKVILLE, MS
GOLDEN TRIANGLE
RGNL ..... **ILS or LOC Rwy 18[1]**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36
NA when local weather not available.
[1]NA when control tower closed.

CORINTH, MS
ROSCOE TURNER ..... **ILS or LOC Rwy 18**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36
NA when local weather not available.

DE RIDDER, LA
BEAUREGARD RGNL ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
NA when local weather not available.

GALLIANO, LA
SOUTH LAFOURCHE LEONARD
MILLER JR ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
NA when local weather not available.

GREENVILLE, MS
MID DELTA RGNL ..... **ILS or LOC Rwy 18L[1]**
NDB Rwy 36L[1]
NDB Rwy 36R[1]
RNAV (GPS) Rwy 18L[2]
RNAV (GPS) Rwy 18R[2]
RNAV (GPS) Rwy 36L[2]
RNAV (GPS) Rwy 36R[2]
VOR/DME Rwy 18L[2]
VOR/DME Rwy 18R[2]
[1]NA when control tower closed.
[2]NA when local weather not available.

GREENWOOD, MS
GREENWOOD-LEFLORE . **ILS or LOC Rwy 18[1]**
VOR Rwy 5[2]
[1]ILS, Categories C,D, 700-2.
[2]Category D, 800-2¼

NAME ALTERNATE MINIMUMS

GULFPORT, MS

GULFPORT-BILOXI INTL ..... **ILS or LOC Rwy 14[12]**
ILS or LOC/DME Rwy 32[12]
ILS or LOC RWY 35[3]
RADAR-1[24]
RNAV (GPS) Rwy 14[3]
RNAV (GPS) Rwy 18[3]
RNAV (GPS) Rwy 32[3]
RNAV (GPS) Rwy 36[3]
VOR/DME or TACAN Rwy 14[4]
VOR/DME or TACAN Rwy 32[4]

[1]ILS, Categories B,C,D, 700-2; Category E, 800-2¾. LOC, Category E, 800-2¾.
[2]NA when control tower closed.
[3]NA when local weather not available.
[4]Category E, 800-2¾.

HAMMOND, LA

HAMMOND NORTHSHORE RGNL ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 31

NA when local weather not available.

HATTIESBURG, MS

HATTIESBURG BOBBY L. CHAIN MUNI ..... **RNAV (GPS) Y Rwy 13**
RNAV (GPS) Z Rwy 13
VOR Rwy 13[1]

NA when local weather not available.
[1]Categories A, B, 1900-2; Categories C, D, 1900-3.

HATTIESBURG/LAUREL, MS

HATTIESBURG-LAUREL RGNL ..... **ILS or LOC Rwy 18**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36

NA when local weather not available.

HOUMA, LA

HOUMA-TERREBONNE ..... **Copter VOR/DME 12[1]**
ILS or LOC Rwy 18[123]
RNAV (GPS) Rwy 12[14]
RNAV (GPS) Rwy 18[1]
RNAV (GPS) Rwy 30[1]
RNAV (GPS) Rwy 36[1]
VOR/DME Rwy 30[1]
VOR Rwy 12[124]

[1]NA when local weather not available.
[2]NA when control tower closed.
[3]ILS, Category D, 700-2.
[4]Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

JACKSON, MS

HAWKINS FIELD ..... **ILS or LOC Rwy 16[1]**
RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 34

NA when local weather not available.
[1]NA when control tower closed.

JACKSON-EVERS INTL ..... **ILS or LOC Rwy 34L[12]**
RADAR-1[1]
RNAV (GPS) Rwy 16L[3]
RNAV (GPS) Rwy 16R[3]
RNAV (GPS) Rwy 34L[3]
RNAV (GPS) Rwy 34R[3]

[1]NA when control tower closed.
[2]ILS, Category E, 700-2¼. LOC,Category E, 800-2¼.
[3]NA when local weather not available.

LAFAYETTE, LA

LAFAYETTE RGNL ..... **ILS or LOC/DME Rwy 4R[13]**
ILS or LOC Rwy 22L[23]
RNAV (GPS) Rwy 4R[1]
RNAV (GPS) Rwy 22L[1]
RNAV (GPS) Rwy 29[1]

[1]NA when local weather not available.
[2]NA when control tower closed.
[3]ILS, Category D, 700-2.

LAKE CHARLES, LA

CHENNAULT INTL ..... **ILS or LOC Rwy 15[12]**
VOR Rwy 33[12]

[1]NA when control tower closed.
[2]Category E, 900-3.

LAKE CHARLES RGNL ..... **ILS or LOC Rwy 15**
LOC BC Rwy 33

NA when control tower closed.

MC COMB, MS

MC COMB/PIKE COUNTY/ JOHN E LEWIS FIELD ..... **ILS or LOC Rwy 15**
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 33
VOR/DME-A

NA when local weather not available.

NAME ALTERNATE MINIMUMS

MERIDIAN, MS

KEY FIELD ..... **ILS or LOC Rwy 1[123]**
ILS or LOC Rwy 19[23]
RNAV (GPS) Rwy 1[34]
RNAV (GPS) Rwy 4[34]
RNAV (GPS) Rwy 19[34]
RNAV (GPS) Rwy 22[34]
VOR-A[34]

[1]NA when control tower closed.
[2]ILS, Category D, 700-2; Category E, 900-3.
LOC, Category E, 900-3.
[3]NA when local weather not available.
[4]Category E, 900-3.

MONROE, LA

MONROE RGNL ..... **ILS or LOC Rwy 4**
ILS Rwy 22

NA when control tower closed.

NATCHEZ, MS

HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 31
RNAV (GPS) Rwy 36
VOR/DME Rwy 13

NA when local weather not available.

NEW IBERIA, LA

ACADIANA RGNL ..... **ILS Rwy 34[1]**
RNAV (GPS) Rwy 16[2]
RNAV (GPS) Rwy 34[2]
VOR or TACAN Rwy 16[13]
VOR/DME Rwy 34[1]

[1]NA when control tower closed.
[2]NA when local weather not available.
[3]Category E, 900-3.

NEW ORLEANS, LA

LAKEFRONT ..... **ILS or LOC Rwy 18R[1]**
RNAV (GPS) Rwy 18R
RNAV (GPS) Rwy 36L
VOR/DME Rwy 36L

NA when local weather not available.
[1]Category D, 700-2.

LOUIS ARMSTRONG NEW ORLEANS INTL ..... **LOC Rwy 19**
Category D, 800-2¼.

OAKDALE, LA

ALLEN PARISH ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36

NA when local weather not available.

NAME ALTERNATE MINIMUMS

OLIVE BRANCH, MS

OLIVE BRANCH ..... **ILS or LOC Rwy 18[12]**
RNAV (GPS) Rwy 18

NA when local weather not available.
[1]ILS, Categories, A,B,C,D, 700-2.
[2]NA when control tower closed.

PASCAGOULA, MS

TRENT LOTT INTL ..... **ILS or LOC Rwy 17[12]**
RNAV (GPS) Rwy 17[2]
RNAV (GPS) Rwy 35[2]
VOR-A[23]

[1]ILS, 700-2.
[2]NA when local weather not available.
[3]Category D, 800-2¼.

PATTERSON, LA

HARRY P. WILLIAMS MEMORIAL ..... **VOR/DME-A**
Categories A, B, 1200-2; Category C, 1200-3.

PHILADELPHIA, MS

PHILADELPHIA MUNI ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36

NA when local weather not available.

PICAYUNE, MS

PICAYUNE MUNI ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36

NA when local weather not available.

RAYMOND, MS

JOHN BELL WILLIAMS .... **RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30

NA when local weather not available.
Category D, 900-2¾.

SHREVEPORT, LA

SHREVEPORT DOWNTOWN ..... **RNAV (GPS) Rwy 14**
VOR Rwy 14

NA when local weather not available.
Category C, 800-2¼; Category D, 800-2½.

SHREVEPORT RGNL ..... **ILS or LOC Rwy 14[1]**
LOC Rwy 5[1]
RADAR-1[1]
RNAV (GPS) Rwy 23[2]

[1]Category E, 900-3.
[2]Category D, 800-2¼.

NAME	ALTERNATE MINIMUMS
STARKVILLE, MS	
GEORGE M BRYAN	**RNAV (GPS) Rwy 18**
	RNAV (GPS) Rwy 36
	VOR/DME-A
NA when local weather not available.	
SULPHUR, LA	
SOUTHLAND FIELD	**LOC Rwy 15**
	RNAV (GPS) Rwy 15
	RNAV (GPS) Rwy 33
	VOR/DME-A
NA when local weather not available.	
TALLULAH, LA	
VICKSBURG TALLULAH RGNL	**LOC Rwy 36**
	RNAV (GPS) Rwy 18
	RNAV (GPS) Rwy 36
NA when local weather not available.	
TUNICA, MS	
TUNICA MUNI	**ILS or LOC Rwy 35**
	RNAV (GPS) Rwy 17
	RNAV (GPS) Rwy 35
NA when local weather not available.	
TUPELO, MS	
TUPELO RGNL	**ILS or LOC Rwy 36**
	RNAV (GPS) Rwy 18
	RNAV (GPS) Rwy 36
NA when local weather not available.	

BARKSDALE AFB (KBAD), LA (Bossier City) (Amdt 1, 10042 USAF) ELEV 166

RADAR[1] - (E) 118.6 119.9 125.1 350.2 335.55

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR[2]	15		AB	660/24	494	(500-½)
			C	660/40	494	(500-¾)
			D	660/50	494	(500-1)
			E	660/60	494	(500-1¼)
	33		AB	660/24	497	(500-½)
			C	660/40	497	(500-¾)
			D	660/50	497	(500-1)
			E	660/60	497	(500-1¼)
CIR[3]	All Rwy		ABC	NOT AUTHORIZED		
			D	720-2	554	(600-2)
			E	780-2¼	614	(700-2¼)

[1]Opr 1200-0500Z++. [2]When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles. [3]Circling not authorized W of Rwy. Circling not authorized over munitions storage area E of arpt.

BATON ROUGE, LA Amdt. 10C, JUN 5, 2008 (FAA) ELEV 70

BATON ROUGE METROPOLITAN: RYAN FIELD

RADAR - 120.3 278.3 ▽ ⚠

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	31		ABCD	**440**-1¼	371	(400-1¼)				
	13		ABC	**560**-¾	492	(500-¾)	D	**560**-1	492	(500-1)
	22R		ABC	**620**/50	550	(600-1)	D	**620**/60	550	(600-1¼)
	4L		AB	**620**-1¼	551	(600-1¼)	C	**620**-1½	551	(600-1½)
			D	**620**-1¾	551	(600-1¾)				
CIRCLING			AB	**620**-1¼	550	(600-1¼)	C	**660**-1½	590	(600-1½)
			D	**680**-2	610	(700-2)				

When control tower closed ASR NA.
S-22R: For inoperative MALSR, increase Categories A,B, visibility to RVR 6000.
S-31: Inoperative table does not apply.
When VGSI inoperative, circling to Rwy 4L NA at night.

DE RIDDER, LA

Orig-A, April 8, 2010 (FAA) ELEV **202**

BEAUREGARD RGNL

RADAR - 123.7 254.8 ▽ Ⓐ NA

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	36	A	**760**-1	563	(600-1)	B	**760**-1¼	563	(600-1¼)
		C	**760**-1½	563	(600-1½)	D	**760**-2	563	(600-2)
	18	A	**720**-1	518	(600-1)	B	**720**-1¼	518	(600-1¼)
		C	**720**-1½	518	(600-1½)	D	**720**-2	518	(600-2)
CIRCLING		A	**760**-1	558	(600-1)	B	**760**-1¼	558	(600-1¼)
		C	**760**-1½	558	(600-1½)	D	**780**-2	578	(600-2)

When local altimeter not received,use Fort Polk altimeter setting and increase all MDAs 60 feet, increase Category D circling MDA 40 feet.

GULFPORT, MS

AMDT. 6A, MAR 12, 2009 (FAA) ELEV **28**

GULFPORT-BILOXI INTL

RADAR- 124.6 254.25 ▽ Ⓐ

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	32	ABC	**440**/40	412	(500-¾)	DE	**440**/50	412	(500-1)
	14	AB	**440**/24	413	(500-½)	C	**440**/40	413	(500-¾)
		DE	**440**/50	413	(500-1)				
CIRCLING		A	**500**-1	472	(500-1)	B	**660**-1	632	(700-1)
		C	**660**-1¾	632	(700-1¾)	D	**660**-2	632	(700-2)
		E	**820**-2¾	792	(800-2¾)				

Procedure not authorized when control tower closed.
For inoperative MALSR increase ASR S-14 CAT D visibility RVR to 6000 and CAT E to 1½ mile.
For inoperative MALSR increase ASR S-32 CATs A,B,C visibility to RVR 5000, CAT D to RVR 6000, and CAT E to 1½ mile.

JACKSON, MS

Amdt. 11B, MAY 11, 2006 (FAA) ELEV **346**

JACKSON-EVERS INTL

RADAR- 123.9 317.7

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	16R	AB	**740**-1	421	(500-1)	CD	**740**-1¼	421	(500-1¼)
		E	**740**-1½	421	(500-1½)				
	16L	AB	**740**/24	429	(500-½)	C	**740**/40	429	(500-¾)
		DE	**740**/50	429	(500-1)				
	34L	AB	**800**/24	472	(500-½)	C	**800**/40	472	(500-¾)
		D	**800**/50	472	(500-1)	E	**800**/60	472	(500-1¼)
	34R	AB	**820**/50	474	(500-1)	C	**820**/60	474	(500-1¼)
		D	**820**-1½	474	(500-1½)	E	**820**-1¼	474	(500-1¼)
CIRCLING		A	**840**-1	494	(500-1)	B	**880**-1	534	(600-1)
		C	**880**-1½	534	(600-1½)	D	**900**-2	554	(600-2)
		E	**940**-2	594	(600-2)				

Category E S-16L visibility increased ½ mile for inoperative ALSF-2.
Category E S-34L visibility increased ½ mile for inoperative MALSR.
Category E circling not authorized southwest of runway 16R-34L.
When control tower closed procedure NA.

JOE WILLIAMS NOLF (KNJW),

MS (Moscow) (09351 USN) ELEV **539**

RADAR - (E) 134.1 266.8 300.4 310.8 322.0 325.2 328.4 346.0 363.6

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR[1]	31	A	**1120**-1	581	(600-1)
		B	**1120**-1¼	581	(600-1¼)
		C	**1120**-1½	581	(600-1½)
		DE	**1120**-2	581	(600-2)
CIR[1]	All Rwy	A	**1120**-1	581	(600-1)
		B	**1120**-1¼	581	(600-1¼)
		C	**1120**-1½	581	(600-1½)
		D	**1120**-2	581	(600-2)
		E	**1160**-2¼	621	(700-2¼)

[1]Procedure NA at night.

LAFAYETTE, LA

Amdt. 9, MAR 15, 2007(FAA) ELEV **43**

LAFAYETTE RGNL

RADAR - 121.1 363.0

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	29	ABC	**400**-1	358	(400-1)	D	**400**-1¼	358	(400-1¼)
	4R	AB	**480**-1	440	(500-1)	C	**480**-1¼	440	(500-1¼)
		D	**480**-1½	440	(500-1½)				
	11	AB	**560**-1	518	(600-1)	C	**560**-1½	518	(600-1½)
		D	**560**-1¾	518	(600-1¾)				
CIRCLING		A	**560**-1	517	(600-1)	B	**580**-1	537	(600-1)
		C	**580**-1½	537	(600-1½)	D	**660**-2	617	(700-2)

LAKE CHARLES, LA

Amdt. 1A, NOV 25, 1999 (FAA) ELEV **17**

CHENNAULT INTL

RADAR - 119.8 282.3 ⚠NA

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	33	AB	**540**-1	523	(600-1)	C	**540**-1½	523	(600-1½)
		DE	**540**-1¾	523	(600-1¾)				
	15	AB	**560**-½	544	(600-½)	C	**560**-1	544	(600-1)
		D	**560**-1¼	544	(600-1¼)	E	**560**-1½	544	(600-1½)
CIRCLING		AB	**580**-1	563	(600-1)	C	**580**-1½	563	(600-1½)
		D	**580**-2	563	(600-2)	E	**880**-3	863	(900-3)
		LAKE CHARLES REGIONAL ALTIMETER SETTING MINIMUMS							
ASR	33	AB	**540**-1	523	(600-1)	C	**540**-1½	523	(600-1½)
		DE	**540**-1¾	523	(600-1¾)				
	15	AB	**580**-½	564	(600-½)	C	**580**-1	564	(600-1½)
		D	**580**-1¼	564	(600-1¼)	E	**580**-1½	564	(600-1½)
CIRCLING		AB	**600**-1	583	(600-1)	C	**600**-1½	583	(600-1½)
		D	**600**-2	583	(600-2)	E	**900**-3	883	(900-3)

When local altimeter setting not received, use Lake Charles Regional altimeter setting.
Procedure not available when Lake Charles Approach Control closed.
For inoperative MALSR, increase Category E visibilities ½ mile.

LAKE CHARLES, LA

Amdt. 5A, NOV 24, 2005 (FAA) ELEV **15**

LAKE CHARLES RGNL

RADAR - 119.35 353.75 ⚠

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	5	ABC	**380**-1	366	(400-1)	D	**380**-1¼	366	(400-1¼)
	33	ABC	**380**-¾	368	(400-¾)	D	**380**-1¼	368	(400-1¼)
	23	AB	**440**-1	425	(500-1)	CD	**440**-1¼	425	(500-1¼)
	15	AB	**440**/24	428	(500-½)	C	**440**/40	428	(500-¾)
		D	**440**/50	428	(500-1)				
CIRCLING		A	**440**-1	425	(500-1)	B	**480**-1	465	(500-1)
		C	**480**-1½	465	(500-1½)	D	**580**-2	428	(500-2)

When control tower closed, procedure NA.

MERIDIAN NAS (KNMM), (Mc CAIN FIELD), MS (10098 USN) ELEV 316

RADAR - (E) 134.1 235.625 236.825 244.875 256.875 266.8 310.8 323.225 328.4

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[1]	19L[2]	3.0°/48/1124	ABCDE	416-¼	100	(100-¼)
	1L[3]	3.0°/35/764	ABCDE	453-½	200	(200-½)
	1R	3.0°/38/874	ABCDE	470-¾	200	(200-¾)
	19R	3.0°/37/881	ABCDE	494-¾	200	(200-¾)
PAR W/O GS[1]	19R		ABCDE	640-1¼	346	(400-1¼)
	1R		ABCDE	660-1¼	390	(400-1¼)
	19L[4]		AB	740-½	424	(500-½)
			CD	740-¾	424	(500-¾)
			E	740-1	424	(500-1)
	1L[5]		AB	760-¾	507	(500-¾)
			CD	760-1	507	(500-1)
			E	760-1¼	507	(500-1¼)
ASR	28		ABC	680-1	375	(400-1)
			DE	680-1¼	375	(400-1¼)
	19R		AB	700-1	406	(400-1)
			C	700-1¼	406	(400-1¼)
			DE	700-1½	406	(400-1½)
	1R		AB	700-1	430	(400-1)
			C	700-1¼	430	(400-1¼)
			DE	700-1½	430	(400-1½)
	19L[6]		AB	780-½	464	(500-½)
			C	780-¾	464	(500-¾)
			D	780-1	464	(500-1)
			E	780-1¼	464	(500-1¼)
	1L[7]		AB	760-½	507	(500-½)
			CD	760-1	507	(500-1)
			E	760-1¼	507	(500-1¼)
CIR	All Rwy[8]		AB	820-1	504	(600-1)
			C	820-1½	504	(600-1½)
			D	880-2	564	(600-2)
			E	1060-2¾	744	(800-2¾)

[1]No-NOTAM MP sked: PAR 1300-1700Z++Tue, PAR and PAR W/O GS apch not avbl dur this time. [2]When ALS inop, increase vis All CAT to ½ mile. [3]When ALS inop, increase vis All CAT to ¾ mile. [4]When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ miles, CAT E to 1½ miles. [5]When ALS inop, increase vis CAT AB to 1¼ miles, CAT CD to 1½ miles, CAT E to 1¾ miles. [6]When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles, CAT E to 1¾ miles. [7]When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1½ miles, CAT E to 1¾ miles. [8]When circling from PAR W/O GS Rwys 1L, 1R, 19R, increase vis CAT AB to 1¼ miles.

MONROE, LA

Amdt. 6A, June 12, 2003 (FAA) ELEV **79**

MONROE RGNL

RADAR - 126.9 388.0

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	22		ABCD	**480**-1	402	(500-1)				
	4		ABC	**560**/40	482	(500-¾)	D	**560**/50	482	(500-1)
CIRCLING			AB	**580**-1¼	501	(600-1¼)	C	**620**-1½	541	(600-1½)
			D	**640**-2	561	(600-2)				

NEW ORLEANS, LA

Amdt. 17A, JUN 5, 2008 (FAA) ELEV **4**

LOUIS ARMSTRONG NEW ORLEANS INTL

RADAR - 123.85 256.9, 125.5 350.35, 133.15 290.3

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	10		ABC	**340**/24	336	(400-½)	D	**340**/50	336	(400-1)
	28		ABC	**400**/40	397	(400-¾)	D	**400**/50	397	(400-1)
	19		ABCD	**420**/60	420	(500-1¼)				
	CIRCLING		AB	**520**-1¼	516	(600-1¼)	C	**520**-1½	516	(600-1½)
			D	**580**-2	576	(600-2)				

Rwy 10: Inoperative table does not apply to Category D.
Rwy 19: Inoperative table does not apply.
Rwy 28: For inoperative MALSR, increase Category D RVR to 6000.

NEW ORLEANS NAS JRB (KNBG), (ALVIN CALLENDER FLD) LA (09239 USN)

RADAR[1 2 13] - **(E)** 125.95 126.55 269.025 290.0 308.4 311.6 336.5 353.65 ▽ **ELEV 2**

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	4[3]	3.0°/51/973	ABCDE	99-¼	100	(100-¼)
	22[4]	3.0°/43/861	ABCDE	249-¾	250	(300-¾)
PAR W/O GS	4[5]		ABC	380-½	381	(400-½)
			DE	380-¾	381	(400-¾)
	22[6]		ABCDE	300-1	301	(400-1)
ASR	4[7]		AB	420-½	421	(500-½)
			CD	420-¾	421	(500-¾)
			E	420-1	421	(500-1)
	22[8]		AB	460-¾	461	(500-¾)
			C	460-1	461	(500-1)
			D	460-1¼	461	(500-1¼)
			E	460-1½	461	(500-1½)
	14		AB	440-1	438	(500-1)
			C	440-1¼	438	(500-1¼)
			DE	440-1½	438	(500-1½)
	32[9]		AB	440-1	438	(500-1)
			C	440-1¼	438	(500-1¼)
			DE	440-1½	438	(500-1½)
CIR[10 11 12]	All Rwy		AB	480-1	478	(500-1)
			C	500-1½	498	(500-1½)
			D	560-2	558	(600-2)
			E	640-2¼	638	(700-2¼)

NOTE: Rwy 32: Trees 35' AGL/32' MSL 675' from thld, 191' left of centerline.

[1]No-NOTAM preventive maint Mon 1300-1800Z++. [2]Outside of afld opr hr, civ acft transiting CL D airspace, ctc ATC on 123.8 for clnc. [3]When ALS inop, increase vis CAT ABCDE to ½ mile. [4]When ALS inop, increase vis Cat CDE to 1 mile. [5]When ALS inop, increase CAT ABC to 1 mile, CAT DE to 1¼ miles. [6]When ALS inop, increase vis CAT ABCDE to 1¼ miles. [7]When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ miles, CAT E to 1½ miles. [8]When ALS increase CAT AB to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles, CAT E to 1¾ miles. [9]Procedure NA at night. [10]CAT E circling NA NW of Rwy 4-22. [11]Night circling NA to Rwy 32. [12]When circling from PAR W/O GS Rwy 22, increase vis CAT AB to 1¼ miles. [13]GCA closed Tues, Wed, Thu from 1300-1500Z++ and 0100-0300Z++.

POLK AAF (KPOE), LA (FORT POLK) (Amdt 4, 03051 USA) ELEV 329

RADAR - (E) 123.7 261.3 ⚠ NA Opr 1400-0600Z + + exc hol.

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	15	3.0°/34/741	ABCD	529-¾	200	(200-¾)
	33	3.0°/42/799	AB	579-½	256	(300-½)
			CD	579-¾	256	(300-¾)
ASR	33		AB	660-½	337	(400-½)
			CD	660-¾	337	(400-¾)
	15		AB	780-1	451	(500-1)
			C	780-1¼	451	(500-1¼)
			D	780-1½	451	(500-1½)
CIR	All Rwy		AB	820-1	491	(500-1)
			C	820-1½	491	(500-1½)
			D	880-2	551	(600-2)

SHREVEPORT, LA

Amdt. 3A, JUL 31, 2000 (FAA) ELEV **258**

SHREVEPORT RGNL

RADAR - 119.9 335.55 ⚠

RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
CIRCLING		AB	**800**-1	542	(600-1)
		C	**800**-1½	542	(600-1½)
		D	**820**-2	562	(600-2)
		E	**1100**-3	842	(900-3)

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

ABERDEEN/AMORY, MS

MONROE COUNTY

NOTE: **Rwy 18,** pole 460' from departure end of runway, 365' left of centerline, 25' AGL/254' MSL. Trees beginning 7' from departure end of runway, 61' left of centerline, up to 100' AGL/310' MSL. Trees beginning 839' from departure end of runway, 83' right of centerline, up to 116' AGL/316' MSL. **Rwy 36,** trees beginning 241' from departure end of runway, 490' left of centerline, up to 83' AGL/303' MSL. Trees beginning 27' from departure end of runway, 426' right of centerline, up to 92' AGL/312' MSL. Tree 3078' from departure end of runway, 276' right of centerline, 81' AGL/301' MSL.

ALEXANDRIA, LA

ALEXANDRIA INTL

NOTE: **Rwy 18,** multiple trees and bush beginning 897' from departure end of runway, 210' right of centerline, up to 83' AGL/173' MSL. Multiple trees and fence beginning 91' from departure end of runway, 326' left of centerline, up to 80' AGL/167' MSL. **Rwy 32,** multiple trees beginning 1537' from departure end of runway, 662' right ofcenterline, up to 80' AGL/162' MSL. **Rwy 36,** multiple trees beginning 1298' from departure end of runway, 25' left of centerline, up to 90' AGL/170' MSL. Multiple trees beginning 1340' from departure end of runway, 155' right of centerline, up to 90' AGL/169' MSL. Antenna, 5041' from departure end of runway, 793' left of centerline, 140' AGL/216' MSL.

NAME TAKE-OFF MINIMUMS

ALEXANDRIA, LA (CON'T)

ESLER RGNL (ESF)

AMDT 2 10098 (FAA)

NOTE: **Rwy 9,** multiple trees beginning 697' from DER, 612' right of centerline, up to 83' AGL/153' MSL. Antenna 2236' from DER, 912' left of centerline, 78' AGL/158' MSL. **Rwy 14,** trees 928' from DER, 606' left of centerline, 90' AGL/160' MSL. Trees 2003' from DER, 141' left of centerline, 98' AGL/168' MSL. Multiple trees beginning 941' from DER, 257' right of centerline, up to 121' AGL/231' MSL. **Rwy 27,** light 38' from DER, 148' right of centerline, 8' AGL/98' MSL. Pole 650' from DER, 649' right of centerline, 39' AGL/129' MSL. Trees 3290' from DER, 984' right of centerline, 121' AGL/211' MSL. **Rwy 32,** rising terrain from 197' from DER through 1886' from DER, up to 0' AGL/165' MSL. Multiple trees and fence beginning 1959' from DER, 8' left of centerline, up to 123' AGL/236' MSL. Antenna 148' from DER, 417' left of centerline, 15' AGL/125' MSL. Trees 1862' from DER, 200' right of centerline, 79' AGL/219' MSL.

BASTROP, LA

MOREHOUSE MEMORIAL

NOTE: **Rwy 34,** powerlines 1700' from departure end of runway, 70' AGL/214' MSL.

BATESVILLE, MS

PANOLA COUNTY

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1½ or std. w/ min. climb of 259' per NM to 500. **Rwy 19,** 200-1½ or std. w/ min. climb of 370' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 008° to 800 before turning left. **Rwy 19,** climb heading 188° to 1000 before turning right.

NOTE: **Rwy 1,** multiple trees beginning 74' from departure end of runway, 97' left of centerline, up to 100' AGL/439' MSL. Multiple trees beginning 130' from departure end of runway, 52' right of centerline, up to 100' AGL/420' MSL. **Rwy 19,** pole and road with vehicle beginning 49' from departure end of runway, 499' left of centerline, up to 23' AGL/252' MSL. Terrain 17' from departure end of runway, 37' left of centerline, 263' MSL. Multiple trees beginning 452' from departure end of runway, 106' left of centerline, up to 100' AGL/409' MSL. Terrain 59' from departure end of runway, 210' right of centerline, 224' MSL. Multiple trees beginning 1236' from departure end of runway, 39' right of centerline, up to 100' AGL/399' MSL.

BATON ROUGE, LA

BATON ROUGE METROPOLITAN, RYAN FIELD

DEPARTURE PROCEDURE: **Rwys 22L/R,** climb runway heading to 2000 before turning left or comply with radar vectors.

NOTE: **Rwy 4L,** 97' AGL tree 1368' from departure end of runway, 778' left of centerline. **Rwy 13,** 82' AGL tree 1551' from departure end of runway, 838' left of centerline. **Rwy 22R,** 94' AGL antenna 1173' from departure end of runway, 740' right of centerline.

CAUTION: Unmarked balloon and cable to 15,000 in R-3807. **Rwy 4L,** 209°/51.4 NM, **Rwy 4R,** 209°/51.2. NM. **Rwy 13,** 209°/50.7 NM, **Rwy 31,** 208°/50.9 NM. **Rwy 22L,** 209°/50.6 NM, **Rwy 22R,** 209°/50.3 NM.

BOGALUSA, LA

GEORGE R. CARR MEMORIAL AIR FIELD (BXA)

AMDT 2 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 500-3 or std. with a min. climb of 255' per NM to 800.

NOTE: **Rwy 18,** numerous trees beginning 1463' from DER, 332' left of centerline up to 100' AGL/203' MSL. Numerous trees beginning 1272' from DER 360' right of centerline up to 100' AGL/200' MSL. Water tower 2734' from DER, 1046' left of centerline, 160' AGL/262' MSL. Smoke stack 9654' from DER, 2140' left of centerline, 250' AGL/357' MSL. **Rwy 36,** trees 486' from DER, 459' left of centerline, up to 100' AGL/217' MSL. Building 12' from DER, 305' right of centerline, 10' AGL/130' MSL.

BOONEVILLE/BALDWYN, MS

BOONEVILLE/BALDWYN

NOTE: **Rwy 15,** trees 1250' from departure end of runway, 100' right of centerline, 100' AGL/465' MSL. Trees 3847' from departure end of runway, 127' left of centerline, 100' AGL/519' MSL. **Rwy 33,** road and vehicle 8' from departure end of runway, 188' right of centerline, 15' AGL/394' MSL.

BROOKHAVEN, MS

BROOKHAVEN-LINCOLN COUNTY

TAKE-OFF MINIMUMS: **Rwy 22,** 500-1.

DEPARTURE PROCEDURE: **Rwy 4,** climb runway heading to 900 before turning.

BUNKIE, LA

BUNKIE MUNI (2R6)

ORIG 09127 (FAA)

NOTE: **Rwy 18,** trees 1404' from DER, 506' right of centerline, 50' AGL/109' MSL. Vehicle on road 481' from DER, 28' right of centerline, 15' AGL/74' MSL.

CLARKSDALE, MS

FLETCHER FIELD (CKM)

ORIG 08269 (FAA)

NOTE: **Rwy 18,** building 476' from departure end of runway, 495' right of centerline 168' AGL/215' MSL. Vehicle 995' from departure end of runway, 502' left of centerline, 165' AGL/190' MSL. Trees beginning 5619' from departure end of runway, 630' left of centerline, 158' AGL/273' MSL. **Rwy 36,** trees beginning 2258' from departure end of runway, 220' left of centerline, 100' AGL/274' MSL.

CLEVELAND, MS

CLEVELAND MUNI

TAKE-OFF MINIMUMS: **Rwys 8, 26,** NA.

DEPARTURE PROCEDURE: **Rwy 17,** climb runway heading to 600 before turning.

COLUMBIA, MS

COLUMBIA-MARION COUNTY (0R0)

ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwys 13, 31,** NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 23,** climb heading 234° to 800 before turning left.

NOTE: **Rwy 5,** trees beginning 175' from departure end of runway, 414' right of centerline, up to 100' AGL/379' MSL. **Rwy 23,** vehicle on road beginning 133' from departure end of runway, 46' right of centerline, 17' AGL/266' MSL. Tree and house beginning 227' from departure end of runway, 240' right of centerline, up to 100' AGL/349' MSL. Trees beginning 357' from departure end of runway, 273' left of centerline, up to 100' AGL/349' MSL.

COLUMBUS, MS

COLUMBUS-LOWNDES COUNTY

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1 or std. with a min. climb of 350' per NM to 500. **Rwy 36,** 400-1 or std. with a min. climb of 370' per NM to 500.

DEPARTURE PROCEDURE: **Rwys 18, 36,** climb runway heading to 600 before turning.

COLUMBUS AFB (KCBM)

COLUMBUS, MS.....08353

All Rwys: Cross DER at least 35' AGL.

TAKE-OFF OBSTACLES: **Rwy 13C,** Trees 288' MSL/74' AGL 2967' from DER 1010' left of centerline. Trees 288' MSL/74' AGL 3005' from DER, 223' right of centerline. **Rwy 13R,** Ramp lights 273' MSL/69' AGL 2795' from DER, 766' right of centerline. **Rwy 31R,** Taxiing aircraft 199' MSL/ 14' AGL 80' from DER 472' left of centerline.

COLUMBUS/WESTPOINT/STARKVILLE, MS

GOLDEN TRIANGLE RGNL

NOTE: **Rwy 18,** tree 2025' from departure end of runway, 1019' left of centerline, 78' AGL/315' MSL. Tree 108' from departure end of runway, 295' right of centerline, 15' AGL/262' MSL. **Rwy 36,** tree 626' from departure end of runway, 579' right of centerline, 38' AGL/285' MSL. Tree 122' from departure end of runway, 268' left of centerline, 23' AGL/270' MSL. Tree 525' from departure end of runway, 592' right of centerline, 26' AGL/279' MSL.

CORINTH, MS

ROSCOE TURNER (CRX)

ORIG 08045 (FAA)

NOTE: **Rwy 18,** Vehicle on road 207' from departure end of runway, 481' right of centerline, 15' AGL/446' MSL. Trees 305' from departure end of runway, 451' left of centerline, up to 71' AGL/500' MSL. Trees 633' from departure end of runway, 505' right of centerline, up to 79' AGL/520' MSL. **Rwy 36,** Trees 1099' from departure end of runway, 766' right of centerline, up to 86' AGL/480' MSL. Trees 1645' from departure end of runway, 751' left of centerline, up to 86' AGL/480' MSL.

DE RIDDER, LA

BEAUREGARD RGNL (DRI)

AMDT 4 09127 (FAA)

NOTE: **Rwy 14,** trees 1673' from DER, 128' left of centerline, 100' AGL/309' MSL. **Rwy 18,** multiple trees beginning 53' from DER, 222' left of centerline, up to 30' AGL/220' MSL. Multiple trees beginning 152' from DER, 272' right of centerline, up to 73' AGL/263' MSL. **Rwy 32,** multiple trees and bushes beginning 129' from DER, 17' left of centerline, up to 68' AGL/248' MSL. Trees 299' from DER, 190' right of centerline, 26' AGL/216' MSL. **Rwy 36,** pole 563' from DER, 353' left of centerline, 38' AGL/238' MSL. Multiple trees beginning 634' from DER, 1' left of centerline, up to 113' AGL/313' MSL. Multiple trees beginning 557' from DER, 73' right of centerline, up to 99' AGL/299' MSL.

DREW, MS

RULEVILLE-DREW (M37)

ORIG 10070 (FAA)

NOTE: **Rwy 18,** trees beginning 215' from DER, 521' left of centerline, up to 100' AGL/229' MSL. **Rwy 36,** trees beginning 3438' from DER, 225' left of centerline, up to 100' AGL/234' MSL.

EUNICE, LA

EUNICE

TAKE-OFF MINIMUMS: **Rwy 16,** 1100-2½, climb in visual conditions to cross Eunice Airport at or above 1000 MSL before proceeding on course or std. with a min. climb of 280' per NM to 2400. **Rwy 34,** 1100-2½, climb in visual conditions to cross Eunice Airport at or above 1000 MSL before proceeding on course or std. with a min. climb of 220' per NM to 2400.

CAUTION: Unmarked balloon and cable to 15000 in R-3807. **Rwy 16,** 133°/56.1 NM. **Rwy 34,** 132°/55.4 NM.

GALLIANO, LA

SOUTH LAFOURCHE LEONARD MILLER JR (GAO)

ORIG 08269 (FAA)

NOTE: **Rwy 18,** multiple trees beginning 1258' from departure end of runway, 661' left of centerline, up to 45' AGL/56' MSL. Multiple trees beginning 127' from departure end of runway, 275' right of centerline, up to 45' AGL/53' MSL. **Rwy 36,** tree 14' from departure end of runway, 454' right of centerline, up to 35' AGL/45' MSL. Multiple trees beginning 1391' from departure end of runway, 449' right of centerline, up to 55' AGL/86' MSL. Multiple trees beginning 2288' from departure end of runway, 291' left of centerline, up to 55' AGL/97' MSL.

GONZALES, LA

LOUISIANA RGNL

TAKE-OFF MINIMUMS: **Rwy 35,** 400-2 or std. with a min. climb of 220' per NM to 400.

GREENVILLE, MS

MID DELTA RGNL

DEPARTURE PROCEDURE: **Rwys 18L,18R,** climb runway heading to 800 before turning.

NOTE: **Rwy 27,** 64' AGL tree 812' from departure end of runway, 392' left of centerline. 91' AGL tree, 2027' from departure end of runway, 460' right of centerline.

GREENWOOD, MS

GREENWOOD-LE FLORE

TAKE-OFF MINIMUMS: **Rwy 5,** 400-1 or std. with a min. climb of 270' per NM to 400.

GRENADA, MS

GRENADA MUNI

DEPARTURE PROCEDURE: **Rwys 4, 31,** climb to 700 before turning on course. **Rwys 13, 22,** climb to 800 before turning on course.

GULFPORT, MS

GULFPORT-BILOXI INTL (GPT)

AMDT 6 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36,** 300-1¼ or std. with a min. climb of 292' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 36,** climb heading 013° to 700 before proceeding on course.

NOTE: **Rwy 14,** tree 1931' from DER, 627' left of centerline, 71' AGL/90' MSL. Pole 3354' from DER, 1068' right of centerline, 85' AGL/115' MSL. **Rwy 18,** trees beginning 924' from DER, 354' right of centerline, up to 84' AGL/98' MSL. Trees beginning 1383' from DER, 165' left of centerline, up to 52' AGL/71' MSL. Antenna 5411' from DER, 1579' left of centerline, 165' AGL/172' MSL. **Rwy 32,** trees beginning 1586' from DER, left and right of centerline, up to 79' AGL/93' MSL. **Rwy 36,** trees beginning 1391' from DER, 327' right of centerline, up to 82' AGL/96' MSL. Trees beginning 1593' from DER, 348' left of centerline, up to 82' AGL/96' MSL. Crane 4592' from DER, 2673' right of centerline, 142' AGL/151' MSL.

TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

10098

HAMMOND, LA

HAMMOND NORTHSHORE RGNL (HDC)
AMDT 1 10098 (FAA)

DEPARTURE PROCEDURE: **Rwy 31,** climb heading 312° to 700 before turning left.

NOTE: **Rwy 13,** trees beginning 1260' from DER, 125' left of centerline, up to 119' AGL/163' MSL. Trees beginning 1314' from DER, 186' right of centerline, up to 124' AGL/168' MSL. **Rwy 18,** antenna on building 844' from DER, 239' right of centerline, 22' AGL/66' MSL. Obstruction light on pole 1020' from DER, 141' right of centerline, 23' AGL/67' MSL. Trees beginning 1556' from DER, 430' left of centerline, up to 92' AGL/136' MSL. Trees beginning 1747' from DER, 64' right of centerline, up to 110' AGL/149' MSL. **Rwy 31,** trees beginning 216' from DER, 13' left of centerline, up to 109' AGL/158' MSL. Trees beginning 566' from DER, 386' right of centerline, up to 100' AGL/154' MSL. **Rwy 36,** tree 3072' from DER, 879' left of centerline, 73' AGL/127' MSL. Tree 3585' from DER, 1407' right of centerline, 102' AGL/151' MSL.

HATTIESBURG, MS

HATTIESBURG BOBBY L. CHAIN MUNI (HBG)
AMDT 1 09015 (FAA)

DEPARTURE PROCEDURE: **Rwy 31,** climb heading 309° to 900 before turning west.

NOTE: **Rwy 13,** numerous trees beginning 1184' from departure end of runway, 26' left of centerline, up to 111' AGL/251' MSL. Multiple trees beginning 2023' from departure end of runway, 49' right of centerline, up to 89' AGL/229'. **Rwy 31,** numerous trees beginning 189' from departure end of runway, 111' left of centerline, up to 103' AGL/253' MSL. Multiple trees beginning 894' from departure end of runway, 69' right of centerline, up to 84' AGL/234' MSL.

HATTIESBURG/LAUREL, MS

HATTIESBURG-LAUREL RGNL

DEPARTURE PROCEDURE: **Rwys 18, 36,** climb runway heading to 1000 before turning east.

NOTE: **Rwy 36,** 86' AGL tree 2117' from departure end of runway, 911' left of centerline.

HOLLY SPRINGS, MS

HOLLY SPRINGS-MARSHALL COUNTY

DEPARTURE PROCEDURE: **Rwy 36,** climb runway heading to 800 before turning left.

HOMER, LA

HOMER MUNI (5F4)
ORIG 08157 (FAA)

NOTE: **Rwy 12,** road and vehicle 69' from departure end of runway, 280' left of centerline, 15' AGL/234' MSL, trees beginning 282' from departure end of runway, 419' right of centerline, up to 100' AGL/349' MSL. **Rwy 30,** trees beginning 443' from departure end of runway, 309' left of centerline, up to 100' AGL/319' MSL, road and vehicle 603' from departure end of runway, 217' right of centerline, 15' AGL/274' MSL, trees beginning 1180' from departure end of runway, 140' right of centerline, up to 100' AGL/359' MSL.

HOUMA, LA

HOUMA-TERREBONNE (HUM)
AMDT 5 09183 (FAA)

DEPARTURE PROCEDURE: **Rwy 30,** climb heading 304° to 600 before proceeding on course.

NOTE: **Rwy 12,** trees and equipment building beginning 86' from DER, 254' left of centerline, up to 40' AGL/44' MSL. Ground and tree beginning 220' from DER, 202' right of centerline, up to 29' AGL/33' MSL. **Rwy 18,** trees and poles beginning 923' from DER, 238' left of centerline, up to 100' AGL/109' MSL. Trees beginning 249' from DER, 345' right of centerline, up to 60' AGL/64' MSL. **Rwy 30,** trees beginning 802' from DER, 93' left of centerline, up to 60' AGL/64' MSL. Poles and road beginning 527' from DER, 427' right of centerline, up to 38' AGL/42' MSL. **Rwy 36,** antenna 1589' from DER, 882' left of centerline, 63' AGL/72' MSL. Trees beginning 2894' from DER, 971' right of centerline, up to 100' AGL/109' MSL.

INDIANOLA, MS

INDIANOLA MUNI

DEPARTURE PROCEDURE: **Rwy 17,** climb runway heading to 2200 before turning east. **Rwy 35,** climb runway heading to 700 before turning east.

JACKSON, MS

HAWKINS FIELD

TAKE-OFF MINIMUMS: **Rwy 16,** 300-1.

DEPARTURE PROCEDURE: **Rwys 11, 34,** climb runway heading to 800 before making turn. **Rwy 16,** climb runway heading to 1300 before making right turn. **Rwy 29,** climb runway heading to 1200 before making left turn.

JACKSON-EVERS INTL

TAKE-OFF MINIMUMS: **Rwy 16R,** 300-1 or std. with a min. climb of 280' per NM to 700.

JENNINGS, LA

JENNINGS (3R7)
AMDT 2A 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13**, 300-1 or std. with a min climb of 393' per NM to 300. **Rwys 17,35,** NA.

NOTE: **Rwy 8,** multiple poles 1080' from DER, 260' left of centerline, 40' AGL/62' MSL. **Rwy 13,** trees beginning 690' from DER, 262' left of centerline, up to 116' AGL/141' MSL. Tank 3428' from DER, 1072' left of centerline, 156' AGL/181' MSL. Water tower, 3492' from DER, 1089' left of centerline, 172' AGL/197' MSL. Transmission line and trees beginning 766' from DER, 622' right of centerline, up to 96' AGL/119' MSL. 51**Rwy 26,** trees 1080' from DER, 45' AGL/55' MSL. **Rwy 31,** fence 140' from DER, 15' AGL/32' MSL.

KEESLER AFB (KBIX)

BILOXI, MS 09211

TAKE-OFF OBSTACLES: **Rwy 3:** Trees 977' from DER, 764' right of centerline, 62' AGL/70' MSL. Terrain 222' right of centerline, 19' MSL. **Rwy 21:** Trees 1903' from DER, 669' right of centerline, 71' AGL/102' MSL. Trees 1803' from DER, 658' left of centerline, 43' AGL/70' MSL. Multiple power poles 2670' from DER, 893' left of centerline, 65' AGL/109' MSL. Multiple power poles 3514' from DER, 119' right of centerline, 65' AGL/115' MSL Terrain 6' from DER, 500' left of centerline 23' MSL.

10098

TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

KOSCIUSKO, MS

KOSCIUSKO-ATTALA COUNTY

NOTE: **Rwy 14,** trees 1054' from departure end of runway, 503' left of centerline, 100' AGL/559' MSL. Trees 1172' from departure end of runway, 555' right of centerline, 100' AGL/559' MSL. Terrain 18' from depature end of runway, 91' right of centerline, 473' MSL. Terrain 68' from departure end of runway, 485' right of centerline, 473' MSL. **Rwy 32,** trees 1676' from departure end of runway, 288' right of centerline, 100' AGL/619' MSL. Trees 1341' from departure end of runway, 231' left of centerline, 100' AGL/609' MSL. Terrain 129' from departure end of runway, 139' right of centerline, 502' MSL. Terrain 182' from departure end of runway, 532' right of centerline, 493' MSL. Terrain 352' from departure end of runway, 344' right of centerline, 496' MSL. Terrain 79' from departure end of runway, 254' left of centerline, 486' MSL. Terrain 525' from departure end of runway, 156' right of centerline, 496' MSL. Terrain 302' from departure end of runway, 49' left of centerline, 489' MSL.

LAFAYETTE, LA

LAFAYETTE RGNL (LFT)

AMDT 1A 08325 (FAA)

TAKE-OFF MINIMUMS: **CAUTION:** Unmarked balloon and cable to 15000' MSL in R-3807. **Rwy 4L,** 141/29NM, **Rwy 4R,** 140/28.8 NM, **Rwy 11,** 141/29.5 NM, **Rwy 22L,** 143/29.2 NM, **Rwy 22R,** 142/29.2 NM, **Rwy 29,** 142/28.8 NM.

NOTE: **Rwy 4L,** fence beginning 2506' from departure end of runway, 682' left of centerline, up to 121' AGL/163' MSL. Multiple trees beginning 671' from departure end of runway, 307' left of centerline, up to 57' AGL/87' MSL.Obstruction light on windsock 155' from departure end of runway, 251' right of centerline, 38' AGL/58' MSL. **Rwy 4R,** multiple trees beginning 776' from departure end of runway, 111' left of centerline, up to 60' AGL/79' MSL. Multiple trees beginning 29' from departure end of runway, 269' right of centerline, up to 84' AGL/103' MSL. **Rwy 11,** multiple trees beginning 553' from departure end of runway 128' left of centerline, up to 81' AGL/91' MSL. Multiple trees beginning 523' from departure end of runway, 28' right of centerline, 72' AGL/82' MSL. **Rwy 22L,** multiple trees beginning 2392' from departure end of runway, 4' left of centerline, up to 75' AGL/114' MSL. Multiple trees beginning 1853' from departure end of runway, 247' right of centerline, up to 96' AGL/135' MSL. **Rwy 22R,** tower 2545' from departure end of runway, 26' left of centerline, 104' AGL/142' MSL. Multiple trees, buildings, obstruction lights and antenna beginning 153' from departure end of runway, 270' right of centerline, up to103' AGL/142' MSL. **Rwy 29,** multiple trees, towers and pole beginning 925' from departure end of runway, 5' left of centerline, up to 110' AGL/150' MSL. Multiple trees, towers, poles and obstruction light on antenna beginning 99' from departure end of runway, 70' right of centerline, up to 130' AGL/165' MSL.

LAKE PROVIDENCE, LA

BYERLEY

NOTE: **Rwy 17,** tower 4466' from departure end of runway, 1602' right of centerline, 150' AGL/257' MSL.

LAUREL, MS

HESLER-NOBLE FIELD

DEPARTURE PROCEDURE: **Rwy 13,** climb runway heading to 500 before turning.

LEXINGTON, MS

C. A. MOORE

DEPARTURE PROCEDURE: **Rwy 19,** climb runway heading to 1000 before turning.

LOUISVILLE, MS

LOUISVILLE- WINSTON COUNTY (LMS)

AMDT 2A 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 500-2¼ or std. with a min. climb of 400' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 170° to 1100 before turning left.

NOTE: **Rwy 17,** tower 1.7 NM from departure end of runway, 2209 left of centerline, 410' AGL/950' MSL.

MADISON, MS

BRUCE CAMPBELL FIELD (MBO)

AMDT 1 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35,** 300-2 or std. w/ min. climb of 267' per NM to 700, or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 1400' prior to DER.

NOTE: **Rwy 17,** trees 524' from DER, 464' right of centerline, 100' AGL/399' MSL. **Rwy 35,** house 1324' from DER, 619' left of centerline, 20' AGL/349' MSL. Vehicle on road 2178' from DER, 389' left of centerline, up to 17' AGL/350' MSL.

MANY, LA

HART (3R4)

ORIG-A 08185 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12**, 600-3 or std. with a min. climb of 250' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 12**, climb heading 117° to 1100 before proceeding on course.

NOTE: **Rwy 12,** trees beginning 1' from departure end of runway, 594' left to 598' right of centerline, up to 100' AGL/385' MSL. Powerline/poles beginning 1198' from departure end of runway, 309' right of centerline, up to 58' AGL/354' MSL. **Rwy 30,** trees beginning 74' from departure end of runway, 781' left to 509' right of centerline, up to 100' AGL/391' MSL. Powerline/pole 484' from departure end of runway, 318' right of centerline, 62' AGL/358' MSL.

MARKS, MS

SELFS

DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 700 before turning right.

MCCOMB, MS

MCCOMB/PIKE COUNTY/JOHN E. LEWIS FIELD (MCB)
ORIG 09183 (FAA)

NOTE: **Rwy 15,** trees beginning 89' from departure end of runway, 91' right of centerline, up to 100' AGL/509' MSL. Trees beginning 476' from departure end of runway, 83' left of centerline, up to 100' AGL/475' MSL. **Rwy 33,** tree 1440' from departure end of runway, 49' left of centerline, 59' AGL/488' MSL.

MERIDIAN, MS

KEY FIELD

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1 or std. w/ a min. climb of 290' per NM to 600. **Rwy 22,** 300-1½ or std. w/ a min. climb of 280' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 4,** climb via heading 043° to 1100 before turning south.

NOTE: **Rwy 1,** antenna, vent on tank, and numerous trees beginning 323' from departure end of runway, 98' right of centerline, up to 100' AGL/463' MSL. Interstate road and numerous trees beginning 1196' from departure end of runway, 1' left of centerline, up to 100' AGL/403' MSL. **Rwy 4,** stack, tree and numerous light poles beginning 406' from departure end of runway, 278' right of centerline, up to 133' AGL/433' MSL. Fence, railing on tank, and light pole beginning 34' from departure end of runway, 253' left of centerline, up to 35' AGL/330' MSL. **Rwy 19,** antenna and tree beginning 482' from departure end of runway, 570' left of centerline, up to 100' AGL/395' MSL. Tree 1894' from departure end of runway, 934' right of centerline, 100' AGL/380' MSL. **Rwy 22,** numerous trees beginning 1621' from departure end of runway, 304' right of centerline, up to 100' AGL/529' MSL. Numerous trees beginning 2479' from departure end of runway, 30' left of centerline, up to 100' AGL/457' MSL.

MERIDIAN NAS (MC CAIN FIELD) (KNMM)

MERIDIAN, MS 09295

Rwy 1R, 600-1½*
Rwy 19R, 600-2**
* Or standard with a minimum civil climb of 215 ft/NM to 600, minimum military climb of 210 ft/NM to 600.
** Or standard with minimum climb of 210 ft/NM to 600.

TAKE-OFF OBSTACLES: **Rwy 1R:** Multiple trees 95' AGL/399' MSL, 2708' from DER, 1137' left of centerline. Multiple trees 95' AGL/399' MSL, 3147' from DER, 950' left of centerline. Multiple trees 75' AGL/474' MSL, 6025' from DER, 2057' left of centerline. Multiple trees 75' AGL/499' MSL, 6896' from DER, 2315' left of centerline. **Rwy 19L:** Trees 95' AGL/414' MSL, 4831' from DER, 875' left of centerline. **Rwy 19R:** Trees 100' AGL/499' MSL, 9429' from DER, 1203' right of centerline. **Rwy 10:** Terrain 399' MSL, 1344' from DER, 253' right of centerline. Multiple trees 90' AGL/399' MSL, 3235' from DER, 371' right of centerline. Multiple trees 85' AGL/424' MSL, 3692' from DER, 458' left of centerline.

MONROE, LA

MONROE RGNL

DEPARTURE PROCEDURE: **Rwy 22,** climb via heading 222° to 900 before turning west. **Rwy 32,** climb via heading 317° to 900 before turning west. **Rwy 36,** climb via heading 357° to 900 before turning west.

NOTE: **Rwy 4,** tree 3535' from departure end of runway, 1136' left of centerline, 98' AGL/177' MSL. Tree 995' from departure end of runway, 726' left of centerline, 66' AGL/142' MSL. Tree 2423' from departure end of runway, 903' right of centerline, 65' AGL/141' MSL. Tree 1765' from departure end of runway, 773' right of centerline, 44' AGL/120' MSL. **Rwy 14,** tree 1409' from departure end of runway, 770' left of centerline, 96' AGL/162' MSL. **Rwy 18,** tree 1614' from departure end of runway, 242' right of centerline, 68' AGL/137' MSL. Tree 1649' from departure end of runway, 45' right of centerline, 71' AGL/140' MSL. Tree 1659' from departure end of runway, 112' left of centerline, 77' AGL/146' MSL. Tree 1696' from departure end of runway, 619' left of centerline, 72' AGL/138' MSL. Tree 2149' from departure end of runway, 102' right of centerline, 76' AGL/145' MSL. **Rwy 22,** sign 99' from departure end of runway 459' right of centerline, 14' AGL/83' MSL. Tree 2613' from departure end of runway, 1052' right of centerline, 104' AGL/170' MSL. **Rwy 32,** tree 2361' from departure end of runway, 7' left of centerline, 77' AGL/160' MSL. Tree 1781' from departure end of runway, 342' right of centerline, 66' AGL/149' MSL. Tree 1709' from departure end of runway, 302' right of centerline, 78' AGL/161' MSL. Tree 2103' from departure end of runway, 325' left of centerline, 73' AGL/156' MSL. Light pole 384' from departure end of runway, 491' left of centerline, 18' AGL/97' MSL. **Rwy 36,** antenna 3728' from departure end of runway, 599' right of centerline, 107' AGL/190' MSL. Tower 3526' from departure end of runway, 478' right of centerline, 100' AGL/179' MSL. Tree 2756' from deprture end of runway, 129' right of centerline, 68' AGL/151' MSL.

NATCHEZ, MS

HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)
ORIG 07354 (FAA)

NOTE: **Rwy 13,** multiple trees beginning 1445' from departure end of runway, 226' left of centerline, up to 101' AGL/380' MSL. Multiple trees beginning 17' from departure end of runway, 301' right of centerline, up to 99' AGL/334' MSL. **Rwy 18,** multiple trees beginning 1060' from departure end of runway, 162' left of centerline, up to 93' AGL/372' MSL. Multiple trees beginning 788' from departure end of runway, 374' right of centerline, up to 90' AGL/369' MSL. **Rwy 31,** multiple trees beginning 1320' from departure end of runway, 736' left of centerline, up to 105' AGL/364' MSL. Trees 2129' from departure end of runway, 813' right of centerline, 81' AGL/340' MSL. **Rwy 36,** multiple trees beginning 935' from departure end of runway, 327' left of centerline, up to 47' AGL/306' MSL. Trees 473' from departure end of runway, 517' right of centerline, 79' AGL/338' MSL.

NATCHITOCHES, LA

NATCHITOCHES RGNL (IER)
AMDT 6 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25**, 300-1¾ or std. with a min. climb of 336' per NM to 600.

NOTE: **Rwy 17,** building, pole, and trees beginning 90' from DER, 359' right of centerline, up to 83' AGL/204' MSL. **Rwy 25,** tower 1.29 NM from DER, 633' right of centerline, 205' AGL/385' MSL. **Rwy 35,** light pole 1975' from DER, 418' right of centerline, 75' AGL/180' MSL. Trees beginning 1007' from DER, 311' right of centerline, up to 72' AGL/188' MSL.

NEW ALBANY, MS

NEW ALBANY-UNION COUNTY

TAKE-OFF MINIMUMS: **Rwy 18,** std. w/ min. climb of 245' per NM to 900, or 500-2¼ w/ min. climb of 207' per NM to 1000, or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1500' prior to departure end of runway, or 800-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 18,** for climb in visual conditions: Cross New Albany-Union County airport at or above 1100 before proceeding on course.

NOTE: **Rwy 18,** multiple trees beginning 146' from departure end of runway, 158' left of centerline, up to 100' AGL/519' MSL. Multiple trees beginning 387' from departure end of runway, 565' right of centerline, up to 100' AGL/499' MSL. **Rwy 36,** multiple trees beginning 467' from departure end of runway, 524' left of centerline, up to 100' AGL/499' MSL. Multiple trees beginning 2000' from departure end of runway, on centerline, up to 100' AGL/546' MSL.

NEW IBERIA, LA

ACADIANA RGNL

TAKE-OFF MINIMUMS: CAUTION: Unmarked balloon and cable up to 15000' in R-3807. **Rwy 16,** 138/17.2 NM. **Rwy 34,** 136/17.2 NM.

NOTE: **Rwy 16,** trees 41' from departure end of runway, 497' right of centerline, 12' AGL/32' MSL.

NEW ORLEANS, LA

LAKEFRONT

DEPARTURE PROCEDURE: **Rwys 18L/R,** climb to 1500 before turning left or comply with RADAR vectors. **Rwy 9,** climb to 1500 before turning right, or comply with RADAR vectors.

NEW ORLEANS, LA (CON'T)

LOUIS ARMSTRONG NEW ORLEANS INTL

NOTE: **Rwy1,** multiple vehicles on roads beginning 3' from departure end of runway, 437' right of centerline, up to 26' AGL/28' MSL. Multiple trees beginning 493' from departure end of runway, 542' right of centerline, up to 38' AGL/40' MSL. Multiple poles beginning 831' from departure end of runway, 583' left of centerline, up to 34' AGL/36' MSL. Multiple signs beginning 906' from departure end of runway, 235' right of centerline, up to 49' AGL/51' MSL. Multiple buildings beginning 1369' from departure end of runway, 679' right of centerline, up to 48' AGL/50' MSL. Multiple trees beginning 1555' from departure end of runway, 574' left of centerline up to 45'AGL/47' MSL. Antenna 1888' from departure end of runway, 692' right of centerline, 49' AGL/51' MSL. Obstruction light 1822' from departure end of runway, 834' right of centerline, 64' AGL/66' MSL. Crane 2412' from departure end of runway, 487' left of centerline, 81' AGL/83' MSL. **Rwy 6,** multiple trees beginning 727' from departure end of runway, 314' right of centerline, up to 62' AGL/63' MSL. Multiple trees beginning 1883' from departure end of runway, 717' left of centerline, up to 58' AGL/59' MSL. Building 2887' from departure end of runway, 553' right of centerline, 105' AGL/105' MSL. **Rwy 10,** obstruction light 623' from departure end of runway, 620' right of centerline, 21'AGL/25' MSL. Pole 936' from departure end of runway, 663' right of centerline, 25' AGL/29' MSL. Multiple trees beginning 1051' from departure end of runway, 37' left of centerline, up to 96' AGL/100' MSL. Multiple trees beginnig 1919' from departure end of runway, 157' right of centerline, up to 81' AGL/85' MSL. **Rwy 19,** vehicle on road 201' from departure end of runway, 458' left of centerline, 29' AGL/30' MSL. Sign 708' from departure end of runway, 688' left of centerline, 38' AGL/39' MSL. Rod on building 664' from departure end of runway, 249' left of centerline, 23' AGL/24' MSL. Pole 1124' from departure end of runway, 635' left of centerline, 31' AGL/32' MSL. Multiple poles beginning 1358' from departure end of runway, 420' right of centerline, up to 46' AGL/47' MSL. Tree 2057' from departure end of runway, 881' left of centerline, 67' AGL/68' MSL. Multiple trees beginning 2604' from departure end of runway, 622' right of centerline, up to 85' AGL/86' MSL. Ship 4166' from departure end of runway, on centerline, 152' AGL/153' MSL. **Rwy 24,** obstruction light 2973' from departure end of runway, 415' left of centerline, 89' AGL/89' MSL. **Rwy 28,** tree 1265' from departure end of runway, 748' left of centerline, 58' AGL/59' MSL. Multiple trees beginning 1541' from departure end of runway, 550' right of centerline, up to 65' AGL/66' MSL.

NEW ORLEANS NAS JRB(ALVIN CALLENDER FLD) (KNBG)

NEW ORLEANS, LA. 09239

DEPARTURE PROCEDURE: **Rwy 4,** Diverse departures authorized 044° CW 224°. Right turn to departure heading only. **Rwy 22,** Diverse departures authorized 044° CW 314°. **Rwy 32,** Diverse departures authorized 140° CW 320° left turn to departure heading only.

TAKE-OFF OBSTACLES: **Rwy 4:** Building 304' from DER, 568' right of centerline, 39' AGL/38' MSL. **Rwy 14:** Trees 729' from DER, 246' right of centerline, 33' AGL/32' MSL. Crane 3808' from DER, 1061' right of centerline, 181' AGL/180' MSL. Mississippi River shipping channel, starting 6042' from DER, vessels up to 180' MSL. **Rwy 32:** Intercoastal waterway shipping channel, starting 5859' from DER, vessels up to 160' MSL. Crane 6091' from DER, 1317' right of centerline, 172' MSL.

NEW ROADS, LA

FALSE RIVER RGNL (HZR)

ORIG 08157 (FAA)

NOTE: **Rwy 36,** fence 97' from departure end of runway, 248' right of centerline, 5' AGL/44' MSL. Pole 1263' from departure end of runway, 215' left of centerline, 45' AGL/84' MSL. Trees beginning 1268' from departure end of runway, 127' right of centerline, up to 110' AGL/159' MSL. Trees beginning 2436' from departure end of runway, 26' left of centerline, up to 127' AGL/176' MSL. **Rwy 18,** road beginning 86' from departure end of runway, 398' right of centerline, up to 15' AGL/49' MSL. Fence 220' from departure end of runway, 362' right of centerline, 6' AGL/39' MSL.

OAKDALE, LA

ALLEN PARISH

NOTE: **Rwy 18,** trees 400' from departure end of runway, 260' left of centerline, 30' AGL/134' MSL. **Rwy 36,** trees 1300' from departure end of runway, on centerline, 50' AGL/159' MSL.

OKOLONA, MS

OKOLONA MUNI-RICHARD STOVALL FIELD

DEPARTURE PROCEDURE: **Rwys 18, 36,** climb runway heading to 800 before turning westbound.

OLIVE BRANCH, MS

OLIVE BRANCH

TAKE-OFF MINIMUMS: **Rwy 18,** 400-1 or std. with a min. climb of 350' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 800 before turning east.

OPELOUSAS, LA

ST. LANDRY PARISH-AHART FIELD

TAKE-OFF MINIMUMS: **Rwy 18,** 200-1 or std. with a min. climb of 236' per NM to 400.

NOTE: **Rwy 18,** tower 6060' from departure end of runway, 896' left of centerline, 209' AGL/270' MSL.

OXFORD, MS

UNIVERSITY-OXFORD

TAKE-OFF MINIMUMS: **Rwy 9,** 300-1 or std. with a min. climb of 400' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 9,** climb runway heading to 900 before turning.

PASCAGOULA, MS

TRENT LOTT INTL

TAKE-OFF MINIMUMS: **Rwy 17,** 200-1¼ or std. w/ min. climb of 226' per NM to 400, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to departure end of runway.

NOTE: **Rwy 17,** multiple trees beginning 1622' from departure end of runway, 46' left of centerline, up to 58' AGL/67' MSL. Tree 2298' from departure end of runway, 77' right of centerline, 71' AGL/80' MSL. Transmission tower 3912' from departure end of runway, 1412' left of centerline, 112' AGL/121' MSL. Obstruction light on sign 5396' from departure end of runway, 1137' right of centerline, 159' AGL/170' MSL. **Rwy 35,** tree 2998' from departure end of runway, 1163' right of centerline, 79' AGL/93' MSL.

PATTERSON, LA

HARRY P. WILLIAMS MEMORIAL

TAKE-OFF MINIMUMS: **CAUTION:** unmarked balloon and cable to 15000 in R-3807. **Rwy 6,** 290°/17.6 NM. **Rwy 24,** 287°/18.2 NM.

NOTE: **Rwy 24,** tree 1262' from departure end of runway, 452' right of centerline, 95' AGL/102' MSL.

PHILADELPHIA, MS

PHILADELPHIA MUNI (MPE)

AMDT 2 09295

NOTE: **Rwy 18,** trees beginning 35' from DER, 58' left of centerline and 276' right of centerline, up to 100' AGL/585' MSL. **Rwy 36,** trees beginning 184' from DER, 370' right of centerline, up to 75' AGL/494' MSL. Trees beginning 2500' from DER, 51' right of centerline 136' AGL/535' MSL.

PICAYUNE, MS

PICAYUNE MUNI (MJD)

ORIG 08269 (FAA)

DEPARTURE PROCEDURE: **Rwy 36,** climb heading 359° to 800 before proceeding on course.

NOTE: **Rwy 18,** trees and bushes beginning 76' from departure end of runway, 18' left of centerline, up to 20' AGL/69' MSL. Trees and bushes beginning 211' from departure end of runway, 182' right of centerline, up to 28' AGL/77' MSL. **Rwy 36,** pole, trees, and bushes beginning 969' from departure end of runway, 183' left of centerline, up to 94' AGL/144' MSL. Pole, bush, and trees beginning 63' from departure end of runway, 74' right of centerline, up to 97' AGL/143' MSL.

PRENTISS, MS

PRENTISS-JEFFERSON DAVIS COUNTY (M43)

ORIG 08269 (FAA)

NOTE: **Rwy 12,** poles and trees beginning 168' from departure end of runway, 256' left of centerline, up to 85' AGL/544' MSL. Trees beginning 231' from departure end of runway, 264' right of centerline, up to 72' AGL/511' MSL. **Rwy 30,** vehicle on road and trees beginning 91' from departure end of runway, 110' left of centerline, up to 64' AGL/513' MSL. Trees beginning 673' from departure end of runway, 360' right of centerline, up to 81' AGL/530' MSL.

RAYMOND, MS

JOHN BELL WILLIAMS (M16)

AMDT 3 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** std. with a min. climb of 240' per NM to 2600, or 2300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 12,** climb via heading 121° to 2600 before proceeding on course, or for climb in visual conditions, cross John Bell Williams airport at or above 2400 before proceeding on course. **Rwy 30,** climb via heading 301° to 2000 before proceeding on course.

NOTE: **Rwy 12,** trees beginning 226' from departure end of runway, 359' right of centerline, up to 100' AGL/359' MSL. Trees beginning 641' from departure end of runway, 432' left of centerline, up to 100' AGL/359' MSL. Trees left and right of centerline beginning 1259' from departure end of runway, up to 100' AGL/359' MSL. **Rwy 30,** pole 1523' from departure end of runway, 534' right of centerline, 57' AGL/287' MSL.

RAYVILLE, LA

JOHN H HOOKS JR MEMORIAL (M79)

ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 27,** NA-Environmental.

NOTE: **Rwy 18,** building 104' from DER, 364' right of centerline, 22' AGL/101' MSL. Trees beginning 442' from DER, 230' left of centerline, up to 100' AGL/174' MSL. Trees beginning 1874' from DER, 972' right of centerline, up to 100' AGL/146' MSL. **Rwy 36,** trees beginning 20' from DER, 328' right of centerline, up to 100' AGL/156' MSL. Trees beginning 900' from DER, 300' left of centerline, up to 100' AGL/156' MSL. Trees beginning 1973' from DER, from left to right of centerline, up to 100' AGL/178' MSL.

RESERVE, LA

ST JOHN THE BAPTIST PARISH (1L0)

ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 300-1¾ or std. w/ min. climb of 230' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 170° to 1400 before turning right.

NOTE: **Rwy 17,** Tower 2012' from DER, 648' right of centerline, 115' AGL/124' MSL. Tower 2116' from DER, 783' right of centerline, 104' AGL/115' MSL. Elevator 1.5 NM from DER, 117' right of centerline, 250' AGL/265' MSL. **Rwy 35,** trees beginning 1' from DER, 401' left of centerline, up to 100' AGL/104' MSL. Trees beginning 1503' from DER, 705' left of centerline, up to 88' AGL/92' MSL. Trees beginning 1' from DER, 404' right of centerline, up to 100' AGL/104' MSL. Trees beginning 194' from DER, 62' right of centerline, up to 87' AGL/91' MSL.

RIPLEY, MS

RIPLEY

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1¾ or std. w/ min. climb of 233' per NM to 800, or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 21,** climb heading 213° to 1100 before turning left.

NOTE: **Rwy 3,** multiple trees beginning 774' from departure end of runway, 189' left of centerline, up to 100' AGL/569' MSL. Multiple trees beginning 1485' from departure end of runway, 331' left of centerline, up to 100' AGL/576' MSL. Multiple trees beginning 1.2 NM from departure end of runway, 1852' right of centerline, up to 100' AGL/689' MSL. Multiple trees beginning 1.2 NM from departure end of runway, 9' left of centerline, up to 100' AGL/669' MSL. Multiple trees beginning 1.4 NM from departure end of runway, 2100' right of centerline, up to 100' AGL/699' MSL. **Rwy 21,** multiple trees beginning 198' from departure end of runway, 189' left of centerline, up to 100' AGL/519' MSL. Multiple trees beginning 333' from departure end of runway, 307' right of centerline, up to 100' AGL/519' MSL.

SHREVEPORT, LA

SHREVEPORT DOWNTOWN

DEPARTURE PROCEDURE: **Rwys 5,14,23**, maintain runway heading until 600 prior to turning.

SHREVEPORT RGNL

TAKE-OFF MINIMUMS: **Rwy 5,** std. w/ a min. climb of 233' per NM to 900 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5,** for climb in visual conditions cross Shreveport Rgnl Airport at or above 1000 before proceeding on course.

NOTE: **Rwy 5,** multiple trees beginning 1711' from departure end of runway, 435' right of centerline, up to 80' AGL/299' MSL. Tree 1985' from departure end of runway, 475' left of centerline, 60' AGL/279' MSL. **Rwy 23,** terrain 110' from departure end of runway, 471' right of centerline, 240' MSL. Multiple trees beginning 3685' from departure end of runway, 319' right of centerline, up to 80' AGL/344' MSL. Multiple trees beginning 2123' from departure end of runway, 187' left of centerline, up to 97' AGL/357' MSL. **Rwy 14,** multiple poles, antennas, and trees beginning 458' from departure end of runway, 205' right of centerline, up to 32' AGL/254' MSL. Multiple poles, trees, and railroad beginning 886' from departure end of runway, 9' left of centerline, up to 100' AGL/346' MSL.

STARKVILLE, MS

GEORGE M. BRYAN

NOTE: **Rwy 18,** multiple trees beginning 52' from departure end of runway,395' right of centerline up to 79' AGL/378' MSL. Trees 1037' from departure end of runway, 463' left of centerline, 45' AGL/365' MSL. Tower 5406' from departure end of runway, 402' left of centerline, 165' AGL/464' MSL. **Rwy 36,** windsock and trees beginning 24' from departure end of runway, 340' right of centerline up to 110' AGL/429' MSL. Trees 170' from departure end of runway, 323' left of centerline, 67' AGL/376' MSL.

STARKVILLE, MS (CON'T)

OKITIBBEHA (M51)

ORIG 09267 (FAA)

NOTE: **Rwy 13,** trees 117' from DER, 199' right of centerline, up to 100' AGL/359' MSL. Trees 207' from DER, 103' left of centerline, up to 100' AGL/359' MSL. Vehicle on road 28' from DER, on centerline, 15' AGL/265' MSL. **Rwy 18,** trees beginning 76' from DER, left and right of centerline, up to 100' AGL/379' MSL. **Rwy 31,** trees beginning 123' from DER, 372' left of centerline, up to 100' AGL/369' MSL. Trees beginning 378' from DER, right and left of centerline, up to 100' AGL/369' MSL.

Rwy 36, trees beginning 242' from DER, 466' right of centerline, up to 100' AGL/359' MSL. Trees beginning 1190' from DER, left and right of centerline, up to 100' AGL/349' MSL.

SULPHUR, LA

SOUTHLAND FIELD (UXL)

ORIG 09071 (FAA)

NOTE: **Rwy 15,** numerous trees and poles beginning 200' from DER, left and right of centerline, up to 63' AGL/72' MSL. Tree 862' from DER, 494' right of centerline, 100' AGL/114' MSL. **Rwy 33,** numerous trees and poles beginning 64' from DER, left and right of centerline, up to 38' AGL/47' MSL. Tree 1849' from DER, 647' left of centerline, 100' AGL/114' MSL.

TALLULAH, LA

VICKSBURG TALLULAH RGNL

NOTE: **Rwys 18, 36** cross departure end of runway at or above 35' AGL/121' MSL. **Rwy 18,** tree 1610' from departure end of runway, 922' left of centerline, 120' AGL/203' MSL.

TUNICA, MS

TUNICA MUNI (UTA)

AMDT 1 09267 (FAA)

NOTE: **Rwy 17,** trees beginning 523' from DER, 365' left of centerline, 100' AGL/294' MSL, trees beginning 913' from DER, 183' right of centerline, 100' AGL/294' MSL. **Rwy 35,** trees beginning 1211' from DER, 803' right of centerline, 79' AGL/267' MSL.

VICKSBURG, MS

VICKSBURG MUNI

TAKE-OFF MINIMUMS: **Rwy 1,** 600-2¾ or std. w/ min. climb of 354' per NM to 900. **Rwy 19,** 300-2 or std. w/ a min. climb of 224' per NM to 500, or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway.

NOTE: **Rwy 1,** trees beginning 1032' from departure end of runway, 316' left of centerline, up to 100' AGL/199' MSL. Stack 2.21 NM from departure end of runway, 2838' left of centerline, 594' AGL/699' MSL. Trees beginning 6387' from departure end of runway, 2174' right of centerline, up to 100' AGL/319' MSL. **Rwy 19,** tower 1.6 NM from departure end of runway, 2749' right of centerline, 108' AGL/366' MSL.

VIVIAN, LA

VIVIAN (3F4)

AMDT 2 09099 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 200-1¼ or std. w/ min. climb of 303' per NM to 600. **Rwy 27,** 300-2 or std. w/ min. climb of 203' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 088° to 1900 before turning left. **Rwy 27,** climb heading 268° to 1900 before turning right.

NOTE: **Rwy 9,** tower 2476' from DER, 803' left of centerline, 100' AGL/360' MSL. Tank 1 NM from DER, 375' left of centerline, 162' AGL/432' MSL. Vehicle and road, crossing southwest to northeast beginning 1271' from DER, 645' right of centerline, 15' AGL/294' MSL. **Rwy 27,** vehicle and road 204' from DER, 495' right of centerline, 15' AGL/274' MSL.

WEST POINT, MS

MCCHAREN FIELD

TAKE-OFF MINIMUMS: **Rwy 36,** 400-1 ¾ or std. with a min. climb of 360' per NM to 800.

NOTE: **Rwy 18,** numerous trees beginning 1' from departure end of runway, 250' left of centerline, up to 100' AGL/309' MSL. Terrain beginning 146' from departure end of runway, 22' left of centerline, up to 207' MSL. Fence 200' from departure end of runway, on centerline, up to 4' AGL/213' MSL. Terrain 151' from departure end of runway, 232' right of centerline, 207' MSL. Numerous trees beginning 913' from departure end of runway, 744' right of centerline, up to 100' AGL/279' MSL. Vehicle on road 268' from departure end of runway, on centerline, 10' AGL/219' MSL. **Rwy 36,** railroad track beginning 50' from departure end of runway, on centerline, 23'AGL/232'MSL. Terrain 243' from departure end of runway, 262' left of centerline, 214'MSL. Numerous trees beginning 1287' from departure end of runway, 299' left of centerline, up to 100' AGL/349' MSL. Tree 2016' from departure end of runway, 138' right of centerline, 100' AGL/319' MSL. Tower 1.4 NM from departure end of runway, 1398' right of centerline, 348' AGL/587' MSL. Tower 1.5 NM from departure end of runway, 1365' right of centerline, 305' AGL/547' MSL.

WINNFIELD, LA

DAVID G. JOYCE (0R5)

ORIG 09351 (FAA)

NOTE: **Rwy 9,** trees beginning 202' from DER, 330' right of centerline, 100' AGL/219' MSL, trees beginning 187' from DER, 256' left of centerline, 100' AGL/219' MSL. **Rwy 27,** trees beginning 192' from DER, 426' right of centerline, 100' AGL/259' MSL, trees beginning 3440' from DER, 1392' left of centerline, 100' AGL/289' MSL.

WINONA, MS

WINONA-MONTGOMERY COUNTY (ONA)
ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21,** 400-2¾ or std. w/ min. climb of 215' per NM to 900. Alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 3,** Climb heading 030° to 1000 before turning west.

NOTE: **Rwy 21,** Tower 2.1 NM from departure end of runway, 2789' right of centerline, 350' AGL/703' MSL.

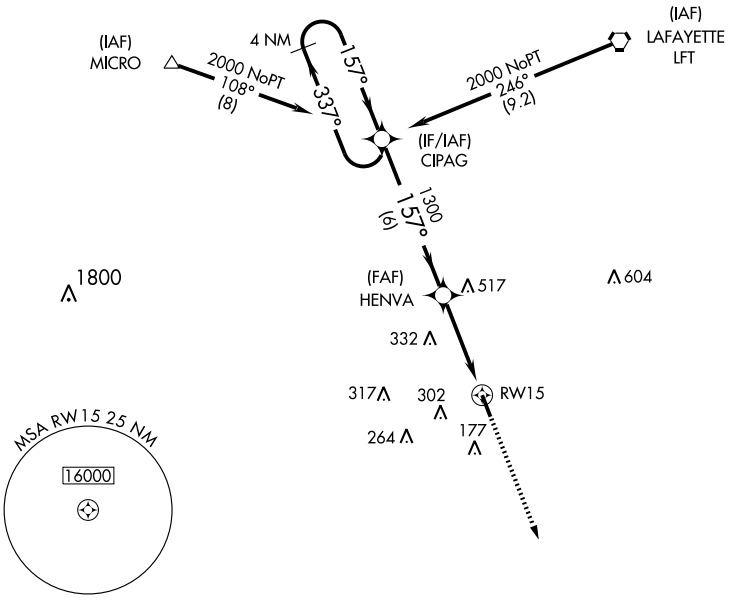
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	Apt Elev	15

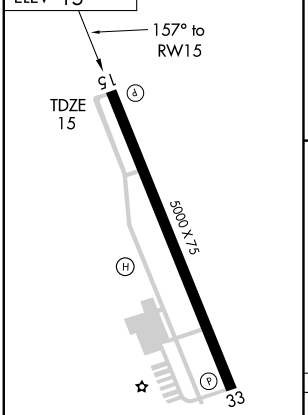
RNAV (GPS) RWY 15

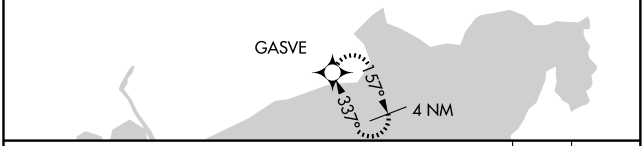
ABBEVILLE CHRIS CRUSTA MEMORIAL (ØR3)

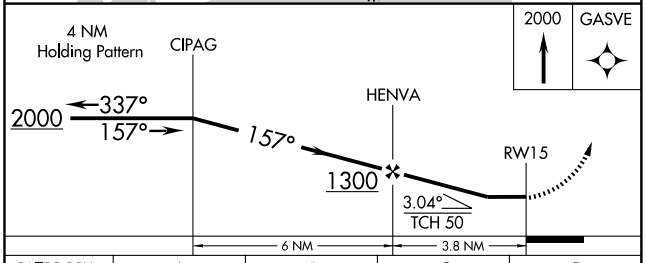
⚠ NA — DME/DME RNP-0.3 NA. Use Lafayette Rgnl altimeter setting. If not received, use Acadiana Rgnl altimeter setting.	MISSED APPROACH: Climb to 2000 direct GASVE and hold.

AWOS-3	LAFAYETTE APP CON ★	GCO	UNICOM
118.875	121.1 268.7	135.075	122.8 (CTAF) Ⓛ









CATEGORY	A	B	C	D
LNAV MDA	640-1	625 (700-1)	640-1¾ 625 (700-1¾)	NA
CIRCLING	640-1	625 (700-1)	640-1¾ 625 (700-1¾)	NA

MIRL Rwy 15-33 Ⓛ
REIL Rwys 15 and 33 Ⓛ

SC-4, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5000
337°	TDZE	15
	Apt Elev	15

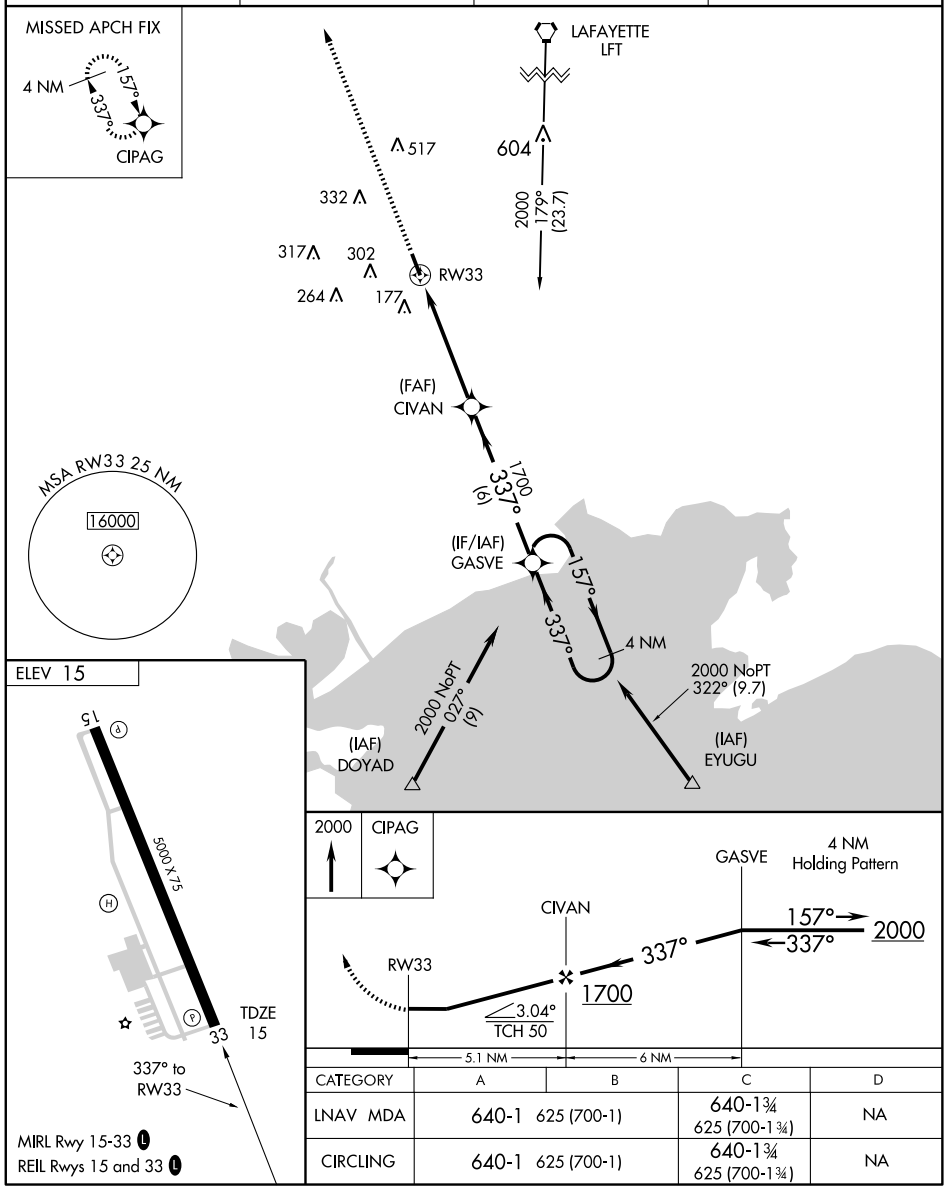
RNAV (GPS) RWY 33

ABBEVILLE CHRIS CRUSTA MEMORIAL (ØR3)

NA — DME/DME RNP-0.3 NA. Use Lafayette Rgnl altimeter setting. If not received, use Acadiana Rgnl altimeter setting.

MISSED APPROACH: Climb to 2000 direct CIPAG and hold.

AWOS-3	LAFAYETTE APP CON *	GCO	UNICOM
118.875	121.1 268.7	135.075	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	640-1	625 (700-1)	640-1¾ 625 (700-1¾)	NA
CIRCLING	640-1	625 (700-1)	640-1¾ 625 (700-1¾)	NA

SC-4, 08 APR 2010 to 06 MAY 2010

VORTAC LFT	APP CRS	Rwy Idg	N/A
109.8	197°	TDZE	N/A
Chan 35		Apt Elev	15

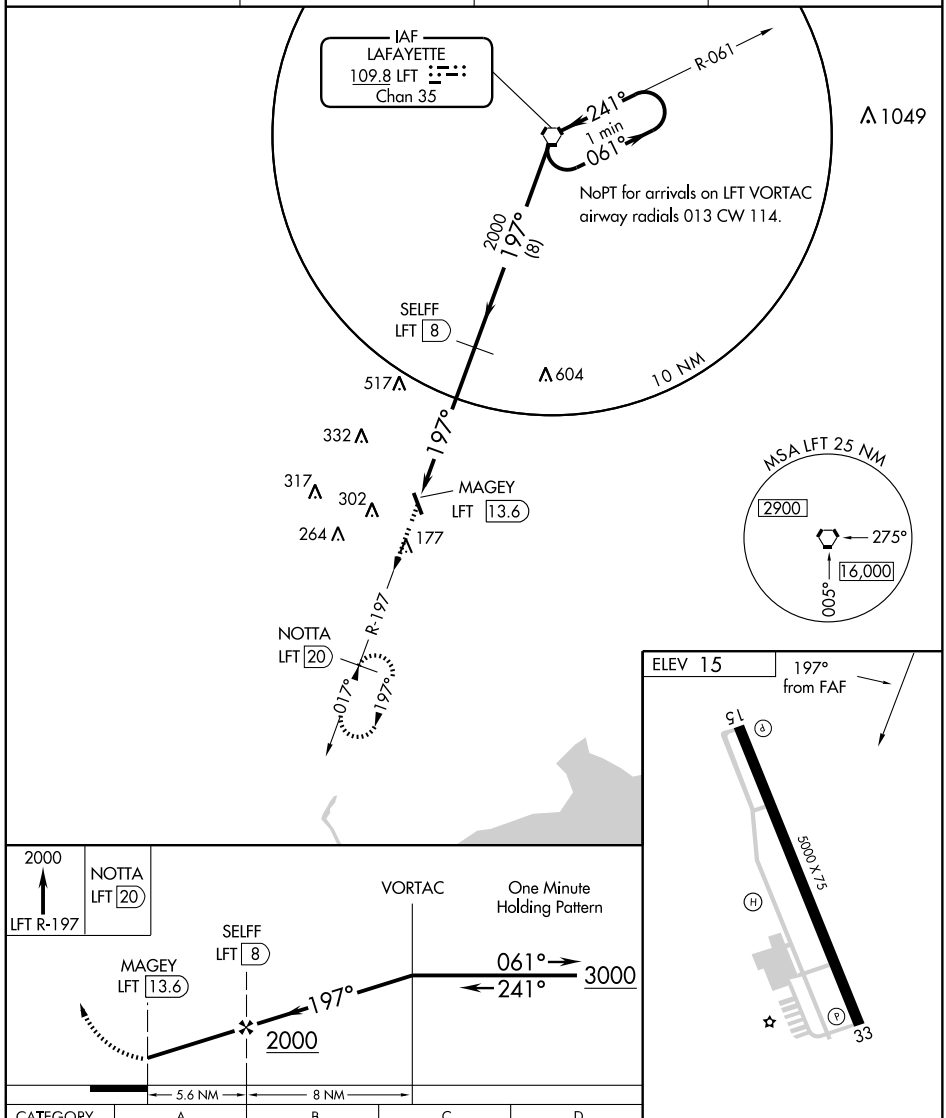
VOR/DME-A

ABBEVILLE CHRIS CRUSTA MEMORIAL (ØR3)

NA — Use Lafayette Rgnl altimeter setting; if not received, use Acadiana Rgnl altimeter setting.

MISSED APPROACH: Climb to 2000 via LFT R-197 to NOTTA/ LFT 20 DME and hold.

AWOS-3	LAFAYETTE APP CON ★	GCO	UNICOM
118.875	121.1 268.7	135.075	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	640-1	625 (700-1)	640-1¾ 625 (700-1¾)	NA

MIRL Rwy 15-33 L
REIL Rwys 15 and 33 L

SC-4, 08 APR 2010 to 06 MAY 2010

VORTAC LFT	APP CRS	Rwy Idg	N/A
109.8	017°	TDZE	N/A
Chan 35		Apt Elev	15

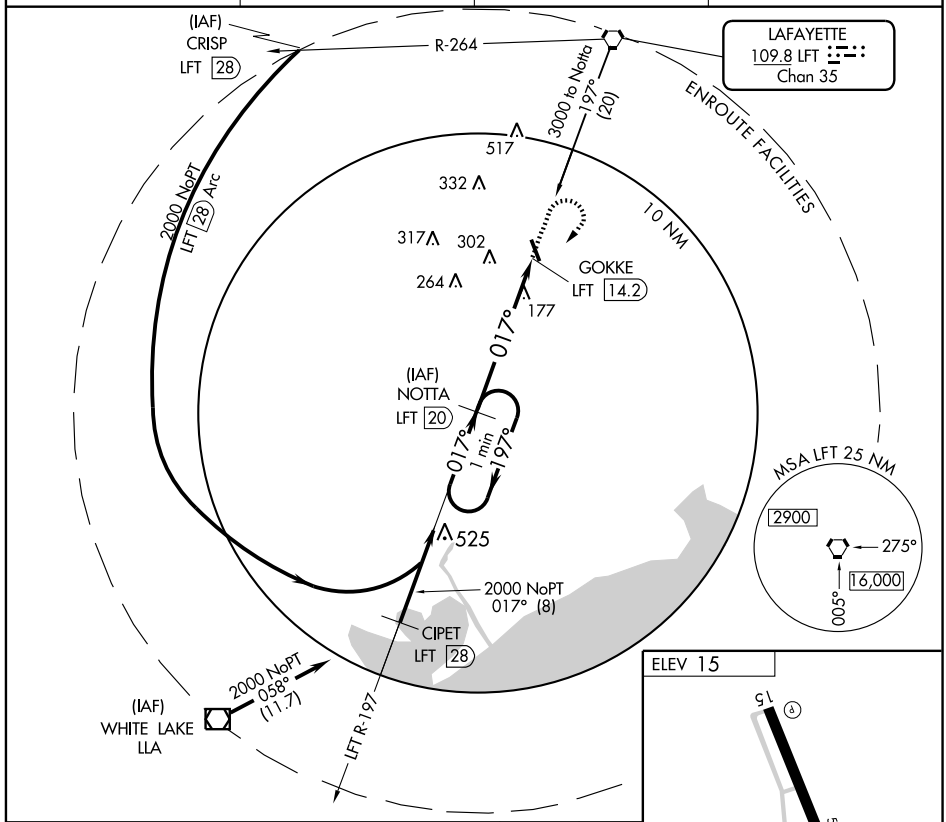
VOR/DME-B

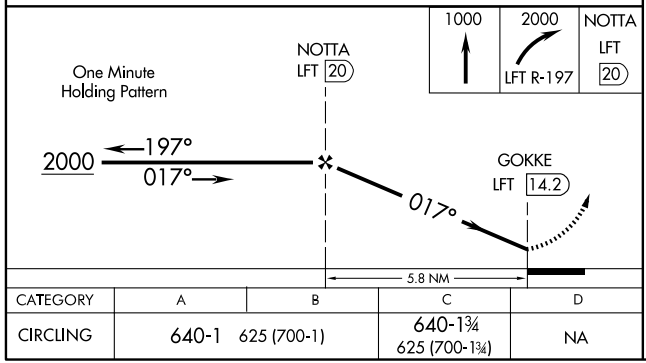
ABBEVILLE CHRIS CRUSTA MEMORIAL (ØR3)

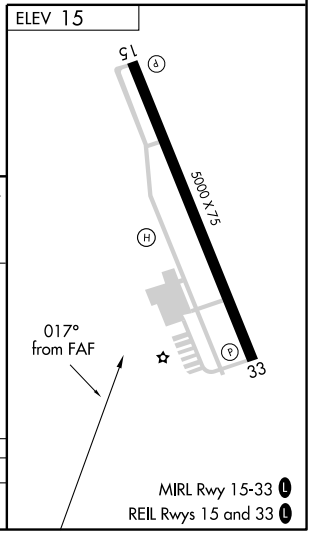
⚠ NA Use Lafayette Rgnl altimeter setting; if not received, use Acadiana Rgnl altimeter setting.

MISSED APPROACH: Climb to 1000, then climbing right turn to 2000 via LFT R-197 to NOTTA/LFT 20 DME and hold.

AWOS-3	LAFAYETTE APP CON ★	GCO	UNICOM
118.875	121.1 268.7	135.075	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	640-1 625 (700-1)		640-1¾ 625 (700-1¾)	NA

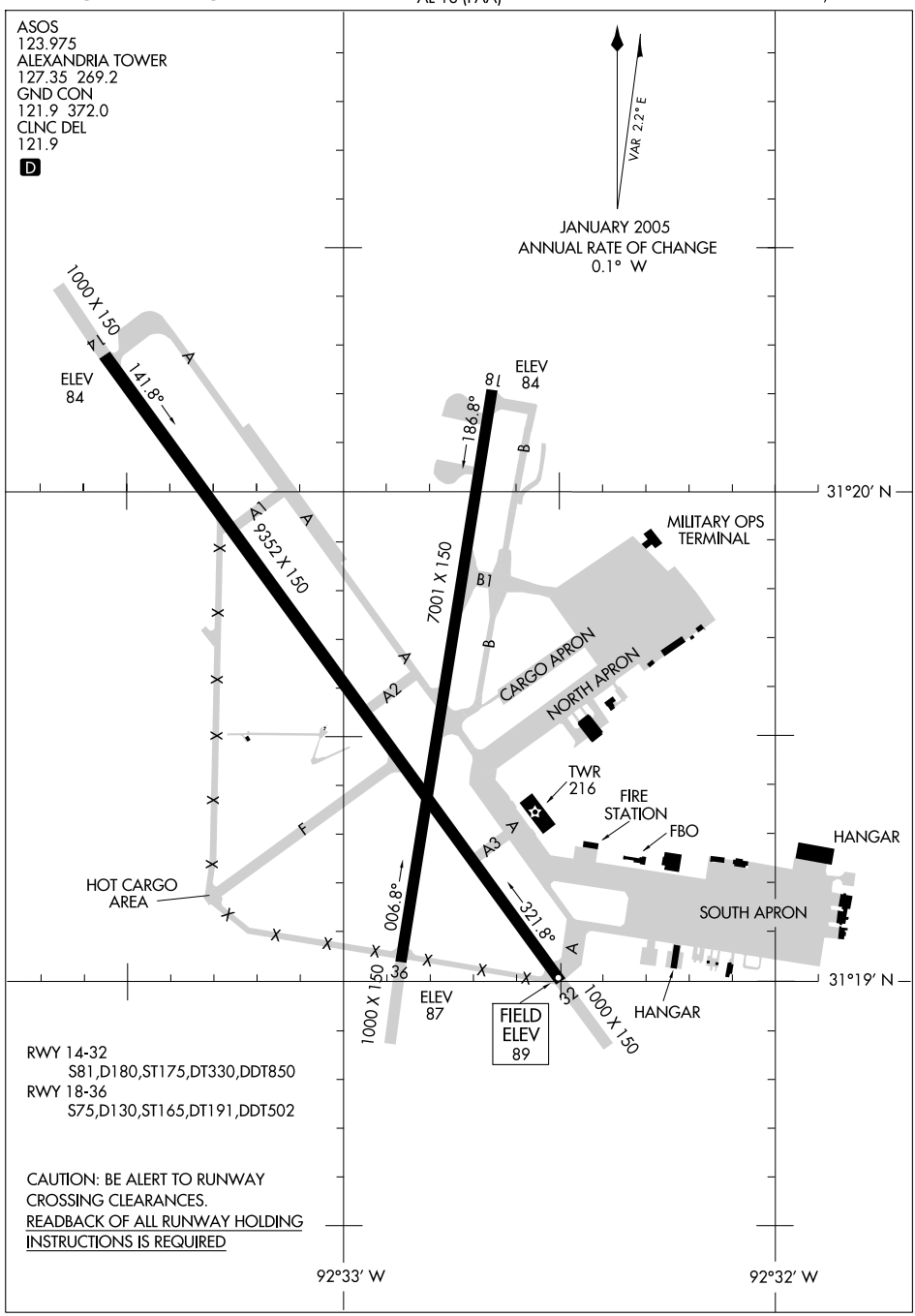
MIRL Rwy 15-33 L
REIL Rwys 15 and 33 L

AIRPORT DIAGRAM

AL-13 (FAA)

ALEXANDRIA INTL (AEX)

ALEXANDRIA, LOUISIANA



RWY 14-32
S81,D180,ST175,DT330,DDT850
RWY 18-36
S75,D130,ST165,DT191,DDT502

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED

SC-4, 08 APR 2010 to 06 MAY 2010

LOC I-ERJ	APP CRS	Rwy Idg	9352
110.1	141°	TDZE	85
		Apt Elev	89

ILS or LOC/DME RWY 14

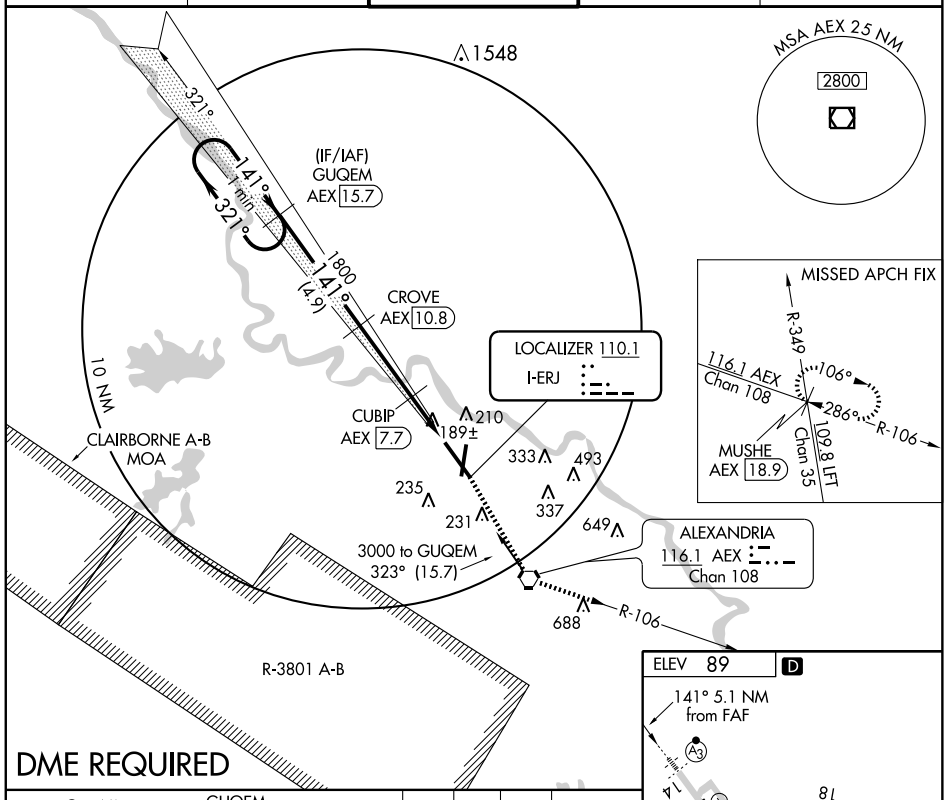
ALEXANDRIA INTL (AEX)

DME from AEX VORTAC. Simultaneous reception of I-ERJ and AEX DME required. When R-3801 B active, Radar and DME required.

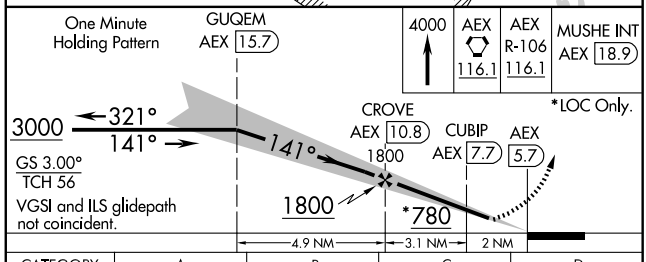
SSALR

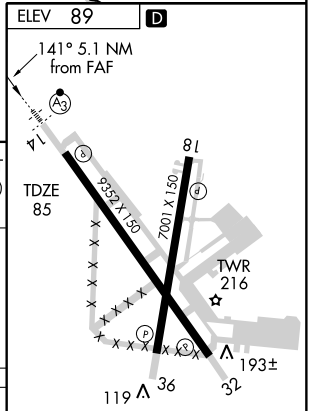
MISSED APPROACH: Climb to 4000 direct AEX VORTAC and via AEX VORTAC R-106 to MUSHE INT/18.9 DME and hold.

ASOS	POLK APP CON	ALEXANDRIA TOWER	GND CON	CLNC DEL
123.975	125.4 302.2	127.35 (CTAF) 269.2	121.9 372.0	121.9



DME REQUIRED





CATEGORY	A	B	C	D
S-ILS 14		285/24	200 (200-½)	
S-LOC 14		460/24 375 (400-½)		460/40 375 (400-¾)
CIRCLING	540-1 451 (500-1)	560-1 471 (500-1)	560-1½ 471 (500-1½)	640-2 551 (600-2)

REIL Rwys 18, 32 and 36
HIRL Rwys 18-36 and 14-32

SC-4, 08 APR 2010 to 06 MAY 2010

WAAS CH 56417 W14A	APP CRS 141°	Rwy Idg 9352 TDZE 85 Apt Elev 89

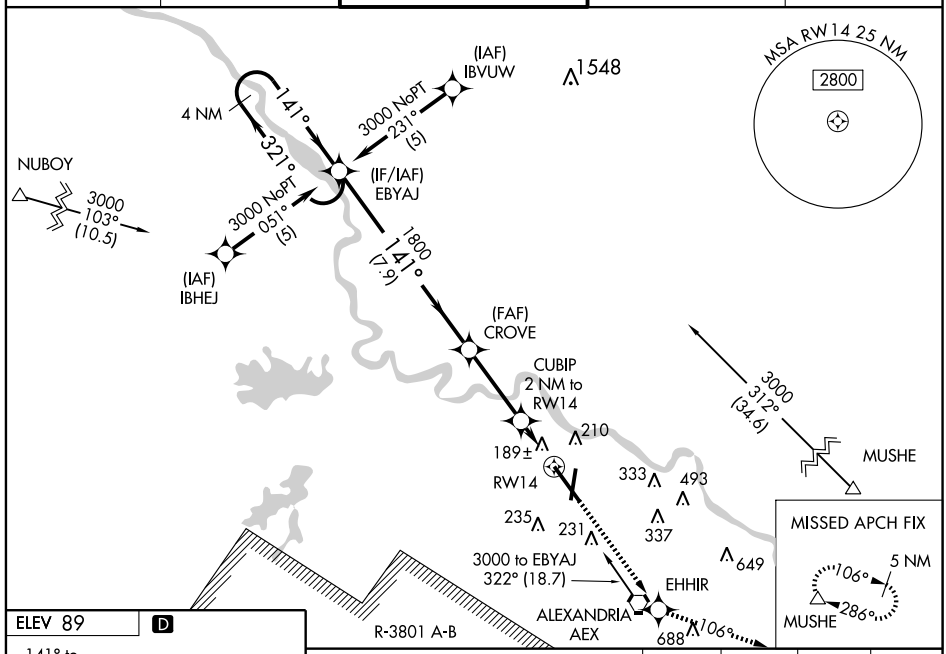
RNAV (GPS) RWY 14
ALEXANDRIA INTL (AEX)

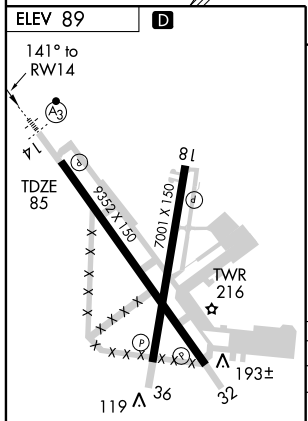
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). For inoperative SSALR increase LNAV Cat D visibility to RVR 6000. Radar required when R-3801 A-B in use.

SSALR

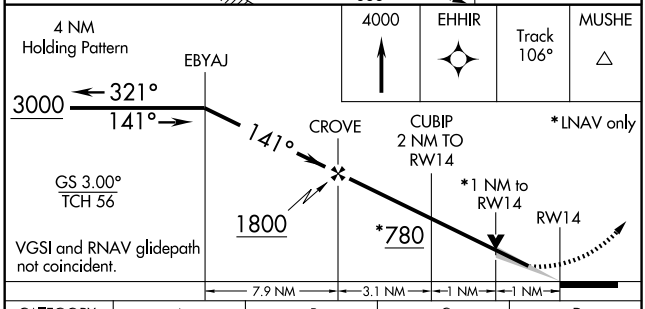
MISSED APPROACH: Climb to 4000 direct EHHIR and via track 106° to MUSHE and hold.

ASOS	POLK APP CON	ALEXANDRIA TOWER	GND CON	CLNC DEL
123.975	125.4 302.2	127.35 (CTAF) 269.2	121.9 372.0	121.9





REIL Rwys 18, 32 and 36
HIRL Rwys 18-36 and 14-32



CATEGORY	A	B	C	D
LPV DA	285/24	200 (200-½)		
LNAV/ VNAV DA	488/50	403 (400-1)		
LNAV MDA	480/24	395 (400-½)		480/50 395 (400-1)
CIRCLING	540-1 451 (500-1)	560-1 471 (500-1)	560-1½ 471 (500-1½)	640-2 551 (600-2)

SC-4, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	7001
CH 61200	186°	TDZE	84
W18A		Apt Elev	89

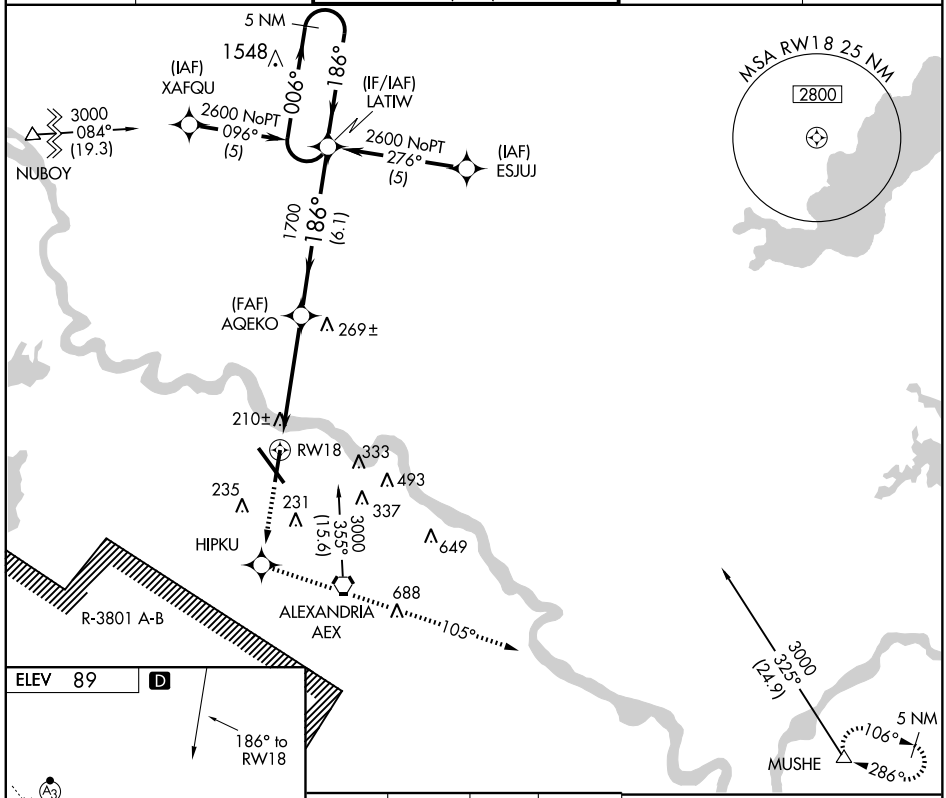
RNAV (GPS) RWY 18

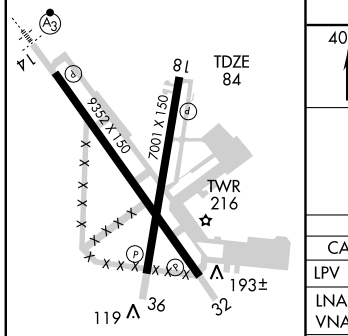
ALEXANDRIA INTL (AEX)

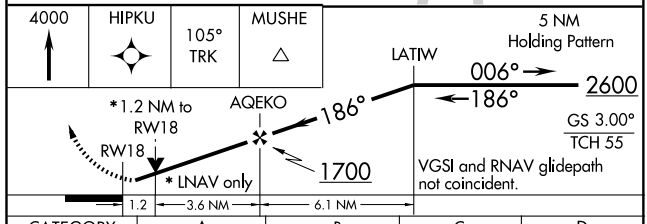
DME/DME RNP-0.3 NA. Radar required when R-3801 A-B in use. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct HIPKU and via 105° track to MUSHE and hold.

ASOS	POLK APP CON	ALEXANDRIA TOWER	GND CON	CLNC DEL
123.975	125.4 302.2	127.35 (CTAF) 269.2	121.9 372.0	121.9







CATEGORY	A	B	C	D
LPV DA	395-1 311 (400-1)			
LNAV/VNAV DA	539-1½ 455 (500-1½)			
LNAV MDA	520-1 436 (500-1)		520-1¼ 436 (500-1¼)	520-1½ 436 (500-1½)
CIRCLING	540-1½ 451 (500-1½)	560-1½ 471 (500-1½)		640-2 551 (600-2)

SC-4, 08 APR 2010 to 06 MAY 2010

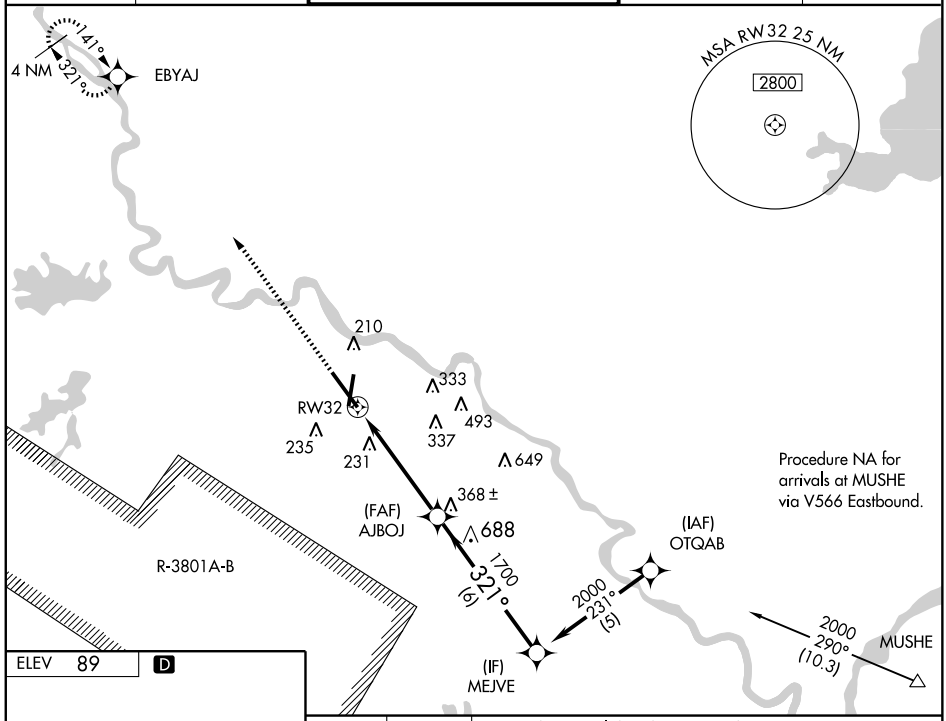
WAAS	APP CRS	Rwy Idg	9352
CH 50110	321°	TDZE	89
W32A		Apt Elev	89

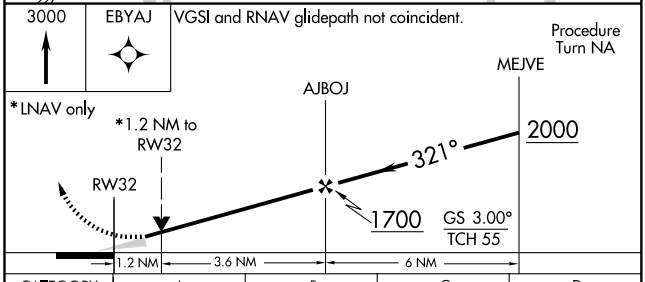
RNAV (GPS) RWY 32
ALEXANDRIA INTL (AEX)

DME/DME RNP-0.3 NA.
Baro-VNAV NA below -15°C (5°F)
When R-3801A-B active, RADAR required.

MISSED APPROACH: Climb to 3000 direct EBYAJ WP and hold.

ASOS	POLK APP CON	ALEXANDRIA TOWER	GND CON	CLNC DEL
123.975	125.4 302.2	127.35 (CTAF) 269.2	121.9 372.0	121.9





CATEGORY	A	B	C	D
LPV DA	340/50		251 (300-1)	
LNAV/VNAV DA	460/60		371 (400-1¼)	
LNAV MDA	520/50	431 (500-1)	520/60 431 (500-1¼)	520-1½ 431 (500-1½)
CIRCLING	540-1¼ 451 (500-1¼)	560-1¼ 471 (500-1¼)	560-1½ 471 (500-1½)	640-2 551 (600-2)

SC-4, 08 APR 2010 to 06 MAY 2010

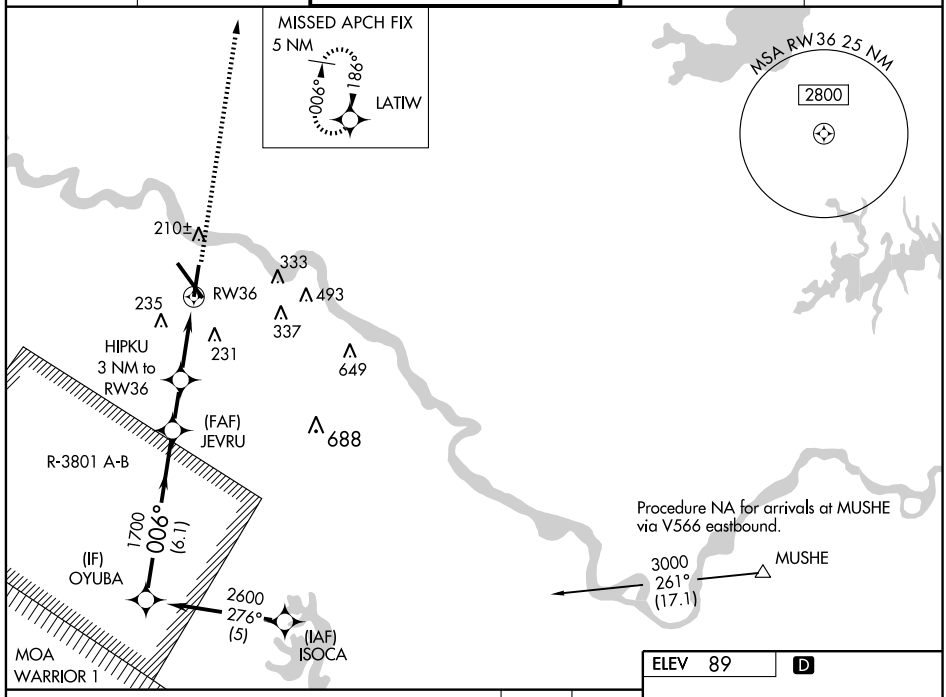
WAAS	APP CRS	Rwy Idg	7001
CH 58100	006°	TDZE	87
W36A		Apt Elev	89

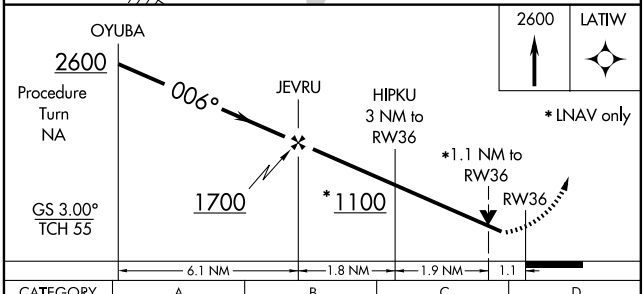
RNAV (GPS) RWY 36
ALEXANDRIA INTL (AEX)

DME/DME RNP-0.3 NA. When R-3801 A-B in use, procedure NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). Visibility reduction by helicopters NA.

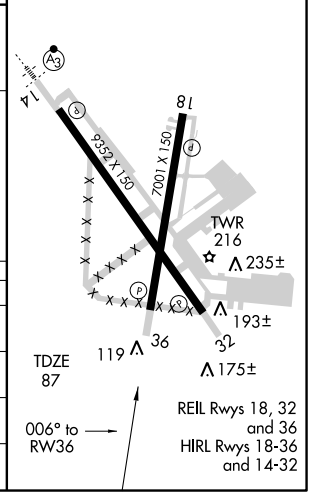
MISSED APPROACH: Climb to 2600 direct LATIW and hold.

ASOS	POLK APP CON	ALEXANDRIA TOWER	GND CON	CLNC DEL
123.975	125.4 302.2	127.35 (CTAF) 269.2	121.9 372.0	121.9





CATEGORY	A	B	C	D
LPV DA	391-1 304 (400-1)			
LNAV/VNAV DA	425-1¼ 338 (400-1¼)			
LNAV MDA	500-1 413 (500-1)		500-1¼ 413 (500-1¼)	
CIRCLING	540-1¼ 451 (500-1¼)	560-1¼ 471 (500-1¼)	560-1½ 471 (500-1½)	640-2 551 (600-2)



SC-4, 08 APR 2010 to 06 MAY 2010

VORTAC AEX 116.1 Chan 108	APP CRS 145°	Rwy Idg 9352 TDZE 85 Apt Elev 89

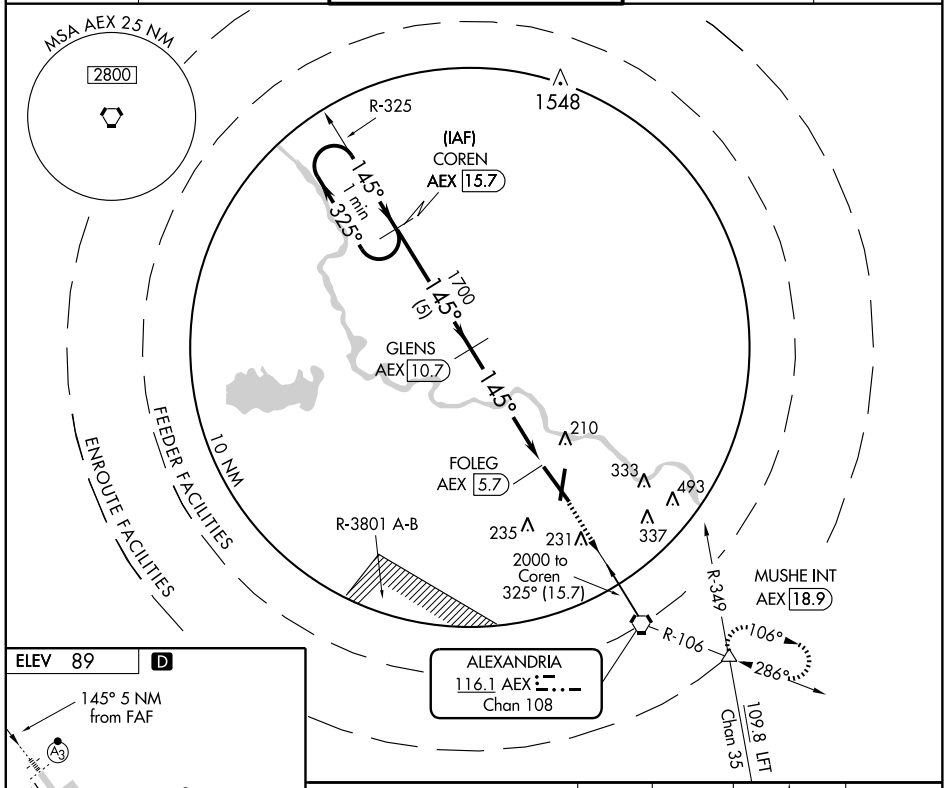
VOR/DME RWY 14
ALEXANDRIA INTL (AEX)

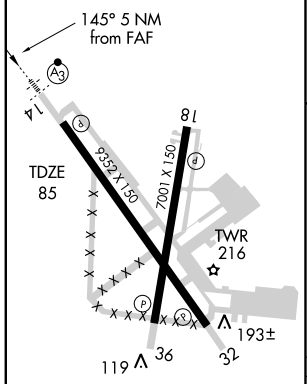
When R-3801B active, Radar Required. For inoperative SSALR increase S-14 Cat D visibility to 1¼.

SSALR

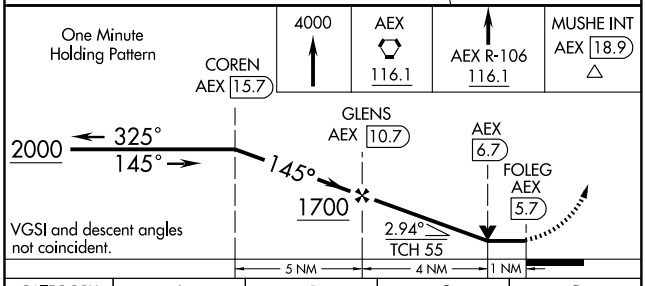
MISSED APPROACH: Climb to 4000 direct AEX Vortac, then via AEX R-106 to MUSHE Int and hold.

ASOS 123.975	POLK APP CON 125.4 302.2	ALEXANDRIA TOWER 127.35 (CTAF) 269.2	GND CON 121.9 372.0	CLNC DEL 123.975





REIL Rwys 18, 32 and 36
HIRL Rwys 18-36 and 14-32



CATEGORY	A	B	C	D
S-14	460-½ 375 (400-½)			460-1 375 (400-1)
CIRCLING	540-1 451 (500-1)	560-1 471 (500-1)	560-1½ 471 (500-1½)	640-2 551 (600-2)

SC-4, 08 APR 2010 to 06 MAY 2010

VORTAC AEX 116.1 Chan 108	APP CRS 327°	Rwy Idg 9352 TDZE 89 Apt Elev 89

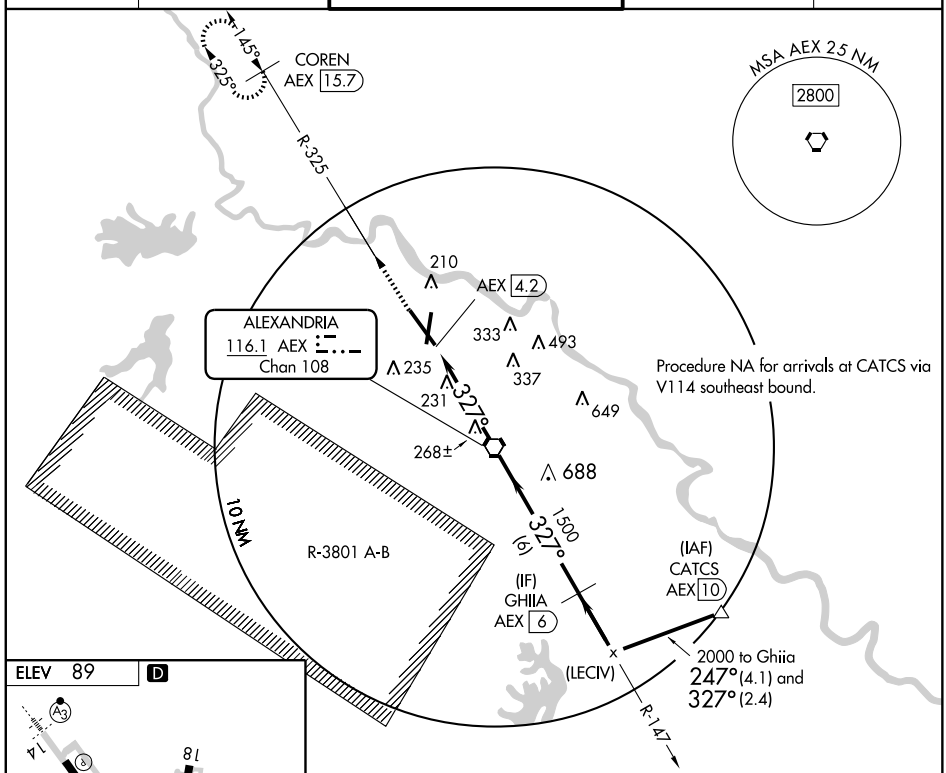
VOR/DME RWY 32

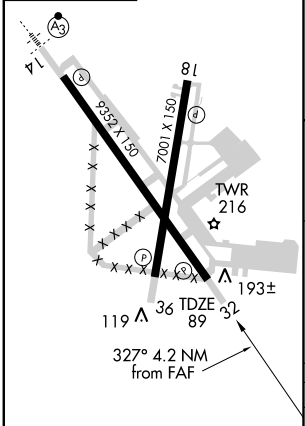
ALEXANDRIA INTL (AEX)

Radar required when R-3801 A-B in use.

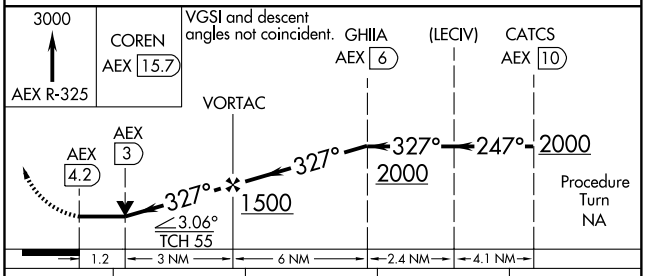
MISSED APPROACH: Climb to 3000 via AEX R-325 to COREN/AEX 15.7 DME and hold.

ASOS	POLK APP CON	ALEXANDRIA TOWER	GND CON	CLNC DEL
123.975	125.4 302.2	127.35 (CTAF) 269.2	121.9 372.0	121.9





REIL Rwys 18, 32 and 36
HIRL Rwys 18-36 and 14-32



CATEGORY	A	B	C	D
S-32	520/50 431 (500-1)		520/60 431 (500-1¼)	520-1½ 431 (500-1½)
CIRCLING	540-1 451 (500-1)	560-1 471 (500-1)	560-1½ 471 (500-1½)	640-2 551 (600-2)

SC-4, 08 APR 2010 to 06 MAY 2010

LOC I-ESF	APP CRS	Rwy Idg	5999
111.5	270°	TDZE	92
Chan 52		Apt Elev	112

ILS or LOC/DME RWY 27

ALEXANDRIA/ESLER RGNL (ESF)

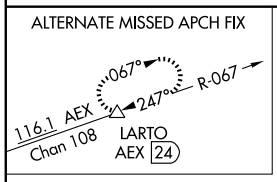
NA — When local altimeter setting not received, use Alexandria Intl altimeter setting and increase all DA 35 feet and all MDA 40 feet. VDP NA with Alexandria Intl altimeter setting. ADF Required.

MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct ANDRA LOM and hold.

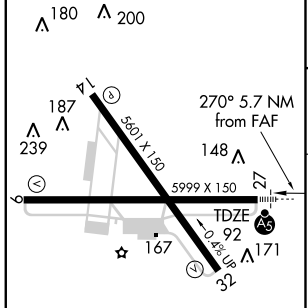
POLK APP CON	UNICOM
125.4 302.2	122.8 (CTAF) L

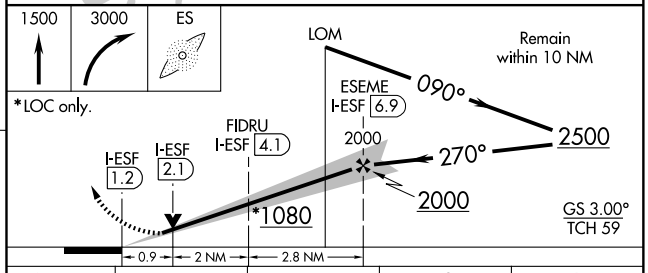
ALTERNATE MISSED APCH FIX



ADF REQUIRED

ELEV 112 D





CATEGORY	A	B	C	D
S-ILS 27	292-½ 200 (200-½)			
S-LOC 27	440-½ 348 (400-½)			440-¾ 348 (400-¾)
CIRCLING	600-1 488 (500-1)		600-1½ 488 (500-1½)	680-2 568 (600-2)

REIL Rwys 9, 14 and 32 L
MIRL Rwy 14-32 L
HIRL Rwy 9-27 L

SC-4, 08 APR 2010 to 06 MAY 2010

NDB RWY 27

ALEXANDRIA/ESLER RGNL (ESF)

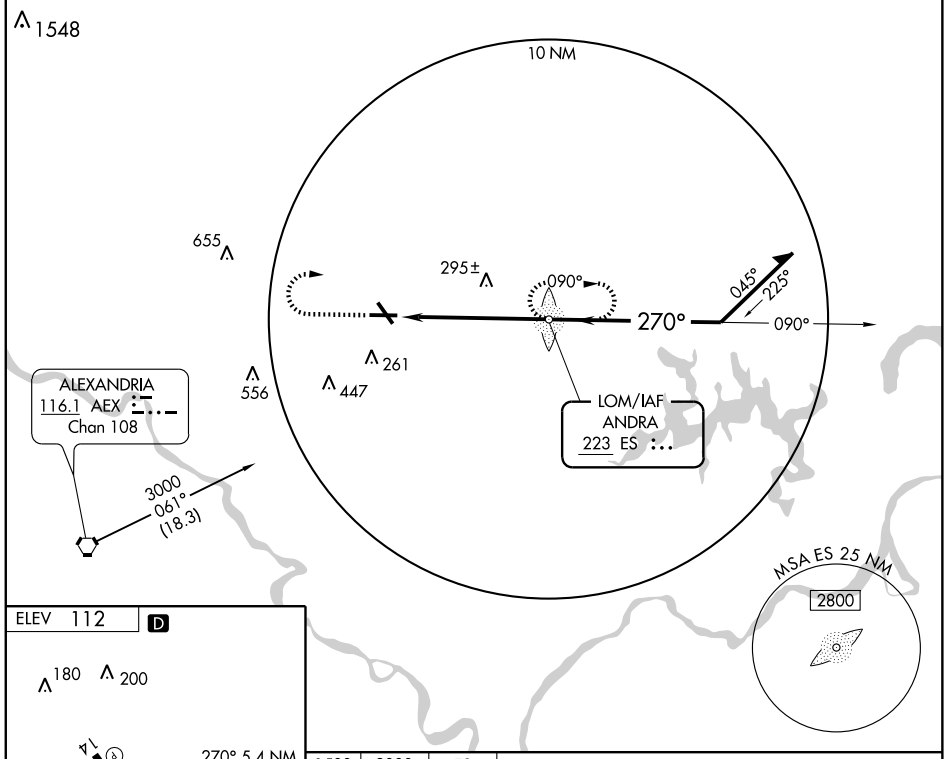
LOM ES	APP CRS	Rwy Idg	5999
223	270°	TDZE	92
		Apt Elev	112

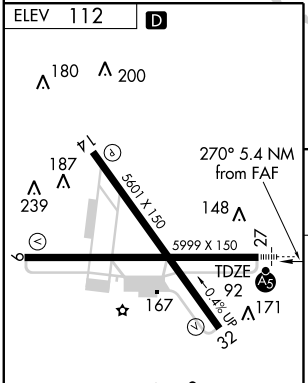
When local altimeter setting not received, use Alexandria Intl altimeter setting and increase all MDA 40 feet and S-27 Cat D visibility ¼ mile.

MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct ANDRA LOM and hold.

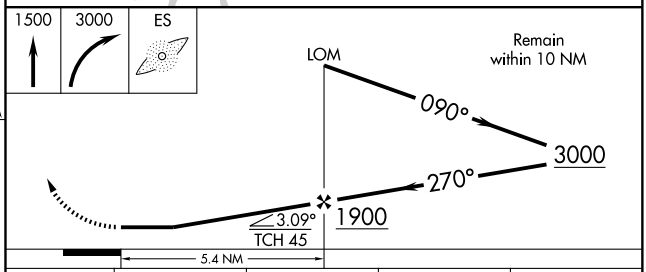
POLK APP CON	UNICOM
125.4 302.2	122.8 (CTAF) L





REIL Rwys 9, 14 and 32 L
MIRL Rwy 14-32 L
HIRL Rwy 9-27 L

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48



CATEGORY	A	B	C	D
S-27	600-¾	508 (500-¾)	600-1 508 (500-1)	600-1¼ 508 (500-1¼)
CIRCLING	600-1	488 (500-1)	600-1½ 488 (500-1½)	680-2 568 (600-2)

SC-4, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5999
CH 77617	090°	TDZE	96
W09A		Apt Elev	112

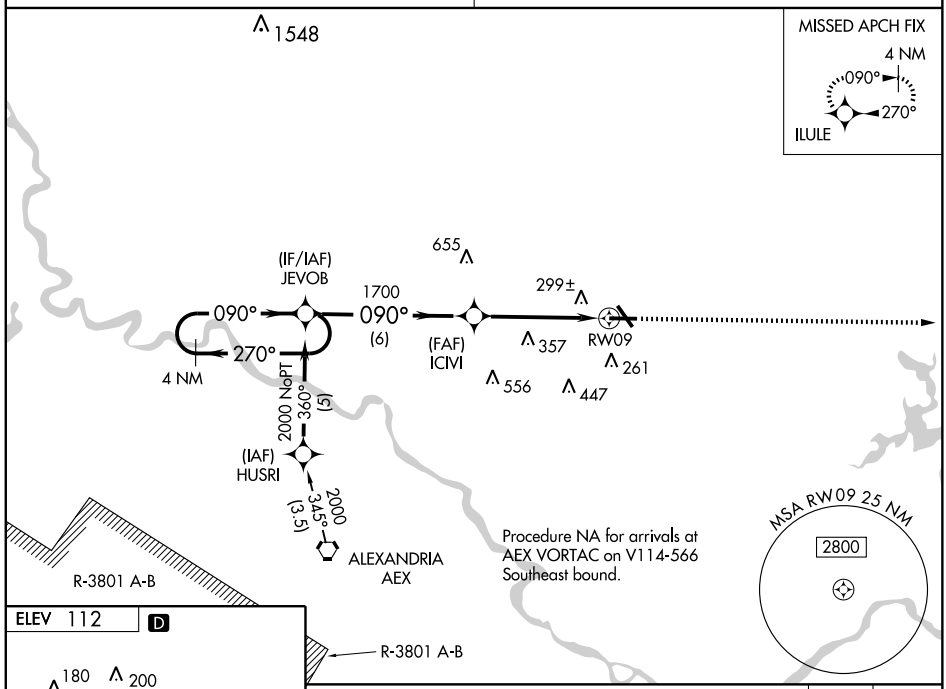
RNAV (GPS) RWY 9

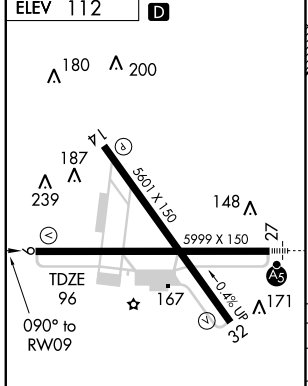
ALEXANDRIA/ESLER RGNL (ESF)

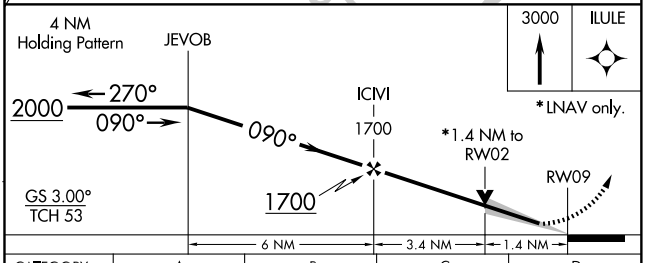
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Alexandria Intl altimeter setting and increase all DA 35 feet and all MDA 40 feet, increase LNAV/VNAV all Cats visibility ¼ mile, LNAV Cat C and D ¼ mile. Baro-VNAV NA when using Alexandria Intl altimeter setting. VDP NA with Alexandria Intl altimeter setting.

MISSED APPROACH: Climb to 3000 direct ILULE and hold.

POLK APP CON	UNICOM
125.4 302.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	296-¾	200 (200-¾)		
LNAV/VNAV DA	620-1¾	524 (600-1¾)		
LNAV MDA	580-1 484 (500-1)		580-1¼ 484 (500-1¼)	580-1½ 484 (500-1½)
CIRCLING	600-1 488 (500-1)		600-1½ 488 (500-1½)	680-2 568 (600-2)

REIL Rwys 9, 14 and 32 L
MIRL Rwy 14-32 L
HIRL Rwy 9-27 L

SC-4, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 27

ALEXANDRIA/ESLER RGNL (ESF)

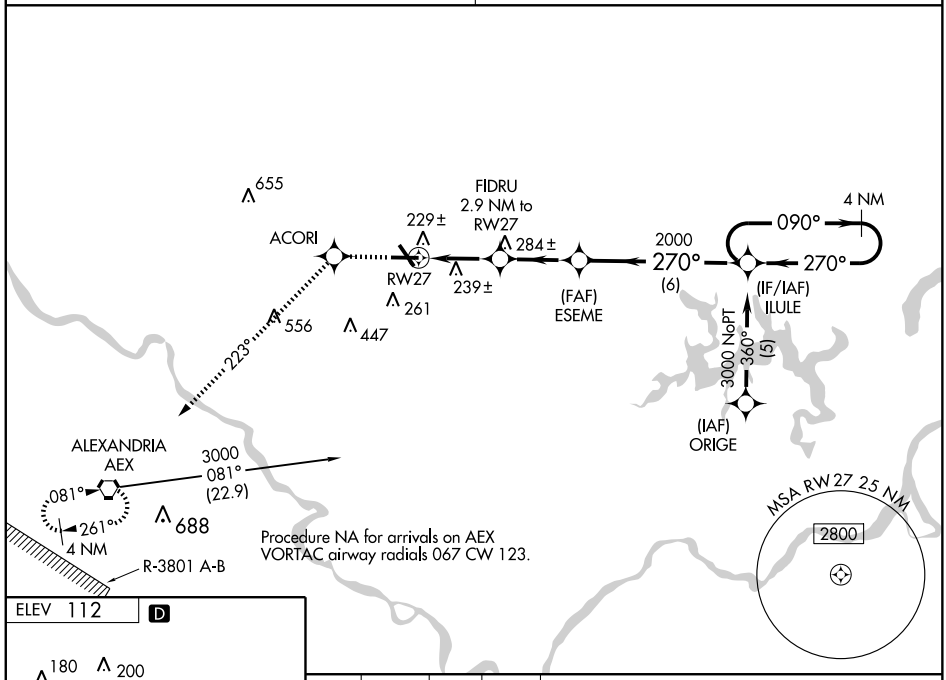
WAAS	APP CRS	Rwy Idg	5999
CH 61103	270°	TDZE	92
W27A		Apt Elev	112

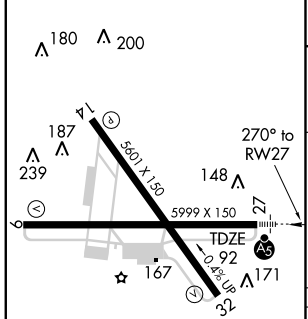
Baro-VNAV NA when using Alexandria Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F) DME/DME RNP-0.3 NA. VDP NA with Alexandria Intl altimeter setting. When local altimeter setting not received, use Alexandria Intl altimeter setting and increase all DA 35 feet and all MDA 40 feet. For inoperative MALSR increase LPV Cat D visibility to 1¼ .

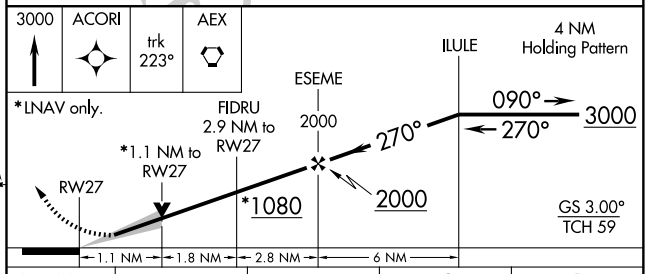
MALSR

MISSED APPROACH: Climb to 3000 direct ACORI and via track 223° to AEX VORTAC and hold.

POLK APP CON	UNICOM
125.4 302.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	292-½	200 (200-½)		
LNAV/VNAV DA	499-1	407 (400-1)		
LNAV MDA	500-½ 408 (400-½)		500-¾ 408 (400-¾)	500-1 408 (400-1)
CIRCLING	600-1 488 (500-1)		600-1½ 488 (500-1½)	680-2 568 (600-2)

REIL Rwys 9, 14 and 32 L
MIRL Rwy 14-32 L
HIRL Rwy 9-27 L

SC-4, 08 APR 2010 to 06 MAY 2010

NDB BQP 329	APP CRS 330°	Rwy Idg 4002 TDZE 167 Apt Elev 167

NDB RWY 34

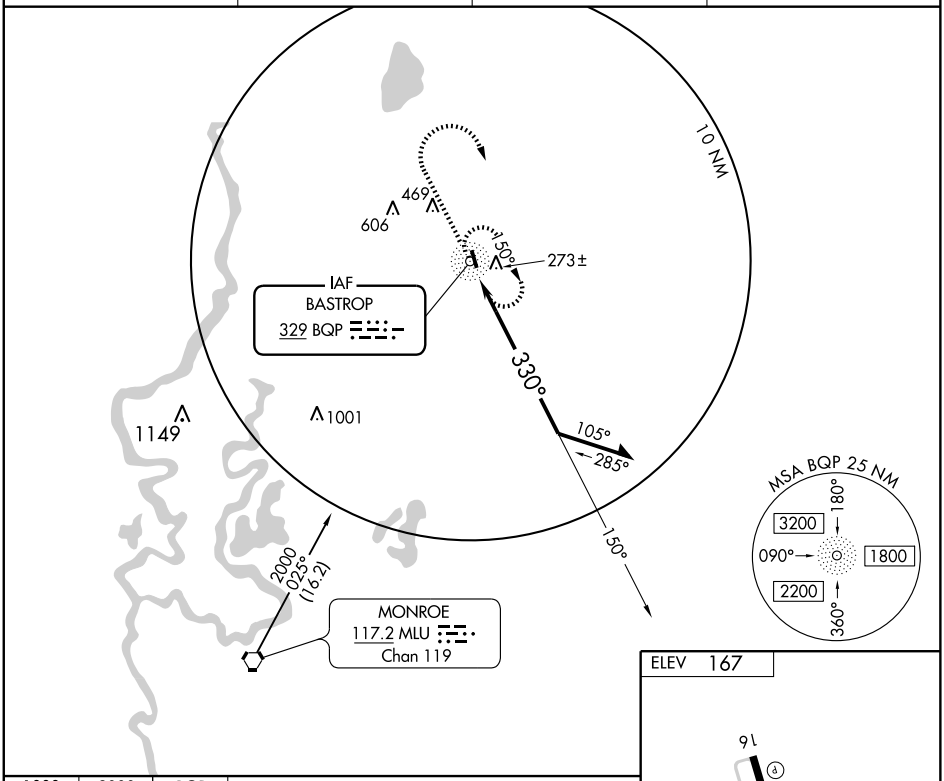
BASTROP/ MOREHOUSE MEMORIAL (BQP)

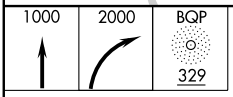
If local altimeter setting not received, use Monroe altimeter setting and increase all MDAs 60 feet.

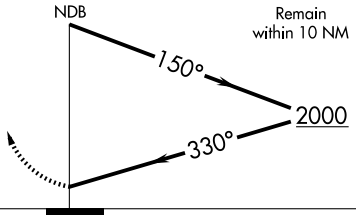
NA

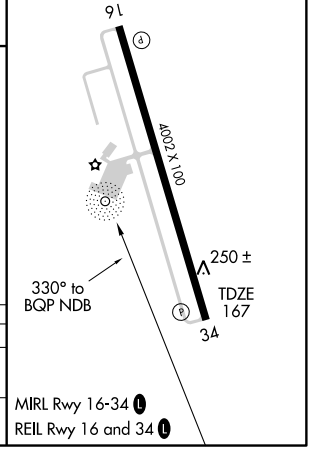
MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct BQP NDB and hold.

AWOS-3	MONROE APP CON ★	GCO	UNICOM
118.375	126.9 307.9	135.075	122.8 (CTAF) L









CATEGORY	A	B	C	D
S-34	640-1	473 (500-1)	640-1¼ 473 (500-1¼)	NA
CIRCLING	640-1	473 (500-1)	640-1½ 473 (500-1½)	NA

SC-4, 08 APR 2010 to 06 MAY 2010

WAAS CH 58307 W16A	APP CRS 161°	Rwy Idg 4002 TDZE 168 Apt Elev 168

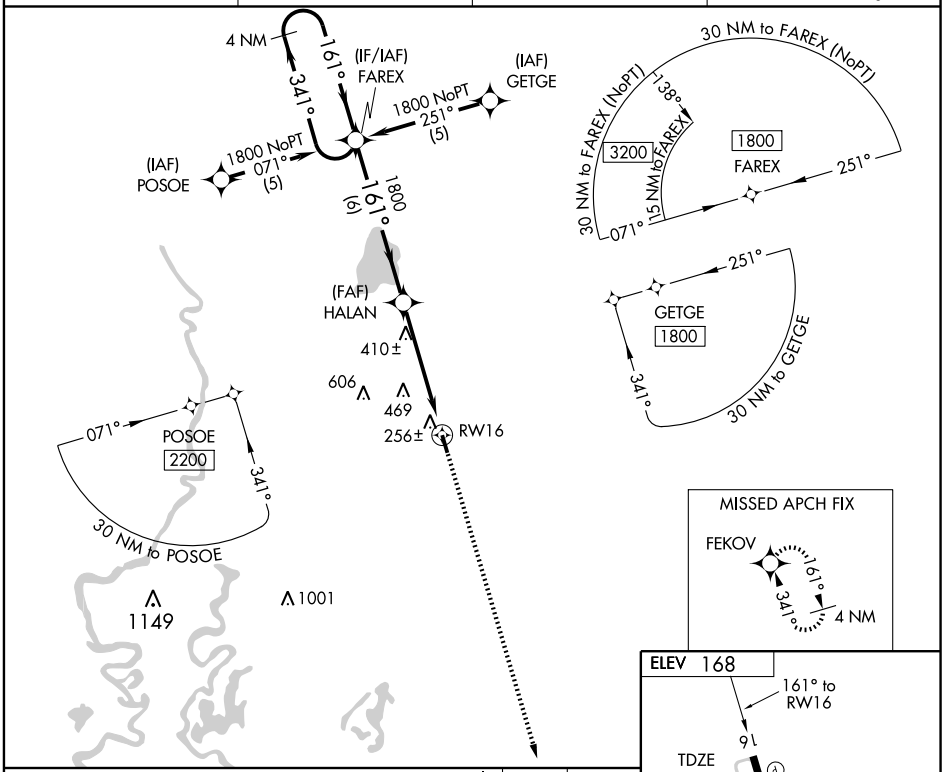
RNAV (GPS) RWY 16

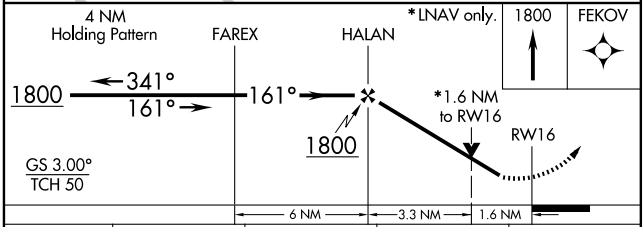
BASTROP/MOREHOUSE MEMORIAL (BQP)

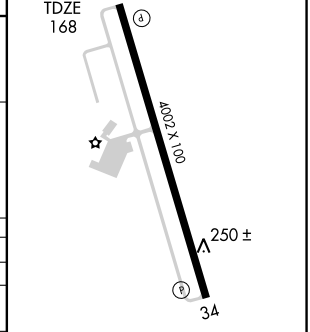
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Monroe altimeter setting and increase all DA/MDA 60 feet and all visibilities ¼ mile. Baro-VNAV NA when using Monroe altimeter setting. VDP NA when using Monroe altimeter setting.

MISSED APPROACH: Climb to 1800 direct FEKOV and hold.

AWOS-3	MONROE APP CON ★	GCO	UNICOM
118.375	126.9 307.9	135.075	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	499-1¼ 331 (400-1¼)			NA
LNAV/VNAV DA	526-1¼ 358 (400-1¼)			NA
LNAV MDA	720-1 552 (600-1)		720-1½ 552 (600-1½)	NA
CIRCLING	720-1 552 (600-1)		720-1½ 552 (600-1½)	NA

MIRL Rwy 16-34 L

REIL Rwy 16 and 34 L

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WAAS CH 90308 W34A	APP CRS 341°	Rwy Idg 4002 TDZE 168 Apt Elev 168

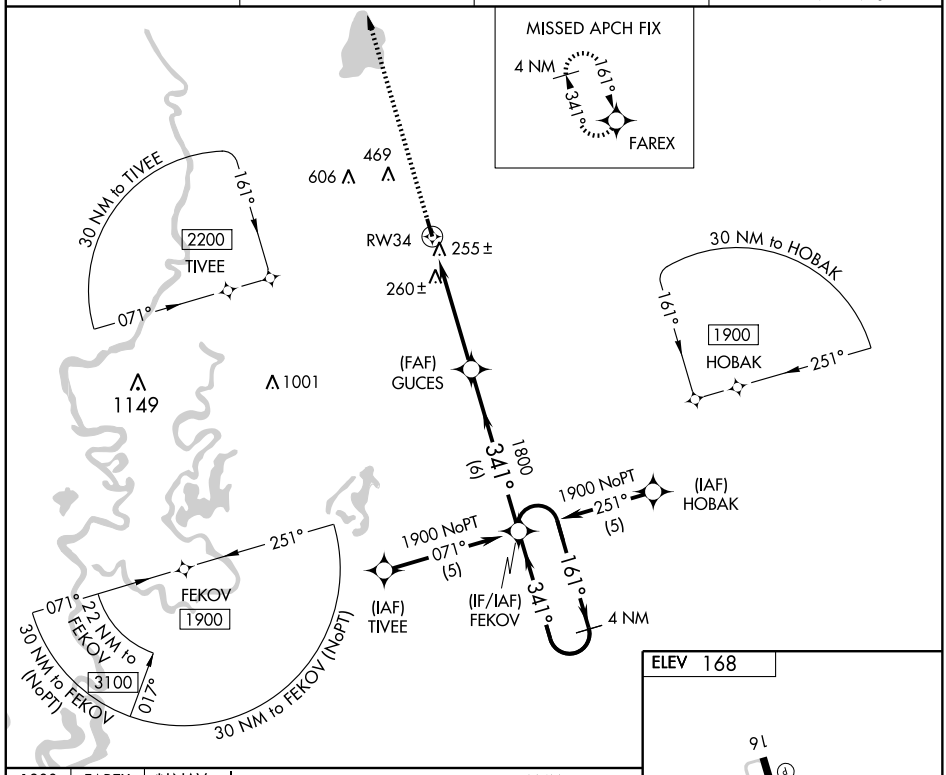
RNAV (GPS) RWY 34

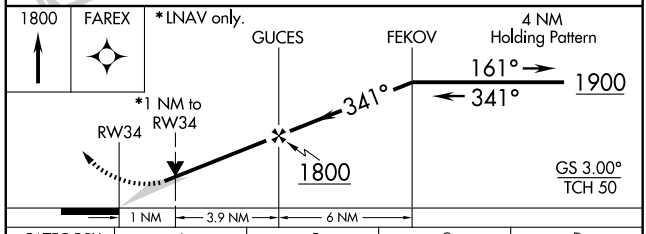
BASTROP/MOREHOUSE MEMORIAL (BQP)

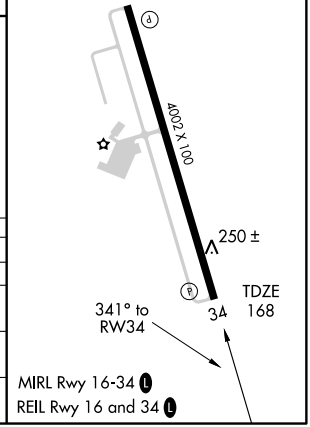
Baro-VNAV NA when using Monroe altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA when using Monroe altimeter setting. When local altimeter setting not received, use Monroe altimeter setting and increase all DA/MDA 60 feet and all visibilities ¼ mile.

MISSED APPROACH: Climb to 1800 direct FAREX and hold.

AWOS-3	MONROE APP CON ★	GCO	UNICOM
118.375	126.9 307.9	135.075	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	508-1¼ 340 (400-1¼)			NA
LNAV/VNAV DA	551-1¼ 383 (400-1¼)			NA
LNAV MDA	520-1 352 (400-1)			NA
CIRCLING	560-1 392 (400-1)	620-1 452 (500-1)	620-1½ 452 (600-1½)	NA

SC-4, 08 APR 2010 to 06 MAY 2010

VORTAC MLU 117.2 Chan 119	APP CRS 026°	Rwy Idg N/A TDZE N/A Apt Elev 167

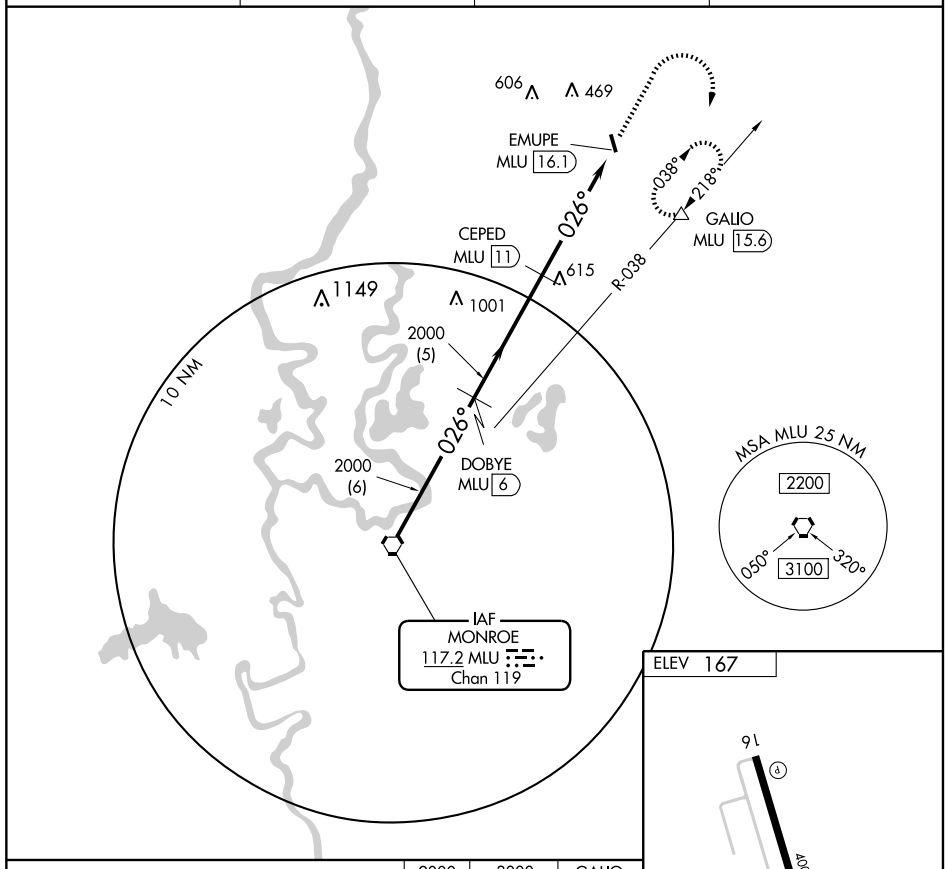
VOR/DME-A

BASTROP/ MOREHOUSE MEMORIAL (BQP)

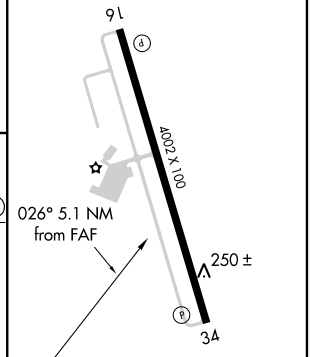
▼ NA — If local altimeter setting not received, use Monroe altimeter setting and increase all MDAs 60 feet.

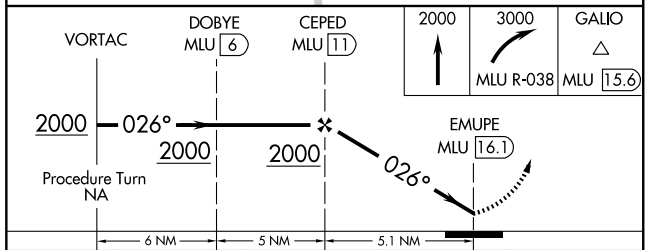
MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via MLU R-038 to GALIO/MLU 15.6 DME and hold.

AWOS-3	MONROE APP CON ★	GCO	UNICOM
118.375	126.9 307.9	135.075	122.8 (CTAF) L



ELEV 167





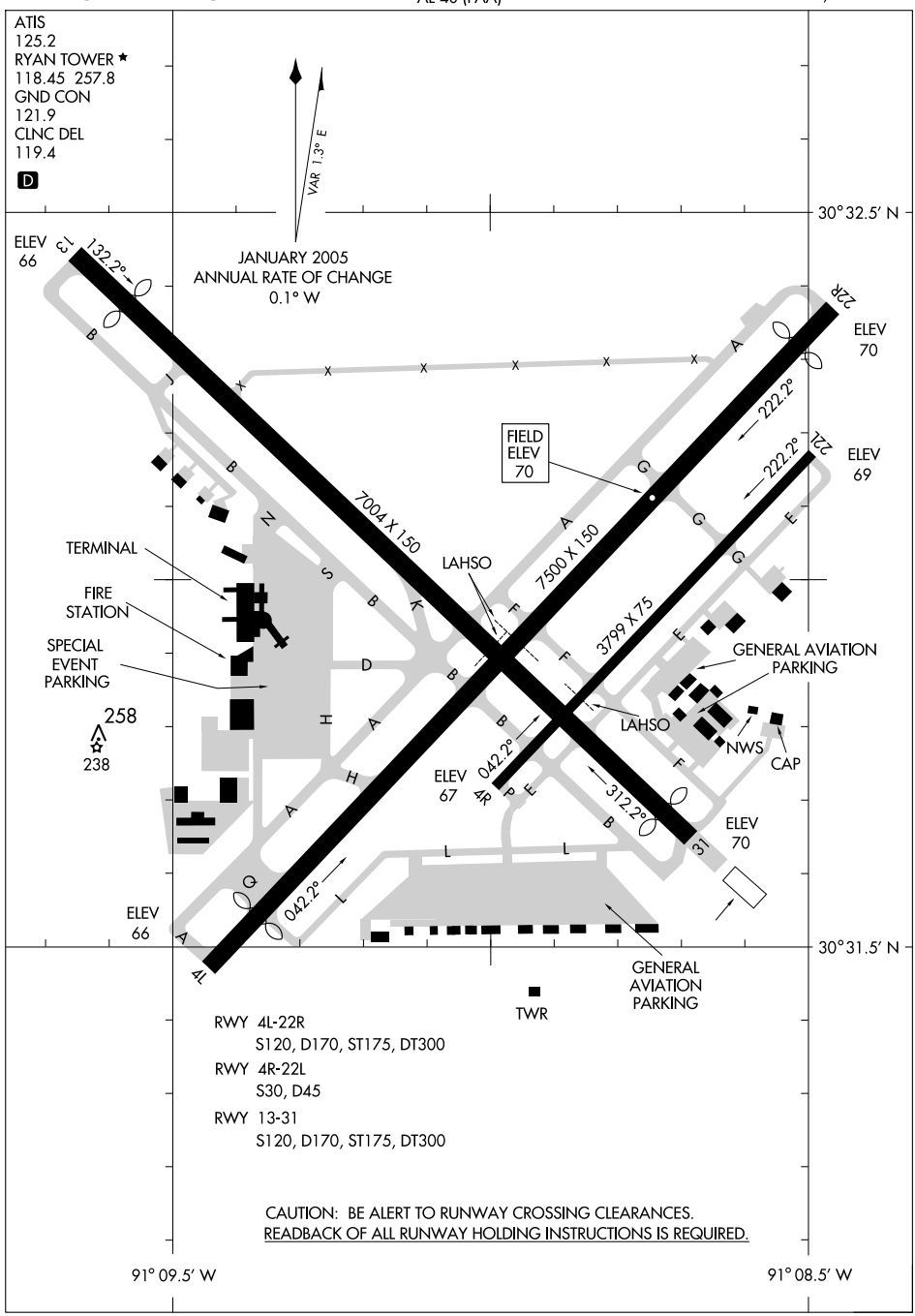
CATEGORY	A	B	C	D
CIRCLING	720-1 553 (600-1)		720-1½ 553 (600-1½)	NA

MIRL Rwy 16-34 L
REIL Rwy 16 and 34 L

SC-4, 08 APR 2010 to 06 MAY 2010

AIRPORT DIAGRAM

BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)
BATON ROUGE, LOUISIANA
AL-40 (FAA)



RWY 4L-22R
S120, D170, ST175, DT300

RWY 4R-22L
S30, D45

RWY 13-31
S120, D170, ST175, DT300

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SC-4, 08 APR 2010 to 06 MAY 2010

LOC/DME I-BTR	APP CRS	Rwy Idg	6407
110.3	130°	TDZE	67
Chan 40		Apt Elev	70

ILS or LOC RWY 13

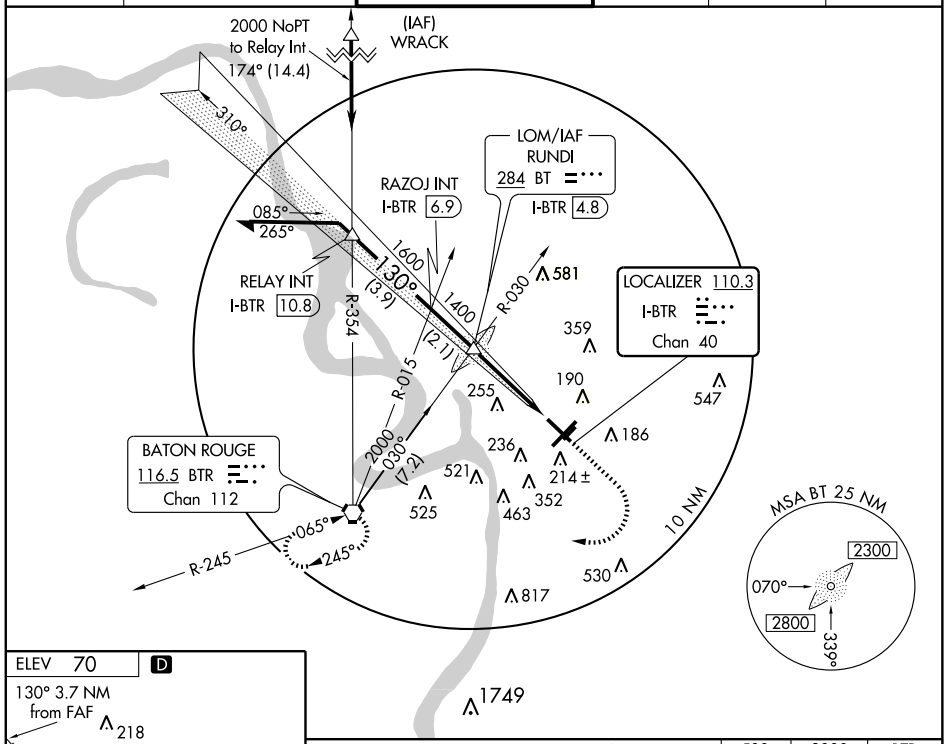
BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

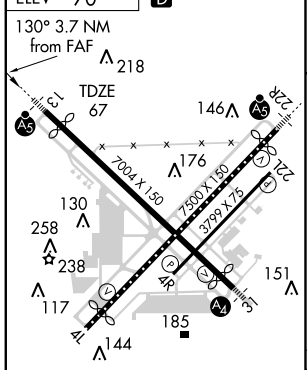
ASR — When VGSI inoperative, circling to Rwy 4L NA at night. * RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 500 then climbing right turn to 2000 direct BTR VORTAC and hold.

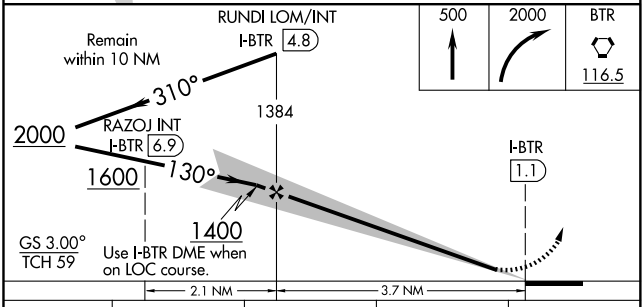
ATIS	BATON ROUGE APP CON *	RYAN TOWER *	GND CON	CLNC DEL	UNICOM
125.2	120.3 278.3	118.45 (CTAF) L 257.8	121.9	119.4	122.95





TDZ/CL Rwys 4L and 22R
HIRL Rwys 13-31 and 4L-22R L
MIRL Rwy 4R-22L

FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14



CATEGORY	A	B	C	D
S-ILS 13	*267/24 200 (200-½)			
S-LOC 13	480/24 413 (500-½)		480/40 413 (500-¾)	
CIRCLING	560-1 490 (500-1)		660-1½ 590 (600-1½)	680-2 610 (700-2)

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LOC/DME I-CLZ	APP CRS	Rwy Idg	7076
108.7	220°	TDZE	70
Chan 24		Apt Elev	70

ILS or LOC RWY 22R

BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

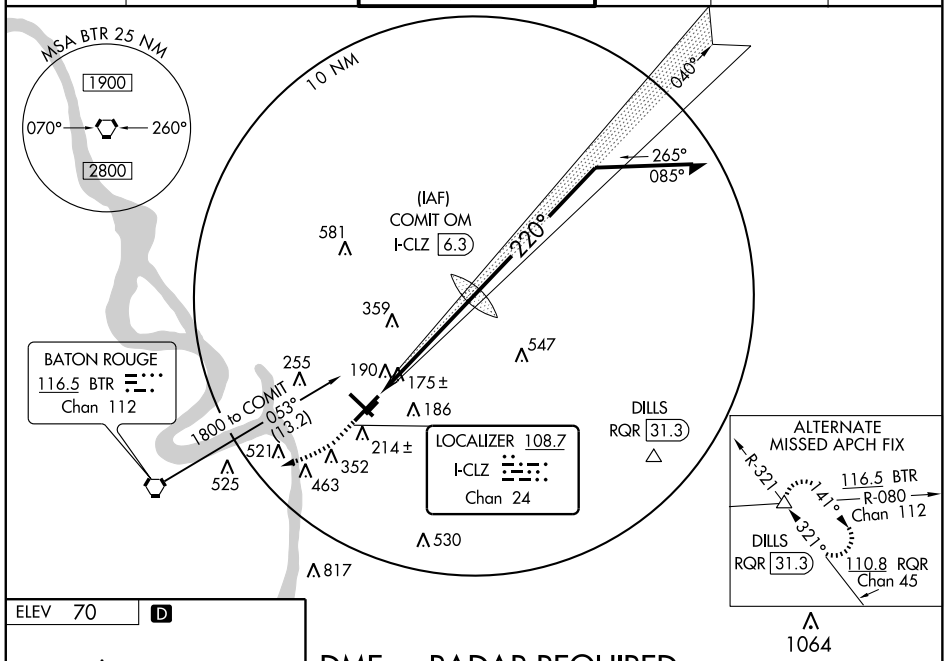
When VGSI inoperative, circling to Rwy 4L NA at night.
When local altimeter setting not received, use Hammond Northshore Rgnl altimeter setting and increase DA 91 feet; increase all MDA 100 feet. Increase S-ILS 22R visibility to RVR 2400, increase S-LOC 22R Cat C/D visibility ¼ mile and circling Cat C/D visibility ½ mile. When using Hammond altimeter setting for inoperative MALSRs, increase S-ILS 22R visibility ½ mile, all Cats.

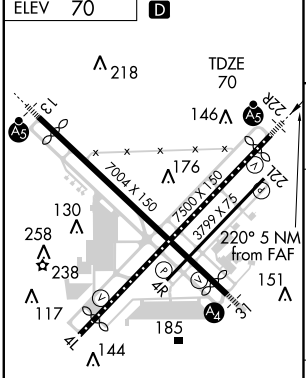
ASR

MALSR

MISSED APPROACH: Climb to 500 then climbing right turn to 2200 direct BTR VORTAC.

ATIS	BATON ROUGE APP CON ★	RYAN TOWER ★	GND CON	CLNC DEL	UNICOM
125.2	120.3 278.3	118.45 (CTAF) L 257.8	121.9	119.4	122.95



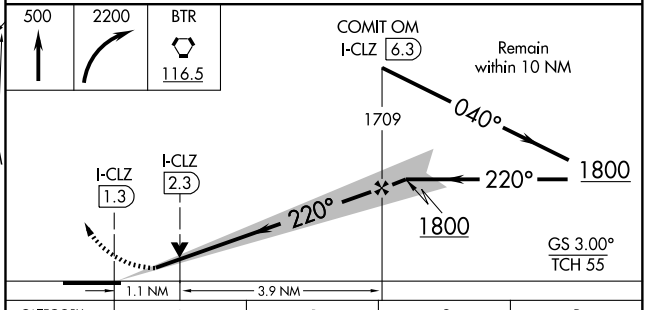


TDZ/CL Rwys 4L and 22R
HIRL Rwys 13-31 and 4L-22R L
MIRL Rwy 4R-22L

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

DME or RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 22R	270/18 200 (200-½)			
S-LOC 22R	440/24 370 (400-½)			440/40 370 (400-¾)
CIRCLING	560-1 490 (500-1)		660-1½ 590 (600-1½)	680-2 610 (700-2)

SC-4, 08 APR 2010 to 06 MAY 2010

LOM BT	APP CRS	Rwy Idg	6689
284	311°	TDZE	70
		Apt Elev	70

NDB RWY 31

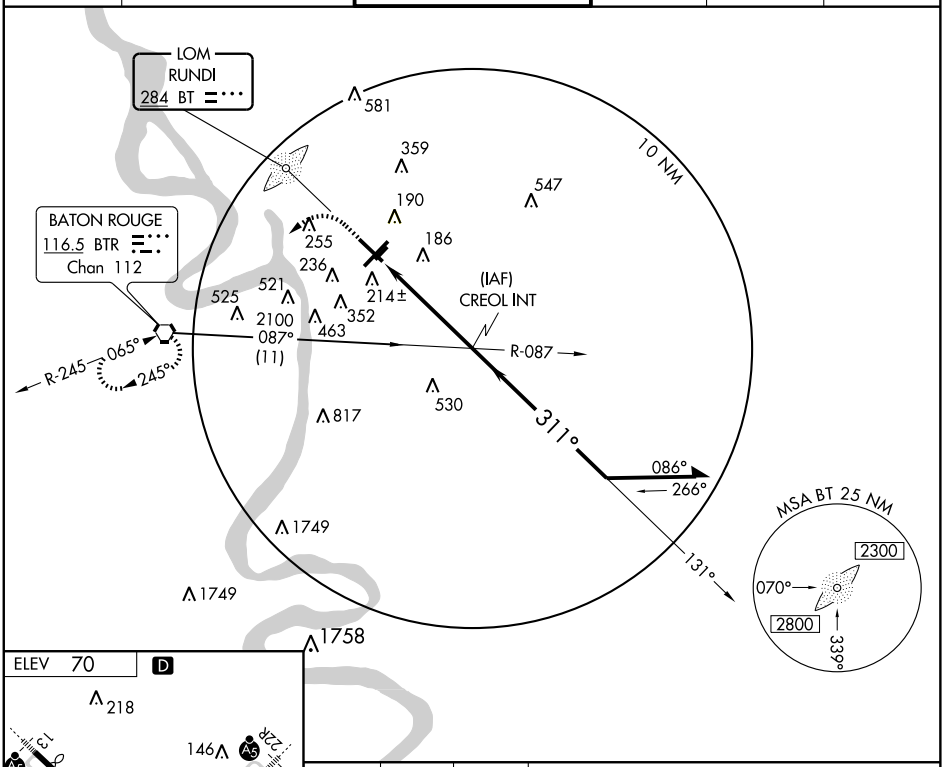
BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

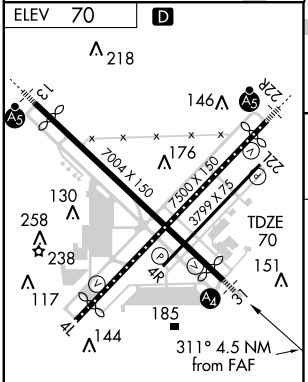
T A ASR Inoperative table does not apply to Cats B and C. When VGSI inoperative, circling to Rwy 4L NA at night.

MALS

MISSED APPROACH: Climb to 1000 then climbing left turn to 2100 direct BTR VORTAC and hold.

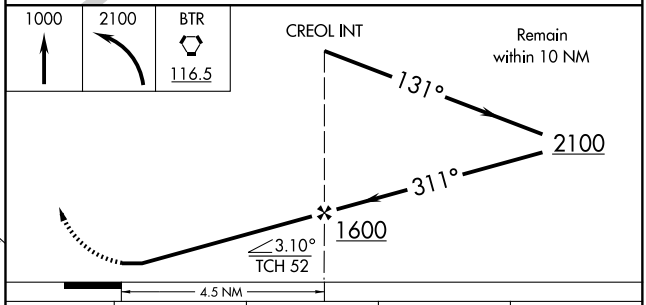
ATIS	BATON ROUGE APP CON ★	RYAN TOWER ★	GND CON	CLNC DEL	UNICOM
125.2	120.3 278.3	118.45 (CTAF) L 257.8	121.9	119.4	122.95





TDZ/CL Rwys 4L and 22R
HIRL Rwy 13-31 and 4L-22R L
MIRL Rwy 4R-22L

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30



CATEGORY	A	B	C	D
S-31	880- ¾ 810 (900- ¾)	880-1 ¼ 810 (900-1 ¼)	880-2 ½ 810 (900-2 ½)	880-2 ¾ 810 (900-2 ¾)
CIRCLING	880-1 810 (900-1)	880-1 ¼ 810 (900-1 ¼)	880-2 ½ 810 (900-2 ½)	880-2 ¾ 810 (900-2 ¾)

SC-4, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	6900
Ch 81825	040°	TDZE	69
W04A		Apt Elev	70

RNAV (GPS) RWY 4L

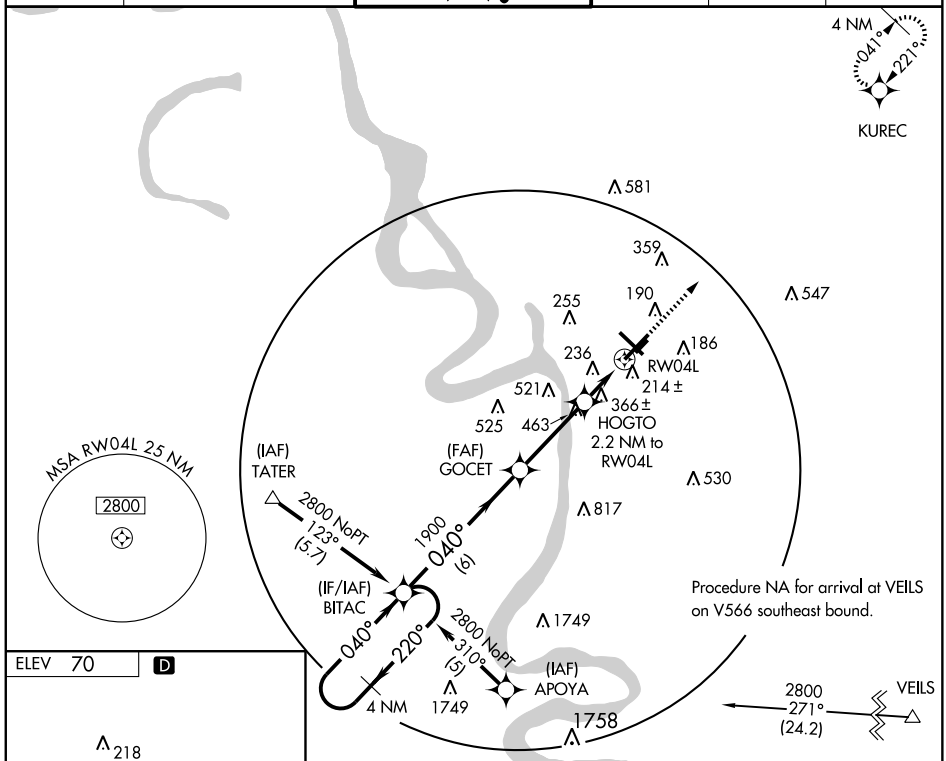
BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

T A ASR

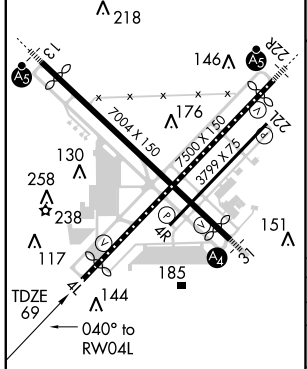
DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F). If local altimeter not received, use Hammond Northshore Rgnl altimeter setting and increase all DAs/MDAs 100 feet. Baro-VNAV NA when using Hammond Northshore Rgnl altimeter setting. When VGSI inoperative, straight-in/circling Rwy 4L procedure NA at night.

MISSED APPROACH: Climb to 2000 direct KUREC and hold.

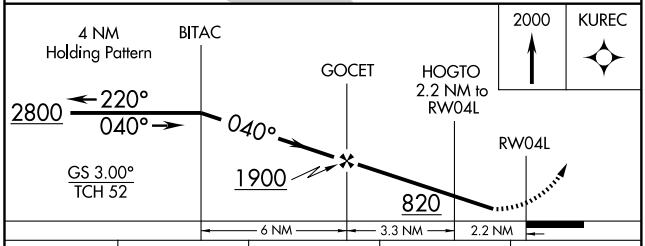
ATIS	BATON ROUGE APP CON ★	RYAN TOWER ★	GND CON	CLNC DEL	UNICOM
125.2	120.3 278.3	118.45 (CTAF) L 257.8	121.9	119.4	122.95



ELEV 70 D



TDZ/CL Rwys 4L and 22R
HIRL Rwys 13-31 and 4L-22R L
MIRL Rwy 4R-22L



CATEGORY	A	B	C	D
LPV DA	382-1 313 (400-1)			
LNAV/ VNAV DA	667-2 598 (600-2)			
LNAV MDA	620-1 551 (600-1)		620-1½ 551 (600-1½)	620-1¾ 551 (600-1¾)
CIRCLING	680-2 610 (700-2)			

SC-4, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	6407
130°	TDZE	67
	Apt Elev	70

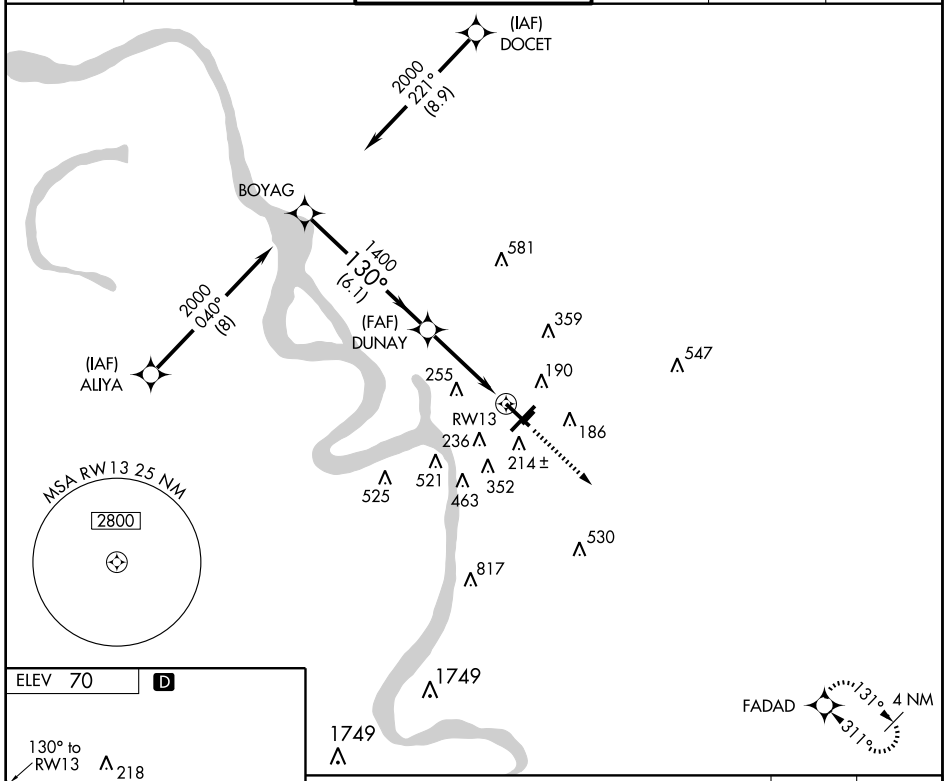
RNAV (GPS) RWY 13

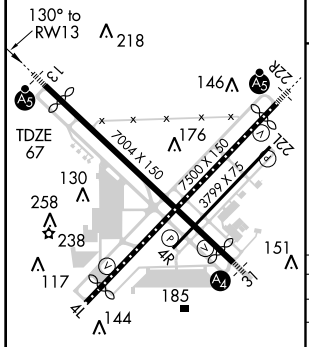
BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

T ANA ASR — DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F). When VGSI inoperative, circling to Rwy 4L NA at night. Inoperative MALSR, increase LNAV Cat A and B visibility to RVR 5000.

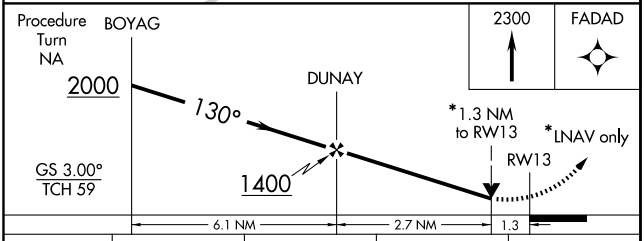
MALSR — MISSED APPROACH: Climb to 2300 direct FADAD and hold.

ATIS	BATON ROUGE APP CON ★	RYAN TOWER ★	GND CON	CLNC DEL	UNICOM
125.2	120.3 278.3	118.45 (CTAF) L 257.8	121.9	119.4	122.95





TDZ/CL Rwys 4L and 22R
HIRL Rwys 13-31 and 4L-22R L
MIRL Rwy 4R-22L



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	540/50 473 (500-1)			
LNAV MDA	540/40 473 (500-¾)			540/50 473 (500-1)
CIRCLING	560-1½ 490 (500-1½)		660-1½ 590 (600-1½)	680-2 610 (700-2)

SC-4, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	7076
Ch 86225	221°	TDZE	70
W22A		Apt Elev	70

RNAV (GPS) RWY 22R

BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

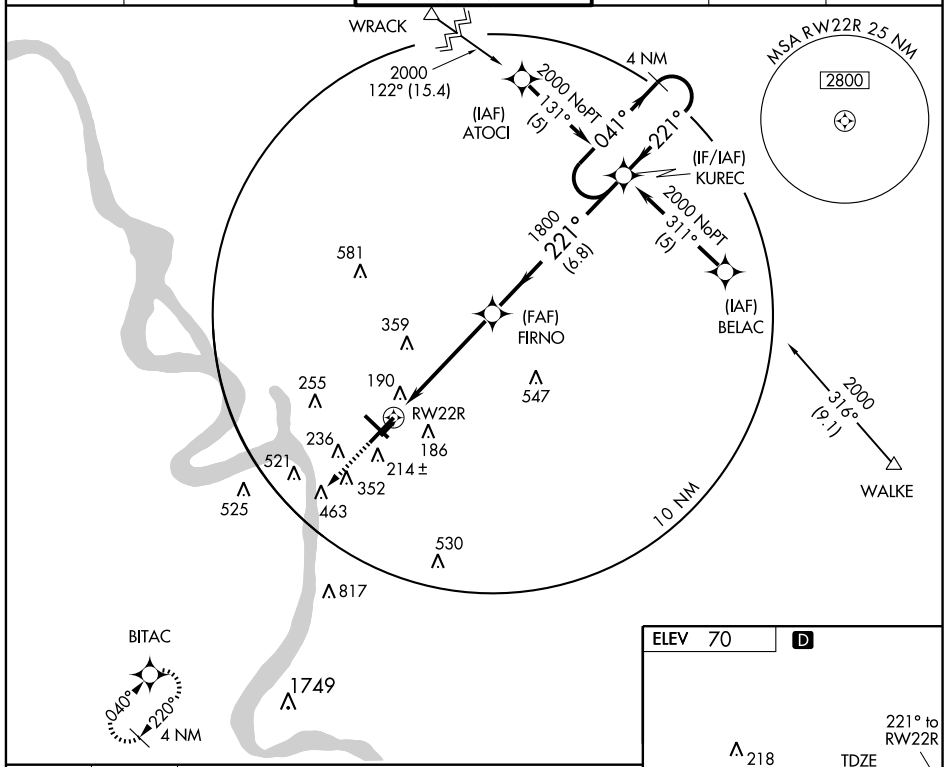
DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F). If local altimeter not received, use Hammond Northshore Rgnl altimeter setting and increase all DAs/MDAs 100 feet. For inoperative MALSR increase LPV visibility to RVR 5000 all CATs. Baro-VNAV and VDP NA when using Hammond Northshore Rgnl altimeter setting. When VGSI inoperative, circling Rwy 4L NA at night.

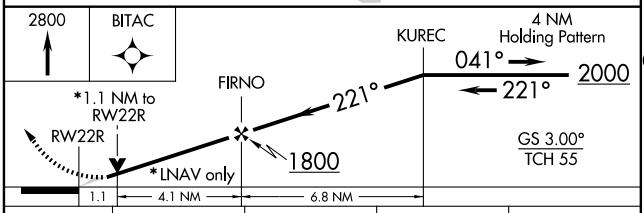
ASR

MALSR

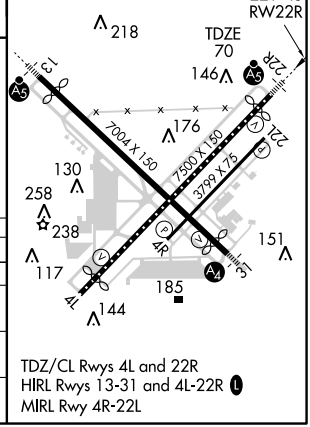
MISSED APPROACH: Climb to 2800 direct BITAC and hold.

ATIS	BATON ROUGE APP CON ★	RYAN TOWER ★	GND CON	CLNC DEL	UNICOM
125.2	120.3 278.3	118.45 (CTAF) L 257.8	121.9	119.4	122.95





CATEGORY	A	B	C	D
LPV DA	384/24 314 (400-½)			
LNAV/VNAV DA	529/50 459 (500-1)			
LNAV MDA	480/24 410 (500-½)		480/40 410 (500-¾)	480/50 410 (500-1)
CIRCLING	560-1½ 490 (500-1½)		660-1½ 590 (600-1½)	680-2 610 (700-2)



SC-4, 08 APR 2010 to 06 MAY 2010

WAAS Ch 90125 W31A	APP CRS 311°	Rwy Idg 6689 TDZE 70 Apt Elev 70

RNAV (GPS) RWY 31

BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

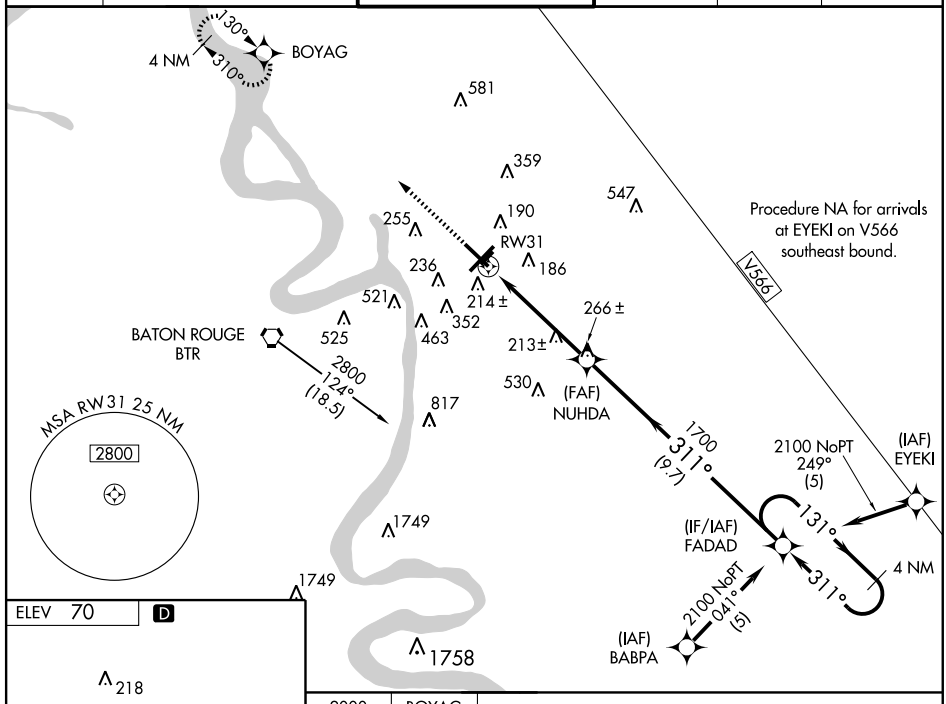
T A ASR

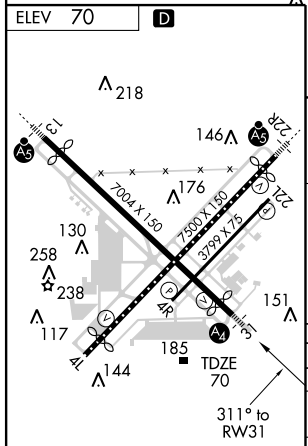
DME/DME RNP-0.3 NA. BARO-VNAV NA below -15°C (5°F). If local altimeter not received, use Hammond Northshore Rgnl altimeter setting and increase all DAs/MDAs 100 feet. BARO-VNAV and VDP NA when using Hammond Northshore Rgnl altimeter setting. Inoperative table does not apply to LPV, LNAV/VNAV all Cats and LNAV Cats C and D. When VGSI inoperative, circling Rwy 4L NA at night.

MALS A4

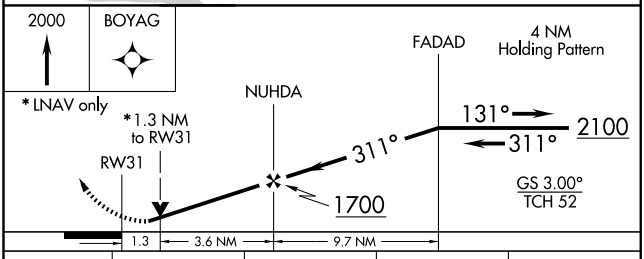
MISSED APPROACH: Climb to 2000 direct BOYAG and hold.

ATIS	BATON ROUGE APP CON ★	RYAN TOWER ★	GND CON	CLNC DEL	UNICOM
125.2	120.3 278.3	118.45 (CTAF) L 257.8	121.9	119.4	122.95





TDZ/CL Rwys 4L and 22R
HIRL Rwys 13-31 and 4L-22R L
MIRL Rwy 4R-22L



CATEGORY	A	B	C	D
LPV DA	394-1 324 (400-1)			
LNAV/ VNAV DA	462-1¼ 392 (400-1¼)			
LNAV MDA	520-¾ 450 (500-¾)		520-1¼ 450 (500-1¼)	520-1½ 450 (500-1½)
CIRCLING	560-1¼ 490 (500-1¼)		660-1½ 590 (600-1½)	680-2 610 (700-2)

SC-4, 08 APR 2010 to 06 MAY 2010

VORTAC BTR	APP CRS	Rwy Idg	7076
116.5	240°	TDZE	70
Chan 112		Apt Elev	70

VOR/DME RWY 22R

BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

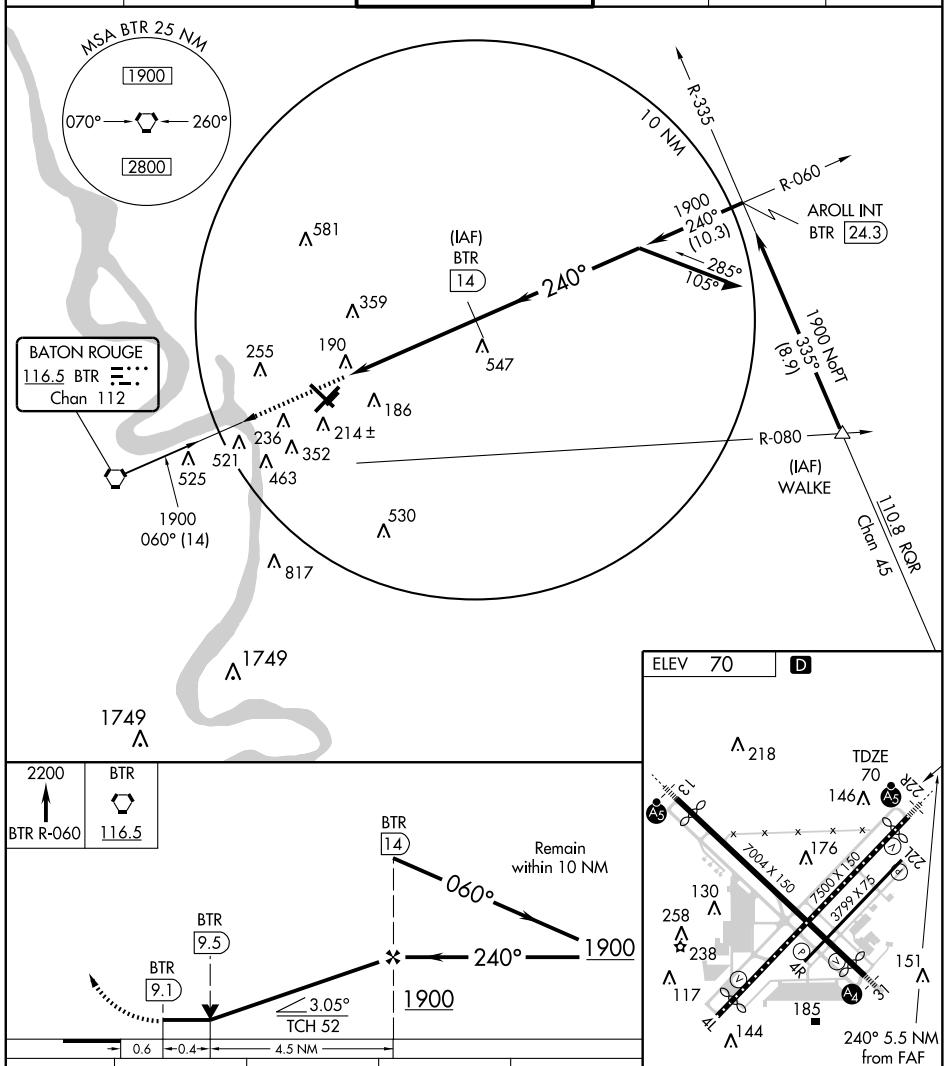
ASR

When VGSI inoperative, circling to Rwy 4L NA at night. Inoperative table does not apply.

MALSR

MISSED APPROACH: Climb to 2200 via BTR R-060 to BTR VORTAC.

ATIS	BATON ROUGE APP CON ★	RYAN TOWER ★	GND CON	CLNC DEL	UNICOM
125.2	120.3 278.3	118.45 (CTAF) L 257.8	121.9	119.4	122.95



CATEGORY	A	B	C	D
S-22R	480/50	410 (500-1)	480/60	410 (500-1¼)
CIRCLING	560-1	490 (500-1)	660-1½ 590 (600-1½)	680-2 610 (700-2)

TDZ/CL Rwys 4L and 22R
HIRL Rwys 13-31 and 4L-22R L
MIRL Rwy 4R-22L

SC-4, 08 APR 2010 to 06 MAY 2010

VORTAC BTR	APP CRS	Rwy Idg	6900
116.5	065°	TDZE	70
Chan 112		Apt Elev	70

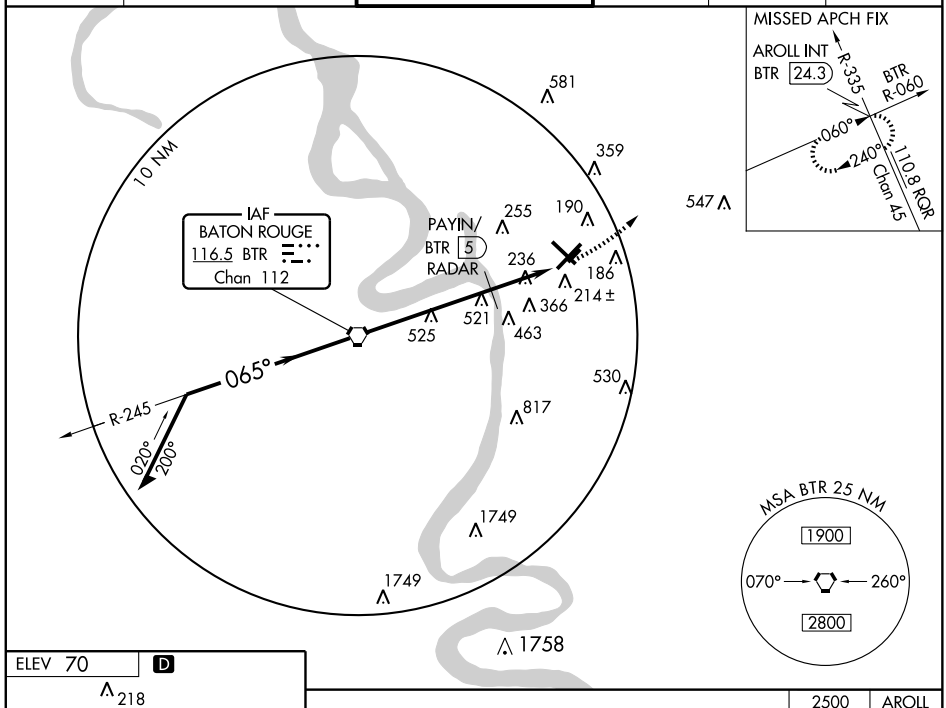
VOR RWY 4L

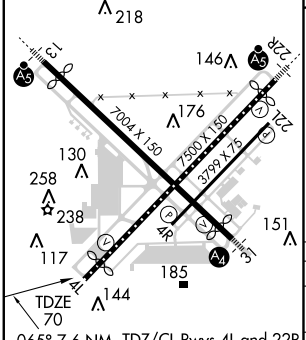
BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

ASR — NoPT for arrivals on BTR VORTAC airway radials 239 CW 301. When VGSI inoperative, straight-in/circling Rwy 4L procedure NA at night.

MISSED APPROACH: Climb to 2500 via BTR R-060 to AROLL INT and hold.

ATIS	BATON ROUGE APP CON ★	RYAN TOWER ★	GND CON	CLNC DEL	UNICOM
125.2	120.3 278.3	118.45 (CTAF) L 257.8	121.9	119.4	122.95

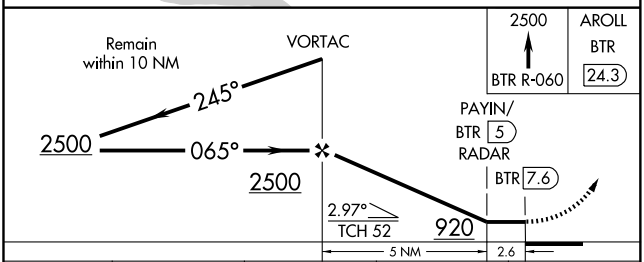




065° 7.6 NM from FAF

TDZ/CL Rwys 4L and 22R
HIRL Rwys 13-31 L and 4L-22R L
MIRL Rwy 4R-22L

FAF to MAP 7.6 NM					
Knots	60	90	120	150	180
Min:Sec	7:36	5:04	3:48	3:02	2:32



CATEGORY	A	B	C	D
S-4L	920-1 850 (900-1)	920-1¼ 850 (900-1¼)	920-2½ 850 (900-2½)	920-2¾ 850 (900-2¾)
CIRCLING	920-1 850 (900-1)	920-1¼ 850 (900-1¼)	920-2½ 850 (900-2½)	920-2¾ 850 (900-2¾)
PAYIN FIX MINIMUMS				
S-4L	620-1 550 (600-1)		620-1½ 550 (600-1½)	620-1¾ 550 (600-1¾)
CIRCLING	620-1 550 (600-1)		660-1½ 590 (600-1½)	680-2 610 (700-2)

SC-4, 08 APR 2010 to 06 MAY 2010

LOC I-BXA	APP CRS	Rwy Idg	4406
111.1	183°	TDZE	119
		Apt Elev	119

LOC RWY 18

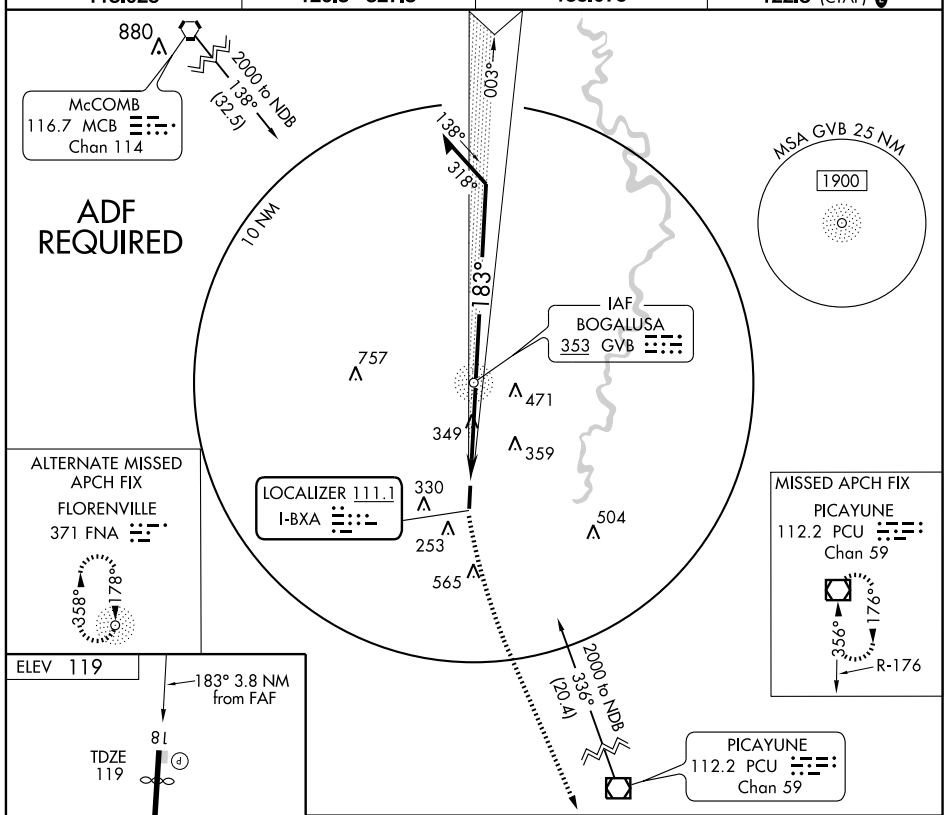
BOGALUSA/ GEORGE R. CARR MEMORIAL AIR FIELD (BXA)

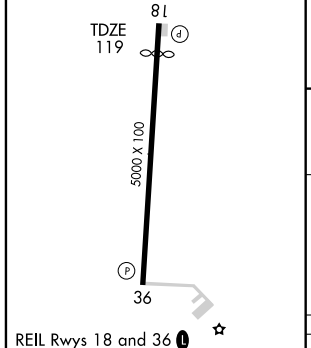
Visibility reduction by helicopters NA. When local altimeter setting not received; use Lakefront altimeter setting and increase all MDA 140 feet; increase S-18 Cat C visibility ½ mile and Circling Cat C visibility ½ mile. ADF Required

NA

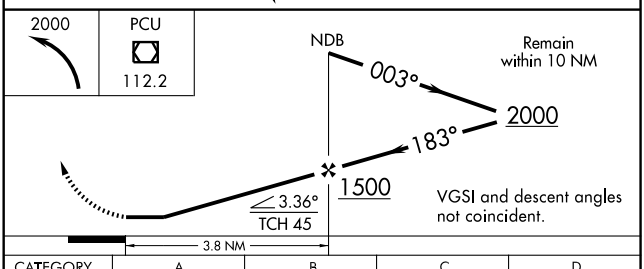
MISSED APPROACH: Climbing left turn to 2000 direct PCU VOR/DME and hold.

AWOS-3	HOUSTON CENTER	GCO	UNICOM
118.025	126.8 327.8	135.075	122.8 (CTAF) L





REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L



FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

CATEGORY	A	B	C	D
S-18	600-1	481 (500-1)	600-1¼ 481 (500-1¼)	NA
CIRCLING	620-1	501 (600-1)	720-1¾ 601 (700-1¾)	NA

SC-4, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	4406
CH 72613	183°	TDZE	119
W18A		Apt Elev	119

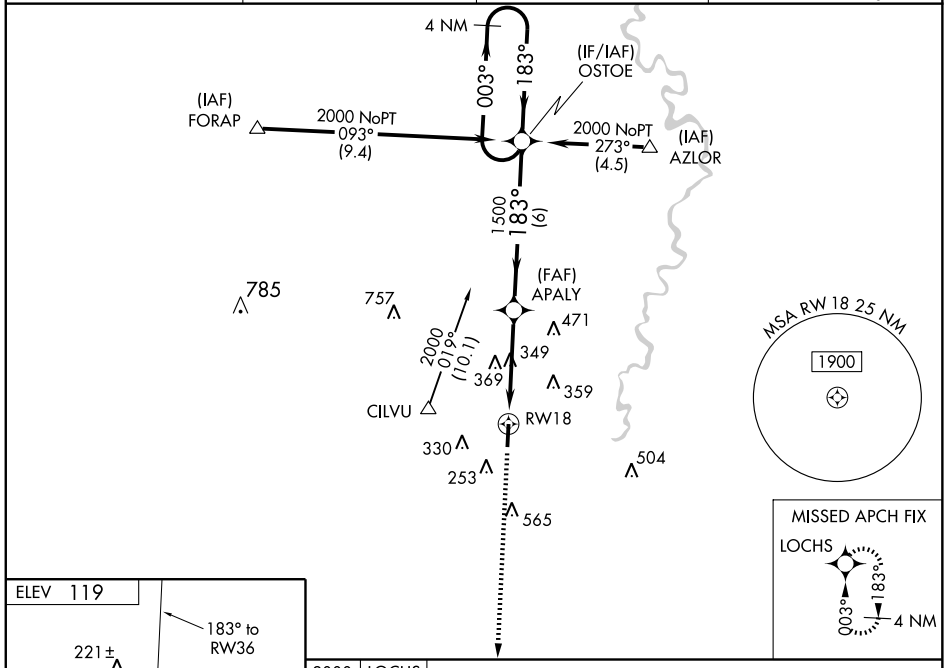
RNAV (GPS) RWY 18

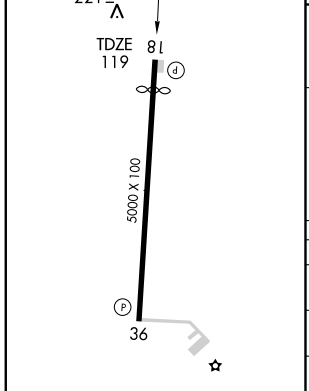
BOGALUSA/ GEORGE R. CARR MEMORIAL AIR FIELD (BXA)

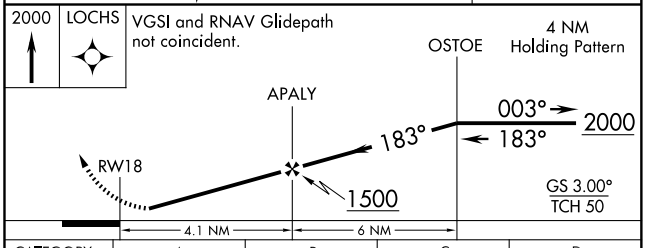
For uncompensated Baro-VNAV systems, LNAV/VNAP NA below -15°C (5° F) or above 54° C (130° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
▼ Baro-VNAV NA when using Lakefront altimeter setting. When local altimeter setting not
▲ received, use Lakefront altimeter setting and increase all DA 124 feet and all MDA 140 feet, increase LPV and LNAV/VNAV all Cats. visibility ½ mile, increase LNAV Cat. C visibility ¼ mile, and increase Circling Cat. C visibility ½ mile.

MISSED APPROACH: Climb to 2000 direct LOCHS and hold.

AWOS-3	HOUSTON CENTER	GCO	UNICOM
118.025	126.8 327.8	135.075	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	463-1¼ 344 (400-1¼)			NA
LNAV/VNAV DA	532-1½ 413 (500-1½)			NA
LNAV MDA	620-1 501 (600-1)		620-1½ 501 (600-1½)	NA
CIRCLING	620-1 501 (600-1)		720-1¾ 601 (700-1¾)	NA

SC-4, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5000
CH 62913	003°	TDZE	117
W36A		Apt Elev	119

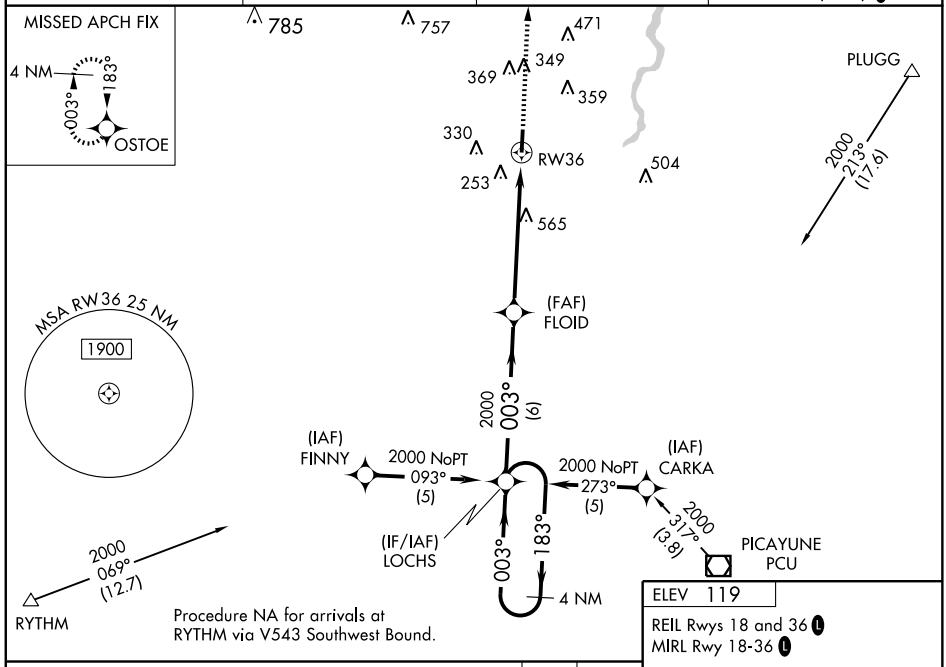
RNAV (GPS) RWY 36

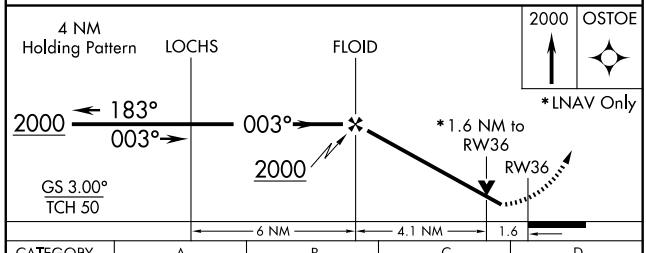
BOGALUSA/ GEORGE R. CARR MEMORIAL AIR FIELD (BXA)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5° F) or above 54° C (130° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
VDP and Baro-VNAV NA when using Lakefront altimeter setting. When local altimeter setting not received, use Lakefront altimeter setting and increase all DA 124 feet and all MDA 140 feet, increase LPV all Cats. visibility ½ mile, increase LNAV and Circling Cat. B visibility ¼ mile, increase LNAV and Circling Cat. C visibility ½ mile, increase LNAV/VNAV all Cats. visibility 1 mile.

MISSED APPROACH: Climb to 2000 direct OSTOE and hold.

AWOS-3	HOUSTON CENTER	GCO	UNICOM
118.025	126.8 327.8	135.075	122.8 (CTAF) L

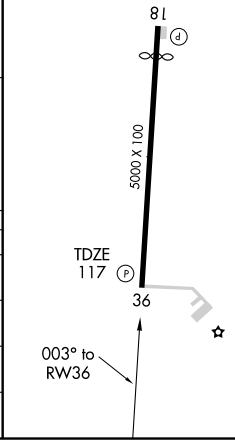




CATEGORY	A	B	C	D
LPV DA	470-1¼ 353 (400-1¼)			NA
LNAV/VNAV DA	981-3 864 (900-3)			NA
LNAV MDA	820-1 703 (800-1)		820-2 703 (800-2)	NA
CIRCLING	820-1 701 (800-1)		820-2 701 (800-2)	NA

ELEV 119

REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L



SC-4, 08 APR 2010 to 06 MAY 2010

PCU VOR/DME 112.2 Chan 59	APP CRS 150°	Rwy Idg N/A TDZE N/A Apt Elev 119

VOR/DME-A

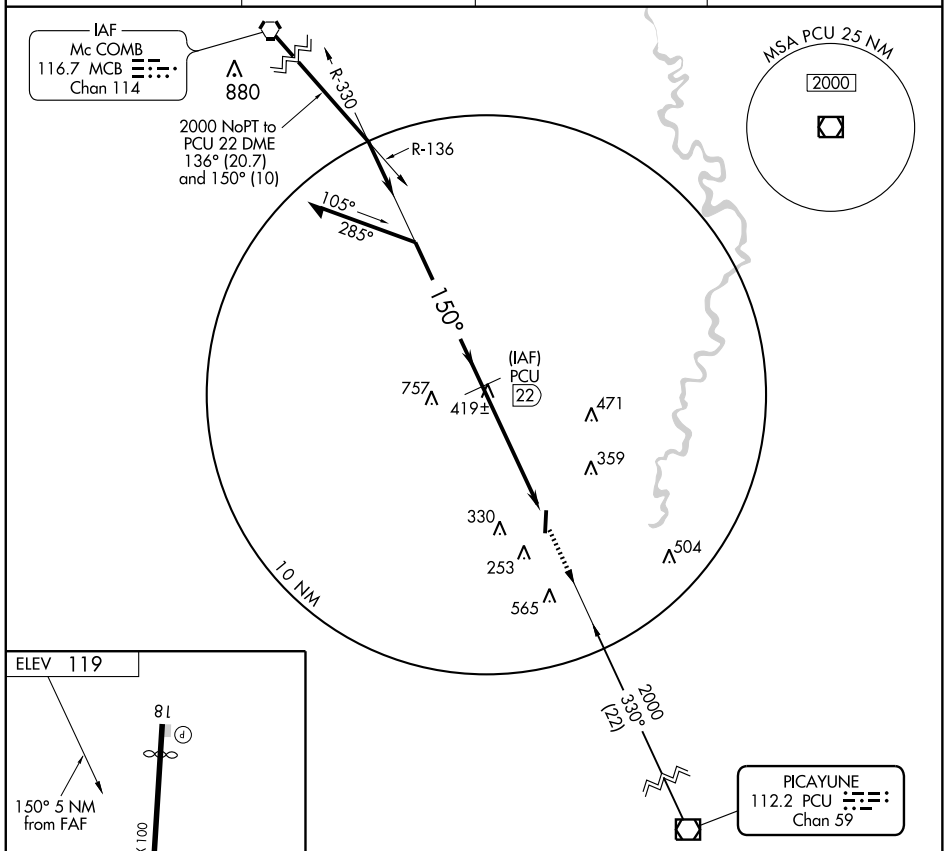
BOGALUSA/GEORGE R. CARR MEMORIAL AIR FIELD (BXA)

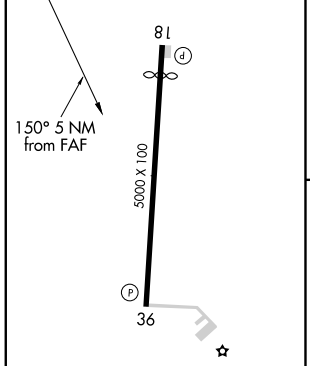
If local altimeter setting not received; use New Orleans Lakefront altimeter setting and increase all MDAs 220 feet.

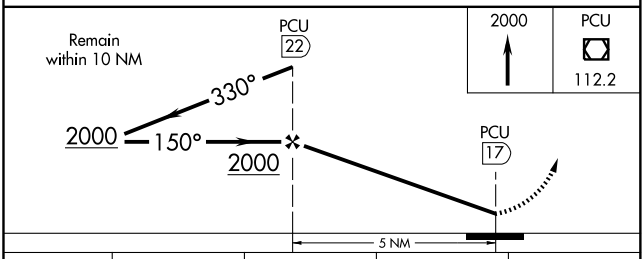
NA

MISSED APPROACH: Climb to 2000 direct PCU VOR/DME.

AWOS-3	HOUSTON CENTER	GCO	UNICOM
118.025	126.8 327.8	135.075	122.8 (CTAF) L

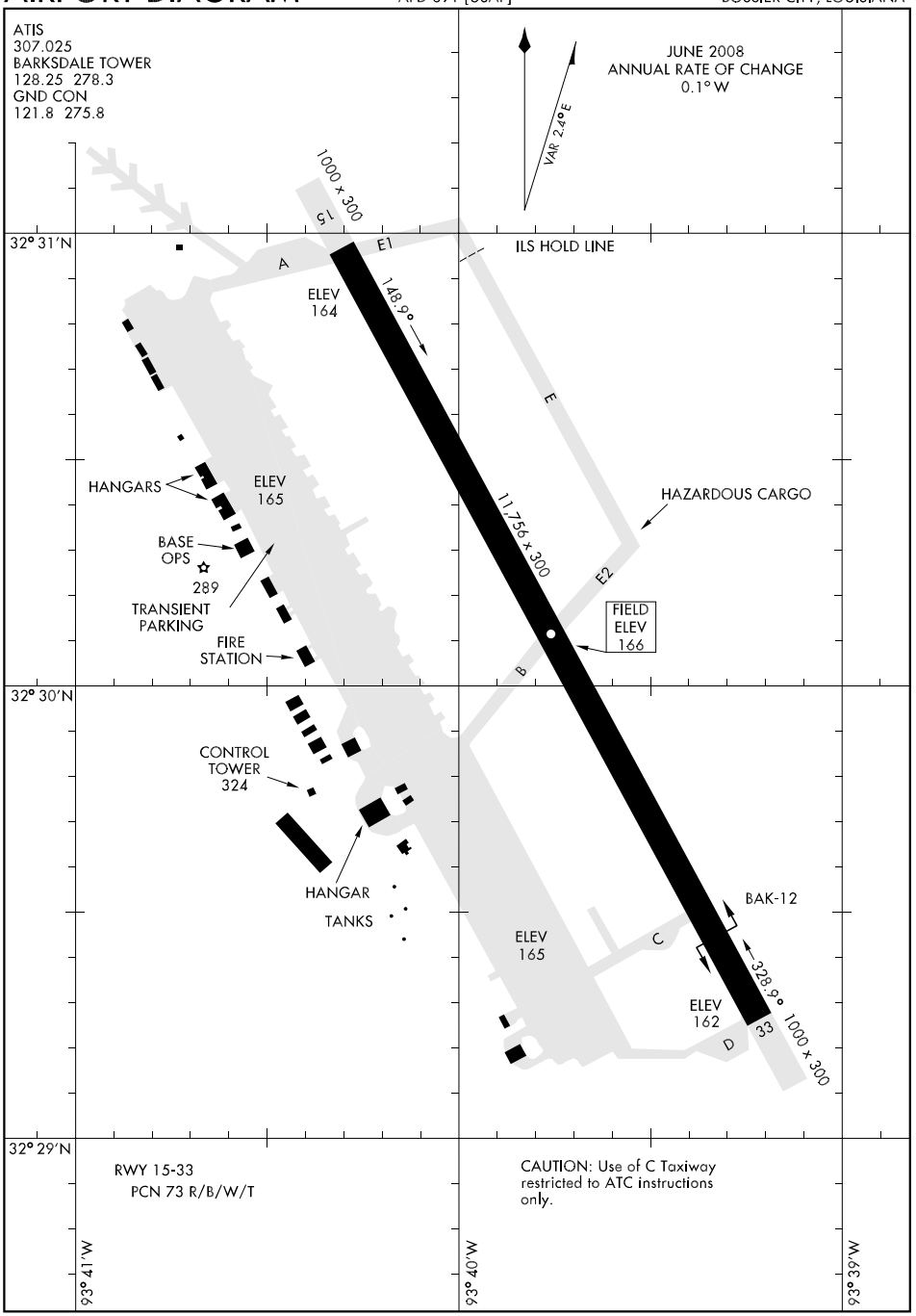






CATEGORY	A	B	C	D
CIRCLING	680-1 561 (600-1)		720-1¾ 601 (700-1¾)	NA

REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L



SC-4, 08 APR 2010 to 06 MAY 2010

HI-ILS RWY 15

LOC I-JKC	APCH CRS	Rwy ldg 11,756 / TDZE 166 / Arpt Elev 166	JAL-391 [USAF]	BARKSDALE AFB (KBAD)
108.9	146°			

* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT C RVR to 60 and vis to 1¼ mile, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

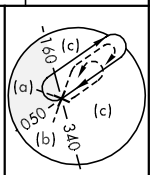
ALSF-1

MISSED APPROACH: Climb to 3000 via BAD R-140 direct TOUEY and hold.

ATIS	SHREVEPORT APP CON	BARKSDALE TOWER	GND CON	ASR
307.025	320°-152° 123.75 360.725 153°-319° 119.9 335.55	128.25 278.3	121.8 275.8	

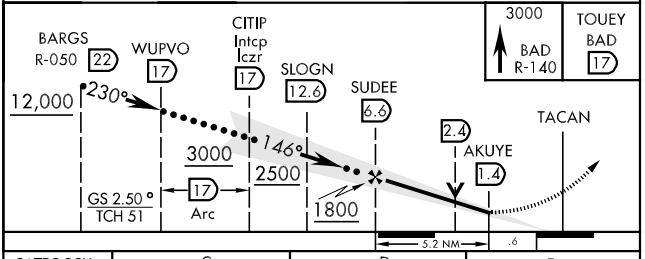
*** Circling not authorized W of Rwy. Circling not authorized over munitions storage area E of arpt.

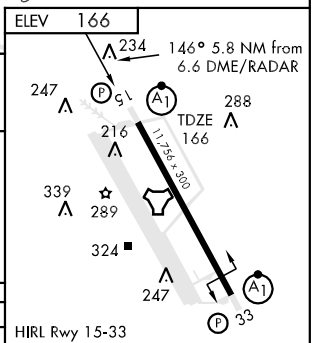
RADAR required when holding at BARGS and ANNE High MOA is active.



DME REQUIRED

EMERG SAFE ALT 100 NM 3300





CATEGORY	C	D	E
S-ILS 15 *	366/24 200 (200-½)		
S-LOC 15 **	640/40 474 (500-¾)	640/50 474 (500-1)	640/60 474 (500-1¼)
CIRCLING ***	NOT AUTHORIZED	720-2 554 (600-2)	780-2¼ 614 (700-2¼)

FAF to MAP 5.2 NM

Knots	120	140	160	180	200
Min:Sec	2:36	2:14	1:57	1:44	1:34

SC-4, 08 APR 2010 to 06 MAY 2010

HI-ILS Y RWY 33

LOC I-BAD	APCH CRS	Rwy ldg 11,756 TDZE 163 Arpt Elev 166
109.9	326°	

JAL-391 [USAF]

BARKSDALE AFB (KBAD)

* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

ALSF-1 (A1)

MISSED APPROACH: Climb to 3100 direct to EIC VORTAC and hold.

ATIS	SHREVEPORT APP CON	BARKSDALE TOWER	GND CON	ASR
307.025	320°-152° 123.75 360.725 153°-319° 119.9 335.55	128.25 278.3	121.8 275.8	

*** Circling not authorized W of Rwy.
Circling not authorized over munitions storage area E of arpt.

R-351
171°
351°
BELCHER
117.4 EIC
Chan 121

2049

CAUTION: Glideslope unreliable inside DH.

SHREVEPORT DOWNTOWN

LOCALIZER 109.9
I-BAD

CAUTION: Localizer unusable for COUPLED approaches below 394'.

1049

R-302

BARKSDALE
Chan 105 BAD

LERNK
EMG
3

122°
302°

IAF
ELM GROVE
111.2 EMG
Chan 49

FEBOM
EMG 1.3

127°
847
326°
422
146°
R-127
20 NM

MSA EMG 2.5 NM
3100

(c) 192
(a) 302
(c) 012
(b)

DME REQUIRED

EMERG SAFE ALT 100 NM 3300

3100 | EIC

EMG VORTAC
12,000
127°
FEBOM
EMG
1.3
Right at 8000
Remain within 23 NM of ELM GROVE.
326°
† LOC only
† LERNK
EMG
3
TACAN
EMG
APDAG
EMG 5.4
4.5
2200
1000
GS 2.50°
TCH 48
0.5
6.7 NM

ELEV 166

247
288
339
289
255
11,756 x 300
326° 7.2 NM from FAF
324
176
247
TDZE 161
HIRL Rwy 15-33 163
33

CATEGORY	C	D	E
S-ILS 33 *	363/24 200 (200-½)		
S-LOC 33**	620/40 457 (500-¾)	620/50 457 (500-1)	
CIRCLING ***	NOT AUTHORIZED	720-2 554 (600-2)	780-2¼ 614 (700-2¼)

FAF to MAP 6.7 NM

Knots	120	140	160	180	200
Min:Sec	3:21	2:52	2:31	2:14	2:01

HI-ILS Z RWY 33

LOC I-BAD	APCH CRS	Rwy ldg 11,756 TDZE 163 Arpt Elev 166
109.9	326°	

JAL-391 [USAF]

BARKSDALE AFB (KBAD)

*When ALS inop, increase RVR to 40 and vis to ¾ mile.
**When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

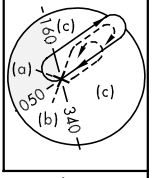
ALSF-1

MISSED APPROACH: Climb to 3100 direct to EIC VORTAC and hold.

ATIS	SHREVEPORT APP CON	BARKSDALE TOWER	GND CON	ASR
307.025	320°-152° 123.75 360.725 153°-319° 119.9 335.55	128.25 278.3	121.8 275.8	

*** Circling not authorized W of Rwy. Circling not authorized over munitions storage area E of arpt.

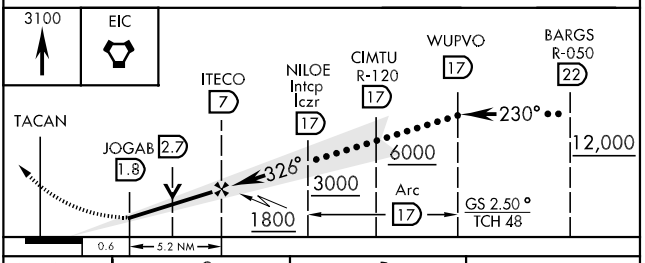
RADAR required when holding at BARGS and ANNE High MOA is active.



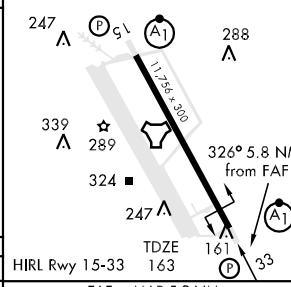
R-351
171°
351°
BELCHER
117.4 EIC
Chan 121
2049
LOCALIZER 109.9
I-BAD
CAUTION: Localizer unusable for COUPLED approaches below 394'.
CAUTION: Glideslope unreliable inside DH.
SHREVEPORT DOWNTOWN
BARKSDALE
Chan 105 BAD
ITECO
BAD
7
R-120
LR-139
454
326°
BAD
17
Arc
WUPVO
BAD
17
BAD
32
050°
230°
R-050
(IAF)
BARGS
BAD
22
700
CIMTU
BAD
17
MSA BAD 25 NM
170°
3100
080°
2100
700
847
NILOE
BAD
17
146°
326°
BAD
23
20 NM
R-145

DME REQUIRED

EMERG SAFE ALT 100 NM 3300



ELEV 166



CATEGORY	C	D	E
S-ILS 33 *	363/24 200 (200-½)		
S-LOC 33**	620/40 457 (500-¾)	620/50 457 (500-1)	
CIRCLING***	NOT AUTHORIZED	720-2 554 (600-2)	780-2¼ 614 (700-2¼)

FAF to MAP 5.2 NM

Knots	120	140	160	180	200
Min:Sec	2:36	2:14	1:57	1:44	1:34

HI-TACAN RWY 15

TACAN	APCH CRS	Rwy ldg	11,756
BAD	155°	TDZE	166
Chan 105		Arpt Elev	166

JAL-391 [USAF]

BARKSDALE AFB (KBAD)

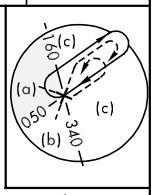
*When ALS inop, increase vis CAT C RVR to 60 and vis to 1¼ mile, CAT D vis to 1½ mile, CAT E vis to 1¾ miles.
**Circling not authorized W of Rwy. Circling not authorized over munitions storage area E of arpt.

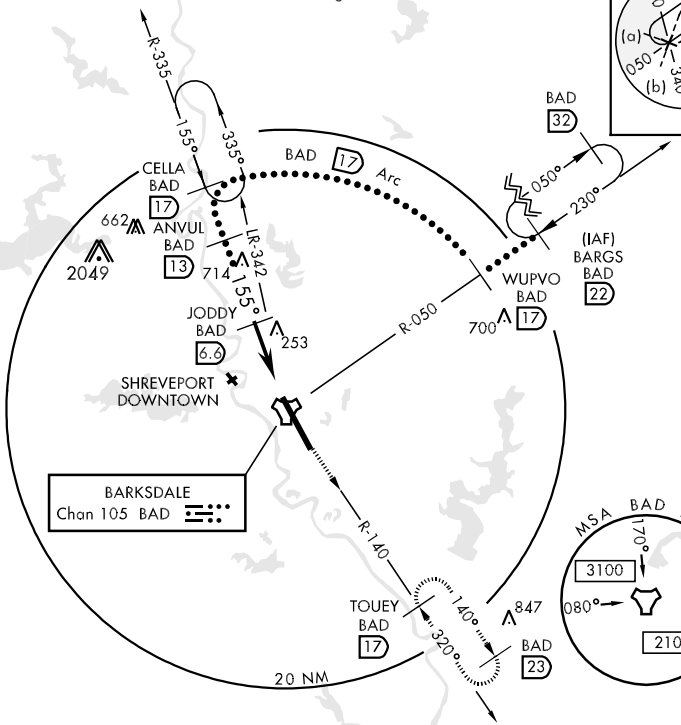
ALSF-1

MISSED APPROACH: Climb to 3000 via BAD R-140 direct TOUEY and hold.

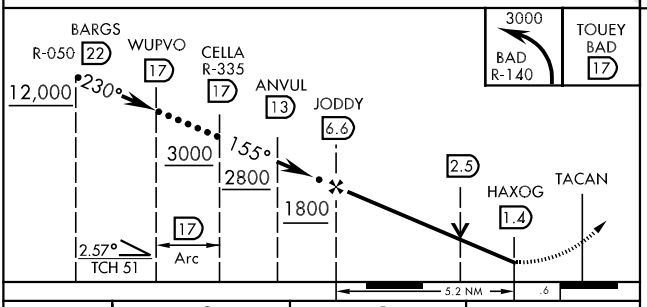
ATIS	SHREVEPORT APP CON		BARKSDALE TOWER	GND CON	ASR
307.025	320°-152°	123.75 360.725	128.25 278.3	121.8 275.8	
	153°-319°	119.9 335.55			

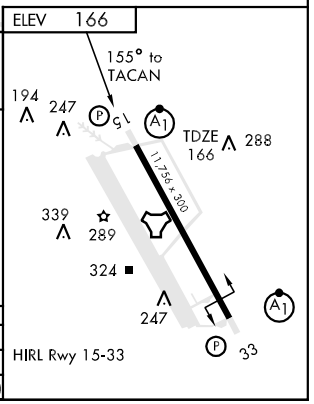
RADAR required when holding at BARGS and ANNE High MOA is active.





EMERG SAFE ALT 100 NM 3300





CATEGORY	C	D	E
S-15 *	800/60 634 (700-1¼)	800-1½ 634 (700-1½)	800-1¾ 634 (700-1¾)
CIRCLING**	NOT AUTHORIZED	800-2 634 (700-2)	800-2¼ 634 (700-2¼)

HI-TACAN RWY 33

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
BAD Chan 105	320°	11,756	163	166

JAL-391 [USAF]

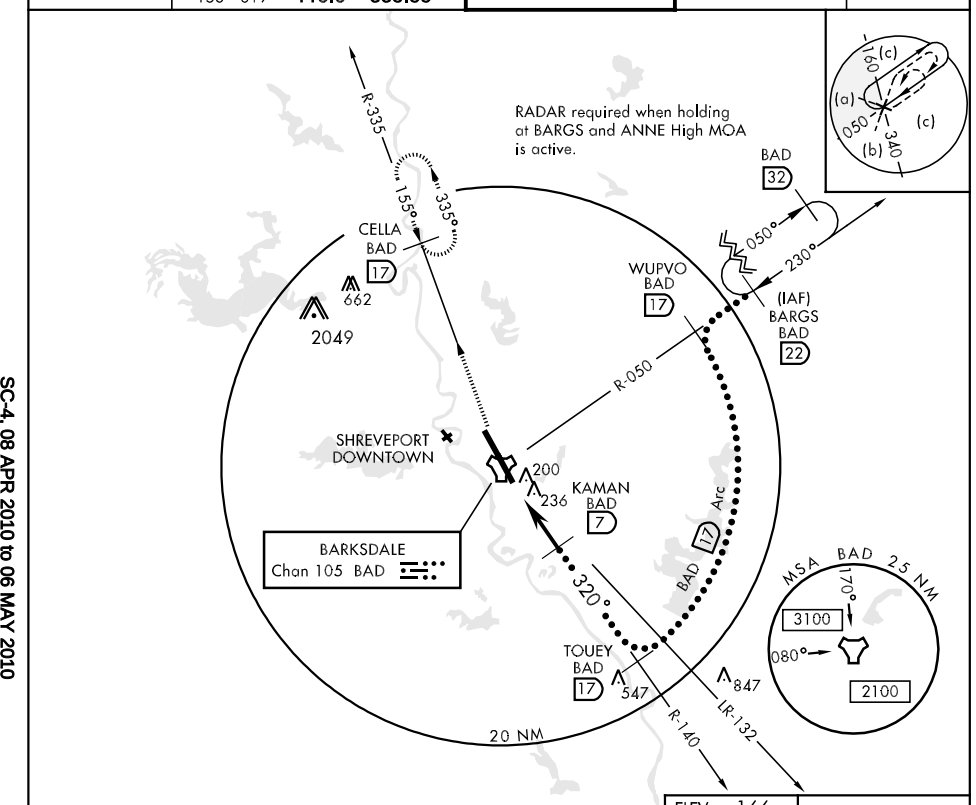
BARKSDALE AFB (KBAD)

* When ALS inop, increase vis all CAT ½ mile.
** Circling not authorized W of Rwy.
Circling not authorized over munitions storage area E of arpt.

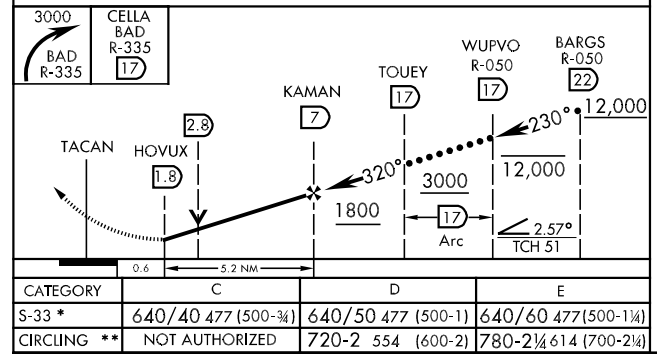
ALSF-1

MISSED APPROACH: Climb to 3000 via BAD R-335 direct CELLA and hold.

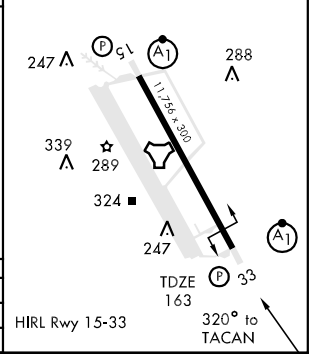
ATIS	SHREVEPORT APP CON	BARKSDALE TOWER	GND CON	ASR
307.025	320°-152° 123.75 360.725 153°-319° 119.9 335.55	128.8 278.3	121.8 275.8	



EMERG SAFE ALT 100 NM 3300



CATEGORY	C	D	E
S-33 *	640/40 477 (500-¾)	640/50 477 (500-1)	640/60 477 (500-1¼)
CIRCLING **	NOT AUTHORIZED	720-2 554 (600-2)	780-2¼ 614 (700-2¼)



HI-VOR/DME RWY 33

VORTAC EMG	APCH CRS	Rwy ldg 11,756
111.2	323°	TDZE 163
Chan 49		Arpt Elev 166

JAL-391 [USAF]

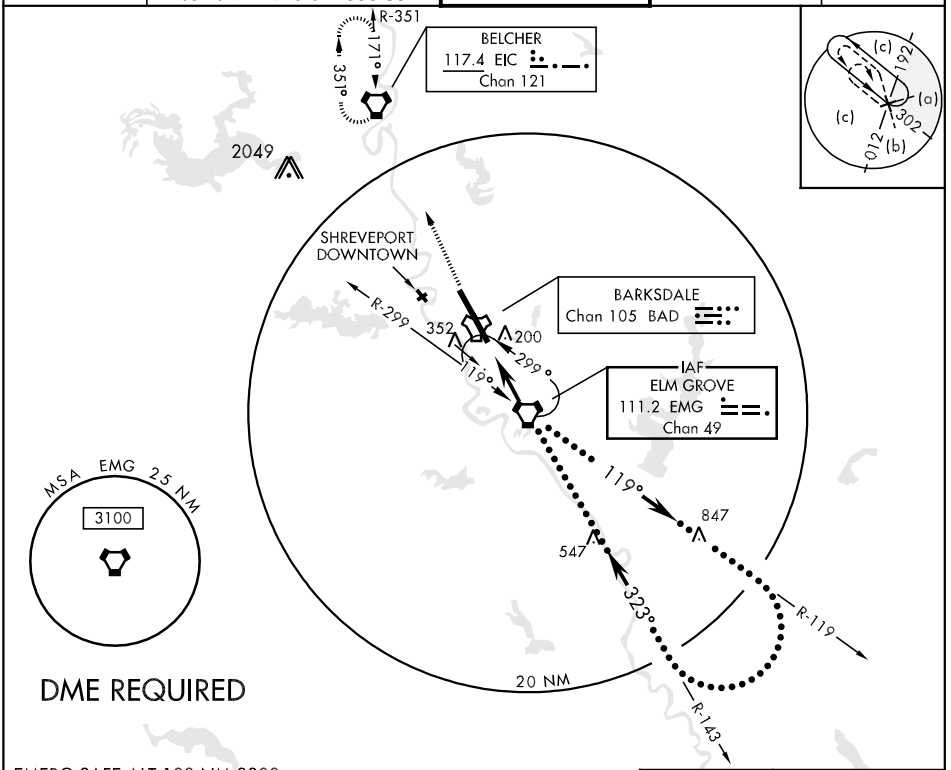
BARKSDALE AFB (KBAD)

* When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.
** Circling not authorized W of Rwy. Circling not authorized over munitions storage area E of arpt.

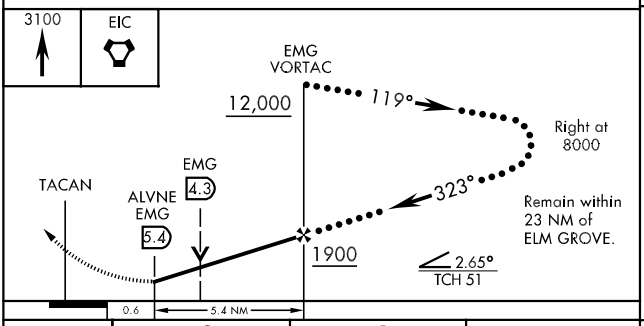
ALSF-1

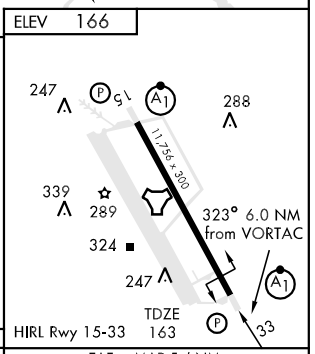
MISSED APPROACH: Climb to 3100 direct to EIC VORTAC and hold.

ATIS	SHREVEPORT APP CON	BARKSDALE TOWER	GND CON	ASR
307.025	320°-152° 123.75 360.725 153°-319° 119.9 335.55	128.25 278.3	121.8 275.8	



EMERG SAFE ALT 100 NM 3300





CATEGORY	C	D	E
S-33 *	660/40 497 (500-¾)	660/50 497 (500-1)	660/60 497 (500-1¼)
CIRCLING **	NOT AUTHORIZED	720-2 554 (600-2)	780-2¼ 614 (700-2¼)

FAF to MAP 5.4 NM					
Knots	120	140	160	180	200
Min:Sec	2:42	2:19	2:01	1:48	1:37

ILS RWY 33

LOC I-BAD	APCH CRS	Rwy ldg 11,756 TDZE 163 Arpt Elev 166	AL-391 [USAF]	BARKSDALE AFB (KBAD)
109.9	326°			

* When ALS inop, increase RVR to 40 and vis to ¾ miles.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

ALSF-1

MISSED APPROACH: Climb to 3100 direct EIC VORTAC and hold.

ATIS	SHREVEPORT APP CON	BARKSDALE TOWER	GND CON	ASR
307.025	320°-152° 123.75 360.725 153°-319° 119.9 335.55	128.25 278.3	121.8 275.8	

*** Circling not authorized W of Rwy. Circling not authorized over munitions storage area E of airport.

BELCHER 117.4 EIC Chan 121

LOCALIZER 109.9 I-BAD

DME REQUIRED

BARKSDALE Chan 105 BAD

ITECO BAD 7

CAUTION: Localizer unusable for COUPLED approaches below 394'.

CAUTION: Glideslope unreliable inside DH.

ENROUTE FACILITIES

10 NM

(IAF) NILOE BAD 17

BAD 23

MSA BAD 25 NM
170°
3100
080°
2100

EMERG SAFE ALT 100 NM 3300

3100 EIC 117.4

TACAN JOGAB 1.8 2.7 ITECO 7 NILOE 17 326° 3000 GS 2.50° TCH 48 1800

0.6 5.2 NM

ELEV 166

234 247 288 216 339 289 255 324 176 247 161 33

11,756 x 300

TDZE 163

326° 5.8 NM from FAF

HIRL Rwy 15-33

CATEGORY	A	B	C	D	E
S-ILS 33 *	363/24		200	(200-½)	
S-LOC 33**	620/24 457 (500-½)		620/40 457 (500-¾)	620/50 457 (500-1)	
CIRCLING***	NOT AUTHORIZED			720-2 554 (600-2)	780-2¼ 614(700-2¼)

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

SC-4, 08 APR 2010 to 06 MAY 2010

ILS Y RWY 15

LOC I-JKC	APCH CRS	Rwy ldg 11,756 TDZE 166 Arpt Elev 166
108.9	146°	

AL-391 [USAF]

BARKSDALE AFB (KBAD)

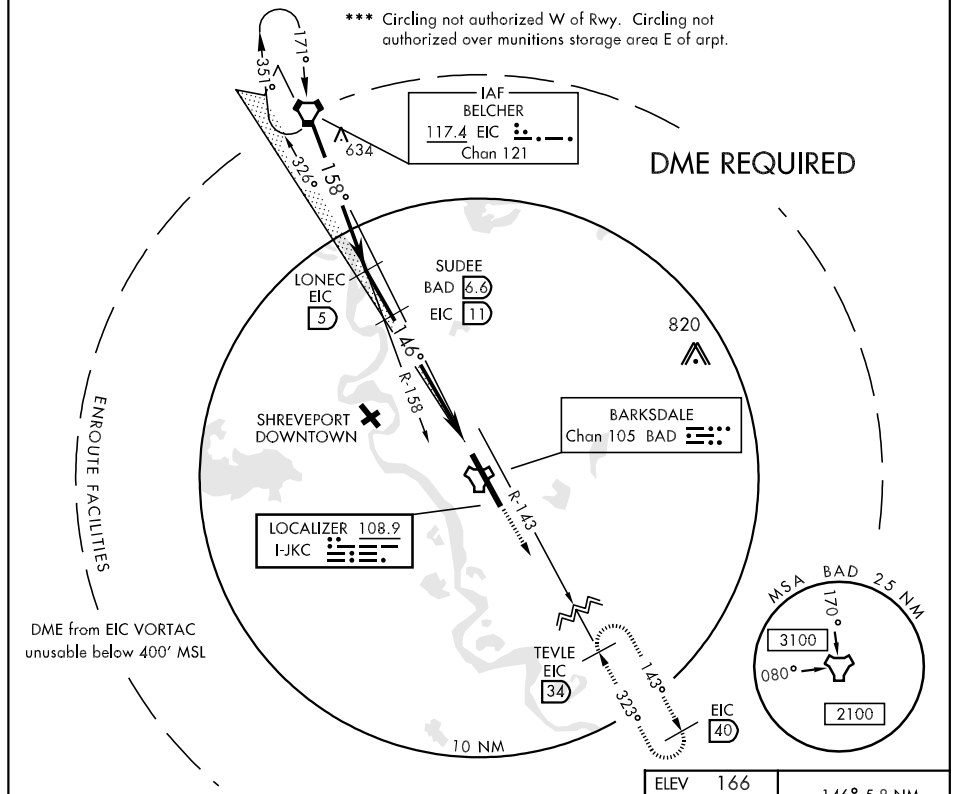
*When ALS inop, increase RVR to 40 and vis to ¾ mile.
**When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ mile, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

ALSF-1

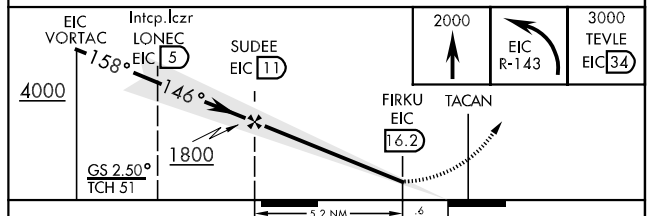
MISSED APPROACH: Climb to 2000, then climbing left turn to join EIC VORTAC R-143 outbound direct TEVLE (EIC 34 DME) and hold, maintain 3000.

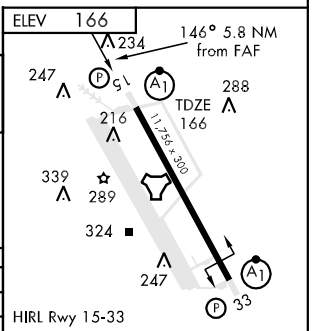
ATIS	SHREVEPORT APP CON	BARKSDALE TOWER	GND CON	ASR
307.025	320°-152° 123.75 360.725 153°-319° 119.9 335.55	128.25 278.3	121.8 275.8	

*** Circling not authorized W of Rwy. Circling not authorized over munitions storage area E of arpt.



EMERG SAFE ALT 100 NM 3300





CATEGORY	A	B	C	D	E
S-ILS 15*	366/24		200	(200-½)	
S-LOC 15**	640/24 474 (500-½)		640/40 474 (500-¾)	640/50 474 (500-1)	640/60 474 (500-1¼)
CIRCLING***	NOT AUTHORIZED			720-2 554 (600-2)	780-2¼ 614 (700-2¼)

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

ILS Z RWY 15

LOC I-JKC	APCH CRS	Rwy ldg 11,756 / TDZE 166 / Arpt Elev 166
108.9	146°	AL-391 [USAF]

BARKSDALE AFB (KBAD)

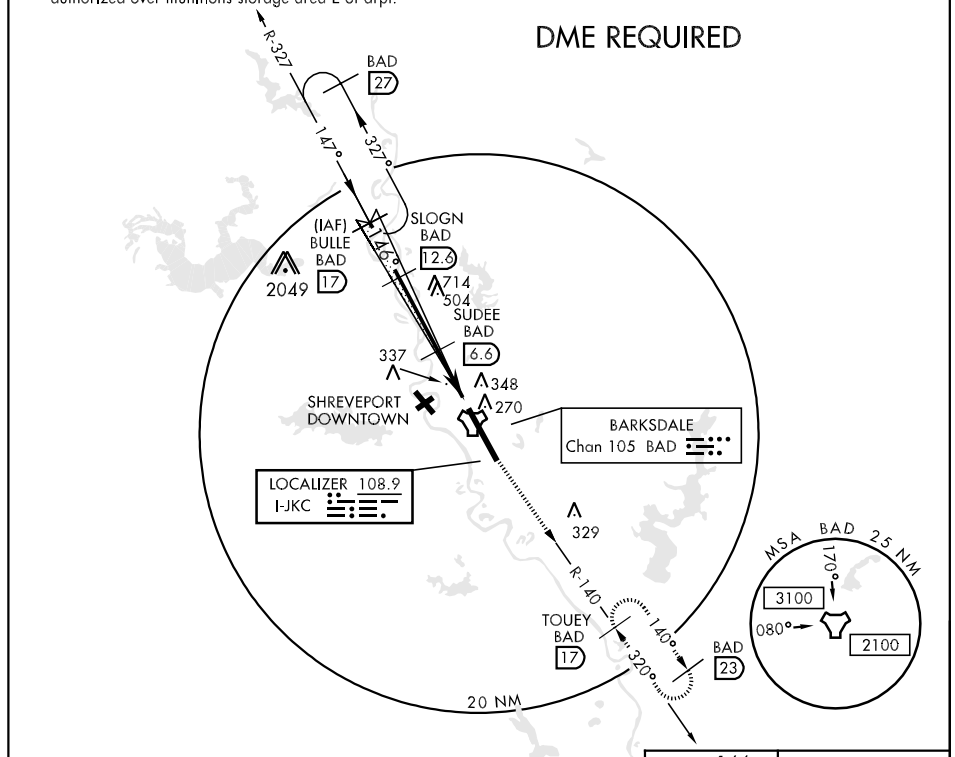
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

ALSF-1

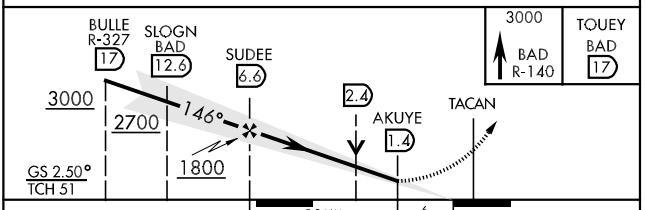
MISSED APPROACH: Climb to 3000 via BAD R-140 direct TOUEY and hold.

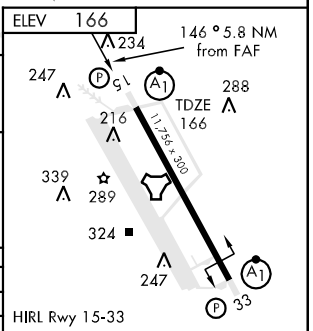
ATIS	SHREVEPORT APP CON	BARKSDALE TOWER	GND CON	ASR
307.025	320°-152° 123.75 360.725 153°-319° 119.9 335.55	128.25 278.3	121.8 275.8	

*** Circling not authorized W of Rwy. Circling not authorized over munitions storage area E of arpt.



EMERG SAFE ALT 100 NM 3300





CATEGORY	A	B	C	D	E
S-ILS 15 *	366/24		200	(200-½)	
S-LOC 15 **	640/24 474 (500-½)		640/40 474 (500-¾)	640/50 474 (500-1)	640/60 474 (500-1¼)
CIRCLING***	NOT AUTHORIZED			720-2 554 (600-2)	780-2¼ 614(700-2¼)

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

TACAN RWY 15

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
BAD Chan 105	155°	11,756	166	166

AL-391 [USAF]

BARKSDALE AFB (KBAD)

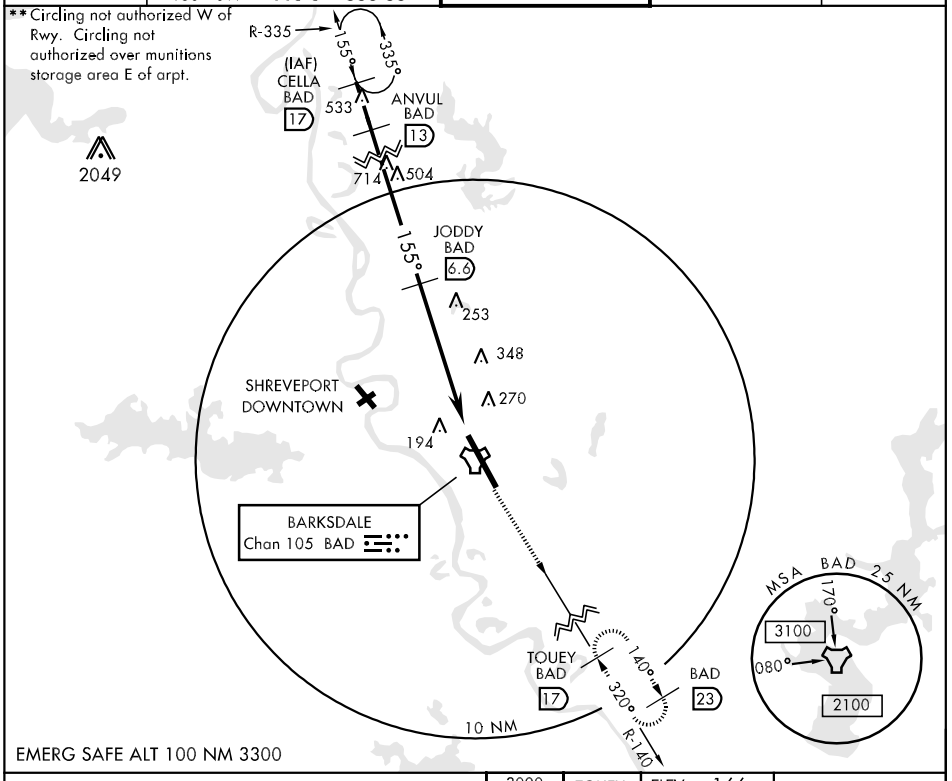
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

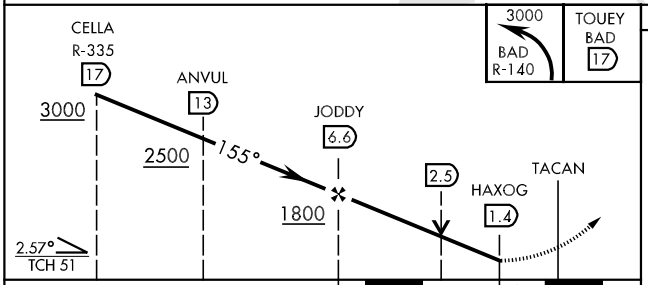
ALSF-1

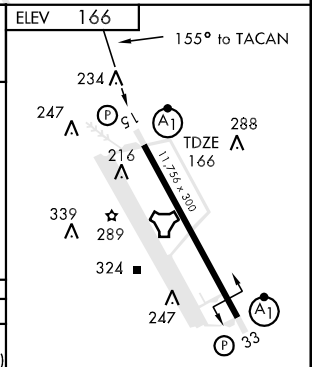
MISSED APPROACH: Climb to 3000 via BAD R-140 direct TOUEY and hold.

ATIS	SHREVEPORT APP CON	BARKSDALE TOWER	GND CON	ASR
307.025	320°-152° 123.75 360.725 153°-319° 119.9 335.55	128.25 278.3	121.8 275.8	

** Circling not authorized W of Rwy. Circling not authorized over munitions storage area E of arpt.







CATEGORY	A	B	C	D	E
S-15 *	800/24 634 (700-½)		800/60 634 (700-1¼)	800-1½ 634 (700-1½)	800-1¾ 634 (700-1¾)
CIRCLING **	NOT AUTHORIZED			800-2 634 (700-2)	800-2¼ 634 (700-2¼)

BOSSIER CITY, LOUISIANA

TACAN RWY 33

TACAN BAD Chan 105	APCH CRS 320°	Rwy ldg 11,756 TDZE 163 Arpt Elev 166

AL-391 [USAF]

BARKSDALE AFB (KBAD)

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

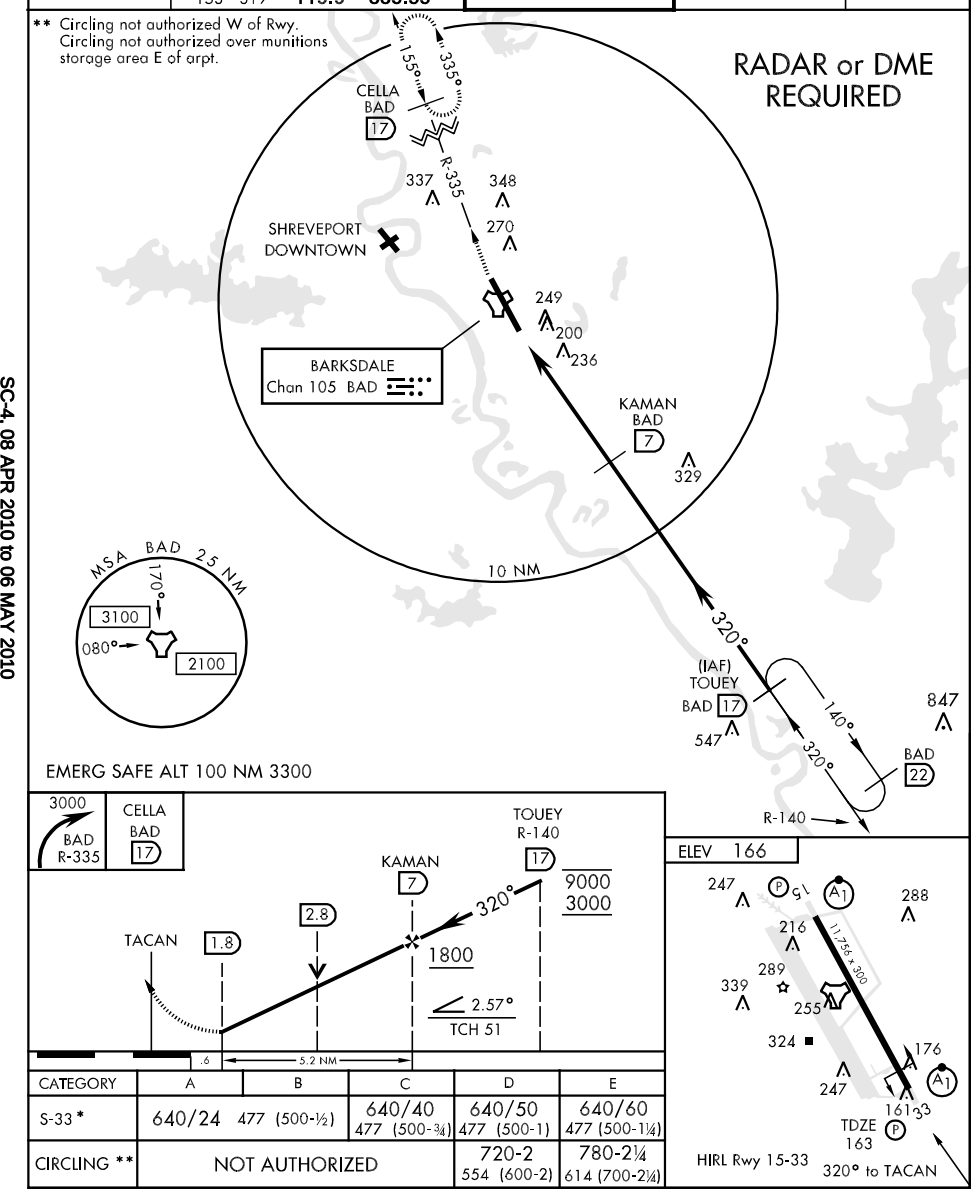
ALSF-1

MISSED APPROACH: Climb to 3000 via BAD R-335 direct CELLA and hold.

ATIS	SHREVEPORT APP CON	BARKSDALE TOWER	GND CON	ASR
307.025	320°-152° 123.75 360.725 153°-319° 119.9 335.55	128.25 278.3	121.8 275.8	

** Circling not authorized W of Rwy.
Circling not authorized over munitions storage area E of arpt.

RADAR or DME REQUIRED



CATEGORY	A	B	C	D	E
S-33 *	640/24	477 (500-½)	640/40 477 (500-¾)	640/50 477 (500-1)	640/60 477 (500-1¼)
CIRCLING **	NOT AUTHORIZED			720-2 554 (600-2)	780-2¼ 614 (700-2¼)

SC-4, 08 APR 2010 to 06 MAY 2010

VOR/DME RWY 33

VORTAC EMG	APCH CRS	Rwy ldg 11,756
111.2	323°	TDZE 163
Chan 49		Arpt Elev 166

AL-391 [USAF]

BARKSDALE AFB (KBAD)

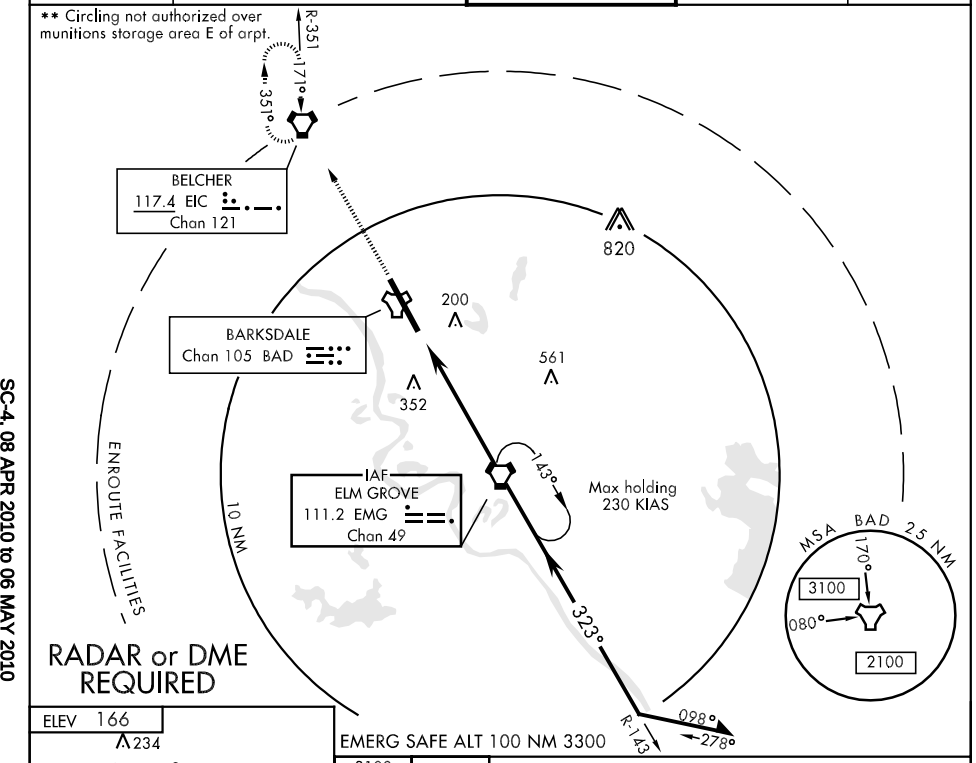
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1 ½ miles, CAT D vis to 1 ½ miles, CAT E vis to 1¾ miles.
** Circling not authorized W of Rwy.

ALSF-1 (A1)

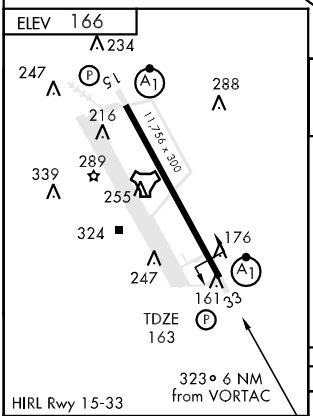
MISSED APPROACH: Climb to 3100 direct EIC VORTAC and hold.

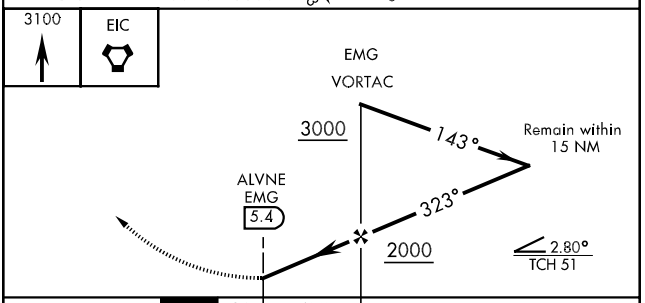
ATIS	SHREVEPORT APP CON	BARKSDALE TOWER	GND CON	ASR
307.025	320°-152° 123.75 360.725 153°-319° 119.9 335.55	128.25 278.3	121.8 275.8	

** Circling not authorized over munitions storage area E of arpt.



EMERG SAFE ALT 100 NM 3300





CATEGORY	A	B	C	D	E
S-VOR 33 *	660/24 497 (500-½)		660/40 497(500-¾)	660/50 497 (500-1)	660/60 497(500-1¼)
CIRCLING **	NOT AUTHORIZED			720-2 554(600-2)	780-2¼ 614(700-2¼)

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

SC-4, 08 APR 2010 to 06 MAY 2010

BWK NDB	APP CRS	Rwy Idg	3005
397	357°	TDZE	60
		Apt Elev	62

NDB RWY 36

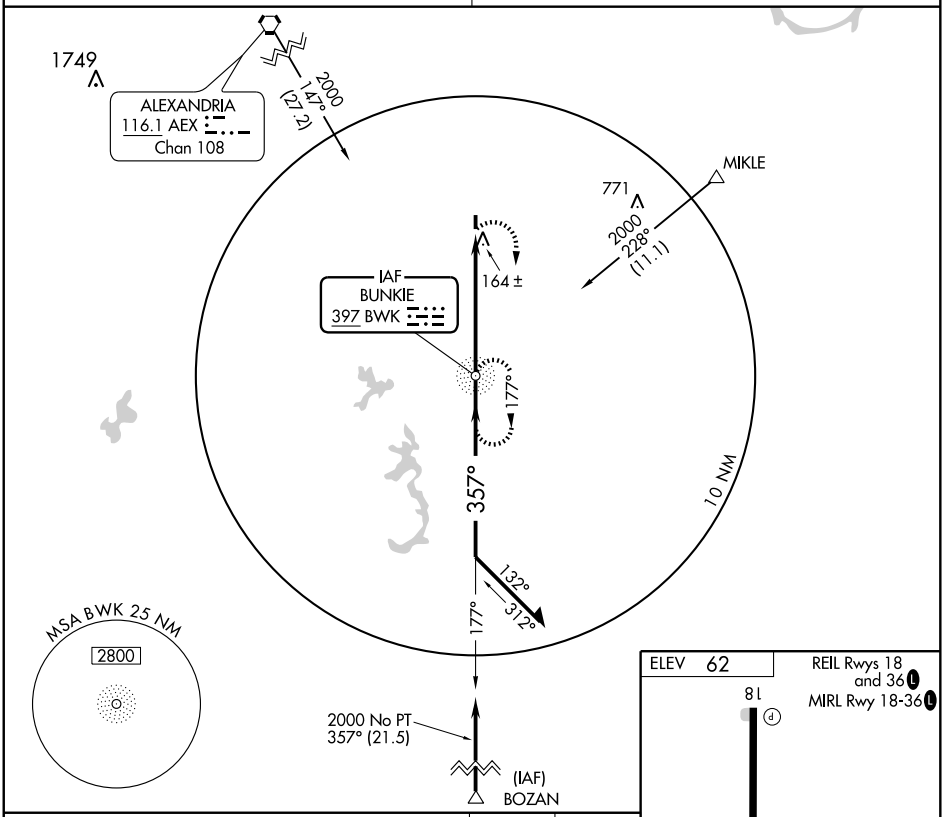
BUNKIE MUNI (2R6)

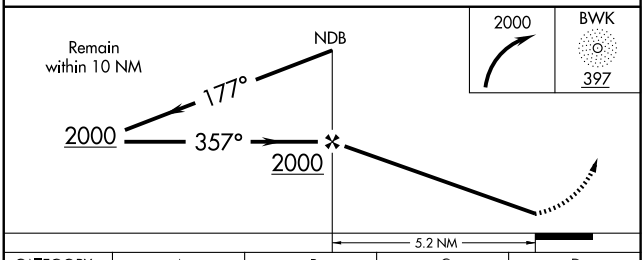
T
NA

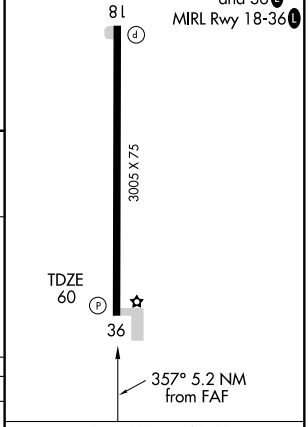
Use Alexandria Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 direct BWK NDB and hold.

POLK APP CON	CTAF
125.4 302.2	122.9 L







CATEGORY	A	B	C	D
S-36	540-1	480 (500-1)	NA	
CIRCLING	540-1	478 (500-1)	NA	

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

SC-4, 08 APR 2010 to 06 MAY 2010

BUNKIE, LOUISIANA

AL-6010 (FAA)

APP CRS	Rwy Idg	3005
179°	TDZE	60
	Apt Elev	62

RNAV (GPS) RWY 18

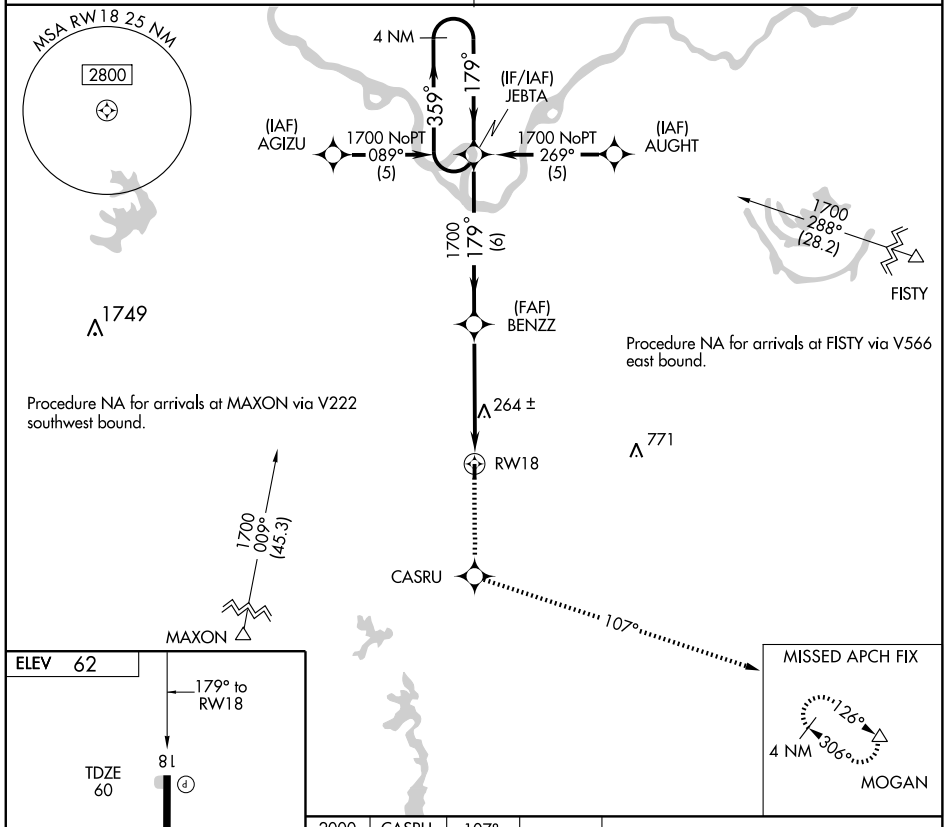
BUNKIE MUNI (2R6)

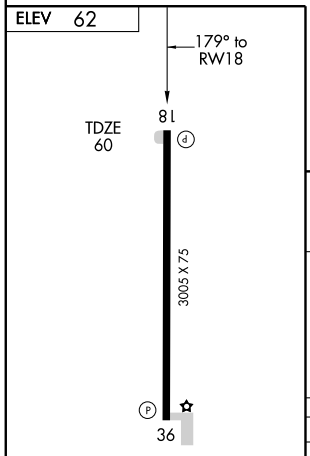
DME/DME RNP-0.3 NA. Use Alexandria Intl altimeter setting; when not received, use Esler Rgnl atimeter setting.

NA

MISSED APPROACH: Climb to 2000 direct CASRU and via 107° track to MOGAN and hold.

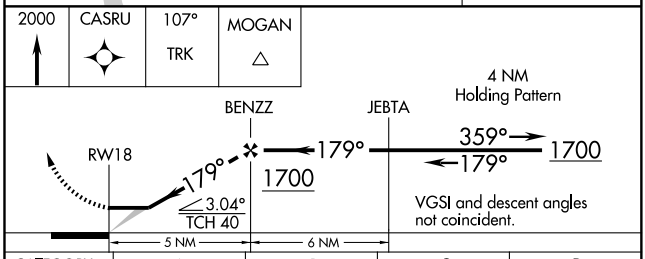
POLK APP CON	CTAF
125.4 302.2	122.9 L





REIL Rwys 18 and 36 L

MIRL Rwy 18-36 L



CATEGORY	A	B	C	D
LNAV MDA	600-1 540 (600-1)		NA	
CIRCLING	600-1 538 (600-1)		NA	

SC-4, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3005
359°	TDZE	60
	Apt Elev	62

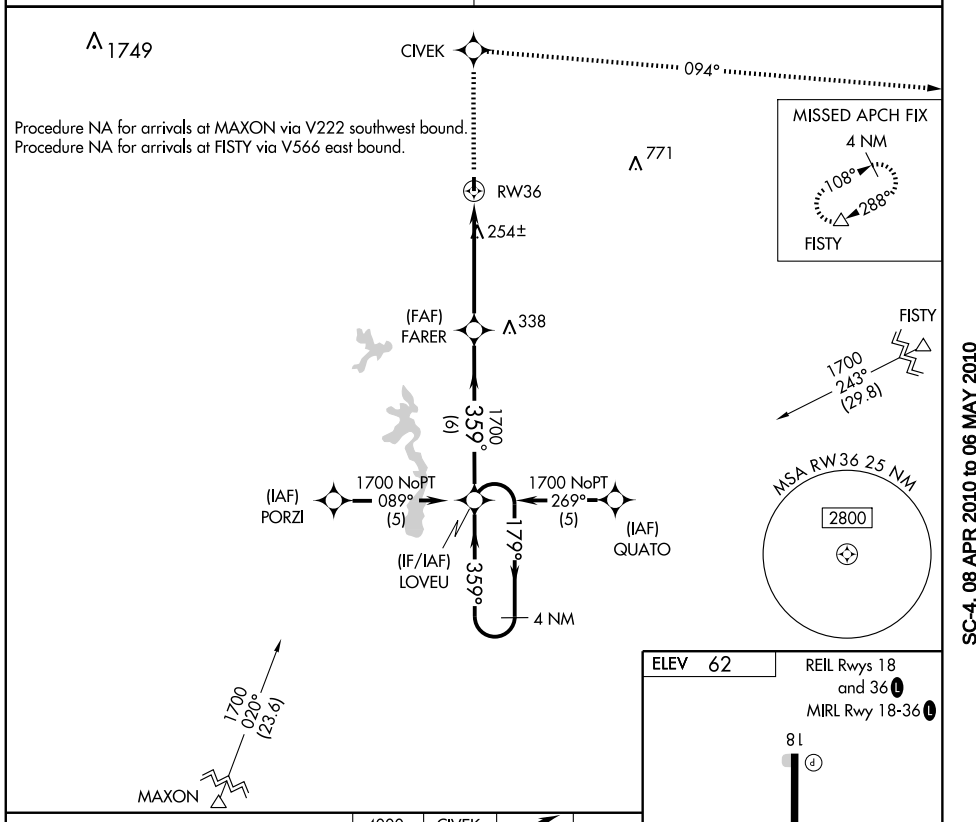
RNAV (GPS) RWY 36

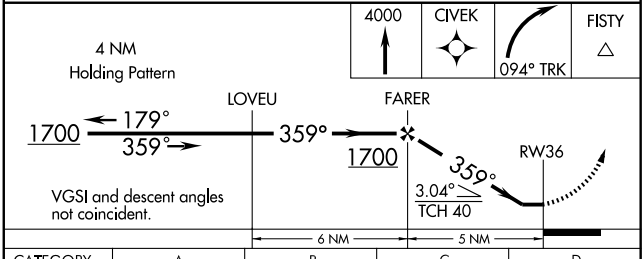
BUNKIE MUNI (2R6)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Alexandria Intl altimeter setting; when not received, use Esler Rgnl altimeter setting.

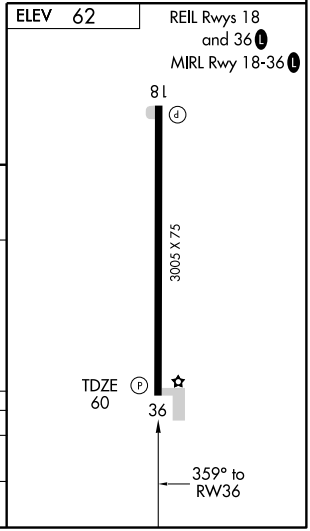
MISSED APPROACH: Climb to 4000 direct CIVEK and right turn via 094° track to FISTY and hold.

POLK APP CON	CTAF
125.4 302.2	122.9 (L)





CATEGORY	A	B	C	D
LNAV MDA	580-1 520 (600-1)		NA	
CIRCLING	580-1 518 (600-1)		NA	



SC-4, 08 APR 2010 to 06 MAY 2010

VORTAC AEX 116.1 Chan 108	APP CRS 140°	Rwy Idg N/A TDZE N/A Apt Elev 62

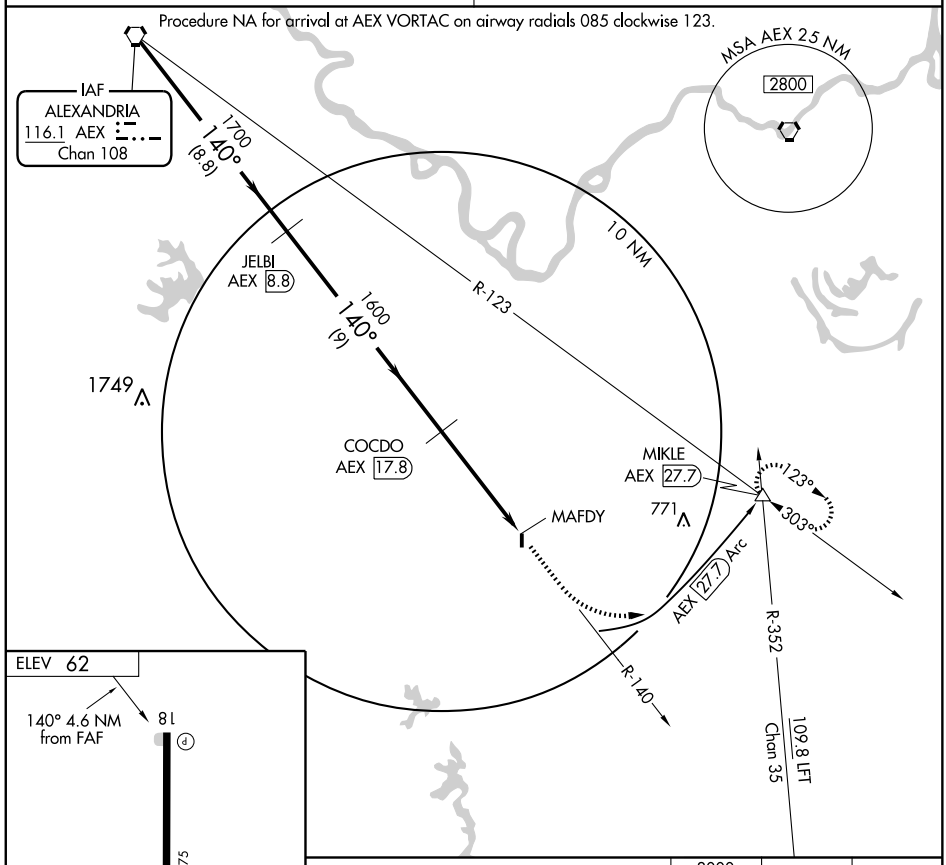
VOR/DME-A
BUNKIE MUNI (2R6)

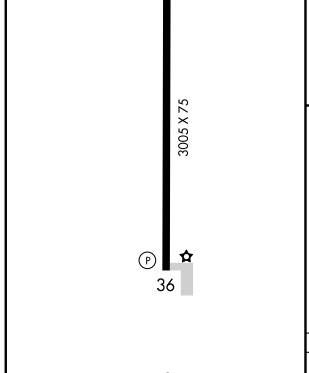
Use Alexandria Intl altimeter setting; when not received, use Esler Rgnl altimeter setting.

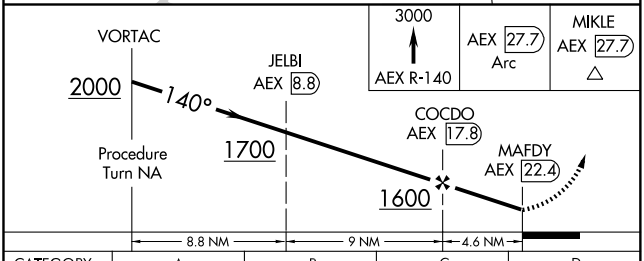
MISSED APPROACH: Climb to 3000 via AEX R-140 and AEX 27.7 DME Arc to MIKLE Int/AEX 27.7 DME and hold.

POLK APP CON	CTAF
125.4 302.2	122.9 L

Procedure NA for arrival at AEX VORTAC on airway radials 085 clockwise 123.







CATEGORY	A	B	C	D
CIRCLING	880-1 818 (900-1)	880-1¼ 818 (900-1¼)	NA	

REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L

SC-4, 08 APR 2010 to 06 MAY 2010

NDB DQU	APP CRS	Rwy Idg	5000
410	140°	TDZE	81
		Apt Elev	81

NDB RWY 15

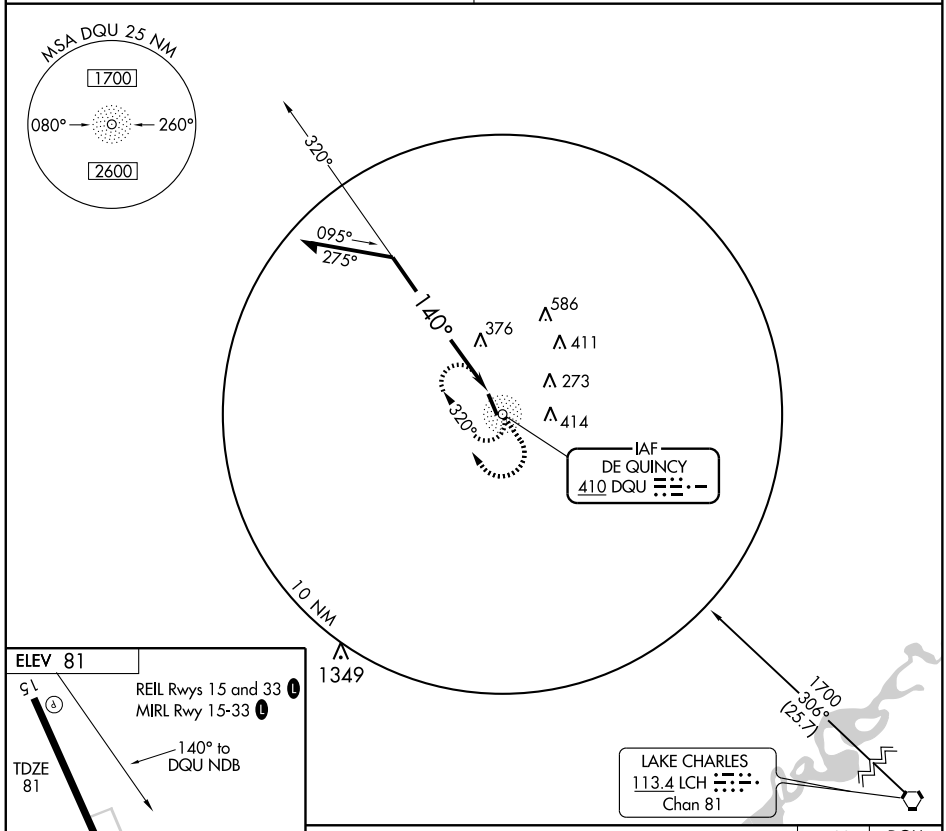
DE QUINCY INDUSTRIAL AIRPARK (5R8)

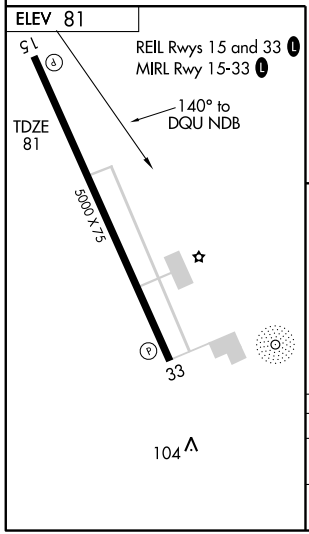
NA If local altimeter setting not received, use Lake Charles Regional altimeter setting and increase all MDAs 80 feet.

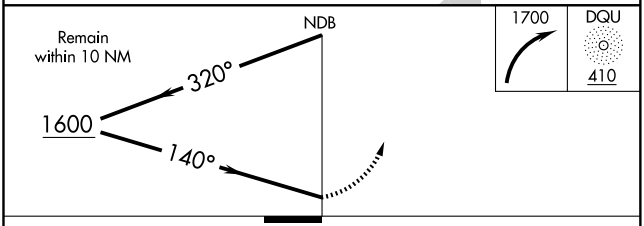
MISSED APPROACH: Climbing right turn to 1700 in DQU NDB holding pattern.

LAKE CHARLES APP CON ★
119.35 282.3

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
S-15	800-1	719 (800-1)	800-2 719 (800-2)	NA
CIRCLING	800-1	719 (800-1)	800-2 719 (800-2)	NA

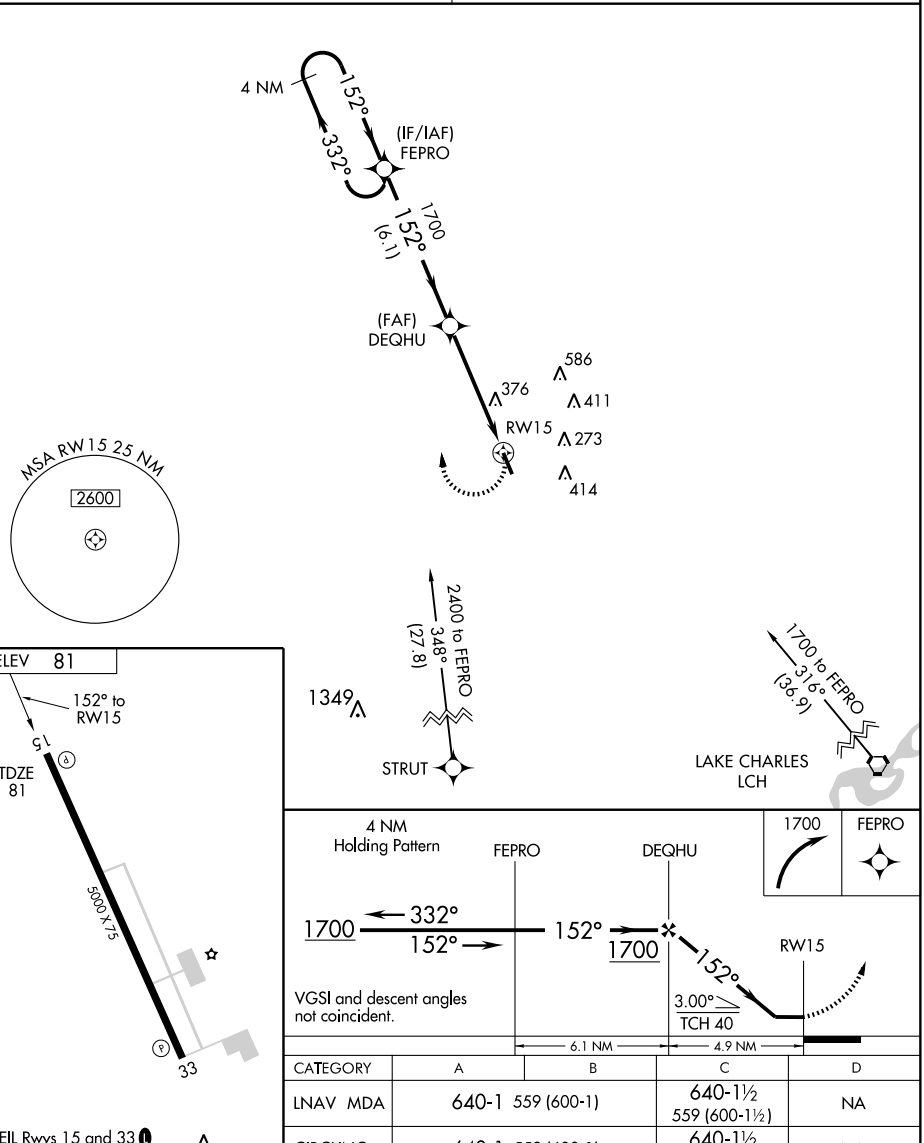
SC-4, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5000
152°	TDZE	81
	Apt Elev	81

RNAV (GPS) RWY 15

DE QUINCY INDUSTRIAL AIRPARK (5R8)

⚠ NA — DME/DME RNP-0.3 NA. If local altimeter setting not received, use Lake Charles Regional altimeter setting and increase all MDAs 80 feet.	MISSED APPROACH: Climbing right turn to 1700 direct FEPRO WP and hold.
LAKE CHARLES APP CON ★ **119.35 282.3**	UNICOM **122.8** (CTAF) Ⓛ



CATEGORY	A	B	C	D
LNAV MDA	640-1 559 (600-1)		640-1½ 559 (600-1½)	NA
CIRCLING	640-1 559 (600-1)		640-1½ 559 (600-1½)	NA

SC-4, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5000
332°	TDZE	81
	Apt Elev	81

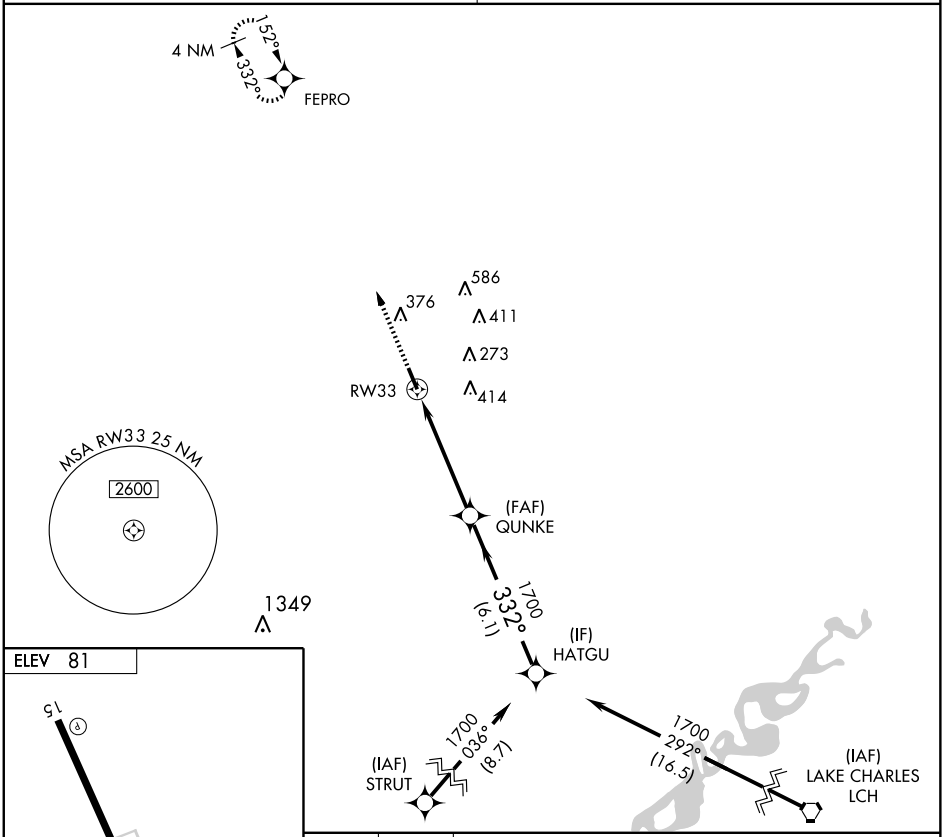
RNAV (GPS) RWY 33

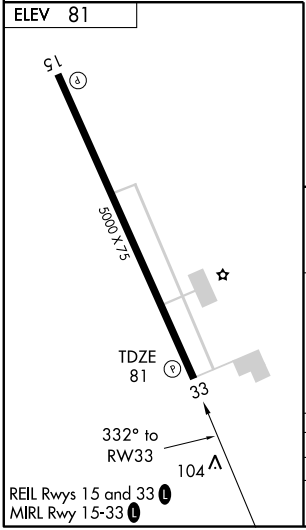
DE QUINCY INDUSTRIAL AIRPARK (5R8)

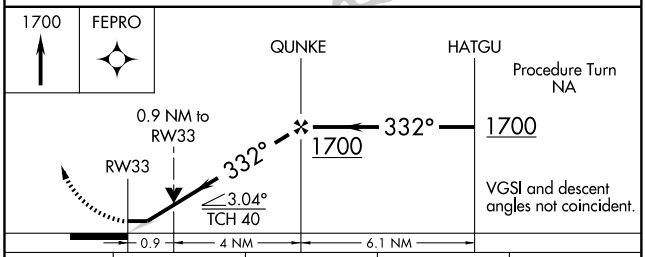
NA	MISSED APPROACH: Climb to 1700 direct FEPRO WP and hold.

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Lake Charles Regional altimeter setting and increase all MDAs 80 feet. VDP NA with Lake Charles Regional altimeter setting.

LAKE CHARLES APP CON ★	UNICOM
119.35 282.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	440-1 359 (400-1)			NA
CIRCLING	460-1 379 (400-1)	600-1 519 (600-1)	600-1½ 519 (600-1½)	NA

SC-4, 08 APR 2010 to 06 MAY 2010

DE QUINCY, LOUISIANA

AL-5940 (FAA)

VORTAC LCH	APP CRS	Rwy Idg	5000
113.4	305°	TDZE	81
Chan 81		Apt Elev	81

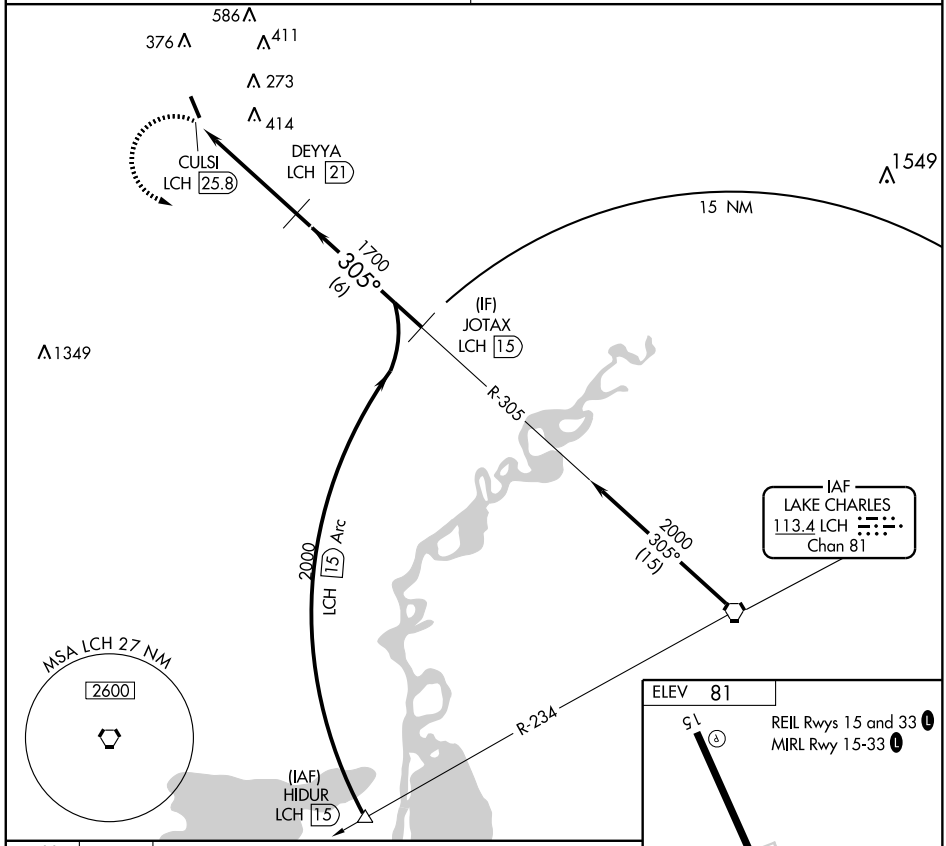
VOR/DME RWY 33

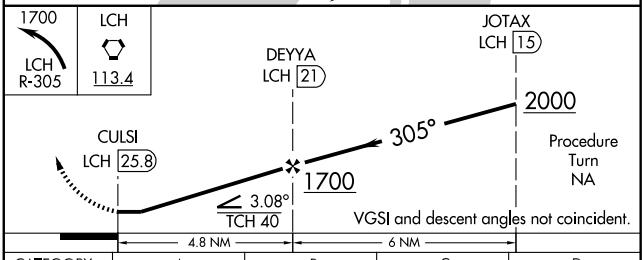
DE QUINCY INDUSTRIAL AIRPARK (5R8)

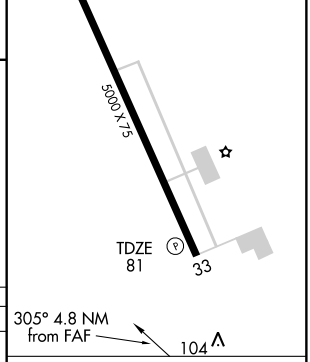
NA — If local altimeter setting not received, use Lake Charles Regional altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing left turn to 1700 via LCH R-305 to LCH VORTAC.

LAKE CHARLES APP CON ★	UNICOM
119.35 282.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-33	760-1 679 (700-1)	760-1¼ 679 (700-1¼)	760-2 679 (700-2)	NA
CIRCLING	760-1 679 (700-1)	760-1¼ 679 (700-1¼)	760-2 679 (700-2)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-4, 08 APR 2010 to 06 MAY 2010

LOC I-DRI	APP CRS	Rwy Idg	5495
111.1	355°	TDZE	197
		Apt Elev	202

LOC RWY 36

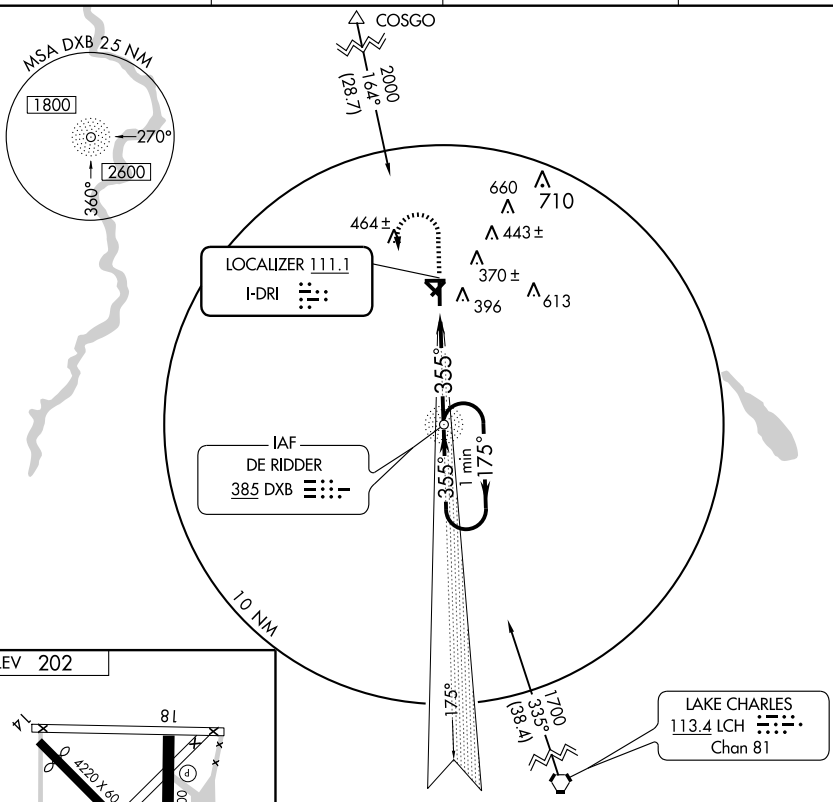
DE RIDDER/ BEAUREGARD RGNL (DRI)

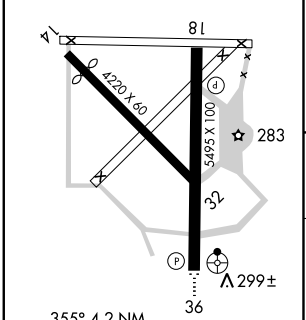
T NA ASR — Inoperative table does not apply. ADF required. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Polk altimeter setting and increase all MDA 60 feet, and S-36 visibility Cat C ¼ mile.

ODALS

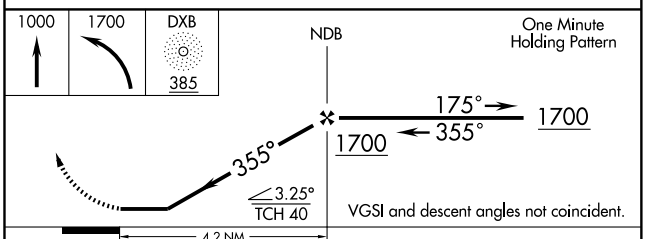
MISSED APPROACH: Climb to 1000 then climbing left turn to 1700 direct DXB NDB and hold.

AWOS-3	POLK APP CON	DE RIDDER RADIO	UNICOM
118.225	123.7 254.8	122.2	122.8 (CTAF) L





FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24



CATEGORY	A	B	C	D
S-36	560-1 363 (400-1)			560-1¼ 363 (400-1¼)
CIRCLING	720-1 518 (600-1)		720-1½ 518 (600-1½)	780-2 578 (600-2)

SC-4, 08 APR 2010 to 06 MAY 2010

NDB DXB	APP CRS	Rwy Idg	5495
385	354°	TDZE	197
		Apt Elev	202

NDB RWY 36

DE RIDDER/BEAUREGARD RGNL (DRI)

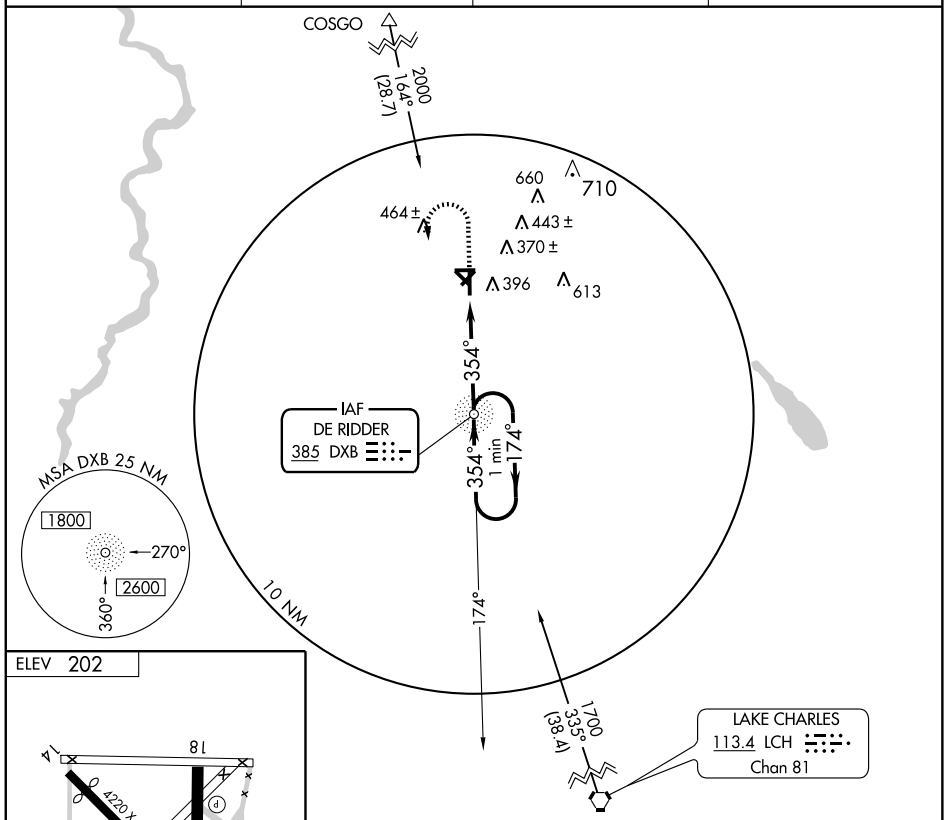
NA ASR

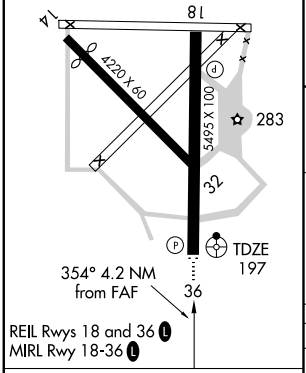
Inoperative table does not apply. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Polk altimeter setting and increase all MDA 60 feet, and S-36 visibility Cat D ¼ mile.

ODALS

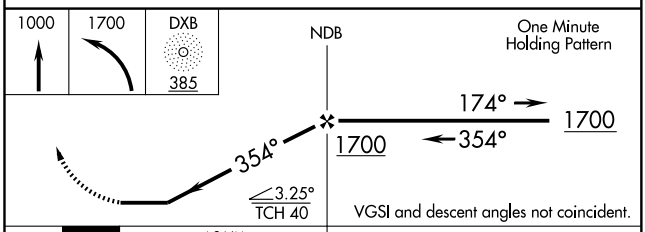
MISSED APPROACH: Climb to 1000 then climbing left turn to 1700 direct DXB NDB and hold.

AWOS-3	POLK APP CON	DE RIDDER RADIO	UNICOM
118.225	123.7 254.8	122.2	122.8 (CTAF) L





FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24



CATEGORY	A	B	C	D
S-36	700-1	503 (500-1)	700-1½	503 (500-1½)
CIRCLING	720-1	518 (600-1)	720-1½ 518 (600-1½)	780-2 578 (600-2)

SC-4, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5495
175°	TDZE	202
	Apt Elev	202

RNAV (GPS) RWY 18

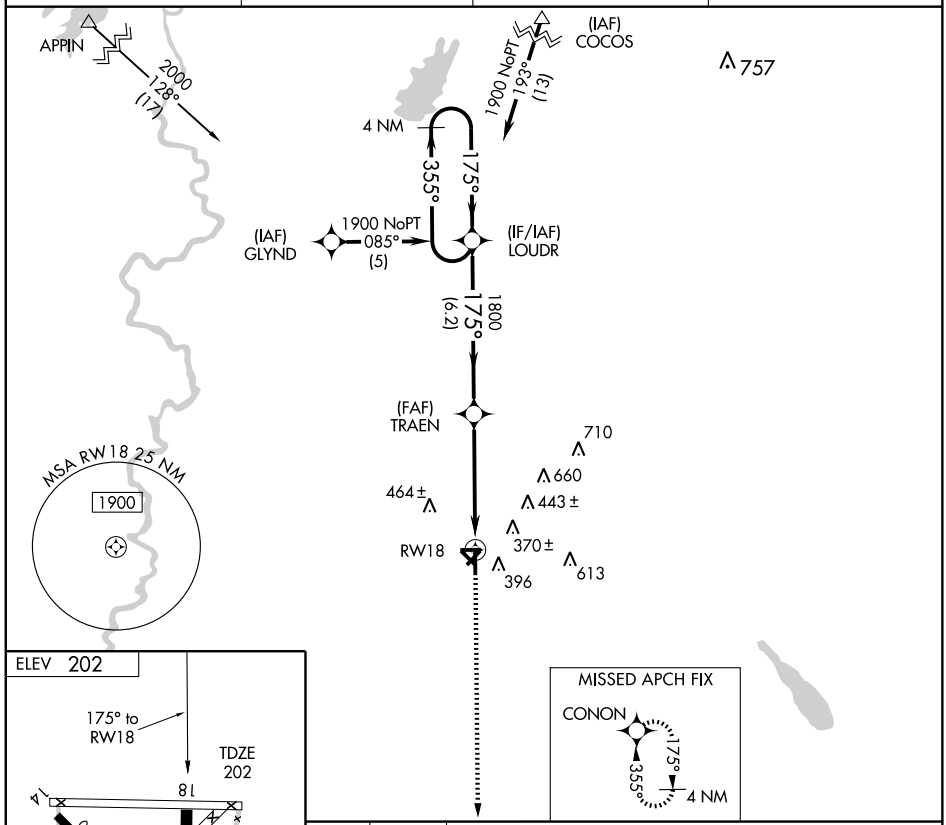
DE RIDDER/BEAUREGARD RGNL (DRI)

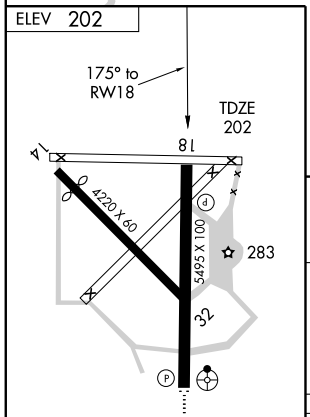
ASR

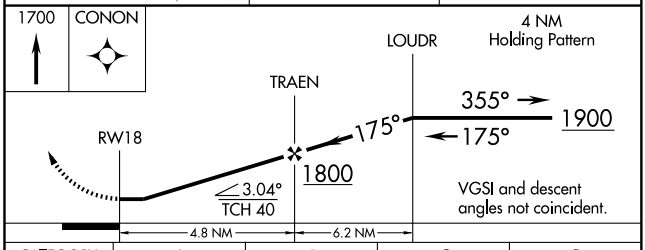
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Polk altimeter setting and increase all MDA 60 feet, and LNAV visibility Cat C and D ¼ mile.

MISSED APPROACH: Climb to 1700 direct CONON and hold.

AWOS-3	POLK APP CON	DE RIDDER RADIO	UNICOM
118.225	123.7 254.8	122.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	680-1	478 (500-1)	680-1¼ 478 (500-1¼)	680-1½ 478 (500-1½)
CIRCLING	720-1	518 (600-1)	720-1½ 518 (600-1½)	780-2 578 (600-2)

REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L

SC-4, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 36

DE RIDDER/ BEAUREGARD RGNL (DRI)

APP CRS	Rwy Idg	5495
355°	TDZE	197
	Apt Elev	202

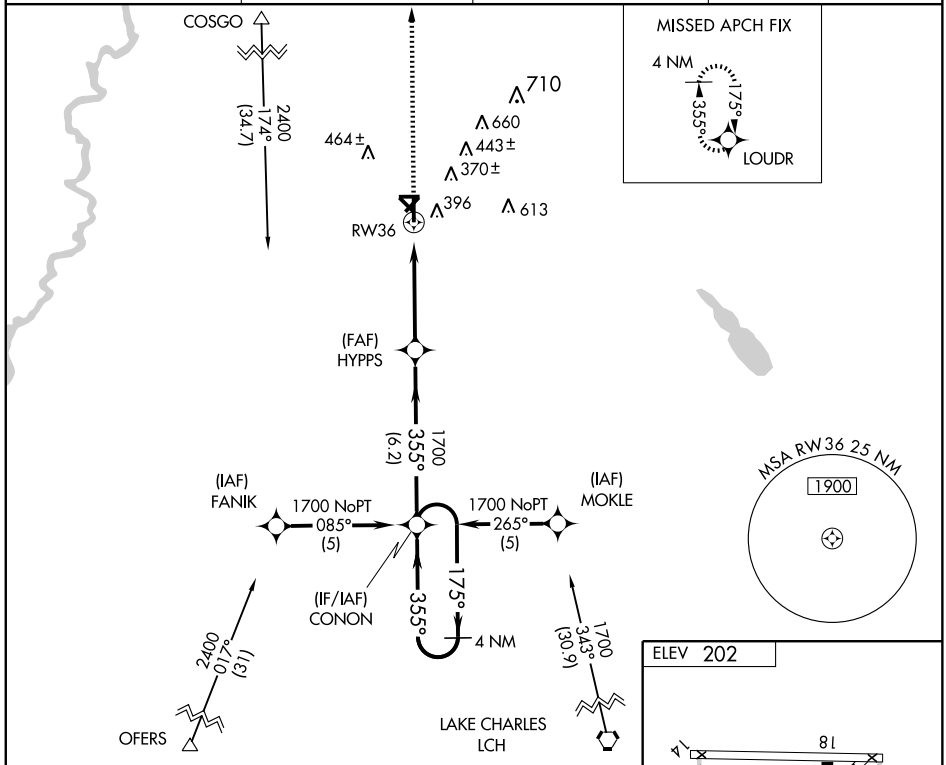
ASR

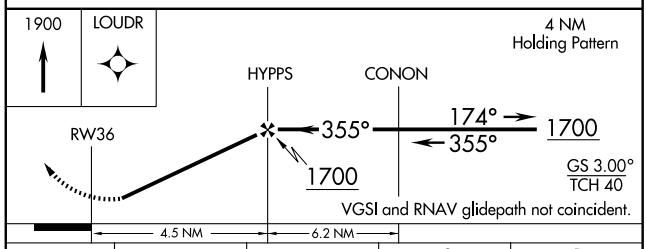
Inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Polk altimeter setting and increase all DA 53 feet, and all MDA 60 feet, increase LNAV/VNAV all Cats and LNAV Cat C and D visibility ¼ mile.

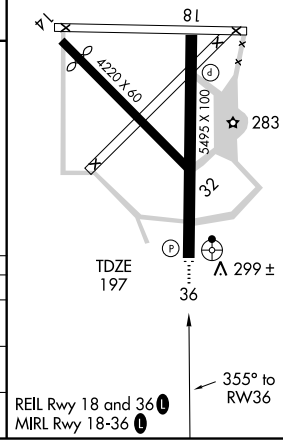
ODALS

MISSED APPROACH: Climb to 1900 direct LOUDR and hold.

AWOS-3	POLK APP CON	DE RIDDER RADIO	UNICOM
118.225	123.7 254.8	122.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV/VNAV DA	569-1¼ 372 (400-1¼)			
LNAV MDA	660-1 463 (500-1)		660-1¼ 463 (500-1¼)	660-1½ 463 (500-1½)
CIRCLING	720-1 518 (600-1)		720-1½ 518 (600-1½)	780-2 578 (600-2)

SC-4, 08 APR 2010 to 06 MAY 2010

NDB ECY	APP CRS	Rwy Idg	5001
263	165°	TDZE	40
		Apt Elev	42

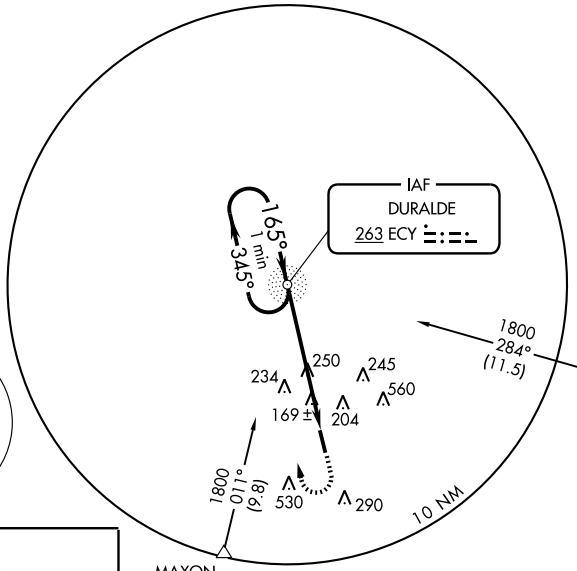
NDB RWY 16
EUNICE (4R7)

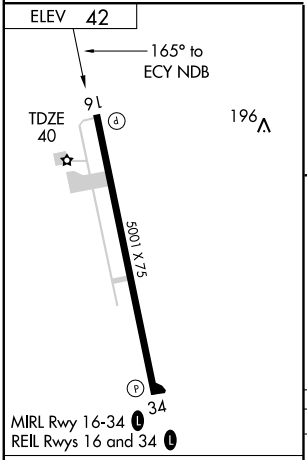
NA

Use Lafayette Rgnl altimeter setting.

MISSED APPROACH: Climb to 1100 then climbing right turn to 1800 direct ECY NDB and hold.

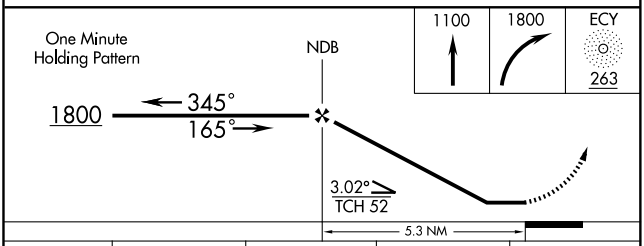
LAFAYETTE APP CON *	GCO	UNICOM
128.7 268.7	135.075	122.8 (CTAF) L





MIRL Rwy 16-34 L
REIL Rwys 16 and 34 L

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46



CATEGORY	A	B	C	D
S-16	640-1	600 (600-1)	640-1½ 600 (600-1½)	NA
CIRCLING	640-1	598 (600-1)	640-1½ 598 (600-1½)	NA

SC-4, 08 APR 2010 to 06 MAY 2010

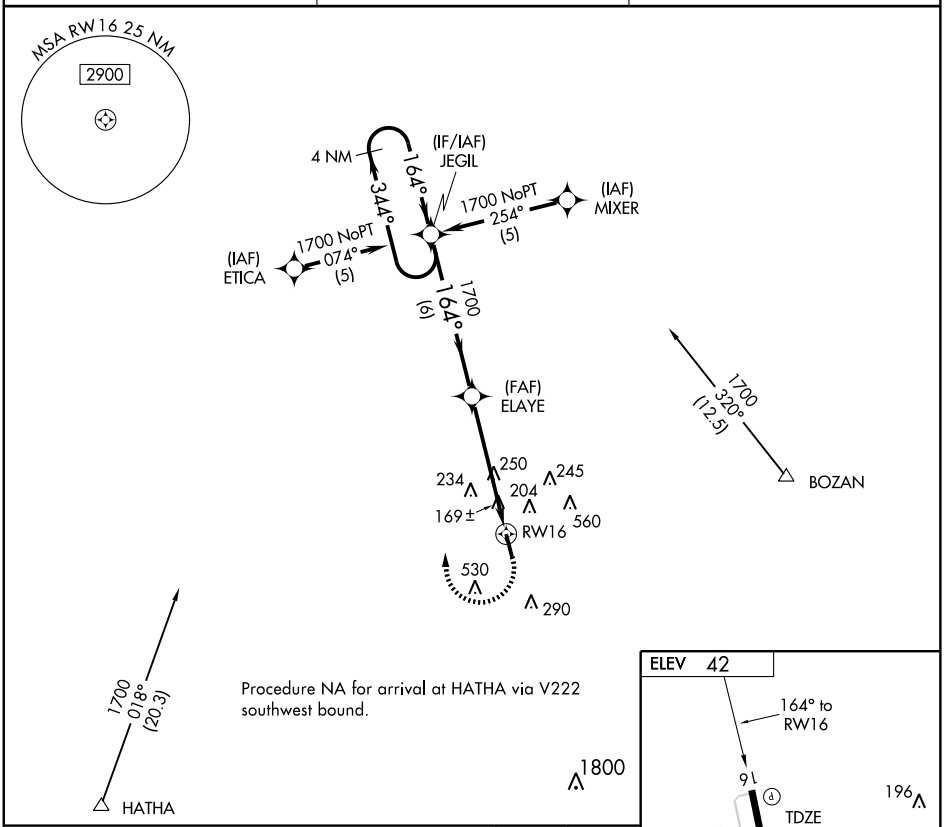
APP CRS	Rwy Idg	5001
164°	TDZE	40
	Apt Elev	42

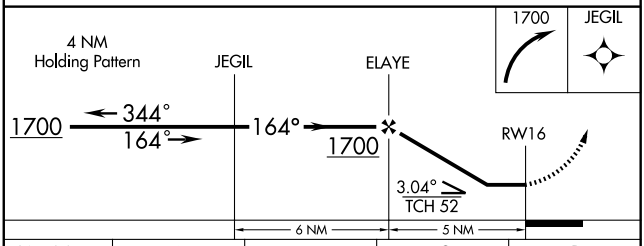
RNAV (GPS) RWY 16
EUNICE (4R7)

Use Lafayette Rgnl altimeter setting.
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
When VGSI inoperative, procedure NA at night.

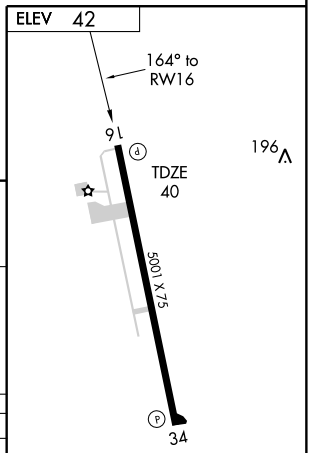
MISSED APPROACH: Climbing right turn to 1700 direct JEGIL WP and hold.

LAFAYETTE APP CON ★	GCO	UNICOM
128.7 268.7	135.075	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	580-1	540 (600-1)	580-1½ 540 (600-1½)	NA
CIRCLING	620-1	578 (600-1)	620-1½ 578 (600-1½)	NA



REIL Rwys 16 and 34 L
MIRL Rwy 16-34 L

SC-4, 08 APR 2010 to 06 MAY 2010

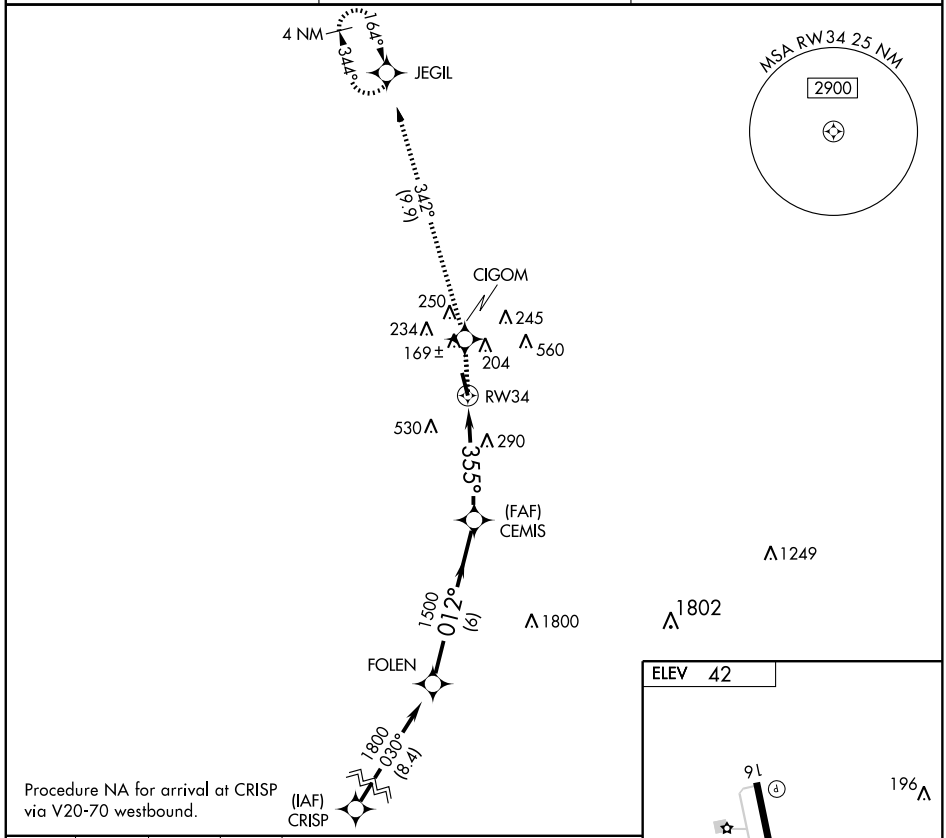
APP CRS	Rwy Idg	5001
355°	TDZE	42
	Apt Elev	42

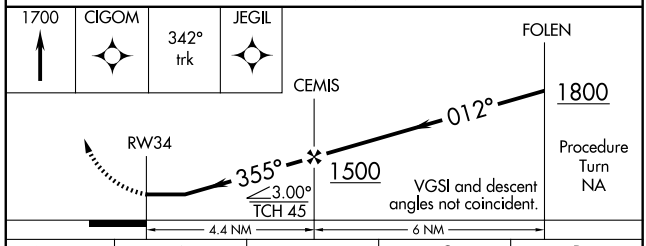
RNAV (GPS) RWY 34
EUNICE (4R7)

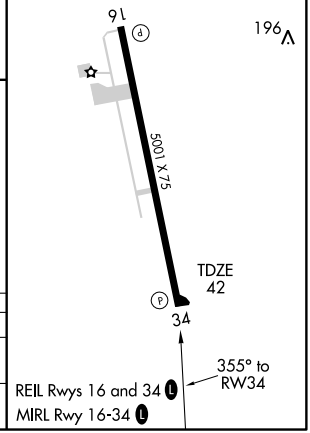
Use Lafayette Rgnl altimeter setting.
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
When VGSI inoperative, circling Rwy 16 NA at night.

MISSED APPROACH: Climb to 1700 direct CIGOM WP and via 342° track to JEGIL WP and hold.

LAFAYETTE APP CON ★	GCO	UNICOM
128.7 268.7	135.075	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	660-1	618 (700-1)	660-1¾ 618 (700-1¾)	NA
CIRCLING	660-1	618 (700-1)	660-1¾ 618 (700-1¾)	NA

SC-4, 08 APR 2010 to 06 MAY 2010

VORTAC LFT	APP CRS	Rwy Idg	N/A
109.8	303°	TDZE	N/A
Chan 35		Apt Elev	42

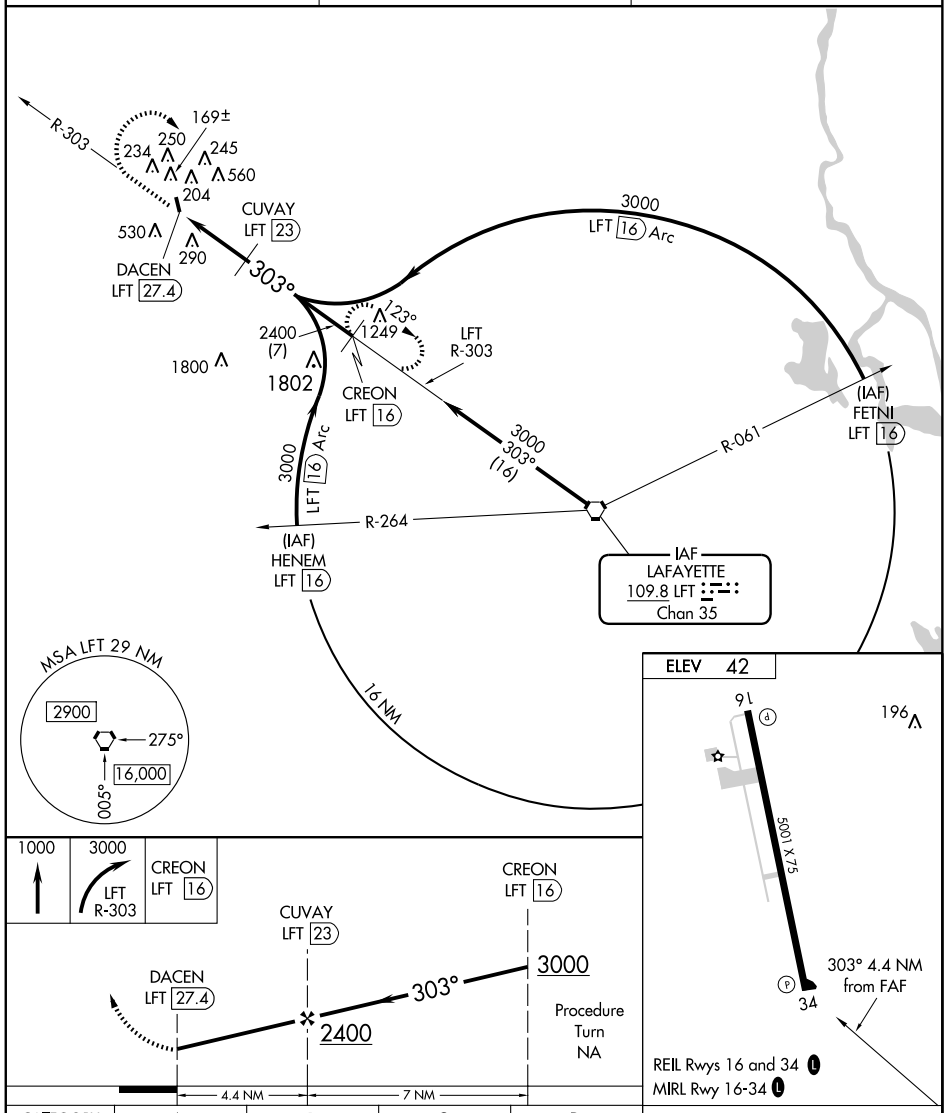
VOR/DME-A
EUNICE (4R7)

Use Lafayette Rgnl altimeter setting.

NA

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 via LFT R-303 to CREON/LFT 16 DME and hold.

LAFAYETTE APP CON ★	GCO	UNICOM
128.7 268.7	135.075	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	800-1 758 (800-1)	800-1¼ 758 (800-1¼)	800-2¼ 758 (800-2¼)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-4, 08 APR 2010 to 06 MAY 2010

NDB RWY 15

POLK AAF (KPOE)

NDB GUV	APCH CRS	Rwy Idg 3912 / TDZE 329 / Arpt Elev 330
359	156°	AL-5096 [USA]

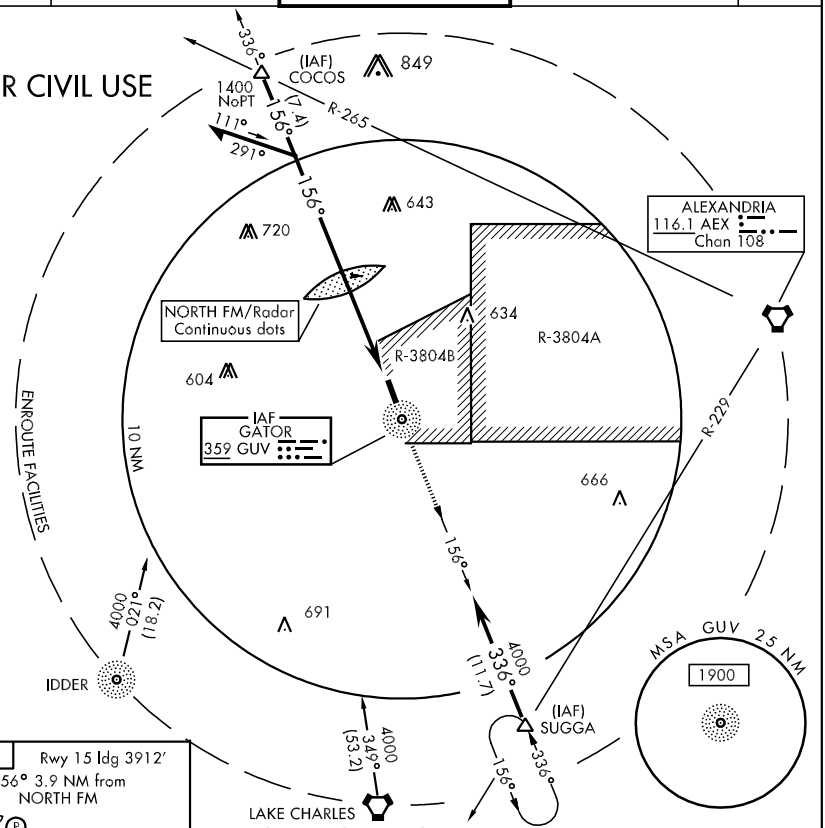
CAUTION: Pilots using this approach must acquaint themselves with any activities in R-3804A, B and R-3803A located 6.0 NM North of COCOS intersection. Procedure turn Fix to FAF exceeds 4 NM.

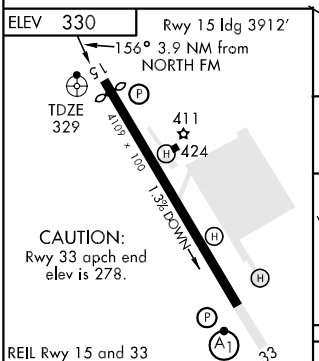
ODALS

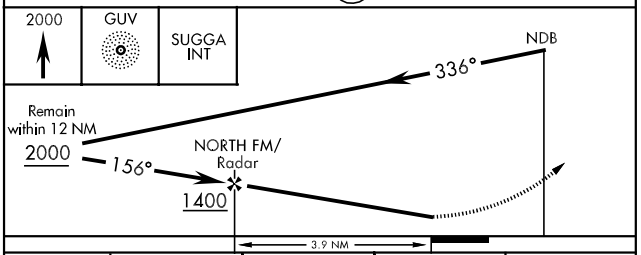
MISSED APPROACH: Climb to 2000 direct GUV NDB then via brg 156° to SUGGA INT and hold.

ATIS	POLK APP CON	POLK TOWER	GND CON	ASR/PAR
134.85 234.3	123.7 254.8	119.0 257.75	121.8 239.25	

NOT FOR CIVIL USE







FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

CATEGORY	A	B	C	D
S-15	820-¾ 491	(500-¾)	820-1 491(500-1)	820-1¼ 491(500-1¼)
CIRCLING	820-1 490	(500-1)	820-1½ 490(500-1½)	880-2 550(600-2)
S-PAR 15	529-¾ 200	(200-¾)	GS 3.0°	

NDB GUV 359	APCH CRS 336°	Rwy ldg 4109 TDZE 316 Arpt Elev 330	AL-5096 [USA]

NDB RWY 33

POLK AAF (KPOE)

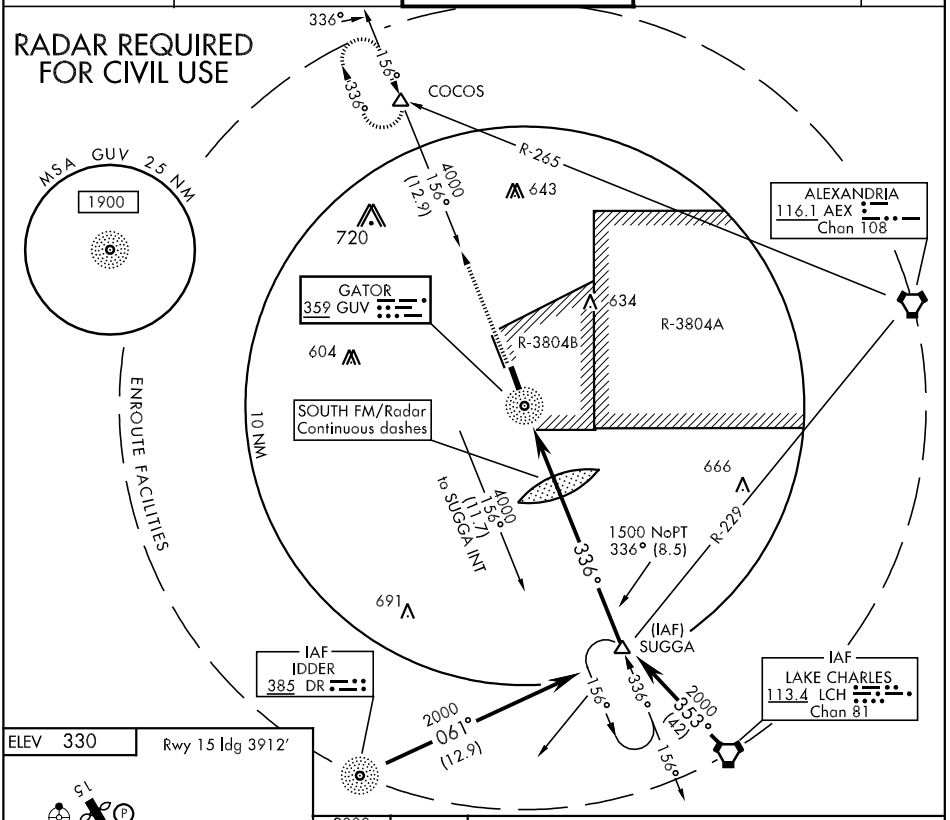
CAUTION: Pilots using this approach must acquaint themselves with any activities in R-3804A, B and R-3803A located 6.0 NM North of COCOS INT.

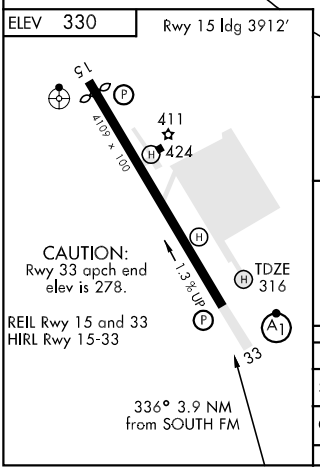
ALSF-1

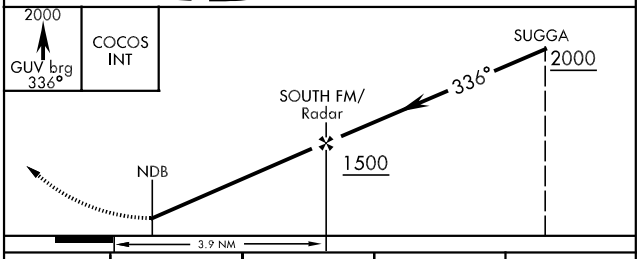
MISSED APPROACH: Climb to 2000 via GUV NDB brg 336° to COCOS INT and hold.

ATIS	POLK APP CON	POLK TOWER	GND CON	ASR/PAR
134.85 234.3	123.7 254.8	119.0 257.75	121.8 239.25	

RADAR REQUIRED FOR CIVIL USE







CATEGORY	A	B	C	D
S-33	700-1 384 (400-1)			700-1¼ 384(400-1¼)
CIRCLING	820-1 490 (500-1)		820-1½ 490(500-1½)	880-2 550(600-2)
S-PAR 33	579-½ 256 (300-½)		579-¾ 256 (300-¾)	GS 3.0°

SC-4, 08 APR 2010 to 06 MAY 2010

VORTAC FXU 108.4 Chan 21	APCH CRS 156°	Rwy Idg 3912 TDZE 329 Arpt Elev 330

VOR or TACAN or GPS RWY 15

AL-5096 [USA]

POLK AAF (KPOE)

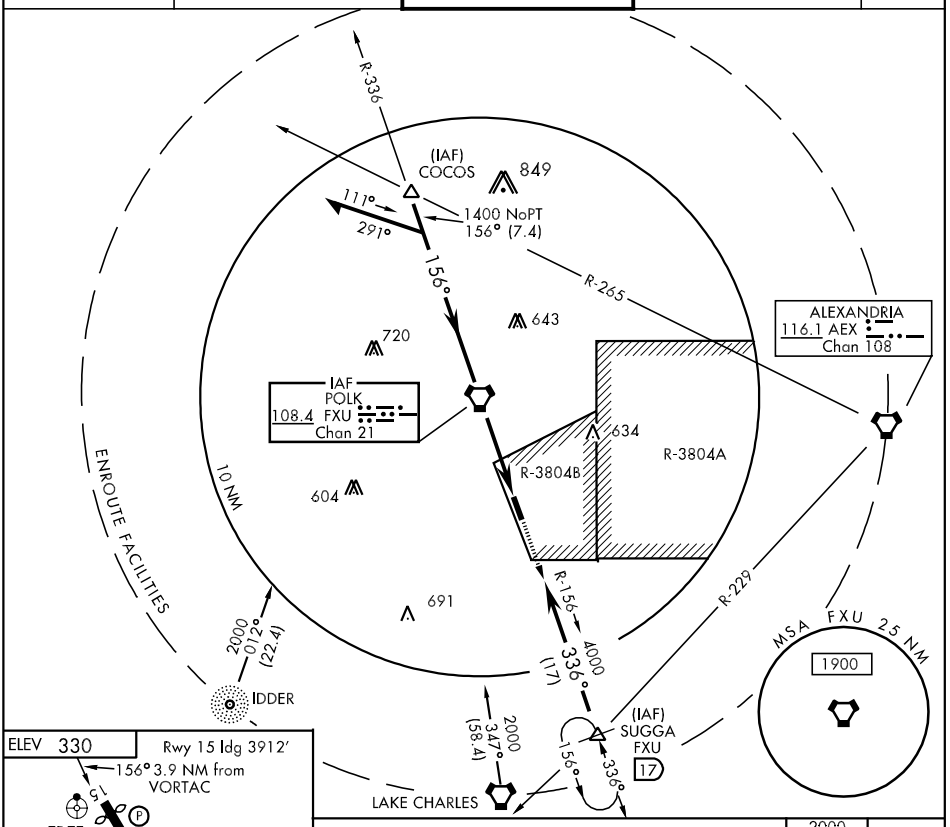
GPS NA

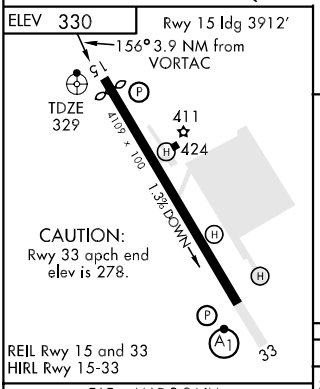
CAUTION: Pilots using this approach must acquaint themselves with any activities in R-3804A, B and R-3803A located 6.0 NM North of COCOS intersection.

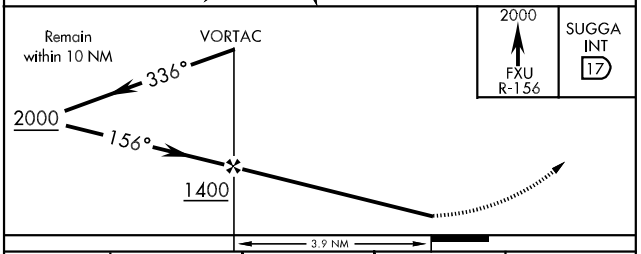
ODALS

MISSED APPROACH: Climb to 2000 via R-156 to SUGGA INT FXU 17 DME and hold.

ATIS	POLK APP CON	POLK TOWER	GND CON	ASR/PAR
134.85 234.3	123.7 254.8	119.0 257.75	121.8 239.25	







FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

CATEGORY	A	B	C	D
S-15	780-¾ 451	(500-¾)	780-1 451(500-1)	780-1¼ 451(500-1¼)
CIRCLING	820-1 490	(500-1)	820-1½ 490(500-1½)	880-2 550(600-2)
S-PAR 15	529-¾ 200	(200-¾)	GS 3.0°	

VOR or TACAN or GPS RWY 15

SC-4, 08 APR 2010 to 06 MAY 2010

FORT POLK, LOUISIANA

VORTAC FXU	APCH CRS	Rwy Idg	4109
108.4	336°	TDZE	316
Chan 21		Arpt Elev	330

VOR or TACAN or GPS RWY 33

AL-5096 [USA] POLK AAF (KPOE)

GPS NA

CAUTION: Pilots using this approach must acquaint themselves with any activities in R-3804A, B and R-3803A located 6.0 NM North of COCOS INT.

ALSF-1

MISSED APPROACH: Climb to 2000 via R-156 to FXU VORTAC, then via R-336 to COCOS INT FXU 7.4 DME and hold.

ATIS	POLK APP CON	POLK TOWER	GND CON	ASR/PAR
134.85 234.3	123.7 254.8	119.0 257.75	121.8 239.25	

RADAR REQUIRED FOR CIVIL USE

TACAN NOT FOR CIVIL USE

MSA FXU 25 NM 1900

ENROUTE FACILITIES

10 NM

R-336 156° 336° COCOS

R-265 643

to FXU VORTAC (7.4) 4000 156°

720

ALEXANDRIA 116.1 AEX Chan 108

POLK 108.4 FXU Chan 21

604

634

R-3804B R-3804A

SOUTH FM/Radar Continuous dashes

666

to SUGGA INT (17) 4000 156°

336° 1500 NoPT 336° (8.5)

R-229

691

IAF IDDER 385 DR

2000 061° (12.9)

(IAF) SUGGA

156° 336° 2000 353° (42) R-156

IAF LAKE CHARLES 113.4 LCH Chan 81

ELEV 330 Rwy 15 ldg 3912'

15 411 424 4109 x 100

CAUTION: Rwy 33 apch end elev is 278.

1.3% UP TDZE 316

REIL Rwy 15 and 33 HIRL Rwy 15-33

33

336° 3.9 NM from SOUTH FM

2000 FXU R-156 | FXU | COCOS INT 7.4 FXU R-336

SUGGA 2000

SOUTH FM/ Radar 336°

1500

VORTAC

3.9 NM

FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

CATEGORY	A	B	C	D
S-33	700-1 384 (400-1)			700-1¼ 384(400-1¼)
CIRCLING	820-1 490 (500-1)		820-1½ 490(500-1½)	880-2 550(600-2)
S-PAR 33	579-½ 256 (300-½)		579-¾ 256	(300-¾) GS 3.0°

SC-4, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg 6502
CH 61308	179°	TDZE 1
W18A		Apt Elev 1

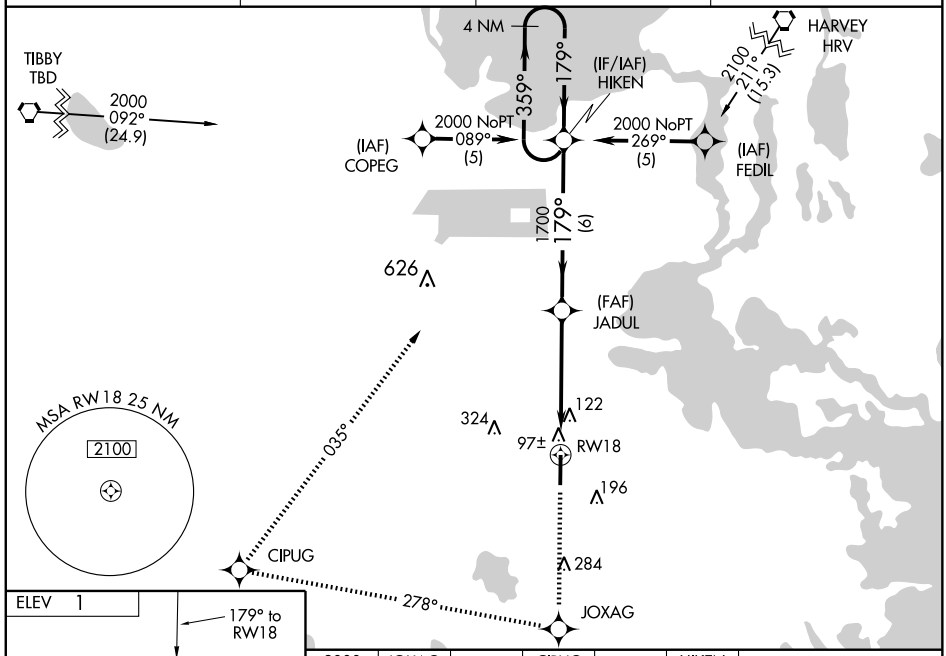
RNAV (GPS) RWY 18

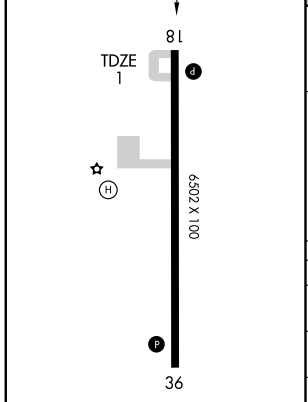
GALLIANO/SOUTH LAFOURCHE LEONARD MILLER JR (GAO)

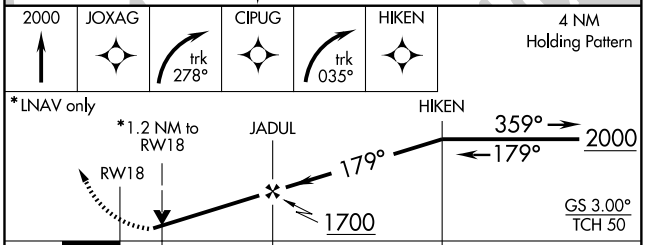
For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP and Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA and MDA 80 feet. Increase LPV and LNAV/VNAV all Cats, LNAV Cats C and D, and circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct JOXAG and right turn via 278° track to CIPUG and right turn via 035° track to HIKEN and hold.

AWOS-3	NEW ORLEANS APP CON	GCO	UNICOM
118.175	123.85 256.9	135.075	123.0 (CTAF)







CATEGORY	A	B	C	D
LPV DA	351-1¼ 350 (400-1¼)			
LNAV/VNAV DA	382-1¼ 381 (400-1¼)			
LNAV MDA	440-1 439 (500-1)		440-1¼ 439 (500-1¼)	440-1½ 439 (500-1½)
CIRCLING	500-1 499 (500-1)	560-1 559 (600-1)	560-1½ 559 (600-1½)	560-2 559 (600-2)

SC-4, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg 6502
CH 69608	359°	TDZE -1
W36A		Apt Elev 1

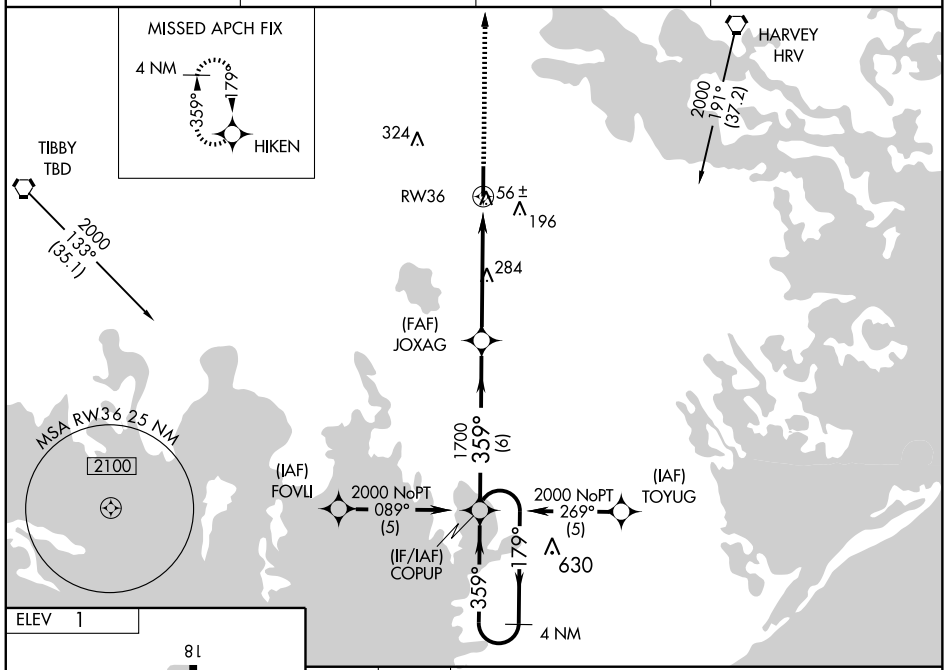
RNAV (GPS) RWY 36

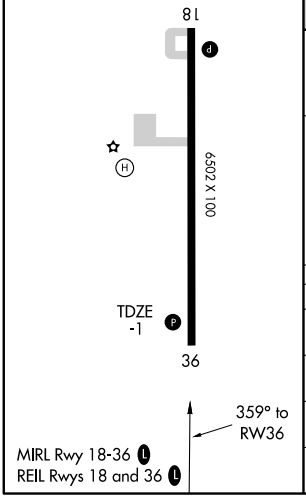
GALLIANO/SOUTH LAFOURCHE LEONARD MILLER JR (GAO)

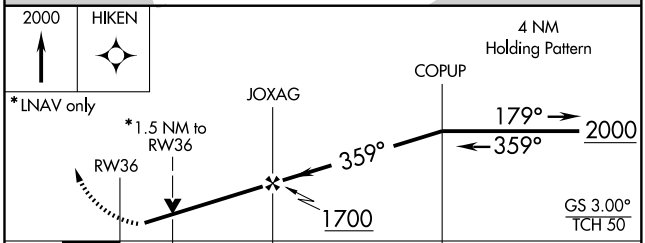
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA/MDA 80 feet. Increase LPV and LNAV/VNAV all Cats, LNAV Cats C and D, and circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Louis Armstrong New Orleans Intl altimeter setting.

MISSED APPROACH: Climb to 2000 direct HIKEN and hold.

AWOS-3	NEW ORLEANS APP CON	GCO	UNICOM
118.175	123.85 256.9	135.075	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	289-1 290 (300-1)			
LNAV/VNAV DA	497-1¾ 498 (500-1¾)			
LNAV MDA	540-1 541 (600-1)		540-1½ 541 (600-1½)	540-1¾ 541 (600-1¾)
CIRCLING	540-1 539 (600-1)	560-1 559 (600-1)	560-1½ 559 (600-1½)	560-2 559 (600-2)

SC-4, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3998
169°	TDZE	14
	Apt Elev	15

RNAV (GPS) RWY 17

GONZALES/LOUISIANA RGNL (L38)

NA

DME/DME RNP-0.3 NA. Use Baton Rouge Metropolitan, Ryan Field altimeter setting; if not received, use Hammond Northshore Rgnl altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 2000 direct EDUYA and hold.

BATON ROUGE APP CON ★	GCO	UNICOM
126.5 278.3	135.075	123.0 (CTAF) L

(IAF) BATON ROUGE BTR

2000 NoPT 112° (18.2)

Procedure NA for arrivals at BTR Vortac via V114 Westbound.

1749

4 NM

(IAF) DILLS

2000 NoPT 185° (8.6)

Procedure NA for arrivals at DILLS via V566 Northwest bound.

349° 169°

(IF/IAF) AYUYE

1700 (6)

169°

1758

(FAF) FENPA 514

275±

362

390

RW17 202

545

MSA RW17 25 NM 3100

ELEV 15

169° to RW17

17

TDZE 14

3998 X 99

35

EDUYA

169° 349°

4 NM

2003

4 NM Holding Pattern

AYUYE

2000 ← 349° 169° →

169°

FENPA

1700

3.05°

TCH 40

RW17

6 NM 5.1 NM

2000 EDUYA

CATEGORY	A	B	C	D
LNAV MDA	520-1	506 (600-1)	520-1½	506 (600-1½)
CIRCLING	520-1	505 (600-1)	620-1¾ 605 (700-1¾)	640-2 625 (700-2)

REIL Rwys 17 and 35 L

MIRL Rwy 17-35 L

SC-4. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3998
349°	TDZE	14
	Apt Elev	15

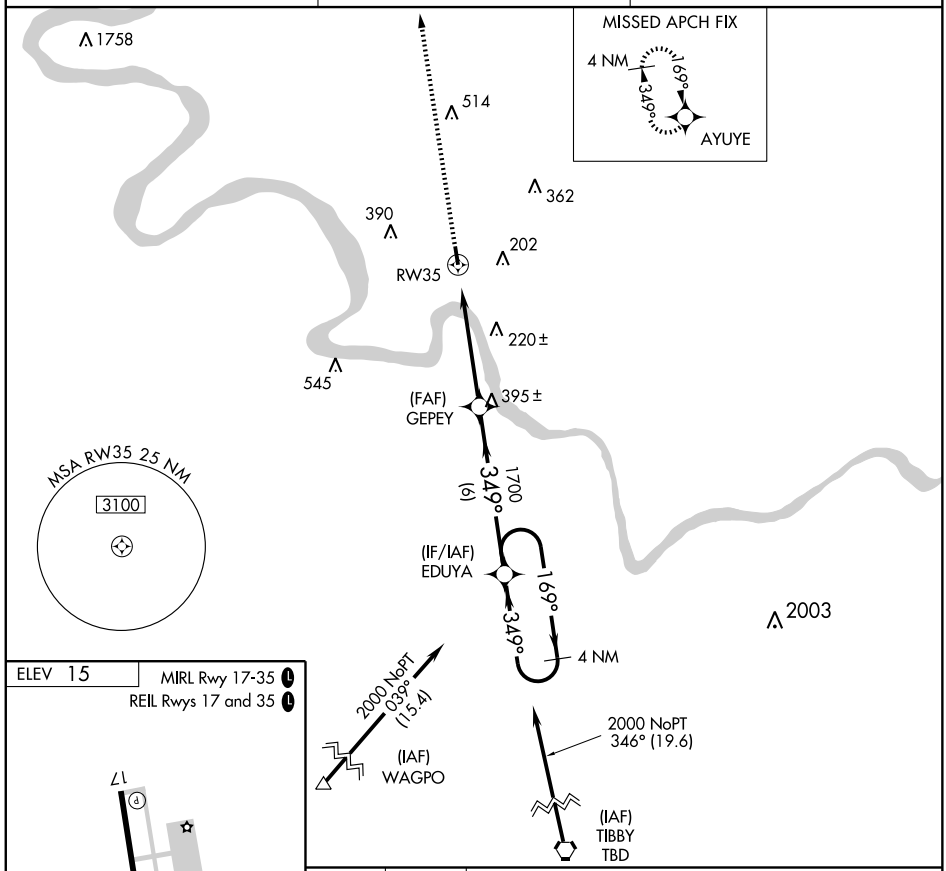
RNAV (GPS) RWY 35

GONZALES/ LOUISIANA RGNL (L38)

DME/DME RNP-0.3 NA. Use Baton Rouge Metropolitan, Ryan Field altimeter setting; if not received, use Hammond Northshore Rgnl altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 2000 direct AYUYE and hold.

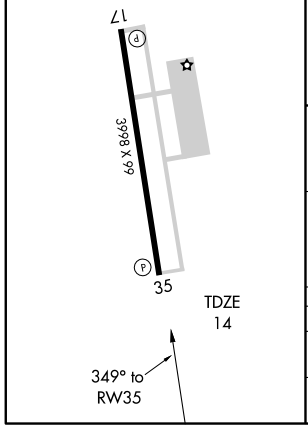
BATON ROUGE APP CON ★	GCO	UNICOM
126.5 278.3	135.075	123.0 (CTAF) L

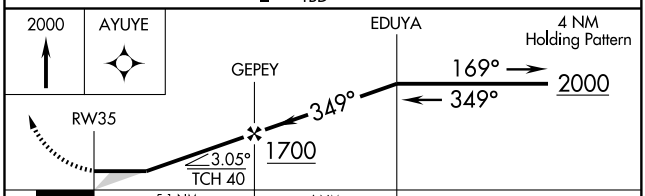


ELEV 15

MIRL Rwy 17-35 L

REIL Rwys 17 and 35 L





CATEGORY	A	B	C	D
LNAV MDA	540-1 526 (600-1)		540-1½ 526 (600-1½)	540-1¾ 526 (600-1¾)
CIRCLING	540-1 525 (600-1)		620-1¾ 605 (700-1¾)	640-2 625 (700-2)

SC-4. 08 APR 2010 to 06 MAY 2010

VORTAC BTR 116.5 Chan 112	APP CRS 129°	Rwy Idg N/A TDZE N/A Apt Elev 15

VOR/DME-A

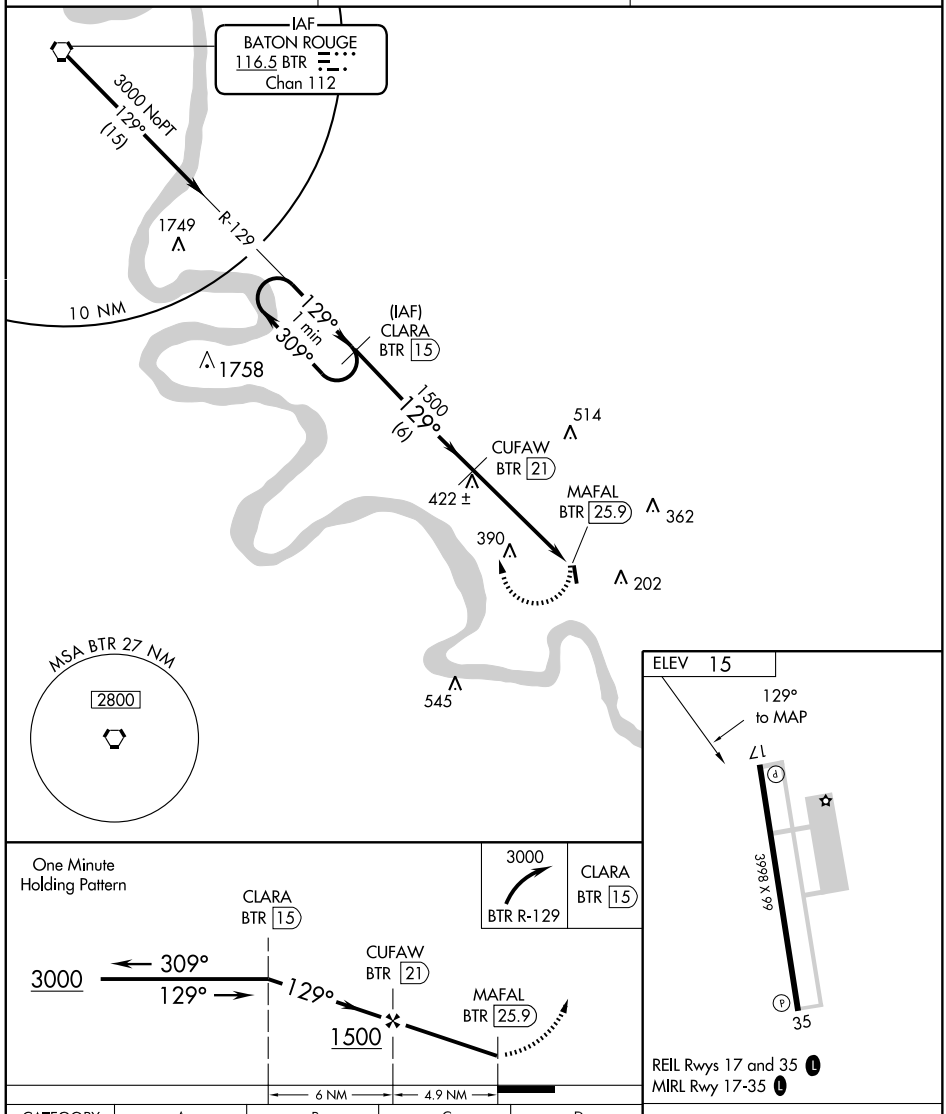
GONZALES/ LOUISIANA RGNL (L38)

Use Baton Rouge Metropolitan, Ryan Field altimeter setting; if not received, use Hammond Northshore Rgnl altimeter setting and increase all MDAs 20 feet.

NA

MISSED APPROACH: Climbing right turn to 3000 via BTR R-129 to CLARA/15 DME and hold.

BATON ROUGE APP CON ★	GCO	UNICOM
126.5 278.3	135.075	123.0 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	800-1 785 (800-1)	800-1¼ 785 (800-1¼)	800-2¼ 785 (800-2¼)	800-2½ 785 (800-2½)

Knots	60	90	120	150	180
Min:Sec					

SC-4, 08 APR 2010 to 06 MAY 2010

LOC I-HPF	APP CRS	Rwy Idg	5001
111.5	177°	TDZE	44
		Apt Elev	46

ILS or LOC RWY 18

HAMMOND NORTHSHORE RGNL (HDC)

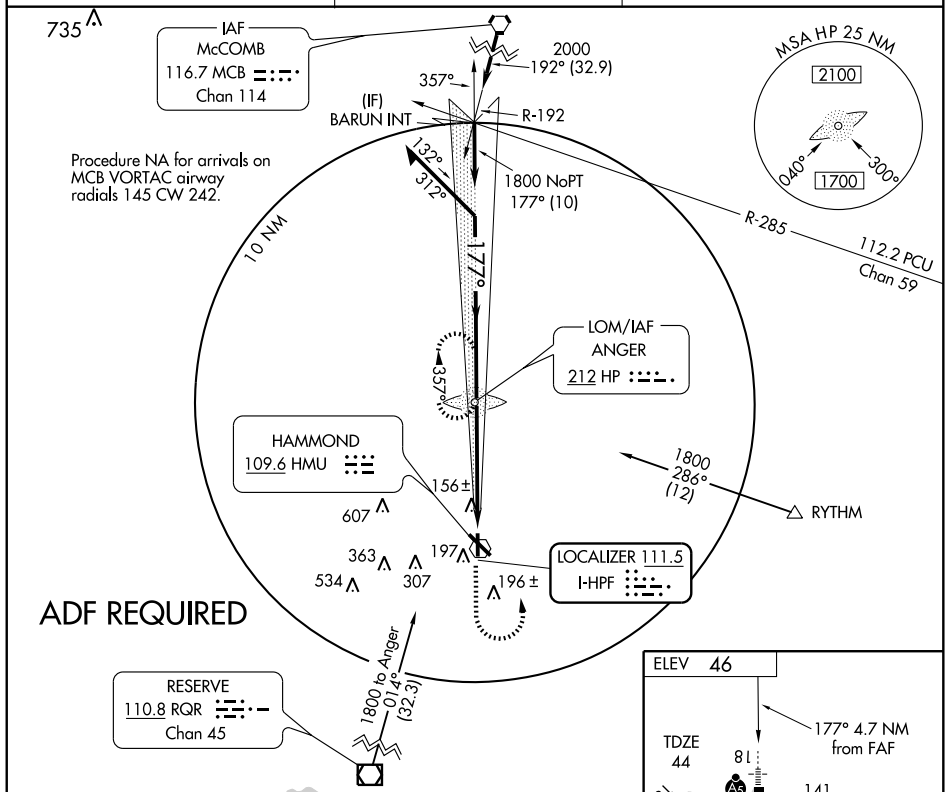
If local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA/MDAs 100 feet.

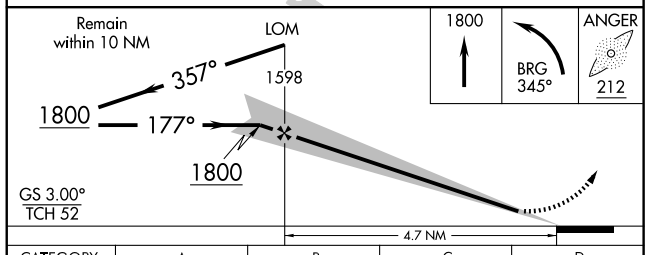
NA

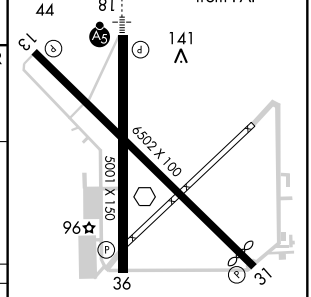
MALSR

MISSED APPROACH: Climb to 1800 then left turn via bearing 345° to ANGER LOM and hold.

AWOS-3	NEW ORLEANS APP CON	UNICOM
118.325	119.3 350.35	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 18	244-½ 200 (200-½)			
S-LOC 18	420-½ 376 (400-½)			420-¾ 376 (400-¾)
CIRCLING	500-1 454 (500-1)		500-1½ 454 (500-1½)	620-2 574 (600-2)

REIL Rwys 13, 31 and 36 L
MIRL Rwys 13-31 and 18-36 L

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

SC-4, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5001
177°	TDZE	44
	Apt Elev	46

RNAV (GPS) RWY 18

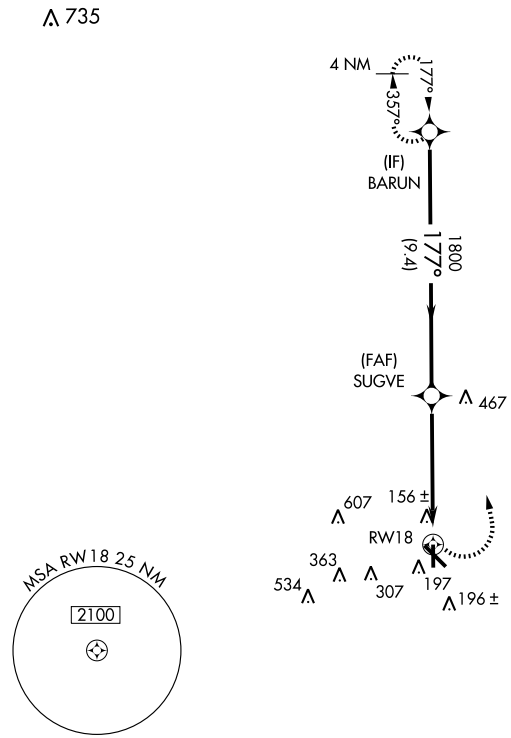
HAMMOND NORTHSHORE RGNL (HDC)

▼ If local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all MDAs 100 feet. VDP NA when ▲ using Louis Armstrong New Orleans Intl altimeter setting. For inoperative MALSR, increase LNAV Cat D visibility to 1¼. DME/DME RNP-0.3 NA.

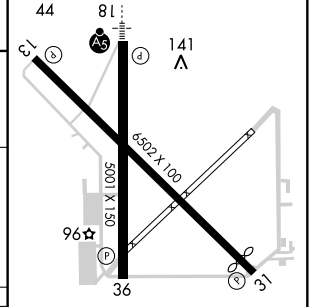
MALSR

MISSED APPROACH: Climbing left turn to 1800 direct BARUN and hold.

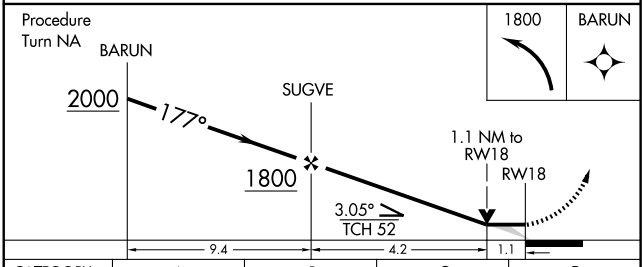
AWOS-3	NEW ORLEANS APP CON	UNICOM
118.325	119.3 350.35	122.7 (CTAF) L



RADAR REQUIRED



REIL Rwys 13, 31 and 36 L
MIRL Rwys 13-31 and 18-36 L



CATEGORY	A	B	C	D
LNAV MDA	460-½	416 (500-½)	460-¾ 416 (500-¾)	460-1 416 (500-1)
CIRCLING	500-1	454 (500-1)	500-1½ 454 (500-1½)	620-2 574 (600-2)

SC-4, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5812
311°	TDZE	43
	Apt Elev	46

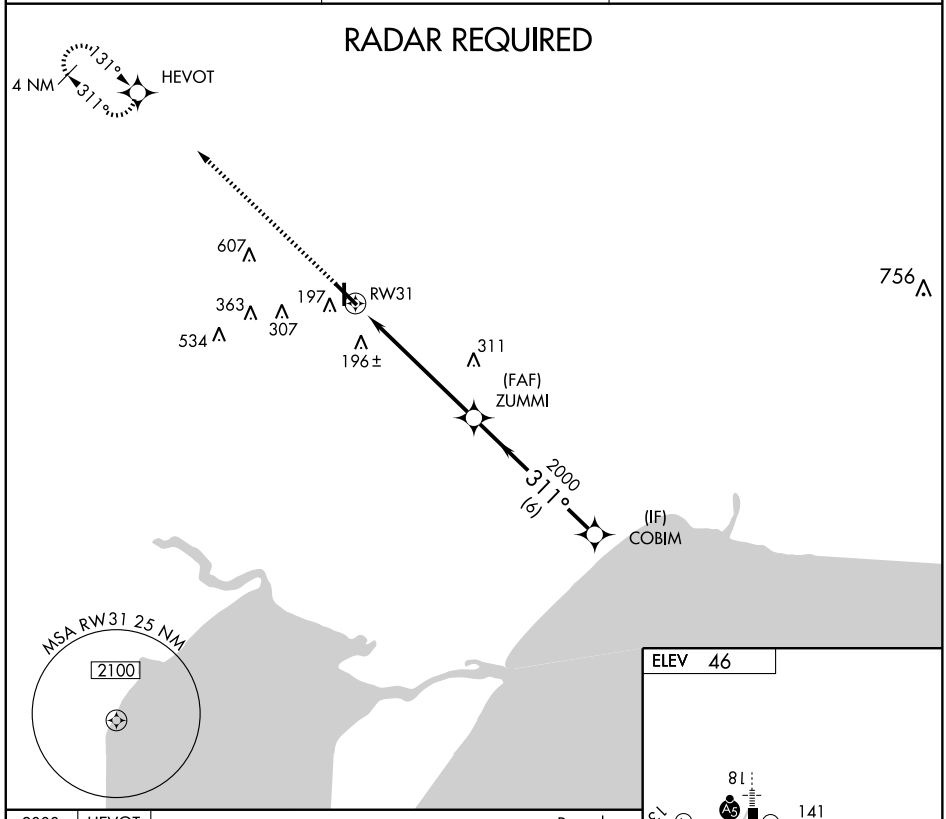
RNAV (GPS) RWY 31
HAMMOND NORTHSHORE RGNL (HDC)

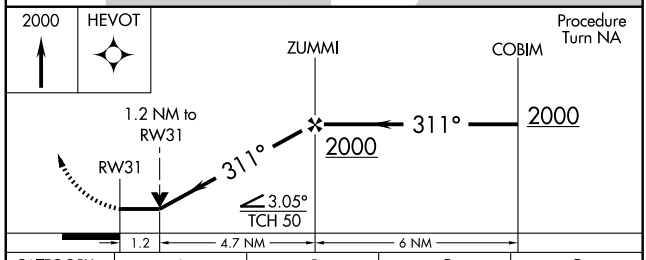
If local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all MDAs 100 feet. DME/DME RNP-0.3 NA. VDP NA when using Louis Armstrong New Orleans Intl altimeter setting.

MISSED APPROACH: Climb to 2000 direct HEVOT and hold.

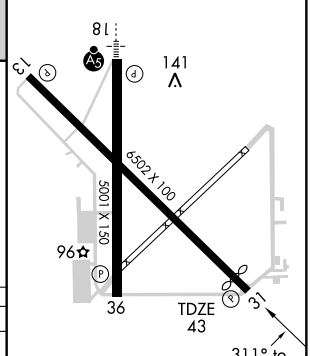
AWOS-3	NEW ORLEANS APP CON	UNICOM
118.325	119.3 350.35	122.7 (CTAF) L

RADAR REQUIRED





CATEGORY	A	B	C	D
LNAV MDA	460-1	417 (500-1)	460-1¼	417 (500-1¼)
CIRCLING	500-1	454 (500-1)	500-1½ 454 (500-1½)	620-2 574 (600-2)



REIL Rwys 13, 31 and 36 L
MIRL Rwys 13-31 and 18-36 L

SC-4, 08 APR 2010 to 06 MAY 2010

VOR HMU	APP CRS	Rwy Idg	5001
109.6	172°	TDZE	44
		Apt Elev	46

VOR RWY 18

HAMMOND NORTHSHORE RGNL (HDC)

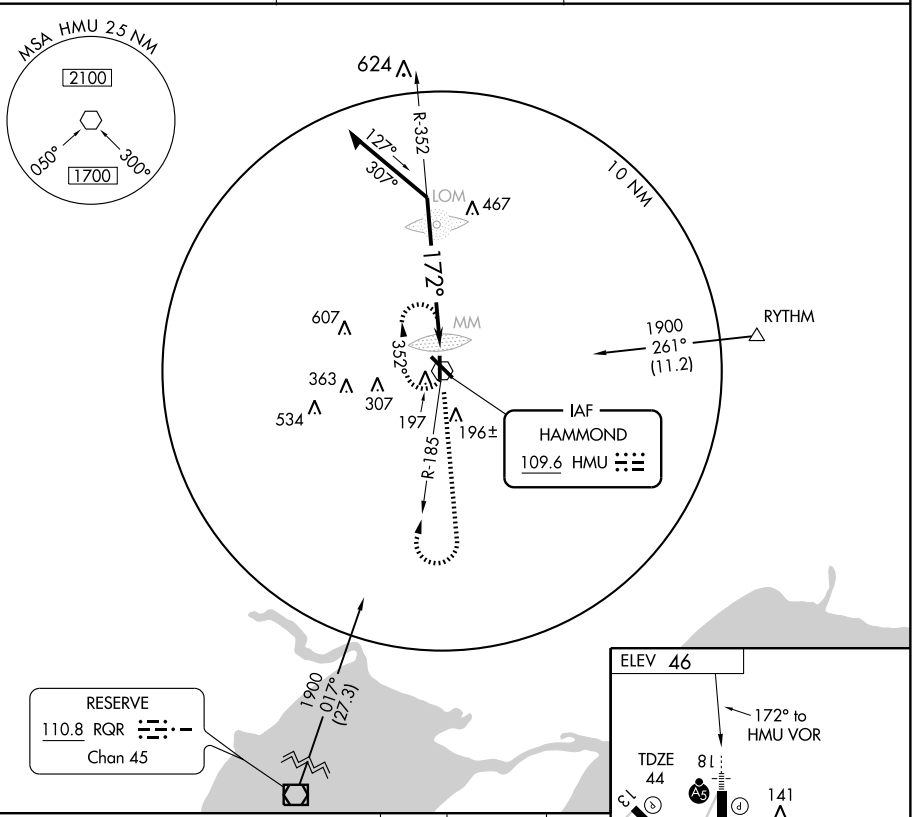
If local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all MDAs 100 feet.

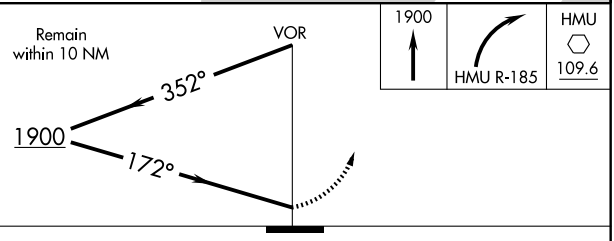
NA

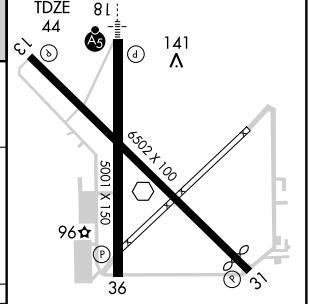
MALSR

MISSED APPROACH: Climb to 1900 then right turn via HMU R-185 to HMU VOR and hold.

AWOS-3	NEW ORLEANS APP CON	UNICOM
118.325	119.3 350.35	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-18	820-½ 776 (800-½)	820-¾ 776 (800-¾)	820-1¾ 776 (800-1¾)	820-2 776 (800-2)
CIRCLING	820-1 774 (800-1)	820-1¼ 774 (800-1¼)	820-2¼ 774 (800-2¼)	820-2½ 774 (800-2½)

REIL Rwys 13, 31 and 36 L

MIRL Rwys 13-31 and 18-36 L

SC-4, 08 APR 2010 to 06 MAY 2010

VOR HMU	APP CRS	Rwy Idg	5812
109.6	305°	TDZE	43
		Apt Elev	46

VOR RWY 31

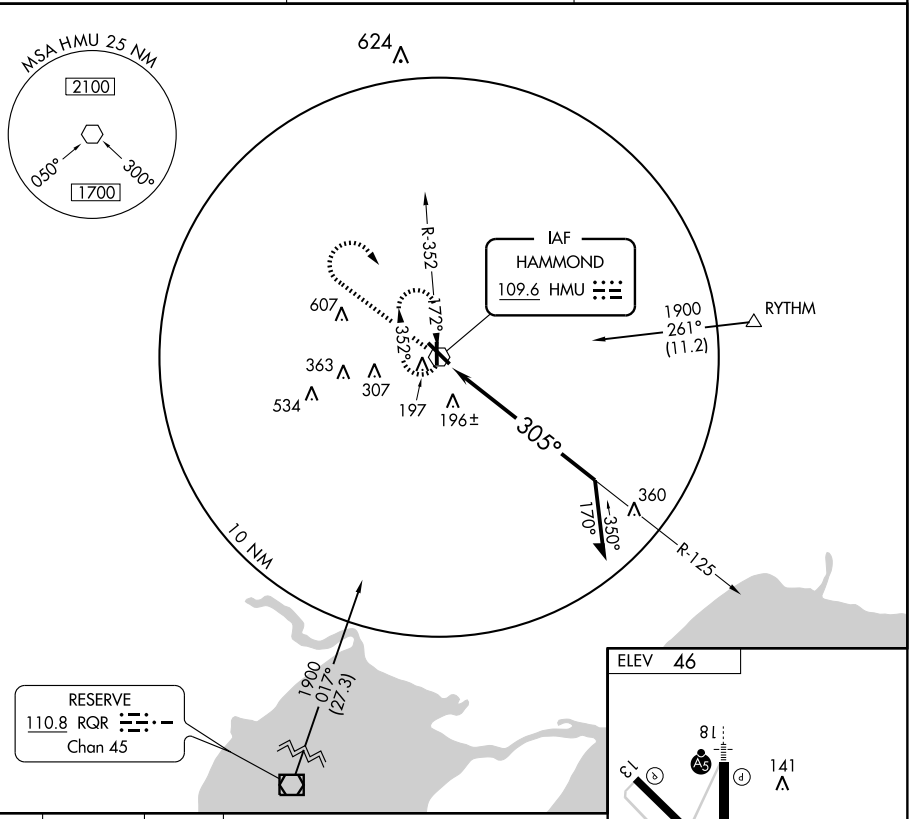
HAMMOND NORTHSHORE RGNL (HDC)

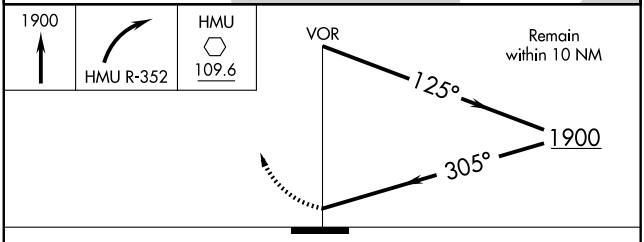
If local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all MDAs 100 feet.

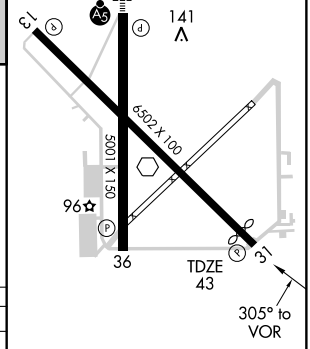
NA

MISSED APPROACH: Climb to 1900, then right turn via HMU R-352 to HMU VOR and hold.

AWOS-3	NEW ORLEANS APP CON	UNICOM
118.325	119.3 350.35	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-31	1000-1¼ 957 (1000-1¼)	1000-1½ 957 (1000-1½)	1000-3 957 (1000-3)	
CIRCLING	1000-1¼ 954 (1000-1¼)	1000-1½ 954 (1000-1½)	1000-3 954 (1000-3)	

REIL Rwys 13, 31 and 36 L
MIRL Rwys 13-31 and 18-36 L

SC-4, 08 APR 2010 to 06 MAY 2010

NDB HMQ	APP CRS	Rwy Idg	3199
212	109°	TDZE	244
		Apt Elev	244

NDB RWY 12

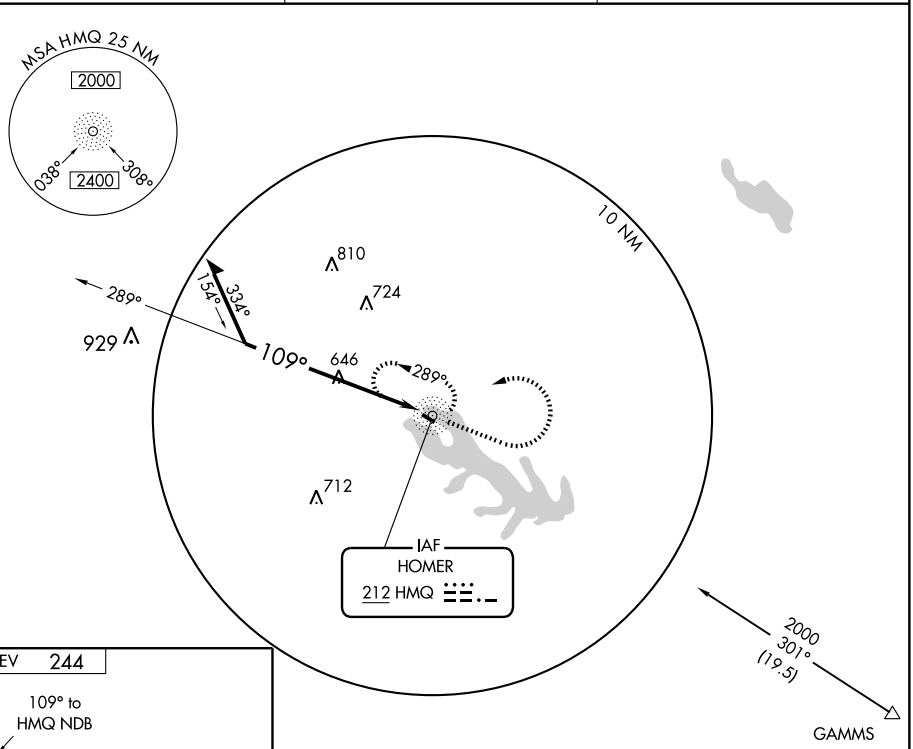
HOMER MUNI (5F4)

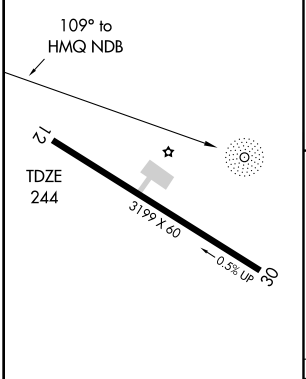
Use Barksdale AFB altimeter setting.

NA

MISSED APPROACH: Climb to 1500 then climbing left turn to 2000 direct HMQ NDB and hold.

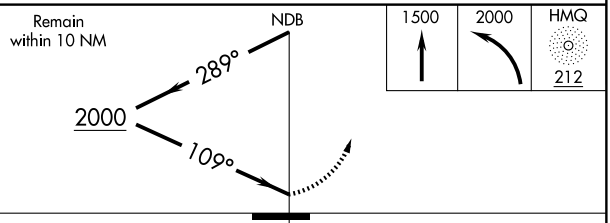
SHREVEPORT APP CON	CTAF	122.8 L
118.6 350.2	122.9	





MIRL Rwy 12-30 L

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-12	1160-1¼ 916 (1000-1¼)		1160-2¾ 916 (1000-2¾)	NA
CIRCLING	1160-1¼ 916 (1000-1¼)		1160-2¾ 916 (1000-2¾)	NA

SC-4, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3199
120°	TDZE	244
	Apt Elev	244

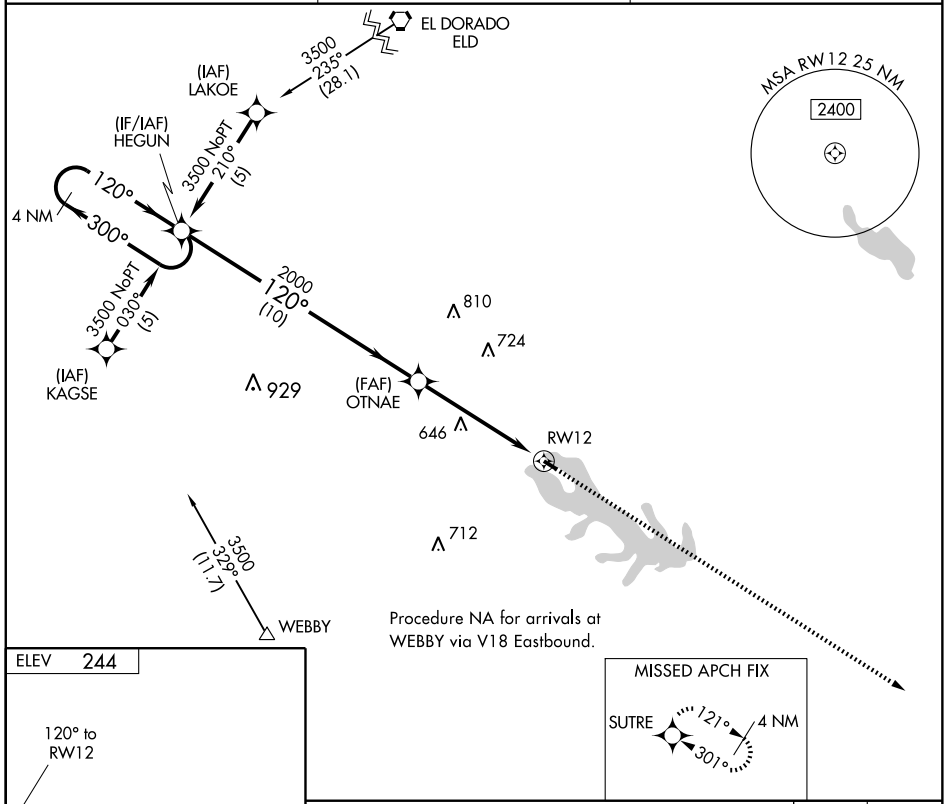
RNAV (GPS) RWY 12

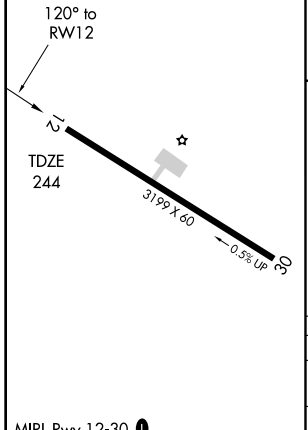
HOMER MUNI (5F4)

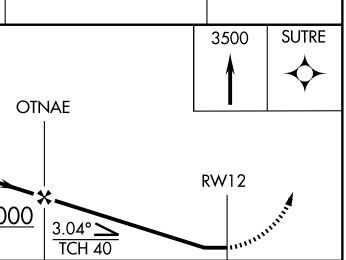
Use El Dorado, AR altimeter setting, when not received use Ruston altimeter setting. Procedure NA at night.
NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3500 direct SUTRE and hold.

SHREVEPORT APP CON	CTAF	122.8 L
118.6 350.2	122.9	







CATEGORY	A	B	C	D
LNAV MDA	1020-1 776 (800-1)	1020-1¼ 776 (800-1¼)	1020-2¼ 776 (800-2¼)	NA
CIRCLING	1020-1 776 (800-1)	1020-1¼ 776 (800-1¼)	1020-2¼ 776 (800-2¼)	NA

MIRL Rwy 12-30 L

SC-4, 08 APR 2010 to 06 MAY 2010

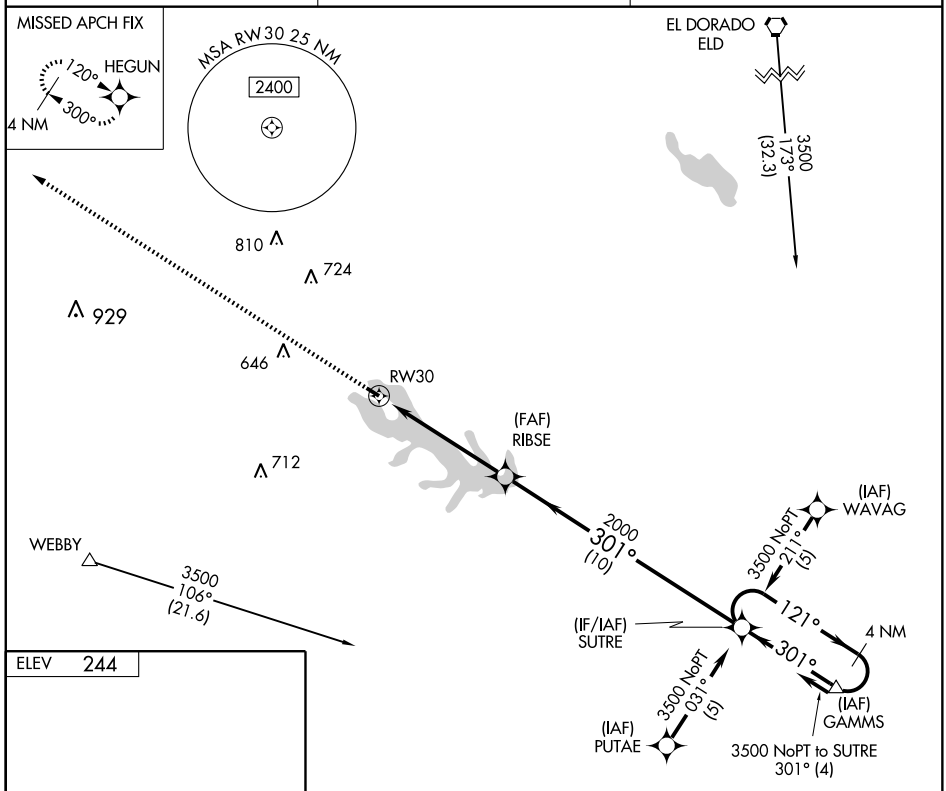
APP CRS	Rwy Idg	3199
301°	TDZE	244
	Apt Elev	244

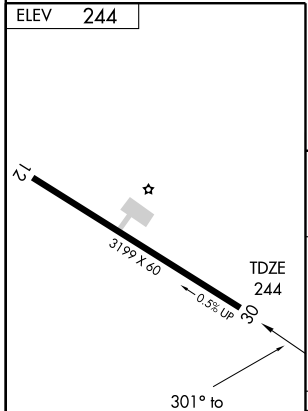
RNAV (GPS) RWY 30
HOMER MUNI (5F4)

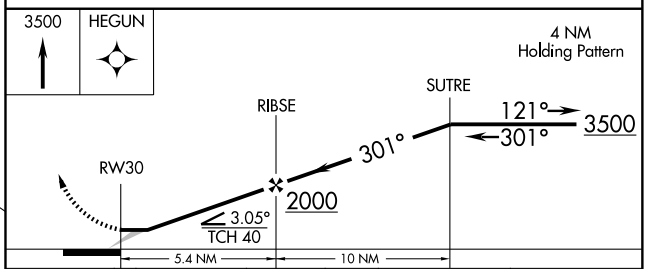
Use El Dorado, AR altimeter setting, when not received use Ruston altimeter setting.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3500 direct HEGUN and hold.

SHREVEPORT APP CON	CTAF	122.8 L
118.6 350.2	122.9	







CATEGORY	A	B	C	D
LNAV MDA	840-1 596 (600-1)		840-1½ 596 (600-1½)	NA
CIRCLING	840-1 596 (600-1)		840-1½ 596 (600-1½)	NA

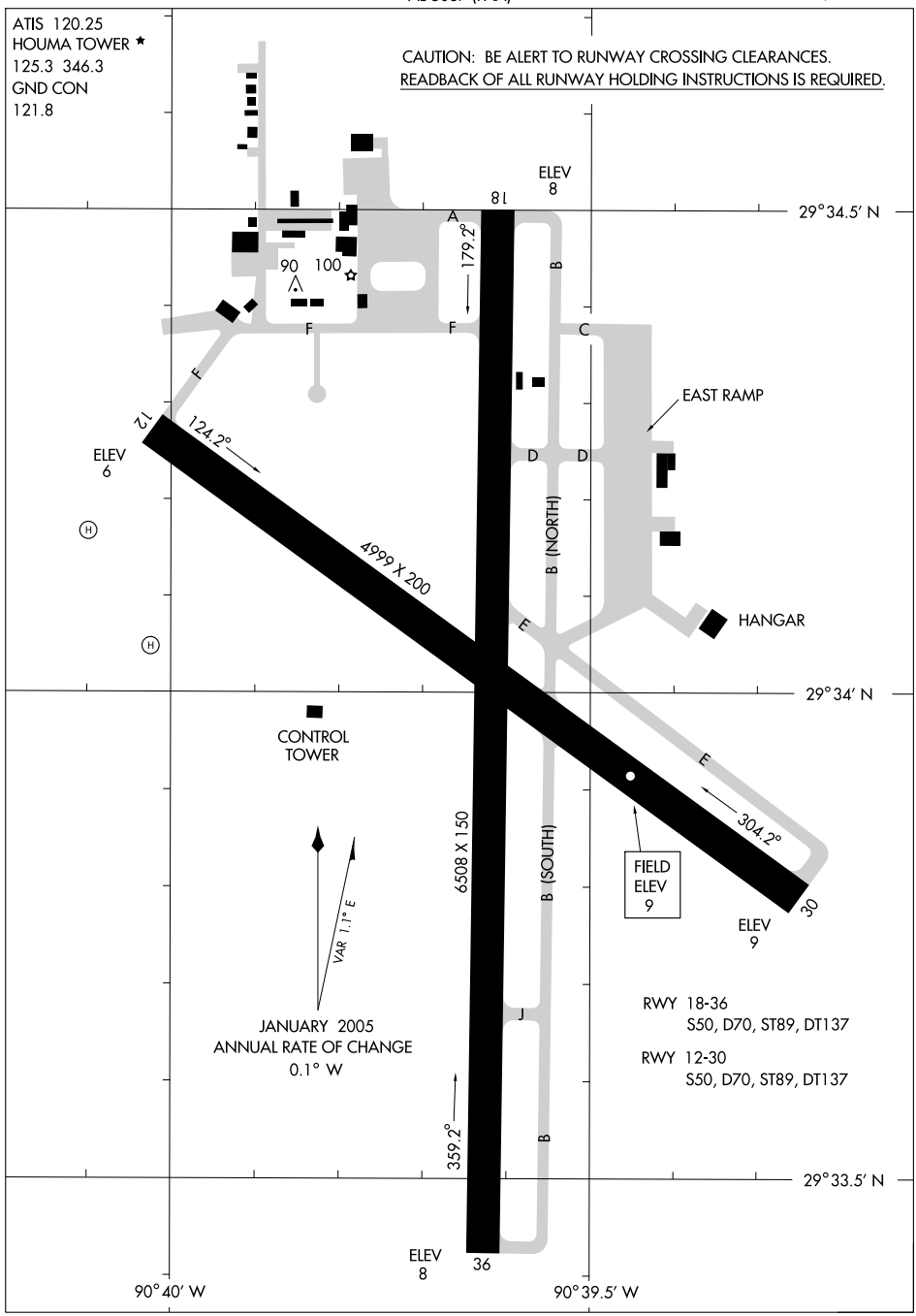
MIRL Rwy 12-30 L

SC-4, 08 APR 2010 to 06 MAY 2010

AIRPORT DIAGRAM

AL-5037 (FAA)

HOUMA-TERREBONNE (HUM)
HOUMA, LOUISIANA



SC-4, 08 APR 2010 to 06 MAY 2010

VORTAC TBD	APP CRS	Rwy Idg	4999
112.0	121°	TDZE	9
Chan 57		Apt Elev	10

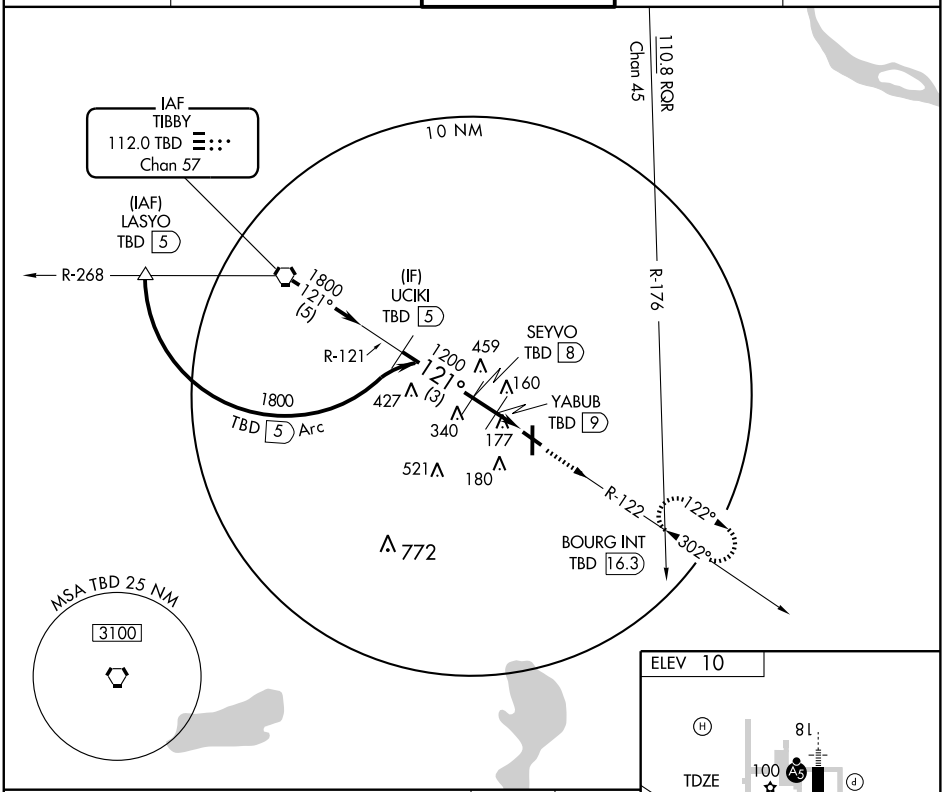
COPTER VOR/DME RWY 12

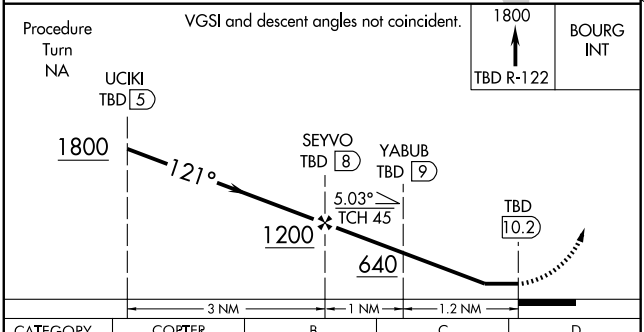
HOUMA-TERREBONNE (HUM)

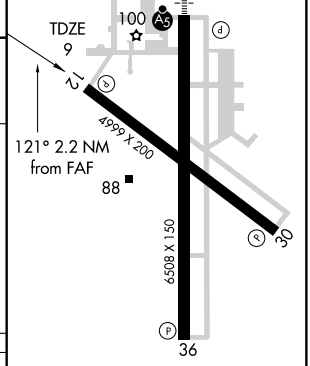
When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase MDA 80 feet.

MISSED APPROACH: Climb to 1800 via TBD VORTAC R-122 to BOURG INT/16.3 DME and hold.

ATIS	NEW ORLEANS APP CON	HOUMA TOWER*	GND CON	UNICOM
120.25	118.9 256.9	125.3 (CTAF) 346.3	121.8	122.95







CATEGORY	COPTER	B	C	D
H-12	440-¾ 431 (500-¾)	NA	NA	NA

REIL Rwys 12, 30, and 36 L

HIRL Rwys 12-30 and 18-36 L

SC-4, 08 APR 2010 to 06 MAY 2010

LOC I-HUM	APP CRS	Rwy Idg	6508
108.5	179°	TDZE	9
		Apt Elev	10

ILS or LOC RWY 18

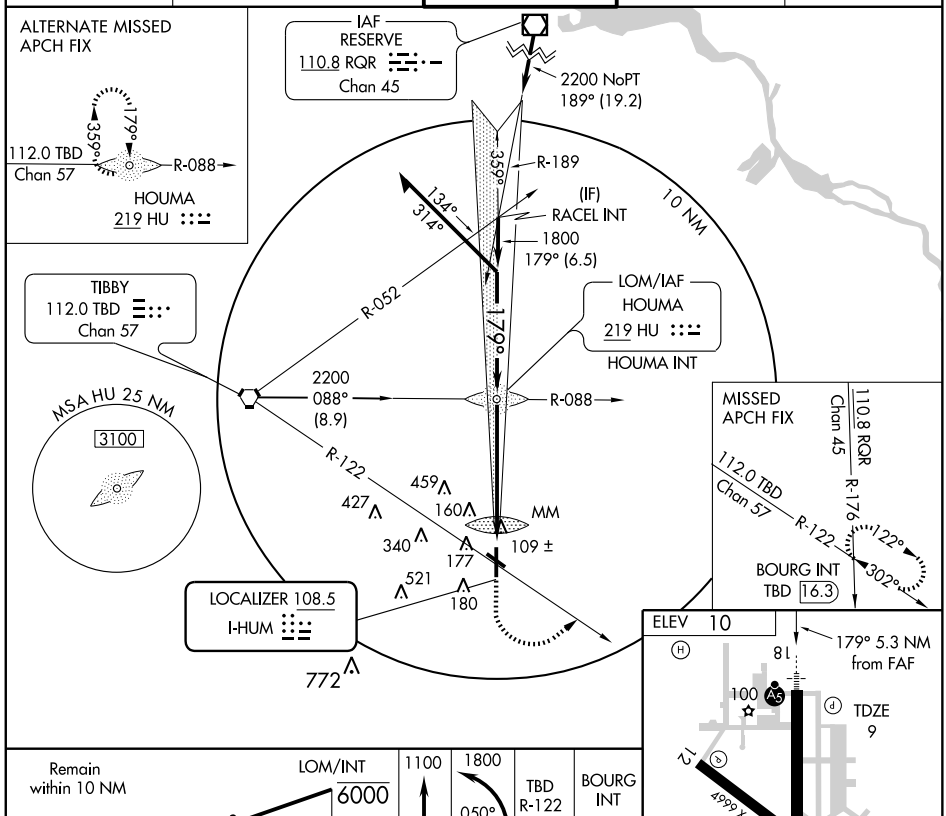
HOUMA-TERREBONNE (HUM)

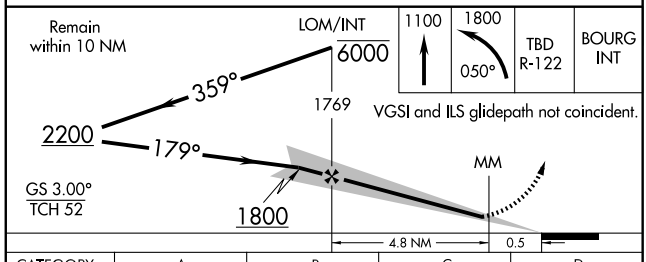
When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA 77 feet and all MDA 80 feet, increase S-LOC 18 Cats C and D visibility ¼ mile and Circling Cat D ¼ mile. For inoperative MALSR when using Louis Armstrong New Orleans Intl altimeter setting increase S-ILS 18 all Cats visibility ½ mile.

MALSR

MISSED APPROACH: Climb to 1100 then climbing left turn to 1800 via heading 050° and TBD R-122 to BOURG INT/TBD 16.3 DME and hold.

ATIS	NEW ORLEANS APP CON	HOUMA TOWER★	GND CON	UNICOM
120.25	118.9 256.9	125.3 (CTAF) L 346.3	121.8	122.95





REIL Rwys 12, 30, and 36 L

HIRL Rwys 12-30 and 18-36 L

CATEGORY	A	B	C	D
S-ILS 18	209-½ 200 (200-½)			
S-LOC 18	360-½ 351 (400-½)			360-¾ 351 (400-¾)
CIRCLING	480-1 470 (500-1)		480-1½ 470 (500-1½)	620-2 610 (700-2)

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

SC-4, 08 APR 2010 to 06 MAY 2010

WAAS CH 56313 W12A	APP CRS 124°	Rwy Idg 4999 TDZE 9 Apt Elev 10

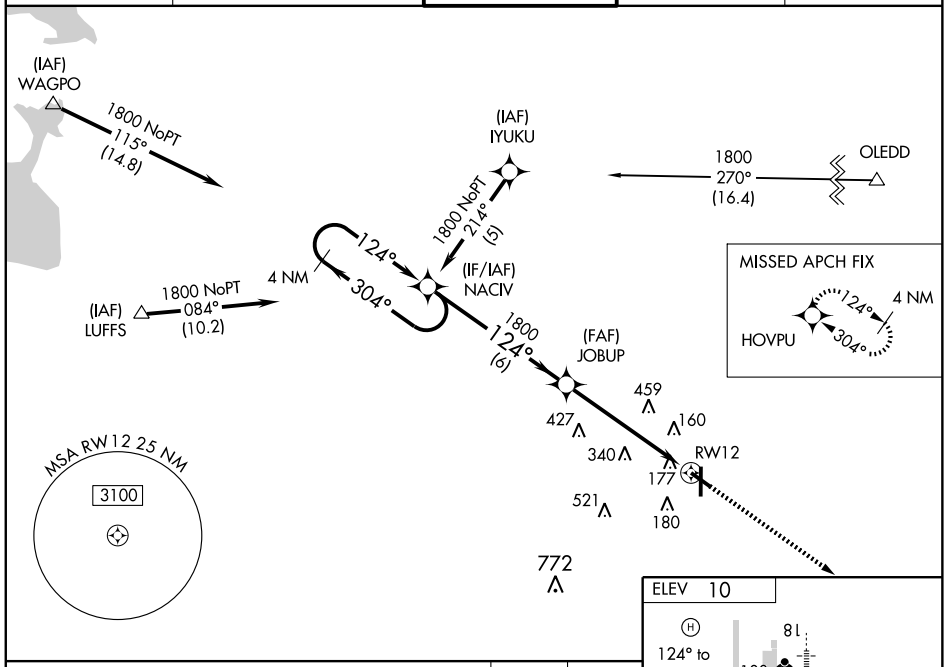
RNAV (GPS) RWY 12

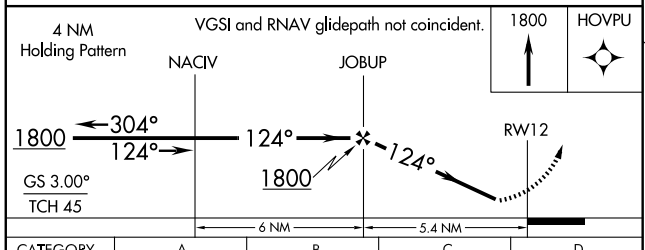
HOUMA-TERREBONNE (HUM)

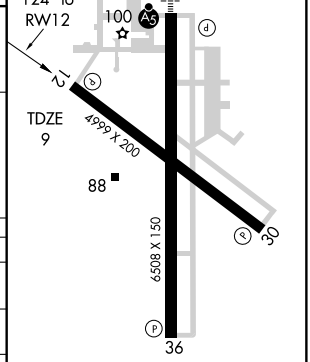
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA 77 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats and LNAV and Circling Cat B/C/D visibility ¼ mile. Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting.

MISSED APPROACH: Climb to 1800 direct HOVPU and hold.

ATIS	NEW ORLEANS APP CON	HOUMA TOWER*	GND CON	UNICOM
120.25	118.9 256.9	125.3 (CTAF) T 346.3	121.8	122.95







CATEGORY	A	B	C	D
LPV DA	294-1 285 (300-1)			
LNAV/VNAV DA	491-1¾ 482 (500-1¾)			
LNAV MDA	680-1 671 (700-1)		680-2 671 (700-2)	680-2¼ 671 (700-2¼)
CIRCLING	680-1 670 (700-1)		680-2 670 (700-2)	680-2¼ 670 (700-2¼)

REIL Rwys 12, 30, and 36 L
HIRL Rwys 12-30 and 18-36 L

SC-4, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	6508
CH 99413	179°	TDZE	9
W18A		Apt Elev	10

RNAV (GPS) RWY 18

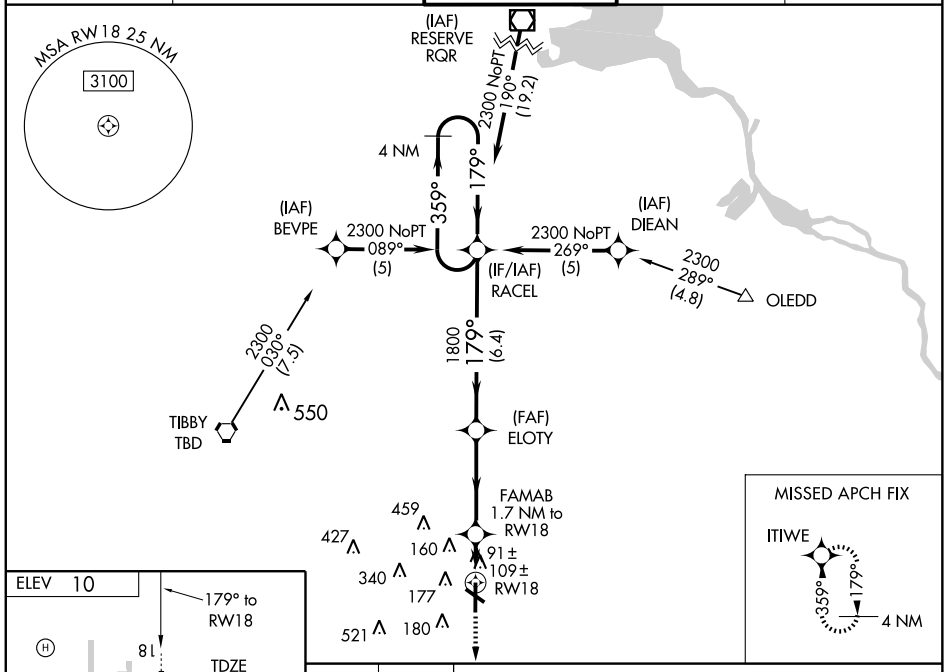
HOUMA-TERREBONNE (HUM)

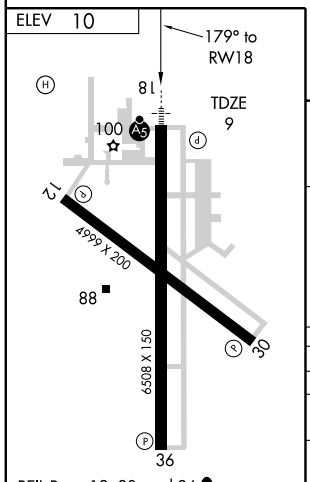
Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA 77 feet and LNAV/VNAV all Cats visibility ¼ mile, increase all MDA 80 feet, LNAV Cat C visibility ¼ mile and Circling Cat D visibility ¼ mile.
For inoperative MALSR when using Louis Armstrong New Orleans Intl altimeter setting increase LPV all Cats visibility to 1 mile.

MALSR

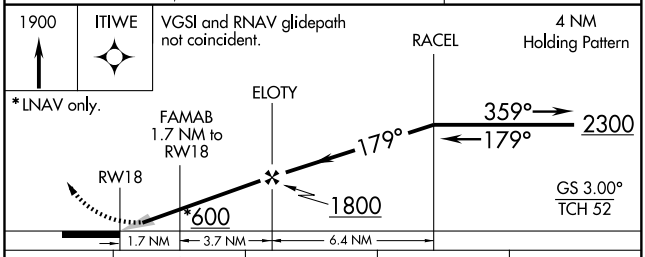
MISSED APPROACH: Climb to 1900 direct ITIWE and hold.

ATIS	NEW ORLEANS APP CON	HOUMA TOWER*	GND CON	UNICOM
120.25	118.9 256.9	125.3 (CTAF) L 346.3	121.8	122.95





REIL Rwys 12, 30, and 36 L
HIRL Rwys 12-30 and 18-36 L



CATEGORY	A	B	C	D
LPV DA	209-½ 200 (200-½)			
LNAV/VNAV DA	450-1 441 (500-1)			
LNAV MDA	440-½ 431 (500-½)		440-¾ 431 (500-¾)	440-1 431 (500-1)
CIRCLING	480-1 470 (500-1)		480-1½ 470 (500-1½)	620-2 610 (700-2)

SC-4, 08 APR 2010 to 06 MAY 2010

WAAS CH 61013 W30A	APP CRS 304°	Rwy Idg 4999 TDZE 10 Apt Elev 10

RNAV (GPS) RWY 30

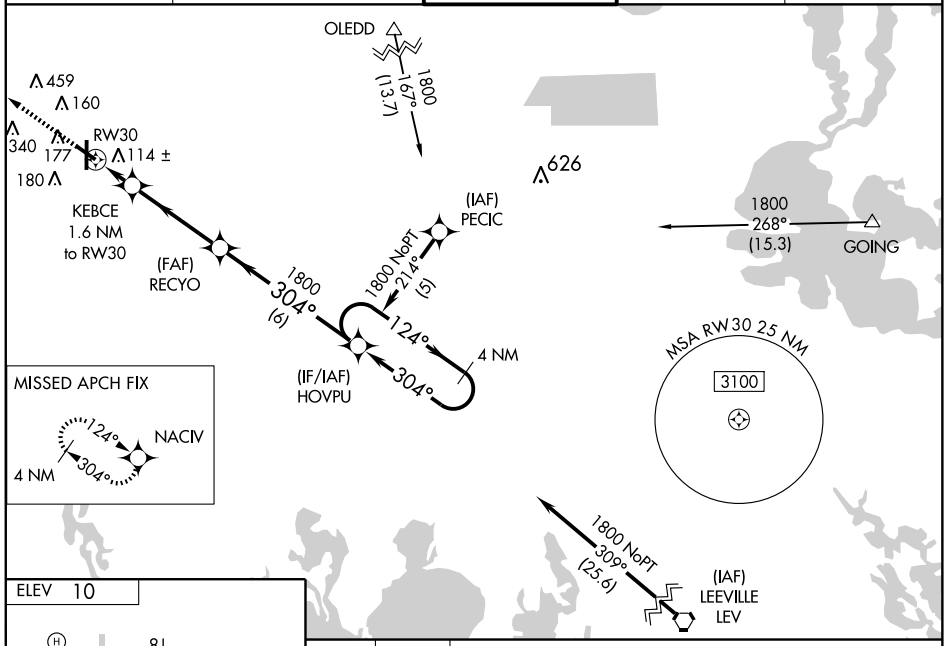
HOUMA-TERREBONNE (HUM)

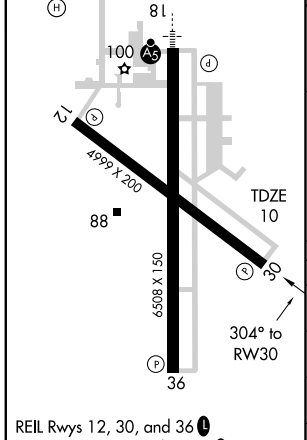
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F).

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA 77 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats, LNAV Cat C/D, and Circling Cat D visibility ¼ mile.
Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting.

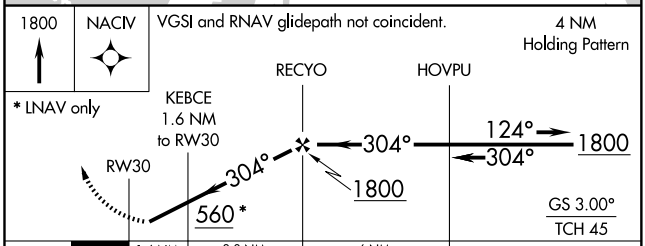
MISSED APPROACH: Climb to 1800 direct NACIV and hold.

ATIS	NEW ORLEANS APP CON	HOUMA TOWER*	GND CON	UNICOM
120.25	118.9 256.9	125.3 (CTAF) L 346.3	121.8	122.95





REIL Rwys 12, 30, and 36 L
HIRL Rwys 12-30 and 18-36 L



CATEGORY	A	B	C	D
LPV DA	260-1 250 (300-1)			
LNAV/VNAV DA	413-1½ 403 (500-1½)			
LNAV MDA	380-1 370 (400-1)			380-1¼ 370 (400-1¼)
CIRCLING	480-1 470 (500-1)		480-1½ 470 (500-1½)	620-2 610 (700-2)

SC-4, 08 APR 2010 to 06 MAY 2010

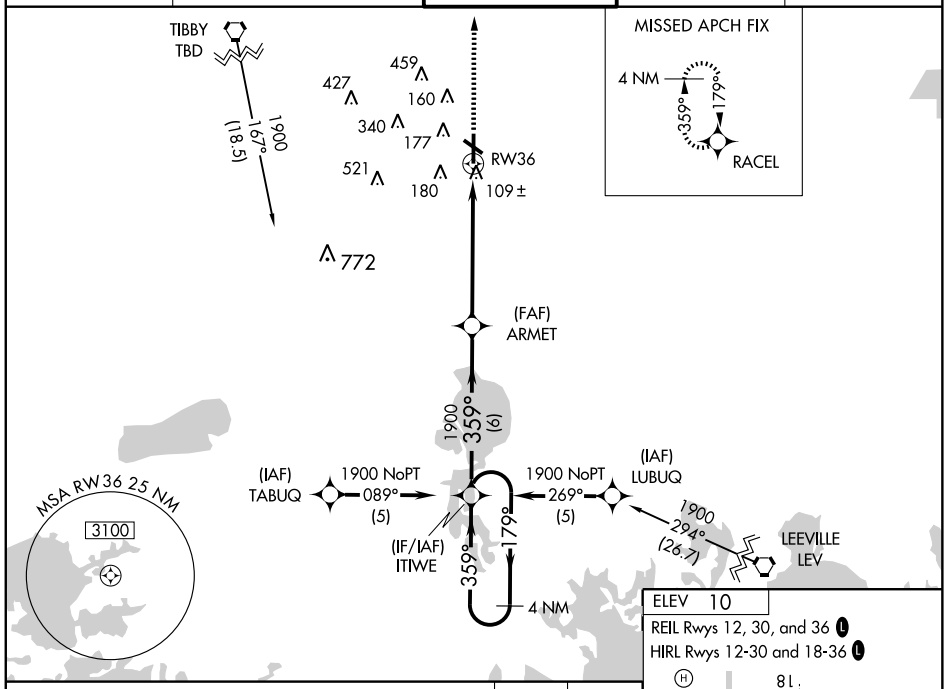
WAAS	APP CRS	Rwy Idg	6508
CH 56413	359°	TDZE	9
W36A		Apt Elev	10

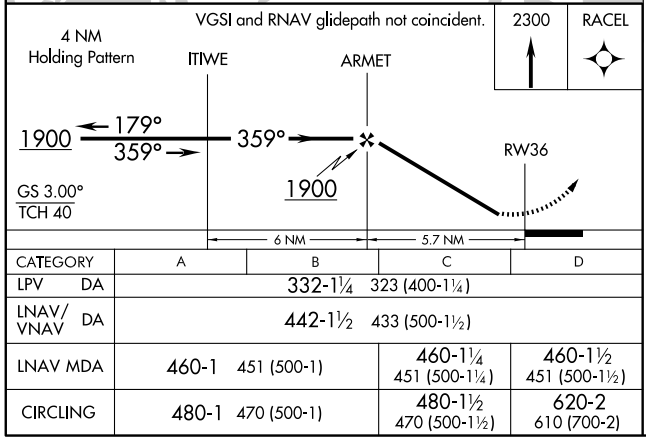
RNAV (GPS) RWY 36
HOUMA-TERREBONNE (HUM)

Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA 77 feet and LPV and LNAV/VNAV all Cats visibility ¼ mile, increase all MDA 80 feet, LNAV Cats C/D visibility ¼ mile and Circling Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 2300 direct RACEL and hold.

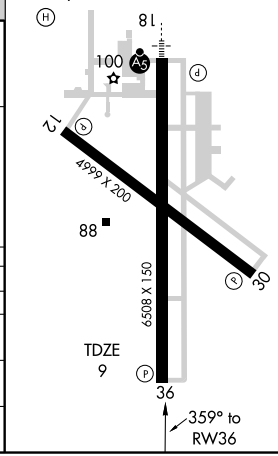
ATIS	NEW ORLEANS APP CON	HOUMA TOWER*	GND CON	UNICOM
120.25	118.9 256.9	125.3 (CTAF) L 346.3	121.8	122.95





CATEGORY	A	B	C	D
LPV DA	332-1¼ 323 (400-1¼)			
LNAV/VNAV DA	442-1½ 433 (500-1½)			
LNAV MDA	460-1 451 (500-1)		460-1¼ 451 (500-1¼)	460-1½ 451 (500-1½)
CIRCLING	480-1 470 (500-1)		480-1½ 470 (500-1½)	620-2 610 (700-2)

ELEV 10
REIL Rwys 12, 30, and 36 L
HIRL Rwys 12-30 and 18-36 L



VORTAC TBD	APP CRS	Rwy Idg	4999
112.0	302°	TDZE	10
Chan 57		Apt Elev	10

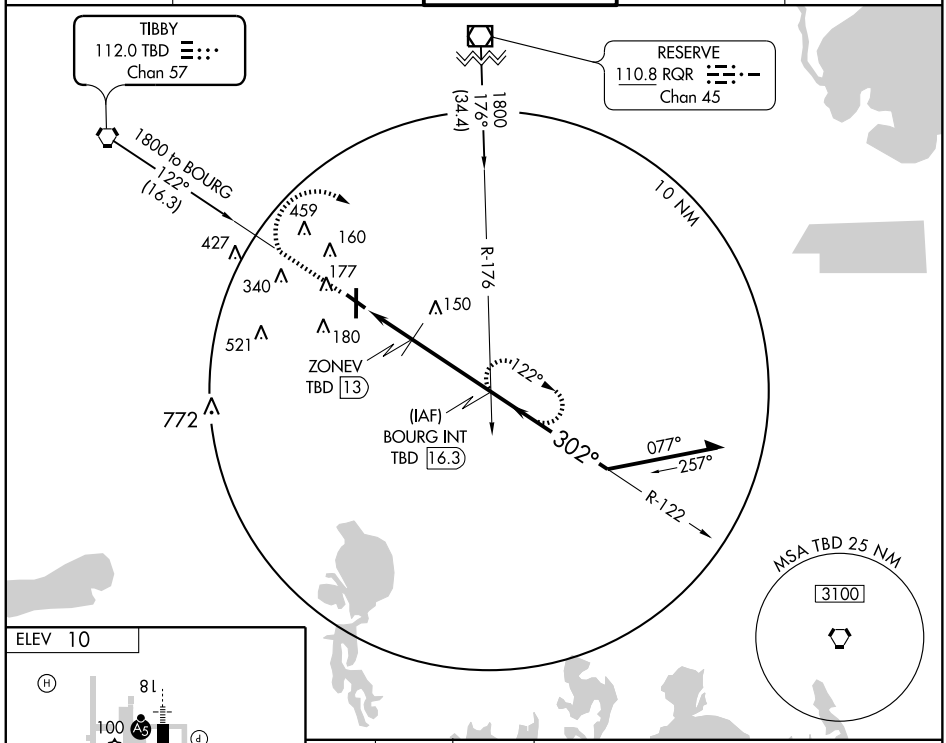
VOR/DME RWY 30

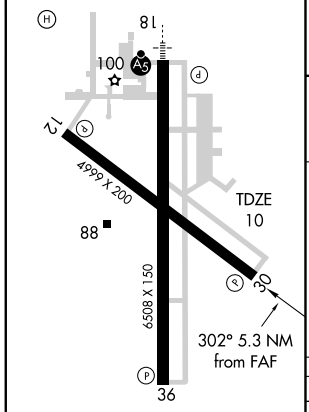
HOUMA-TERREBONNE (HUM)

T Visibility reduction by helicopters NA.
A When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all MDA 80 feet, increase S-30 Cat C/D and Circling Cat D visibility ¼ mile.

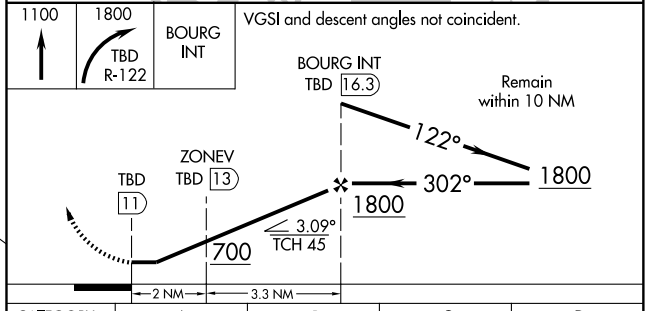
MISSED APPROACH: Climb to 1100 then climbing right turn to 1800 via TBD VORTAC R-122 to BOURG INT/TBD 16.3 DME and hold.

ATIS	NEW ORLEANS APP CON	HOUMA TOWER★	GND CON	UNICOM
120.25	118.9 256.9	125.3 (CTAF) L 346.3	121.8	122.95





REIL Rwys 12, 30, and 36 L
HIRL Rwys 12-30 and 18-36 L



CATEGORY	A	B	C	D
S-30	400-1 390 (400-1)			400-1¼ 390 (400-1¼)
CIRCLING	480-1 470 (500-1)		480-1½ 470 (500-1½)	620-2 610 (700-2)

SC-4, 08 APR 2010 to 06 MAY 2010

VORTAC TBD 112.0 Chan 57	APP CRS 121°	Rwy Idg 4999 TDZE 9 Apt Elev 10

VOR RWY 12

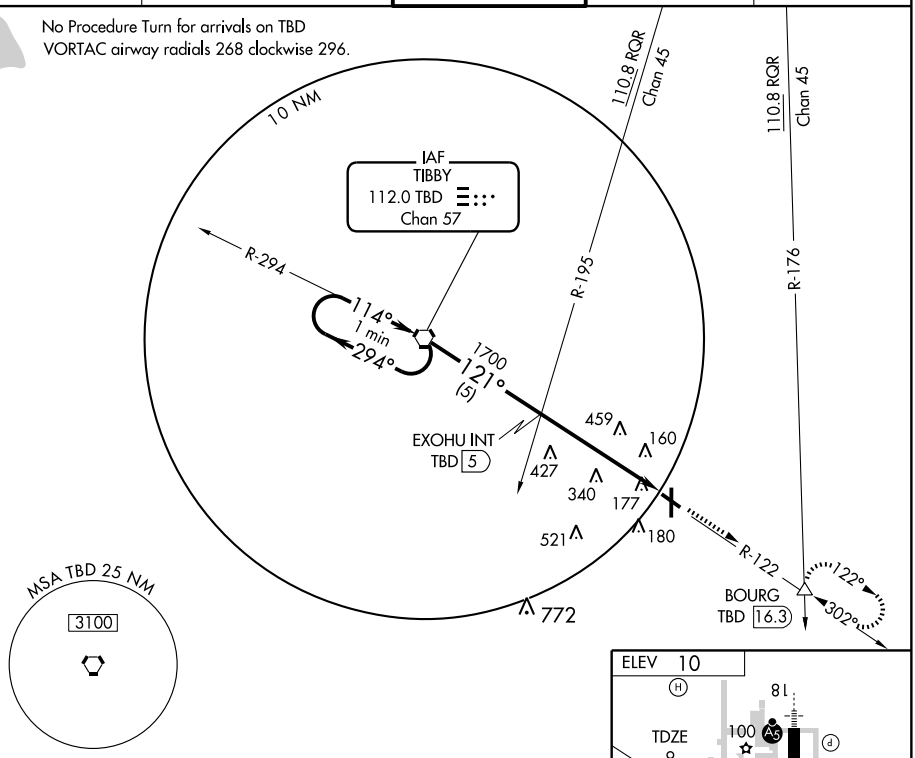
HOUMA-TERREBONNE (HUM)

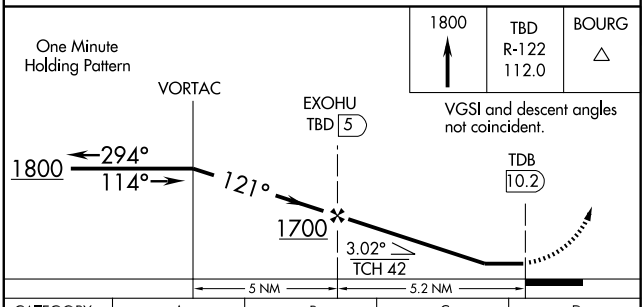
T A When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all MDA 80 feet, increase S-12 Cat B/C/D and Circling Cat B/C/D visibility ¼ mile.

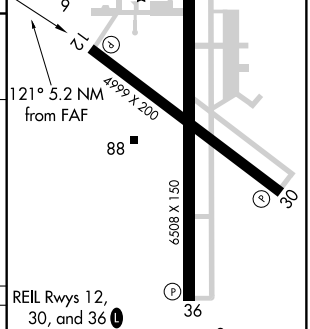
MISSED APPROACH: Climb to 1800 via TBD R-122 to BOURG Int/TBD 16.3 DME and hold.

ATIS	NEW ORLEANS APP CON	HOUMA TOWER★	GND CON	UNICOM
120.25	118.9 256.9	125.3 (CTAF) L 346.3	121.8	122.95

No Procedure Turn for arrivals on TBD
VORTAC airway radials 268 clockwise 296.







REIL Rwys 12, 30, and 36 L
HIRL Rwys 12-30 and 18-36 L

CATEGORY	A	B	C	D
S-12	720-1	711 (800-1)	720-2 711 (800-2)	720-2 ¼ 711 (800-2 ¼)
CIRCLING	720-1	710 (800-1)	720-2 710 (800-2)	720-2 ¼ 710 (800-2 ¼)

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

SC-4, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5002
077°	TDZE	17
	Apt Elev	23

RNAV (GPS) RWY 8

JENNINGS (3R7)

Use Lake Charles Rgnl altimeter setting.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 1700 direct CETEX WP and hold.

LAKE CHARLES APP CON ★
119.8 282.3

UNICOM
122.8 (CTAF) L

Procedure NA for arrival at MAXON on V222-557 northeast bound.

1549 ∧

MAXON
1700
251°
(21.9)

(IAF)
FASUG

1700 NoPT
167°
(5)

Procedure NA for arrival on LCH VORTAC airway radials 008° CW 129°.

(IF/IAF)
CETEX

1700
077°
(5)

RW08

348 ∧

∧ 216

(FAF)
HALRU

WEBAK
2.1 NM
to RW08

∧ 274

∧ 315

∧ 525

077°

257°

4 NM

1700 NoPT
347°
(5)

(IAF)
COBUM

1700 NoPT
069°
(12.6)

(IAF)
LAKE CHARLES
LCH

MSA RW 08 25 NM
2900

1700
013°
(9.8)

GUSTI

Procedure NA for arrival at GUSTI on V194 southwest bound.

4 NM
Holding Pattern

CETEX

HALRU

1700
257°
077°

077°

1700
077°

WEBAK
2.1 NM
to RW08

RW08

VGSI and descent angles not coincident.

3.00°
TCH 45

720

5 NM 3.1 NM 2.1

1700	CETEX

ELEV 23

TDZE
17

5002 X 75

3501 X 75

1977 X 150

077° to
RW08

CATEGORY	A	B	C	D
LNAV MDA	460-1	443 (500-1)	460-1¼ 443 (500-1¼)	NA
CIRCLING	640-1	617 (700-1)	660-1¾ 637 (700-1¾)	NA

REIL Rwys 8,26,13, and 31 L
MIRL Rwys 8-26 and 13-31 L

SC-4, 08 APR 2010 to 06 MAY 2010

VORTAC LCH	APP CRS	Rwy Idg	5002
113.4	067°	TDZE	17
Chan 81		Apt Elev	23

VOR/DME RWY 8

JENNINGS (3R7)

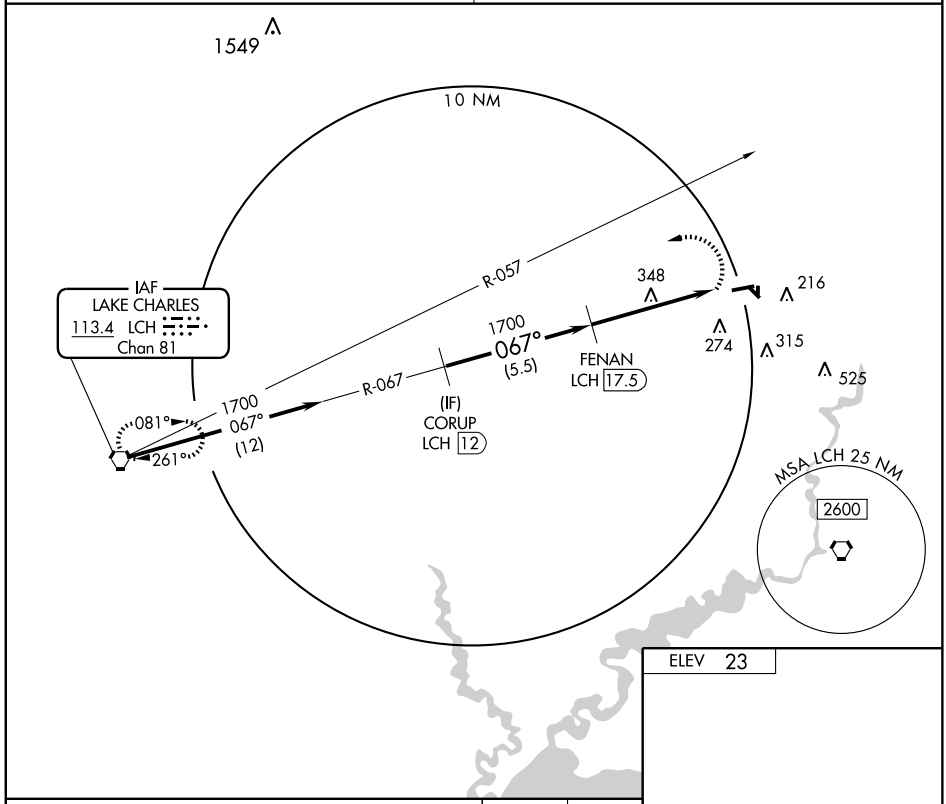
Use Lake Charles Rgnl altimeter setting.

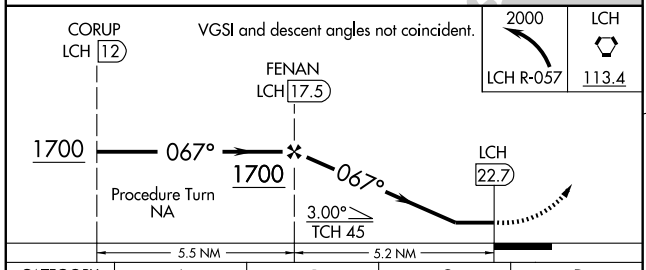
NA

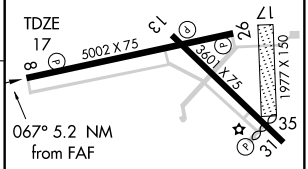
MISSED APPROACH: Climbing left turn to 2000 via LCH R-057 to LCH VORTAC and hold.

LAKE CHARLES APP CON *
119.8 282.3

UNICOM
122.8 (CTAF) L







ELEV 23

CATEGORY	A	B	C	D
S-8	720-1 703 (700-1)	720-1¼ 703 (700-1¼)	720-2 703 (700-2)	NA
CIRCLING	720-1 697 (700-1)	720-1¼ 697 (700-1¼)	720-2 697 (700-2)	NA

REIL Rwys 8,26,13 and 31 L
MIRL Rwys 8-26 and 13-31 L

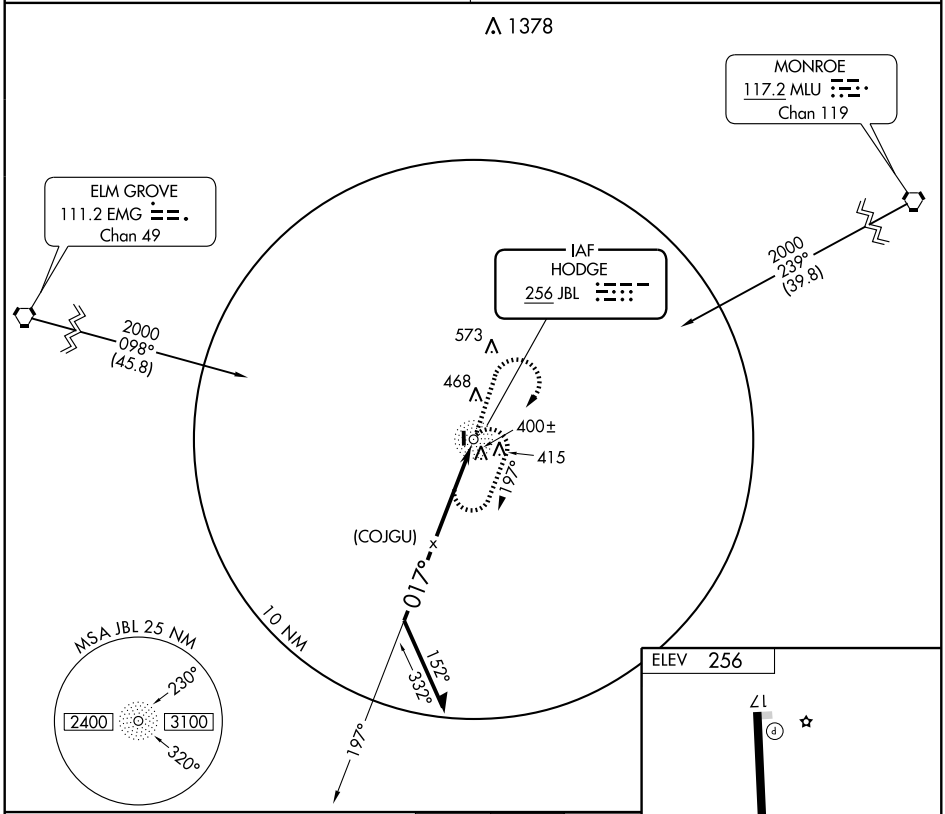
SC-4, 08 APR 2010 to 06 MAY 2010

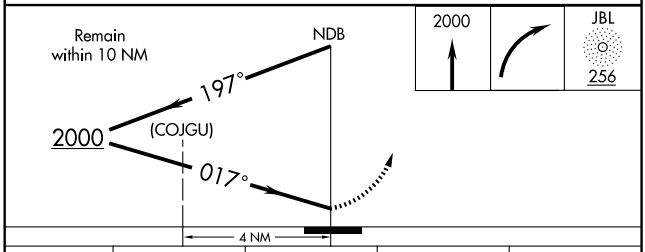
APP CRS	Rwy Idg	3203
017°	TDZE	256
	Apt Elev	256

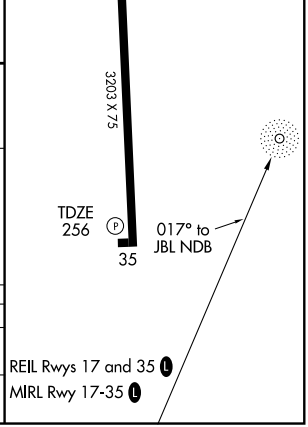
NDB or GPS RWY 35

JONESBORO (F88)

⚠ NA Use Monroe altimeter setting.	MISSED APPROACH: Climb to 2000 then right turn direct JBL NDB and hold.
MONROE APP CON ★ 126.9 307.9	(CTAF) 122.9 (L)







CATEGORY	A	B	C	D
S-35	940-1	684 (700-1)	940-2 684 (700-2)	NA
CIRCLING	960-1	704 (800-1)	960-2 704 (800-2)	NA

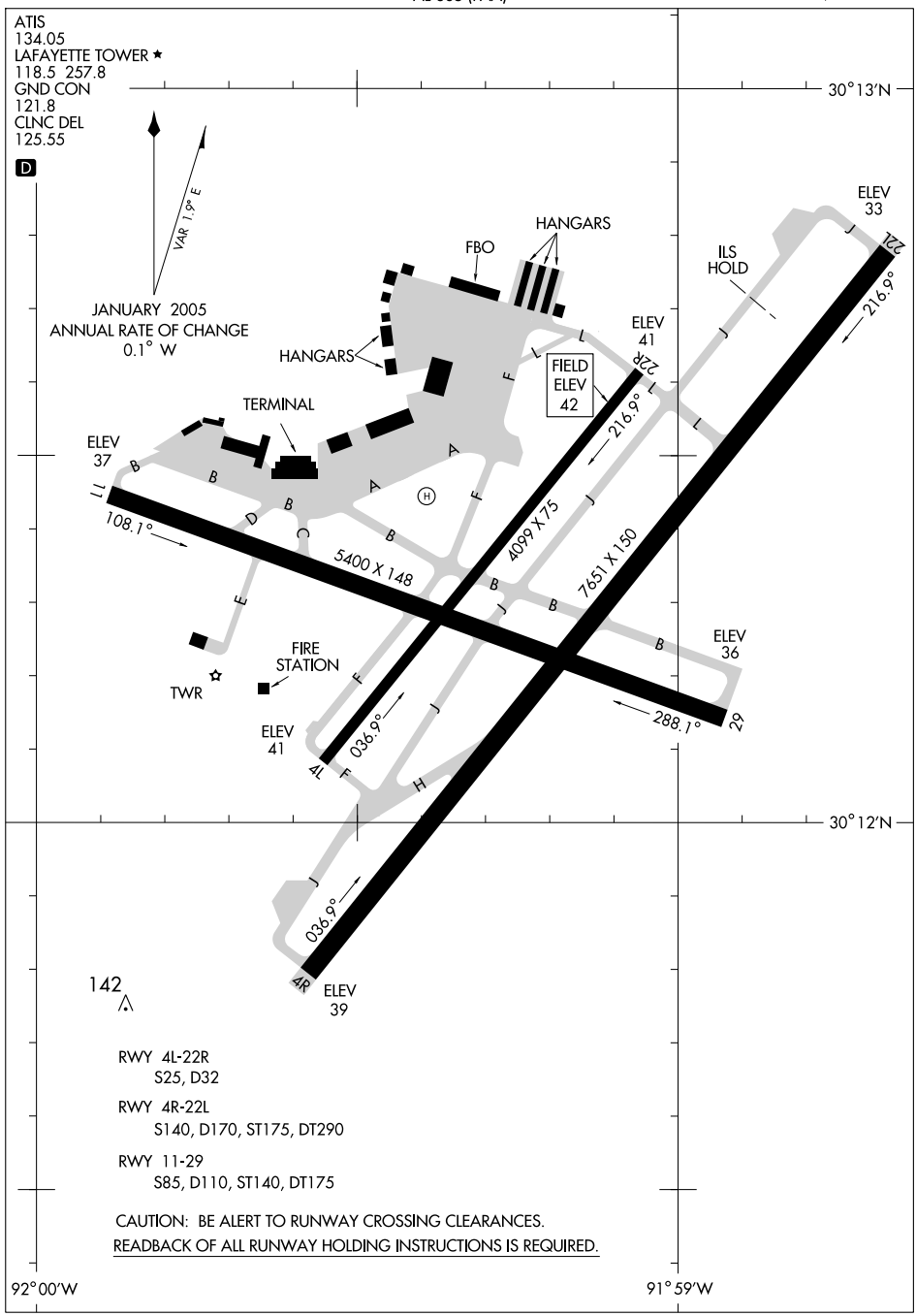
SC-4, 08 APR 2010 to 06 MAY 2010

09295

AIRPORT DIAGRAM

AL-865 (FAA)

LAFAYETTE RGNL (LFT)
LAFAYETTE, LOUISIANA



SC-4, 08 APR 2010 to 06 MAY 2010

LOC/DME I-TYN	APP CRS	Rwy Idg	7651
110.9	036°	TDZE	40
Chan 46		Apt Elev	43

ILS or LOC/DME RWY 4R

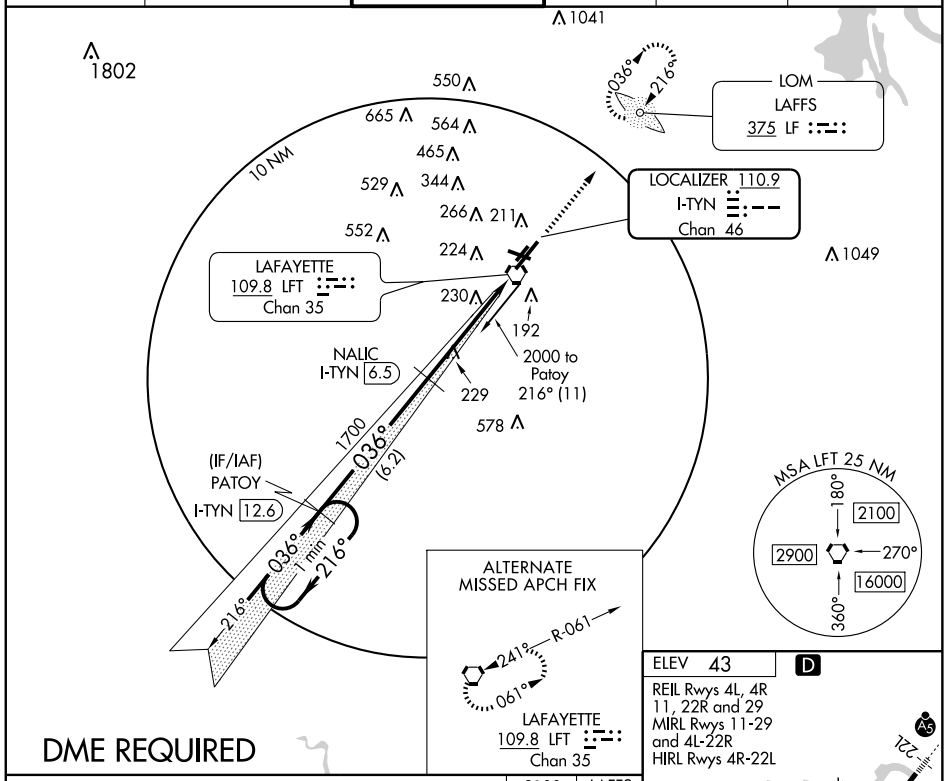
LAFAYETTE RGNL (LFT)

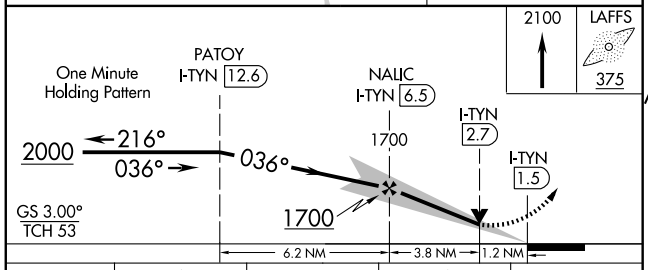
ADF required. If local altimeter setting not received, use Acadiana Rgnl altimeter setting and increase all DAs 29 feet and all MDAs 40 feet. VDP NA when using Acadiana Rgnl altimeter setting. Visibility reduction by helicopters NA.

ASR

MISSED APPROACH: Climb to 2100 direct LAFFS LOM and hold.

ATIS	LAFAYETTE APP CON ★	LAFAYETTE TOWER ★	GND CON	CLNC DEL	UNICOM
134.05	121.1 363.0	118.5 (CTAF) L 257.8	121.8	125.55	122.95

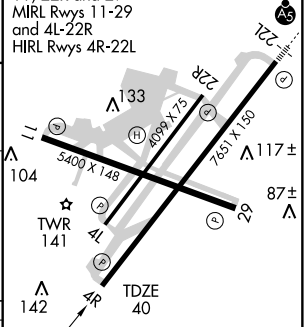




CATEGORY	A	B	C	D
S-ILS 4R	240-¾ 200 (200-¾)			
S-LOC 4R	480-1 440 (500-1)		480-1¼ 440 (500-1¼)	480-1½ 440 (500-1½)
CIRCLING	540-1 497 (500-1)	580-1 537 (600-1)	580-1½ 537 (600-1½)	660-2 618 (700-2)

ELEV 43 D

REIL Rwys 4L, 4R
11, 22R and 29
MIRL Rwys 11-29
and 4L-22R
HIRL Rwys 4R-22L



SC-4, 08 APR 2010 to 06 MAY 2010

LOC I-LFT	APP CRS	Rwy Idg	7651
109.5	216°	TDZE	38
Chan 32		Apt Elev	42

ILS or LOC RWY 22L

LAFAYETTE RGNL (LFT)

T A ASR

*RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 2100 via LFT R-264 to MICRO Int.

ATIS	LAFAYETTE APP CON ★	LAFAYETTE TOWER ★	GND CON	CLNC DEL	UNICOM
134.05	121.1 363.0	118.5 (CTAF) 257.8	121.8	125.55	122.95

FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

CATEGORY	A	B	C	D
S-ILS 22L	* 238/24		200 (200-½)	
S-LOC 22L	460/24	422 (500-½)	460/40	422 (500-¾)
CIRCLING	540-1 498 (500-1)	580-1 538 (600-1)	580-1½ 538 (600-1½)	660-2 618 (700-2)

SC-4, 08 APR 2010 to 06 MAY 2010

WAAS CH 45903 W04A	APP CRS 036°	Rwy Idg 7651 TDZE 40 Apt Elev 43

RNAV (GPS) RWY 4R

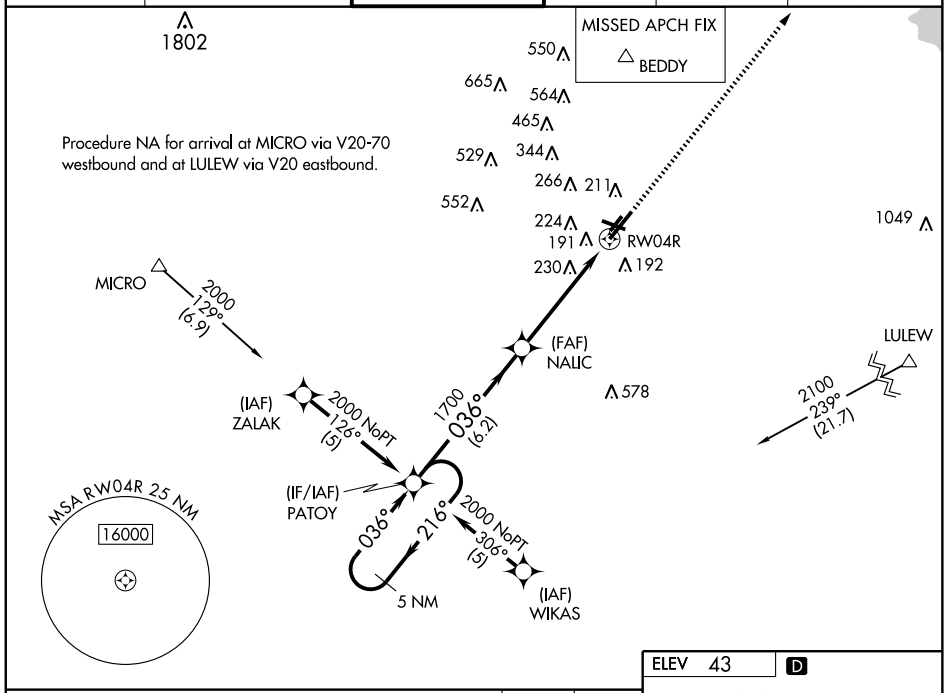
LAFAYETTE RGNL (LFT)

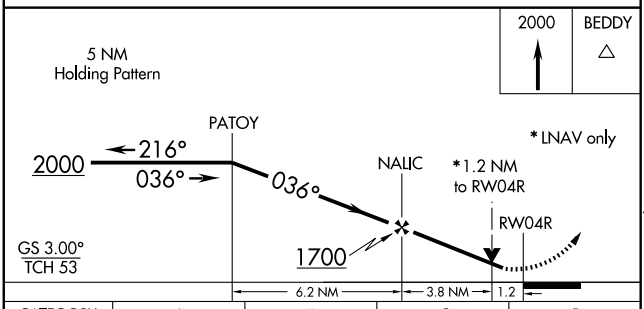
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below-15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Acadiana Rgnl altimeter setting and increase all DAs 29 feet and all MDAs 40 feet. VDP and BARO-VNAV NA when using Acadiana Rgnl altimeter setting. Visibility reduction by helicopters NA.

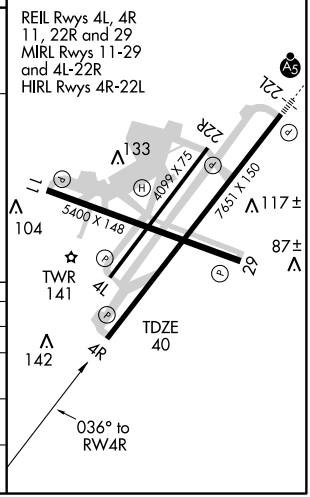
ASR

MISSED APPROACH: Climb to 2000 direct BEDDY.

ATIS	LAFAYETTE APP CON ★	LAFAYETTE TOWER ★	GND CON	CLNC DEL	UNICOM
134.05	121.1 363.0	118.5 (CTAF) 257.8	121.8	125.55	122.95







CATEGORY	A	B	C	D
LPV DA	344-1 304 (400-1)			
LNAV/VNAV DA	537-1¾ 497 (500-1¾)			
LNAV MDA	480-1 440 (500-1)		480-1¼ 440 (500-1¼)	480-1½ 440 (500-1½)
CIRCLING	540-1 497 (500-1)	580-1 537 (600-1)	580-1½ 537 (600-1½)	660-2 618 (700-2)

SC-4, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	7651
CH 50503	216°	TDZE	38
W22A		Apt Elev	43

RNAV (GPS) RWY 22L

LAFAYETTE RGNL (LFT)

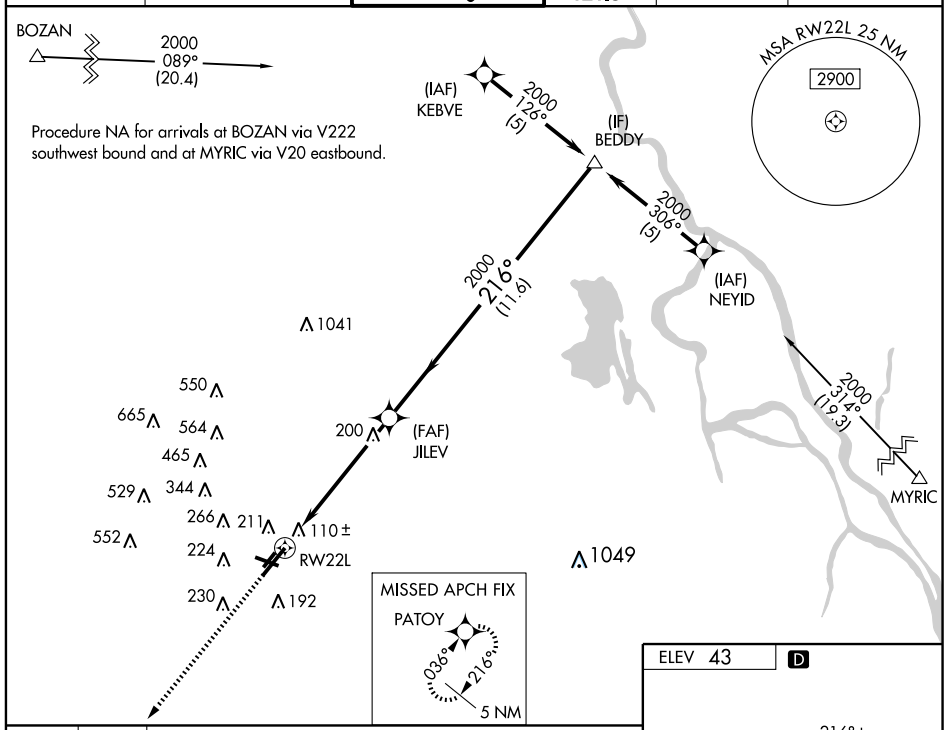
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below-15°C (5°F) or above 49°C (120°F). If local altimeter setting not received, use Acadiana Rgnl altimeter setting and increase all DAs 29 feet and all MDAs 40 feet. VDP and Baro-VNAV NA when using Acadiana Rgnl altimeter setting. For inoperative MALSR, increase LNAV Cat A and B visibility to RVR 5000. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

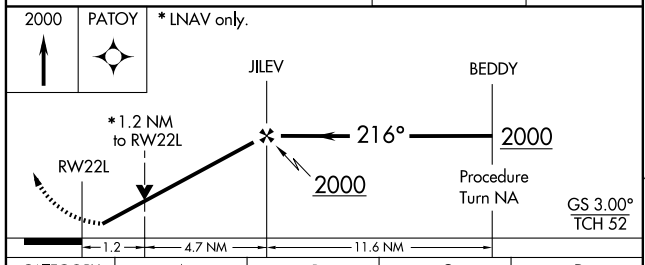
ASR

MALSR

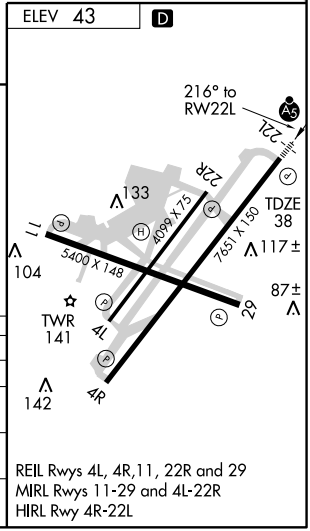
MISSED APPROACH: Climb to 2000 direct PATOY and hold.

ATIS	LAFAYETTE APP CON ★	LAFAYETTE TOWER ★	GND CON	CLNC DEL	UNICOM
134.05	121.1 363.0	118.5 (CTAF) 257.8	121.8	125.55	122.95





CATEGORY	A	B	C	D
LPV DA	313/40 275 (300-¾)			
LNAV/VNAV DA	511/60 473 (500-1¼)			
LNAV MDA	480/40 442 (500-¾)			480/50 442 (500-1)
CIRCLING	540-1 497 (500-1)	580-1 537 (600-1)	580-1½ 537 (600-1½)	660-2 618 (700-2)



REIL Rwys 4L, 4R,11, 22R and 29
MIRL Rwys 11-29 and 4L-22R
HIRL Rwy 4R-22L

SC-4, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5400
CH 45703	287°	TDZE	42
W29A		Apt Elev	43

RNAV (GPS) RWY 29

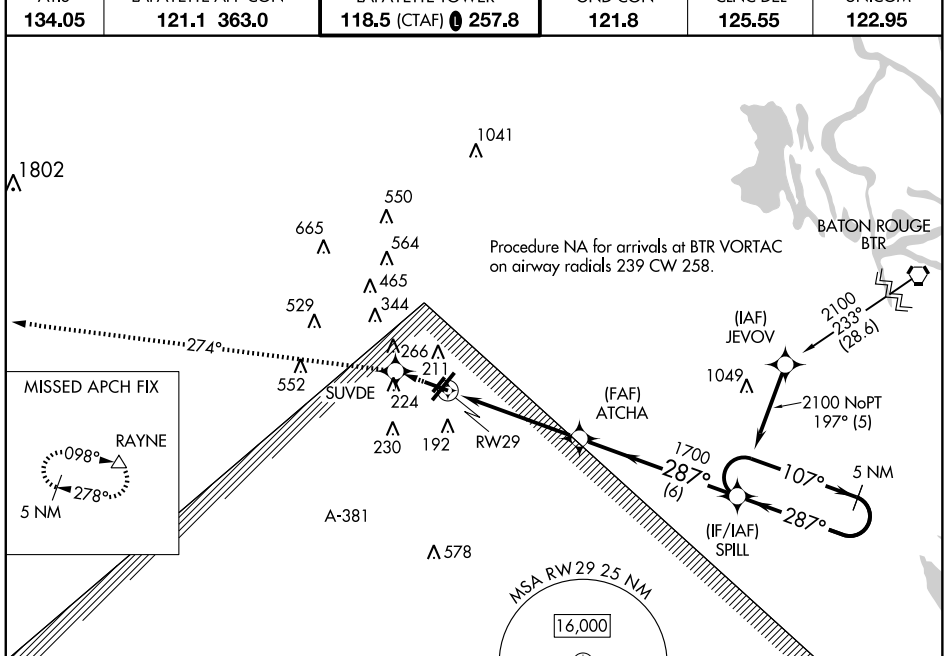
LAFAYETTE RGNL (LFT)

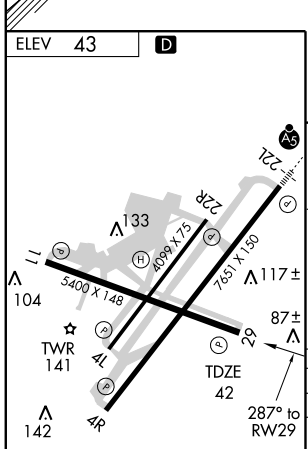
Baro-VNAV NA when using Acadiana Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Acadiana Rgnl altimeter setting and increase all DAs 29 feet/MDAs 40 feet.

ASR

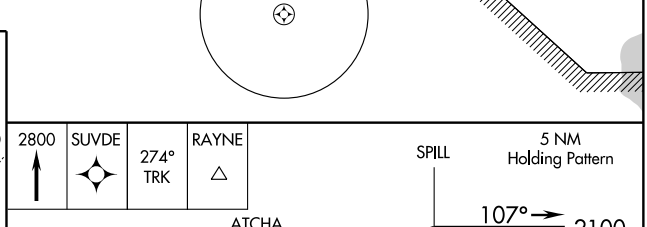
MISSED APPROACH: Climb to 2800 direct SUVDE and via 274° track to RAYNE and hold.

ATIS	LAFAYETTE APP CON ★	LAFAYETTE TOWER ★	GND CON	CLNC DEL	UNICOM
134.05	121.1 363.0	118.5 (CTAF) L 257.8	121.8	125.55	122.95





REIL Rwys 4L, 4R,11, 22R and 29
MIRL Rwys 11-29 and 4L-22R
HIRL Rwy 4R-22L



CATEGORY	A	B	C	D
LPV DA	294-1 252 (300-1)			
LNAV/VNAV DA	462-1½ 420 (500-1½)			
LNAV MDA	400-1 358 (400-1)			400-1¼ 358 (400-1¼)
CIRCLING	540-1 497 (500-1)	580-1 537 (600-1)	580-1½ 537 (600-1½)	660-2 617 (700-2)

SC-4, 08 APR 2010 to 06 MAY 2010

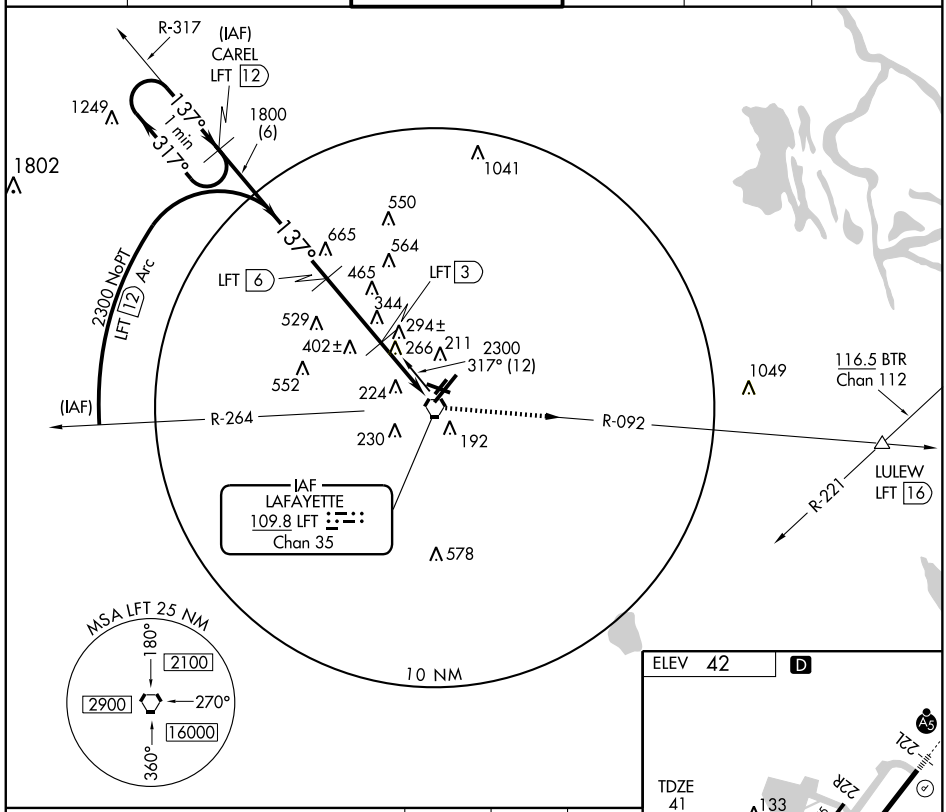
VORTAC LFT	APP CRS	Rwy Idg	5400
109.8	137°	TDZE	41
Chan 35		Apt Elev	42

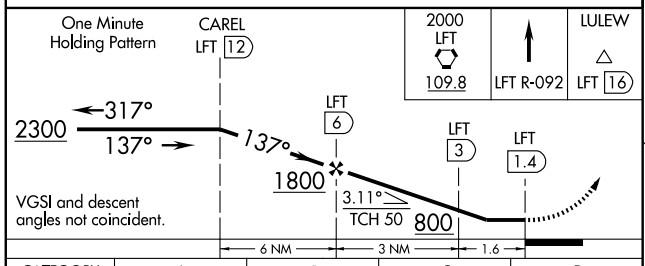
VOR/DME RWY 11
LAFAYETTE RGNL (LFT)

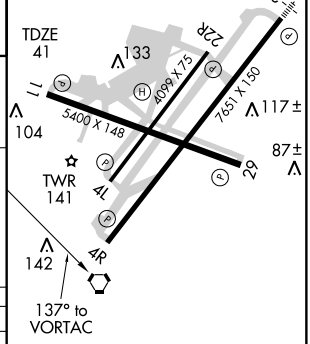
ASR

MISSED APPROACH: Climb to 2000 via LFT VORTAC and LFT R-092 to LULEW Int/LFT 16 DME.

ATIS	LAFAYETTE APP CON★	LAFAYETTE TOWER★	GND CON	CLNC DEL	UNICOM
134.05	121.1 363.0	118.5 (CTAF) 257.8	121.8	125.55	122.95







REIL Rwys 4L, 4R, 11, 22R and 29
MIRL Rwys 11-29, and 4L-22R
HIRL Rwys 4R-22L

CATEGORY	A	B	C	D
S-11	660-1	619 (700-1)	660-1¾ 619 (700-1¾)	660-2 619 (700-2)
CIRCLING	660-1	618 (700-1)	660-1¾ 618 (700-1¾)	660-2 618 (700-2)

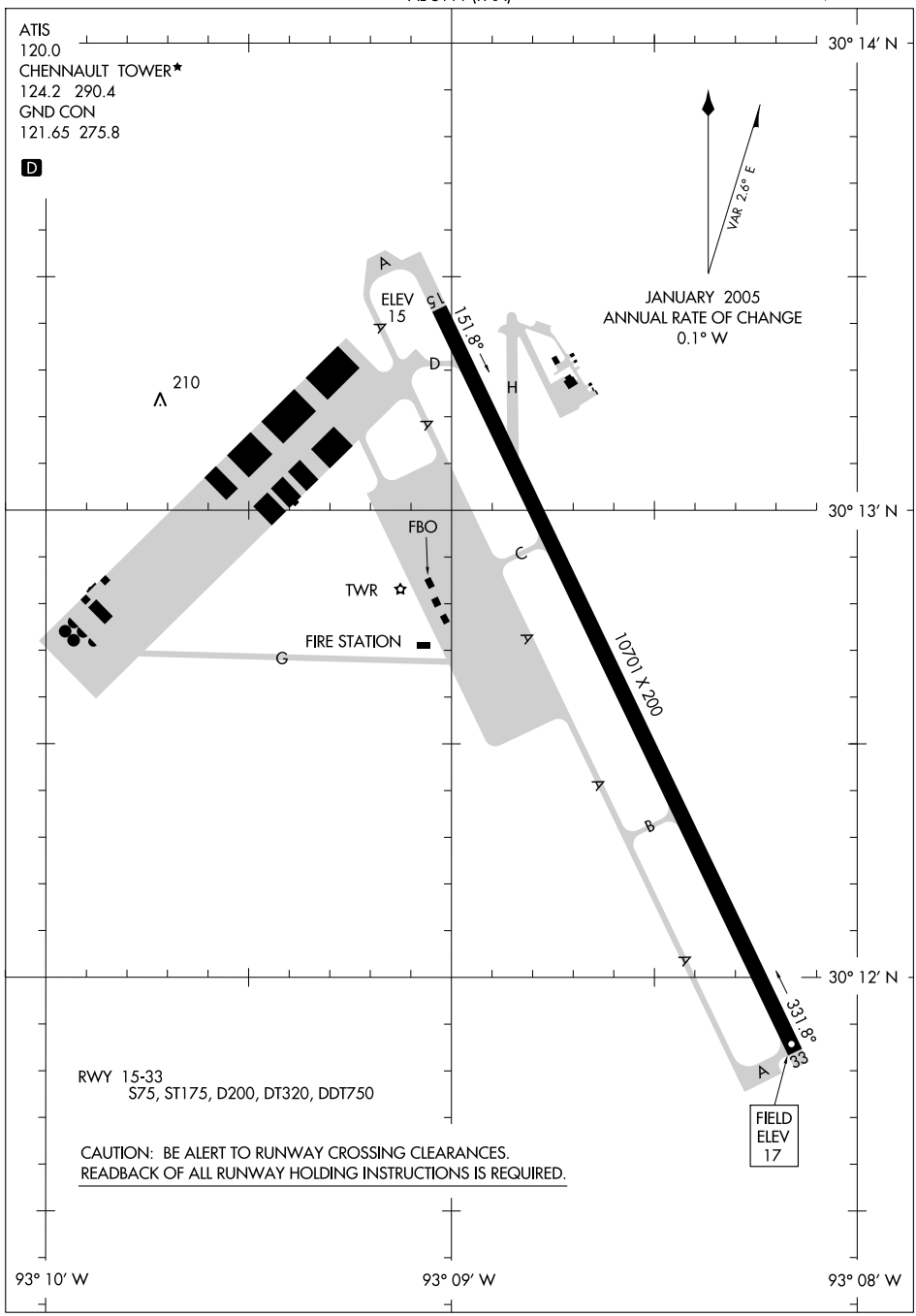
SC-4, 08 APR 2010 to 06 MAY 2010

09239

AIRPORT DIAGRAM

AL-5111 (FAA)

LAKE CHARLES/CHENNAULT INTL (CWF)
LAKE CHARLES, LOUISIANA



SC-4, 08 APR 2010 to 06 MAY 2010

LOC I-CWF	APP CRS	Rwy Idg	10701
110.7	150°	TDZE	16
		Apt Elev	17

ILS or LOC RWY 15

LAKE CHARLES/CHENNAULT INTL (CWF)

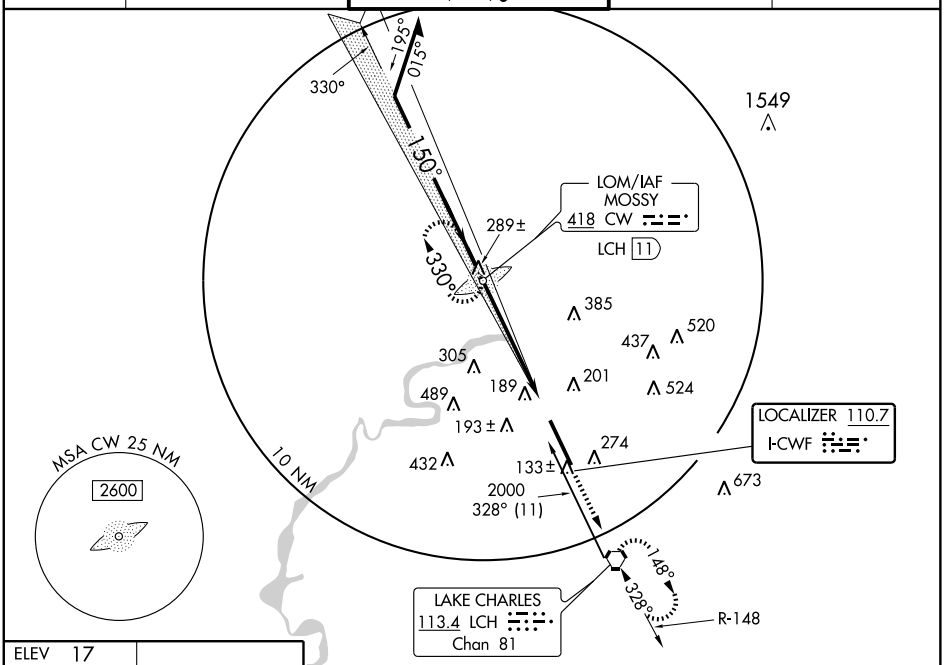
ASR

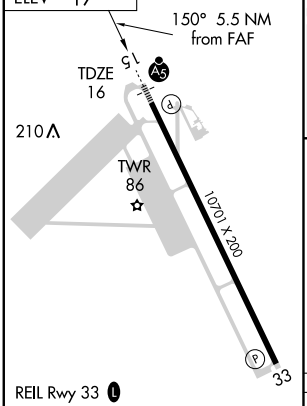
For inoperative MALSR, increase S-ILS 15 Cat E visibility to ¾ and S-LOC 15 Cat E visibility to 1¼. If local altimeter setting not received, use Lake Charles Rgnl altimeter setting and increase DA to 232 feet; increase all MDAs 20 feet and visibility Cats C and E ¼ mile.

MALSR

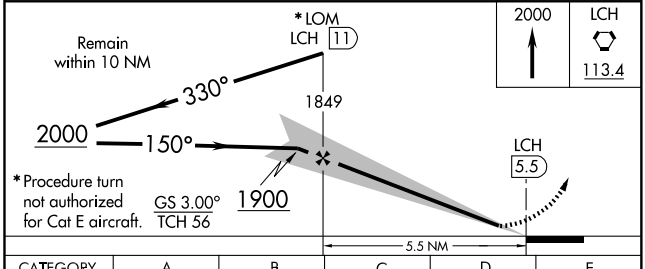
MISSED APPROACH: Climb to 2000 direct LCH VORTAC and hold.

ATIS	LAKE CHARLES APP CON★	CHENNAULT TOWER★	GND CON	UNICOM
120.0	119.8 282.3	124.2 (CTAF) L 290.4	121.65 275.8	122.95





RADAR REQUIRED FOR CAT E AIRCRAFT



FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

CATEGORY	A	B	C	D	E
S-ILS 15	216-½ 200 (200-½)				
S-LOC 15	400-½ 384 (400-½)			400-¾ 384 (400-¾)	
CIRCLING	580-1 563 (600-1)		580-1½ 563 (600-1½)	580-2 563 (600-2)	880-3 863 (900-3)

SC-4, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	10701
CH 45502	150°	TDZE	16
W-15A		Apt Elev	17

RNAV (GPS) RWY 15

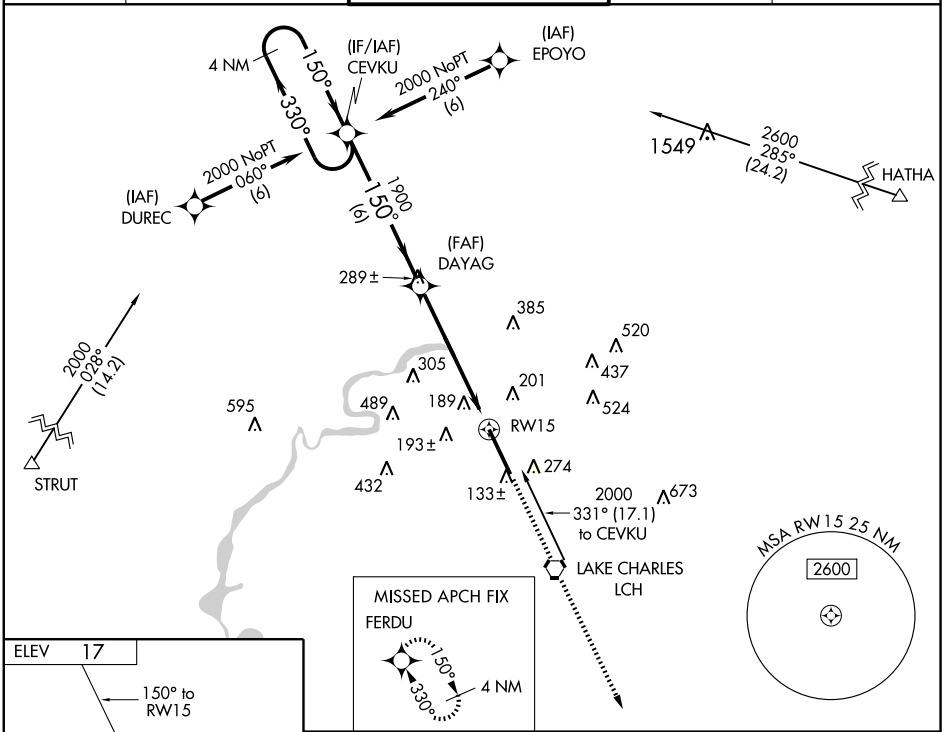
LAKE CHARLES/CHENNAULT INTL (CWF)

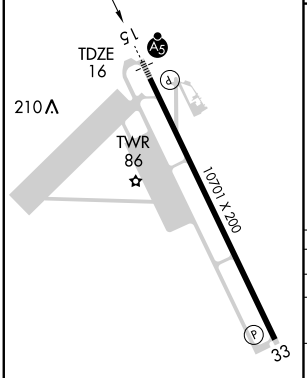
ASR: BARO-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. BARO-VNAV and VDP NA when using Lake Charles Rgnl altimeter setting. If local altimeter not received, use Lake Charles Rgnl altimeter setting and increase all DA/MDAs 20 feet.

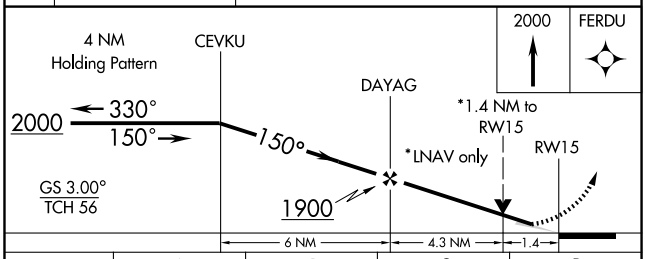
MALSR

MISSED APPROACH: Climb to 2000 direct FERDU and hold.

ATIS	LAKE CHARLES APP CON★	CHENNAULT TOWER★	GND CON	UNICOM
120.0	119.8 282.3	124.2 (CTAF) L 290.4	121.65 275.8	122.95







CATEGORY	A	B	C	D
LPV DA	290-½ 274 (300-½)			
LNAV/VNAV DA	540-1¼ 524 (600-1¼)			
LNAV MDA	500-½ 484 (500-½)		500-¾ 484 (500-¾)	500-1 484 (500-1)
CIRCLING	580-1¾ 563 (600-1¾)			580-2 563 (600-2)

SC-4, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	10701
330°	TDZE	17
	Apt Elev	17

RNAV (GPS) RWY 33

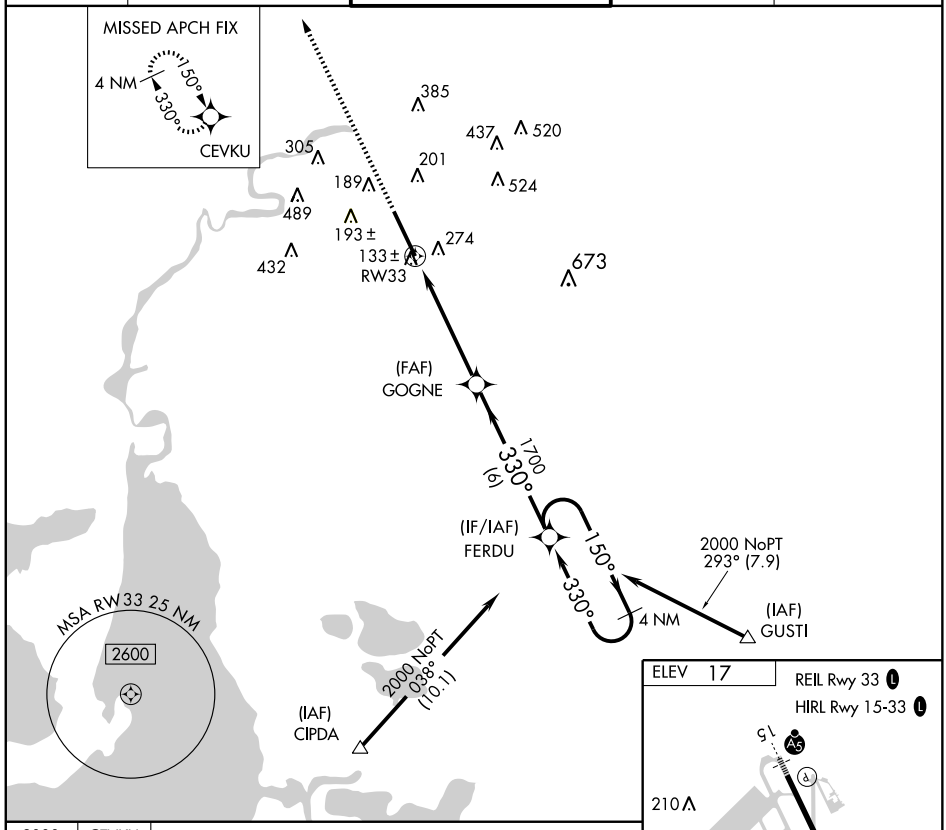
LAKE CHARLES/CHENNAULT INTL (CWF)

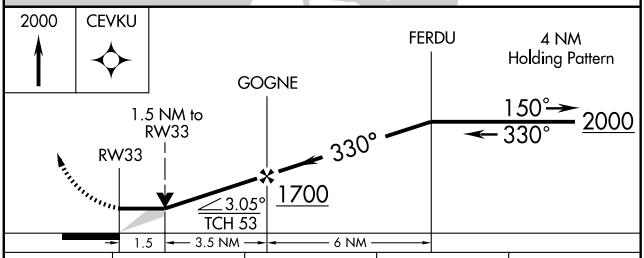
ASR

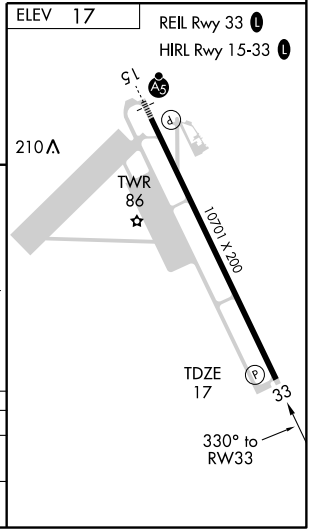
DME/DME RNP-0.3 NA. If local altimeter not received, use Lake Charles Rgnl altimeter setting and increase MDAs 20 feet. VDP NA with Lake Charles Rgnl altimeter setting.

MISSED APPROACH: Climb to 2000 direct CEVKU and hold.

ATIS	LAKE CHARLES APP CON★	CHENNAULT TOWER★	GND CON	UNICOM
120.0	119.8 282.3	124.2 (CTAF) Ⓛ 290.4	121.65 275.8	122.95







CATEGORY	A	B	C	D
LNAV MDA	540-1 523 (600-1)		540-1½ 523 (600-1½)	540-1¾ 523 (600-1¾)
CIRCLING	580-1 563 (600-1)		580-1½ 563 (600-1½)	580-2 563 (600-2)

SC-4, 08 APR 2010 to 06 MAY 2010

VORTAC LCH	APP CRS	Rwy Idg	10701
113.4	328°	TDZE	17
Chan 81		Apt Elev	17

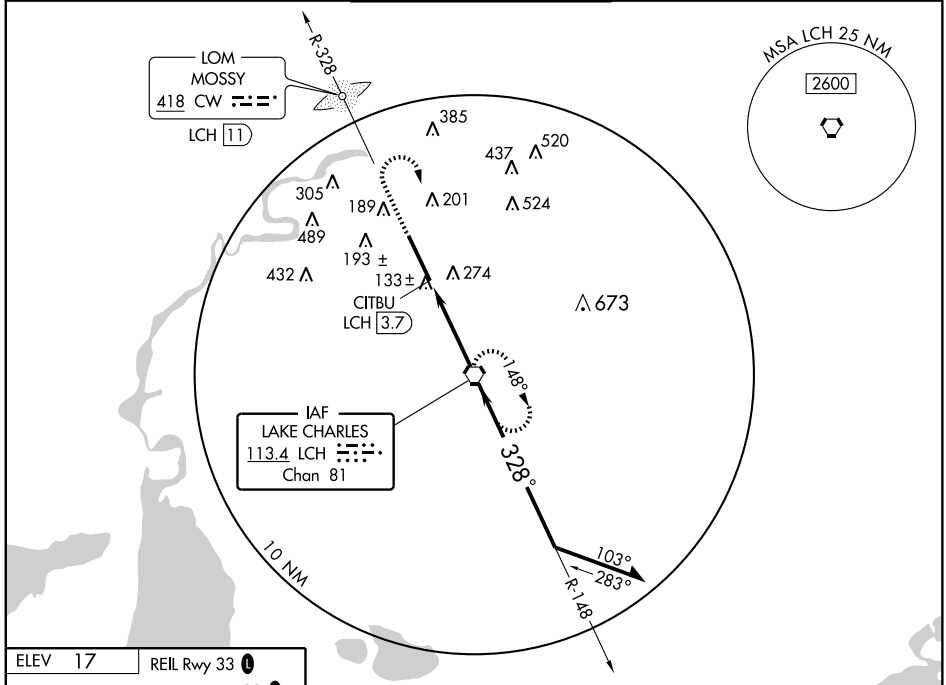
VOR RWY 33

LAKE CHARLES/CHENNAULT INTL (CWF)

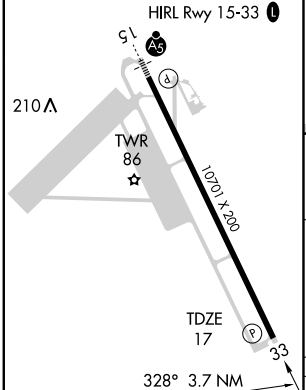
ASR — VDP NA when using Lake Charles altimeter setting. If local altimeter setting not received, use Lake Charles Rgnl altimeter setting and increase all MDAs 20 feet.

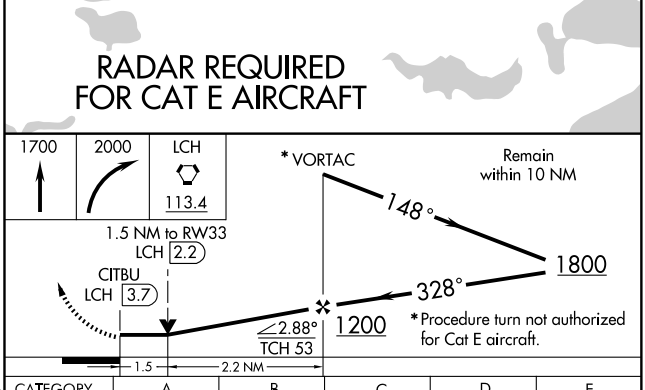
MISSED APPROACH: Climb to 1700 then climbing right turn to 2000 direct LCH VORTAC and hold.

ATIS	LAKE CHARLES APP CON★	CHENNAULT TOWER★	GND CON	UNICOM
120.0	119.8 282.3	124.2 (CTAF) L 290.4	121.65 275.8	122.95



RADAR REQUIRED FOR CAT E AIRCRAFT





FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

CATEGORY	A	B	C	D	E
S-33	540-1	523 (600-1)	540-1½ 523 (600-1½)	540-1¾	523 (600-1¾)
CIRCLING	580-1	563 (600-1)	580-1½ 563 (600-1½)	580-2 563 (600-2)	880-3 863 (700-3)

SC-4, 08 APR 2010 to 06 MAY 2010

08157

AIRPORT DIAGRAM

AL-5083 (FAA)

LAKE CHARLES RGNL (LCH)
LAKE CHARLES, LOUISIANA

ATIS 118.75
LAKE CHARLES TOWER
120.7 257.8
GND CON
121.8
CLNC DEL
126.25
UNICOM 122.95

FIELD ELEV 15

130

229.2°

5200 X 100

049.2°

30°08'N

HOT CARGO AREA

ELEV 10

ILS HOLD

ELEV 11

152.0°

HANGARS

FBO

GENERAL AVIATION RAMP

CONTROL TOWER

NWS

FIRE STATION

TERMINAL BUILDING

ILS HOLD

6500 X 150

ILS HOLD

ILS HOLD

SOUTH RAMP

30°07'N

VAR 2.7° E

JANUARY 2005
ANNUAL RATE
OF CHANGE
0.1° WEST

RWY 5-23
S70, D90, ST114, DT140
RWY 15-33
S100, D145, ST175, DT260

ILS HOLD

332.0°

ELEV 10

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

93°14'W

93°13'W

SC-4, 08 APR 2010 to 06 MAY 2010

LOC/DME I-LCH	APP CRS	Rwy Idg	6500
109.1	152°	TDZE	12
Chan 28		Apt Elev	15

ILS or LOC RWY 15

LAKE CHARLES RGNL (LCH)

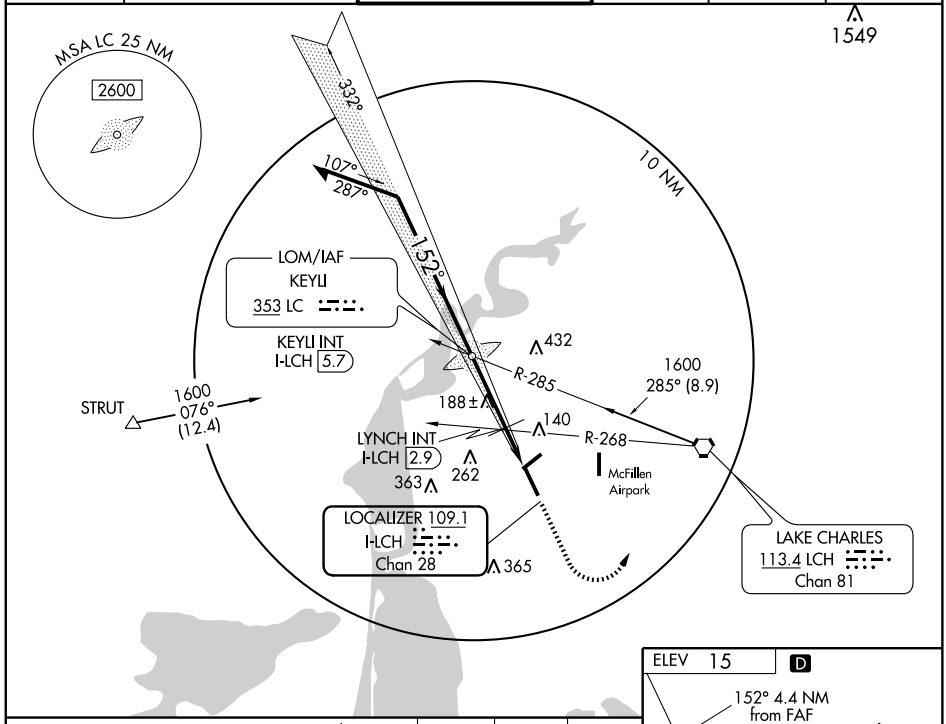
ASR

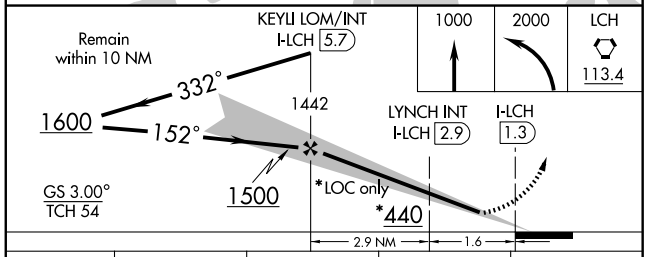
** RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

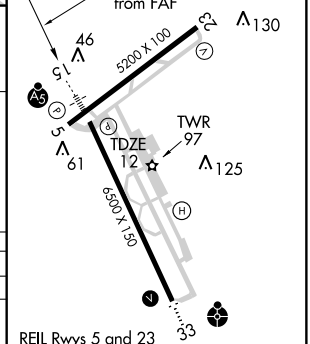
MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct LCH VORTAC.

ATIS	LAKE CHARLES APP CON★	LAKE CHARLES TOWER★	GND CON	CLNC DEL	UNICOM
118.75	119.35 353.75	120.7 (CTAF) L 257.8	121.8	126.25	122.95





CATEGORY	A	B	C	D
S-ILS 15	**212/24 200 (200-½)			
S-LOC 15	440/24 428 (500-½)		440/40 428 (500-¾)	440/50 428 (500-1)
CIRCLING	440-1 425 (500-1)	480-1 465 (500-1)	480-1½ 465 (500-1½)	580-2 565 (600-2)
LYNCH FIX MINIMUMS				
S-LOC 15	380/24 368 (400-½)			380/40 368 (400-¾)



FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

SC-4, 08 APR 2010 to 06 MAY 2010

LOC I-LCH	APP CRS	Rwy Idg	6500
109.1	332°	TDZE	12
Chan 28		Apt Elev	15

LOC BC RWY 33

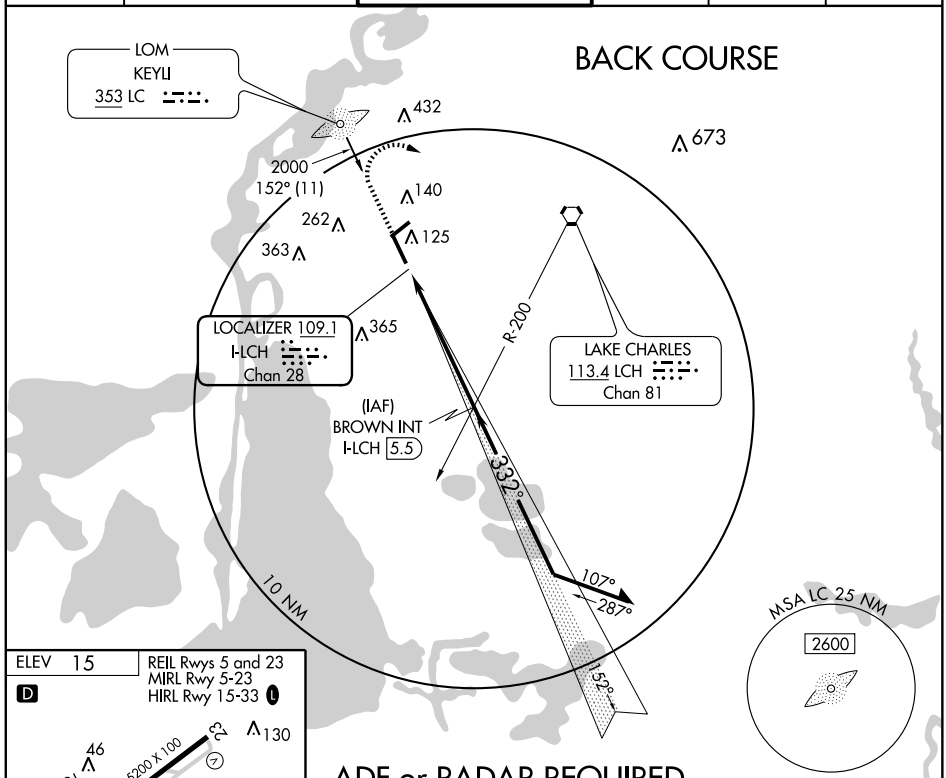
LAKE CHARLES RGNL (LCH)

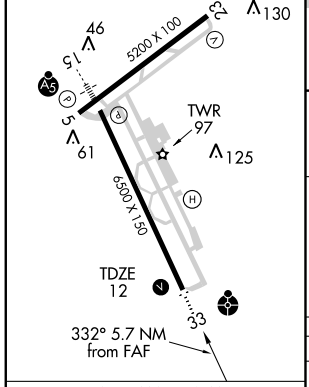
ASR

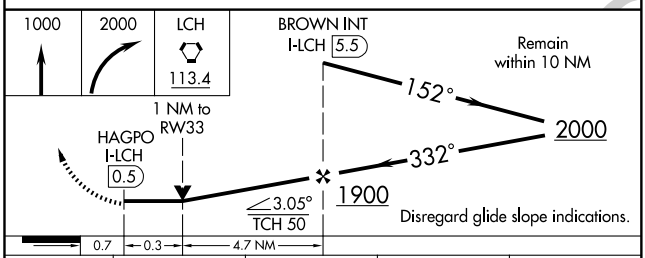
ODALS

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct LCH VORTAC.

ATIS	LAKE CHARLES APP CON*	LAKE CHARLES TOWER*	GND CON	CLNC DEL	UNICOM
118.75	119.35 353.75	120.7 (CTAF) L 257.8	121.8	126.25	122.95







FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
S-33	380-¾ 368 (400-¾)			380-1¼ 368 (400-1¼)
CIRCLING	440-1 425 (500-1)	480-1 465 (500-1)	480-1½ 465 (500-1½)	580-2 565 (600-2)

SC-4, 08 APR 2010 to 06 MAY 2010

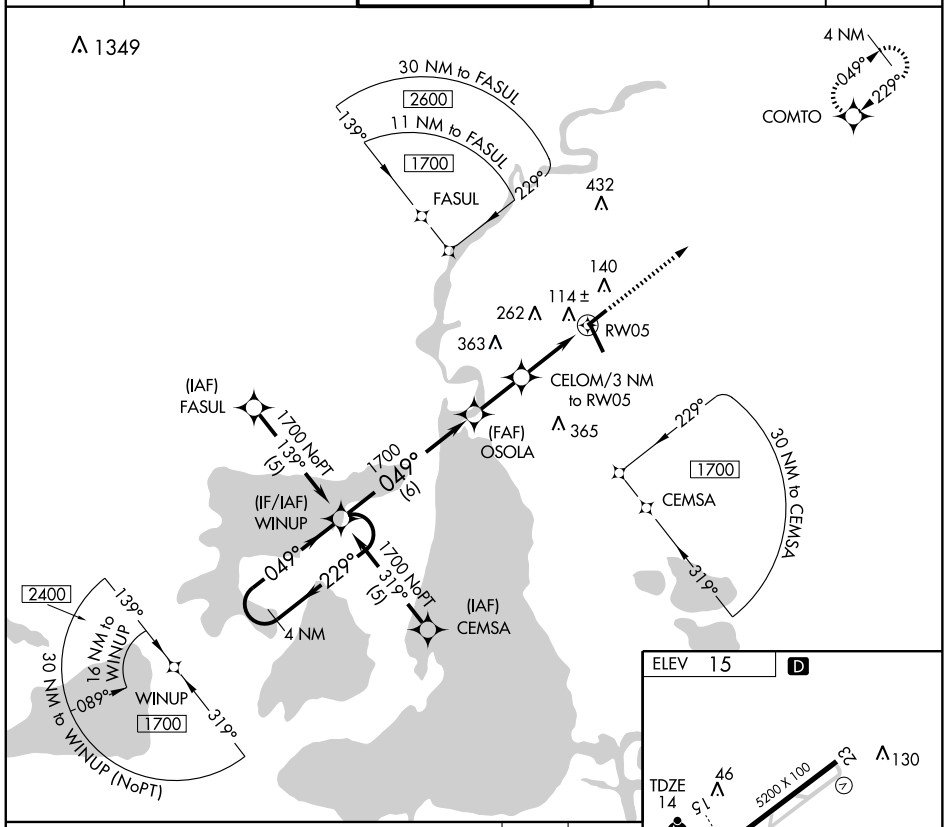
APP CRS	Rwy Idg	5200
049°	TDZE	14
	Apt Elev	15

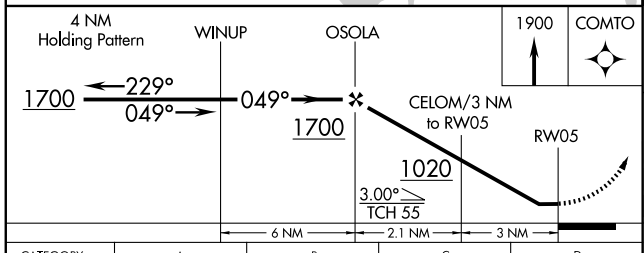
RNAV (GPS) RWY 5

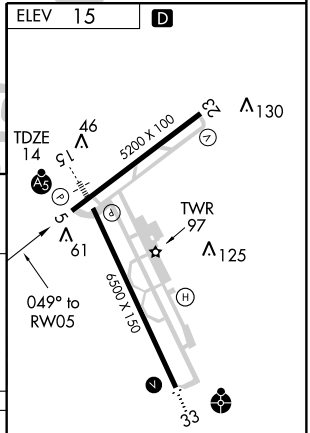
LAKE CHARLES RGNL (LCH)

⚠ NA ASR	GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA	MISSED APPROACH: Climb to 1900 direct COMTO WP and hold.

ATIS	LAKE CHARLES APP CON★	LAKE CHARLES TOWER★	GND CON	CLNC DEL	UNICOM
118.75	119.35 353.75	120.7 (CTAF) Ⓛ 257.8	121.8	126.25	122.95







CATEGORY	A	B	C	D
LNAV MDA	380-1 366 (400-1)			380-1¼ 366 (400-1¼)
CIRCLING	440-1 425 (500-1)	480-1 465 (500-1)	480-1½ 465 (500-1½)	580-2 565 (600-2)

REIL Rwys 5 and 23
MIRL Rwy 5-23
HIRL Rwy 15-33 Ⓛ

SC-4, 08 APR 2010 to 06 MAY 2010

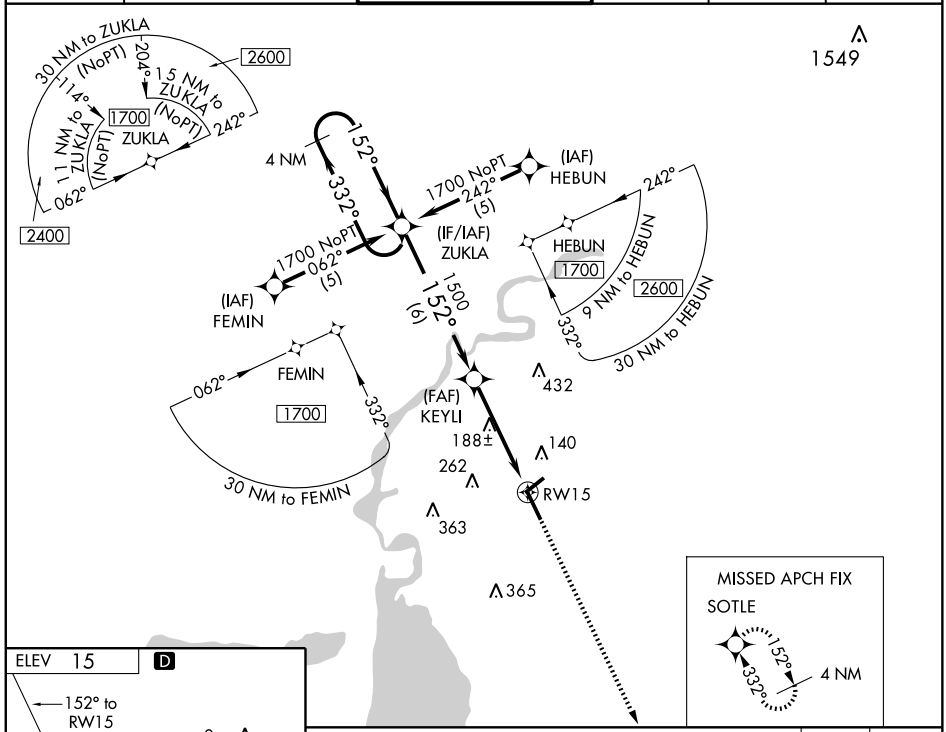
APP CRS	Rwy Idg	6500
152°	TDZE	12
	Apt Elev	15

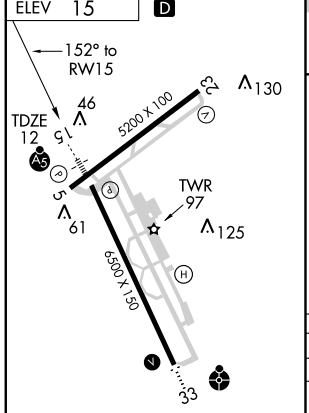
RNAV (GPS) RWY 15

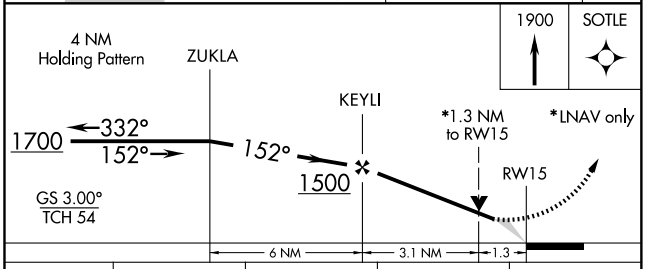
LAKE CHARLES RGNL (LCH)

NA ASR	BARO VNAV NA below -15°C (5°F). GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.	MALSR	MISSED APPROACH: Climb to 1900 direct SOTLE WP and hold.

ATIS	LAKE CHARLES APP CON★	LAKE CHARLES TOWER★	GND CON	CLNC DEL	UNICOM
118.75	119.35 353.75	120.7 (CTAF) L 257.8	121.8	126.25	122.95







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	340/24 328 (400-½)			340/40 328 (400-¾)
LNAV	440/24 428 (500-½)		440/40 428 (500-¾)	440/50 428 (500-1)
CIRCLING	440-1 425 (500-1)	480-1 465 (500-1)	480-1½ 465 (500-1½)	580-2 565 (600-2)

SC-4, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5200
229°	TDZE	15
	Apt Elev	15

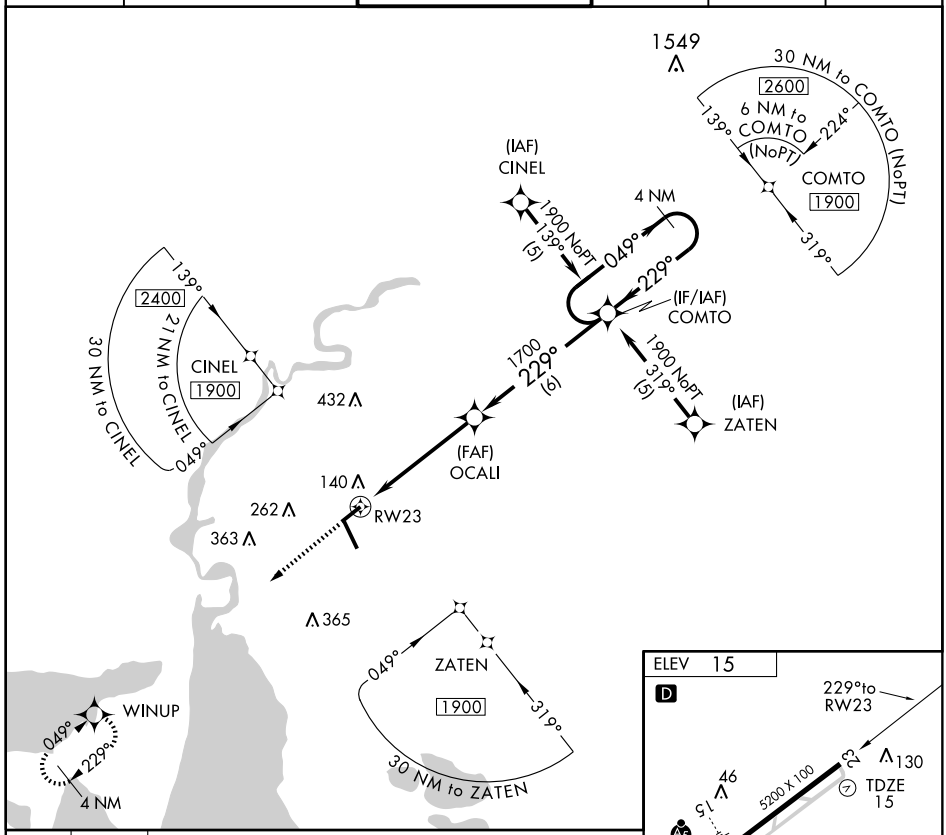
RNAV (GPS) RWY 23

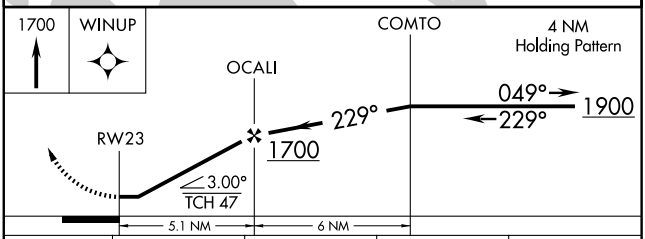
LAKE CHARLES RGNL (LCH)

ASR DME/DME RNP-0.3 NA.

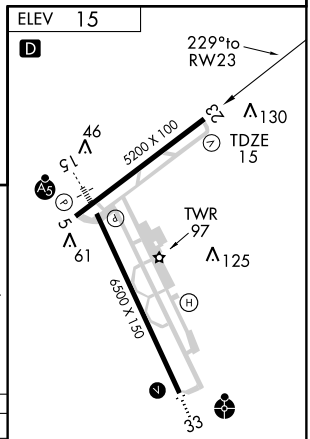
MISSED APPROACH: Climb to 1700 direct WINUP WP and hold.

ATIS	LAKE CHARLES APP CON★	LAKE CHARLES TOWER★	GND CON	CLNC DEL	UNICOM
118.75	119.35 353.75	120.7 (CTAF) Ⓛ 257.8	121.8	126.25	122.95





CATEGORY	A	B	C	D
LNAV MDA	400-1 385 (400-1)			400-1¼ 385 (400-1¼)
CIRCLING	440-1 425 (500-1)	480-1 465 (500-1)	480-1½ 465 (500-1½)	580-2 565 (600-2)



REIL Rwys 5 and 23
MIRL Rwy 5-23
HIRL Rwy 15-33 Ⓛ

SC-4, 08 APR 2010 to 06 MAY 2010

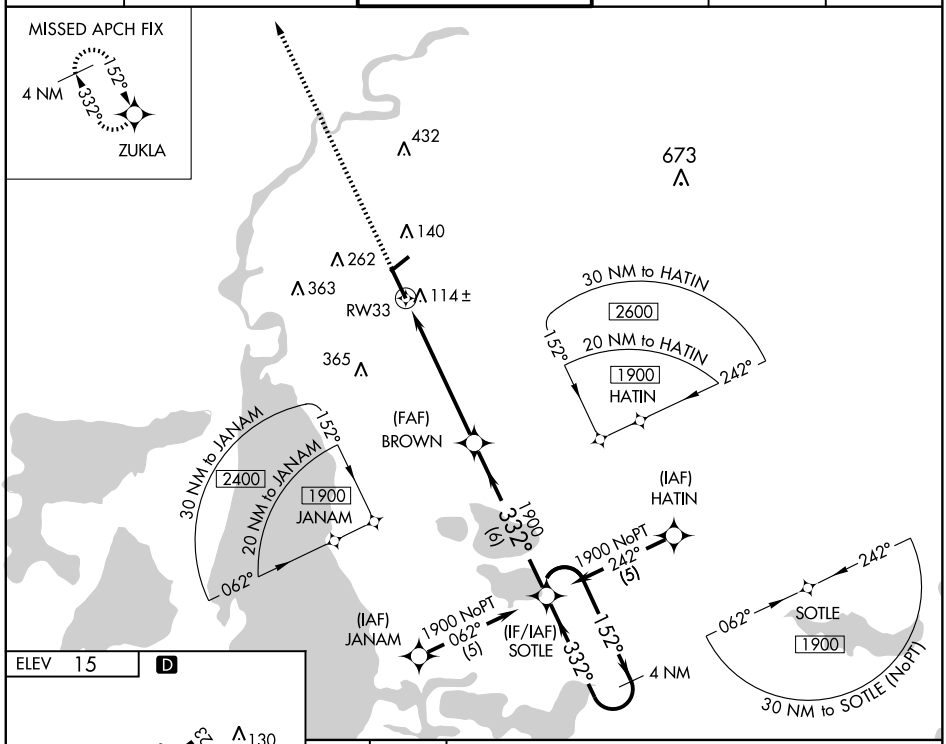
WAAS	APP CRS	Rwy Idg	6500
CH 56215	332°	TDZE	12
W33A		Apt Elev	15

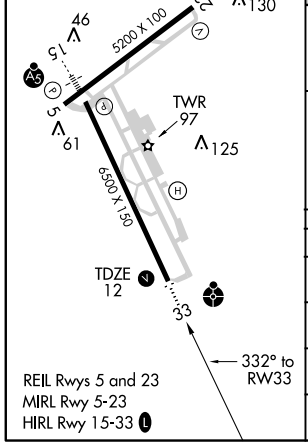
RNAV (GPS) RWY 33

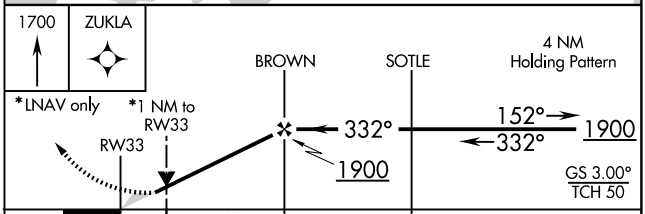
LAKE CHARLES RGNL (LCH)

ASR	BARO-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. For inoperative ODALS increase LPV CATS A-C visibility to 1 mile. Inoperative table does not apply to LNAV/VNAV.	ODALS	MISSED APPROACH: Climb to 1700 direct ZUKLA WP and hold.

ATIS	LAKE CHARLES APP CON★	LAKE CHARLES TOWER★	GND CON	CLNC DEL	UNICOM
118.75	119.35 353.75	120.7 (CTAF) Ⓛ 257.8	121.8	126.25	122.95







CATEGORY	A	B	C	D
LPV DA	270-¾ 258 (300-¾)			270-1 258 (300-1)
LNAV/VNAV DA	380-1¼ 368 (400-1¼)			
LNAV MDA	380-¾ 368 (400-¾)			380-1¼ 368 (400-1¼)
CIRCLING	440-1¼ 425 (500-1¼)	480-1¼ 465 (500-1¼)	480-1½ 465 (500-1½)	580-2 565 (600-2)

SC-4, 08 APR 2010 to 06 MAY 2010

VORTAC	APP CRS	Rwy Idg	N/A
113.4	249°	TDZE	N/A
Chan 81		Apt Elev	15

VOR-A

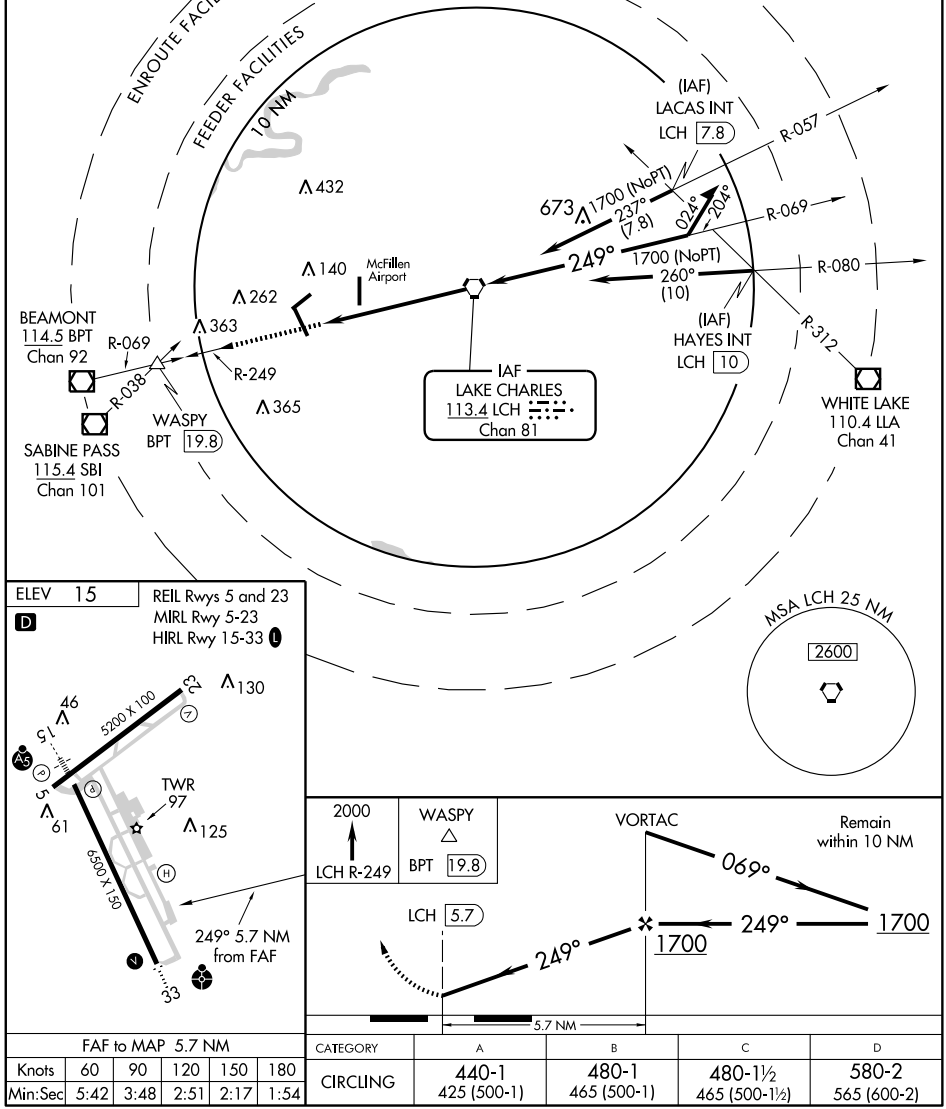
LAKE CHARLES RGNL (LCH)

NA

ASR

MISSED APPROACH: Climb to 2000 via LCH R-249 to WASPY INT.

ATIS	LAKE CHARLES APP CON★	LAKE CHARLES TOWER★	GND CON	CLNC DEL	UNICOM
118.75	119.35 353.75	120.7 (CTAF) L 257.8	121.8	126.25	122.95



FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

CATEGORY	A	B	C	D
CIRCLING	440-1 425 (500-1)	480-1 465 (500-1)	480-1½ 465 (500-1½)	580-2 565 (600-2)

SC-4, 08 APR 2010 to 06 MAY 2010

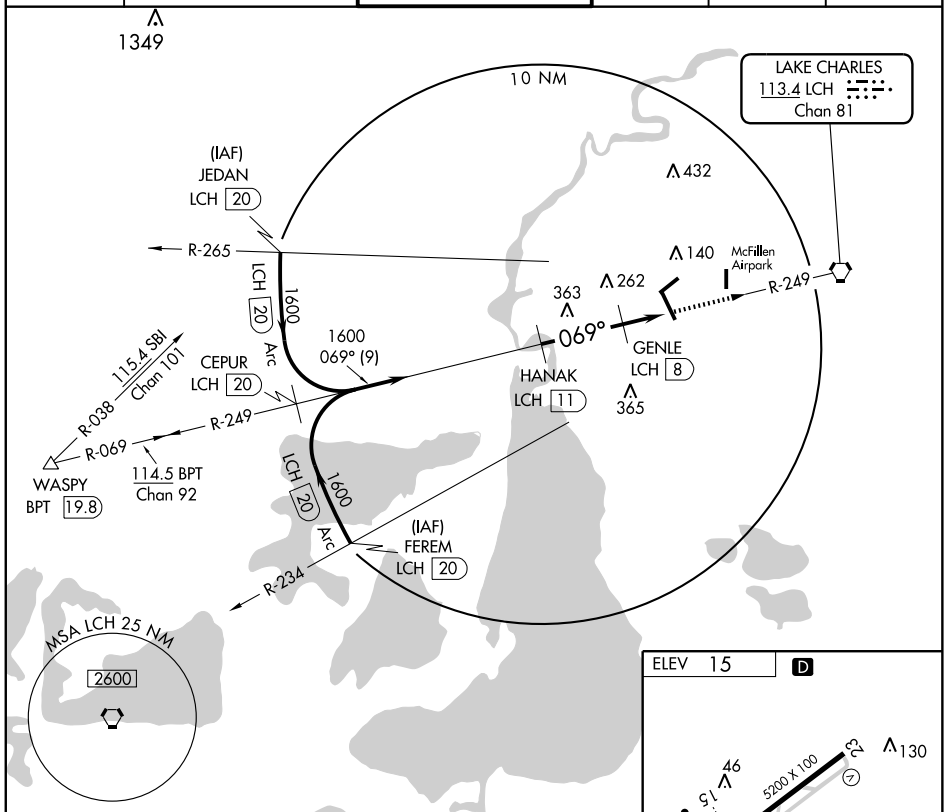
VORTAC LCH	APP CRS	Rwy Idg	N/A
113.4	069°	TDZE	N/A
Chan 81		Apt Elev	15

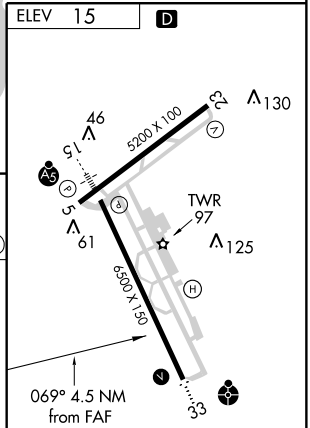
VOR/DME-B
LAKE CHARLES RGNL (LCH)

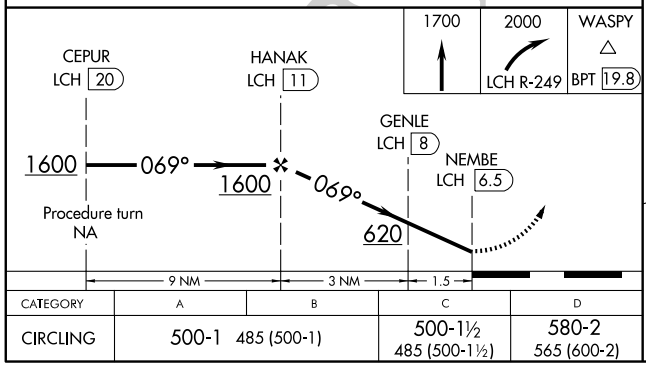
NA
ASR

MISSED APPROACH: Climb to 1700, then climbing right turn to 2000 via LCH R-249 to WASPY Int.

ATIS	LAKE CHARLES APP CON★	LAKE CHARLES TOWER★	GND CON	CLNC DEL	UNICOM
118.75	119.35 353.75	120.7 (CTAF) L 257.8	121.8	126.25	122.95







CATEGORY	A	B	C	D
CIRCLING	500-1 485 (500-1)		500-1½ 485 (500-1½)	580-2 565 (600-2)

REIL Rwys 5 and 23
MIRL Rwy 5-23
HIRL Rwy 15-33 L

SC-4, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3021
172°	TDZE	106
	Apt Elev	106

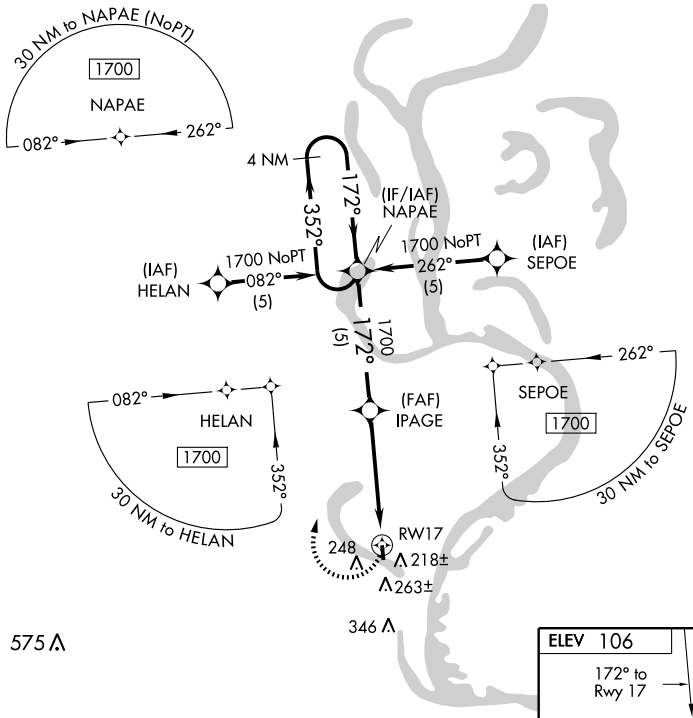
RNAV (GPS) RWY 17

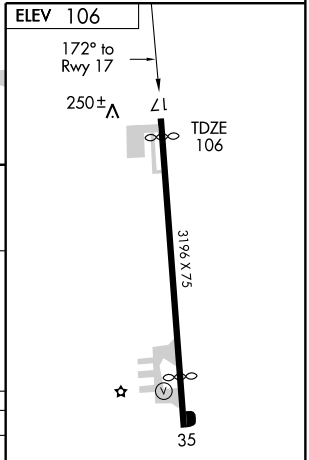
LAKE PROVIDENCE/BYERLEY (0M8)

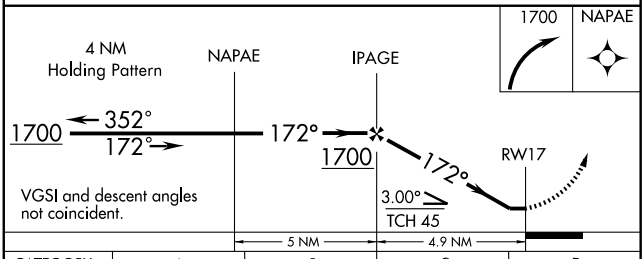
Use Vicksburg Tallulah Regional altimeter setting.
NA GPS or RNP -0.3 required. DME/DME RNP -0.3 NA.

MISSED APPROACH: Climbing right turn to 1700 direct NAPAE WP and hold.

MEMPHIS CENTER	CTAF
132.5 259.1	122.9







CATEGORY	A	B	C	D
LNAV MDA	540-1	434 (500-1)	540-1¼ 434 (500-1¼)	NA
CIRCLING	700-1	594 (600-1)	700-1½ 594 (600-1½)	NA

SC-4, 08 APR 2010 to 06 MAY 2010

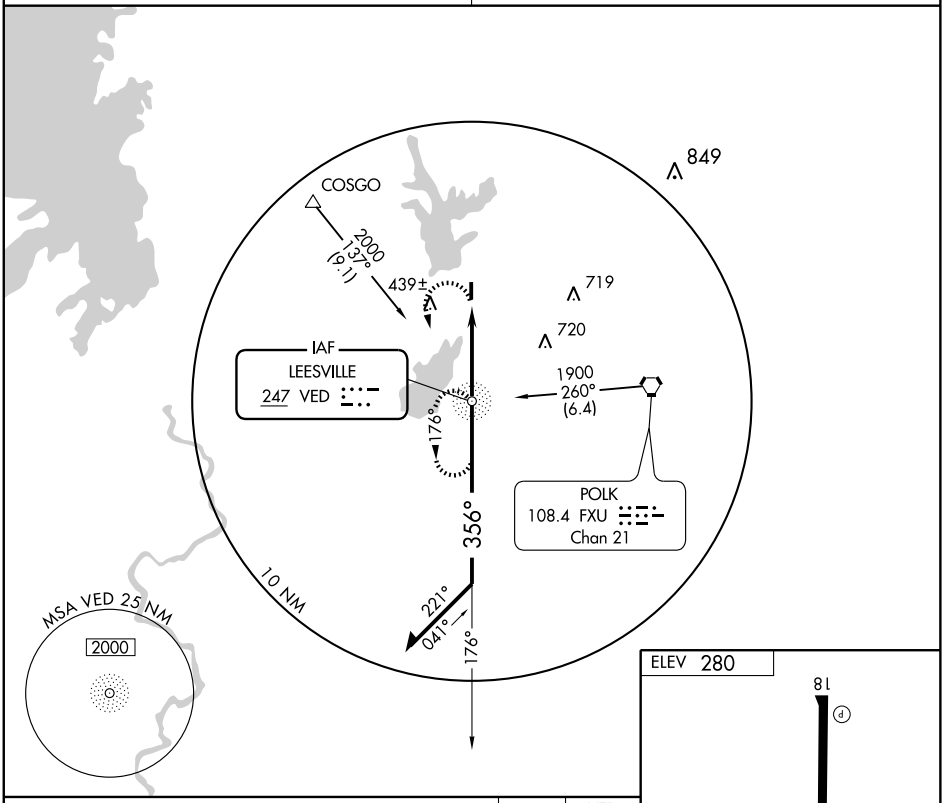
NDB VED 247	APP CRS 356°	Rwy Idg 3807 TDZE 280 Apt Elev 280

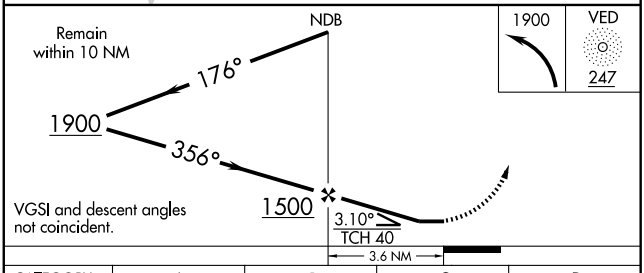
NDB RWY 36
LEESVILLE (L39)

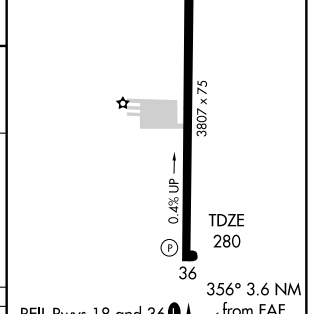
⚠ NA Use Polk AAF altimeter setting.

MISSED APPROACH: Climbing left turn to 1900 direct VED NDB and hold.

POLK APP CON	UNICOM
123.7 254.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-36	780-1	500 (500-1)	780-1¼ 500 (500-1¼)	NA
CIRCLING	780-1	500 (500-1)	780-1½ 500 (500-1½)	NA

FAF to MAP 3.6 NM

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

SC-4, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3807
356°	TDZE	280
	Apt Elev	280

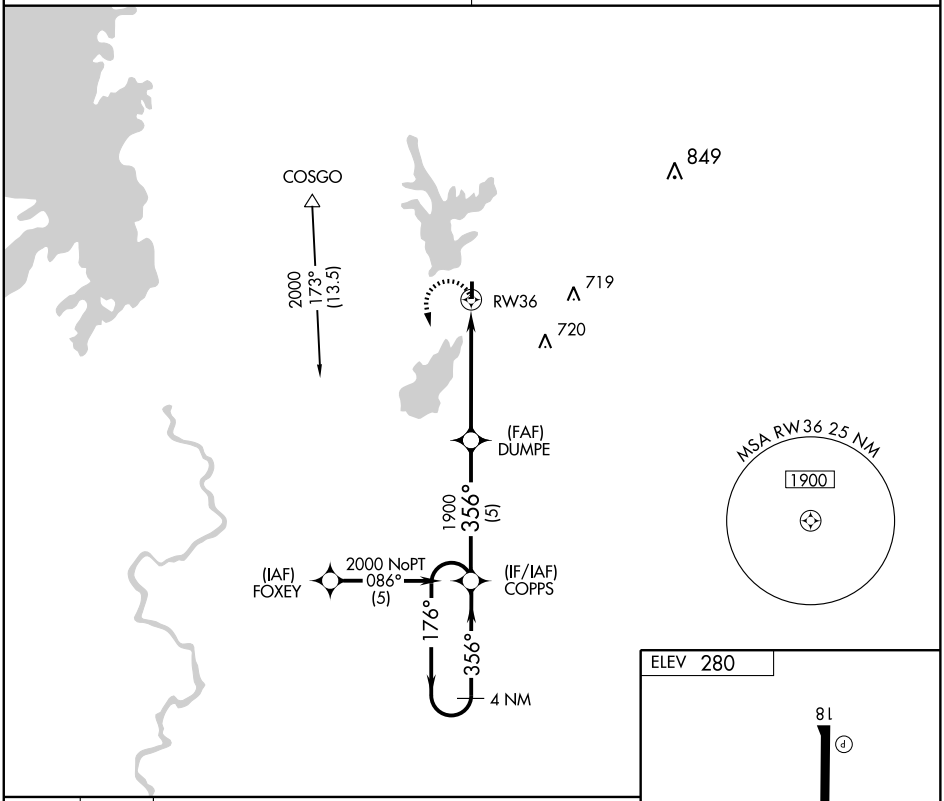
RNAV (GPS) RWY 36
LEESVILLE (L39)

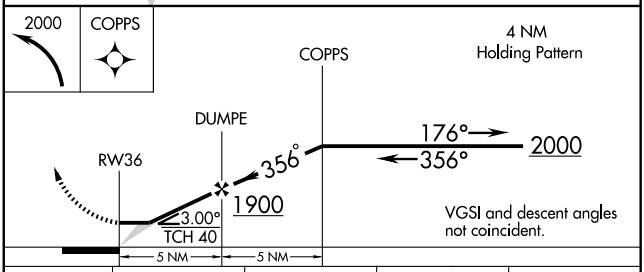
NA Use Polk AAF altimeter setting.
GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA.

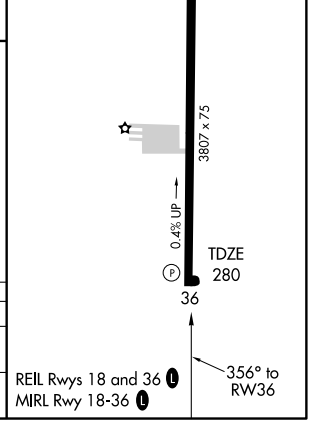
MISSED APPROACH: Climbing left turn to 2000 direct COPPS and hold.

POLK APP CON
123.7 254.8

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	720-1 440 (500-1)		720-1¼ 440 (500-1¼)	NA
CIRCLING	760-1 480 (500-1)	780-1 500 (500-1)	780-1½ 500 (500-1½)	NA

REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L

SC-4, 08 APR 2010 to 06 MAY 2010

NDB MSD 414	APP CRS 175°	Rwy Idg 4500 TDZE 320 Apt Elev 324

NDB RWY 18

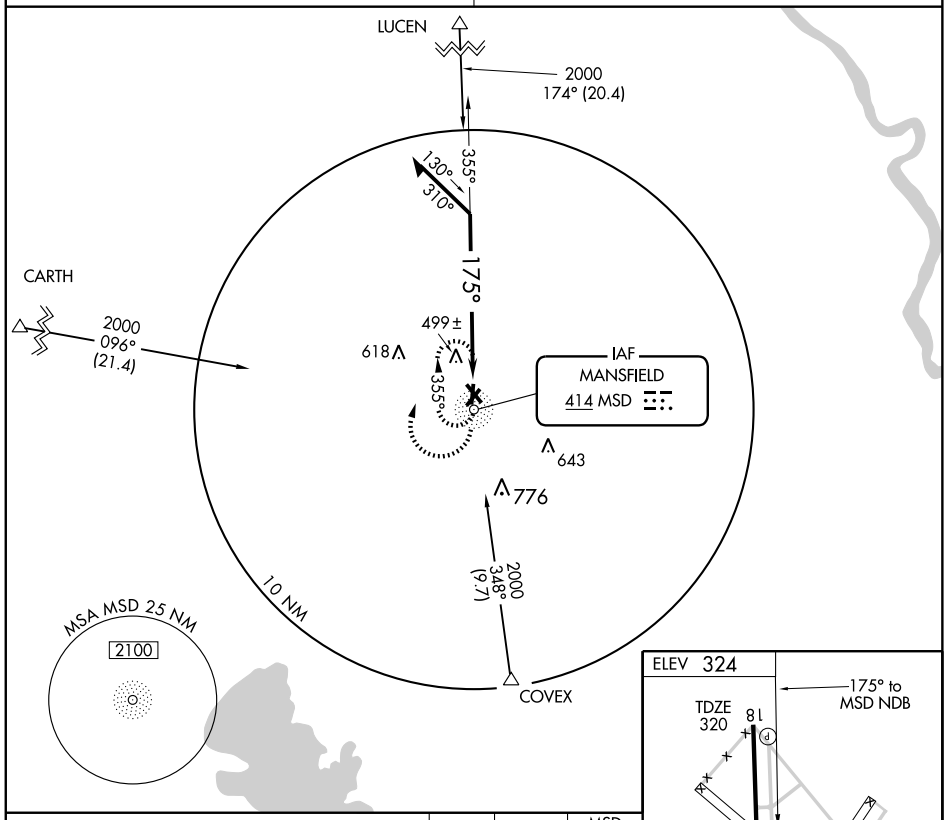
MANSFIELD/C E 'RUSTY' WILLIAMS (3F3)

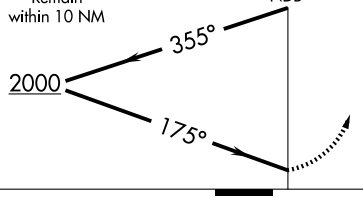
⚠ NA Use Shreveport Regional altimeter setting.

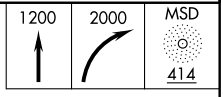
MISSED APPROACH: Climb to 1200, then climbing right turn to 2000 direct MSD NDB and hold.

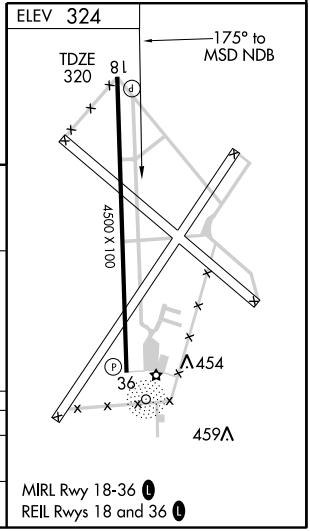
SHREVEPORT APP CON ★
119.9 335.55

UNICOM
122.8 (CTAF) L









MIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

CATEGORY	A	B	C	D
S-18	980-1 660 (700-1)		980-1¾ 660 (700-1¾)	NA
CIRCLING	980-1 656 (700-1)		980-1¾ 656 (700-1¾)	NA

SC-4, 08 APR 2010 to 06 MAY 2010

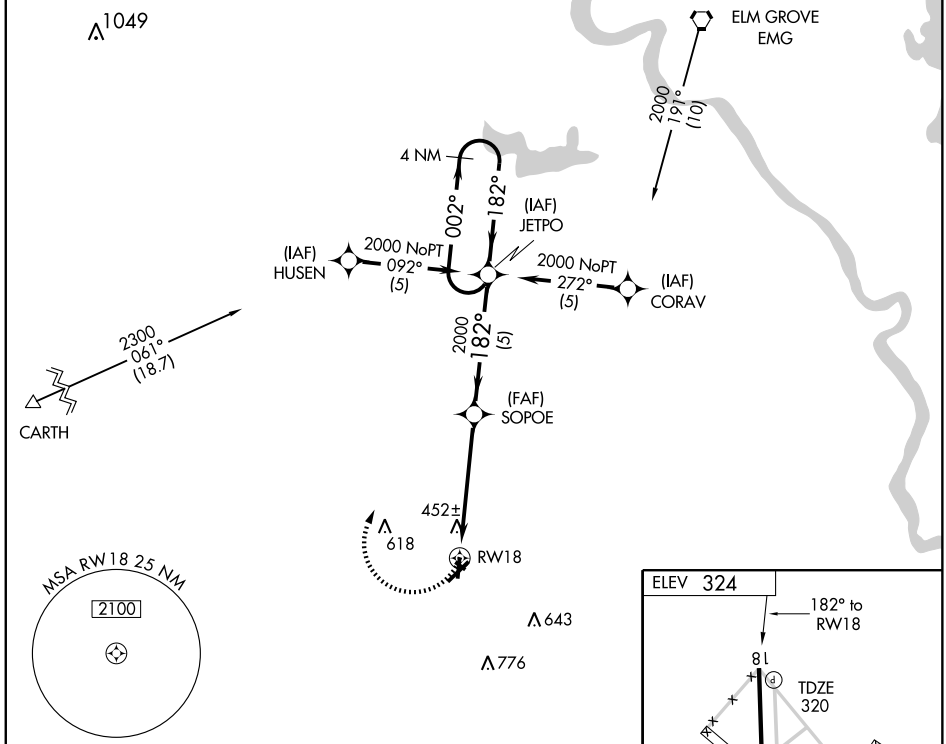
APP CRS	Rwy Idg	4500
182°	TDZE	320
	Apt Elev	324

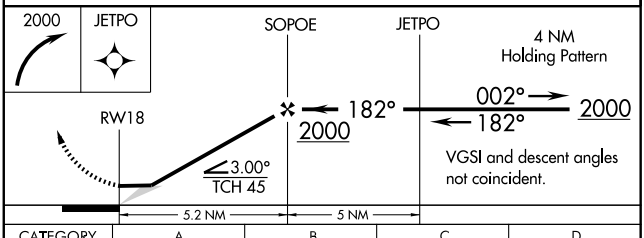
RNAV (GPS) RWY 18

MANSFIELD/ C E 'RUSTY' WILLIAMS (3F3)

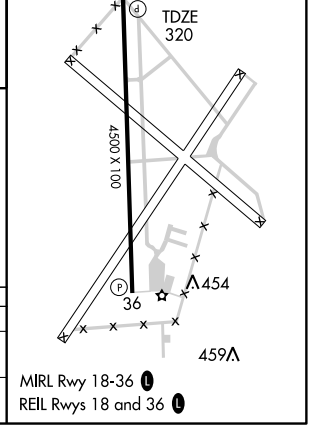
⚠ NA Use Shreveport Regional altimeter setting. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climbing right turn to 2000 direct JETPO WP and hold.
SHREVEPORT APP CON ★ **119.9 335.55**	UNICOM **122.8** (CTAF) L

Procedure NA for arrival at CARTH on V13 southwest bound, V114 northwest bound.
Procedure NA for arrival on EMG VORTAC airway radials 131 CW 251.





CATEGORY	A	B	C	D
LNAV MDA	780-1 460 (500-1)		780-1¼ 460 (500-1¼)	NA
CIRCLING	880-1 556 (600-1)		880-1½ 556 (600-1½)	NA



MIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

SC-4, 08 APR 2010 to 06 MAY 2010

MANY, LOUISIANA

WAAS	APP CRS	Rwy Idg 4402
CH 78015	117°	TDZE 319
W12A		Apt Elev 319

AL-6220 (FAA)

RNAV (GPS) RWY 12

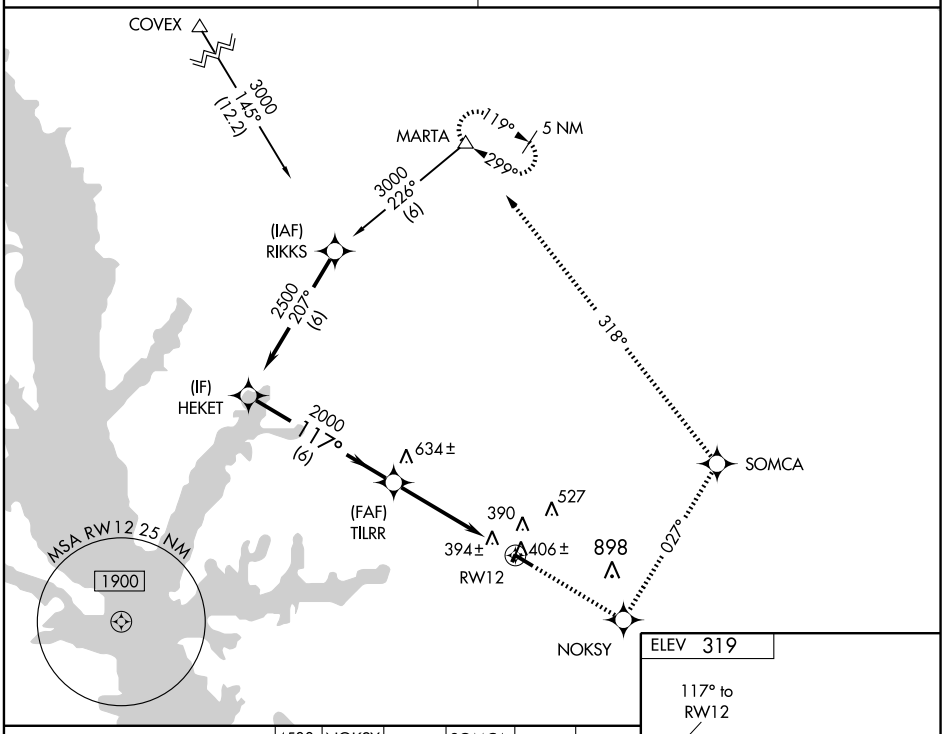
MANY/ HART (3R4)

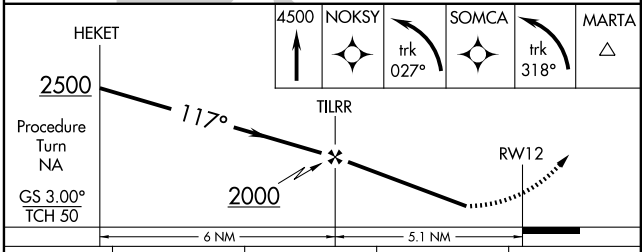
T
NA

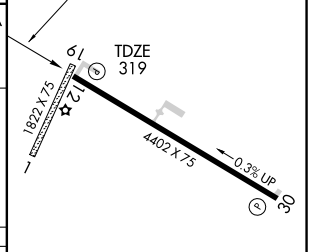
Baro-VNAV NA. DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Use Fort Polk altimeter setting; when not received, use Natchitoches altimeter setting and increase all DA 2 feet and all MDA 20 feet, increase LPV visibility all Cats ¼ mile, and increase Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 4500 direct NOKSY and left turn via track 027° to SOMCA and left turn via track 318° to MARTA and hold.

POLK APP CON	UNICOM
123.7 254.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	713-1¼ 394 (400-1¼)			NA
LNAV/VNAV DA	765-1½ 446 (500-1½)			NA
LNAV MDA	820-1 501 (600-1)		820-1½ 501 (600-1½)	NA
CIRCLING	900-1 581 (600-1)		900-1½ 581 (600-1½)	NA

REIL Rwys 12 and 30 L
MIRL Rwy 12-30 L

SC-4, 08 APR 2010 to 06 MAY 2010

MANY, LOUISIANA

APP CRS	Rwy Idg	4402
282°	TDZE	311
	Apt Elev	319

AL-6220 (FAA)

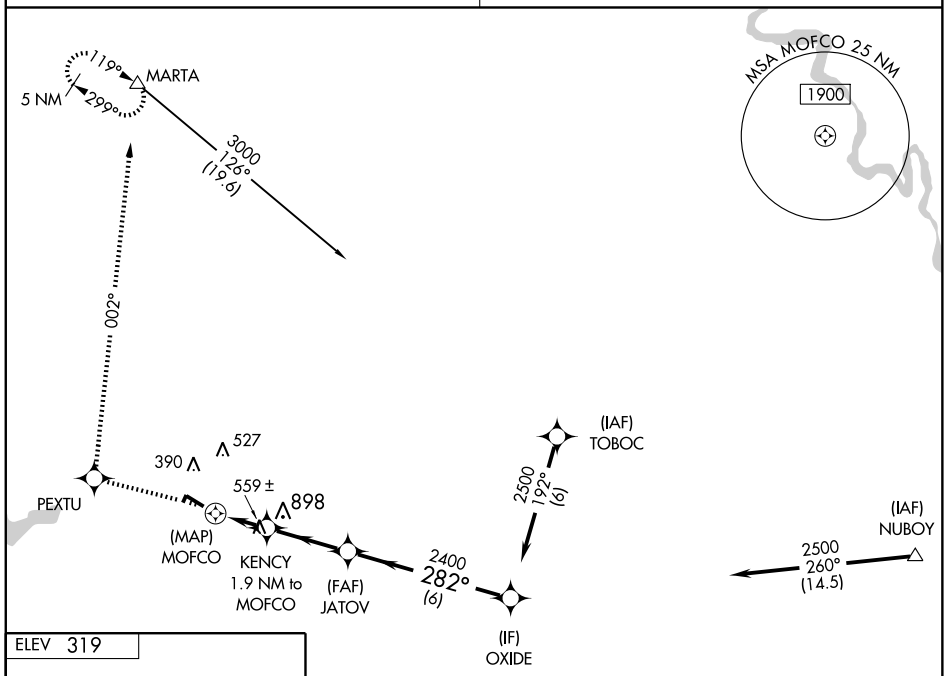
RNAV (GPS) RWY 30

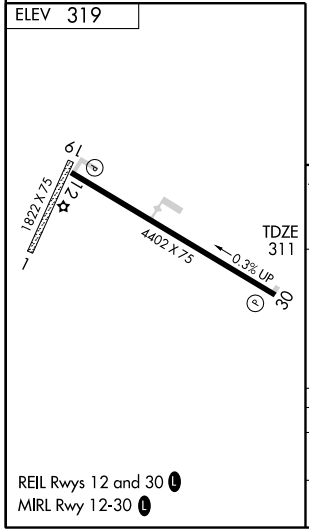
MANY/ HART (3R4)

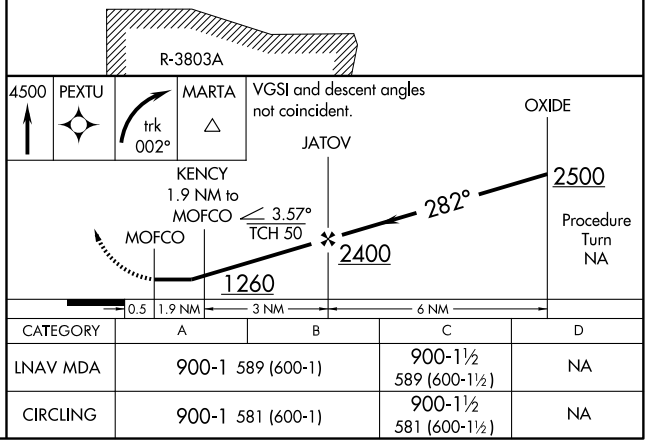
DME/DME RNP-0.3 NA. Procedure NA at night.
Visibility reduction by helicopters NA.
NA Use Fort Polk altimeter setting; when not received, use Natchitoches altimeter setting and increase all MDA 20 feet and increase LNAV and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 4500 direct PEXTU and right turn via track 002° to MARTA and hold, continue climb in hold to 4500.

POLK APP CON	UNICOM
123.7 254.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	900-1 589 (600-1)		900-1½ 589 (600-1½)	NA
CIRCLING	900-1 581 (600-1)		900-1½ 581 (600-1½)	NA

REIL Rwys 12 and 30 L
MIRL Rwy 12-30 L

SC-4, 08 APR 2010 to 06 MAY 2010

NDB MKV	APP CRS	Rwy Idg	3799
347	040°	TDZE	77
		Apt Elev	79

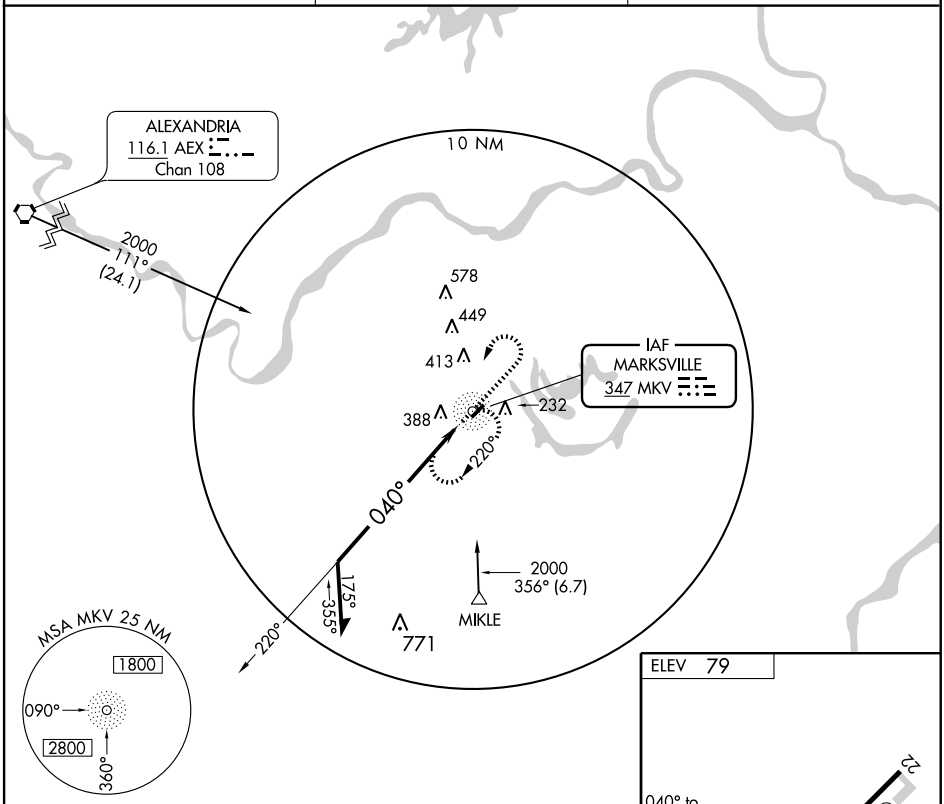
NDB RWY 4

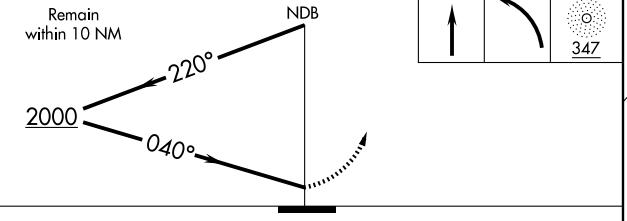
MARKSVILLE MUNI (MKV)

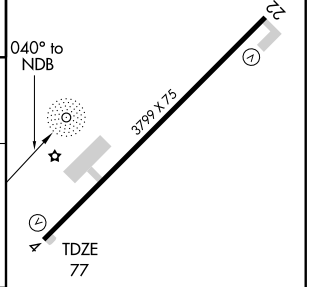
⚠ NA — Use Esler Rgnl altimeter setting. When not received, use Alexandria Intl. altimeter setting. When neither is received, procedure not authorized.

MISSED APPROACH: Climb to 2000 then left turn direct MKV NDB and hold.

POLK APP CON	CTAF	122.8 L
125.4 302.2	122.9	







MIRL Rwy 4-22 L

CATEGORY	A	B	C	D
S-4	1020-1¼	943 (1000-1¼)	NA	
CIRCLING	1020-1¼	941 (1000-1¼)	NA	

Knots	60	90	120	150	180
Min:Sec					

SC-4, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3799
043°	TDZE	77
	Apt Elev	79

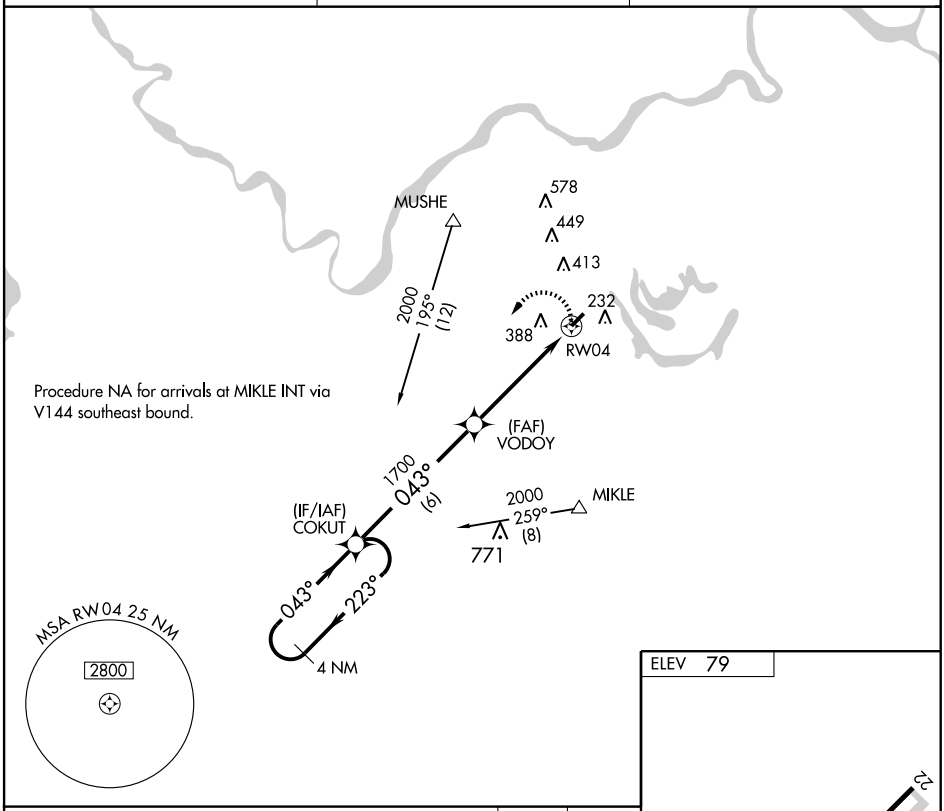
RNAV (GPS) RWY 4

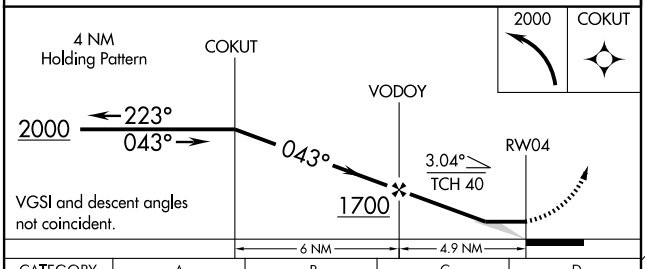
MARKSVILLE MUNI (MKV)

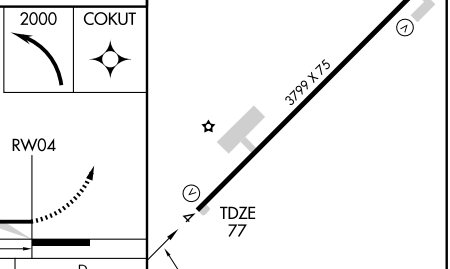
⚠ NA — DME/DME RNP-0.3 NA. Use Esler Rgnl altimeter setting. If not received, use Alexandria Intl. altimeter setting. When neither is received, procedure not authorized.

MISSED APPROACH: Climbing left turn to 2000 direct COKUT and hold.

POLK APP CON	CTAF	
125.4 302.2	122.9	122.8 (L)







CATEGORY	A	B	C	D
LNAV MDA	680-1	603 (700-1)	NA	
CIRCLING	760-1	681 (700-1)	NA	

MIRL Rwy 4-22 (L)

SC-4, 08 APR 2010 to 06 MAY 2010

VORTAC	APP CRS	Rwy Idg	N/A
116.1	110°	TDZE	N/A
Chan 108		Apt Elev	79

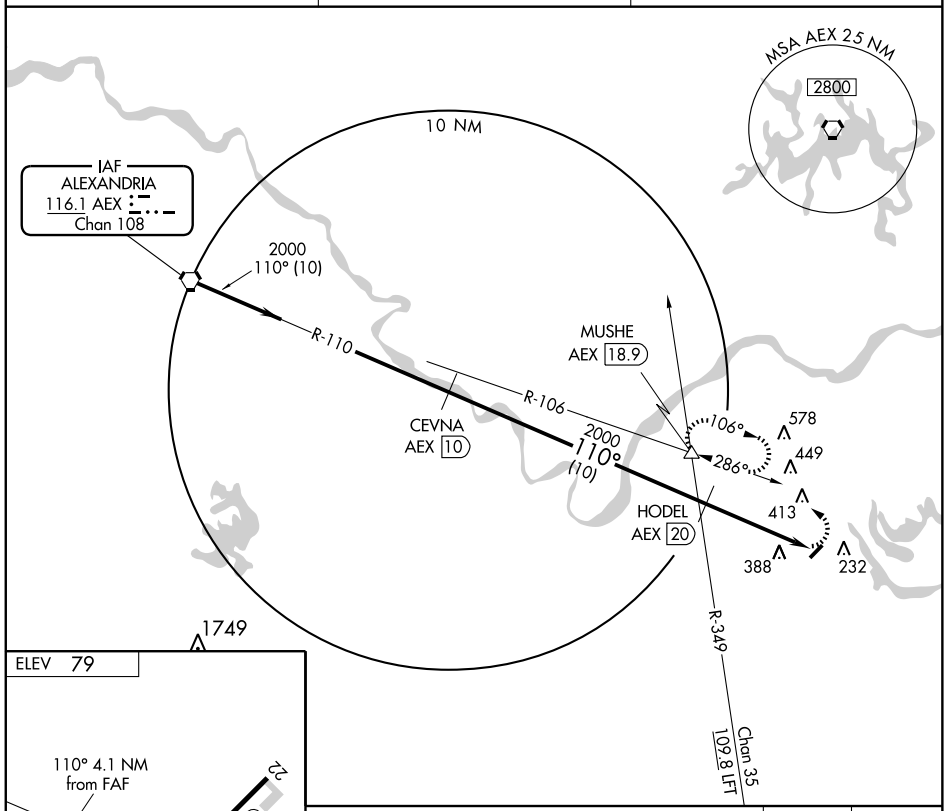
VOR/DME-A

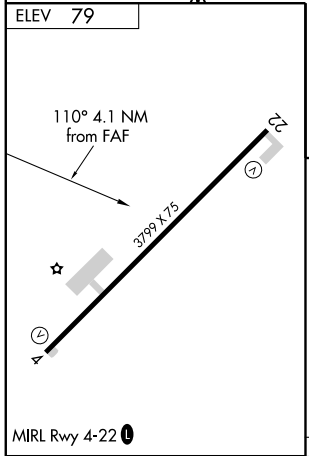
MARKSVILLE MUNI (MKV)

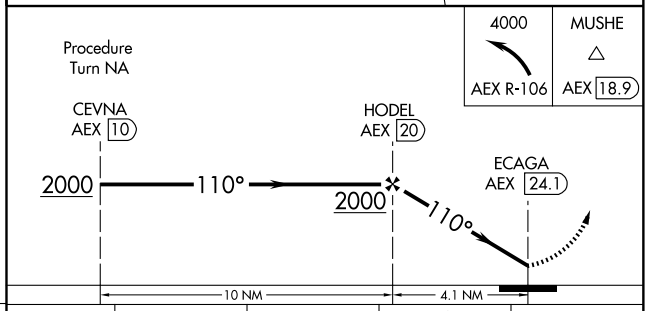
⚠ NA — Use Esler Rgnl altimeter setting. When not received, use Alexandria Intl. altimeter setting. When neither is received, procedure not authorized.

MISSED APPROACH: Climbing left turn to 4000 via AEX R-106 to MUSHE Int/AEX 18.9 DME and hold.

POLK APP CON	CTAF	122.8 (L)
125.4 302.2	122.9	







Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	760-1 681 (700-1)	760-1¼ 681 (700-1¼)	NA	

SC-4, 08 APR 2010 to 06 MAY 2010

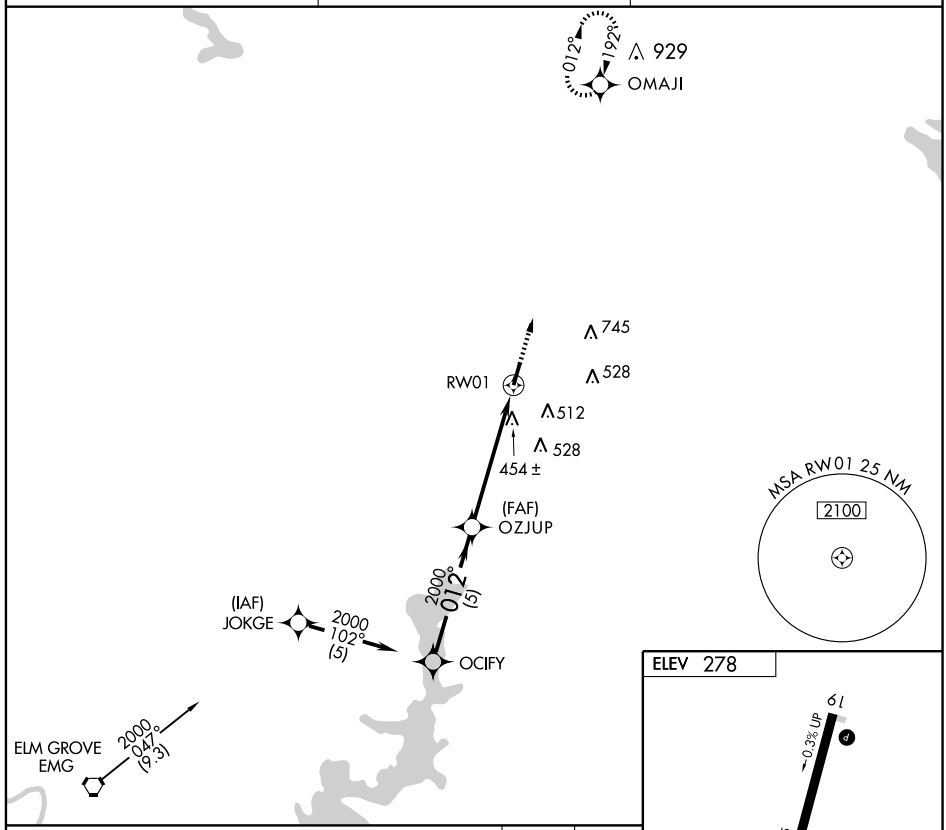
APP CRS	Rwy Idg	5004
012°	TDZE	278
	Apt Elev	278

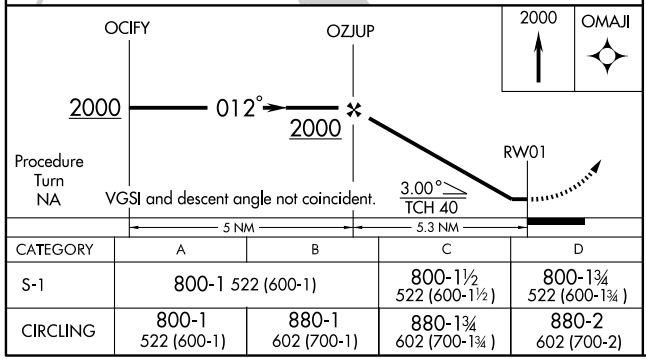
GPS RWY 1
MINDEN-WEBSTER (F24)

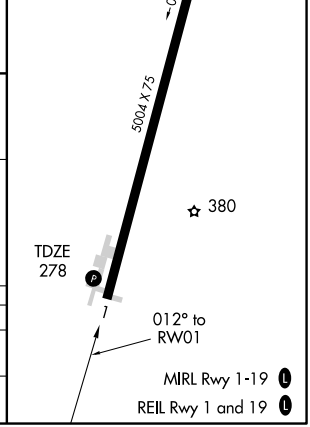
NA Use Barksdale AFB altimeter setting.

MISSED APPROACH: Climb to 2000 direct OMAJI WP and hold.

SHREVEPORT APP CON	GCO	UNICOM
118.6 350.2	135.075	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-1	800-1 522 (600-1)		800-1½ 522 (600-1½)	800-1¾ 522 (600-1¾)
CIRCLING	800-1 522 (600-1)	880-1 602 (700-1)	880-1¾ 602 (700-1¾)	880-2 602 (700-2)

SC-4, 08 APR 2010 to 06 MAY 2010

MINDEN, LOUISIANA

AL-6064 (FAA)

APP CRS	Rwy Idg	5004
192°	TDZE	272
	Apt Elev	278

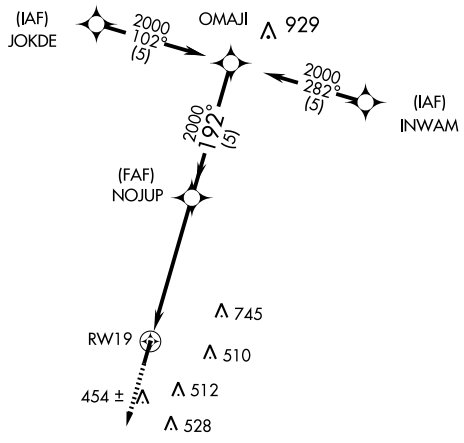
GPS RWY 19

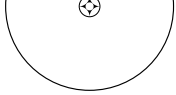
MINDEN-WEBSTER (F24)

NA Use Barksdale AFB altimeter setting.

MISSED APPROACH: Climb to 2000 direct OCIFY WP and hold.

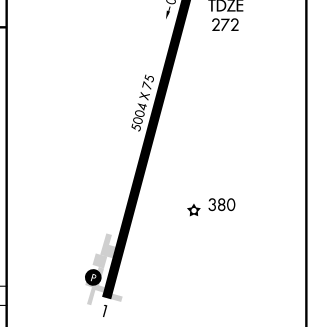
SHREVEPORT APP CON	GCO	UNICOM
118.6 350.2	135.075	122.8 (CTAF) L

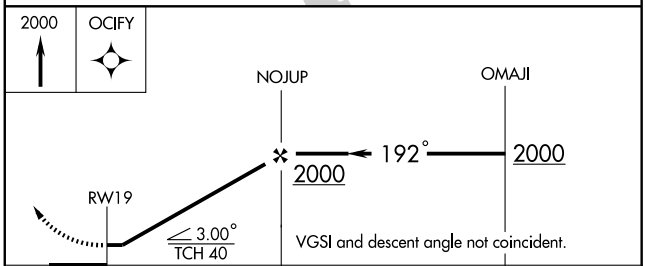






RADAR REQUIRED





CATEGORY	A	B	C	D
S-19	700-1 428 (500-1)		700-1¼ 428 (500-1¼)	700-1½ 428 (500-1½)
CIRCLING	800-1 522 (600-1)	880-1 602 (700-1)	880-1¾ 602 (700-1¾)	880-2 602 (700-2)

MIRL Rwy 1-19 L

REIL Rwy 1 and 19 L

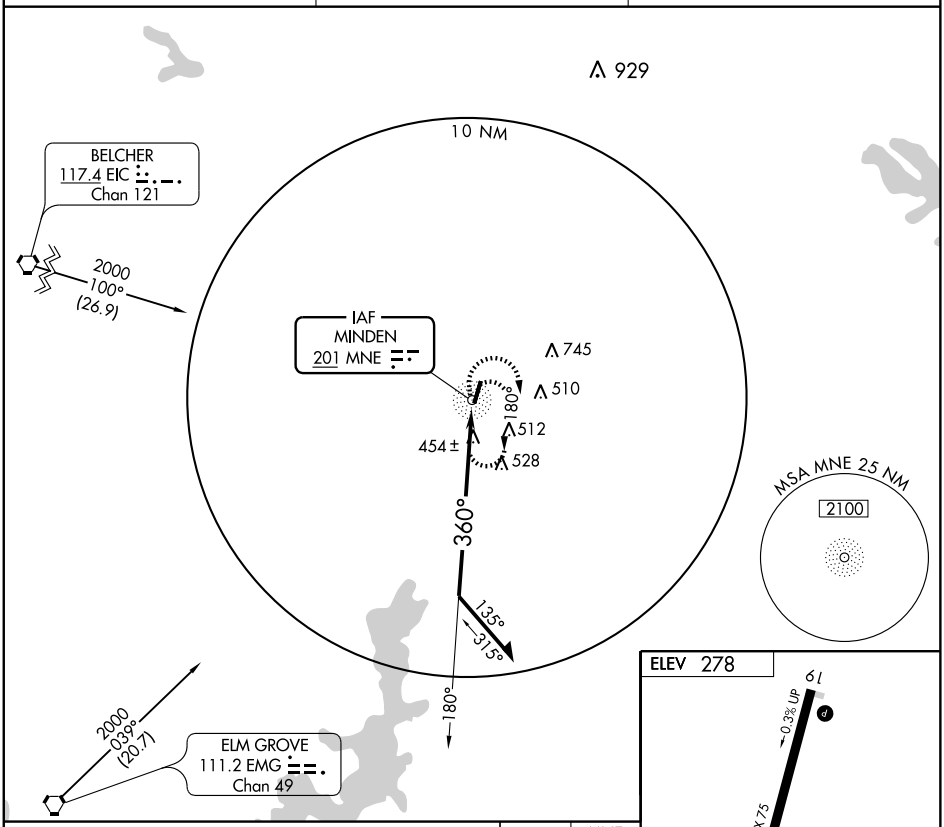
SC-4, 08 APR 2010 to 06 MAY 2010

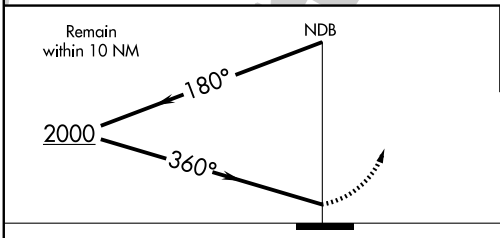
NDB MNE	APP CRS	Rwy Idg	5004
201	360°	TDZE	278
		Apt Elev	278

NDB RWY 1
MINDEN-WEBSTER (F24)

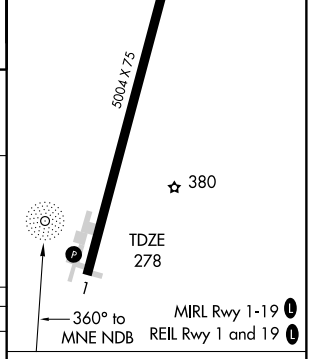
⚠ NA Use Barksdale AFB altimeter setting.	MISSED APPROACH: Climbing right turn to 2000 in MNE NDB holding pattern.

SHREVEPORT APP CON	GCO	UNICOM
118.6 350.2	135.075	122.8 (CTAF) L





2000	MNE
	201



CATEGORY	A	B	C	D
S-1	960-1	682 (700-1)	960-2 682 (700-2)	960-2¼ 682 (700-2¼)
CIRCLING	960-1	682 (700-1)	960-2 682 (700-2)	960-2¼ 682 (700-2¼)

Knots	60	90	120	150	180
Min:Sec					

SC-4, 08 APR 2010 to 06 MAY 2010

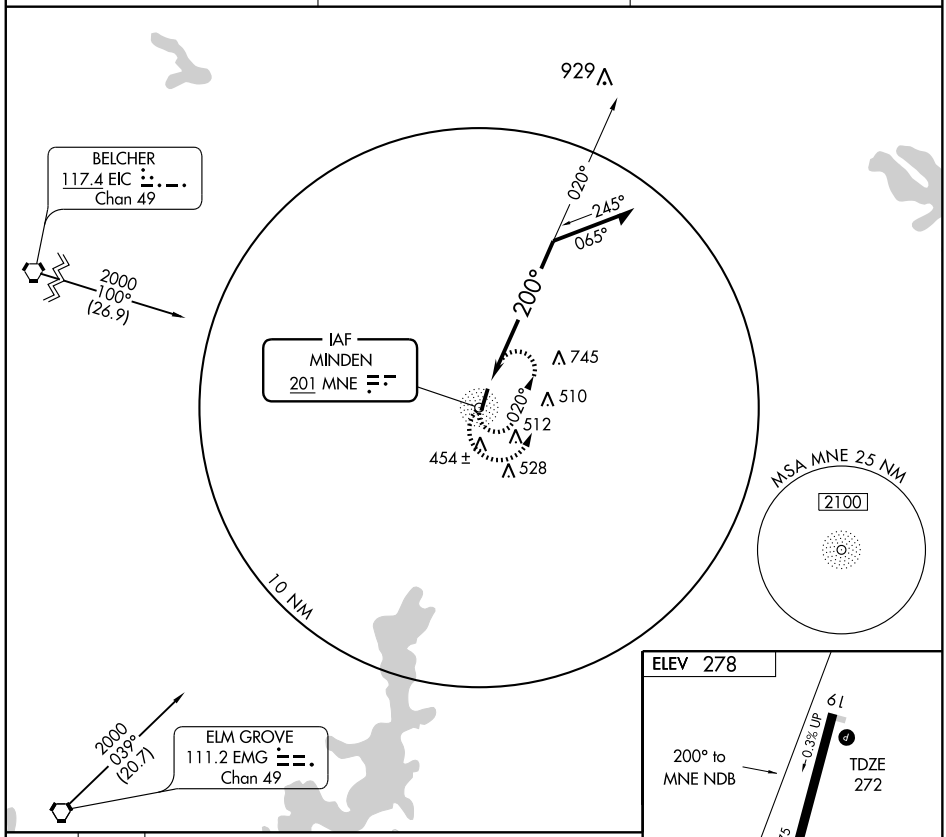
NDB MNE	APP CRS	Rwy Idg	5004
201	200°	TDZE	272
		Apt Elev	278

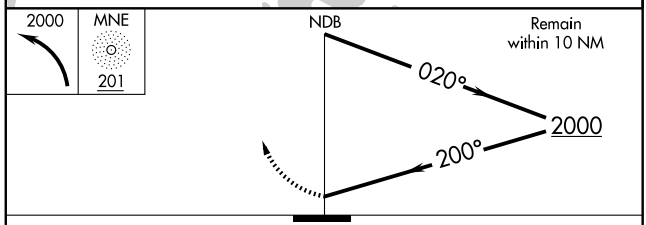
NDB RWY 19
MINDEN-WEBSTER (F24)

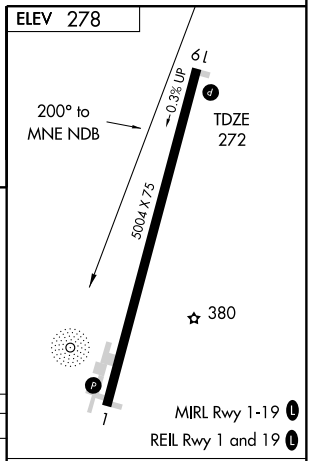
NA — Use Barksdale AFB altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 in MNE NDB holding pattern.

SHREVEPORT APP CON	GCO	UNICOM
118.6 350.2	135.075	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-19	1000-1	728 (800-1)	1000-2 728 (800-2)	1000-2¼ 728 (800-2¼)
CIRCLING	1000-1	722 (800-1)	1000-2 722 (800-2)	1000-2¼ 728 (800-2¼)

Knots	60	90	120	150	180
Min:Sec					

SC-4, 08 APR 2010 to 06 MAY 2010

MINDEN, LOUISIANA

AL-6064 (FAA)

VORTAC EIC	APP CRS	Rwy Idg	N/A
117.4	099°	TDZE	N/A
Chan 121		Apt Elev	278

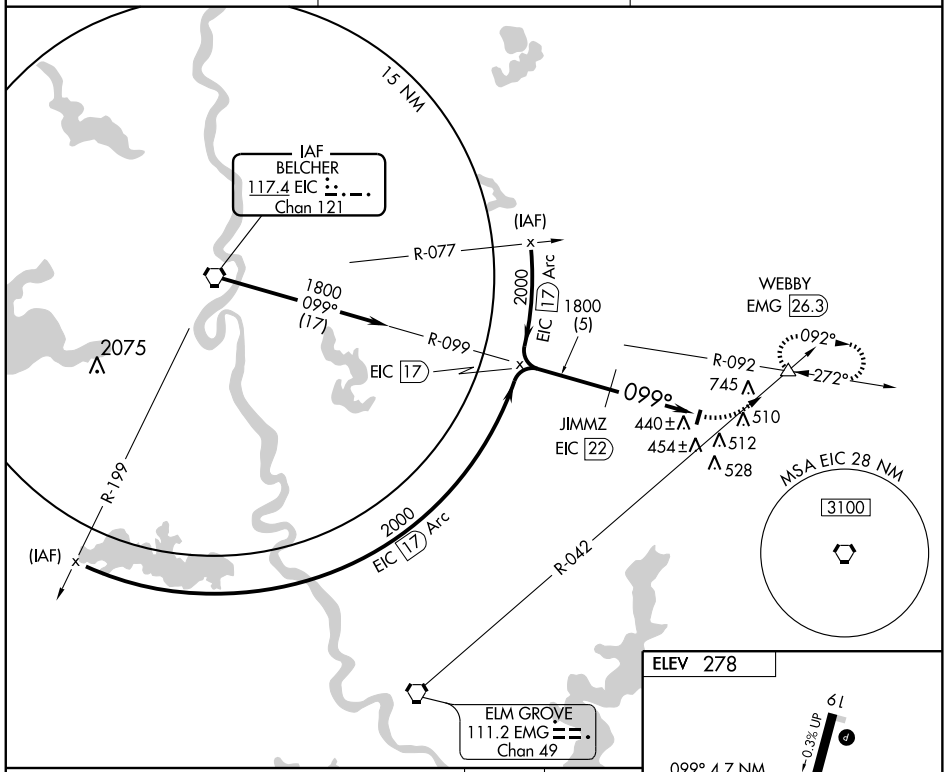
VOR/DME-A

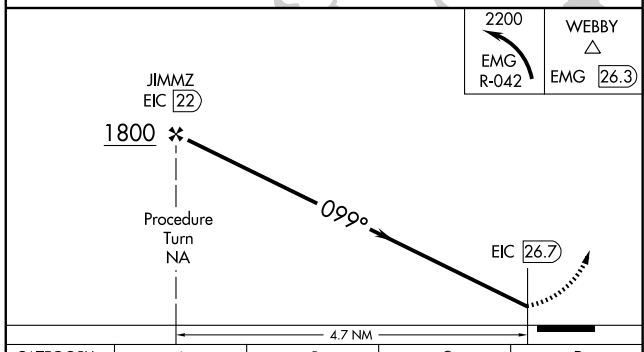
MINDEN-WEBSTER (F24)

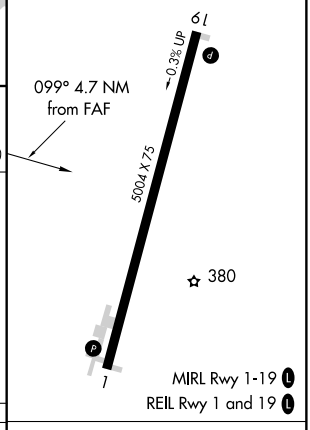
NA — Use Barksdale AFB altimeter setting.

MISSED APPROACH: Climbing left turn to 2200 via EMG VOR/DME R-042 to WEBBY Int and hold.

SHREVEPORT APP CON	GCO	UNICOM
118.6 350.2	135.075	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1540-1¼ 1262 (1300-1¼)	1540-1½ 1262 (1300-1½)	1540-3 1262 (1300-3)	

Knots	60	90	120	150	180
Min:Sec					

SC-4, 08 APR 2010 to 06 MAY 2010

AIRPORT DIAGRAM

AL-270 (FAA)

MONROE RGNL (MLU)
MONROE, LOUISIANA

ATIS 125.05
MONROE TOWER ★
118.9 257.8
GND CON
121.9
CLNC DEL
121.65

D

RWY 4-22
S75, D170, ST175, DT290
RWY 14-32
S75, D170, ST175, DT290
RWY 18-36
S60, D75, ST95,DT130

VAR 1.7° E

JANUARY 2005
ANNUAL RATE OF CHANGE
0.1 ° W

ELEV 75

HANGAR
FIRE STATION
FIELD ELEV 79
ELEV 79
18
178.3°
138.3°
223.3°
22
32°31.0′ N

HANGAR
TANKS
HANGARS
FBO
CONTROL TOWER 207
TERMINAL
HANGARS
GENERAL AVIATION PARKING
VOT
FBO
HANGAR

5000 X 150
7507 X 150
5001 X 150

ELEV 76
318.3°
32
HOT CARGO AREA

043.3°
358.3°
36
ELEV 76
ELEV 76

HANGAR

32°30.0′ N

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

92°03.0′ W
92°02.0′ W

SC-4, 08 APR 2010 to 06 MAY 2010

LOC I-MLU	APP CRS	Rwy Idg	7507
109.5	042°	TDZE	78
		Apt Elev	79

ILS or LOC RWY 4
MONROE RGNL (MLU)

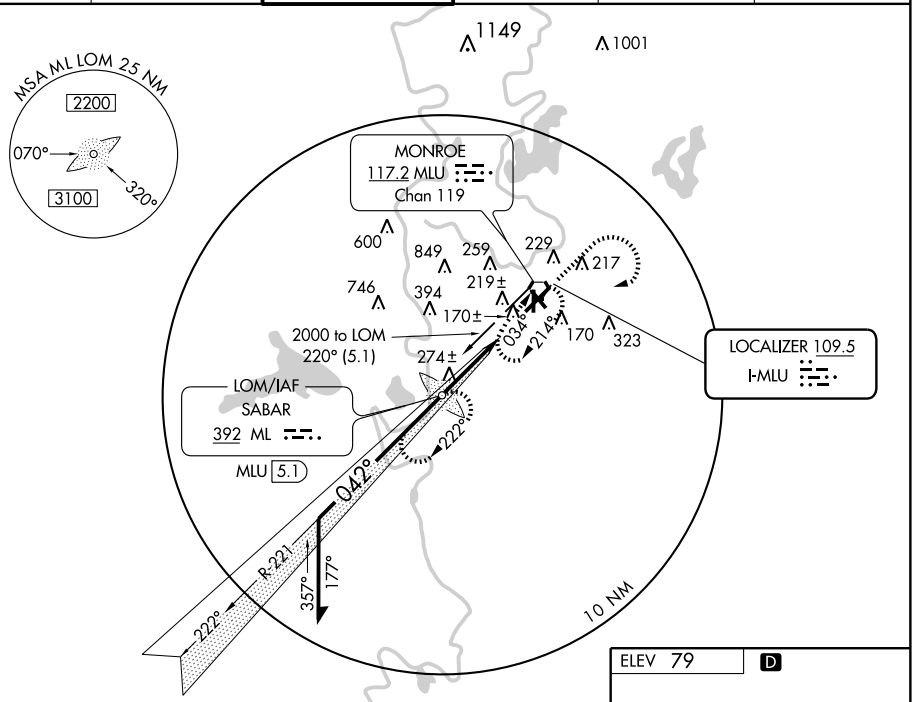
ASR

* RVR 1800 authorized with the use of FD or AP or HUD to DA.

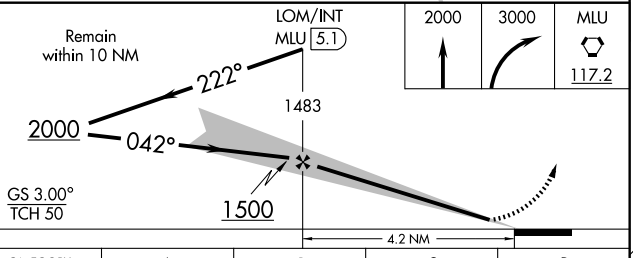
MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct MLU VORTAC and hold.

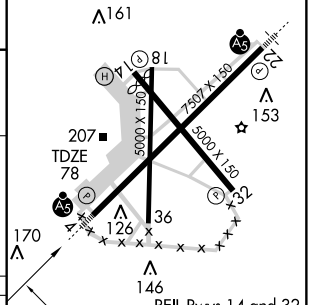
ATIS	MONROE APP CON ★	MONROE TOWER ★	GND CON	CLNC DEL	UNICOM
125.05	126.9 307.9	118.9 (CTAF) L 257.8	121.9	121.65	122.95



ADF or DME REQUIRED



CATEGORY	A	B	C	D
S-ILS 4		*278/24 200 (200-½)		
S-LOC 4	480/24 402 (500-½)		480/40 402 (500-¾)	
CIRCLING	580-1 501 (600-1)		620-1½ 541 (600-1½)	640-2 561 (600-2)



FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

SC-4, 08 APR 2010 to 06 MAY 2010

LOC I-MZR	APP CRS	Rwy Idg	7507
109.5	222°	TDZE	78
		Apt Elev	79

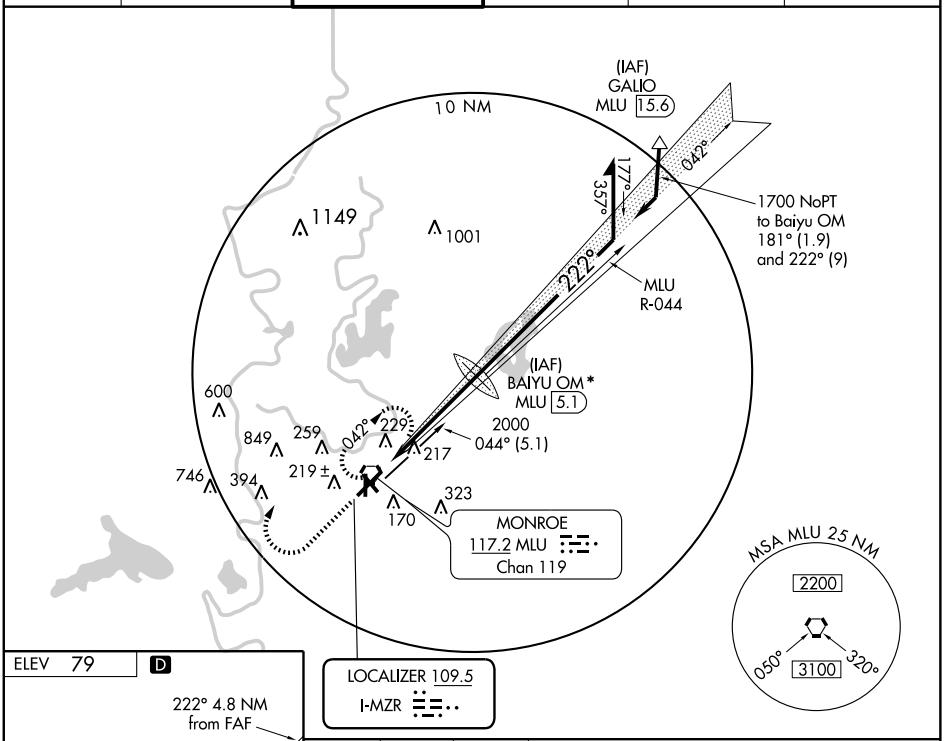
ILS RWY 22
MONROE RGNL (MLU)

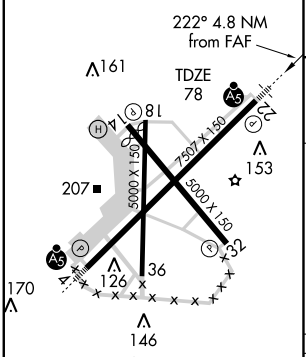
ASR

MALSR

MISSED APPROACH: Climb to 3000 then right turn direct MLU VORTAC and hold.

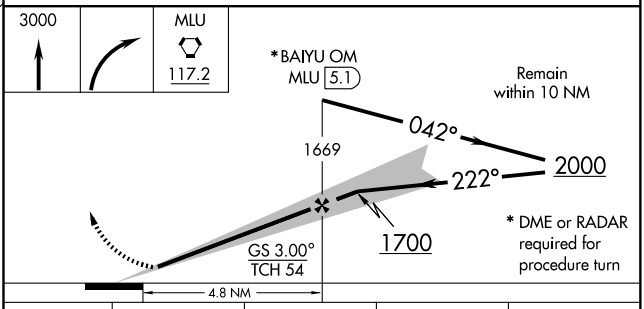
ATIS	MONROE APP CON ★	MONROE TOWER ★	GND CON	CLNC DEL	UNICOM
125.05	126.9 307.9	118.9 (CTAF) L 257.8	121.9	121.65	122.95





REIL Rwys 14 and 32
MIRL Rwy 14-32 L
HIRL Rwy 4-22 L

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36



CATEGORY	A	B	C	D
S-ILS 22	278-½ 200 (200-½)			
S-LOC 22	420-½ 342 (400-½)			420-¾ 342 (400-¾)
CIRCLING	580-1 501 (600-1)		620-1½ 541 (600-1½)	640-2 561 (600-2)

SC-4, 08 APR 2010 to 06 MAY 2010

WAAS CH 56410 W04A	APP CRS 042°	Rwy Idg 7507 TDZE 78 Apt Elev 79

RNAV (GPS) RWY 4

MONROE RGNL (MLU)

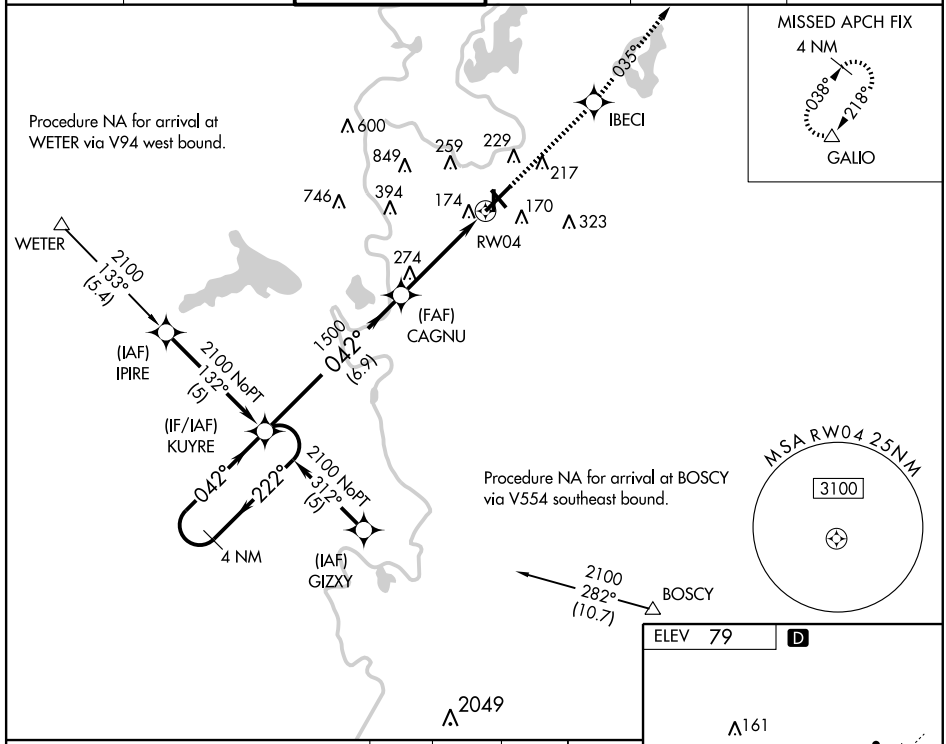
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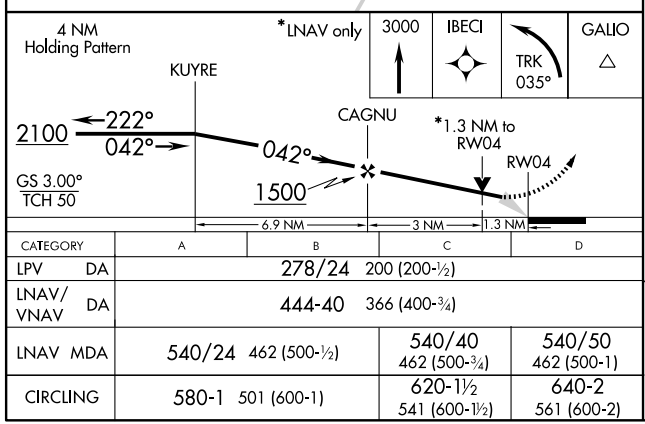
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MALSR

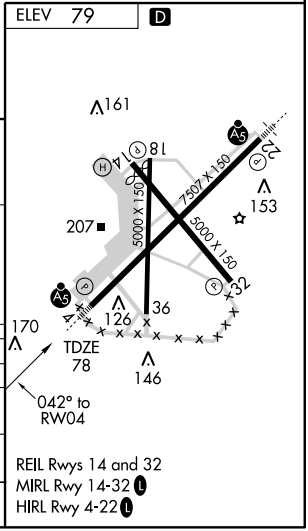
MISSED APPROACH: Climb to 3000 direct IBECI and left turn via 035° track to GALIO and hold.

ATIS	MONROE APP CON ★	MONROE TOWER ★	GND CON	CLNC DEL	UNICOM
125.05	126.9 307.9	118.9 (CTAF) L 257.8	121.9	121.65	122.95





CATEGORY	A	B	C	D
LPV DA	278/24 200 (200-½)			
LNAV/VNAV DA	444-40 366 (400-¾)			
LNAV MDA	540/24 462 (500-½)		540/40 462 (500-¾)	540/50 462 (500-1)
CIRCLING	580-1 501 (600-1)		620-1½ 541 (600-1½)	640-2 561 (600-2)



SC-4, 08 APR 2010 to 06 MAY 2010

WAAS CH 70510 W22A	APP CRS 222°	Rwy Idg 7507 TDZE 78 Apt Elev 79

RNAV (GPS) RWY 22
MONROE RGNL (MLU)

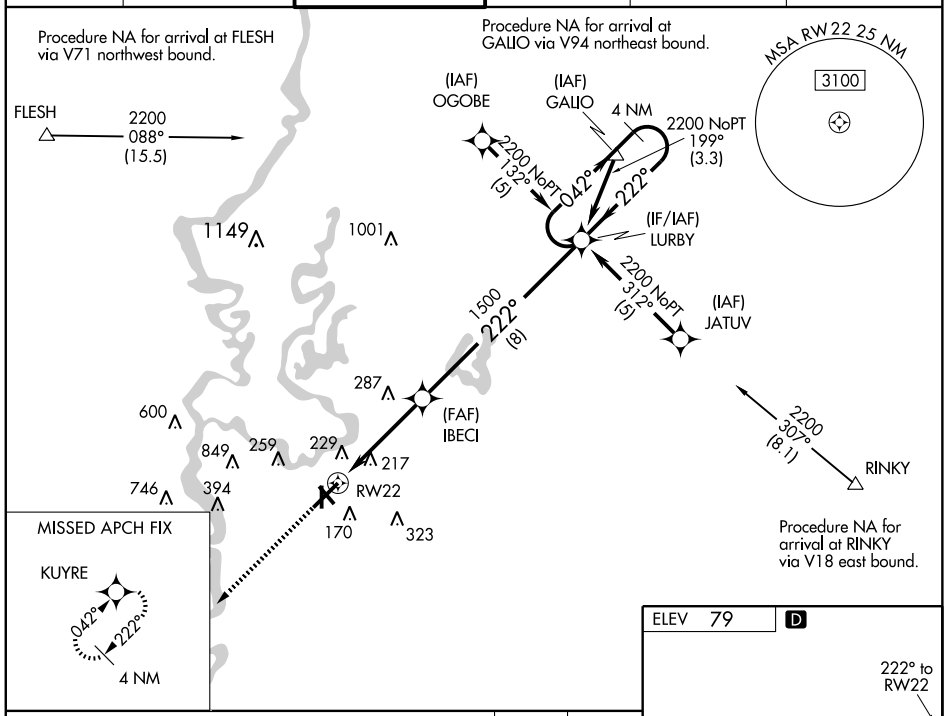
ASR

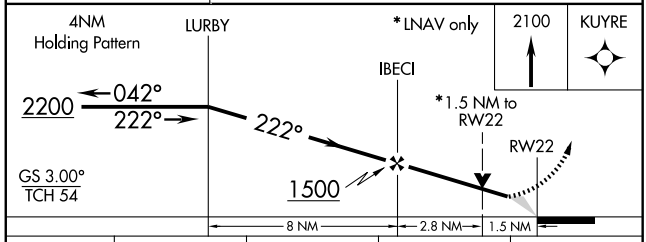
For inoperative MALSR, increase LPV all Cats visibility to 1 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

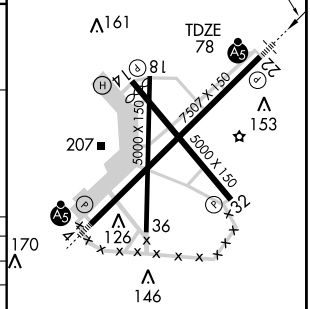
MALSR

MISSED APPROACH: Climb to 2100 direct KUYRE and hold.

ATIS	MONROE APP CON ★	MONROE TOWER ★	GND CON	CLNC DEL	UNICOM
125.05	126.9 307.9	118.9 (CTAF) L 257.8	121.9	121.65	122.95







CATEGORY	A	B	C	D
LPV DA	372-½ 294 (300-½)			
LNAV/VNAV DA	514-1 436 (500-1)			
LNAV MDA	600-½ 522 (600-½)		600-1 522 (600-1)	600-1¼ 522 (600-1¼)
CIRCLING	600-1 521 (600-1)		620-1½ 541 (600-1½)	640-2 561 (600-2)

REIL Rwys 14 and 32
MIRL Rwy 14-32 L
HIRL Rwy 4-22 L

SC-4, 08 APR 2010 to 06 MAY 2010

VORTAC MLU 117.2 Chan 119	APP CRS 034°	Rwy Idg 7507 TDZE 78 Apt Elev 79

VOR/DME RWY 4

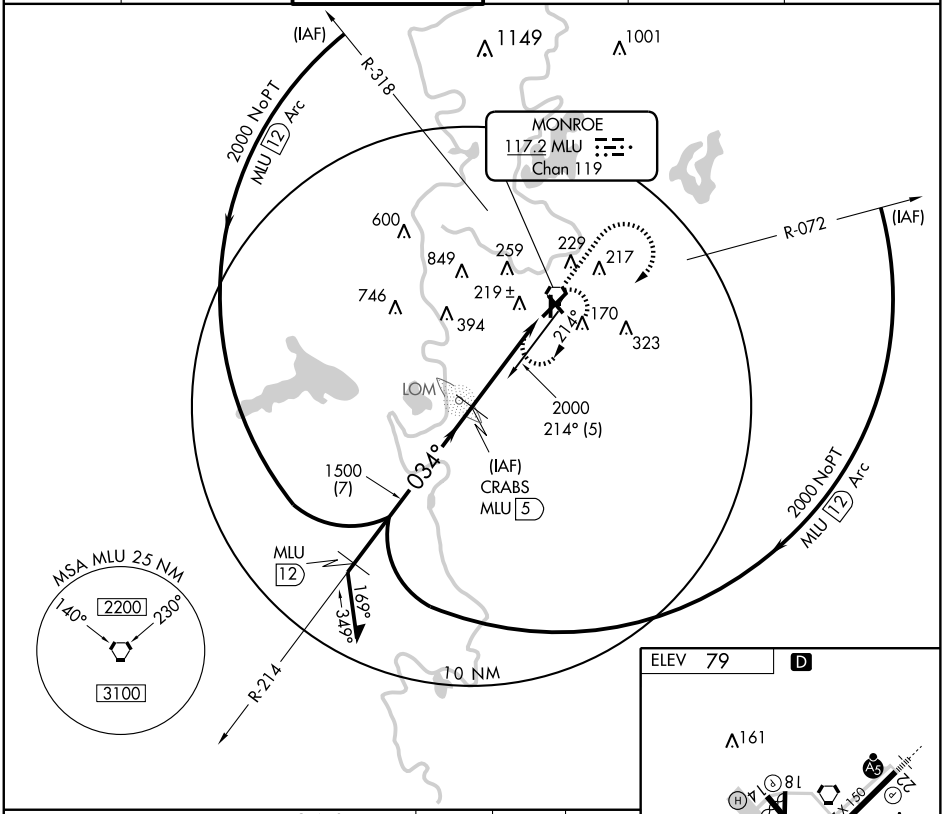
MONROE RGNL (MLU)

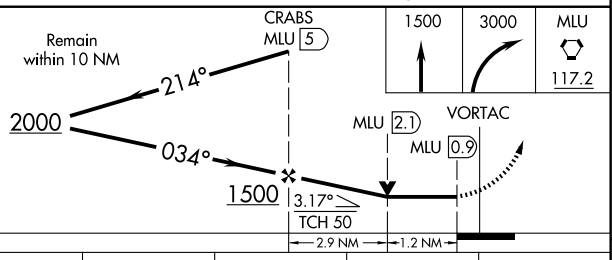
ASR

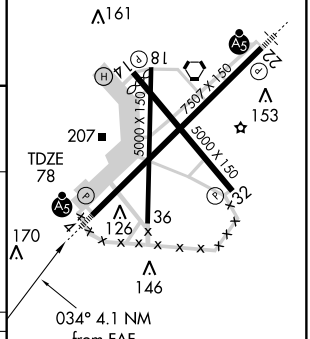
MALSR

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 direct MLU VORTAC and hold.

ATIS	MONROE APP CON ★	MONROE TOWER ★	GND CON	CLNC DEL	UNICOM
125.05	126.9 307.9	118.9 (CTAF) L 257.8	121.9	121.65	122.95







CATEGORY	A	B	C	D
S-4	520/24 442 (500-½)		520-40 442 (500-¾)	520-50 442 (500-1)
CIRCLING	580-1 501 (600-1)		620-1½ 541 (600-1½)	640-2 561 (600-2)

REIL Rwys 14 and 32
MIRL Rwy 14-32 L
HIRL Rwy 4-22 L

SC-4, 08 APR 2010 to 06 MAY 2010

VORTAC MLU	APP CRS	Rwy Idg	7507
117.2	240°	TDZE	78
Chan 119		Apt Elev	79

VOR/DME RWY 22

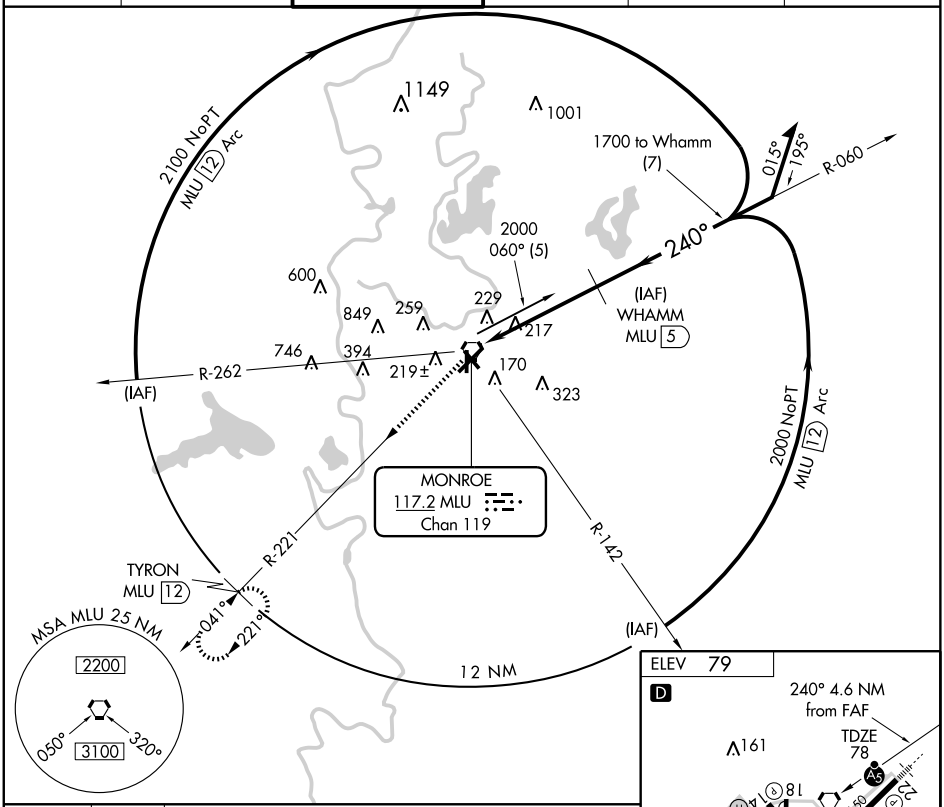
MONROE RGNL (MLU)

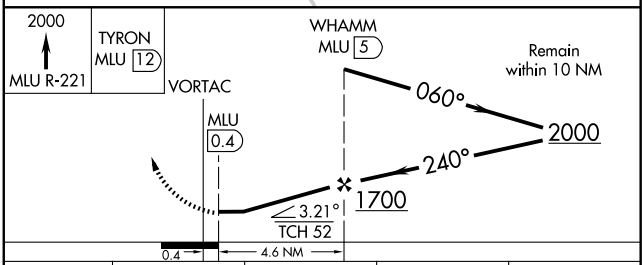
Inoperative table does not apply.
ASR

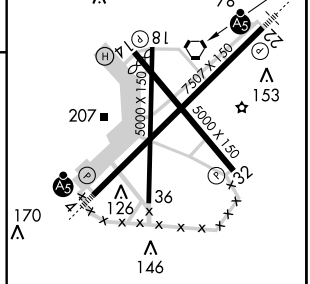
MALSR

MISSED APPROACH: Climb to 2000 via MLU R-221 to TYRON Int/12 DME and hold.

ATIS	MONROE APP CON ★	MONROE TOWER ★	GND CON	CLNC DEL	UNICOM
125.05	126.9 307.9	118.9 (CTAF) L 257.8	121.9	121.65	122.95







CATEGORY	A	B	C	D
S-22	480-1	402 (500-1)	480-1¼	402 (500-1¼)
CIRCLING	580-1	501 (600-1)	620-1½ 541 (600-1½)	640-2 561 (600-2)

REIL Rwys 14 and 32
MIRL Rwy 14-32 L
HIRL Rwy 4-22 L

SC-4, 08 APR 2010 to 06 MAY 2010

VORTAC MLU 117.2 Chan 119	APP CRS 328°	Rwy Idg 5000 TDZE 78 Apt Elev 79

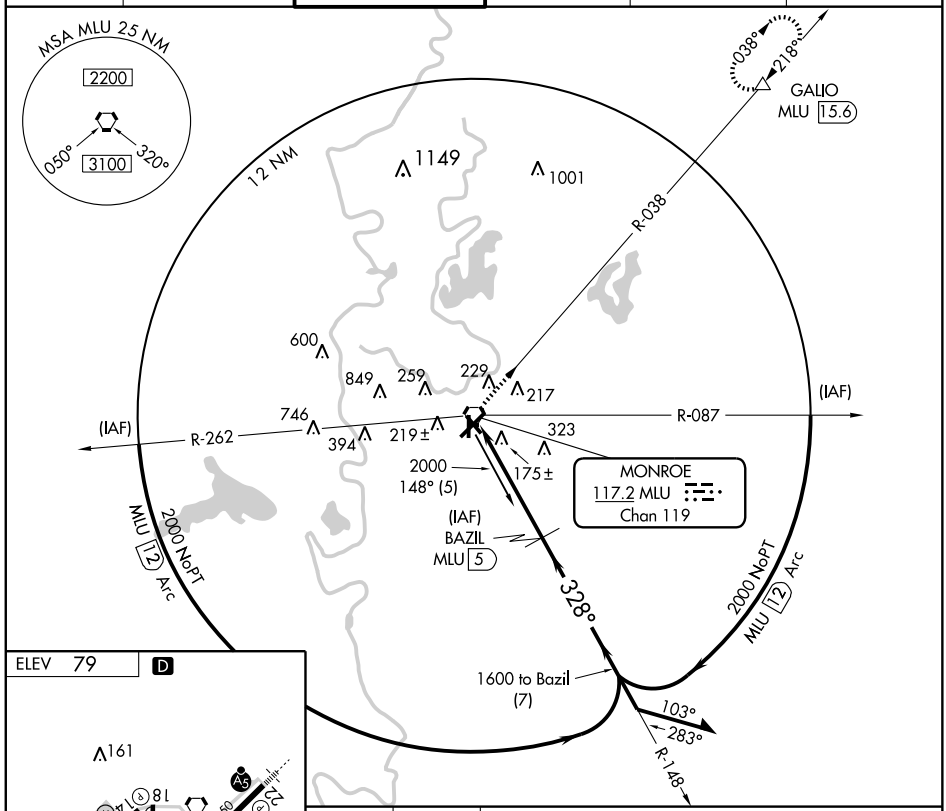
VOR/DME RWY 32

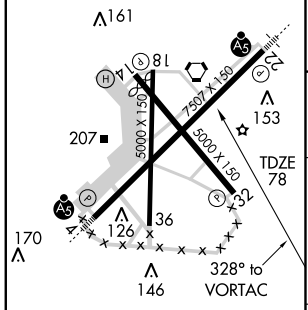
MONROE RGNL (MLU)

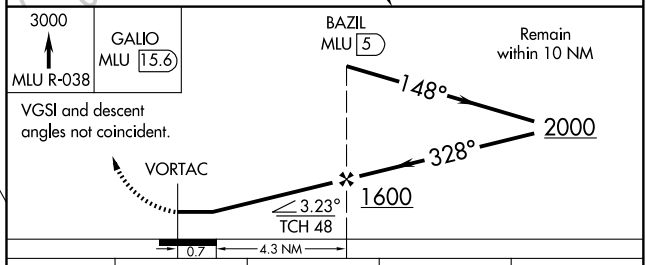
ASR

MISSED APPROACH: Climb to 3000 via MLU R-038 to GALIO Int/15.6 DME and hold.

ATIS	MONROE APP CON ★	MONROE TOWER ★	GND CON	CLNC DEL	UNICOM
125.05	126.9 307.9	118.9 (CTAF) L 257.8	121.9	121.65	122.95







REIL Rwys 14 and 32
MIRL Rwy 14-32 L
HIRL Rwy 4-22 L

CATEGORY	A	B	C	D
S-32	460-1 382 (400-1)			460-1¼ 382 (400-1¼)
CIRCLING	580-1 501 (600-1)		620-1½ 541 (600-1½)	640-2 561 (600-2)

SC-4, 08 APR 2010 to 06 MAY 2010

VORTAC MLU 117.2 Chan 119	APP CRS 034°	Rwy Idg 7507 TDZE 78 Apt Elev 79

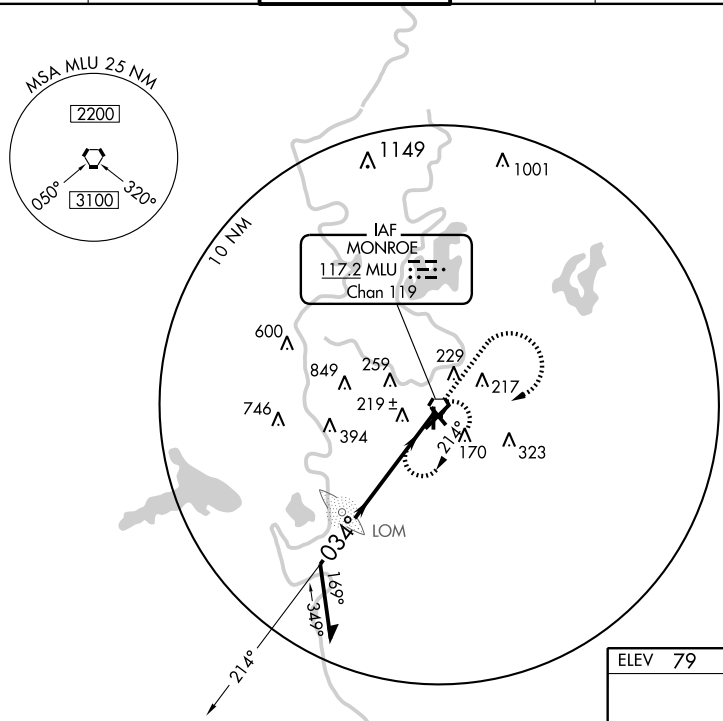
VOR RWY 4
MONROE RGNL (MLU)

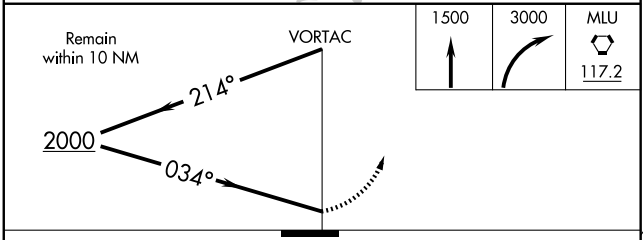
ASR

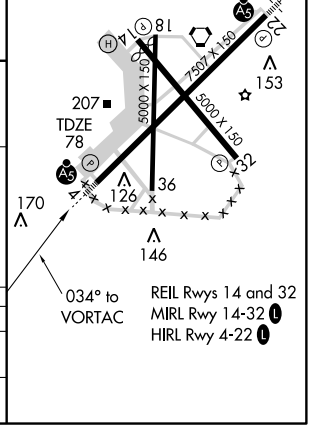
MALSR

MISSED APPROACH: Climb to 1500 then right climbing turn to 3000 direct MLU VORTAC and hold.

ATIS	MONROE APP CON ★	MONROE TOWER ★	GND CON	CLNC DEL	UNICOM
125.05	126.9 307.9	118.9 (CTAF) L 257.8	121.9	121.65	122.95







CATEGORY	A	B	C	D
S-4	600/24 522 (600-½)		600-50 522 (600-1)	600-60 522 (600-1¼)
CIRCLING	600-1 521 (600-1)		620-1½ 541 (600-1½)	640-2 561 (600-2)

SC-4, 08 APR 2010 to 06 MAY 2010

VORTAC MLU 117.2 Chan 119	APP CRS 237°	Rwy Idg 7507 TDZE 78 Apt Elev 79

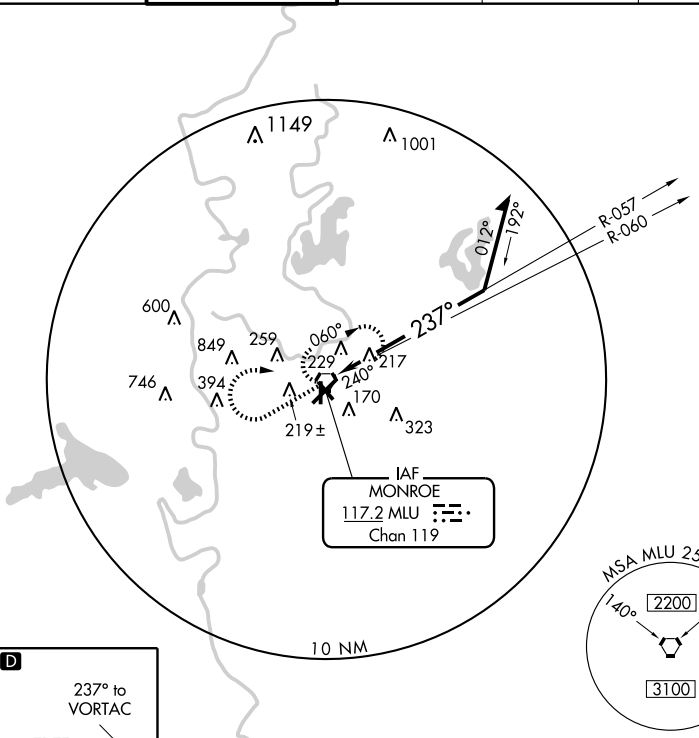
VOR RWY 22
MONROE RGNL (MLU)

ASR For inoperative MALSR increase S-22 Cat A and B visibility to 1 mile.

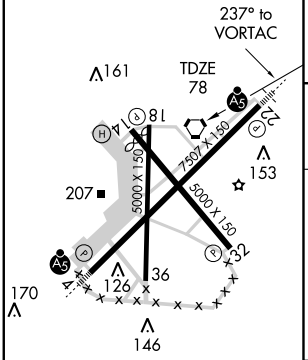
MALSR

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct MLU VORTAC and hold.

ATIS	MONROE APP CON ★	MONROE TOWER ★	GND CON	CLNC DEL	UNICOM
125.05	126.9 307.9	118.9 (CTAF) L 257.8	121.9	121.65	122.95

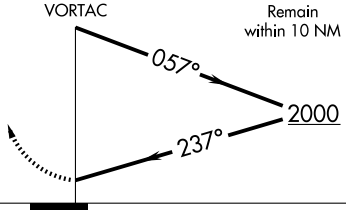


ELEV 79 D



REIL Rwys 14 and 32
MIRL Rwy 14-32 L
HIRL Rwy 4-22 L

2000	3000	MLU 117.2



CATEGORY	A	B	C	D
S-22	640-¾ 562 (600-¾)		640-1 562 (600-1)	640-1¾ 562 (600-1¾)
CIRCLING	640-1 561 (600-1)		640-1½ 561 (600-1½)	640-2 561 (600-2)

SC-4, 08 APR 2010 to 06 MAY 2010

LOC I-IER	APP CRS	Rwy Idg	5003
110.5	342°	TDZE	121
		Apt Elev	121

LOC RWY 35

NATCHITOCHES RGNL (IER)

NA

ODALS

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct OOC NDB and hold.

AWOS-3	POLK APP CON	GCO	UNICOM
119.025	125.4 302.2	135.075	122.8 (CTAF) L

ADF REQUIRED

LOCALIZER 110.5
I-IER

MSA OOC 25 NM
2600

10 NM

MARTA
2000
105°
(24.3)

712±
659
480
498
510
335
454
415
385
298
506
304
459
286±
818
475

IAF
NATCHITOCHES
407 OOC

162°
1 min
342°

162°
1700
342° (7.1)

844

SATCH
INT

R-299

162°

IAF
ALEXANDRIA
116.1 AEX
Chan 108

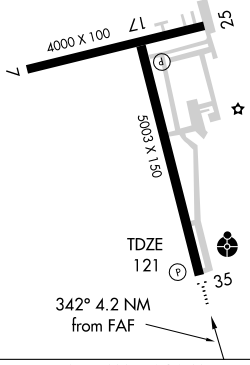
3000 NoPT
299°
(32.7)

R-3801A

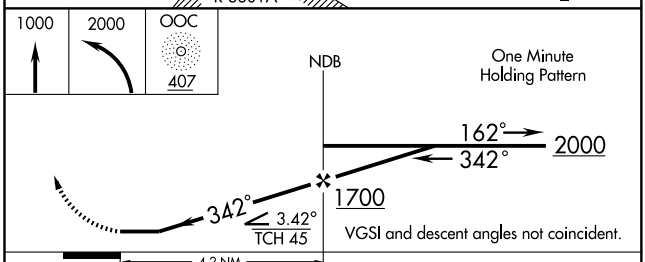
SC-4, 08 APR 2010 to 06 MAY 2010

ELEV 121

MIRL Rwys 7-25 and 17-35 L
REIL Rwy 17 L



FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24



CATEGORY	A	B	C	D
S-35	500-¾ 379 (400-¾)			NA
CIRCLING	740-1 619 (700-1)		740-1¾ 619 (700-1¾)	NA

NDB OOC	APP CRS	Rwy Idg	5003
407	343°	TDZE	121
		Apt Elev	121

NDB RWY 35

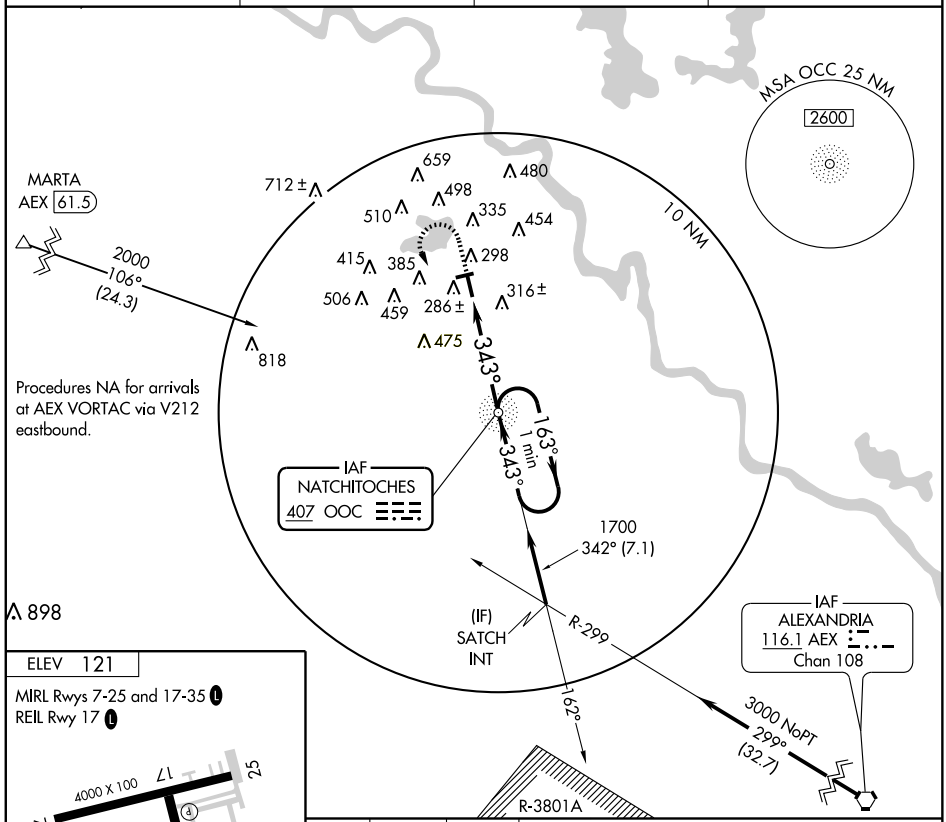
NATCHITOCHES RGNL (IER)

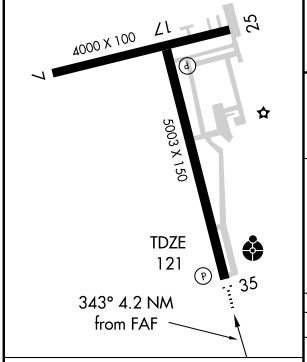
T NA — Inoperative table does not apply. Visibility reduction by helicopters NA. When local altimeter setting not received, use Alexandria Intl altimeter setting and increase all MDA 100 feet and S-35/Circling Cat C visibility to 2 miles.

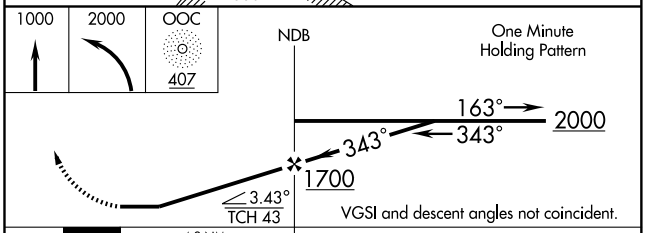
ODALS

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct OOC NDB and hold.

AWOS-3	POLK APP CON	GCO	UNICOM
119.025	125.4 302.2	135.075	122.8 (CTAF) L







FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

CATEGORY	A	B	C	D
S-35	720-1	599 (600-1)	720-1½ 599 (600-1½)	NA
CIRCLING	740-1	619 (700-1)	740-1¾ 619 (700-1¾)	NA

SC-4, 08 APR 2010 to 06 MAY 2010

NATCHITOCHES, LOUISIANA AL-5912 (FAA)

WAAS	APP CRS	Rwy Idg	5003
CH 77810	162°	TDZE	117
W17A		Apt Elev	121

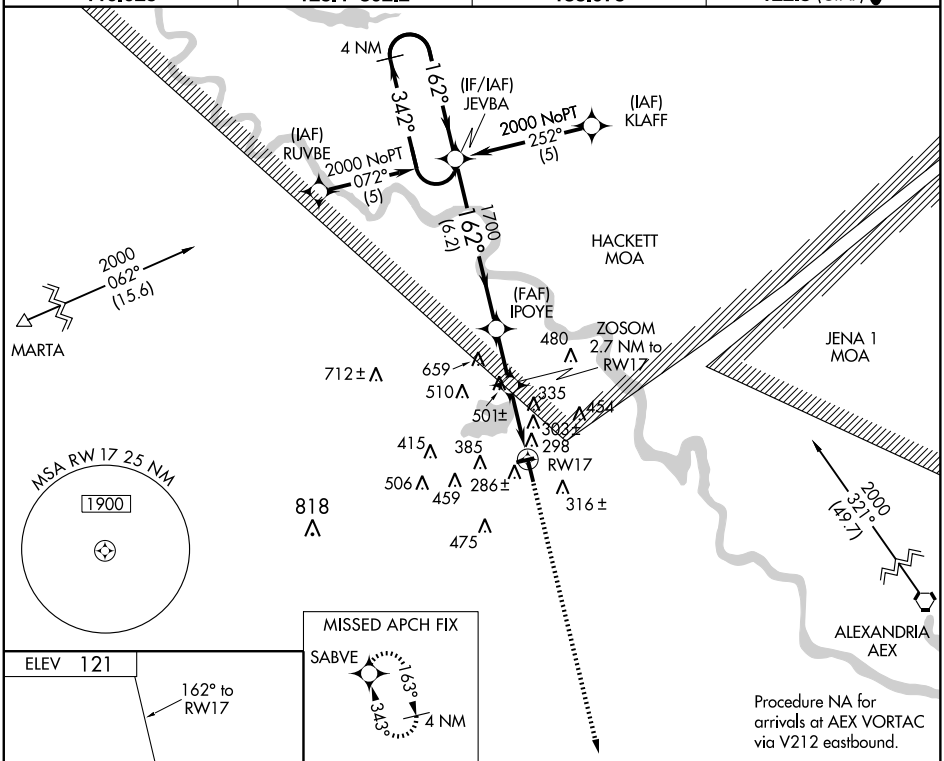
RNAV (GPS) RWY 17

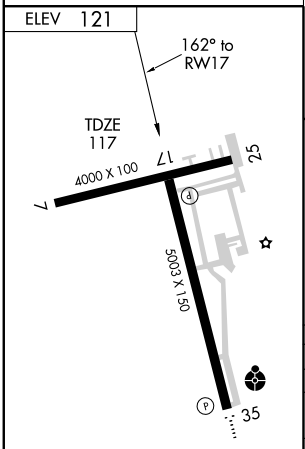
NATCHITOCHES RGNL (IER)

Baro-VNAV NA when using Alexandria Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Alexandria Intl altimeter setting and increase all DA/MDA 100 feet and all visibilities ½ mile.

MISSED APPROACH: Climb to 2000 direct SABVE and hold.

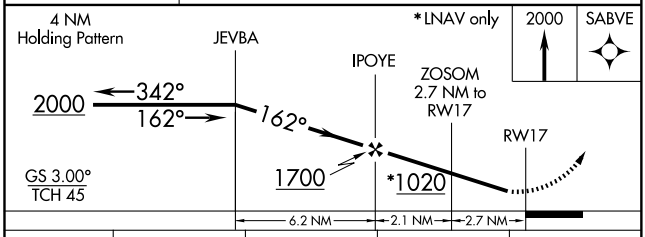
AWOS-3	POLK APP CON	GCO	UNICOM
119.025	125.4 302.2	135.075	122.8 (CTAF) L





REIL Rwy 17 L

MIRL Rwys 7-25 and 17-35 L



CATEGORY	A	B	C	D
LPV DA	420-1	303 (300-1)		NA
LNAV/VNAV DA	657-2	540 (600-2)		NA
LNAV MDA	760-1	643 (700-1)	760-1¾ 643 (700-1¾)	NA
CIRCLING	760-1	639 (700-1)	760-1¾ 639 (700-1¾)	NA

SC-4, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5003
CH 86510	342°	TDZE	121
W35A		Apt Elev	121

RNAV (GPS) RWY 35

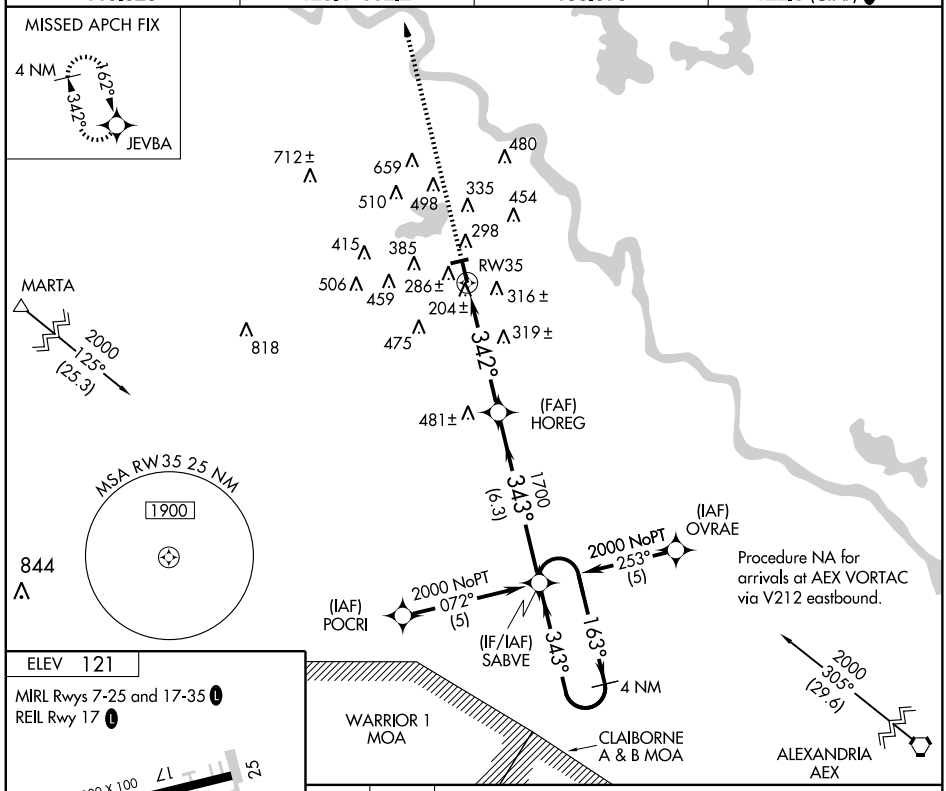
NATCHITOCHES RGNL (IER)

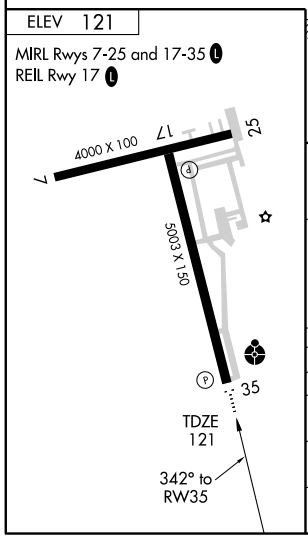
Inoperative table does not apply. Baro-VNAV NA when using Alexandria Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV-VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Alexandria Intl altimeter setting and increase all DA 91 feet and all MDA 100 feet. Increase LPV and LNAV/VNAV all Cats, LNAV Cat C and circling Cat C visibility ¼ mile.

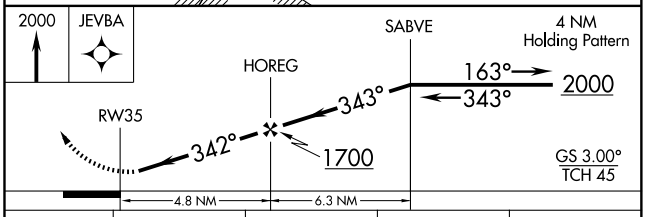
ODALS

MISSED APPROACH: Climb to 2000 direct JEVBA and hold.

AWOS-3	POLK APP CON	GCO	UNICOM
119.025	125.4 302.2	135.075	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	371-1 250 (300-1)			NA
LNAV/VNAV DA	618-1¾ 497 (500-1¾)			NA
LNAV MDA	620-1 499 (500-1)		620-1¼ 499 (500-1¼)	NA
CIRCLING	680-1 559 (600-1)	740-1 619 (700-1)	740-1¾ 619 (700-1¾)	NA

SC-4, 08 APR 2010 to 06 MAY 2010

09295

AIRPORT DIAGRAM

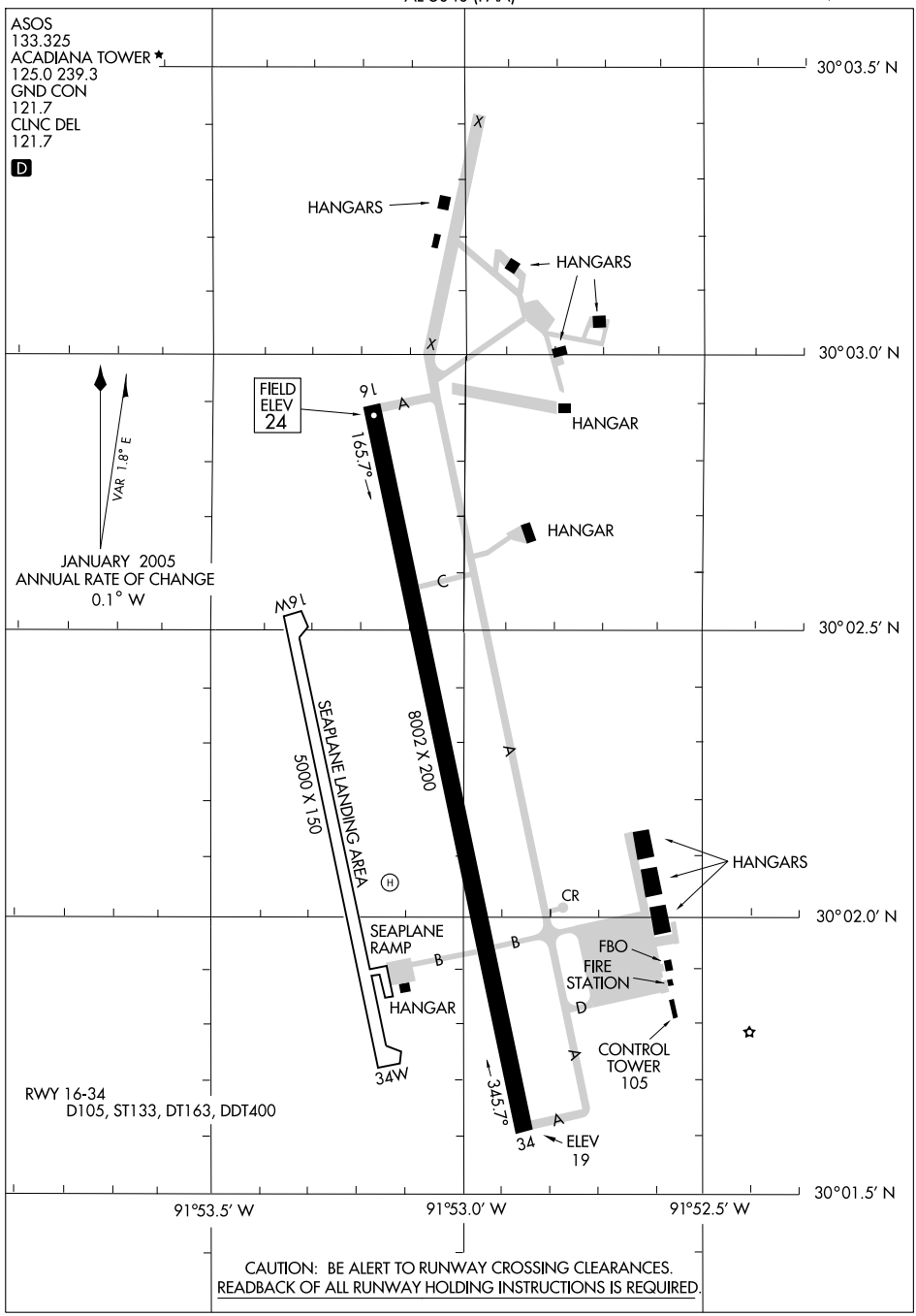
AL-5040 (FAA)

NEW IBERIA/ACADIANA RGNL (ARA)

NEW IBERIA, LOUSIANA

ASOS
133.325
ACADIANA TOWER ★
125.0 239.3
GND CON
121.7
CLNC DEL
121.7

D



RWY 16-34
D105, ST133, DT163, DDT400

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SC-4, 08 APR 2010 to 06 MAY 2010

LOC I-ARA	APP CRS	Rwy Idg	8002
108.9	345°	TDZE	21
		Apt Elev	24

ILS RWY 34

NEW IBERIA/ACADIANA RGNL (ARA)

⚠ When control tower closed, use Lafayette Rgnl altimeter setting.

MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 via heading 080° and LFT R-114 to CLYNT Int/LFT 18.8 DME and hold.

LAFAYETTE APP CON ★	ACADIANA TOWER ★	GND CON	CLNC DEL	UNICOM
121.1 268.7	125.0 (CTAF) L A5 239.3	121.7	121.7 122.7 L ★	122.95

ADF REQUIRED

LAFAYETTE 109.8 LFT Chan 35

3000 152° (15.7)

1049 ROSEY

2000 199° (23.2)

116.5 BTR Chan 112

R-114

R-211

CLYNT LFT 18.8

294°

114°

LOCALIZER 108.9 I-ARA

604 297 131 282 279 540 281 463

IAF ACADI 269 AR

1 min 165° 345°

10 NM

15000

MSA AR 25 NM

2800 262° 16000 352°

ELEV 24 D

HIRL Rwy 16-34 L

MIRL Rwy 16W-34W L ★

91 131 16W 8002 X 200 5000 X 150 Seaplane Landing Area 34W TDZE 21 34 103 105

345° 4.3 NM from FAF

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

800 2000 HDG 080° LFT R-114 CLYNT LFT 18.8

NDB 1468

One Minute Holding Pattern

165° 345° 1700

345° 1500

GS 3.00° TCH 51

4.3 NM

CATEGORY	A	B	C	D
S-ILS 34	221-½ 200 (200-½)			
S-LOC 34	380-½ 359 (400-½)			380-¾ 359 (400-¾)
CIRCLING	460-1 436 (500-1)	480-1 456 (500-1)	480-1½ 456 (500-1½)	580-2 556 (600-2)
LAFAYETTE RGNL ALTIMETER SETTING MINIMUMS				
S-ILS 34	250-½ 229 (300-½)			
S-LOC 34	400-½ 379 (400-½)			400-¾ 379 (400-¾)
CIRCLING	460-1 436 (500-1)	520-1 496 (500-1)	520-1½ 496 (500-1½)	620-2 596 (600-2)

SC-4, 08 APR 2010 to 06 MAY 2010

WAAS CH 82501 W16A	APP CRS 165°	Rwy Idg 8002 TDZE 24 Apt Elev 24

RNAV (GPS) RWY 16

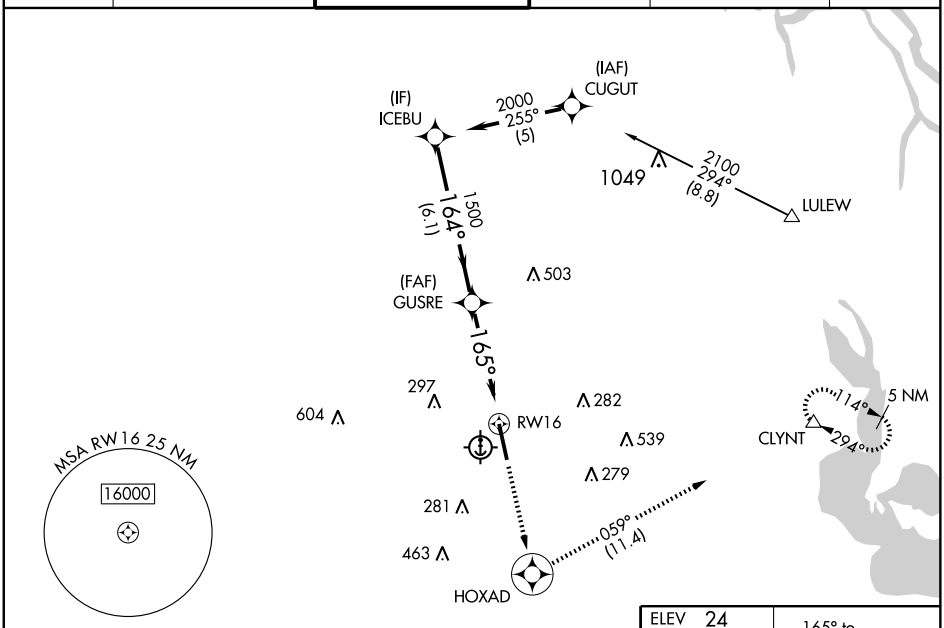
NEW IBERIA/ACADIANA RGNL (ARA)

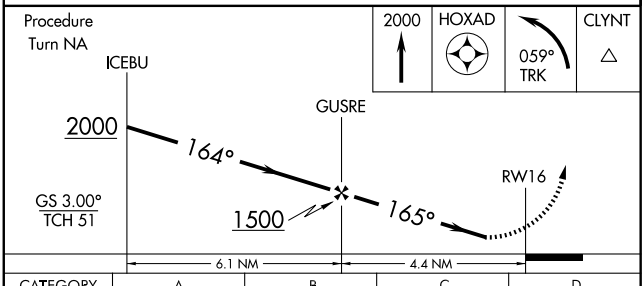
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For uncompensated BARO-VNAV system, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). When local altimeter setting not received, use Lafayette altimeter setting and increase all DA/MDA 40 feet and increase visibility LNAV Cat D ¼ mile. BARO-VNAV NA when using Lafayette altimeter setting. Inoperative table does not apply.

ODALS

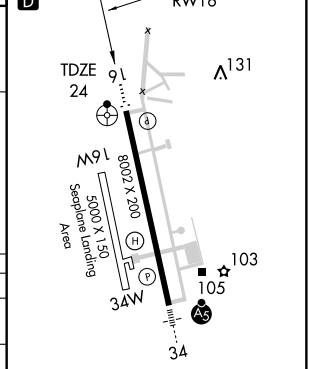
MISSED APPROACH: Climb to 2000 direct HOXAD and left turn via 059° track to CLYNT and hold.

ASOS	LAFAYETTE APP CON ★	ACADIANA TOWER ★	GND CON	CLNC DEL	UNICOM
133.325	121.1 268.7	125.0 (CTAF) L A5 239.3	121.7	121.7 122.7 L ★	122.95





CATEGORY	A	B	C	D
LPV DA	358-1¼ 334 (400-1¼)			
LNAV/VNAV DA	355-1¼ 331 (400-1¼)			
LNAV MDA	440-1 416 (500-1)		440-1¼ 416 (500-1¼)	
CIRCLING	440-1 416 (500-1)	480-1 456 (500-1)	480-1½ 456 (500-1½)	580-2 556 (600-2)



HIRL Rwy 16-34 L
MIRL Rwy 16W-34W L ★

SC-4, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	8002
CH 40301	345°	TDZE	21
W34A		Apt Elev	24

RNAV (GPS) RWY 34

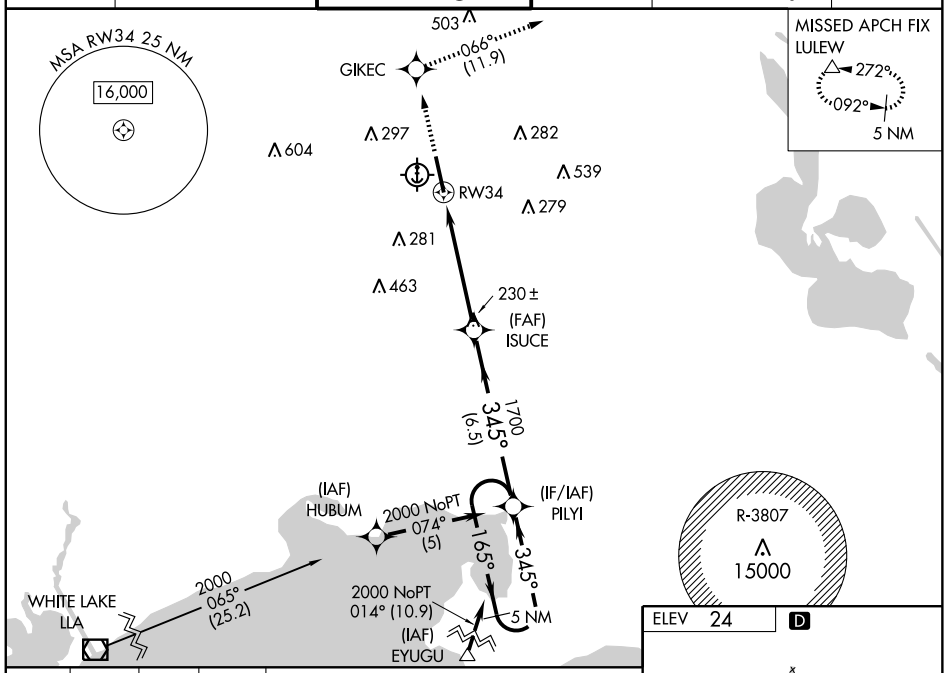
NEW IBERIA/ACADIANA RGNL (ARA)

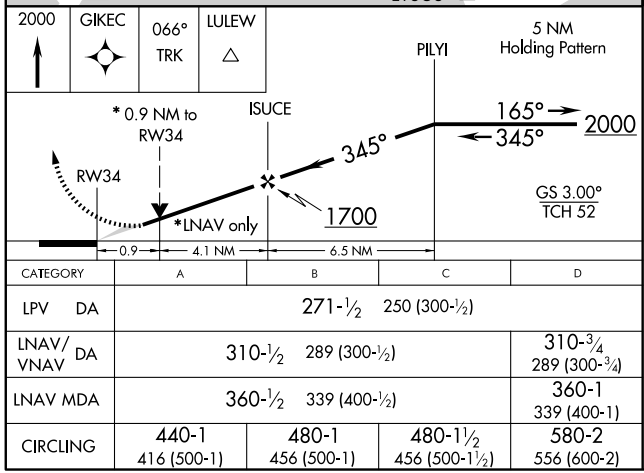
DME/DME RNP-0.3 NA. BARO-VNAV and VDP NA when using Lafayette altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (120°F). If local altimeter setting not received, use Lafayette altimeter setting and increase all DAs/MDAs 40 feet. For inoperative MALSR increase LPV all Cats visibility to ¾, and LNAV/VNAV Cat D to 1. Inoperative table does not apply to LNAV Cat D.

MALSR

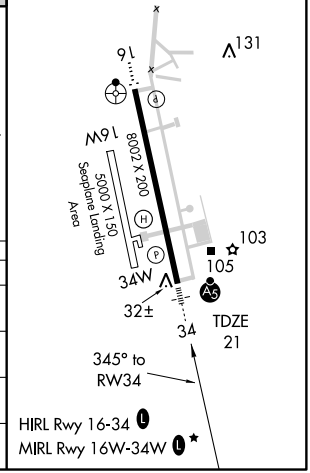
MISSED APPROACH: Climb to 2000 direct GIKEC and via 066° track to LULEW and hold.

ASOS	LAFAYETTE APP CON ★	ACADIANA TOWER ★	GND CON	CLNC DEL	UNICOM
133.325	121.1 268.7	125.0 (CTAF) L A5 239.3	121.7	121.7 122.7 L ★	122.95





CATEGORY	A	B	C	D
LPV DA	271-½	250 (300-½)		
LNAV/VNAV DA	310-½	289 (300-½)		310-¾ 289 (300-¾)
LNAV MDA	360-½	339 (400-½)		360-1 339 (400-1)
CIRCLING	440-1 416 (500-1)	480-1 456 (500-1)	480-1½ 456 (500-1½)	580-2 556 (600-2)



SC-4, 08 APR 2010 to 06 MAY 2010

VORTAC LFT	APP CRS	Rwy Idg	8002
109.8	328°	TDZE	21
Chan 35		Apt Elev	24

VOR/DME RWY 34

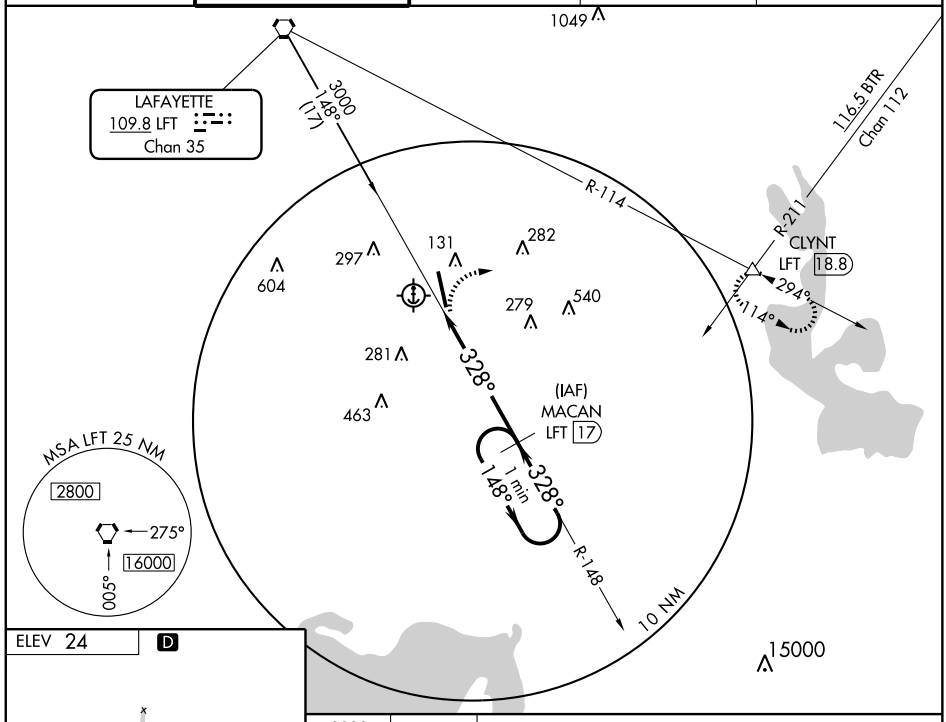
NEW IBERIA/ACADIANA RGNL (ARA)

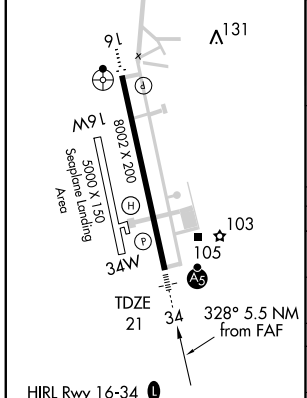
⚠ When control tower closed, use Lafayette Rgnl altimeter setting. Local altimeter setting: S-34 inoperative table does not apply to Cat D. Lafayette Rgnl setting altimeter setting minimum: For inoperative MALSR increase S-34 Cats A/B visibility to 1. Inoperative table does not apply to Cat D.

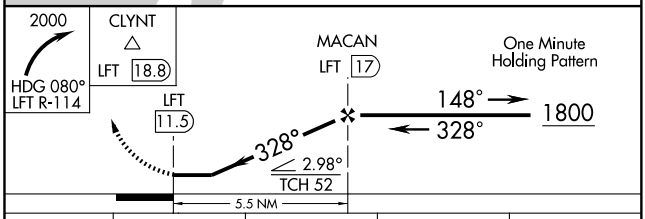
MALSR

MISSED APPROACH: Climbing right turn to 2000 via heading 080° and LFT R-114 to CLYNT Int/LFT 18.8 DME and hold.

LAFAYETTE APP CON ★	ACADIANA TOWER ★	GND CON	CLNC DEL	UNICOM
121.1 268.7	125.0 (CTAF) L A5 239.3	121.7	121.7 122.7 L ★	122.95







CATEGORY	A	B	C	D
S-34	500-½	479 (500-½)	500-¾ 479 (500-¾)	500-1½ 479 (500-1½)
CIRCLING	500-1	476 (500-1)	500-1½ 476 (500-1½)	580-2 556 (600-2)
LAFAYETTE RGNL ALTIMETER SETTING MINIMUMS				
S-34	520-¾	499 (500-¾)		520-1½ 499 (500-1½)
CIRCLING	520-1	496 (500-1)	520-1½ 496 (500-1½)	620-2 596 (600-2)

SC-4, 08 APR 2010 to 06 MAY 2010

VORTAC LFT	APP CRS	Rwy Idg	8002
109.8	145°	TDZE	24
Chan 35		Apt Elev	24

VOR or TACAN RWY 16

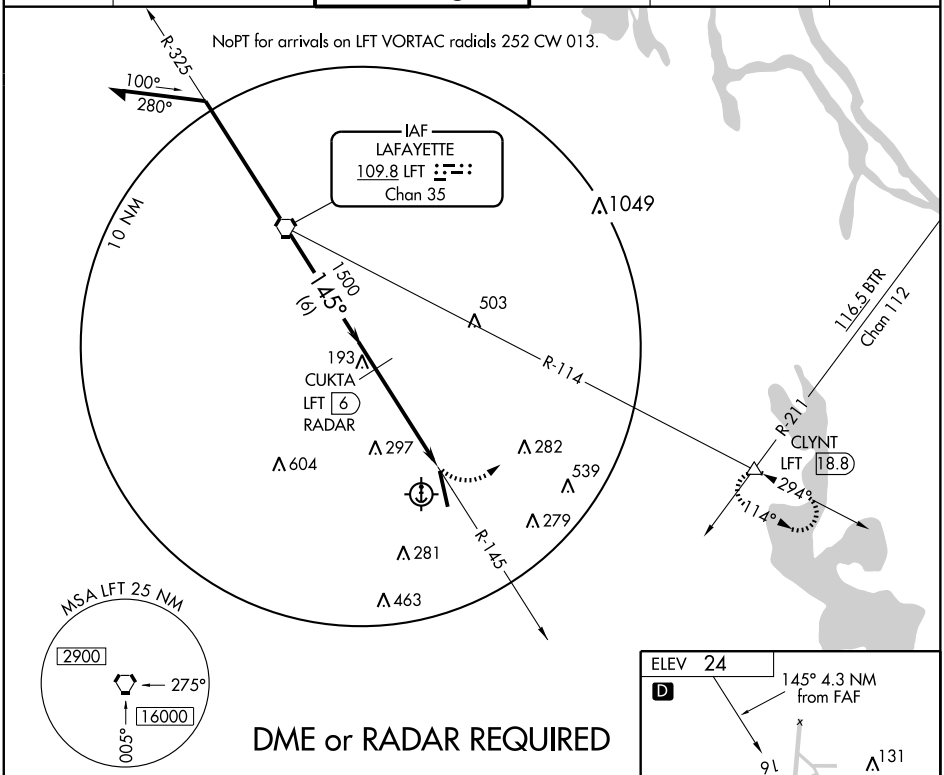
NEW IBERIA/ACADIANA RGNL (ARA)

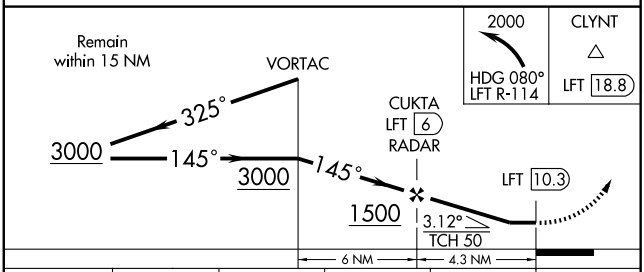
Visibility reduction by helicopters NA. DME or RADAR required. When local altimeter setting not received, use Lafayette altimeter setting and increase all MDA 40 feet and increase visibility S-16 Cat D ¼ mile. Inoperative table does not apply.

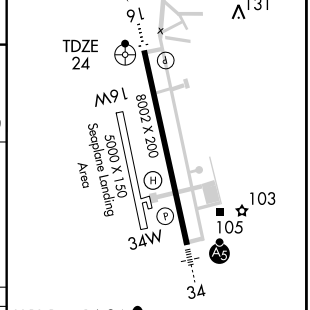
ODALS

MISSED APPROACH: Climbing left turn to 2000 via heading 080° and LFT R-114 to CLYNT Int/18.8 DME and hold.

ASOS	LAFAYETTE APP CON ★	ACADIANA TOWER ★	GND CON	CLNC DEL	UNICOM
133.325	121.1 268.7	125.0 (CTAF) L A5 239.3	121.7	121.7 122.7 L ★	122.95







CATEGORY	A	B	C	D	E
S-16	440-1	416 (500-1)	440-1¼ 416 (500-1¼)	440-1½	416 (500-1½)
CIRCLING	440-1 416 (500-1)	480-1 456 (500-1)	480-1½ 456 (500-1½)	580-2 556 (600-2)	840-3 816 (900-3)

HIRL Rwy 16-34 L
MIRL Rwy 16W-34W L ★

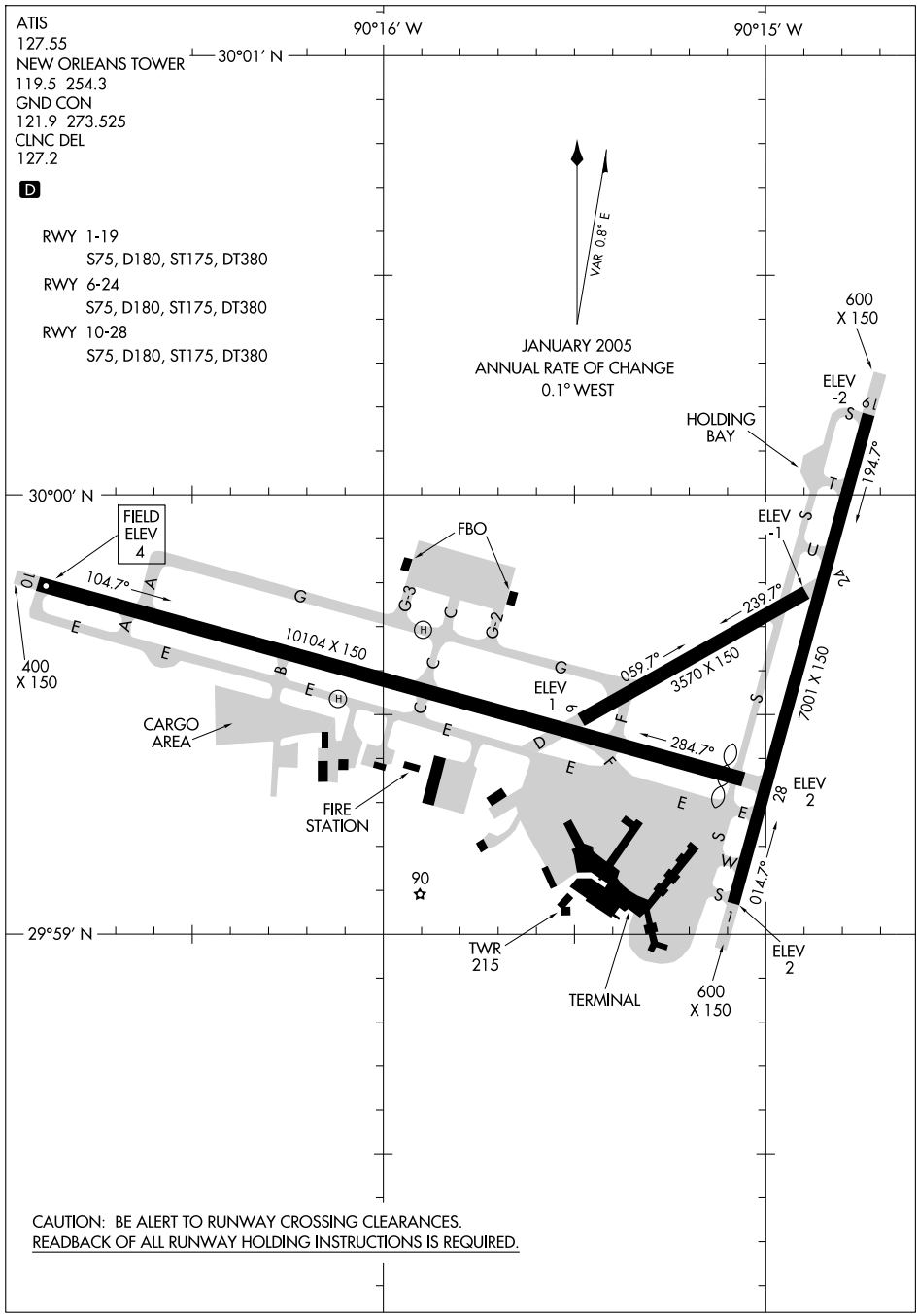
FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

SC-4, 08 APR 2010 to 06 MAY 2010

AIRPORT DIAGRAM

NEW ORLEANS/ LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)
AL-609 (FAA)
NEW ORLEANS, LOUISIANA



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SC-4, 08 APR 2010 to 06 MAY 2010

AWDAD SIX ARRIVAL

NEW ORLEANS, LOUISIANA

NEW ORLEANS APP CON
125.5 350.35
LOUIS ARMSTRONG NEW ORLEANS INTL ATIS
127.55

BATON ROUGE TRANSITION (BTR.AWDAD6): From over BTR VORTAC via BTR R-135 to AWDAD INT. Thence. . . .

LAFAYETTE TRANSITION (LFT.AWDAD6): From over LFT VOTRAC via LFT R-092 and RQR R-273 to AWDAD INT. Thence. . . .

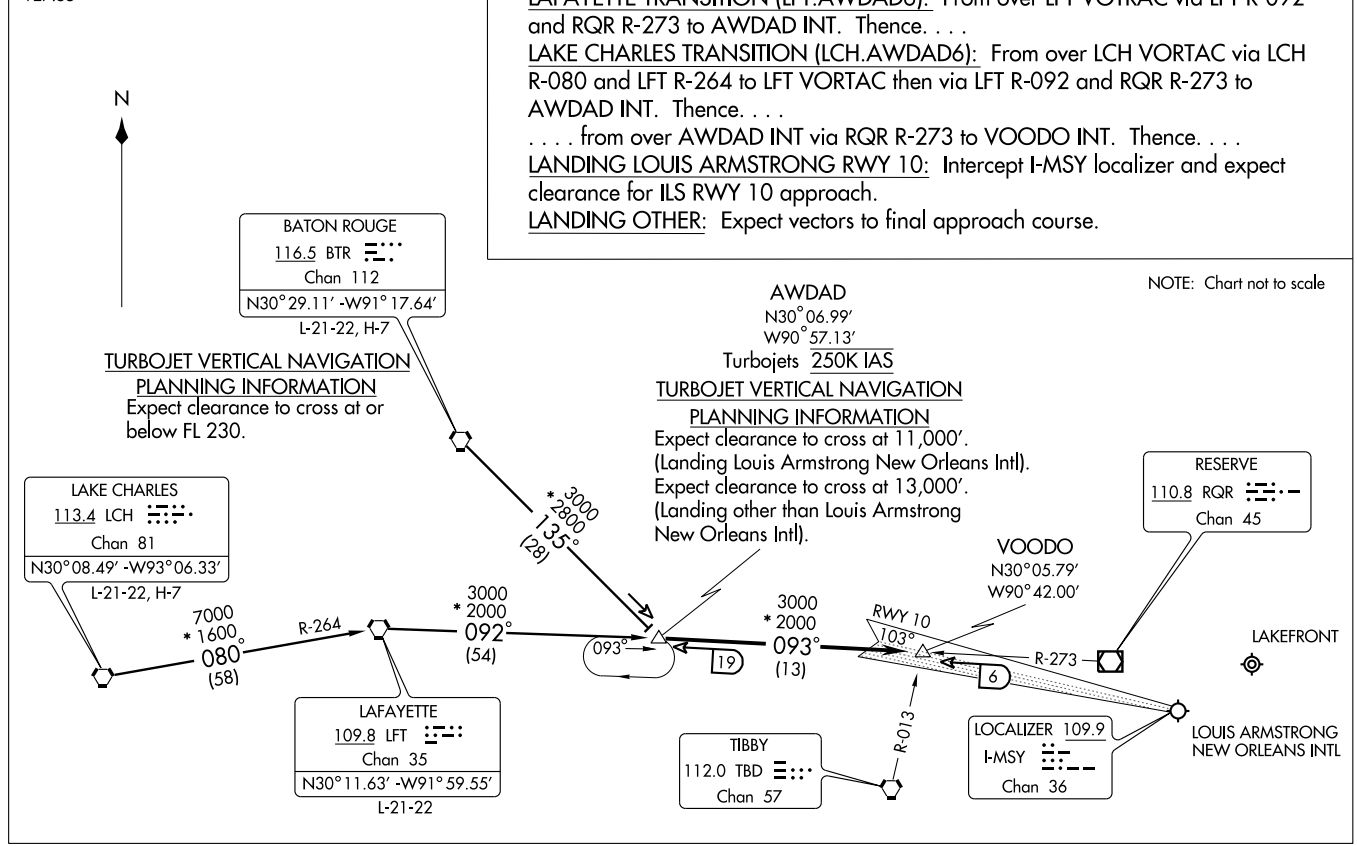
LAKE CHARLES TRANSITION (LCH.AWDAD6): From over LCH VORTAC via LCH R-080 and LFT R-264 to LFT VORTAC then via LFT R-092 and RQR R-273 to AWDAD INT. Thence. . . .

. . . . from over AWDAD INT via RQR R-273 to VOODO INT. Thence. . . .

LANDING LOUIS ARMSTRONG RWY 10: Intercept I-MSY localizer and expect clearance for ILS RWY 10 approach.

LANDING OTHER: Expect vectors to final approach course.

NOTE: Chart not to scale



NEW ORLEANS, LOUISIANA

AL-609 (FAA)

LOC/DME I-JFI	APP CRS	Rwy Idg	7001
111.7	013°	TDZE	3
Chan 54		Apt Elev	4

ILS or LOC RWY 1

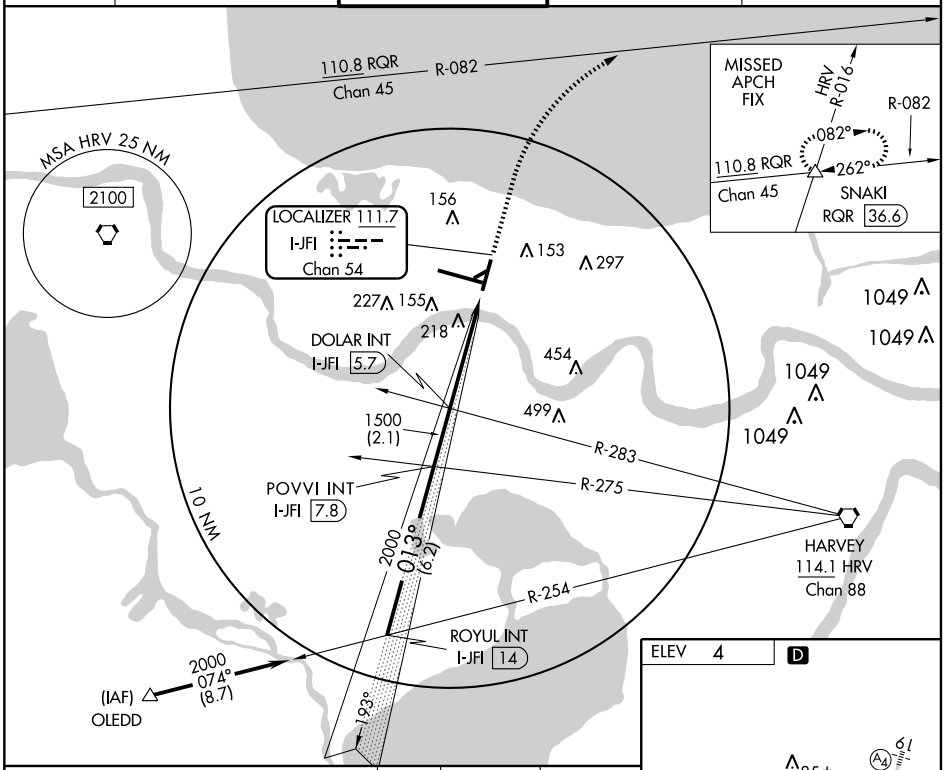
NEW ORLEANS/LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

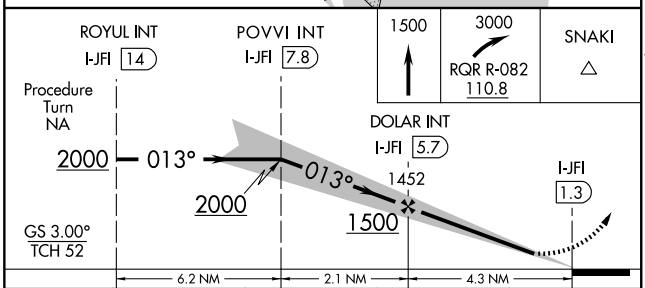
ASR

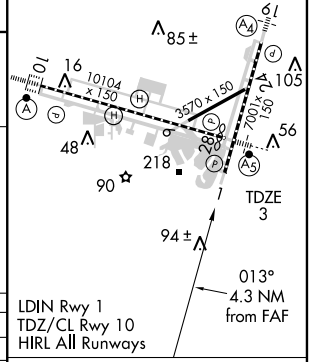
Autopilot coupled approach NA below 636.

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 via RQR R-082 to SNAKI Int/RQR 36.6 DME and hold.

ATIS	NEW ORLEANS APP CON	NEW ORLEANS TOWER	GND CON	CLNC DEL
127.55	123.85 256.9	119.5 254.3	121.9 273.525	127.2







CATEGORY	A	B	C	D
S-ILS 1	381/60	378 (400-1¼)		
S-LOC 1	420/50	417 (500-1)	420/60	417 (500-1¼)
CIRCLING	520-1¼	516 (600-1¼)	520-1½ 516 (600-1½)	580-2 576 (600-2)

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

SC-4, 08 APR 2010 to 06 MAY 2010

LOC I-MSY	APP CRS	Rwy Idg	10104
109.9	103°	TDZE	4
Chan 36		Apt Elev	4

ILS or LOC RWY 10

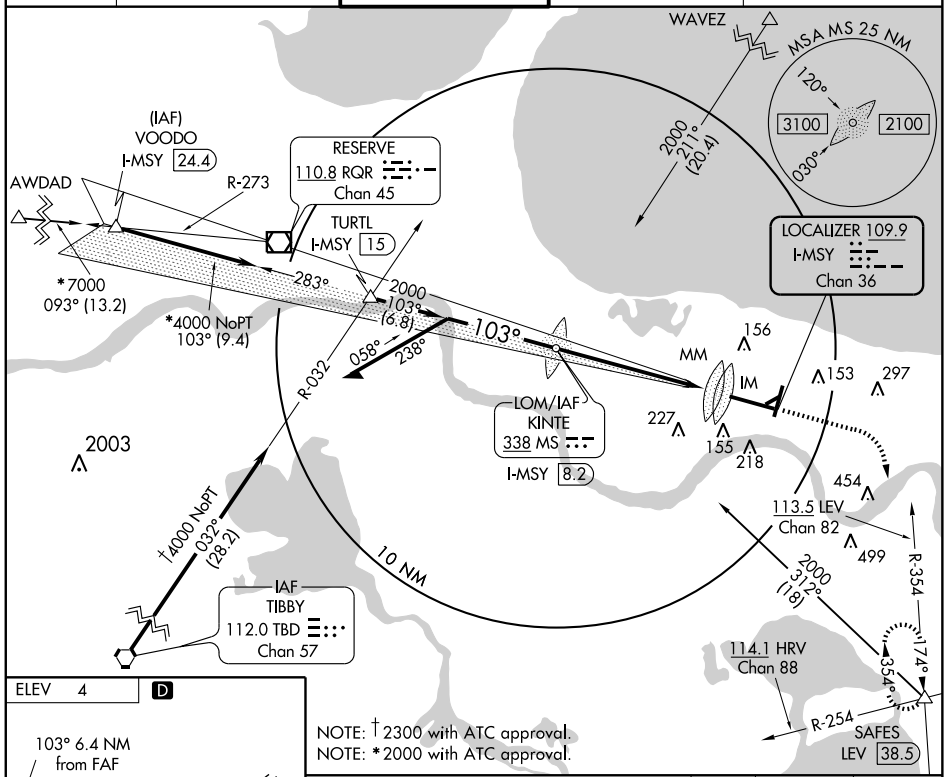
NEW ORLEANS/LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

ASR # 49 MSL pole located 793 feet right of Rwy 10 centerline.

ALSF2

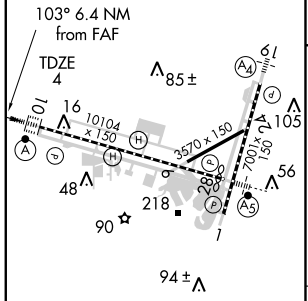
MISSED APPROACH: Climb to 800, then climbing right turn to 2000 via heading 158° and LEV R-354 to SAFES Int/LEV 38.5 DME and hold. #

ATIS	NEW ORLEANS APP CON	NEW ORLEANS TOWER	GND CON	CLNC DEL
127.55	123.85 256.9	119.5 254.3	121.9 273.525	127.2



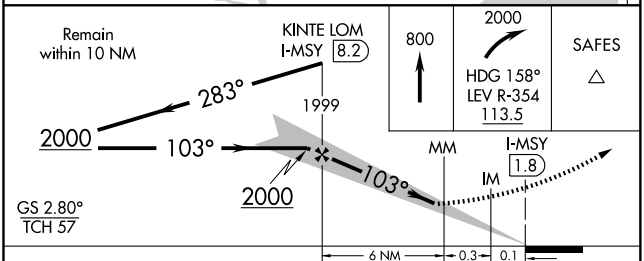
NOTE: †2300 with ATC approval.
NOTE: *2000 with ATC approval.

ELEV 4 D



LDIN Rwy 1
TDZ/CL Rwy 10
HIRL All Runways

FAF to MAP 6.4 NM					
Knots	60	90	120	150	180
Min:Sec	6:24	4:16	3:12	2:34	2:08



CATEGORY	A	B	C	D
S-ILS 10	204/18	200 (200- ½)		
S-LOC 10	360/24	356 (400- ½)		360/40 356 (400- ¾)
CIRCLING	520-1	516 (600-1)	520-1½ 516 (600-1½)	580-2 576 (600-2)

SC-4, 08 APR 2010 to 06 MAY 2010

NEW ORLEANS, LOUISIANA

LOC/DME I-HOX	APP CRS	Rwy Idg	9800
109.9	283°	TDZE	3
Chan 36		Apt Elev	4

NEW ORLEANS/
LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

ILS or LOC RWY 28

ASR

DME or RADAR required. Autopilot coupled approach NA below 620 MSL.

MALSR

MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct RQR VOR/DME and hold.

ATIS	NEW ORLEANS APP CON	NEW ORLEANS TOWER	GND CON	CLNC DEL
127.55	123.85 256.9	119.5 254.3	121.9 273.525	127.2

MISSED APCH FIX
RESERVE
110.8 RQR
Chan 45
093°
R-273
273°

MSA HRV 25 NM
2100

10 NM

LOM
KINTE
338 MS

LOCALIZER 109.9
I-HOX
Chan 36

R-331

(IF)
HELMT INT
I-HOX 10.3
RADAR

ZUTAT
I-HOX 4.3
RADAR

1500
283°
(6)
103°

*3000 to HELMT
331° (6.2)

IAF
HARVEY
114.1 HRV
Chan 88

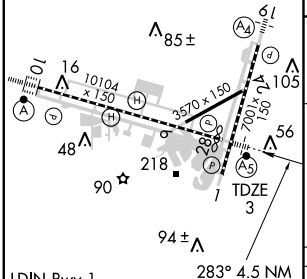
ALTERNATE
MISSED APCH FIX
(ADF required)
103°
283°
KINTE LOM
338 MS

*2100 when authorized by ATC.

RADAR REQUIRED

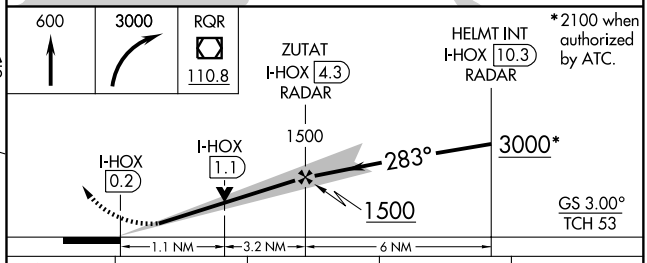
ELEV 4

D



LDIN Rwy 1
TDZ/CL Rwy 10
HIRL All Runways

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30



CATEGORY	A	B	C	D
S-ILS 28	203/24 200 (200-½)			
S-LOC 28	440/24 437 (500-½)		440/40 437 (500-¾)	440/50 437 (500-1)
CIRCLING	520-1 516 (600-1)		520-1½ 516 (600-1½)	580-2 576 (600-2)

SC-4, 08 APR 2010 to 06 MAY 2010

LOC I-MSY	APP CRS	Rwy Idg	10104
109.9	103°	TDZE	4
Chan 36		Apt Elev	4

ILS RWY 10 (CAT II)

NEW ORLEANS/ LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

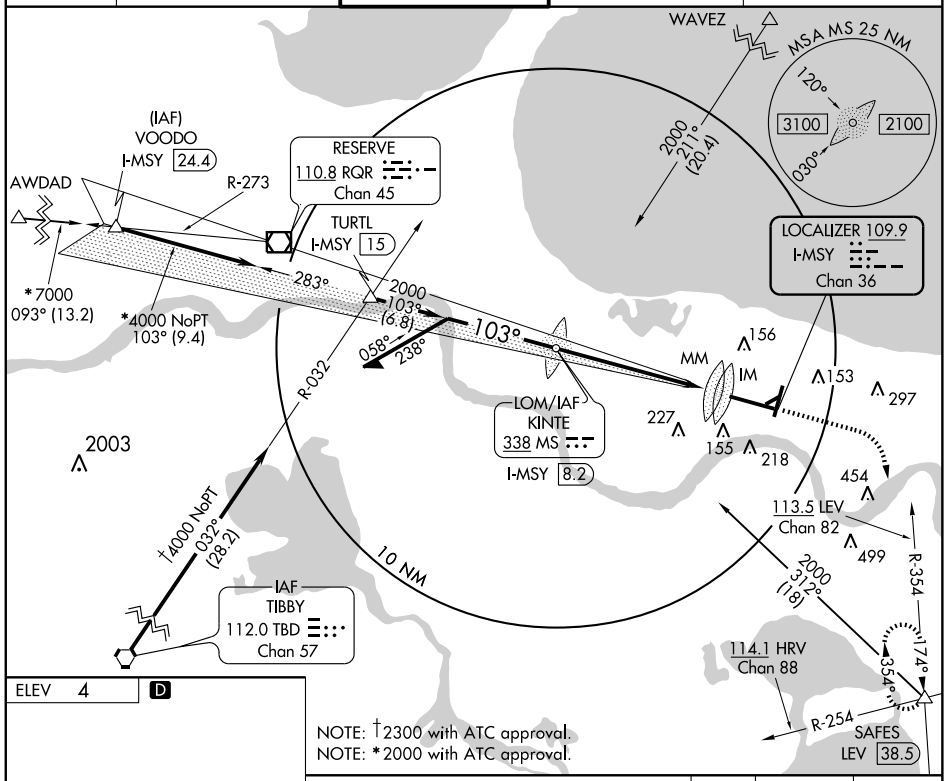
ASR

#49 MSL pole located 793 feet right of Rwy 10 centerline.

ALSF2

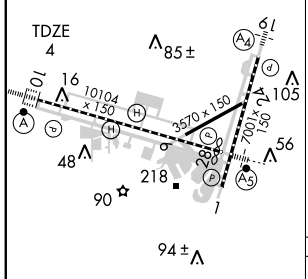
MISSED APPROACH: Climb to 800, then climbing right turn to 2000 via heading 158° and LEV R-354 to SAFES Int/LEV 38.5 DME and hold. #

ATIS	NEW ORLEANS APP CON	NEW ORLEANS TOWER	GND CON	CLNC DEL
127.55	123.85 256.9	119.5 254.3	121.9 273.525	127.2

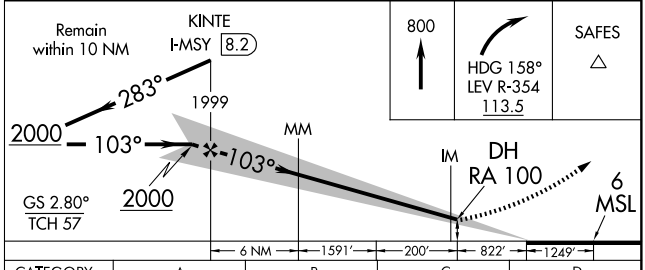


NOTE: †2300 with ATC approval.
NOTE: *2000 with ATC approval.

ELEV 4 D



LDIN Rwy 1
TDZ/CL Rwy 10
HIRL All Runways



CATEGORY	A	B	C	D
S-ILS 10	RA 100/12 100 DA 104			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-4, 08 APR 2010 to 06 MAY 2010

LOC I-MSY	APP CRS	Rwy Idg 10104
109.9	103°	TDZE 4
Chan 36		Apt Elev 4

ILS RWY 10 (CAT III)

NEW ORLEANS/ LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

ASR #49 MSL pole located 793 feet right of Rwy 10 centerline.

ALSF2

MISSED APPROACH: Climb to 800, then climbing right turn to 2000 via heading 158° and LEV R-354 to SAFES Int/LEV 38.5 DME and hold.#

ATIS	NEW ORLEANS APP CON	NEW ORLEANS TOWER	GND CON	CLNC DEL
127.55	123.85 256.9	119.5 254.3	121.9 273.525	127.2

WAVEZ

MSA MS 25 NM

120° 3100 2100 030°

2000 211° (20.4)

(IAF) VOODO I-MSY 24.4

AWDAD

R-273

RESERVE 110.8 RQR Chan 45

TURTL I-MSY 15

*7000 093° (13.2)

*4000 NoPT 103° (9.4)

283°

2000 103° (6.8)

058° 238°

103°

LOCALIZER 109.9 I-MSY Chan 36

156 MM IM 153 297

LOM/IAF KINTE 338 MS I-MSY 8.2

227 155 218

454

113.5 LEV Chan 82

499

R-354

2003

R-032

†4000 NoPT 032° (28.2)

10 NM

2000 312° (18)

IAF TIBBY 112.0 TBD Chan 57

114.1 HRV Chan 88

174°

354°

R-254

SAFES LEV 38.5

NOTE: †2300 with ATC approval.

NOTE: *2000 with ATC approval.

ELEV 4 D

TDZE 4

85±

16 10104 x 150

10

105

3570 x 150

7001 x 150

48 56

218

90

94±

Remain within 10 NM

KINTE I-MSY 8.2

1999

283°

2000 103°

GS 2.80° TCH 57

2000

MM 190

IM 106

6 MSL

800

HDG 158° LEV R-354 113.5

SAFES

6 NM 1762′ 851′ 1249′

CATEGORY	A	B	C	D
S-ILS 10	CAT IIIa RVR 07			
S-ILS 10	CAT IIIb RVR 06			
S-ILS 10	CAT IIIc NA			

LDIN Rwy 1

TDZ/CL Rwy 10

HIRL All Runways

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-4, 08 APR 2010 to 06 MAY 2010

LOC I-ONW 111.7 Chan 54	APP CRS 193°	Rwy Idg 7001 TDZE 0 Apt Elev 4

LOC RWY 19

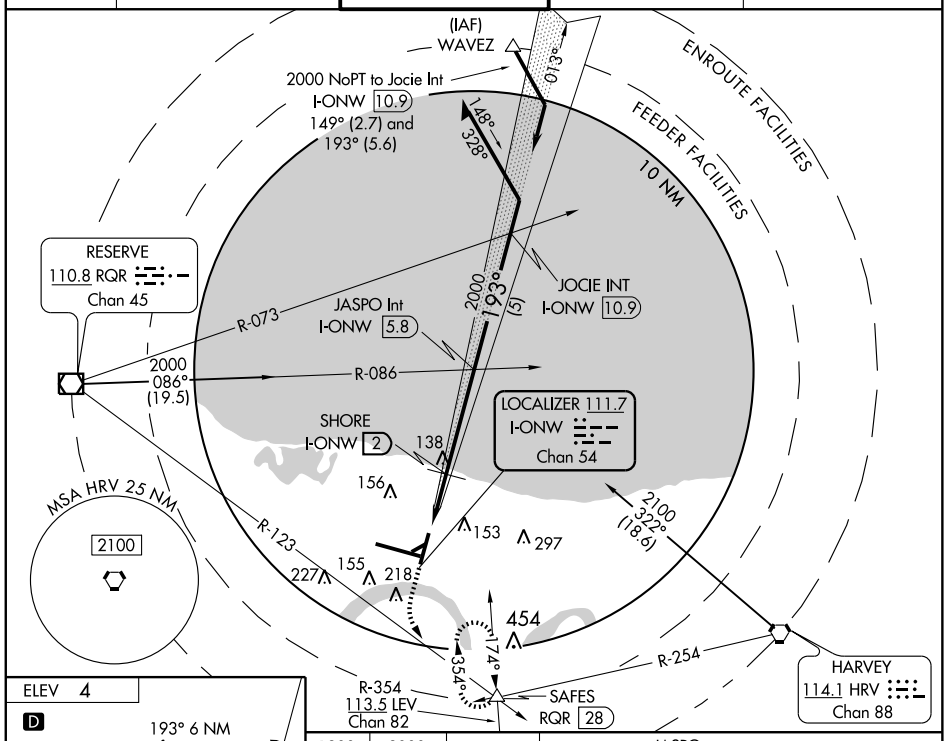
NEW ORLEANS/ LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

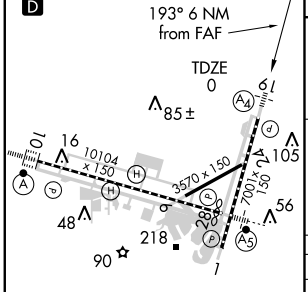
ASR — Inoperative table does not apply to S-LOC 19 (without SHORE fix) Cat C.

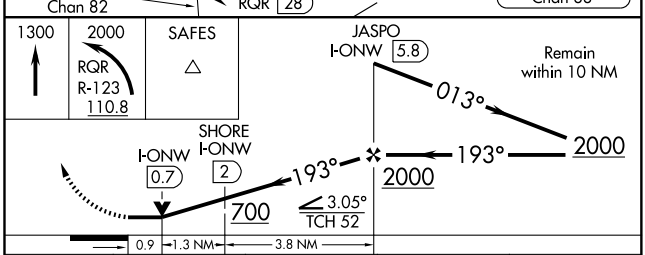
MALS

MISSED APPROACH: Climb to 1300, then climbing left turn to 2000 via RQR R-123 to SAFES Int and hold.

ATIS	NEW ORLEANS APP CON	NEW ORLEANS TOWER	GND CON	CLNC DEL
127.55	123.85 256.9	119.5 254.3	121.9 273.525	127.2







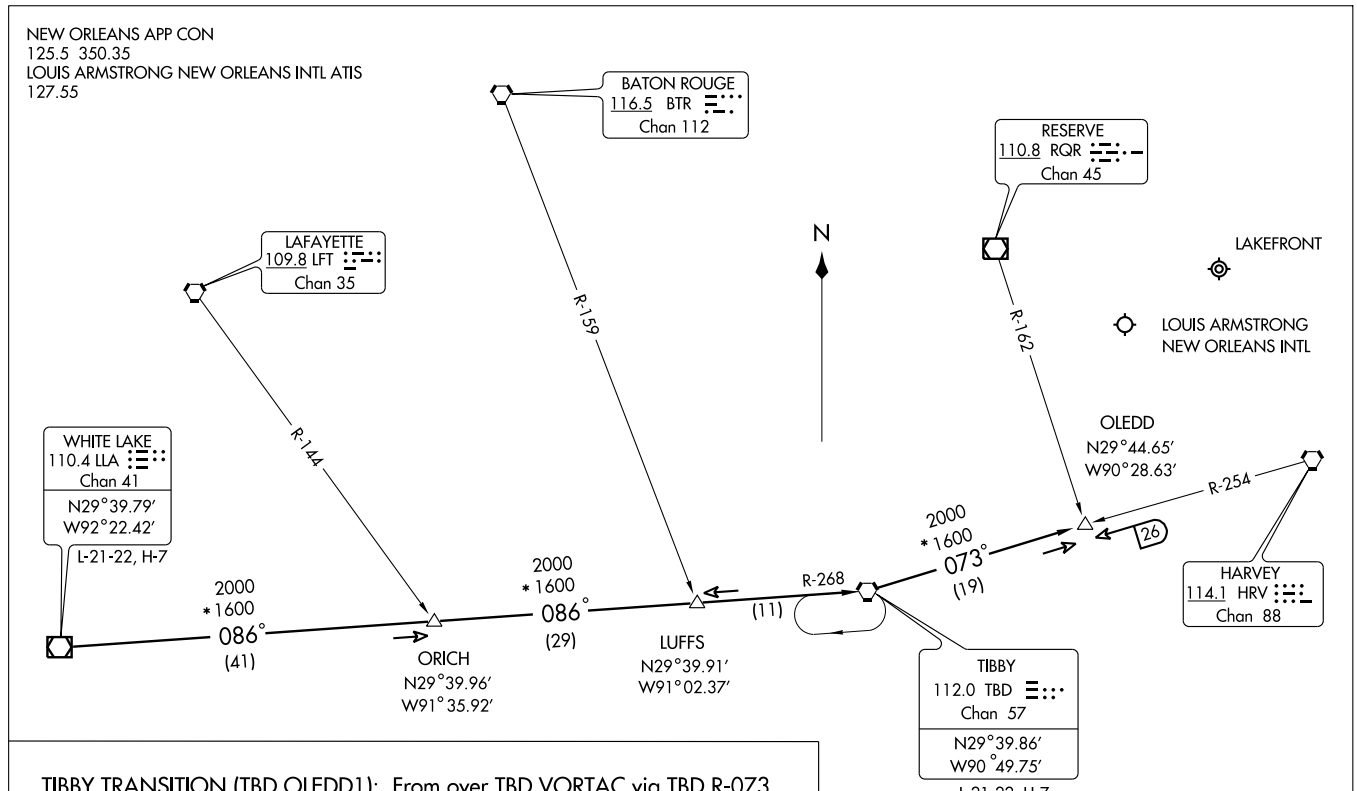
LDIN Rwy 1
TDZ/CL Rwy 10
HIRL All Runways

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

CATEGORY	A	B	C	D
S-LOC 19	700/40 700 (700-¾)		700-2 700 (700-2)	700-2¼ 700 (700-2¼)
CIRCLING	700-1 696 (700-1)		700-2 696 (700-2)	700-2¼ 696 (700-2¼)
SHORE FIX MINIMUMS				
S-LOC 19	340/40 340 (400-¾)			340/50 340 (400-1)
CIRCLING	520-1 516 (600-1)		520-1½ 516 (600-1½)	580-2 576 (600-2)

SC-4, 08 APR 2010 to 06 MAY 2010



TIBBY TRANSITION (TBD.OLEDD1): From over TBD VORTAC via TBD R-073 to OLEDD INT. Thence. . . .

WHITE LAKE TRANSITION (LLA.OLEDD1): From over LLA VORTAC via LLA R-086 to TBD VORTAC, then via TBD R-073 to OLEDD INT. Thence. . . .

. . . . Expect radar vectors to final approach course.

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Expect clearance to cross at 11,000′

NOTE: Chart not to scale.

APP CRS	Rwy Idg	7001
013°	TDZE	3
	Apt Elev	4

RNAV (GPS) RWY 1

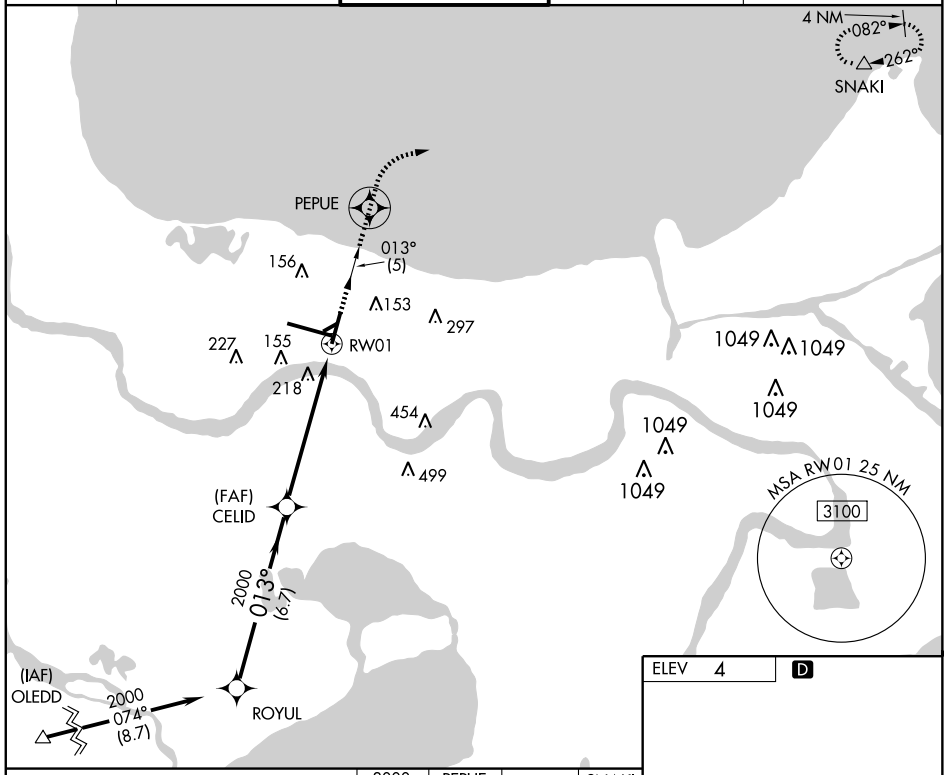
NEW ORLEANS/ LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

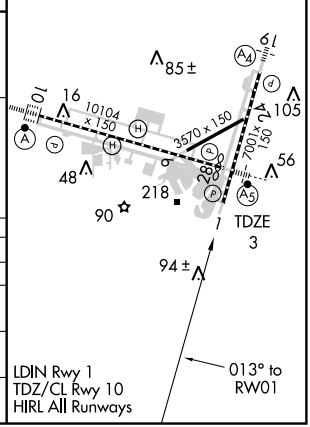
T NA ASR

GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. BARO/VNAV NA below -15°C (5°F).

MISSED APPROACH: Climb to 3000 via 013° course to PEPUE then right turn direct SNAKI and hold.

ATIS	NEW ORLEANS APP CON	NEW ORLEANS TOWER	GND CON	CLNC DEL
127.55	123.85 256.9	119.5 254.3	121.9 273.525	127.2





CATEGORY	A	B	C	D
GLS/PA DA	NA			
LNAV/ VNAV DA	480-1¾ 477 (500-1¾)			
LNAV MDA	480/50 477 (500-1)		480/60 477 (500-1¼)	480-1½ 477 (500-1½)
CIRCLING	520-1¾ 516 (600-1¾)			580-2 576 (600-2)

SC-4, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	10104
103°	TDZE	4
	Apt Elev	4

RNAV (GPS) RWY 10

NEW ORLEANS/ LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

ASR

DME/DME RNP-0.3 NA. BARO-VNAV NA below -15°C (5°F).
For inoperative ALSF increase LNAV Cat D visibility to RVR 6000.

ALSF-2

MISSED APPROACH: Climb to 2000 via 103° course to KENLE then right turn direct SAFES and hold.

ATIS	NEW ORLEANS APP CON	NEW ORLEANS TOWER	GND CON	CLNC DEL
127.55	123.85 256.9	119.5 254.3	121.9 273.525	127.2

CATEGORY	A	B	C	D
GLS/PA DA	NA			
LNAV/ VNAV DA	402/40 398 (400-¾)			
LNAV MDA	380/24 376 (400-½)			380/50 376 (400-1)
CIRCLING	520-1 516 (600-1)		520-1½ 516 (600-1½)	580-2 576 (600-2)

LDIN Rwy 1
TDZ/CL Rwy 10
HIRL All Runways

SC-4, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg 7001
CH 40007	194°	TDZE 0
W19A		Apt Elev 4

RNAV (GPS) RWY 19

NEW ORLEANS/LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

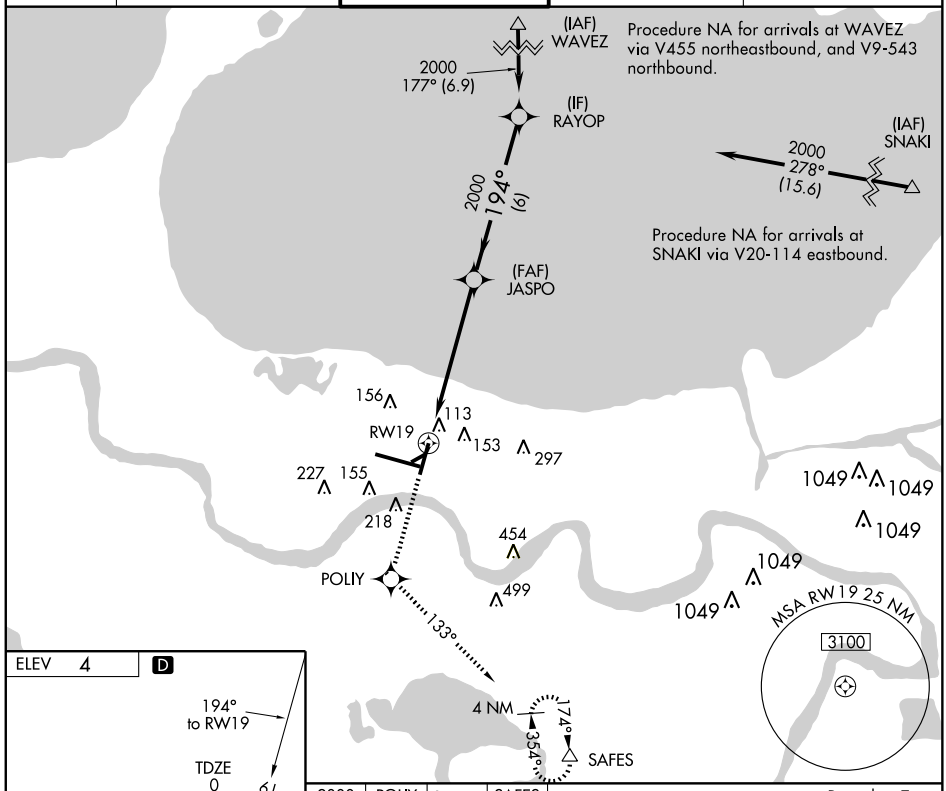
ASR

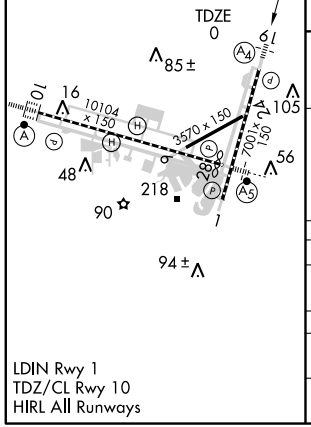
DME/DME RNP-0.3 NA. BARO-VNAV NA below -15°C (5°F). Inoperative table does not apply to LPV, LNAV/VNAV.

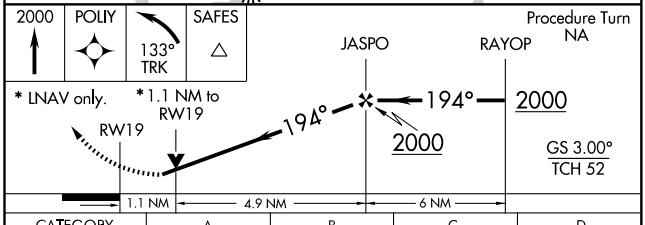
MALS

MISSED APPROACH: Climb to 2000 direct POLIY and left turn via 133° track to SAFES and hold.

ATIS	NEW ORLEANS APP CON	NEW ORLEANS TOWER	GND CON	CLNC DEL
127.55	123.85 256.9	119.5 254.3	121.9 273.525	127.2







CATEGORY	A	B	C	D
LPV DA	310/40	310 (400-¾)		310/50 310 (400-1)
LNAV/VNAV DA	420-1½	420 (500-1½)		
LNAV	400/40	400 (400-¾)		400/60 400 (400-1¼)
CIRCLING	520-1½	516 (600-1½)		580-2 576 (600-2)

SC-4, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy ldg	9800
CH 49006	284°	TDZE	3
W28A		Apt Elev	4

RNAV (GPS) RWY 28

NEW ORLEANS/ LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

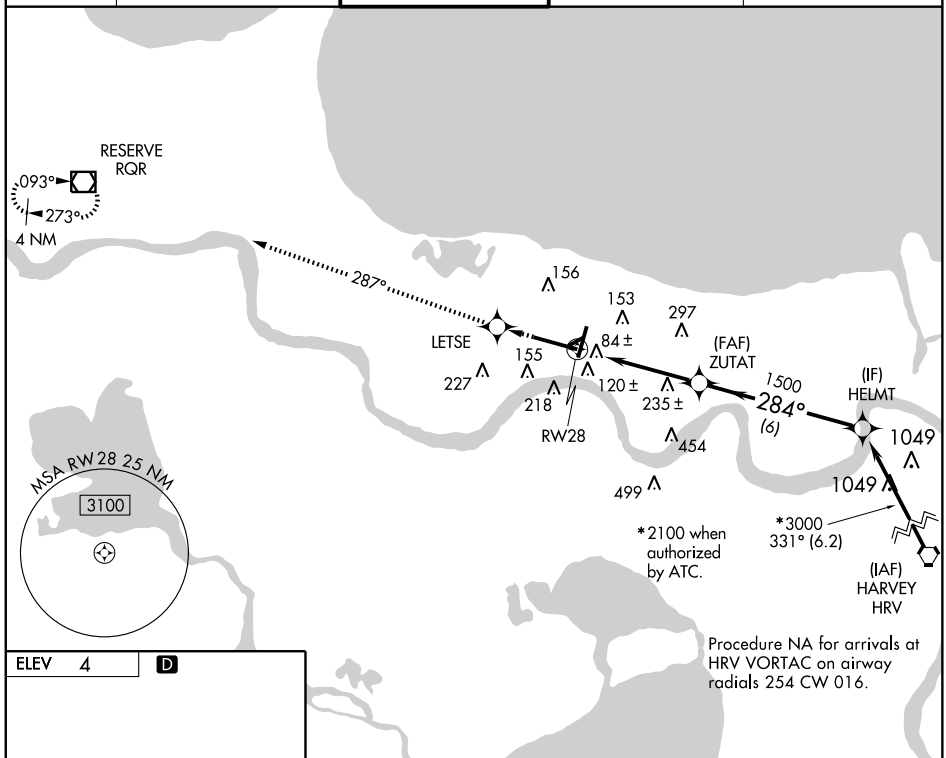
ASR

For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

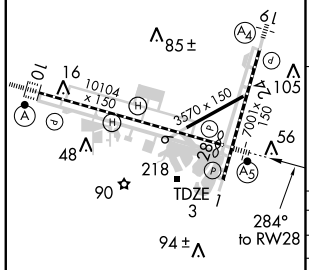
MALSR

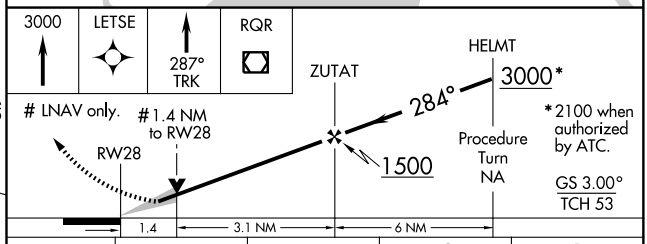
MISSED APPROACH: Climb to 3000 direct LETSE and via 287° track to RQR VOR/DME and hold.

ATIS	NEW ORLEANS APP CON	NEW ORLEANS TOWER	GND CON	CLNC DEL
127.55	123.85 256.9	119.5 254.3	121.9 273.525	127.2



ELEV 4 D





CATEGORY	A	B	C	D
LPV DA	329/24 326 (400-½)			
LNAV/ VNAV DA	438/50 435 (500-1)			
LNAV MDA	500/24 497 (500-½)		500/40 497 (500-¾)	500/50 497 (500-1)
CIRCLING	520-1 516 (600-1)		520-1½ 516 (600-1½)	580-2 576 (600-2)

LDIN Rwy 1
TDZ/CL Rwy 10
HIRL All Runways

SC-4, 08 APR 2010 to 06 MAY 2010

RYTHM THREE ARRIVAL

ST-609 (FAA)

NEW ORLEANS, LOUISIANA

NEW ORLEANS APP CON
133.15 290.3
125.5 350.35
LOUIS ARMSTRONG NEW ORLEANS INTL ATIS
127.55

MERIDIAN
117.0 MEI
Chan 117
N32°22.71′ -W88°48.26′
L-18, H-6

NATCHEZ
110.0 HEZ
Chan 37
N31°37.09′ -W91°17.98′
L-22, H-6

McCOMB
116.7 MCB
Chan 114
N31°18.27′ -W90°15.49′
L-21-22, H-6

EATON
110.6 LBY
Chan 43
N31°25.12′
W89°20.26′
L-22

PICAYUNE
112.2 PCU
Chan 59

RESERVE
110.8 RQR
Chan 45

LOCALIZER 111.7
I-ONW
Chan 54

FL180
215°
(55)

BLEUZ
N31°40.14′
W89°29.35′

*5000
*1900
125°
(70)

*1800
*2000
173°
(25)

(60)

115

5000
*1900
216°
(69)

ZYDCO
N30°53.26′
W90°13.65′

(12)
*1800
*2000
173°

37

FOILS
N30°41.26′
W90°12.77′

(9)

46

R-302
R-282
R-262
R-253

RYTHM
N30°32.41′ -W90°12.13′

(4)

50

TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
250K IAS Expect clearance
to cross at 11,000′.

OYSTY
N30°28.25′
W90°11.82′

(10)
173°

60

WAVEZ
N30°18.68′
W90°11.13′

R-055

RWY 19

LAKEFRONT

LOUIS ARMSTRONG
NEW ORLEANS INTL

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-4, 08 APR 2010 to 06 MAY 2010

ARRIVAL DESCRIPTION

EATON TRANSITION (LBY.RYTHM3): From over LBY VORTAC via LBY R-216 to RYTHM INT. Thence. . . .
McCOMB TRANSITION (MCB.RYTHM3): From over MCB VORTAC via MCB R-173 to RYTHM INT. Thence. . . .
MERIDIAN TRANSITION (MEI.RYTHM3): From over MEI VORTAC via MEI R-215 to ZYDCO INT then via MCB R-173 to RYTHM INT. Thence. . . .
NATCHEZ TRANSITION (HEZ.RYTHM3): From over HEZ VOR/DME via HEZ R-125 to ZYDCO INT then via MCB R-173 to RYTHM INT. Thence. . . .
. . . . From over RYTHM INT via MCB R-173 to WAVEZ INT. Thence. . . .

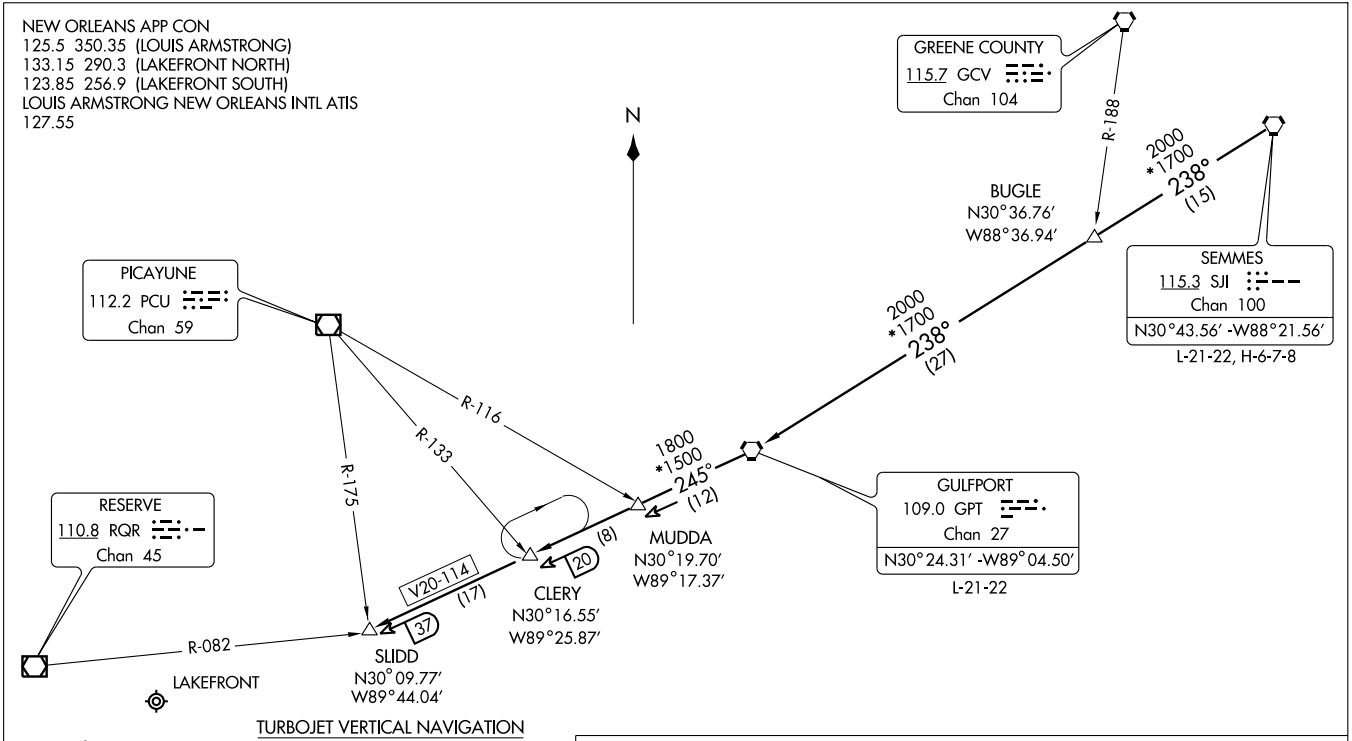
LANDING LOUIS ARMSTRONG RWY 19: Intercept I-ONW localizer course and expect clearance for LOC Rwy approach.
LANDING OTHER: Expect vectors to final approach course.

SC-4, 08 APR 2010 to 06 MAY 2010

SLIDD TWO ARRIVAL

NEW ORLEANS, LOUISIANA

NEW ORLEANS APP CON
125.5 350.35 (LOUIS ARMSTRONG)
133.15 290.3 (LAKEFRONT NORTH)
123.85 256.9 (LAKEFRONT SOUTH)
LOUIS ARMSTRONG NEW ORLEANS INTL ATIS
127.55



TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION

Expect clearance to cross at 11,000′

GULFPORT TRANSITION (GPT.SLIDD2): From over GPT VOR/DME via GPT R-245 to SLIDD INT. Thence. . . .

SEMMES TRANSITION (SJI.SLIDD2): From over SJI VORTAC via SJI R-238 to GPT VOR/DME, then via GPT R-245 to SLIDD INT. Thence. . . . . Expect vectors to final approach course.

NOTE: Chart not to scale.

VOR/DME RQR	APP CRS	Rwy Idg	10104
110.8	107°	TDZE	4
Chan 45		Apt Elev	4

VOR/DME RWY 10

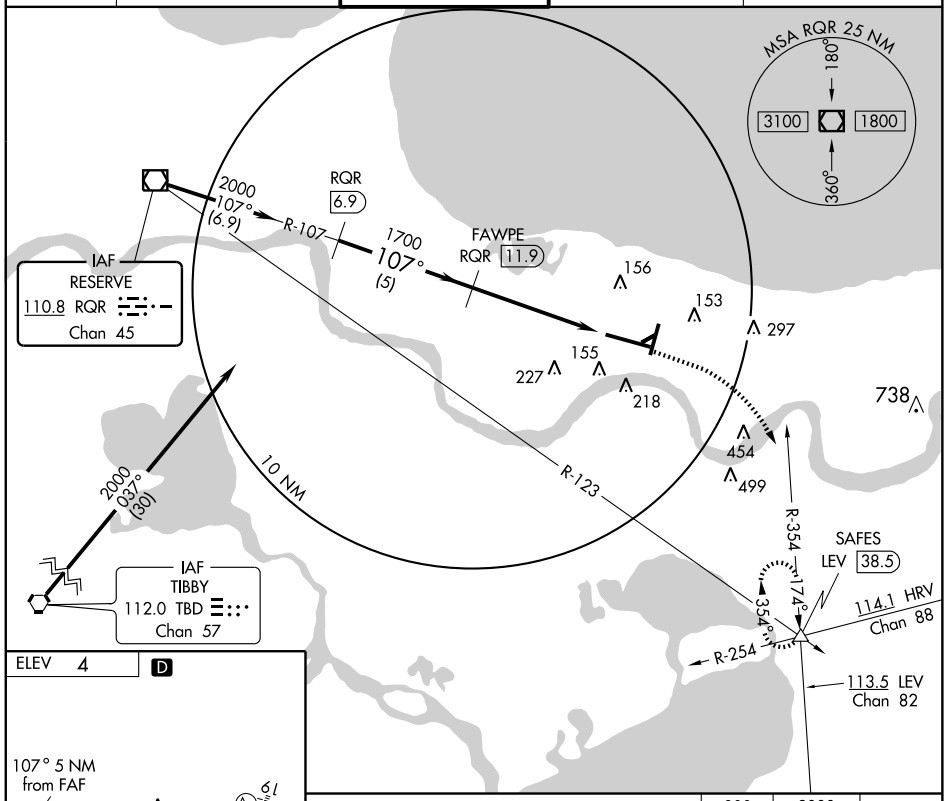
NEW ORLEANS/LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

ASR

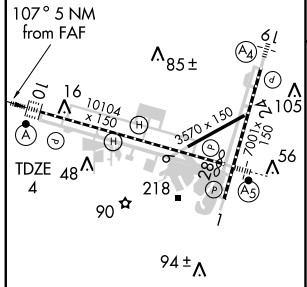
ALSF-2

MISSED APPROACH: Climb to 800, then climbing right turn to 2000 via heading 130° and LEV VORTAC R-354 to SAFES INT/LEV 38.5 DME and hold.

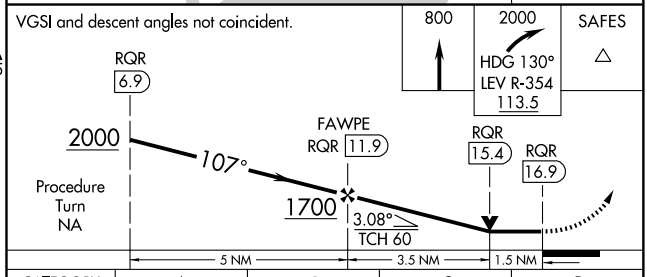
ATIS	NEW ORLEANS APP CON	NEW ORLEANS TOWER	GND CON	CLNC DEL
127.55	123.85 256.9	119.5 254.3	121.9 273.525	127.2



ELEV 4 D

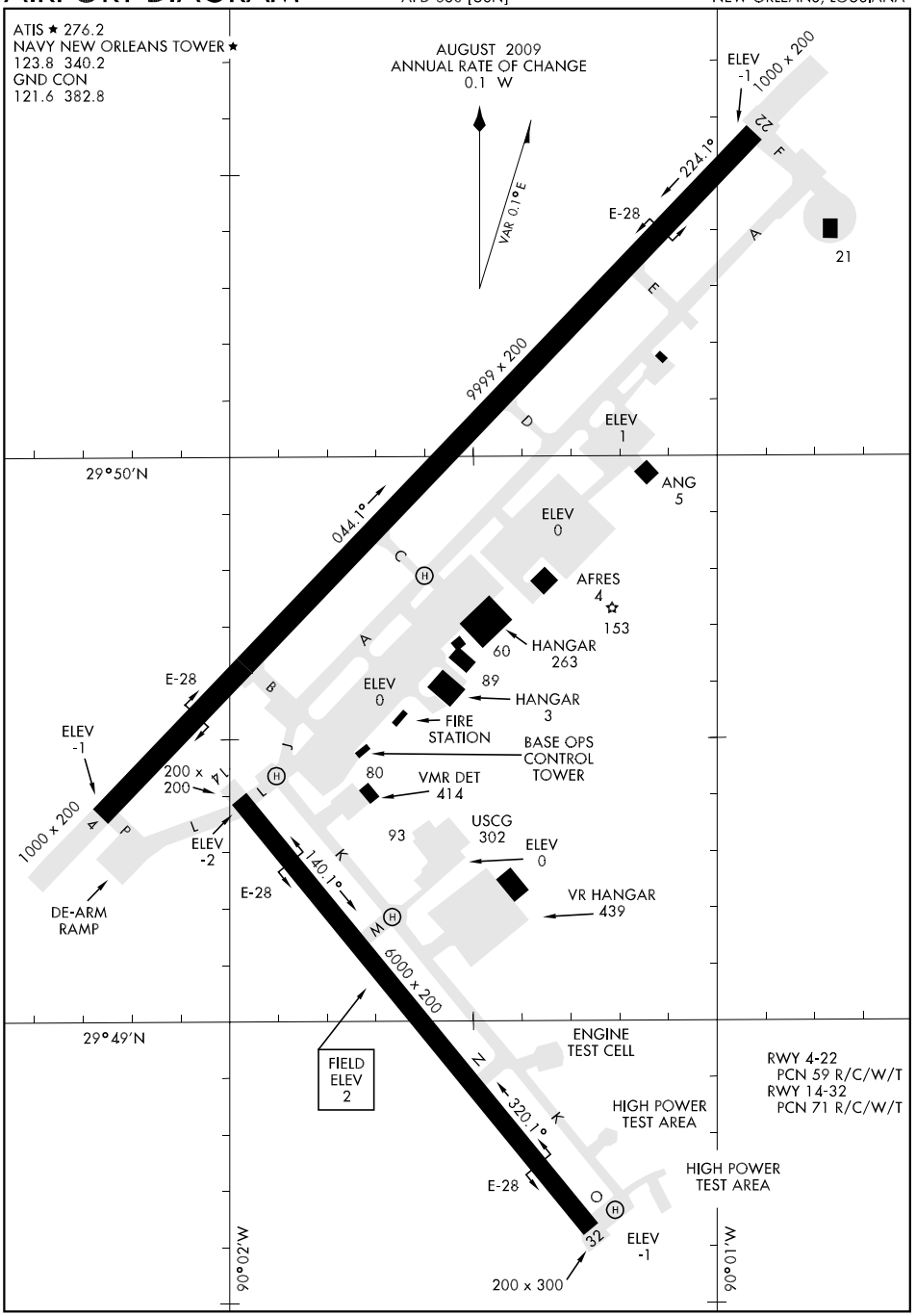


LDIN Rwy 1
TDZ/CL Rwy 10
HIRL All Runways



CATEGORY	A	B	C	D
S-10	520/24 516 (600-½)		520/50 516 (600-1)	520/60 516 (600-1¼)
CIRCLING	520-1 516 (600-1)		520-1½ 516 (600-1½)	580-2 576 (600-2)

SC-4, 08 APR 2010 to 06 MAY 2010


ATIS ★ 276.2
NAVY NEW ORLEANS TOWER ★
123.8 340.2
GND CON
121.6 382.8
AUGUST 2009
ANNUAL RATE OF CHANGE
0.1 W
VAR 0.1°E
ELEV -1
1000 x 200
22
224.1°
E-28
21
9999 x 6666
ELEV 1
ANG 5
29°50'N
044.1°
ELEV 0
AFRES 4
153
HANGAR 263
60
89
ELEV 0
HANGAR 3
FIRE STATION
BASE OPS CONTROL TOWER
VMR DET 414
80
93
USCG 302
ELEV 0
VR HANGAR 439
ELEV -1
1000 x 200
200 x 200
14
ELEV -2
DE-ARM RAMP
140.1°
6000 x 200
32
320.1°
FIELD ELEV 2
29°49'N
ENGINE TEST CELL
HIGH POWER TEST AREA
HIGH POWER TEST AREA
RWY 4-22
PCN 59 R/C/W/T
RWY 14-32
PCN 71 R/C/W/T
200 x 300
90°02'W
90°01'W

HI-TACAN RWY 4

VORTAC HRV	APCH CRS	Rwy Idg 9999
114.1	046°	TDZE -1
Chan 88		Arpt Elev 2

JAL-630 [USN]

NEW ORLEANS NAS JRB (ALVIN CALLENDER FLD) (KNBG)

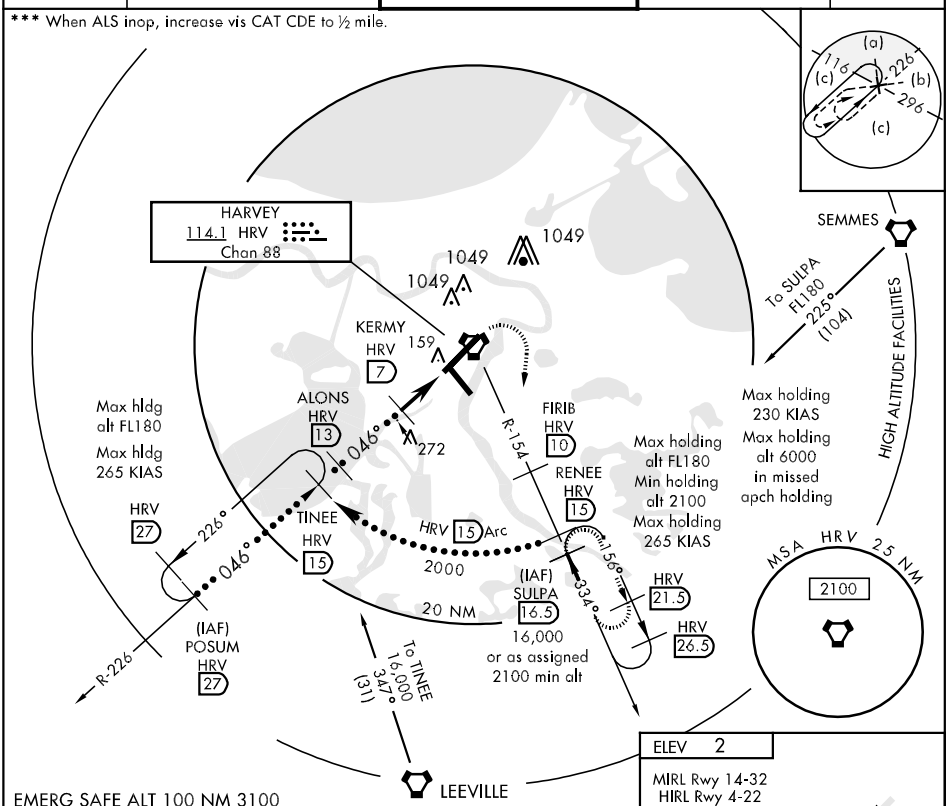
* When ALS inop increase vis CAT CD to 1¼ miles, CAT E to 1½ miles.
** Night circling Rwy 32 NA, CAT E circling not authorized NW of Rwy 4-22.

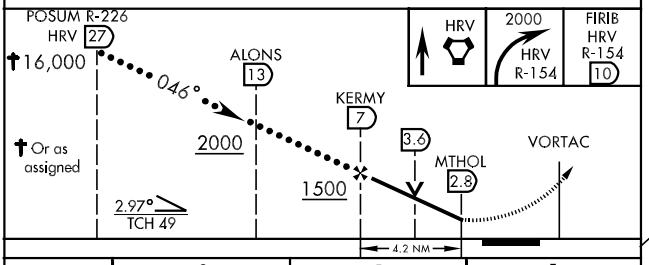
ALSF-1

MISSED APPROACH: Climb direct HRV VORTAC, then climbing right turn to 2000, intercept R-154 to FIRIB, then climb to 2100 to SULPA and hold.

ATIS ★	NEW ORLEANS APP CON	NAVY NEW ORLEANS TOWER ★	GND CON	ASR/PAR
276.2	123.85 256.9	123.8 340.2	121.6 382.8	

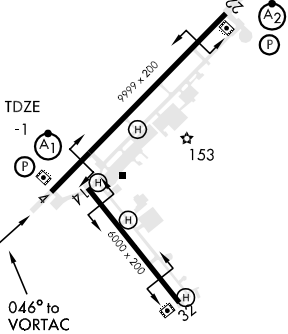
*** When ALS inop, increase vis CAT CDE to ½ mile.





ELEV 2

MIRL Rwy 14-32
HIRL Rwy 4-22



CATEGORY	C	D	E
S-4 *	420- ¾ 421	(500- ¾)	420-1 421 (500-1)
CIRCLING **	500-1½ 498 (500-1½)	560-2 558 (600-2)	640-2¼ 638 (700-2¼)
S-PAR-4 ***	99- ¼	100 (100- ¼)	GS 3.0°

HI-TACAN RWY 22

VORTAC HRV	APCH CRS	Rwy ldg	9999
114.1	236°	TDZE	-1
Chan 88		Arpt Elev	2

JAL-630 [USN]

NEW ORLEANS NAS JRB (ALVIN CALLENDER FLD) (KNBG)

* When ALS inop, increase vis CAT C to 1¼ miles, CAT D to 1½ miles, CAT E to 1¾ miles.
** Night circling Rwy 32 NA. CAT E circling not authorized NW of Rwy 4-22.

SALSF

MISSED APPROACH: Climb to 2000 via R-226 to TINEE and hold.

ATIS ★	NEW ORLEANS APP CON	NAVY NEW ORLEANS TOWER ★	GND CON	ASR/PAR
276.2	123.85 256.9	123.8 340.2	121.6 382.8	

HARVEY
114.1 HRV
Chan 88

(IF) JAINN HRV 10

ZEPOP HRV 15

R-056

OLEZO HRV 15

To SULPA FL180 225° (104)

SEMMES

HIGH ALTITUDE FACILITIES

1049

311

236°

MULFE HRV 4

R-080

R-090

2000

2100

ZABIR HRV 15

195

R-154

15 Arc

HRV

Max holding 230 KIAS

226°

046°

HRV 20

TINEE HRV 15

RENEE HRV 15

Max holding alt FL180

Max holding 265 KIAS

(IAF) SULPA HRV 16.5

334°

154°

HRV 26.5

16,000 Or as assigned 2100 min alt

20 NM

R-226

MSA HRV 25 NM

2100

EMERG SAFE ALT 100 NM 3100

ELEV 2

236° from VORTAC

TDZE -1

9999 x 200

6000 x 200

153

MIRL Rwy 14-32
HIRL Rwy 4-22

2000 HRV R-226	TINEE HRV R-226 15

VORTAC HRV .5

MULFE 4

JAINN 10

ZEPOP HRV R-056 15

236°

2000

1500

2000

2.88°

TCH 44

4 NM

CATEGORY	C	D	E
S-22 *	460-1 461 (500-1)	460-1¼ 461 (500-1¼)	460-1½ 461 (500-1½)
CIRCLING**	500-1½ 498 (500-1½)	560-2 558 (600-2)	640-2¼ 638 (700-2¼)

ILS or LOC/DME RWY 4

NEW ORLEANS NAS JRB
(ALVIN CALLENDER FLD) (KNBG)

LOC I-NBG	APCH CRS	Rwy ldg 9999 TDZE -1 Arpt Elev 2
109.5	044°	AL-630 [USN]

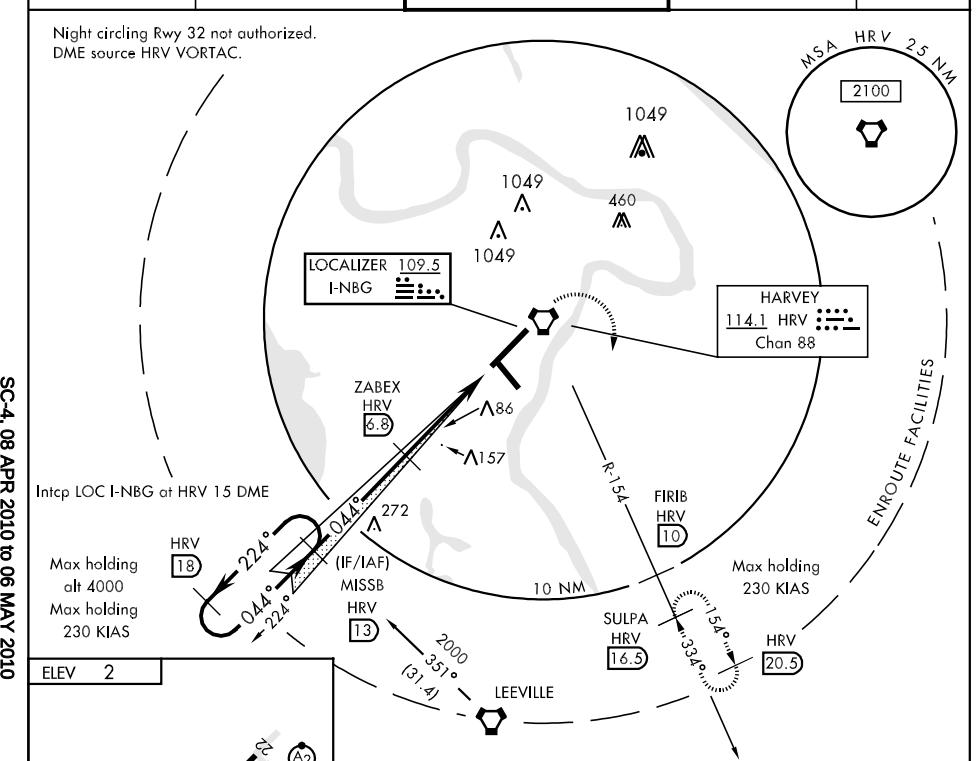
* When ALS inop, increase vis CAT ABCDE to ¾ mile.
** When ALS inop, increase vis CAT ABCD to 1 mile, CAT E to 1¼ miles.
*** CAT E circling not authorized NW of Rwy 4-22.

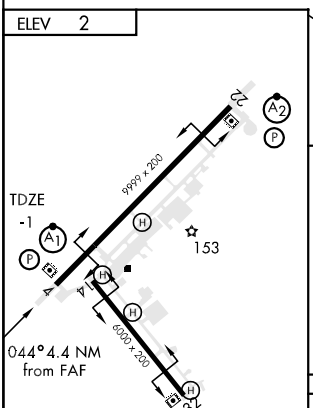
ALSF-1

MISSED APPROACH: Climb direct HRV VORTAC, then climbing right turn to 2000, intercept R-154 to FIRIB, then climb to 2100 to SULPA and hold.

ATIS ★	NEW ORLEANS APP CON	NAVY NEW ORLEANS TOWER ★	GND CON	ASR/PAR
276.2	123.85 256.9	123.8 340.2	121.6 382.8	

Night circling Rwy 32 not authorized.
DME source HRV VORTAC.

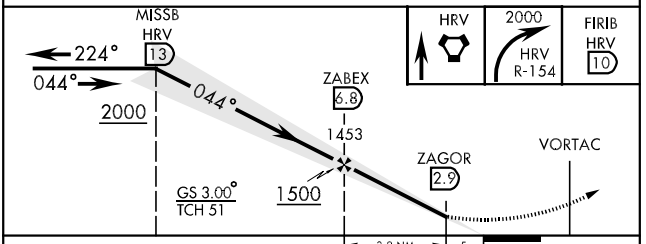




MIRL Rwy 14-32
HIRL Rwy 4-22

FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	2:03	1:38	1:18

EMERG SAFE ALT 100 NM 3100



CATEGORY	A	B	C	D	E
S-ILS 4 *	199-½		200 (200-½)		
S-LOC 4 **	340-½	341 (400-½)			340-¾ 341 (400-¾)
CIRCLING ***	480-1	478 (500-1)	500-1½ 498 (500-1½)	560-2 558 (600-2)	640-2¼ 638 (700-2¼)

29°50'N-90°02'W

RNAV (GPS) RWY 4

NEW ORLEANS NAS JRB
(ALVIN CALLENDER FLD) (KNBG)

APCH CRS	Rwy Idg	9999
044°	TDZE	-1
	Arpt Elev	2

AL-630 [USN]

* When ALS inop, increase vis CAT ABCD to 1 mile.
** When ALS inop, increase vis CAT ABCD to 1¼ miles.
*** Night circling Rwy 32 not authorized.

ALSF-1

MISSED APPROACH: Climb to 500, then climbing right turn to 2000 direct FIRIB, then climb to 2100 via track 156° to SULPA and hold.

ATIS ★	NEW ORLEANS APP CON	NAVY NEW ORLEANS TOWER ★	GND CON	ASR/PAR
276.2	123.85 256.9	123.8 340.2	121.6 382.8	

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (108°F).

DME/DME RNP-0.3 NA.

1049

RW4

ZABEX

FIRIB

SULPA

4 NM

156°

336°

Max holding
230 KIAS

(IAF)
OLEDD

NoPT
2000
100°
(15.8)

OLEDD IAF: Procedure NA
for westbound
V198-552 arrivals at OLEDD.

1500
044°
(6.1)
272

224°

4 NM

044°

(IF/IAF)
MISSB

Max holding
alt 6000
Max holding
230 KIAS

NoPT
2000
346°
(10.6)

MSA RW4 25 NM
2100

GOING IAF: Procedure NA
for southbound
V9-543 arrivals at GOING.

(IAF)
GOING

EMERG SAFE ALT 100 NM 3100

500 | 2000 | FIRIB

MISSB

ZABEX

2000
224°
044°
2000

044°

RW22

GS 3.04°
TCH 51

1500

4.5 NM

ELEV 2

TDZE
-1

22

9999 x 200

153

044° to
RW4
89

9000 x 200

32

MIRL Rwy 14-32
HIRL Rwy 4-22

CATEGORY	A	B	C	D
LNAV MDA*	340-½		341	(400-½)
LNAV/VNAV DA **	340-¾		341	(400-¾)
CIRCLING ***	480-1¼	478 (500-1¼)	498 (500-1½)	558 (600-2)

29°50'N-90°02'W

RNAV (GPS) RWY 22

NEW ORLEANS NAS JRB
(ALVIN CALLENDER FLD) (KNBG)

WAAS	APCH CRS	Rwy Idg 9999
Chan 60141	224°	TDZE -1
W22A		Arpt Elev 2

AL-630 [USN]

* When ALS inop, increase vis CAT AB to ¾ mile.
** When ALS inop, increase vis CAT ABCD to 1¼ miles.
*** When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles.

SALS (A2)

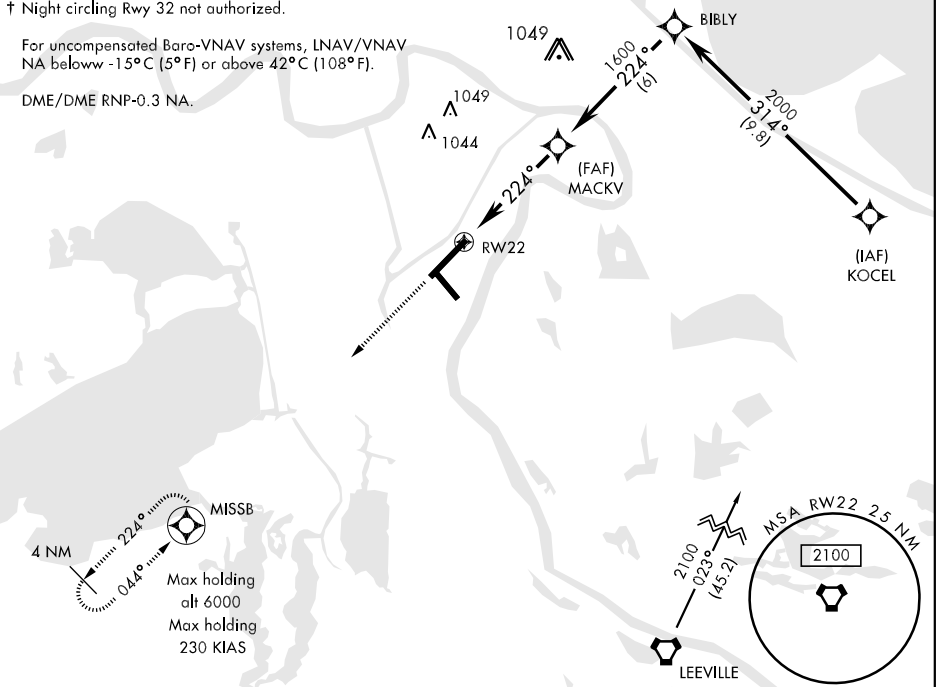
MISSED APPROACH: Climb to 2000 direct MISSB and hold.

ATIS ★	NEW ORLEANS APP CON	NAVY NEW ORLEANS TOWER ★	GND CON	ASR/PAR
276.2	123.85 256.9	123.8 340.2	121.6 382.8	

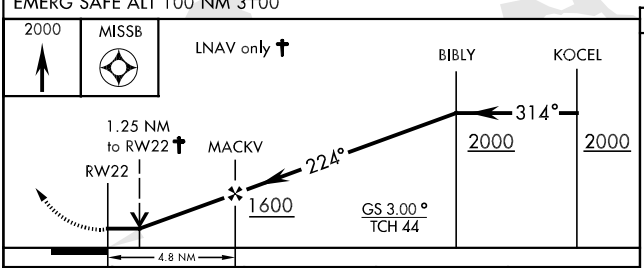
† Night circling Rwy 32 not authorized.

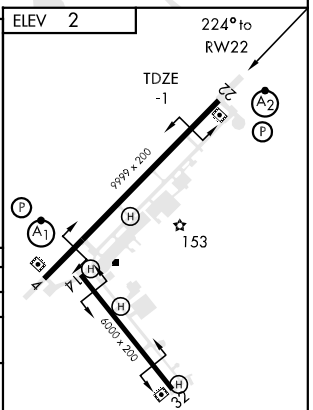
For uncompensated Baro-VNAV systems, LNAV/VNAV NA beloww -15°C (5°F) or above 42°C (108°F).

DME/DME RNP-0.3 NA.



EMERG SAFE ALT 100 NM 3100





CATEGORY	A	B	C	D
LPV DA *	199- ½ 200 (200-½)		199-¾ 200	(200-¾)
LNAV/ VNA DA **	340-1		341	(400-1)
*** LNAV MDA	440- ¾ 441 (500-¾)		440-1 441 (500-1)	440-1¼ 441 (500-1¼)
CIRCLING †	480-1¼ 478 (500-1¼)		500-1½ 498 (500-1½)	560-2 558 (600-2)

SC-4, 08 APR 2010 to 06 MAY 2010

VOR/DME or TACAN RWY 4

NEW ORLEANS NAS JRB
(ALVIN CALLENDER FLD) (KNBG)

VORTAC HRV	APCH CRS	Rwy ldg 9999
114.1	046°	TDZE -1
Chan 88		Arpt Elev 2

AL-630 [USN]

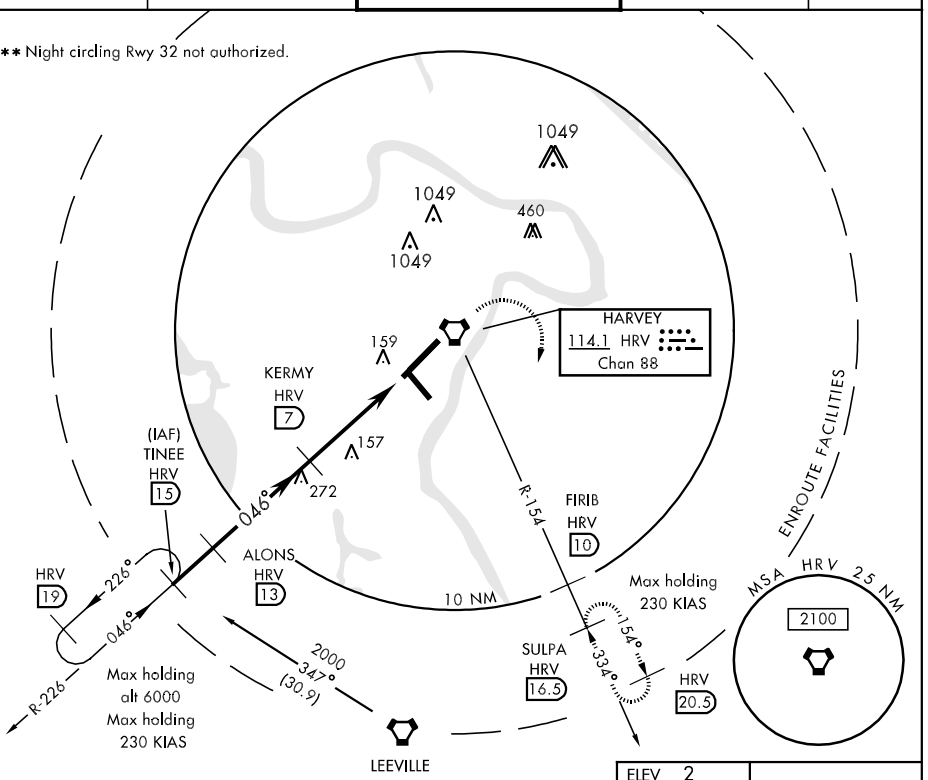
▼ * When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ miles.
** When ALS inop, increase vis CAT ABCD to ½ mile.

ALSF-1

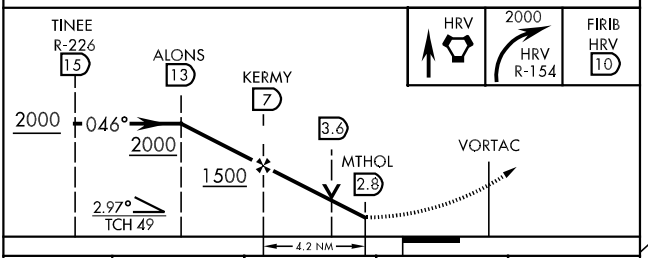
MISSED APPROACH: Climb direct HRV VORTAC, then climbing right turn to 2000, intercept R-154 to FIRIB, then climb to 2100 to SULPA and hold.

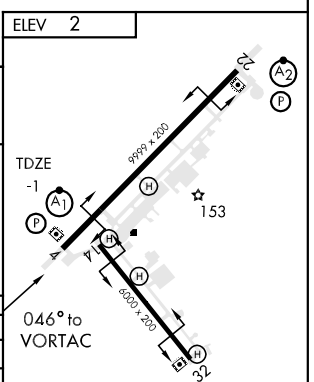
ATIS ★	NEW ORLEANS APP CON	NAVY NEW ORLEANS TOWER ★	GND CON	ASR/PAR
276.2	123.85 256.9	123.8 340.2	121.6 382.8	

*** Night circling Rwy 32 not authorized.



EMERG SAFE ALT 100 NM 3100





CATEGORY	A	B	C	D
S-4 *	420- ½ 421 (500-½)		420-¾ 421 (500-¾)	
CIRCLING ***	480-1 478 (500-1)		500-1½ 498 (500-1½)	560-2 558 (600-2)
S-PAR 4 **	99- ¼ 100 (100-¼) GS 3.0°			

VOR/DME or TACAN RWY 22

NEW ORLEANS NAS JRB
(ALVIN CALLENDER FLD) (KNBG)

VORTAC HRV	APCH CRS	Rwy ldg 9999
114.1	236°	TDZE -1
Chan 88		Arpt Elev 2

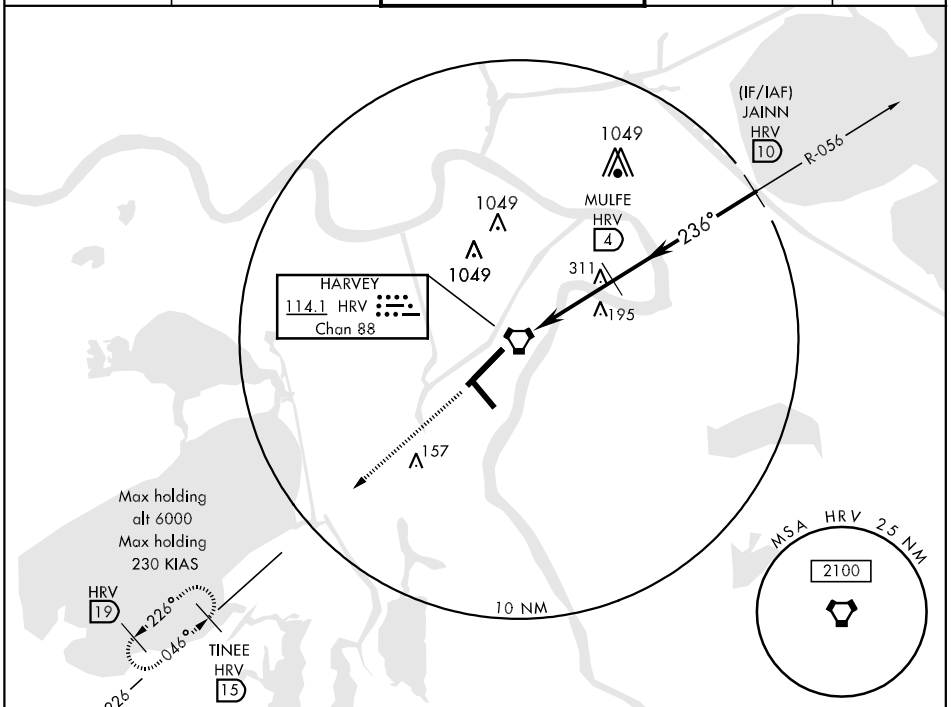
AL-630 [USN]

* When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles.
** Night circling Rwy 32 not authorized.

SALS A2

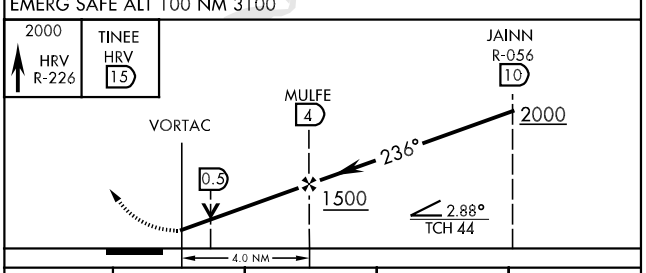
MISSED APPROACH: Climb to 2000 via R-226 to TINEE and hold.

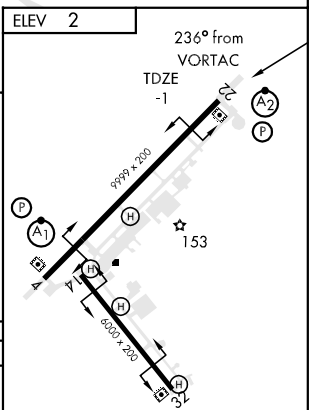
ATIS ★	NEW ORLEANS APP CON	NAVY NEW ORLEANS TOWER ★	GND CON	ASR/PAR
276.2	123.85 256.9	123.8 340.2	121.6 382.8	



RADAR REQUIRED

EMERG SAFE ALT 100 NM 3100





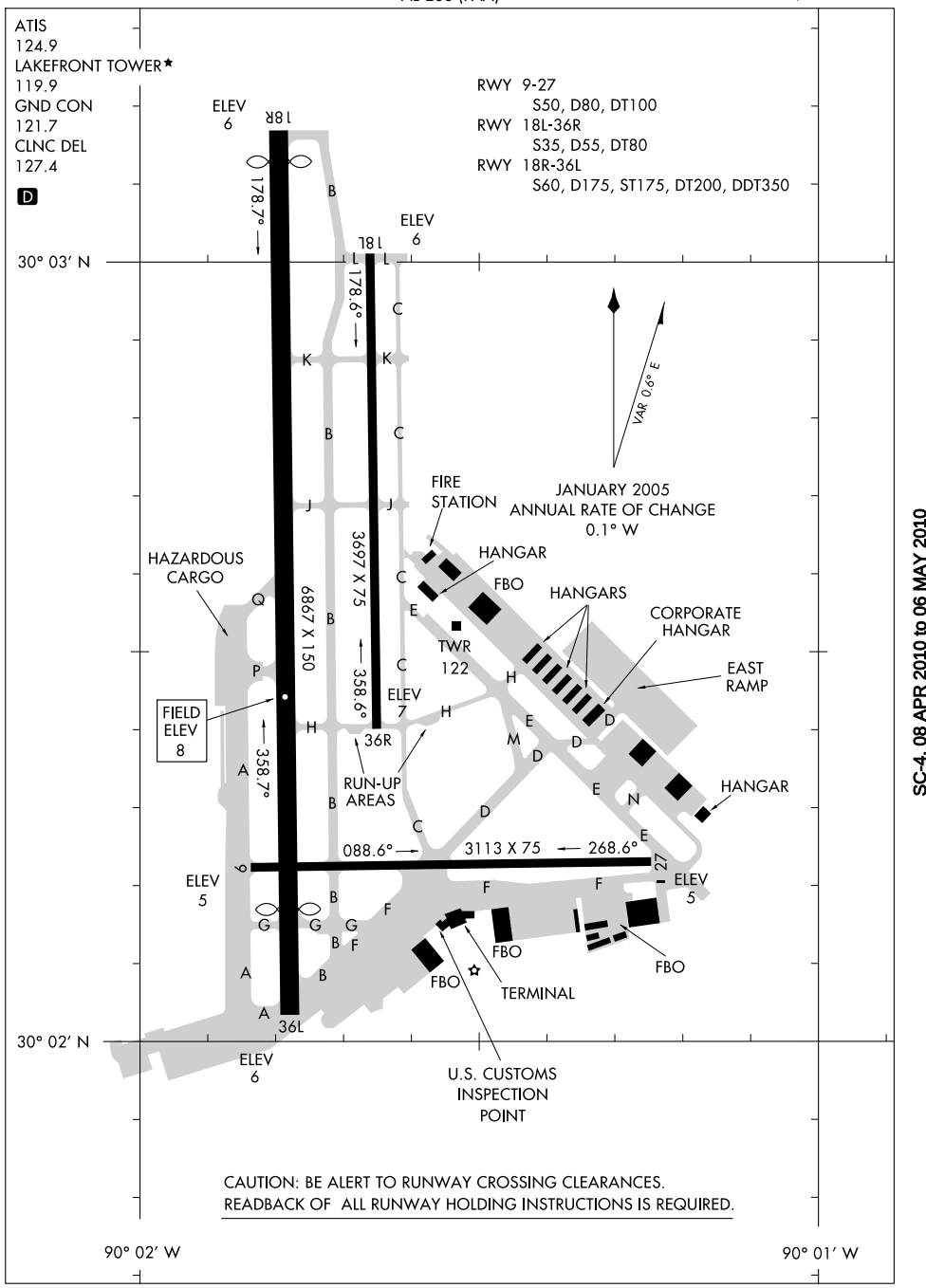
CATEGORY	A	B	C	D
S-22 *	460-¾ 461 (500-¾)		460-1 461 (500-1)	460-1¼ 461 (500-1¼)
CIRCLING **	480-1 478 (500-1)		500-1½ 498 (500-1½)	560-2 558 (600-2)

10042

AIRPORT DIAGRAM

AL-288 (FAA)

NEW ORLEANS/LAKEFRONT (NEW)
NEW ORLEANS, LOUISIANA



SC-4, 08 APR 2010 to 06 MAY 2010

AWDAD SIX ARRIVAL

NEW ORLEANS, LOUISIANA

NEW ORLEANS APP CON
125.5 350.35
LOUIS ARMSTRONG NEW ORLEANS INTL ATIS
127.55

BATON ROUGE TRANSITION (BTR.AWDAD6): From over BTR VORTAC via BTR R-135 to AWDAD INT. Thence. . . .

LAFAYETTE TRANSITION (LFT.AWDAD6): From over LFT VOTRAC via LFT R-092 and RQR R-273 to AWDAD INT. Thence. . . .

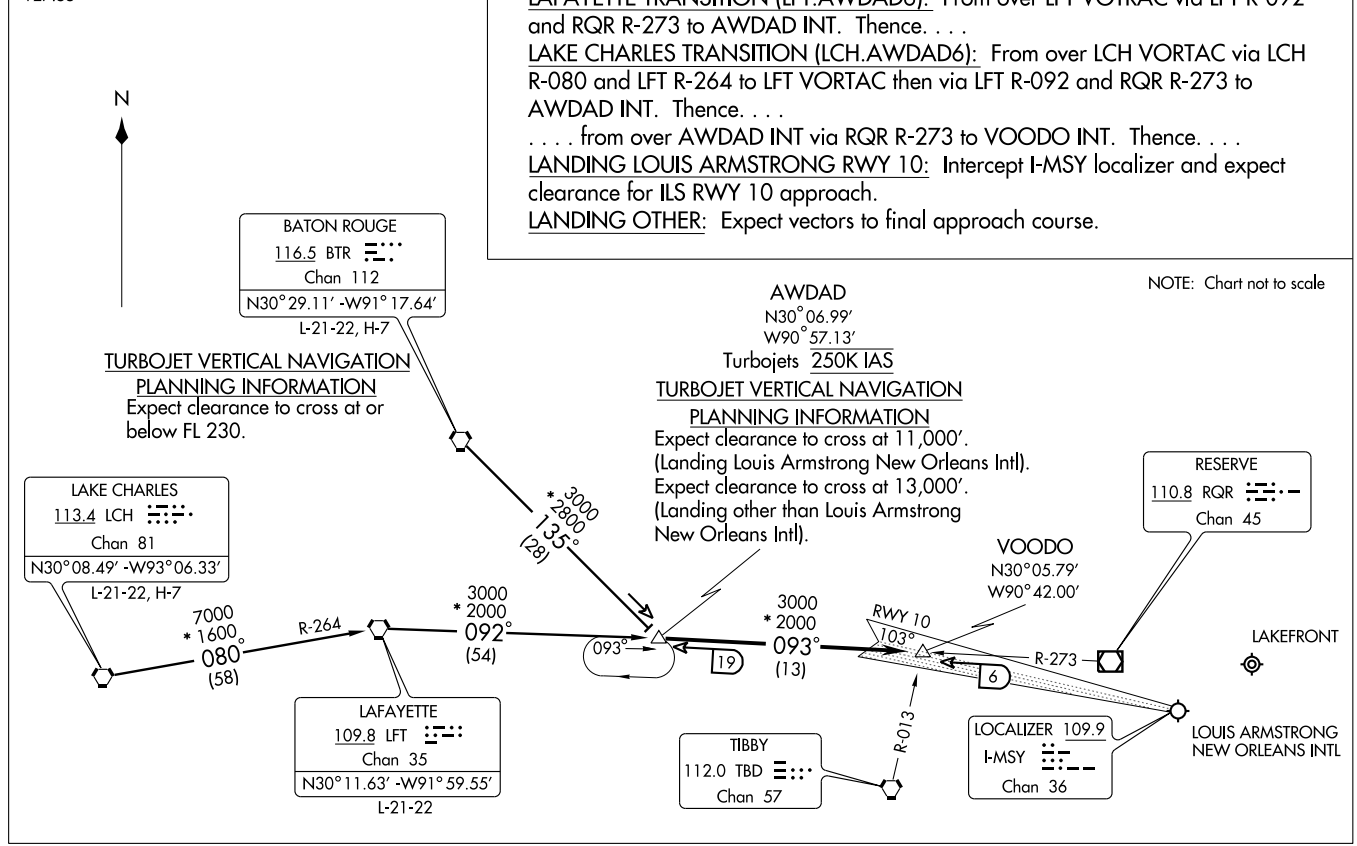
LAKE CHARLES TRANSITION (LCH.AWDAD6): From over LCH VORTAC via LCH R-080 and LFT R-264 to LFT VORTAC then via LFT R-092 and RQR R-273 to AWDAD INT. Thence. . . .

. . . . from over AWDAD INT via RQR R-273 to VOODO INT. Thence. . . .

LANDING LOUIS ARMSTRONG RWY 10: Intercept I-MSY localizer and expect clearance for ILS RWY 10 approach.

LANDING OTHER: Expect vectors to final approach course.

NOTE: Chart not to scale



LOC/DME I-NEW	APP CRS	Rwy Idg	5510
111.3	177°	TDZE	8
Chan 50		Apt Elev	8

ILS or LOC RWY 18R

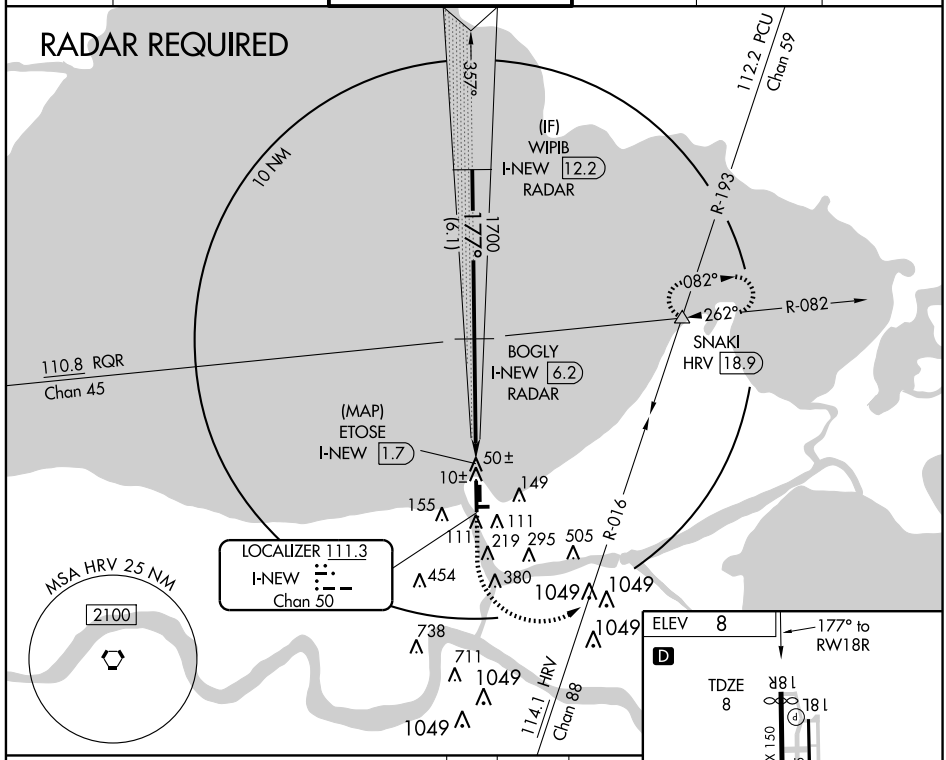
NEW ORLEANS/ LAKEFRONT (NEW)

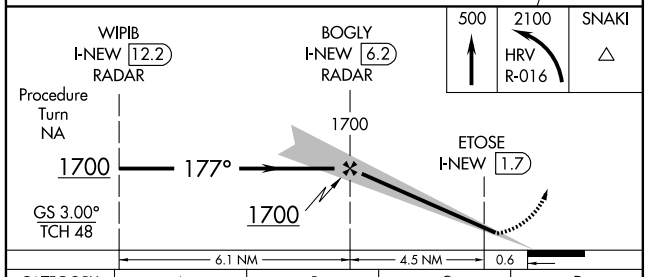
When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase DA 29 feet and all MDAs 40 feet, increase S-ILS 18R visibility all Cats ¼ mile, and circling Cat D visibility ¼ mile. Visibility reduction by helicopters NA. DME or RADAR required.

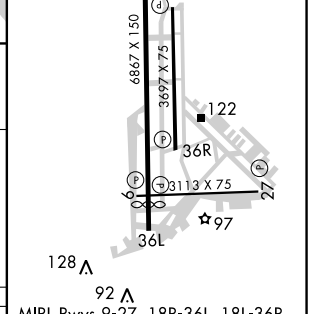
MISSED APPROACH: Climb to 500 then climbing left turn to 2100 via HRV VORTAC R-016 to SNAKI INT and hold.

ATIS	NEW ORLEANS APP CON	LAKEFRONT TOWER ★	GND CON	CLNC DEL	UNICOM
124.9	NORTH 133.15 290.3 SOUTH 123.85 256.9	119.9 (CTAF)	121.7	127.4	122.95

RADAR REQUIRED







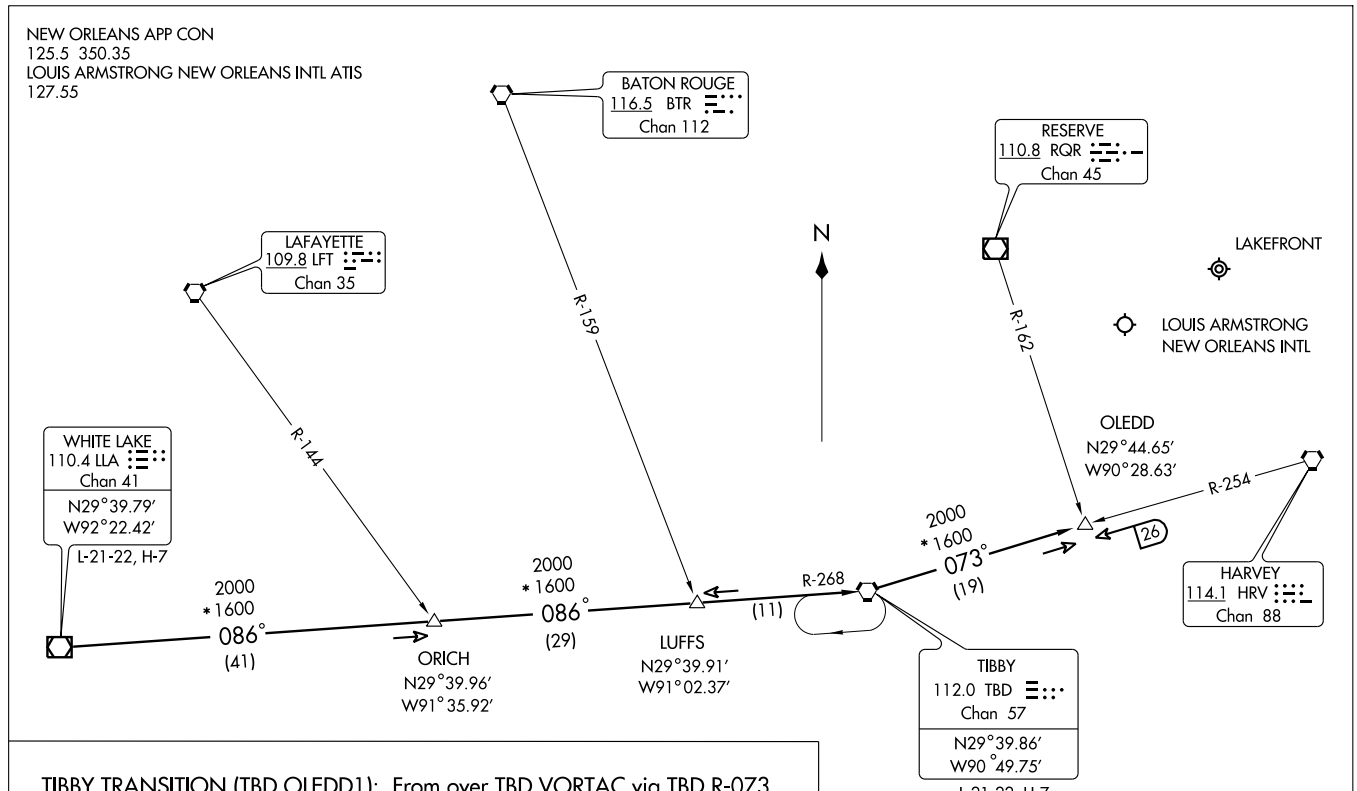
MIRL Rwys 9-27, 18R-36L, 18L-36R
REIL Rwys 9, 18L, 36L and 36R

CATEGORY	A	B	C	D
S-ILS 18R	258-¾ 250 (300-¾)			
S-LOC 18R	300-1 292 (300-1)			
CIRCLING	520-1 512 (600-1)		520-1½ 512 (600-1½)	660-2 652 (700-2)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SC-4, 08 APR 2010 to 06 MAY 2010



TIBBY TRANSITION (TBD.OLEDD1): From over TBD VORTAC via TBD R-073 to OLEDD INT. Thence. . . .

WHITE LAKE TRANSITION (LLA.OLEDD1): From over LLA VORTAC via LLA R-086 to TBD VORTAC, then via TBD R-073 to OLEDD INT. Thence. . . .

. . . . Expect radar vectors to final approach course.

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Expect clearance to cross at 11,000′

NOTE: Chart not to scale.

WAAS CH 61302 W18A	APP CRS 177°	Rwy Idg 5510	TDZE 8	Apt Elev 8

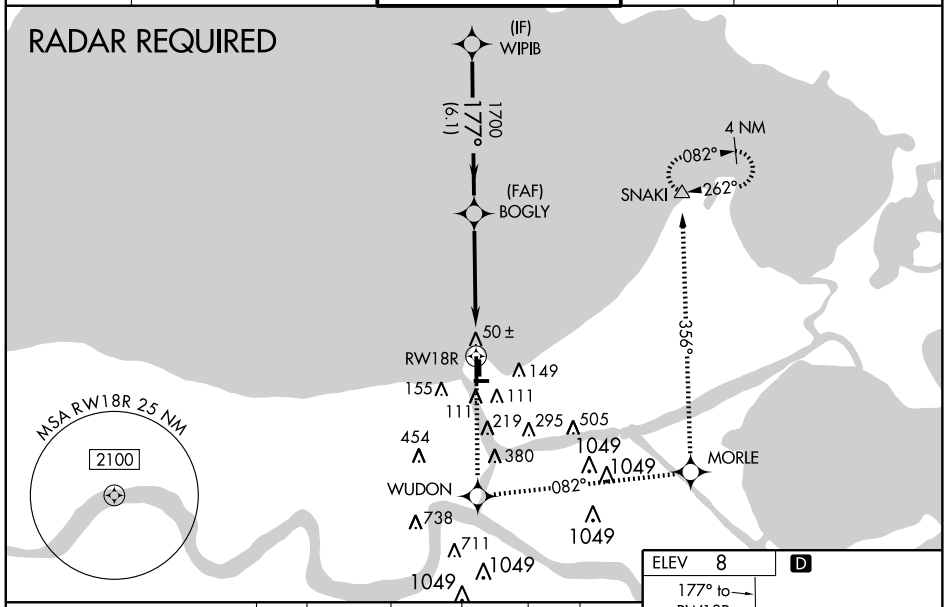
RNAV (GPS) RWY 18R

NEW ORLEANS/ LAKEFRONT (NEW)

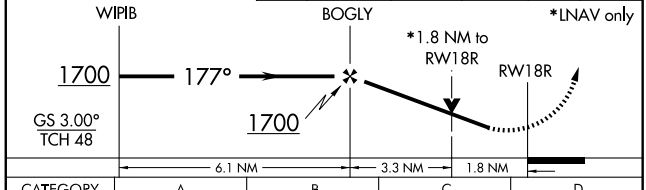
When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DAs 29 feet and all MDAs 40 feet. Increase LNAV/VNAV visibility all Cats ¼ mile. Increase LNAV and circling Cat C/D visibility ¼ mile. Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. VDP NA when using Louis Armstrong New Orleans Intl altimeter setting.

MISSED APPROACH: Climb to 2100 direct WUDON and left turn via 082° track to MORLE and via 356° track to SNAKI and hold.

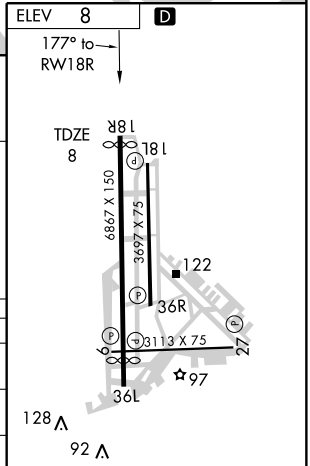
ATIS 124.9	NEW ORLEANS APP CON NORTH 133.15 290.3 SOUTH 123.85 256.9	LAKEFRONT TOWER ★ 119.9 (CTAF)	GND CON 121.7	CLNC DEL 127.4	UNICOM 122.95



2100	WUDON	082° track	MORLE	356° track	SNAKI



CATEGORY	A	B	C	D
LPV DA	332-1¼	324 (400-1¼)		
LNAV/VNAV DA	524-1¾	516 (600-1¾)		
LNAV MDA	640-1	632 (700-1)	640-1¾ 632 (700-1¾)	640-2 632 (700-2)
CIRCLING	640-1	632 (700-1)	640-1¾ 632 (700-1¾)	660-2 652 (700-2)



MIRL Rwys 9-27, 18R-36L and 18L-36R
REIL Rwys 9, 18L, 36L and 36R

SC-4, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5135
CH 86913	357°	TDZE	8
W36A		Apt Elev	8

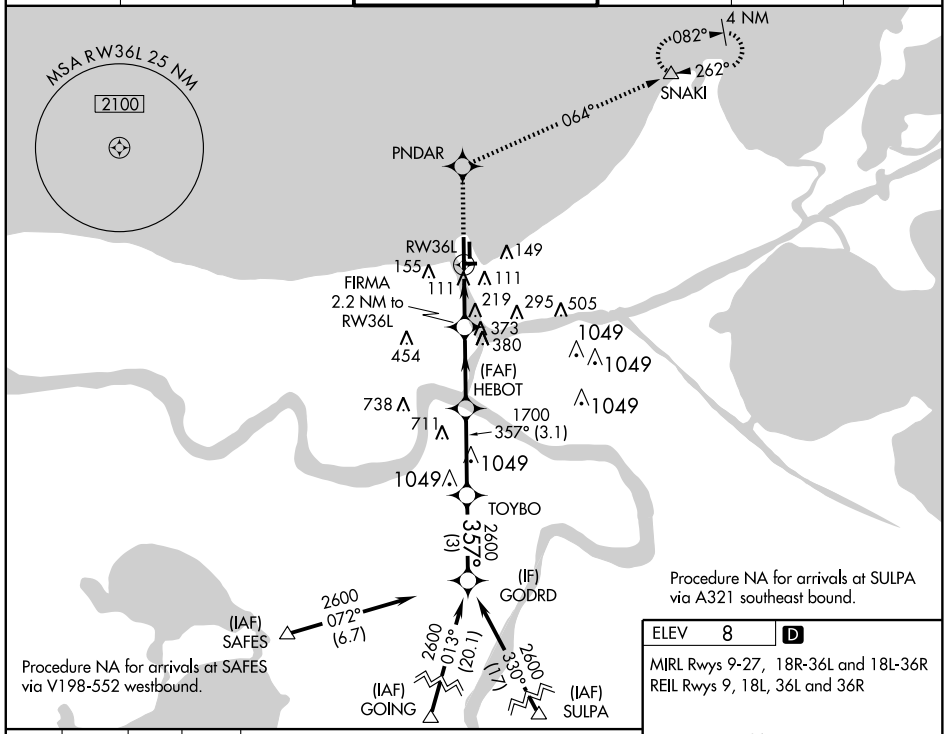
RNAV (GPS) RWY 36L

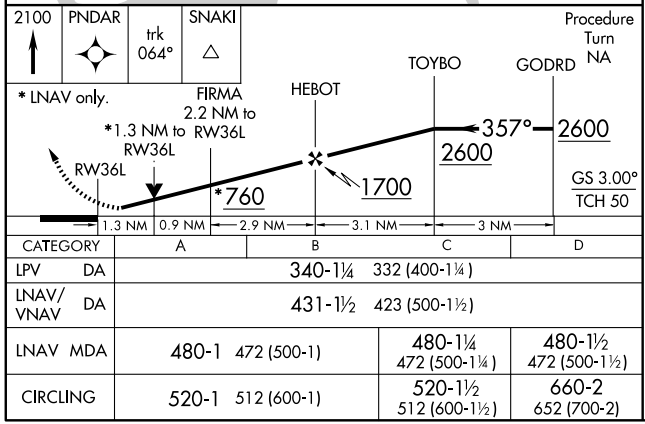
NEW ORLEANS/ LAKEFRONT (NEW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA 29 feet and all MDA 40 feet and increase LNAV Cat C/D and Circling Cat D visibilities ¼ mile. VDP and Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting.

MISSED APPROACH: Climb to 2100 direct PNDAR and via track 064° to SNAKI and hold.

ATIS	NEW ORLEANS APP CON		LAKEFRONT TOWER ★	GND CON	CLNC DEL	UNICOM
124.9	NORTH	133.15 290.3	119.9 (CTAF)	121.7	127.4	122.95
	SOUTH	123.85 256.9				

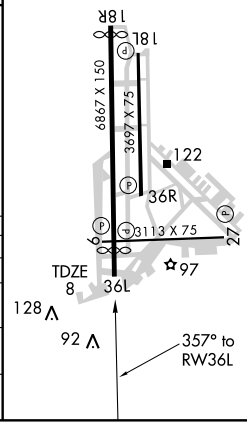




CATEGORY	A	B	C	D
LPV DA	340-1¼ 332 (400-1¼)			
LNAV/VNAV DA	431-1½ 423 (500-1½)			
LNAV MDA	480-1 472 (500-1)		480-1¼ 472 (500-1¼)	480-1½ 472 (500-1½)
CIRCLING	520-1 512 (600-1)		520-1½ 512 (600-1½)	660-2 652 (700-2)

ELEV 8 D

MIRL Rwys 9-27, 18R-36L and 18L-36R
REIL Rwys 9, 18L, 36L and 36R



SC-4, 08 APR 2010 to 06 MAY 2010

RYTHM THREE ARRIVAL

ST-609 (FAA)

NEW ORLEANS, LOUISIANA

NEW ORLEANS APP CON
133.15 290.3
125.5 350.35
LOUIS ARMSTRONG NEW ORLEANS INTL ATIS
127.55

MERIDIAN
117.0 MEI
Chan 117
N32°22.71′ -W88°48.26′
L-18, H-6

NATCHEZ
110.0 HEZ
Chan 37
N31°37.09′ -W91°17.98′
L-22, H-6

McCOMB
116.7 MCB
Chan 114
N31°18.27′ -W90°15.49′
L-21-22, H-6

EATON
110.6 LBY
Chan 43
N31°25.12′
W89°20.26′
L-22

PICAYUNE
112.2 PCU
Chan 59

RESERVE
110.8 RQR
Chan 45

LOCALIZER 111.7
I-ONW
Chan 54

FL180
215°
(55)

BLEUZ
N31°40.14′
W89°29.35′

*5000
*1900
125°
(70)

*1800
*2000
173°
(25)

(60)

115

5000
*1900
216°
(69)

ZYDCO
N30°53.26′
W90°13.65′

(12)
*1800
*2000
173°

37

FOILS
N30°41.26′
W90°12.77′

(9)

46

R-302
R-282
R-262
R-253

RYTHM
N30°32.41′ -W90°12.13′

(4)

50

TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
250K IAS Expect clearance
to cross at 11,000′.

OYSTY
N30°28.25′
W90°11.82′

(10)
173°

60

WAVEZ
N30°18.68′
W90°11.13′

R-055

RWY 19

LAKEFRONT

LOUIS ARMSTRONG
NEW ORLEANS INTL

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-4, 08 APR 2010 to 06 MAY 2010

ARRIVAL DESCRIPTION

EATON TRANSITION (LBY.RYTHM3): From over LBY VORTAC via LBY R-216 to RYTHM INT. Thence. . . .
McCOMB TRANSITION (MCB.RYTHM3): From over MCB VORTAC via MCB R-173 to RYTHM INT. Thence. . . .
MERIDIAN TRANSITION (MEI.RYTHM3): From over MEI VORTAC via MEI R-215 to ZYDCO INT then via MCB R-173 to RYTHM INT. Thence. . . .
NATCHEZ TRANSITION (HEZ.RYTHM3): From over HEZ VOR/DME via HEZ R-125 to ZYDCO INT then via MCB R-173 to RYTHM INT. Thence. . . .
. . . . From over RYTHM INT via MCB R-173 to WAVEZ INT. Thence. . . .

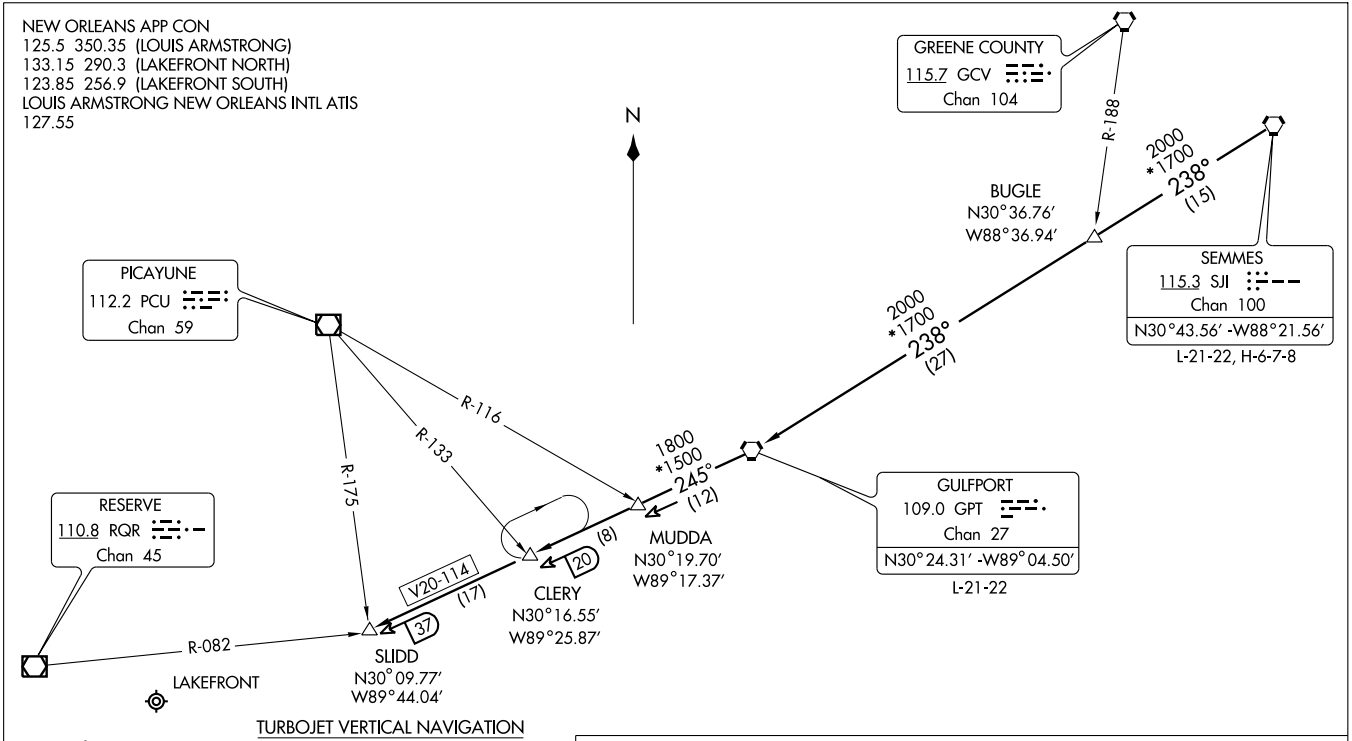
LANDING LOUIS ARMSTRONG RWY 19: Intercept I-ONW localizer course and expect clearance for LOC Rwy approach.
LANDING OTHER: Expect vectors to final approach course.

SC-4, 08 APR 2010 to 06 MAY 2010

SLIDD TWO ARRIVAL

NEW ORLEANS, LOUISIANA

NEW ORLEANS APP CON
125.5 350.35 (LOUIS ARMSTRONG)
133.15 290.3 (LAKEFRONT NORTH)
123.85 256.9 (LAKEFRONT SOUTH)
LOUIS ARMSTRONG NEW ORLEANS INTL ATIS
127.55



TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION

Expect clearance to cross at 11,000′

GULFPORT TRANSITION (GPT.SLIDD2): From over GPT VOR/DME via GPT R-245 to SLIDD INT. Thence. . . .

SEMMES TRANSITION (SJI.SLIDD2): From over SJI VORTAC via SJI R-238 to GPT VOR/DME, then via GPT R-245 to SLIDD INT. Thence. . . . . Expect vectors to final approach course.

NOTE: Chart not to scale.

NEW ORLEANS, LOUISIANA

AL-288 (FAA)

VORTAC HRV	APP CRS	Rwy Idg	5135
114.1	351°	TDZE	8
Chan 88		Apt Elev	8

VOR/DME RWY 36L

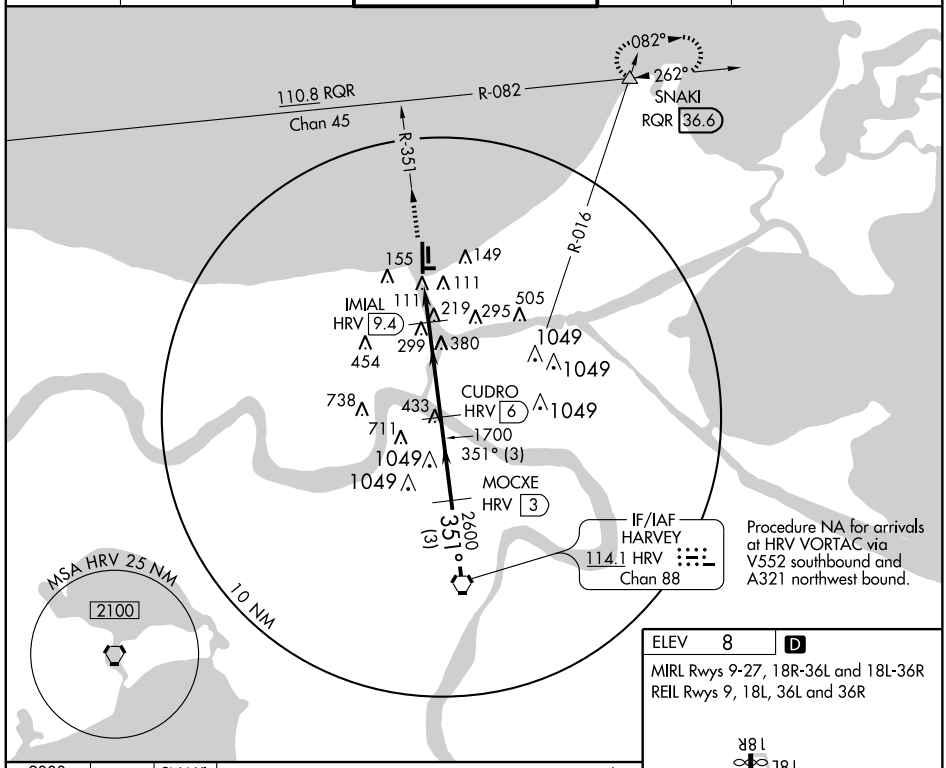
NEW ORLEANS/ LAKEFRONT (NEW)

▼ Visibility reduction by helicopters NA.

▲ When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all MDA 40 feet and increase S-36L Cat C/D and Circling Cat D visibilities ¼ mile.

MISSED APPROACH: Climb to 2000 via HRV R-351 and RQR R-082 to SNAKI INT/RQR 36.6 DME and hold.

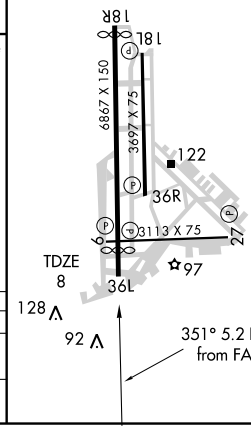
ATIS	NEW ORLEANS APP CON	LAKEFRONT TOWER ★	GND CON	CLNC DEL	UNICOM
124.9	NORTH 133.15 290.3 SOUTH 123.85 256.9	119.9 (CTAF)	121.7	127.4	122.95

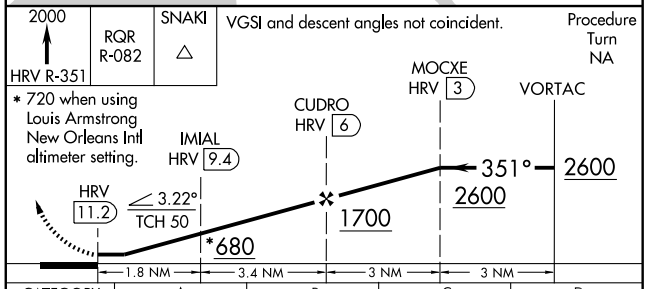


ELEV	8	D

MIRL Rwys 9-27, 18R-36L and 18L-36R

REIL Rwys 9, 18L, 36L and 36R





CATEGORY	A	B	C	D
S-36L	480-1 472 (500-1)		480-1¼ 472 (500-1¼)	480-1½ 472 (500-1½)
CIRCLING	520-1 512 (600-1)		520-1½ 512 (600-1½)	660-2 652 (700-2)

SC-4, 08 APR 2010 to 06 MAY 2010

LOC I-HZR	APP CRS	Rwy Idg	5003
111.9	360°	TDZE	37
		Apt Elev	40

LOC RWY 36

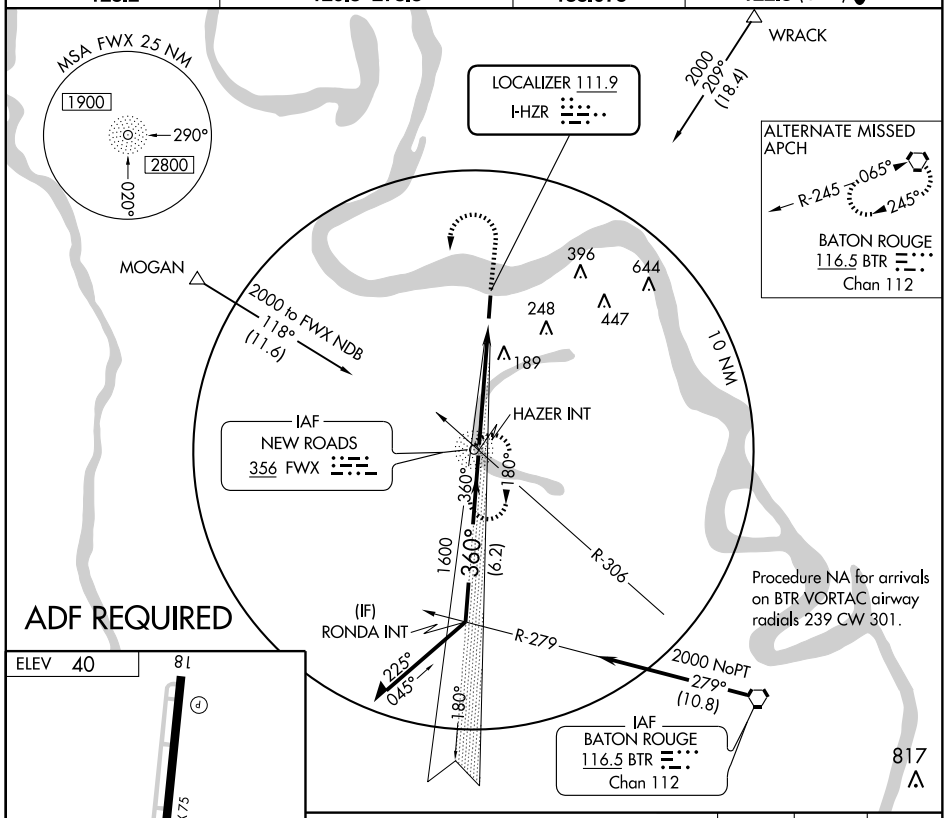
NEW ROADS/ FALSE RIVER RGNL (HZR)

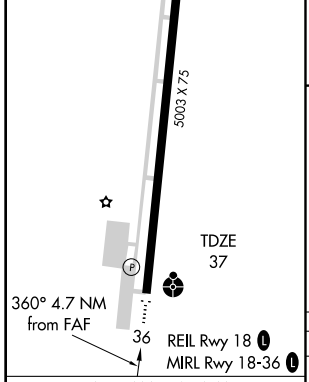
T NA — Inoperative table does not apply. ADF required. Visibility reduction by helicopters NA. Use Baton Rouge altimeter setting; when not received, use Lafayette Rgnl altimeter setting and increase all MDA 60 feet, and increase S-36 Cat D and circling Cat C visibility ¼ mile.

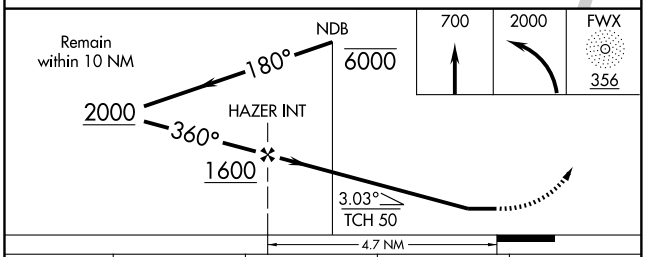
ODALS

MISSED APPROACH: Climb to 700 then climbing left turn to 2000 direct FWX NDB and hold.

BATON ROUGE ASOS	BATON ROUGE APP CON ★	GCO	UNICOM
125.2	120.3 278.3	135.075	122.8 (CTAF) L







FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

CATEGORY	A	B	C	D
S-36	540-1 503 (500-1)		540-1½ 503 (500-1½)	
CIRCLING	540-1 500 (500-1)		600-1½ 560 (600-1½)	600-2 560 (600-2)

SC-4, 08 APR 2010 to 06 MAY 2010

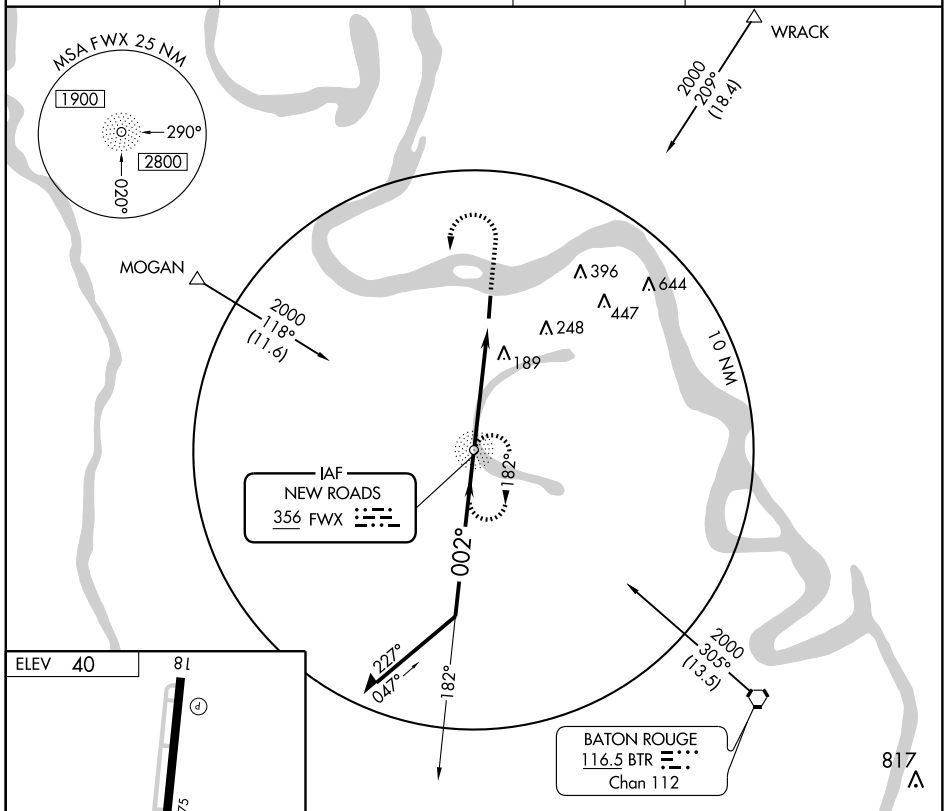
NDB FWX 356	APP CRS 002°	Rwy Idg 5003 TDZE 37 Apt Elev 40

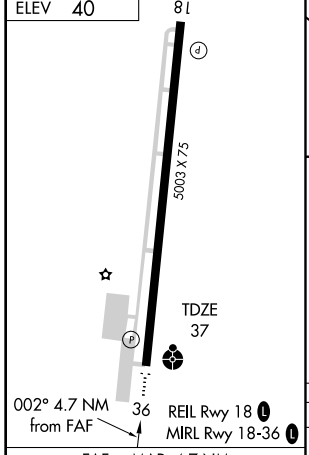
NDB RWY 36

NEW ROADS/FALSE RIVER RGNL (HZR)

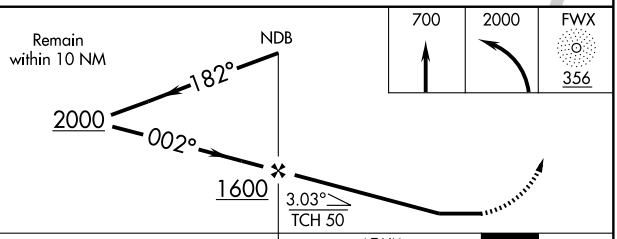
Inoperative table does not apply. Use Baton Rouge altimeter setting; when not received, use Lafayette Rgnl altimeter setting and increase all MDA 60 feet, and increase S-36 Cats C and D and circling Cat C visibility ¼ mile.	ODALS	MISSED APPROACH: Climb to 700 then climbing left turn to 2000 direct FWX NDB and hold.	

BATON ROUGE ASOS	BATON ROUGE APP CON ★	GCO	UNICOM
125.2	120.3 278.3	135.075	122.8 (CTAF) L





FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34



CATEGORY	A	B	C	D
S-36	600-1 563 (600-1)		600-1½ 563 (600-1½)	600-1¾ 563 (600-1¾)
CIRCLING	600-1 560 (600-1)		600-1½ 560 (600-1½)	600-2 560 (600-2)

SC-4, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5003
180°	TDZE	40
	Apt Elev	40

RNAV (GPS) RWY 18

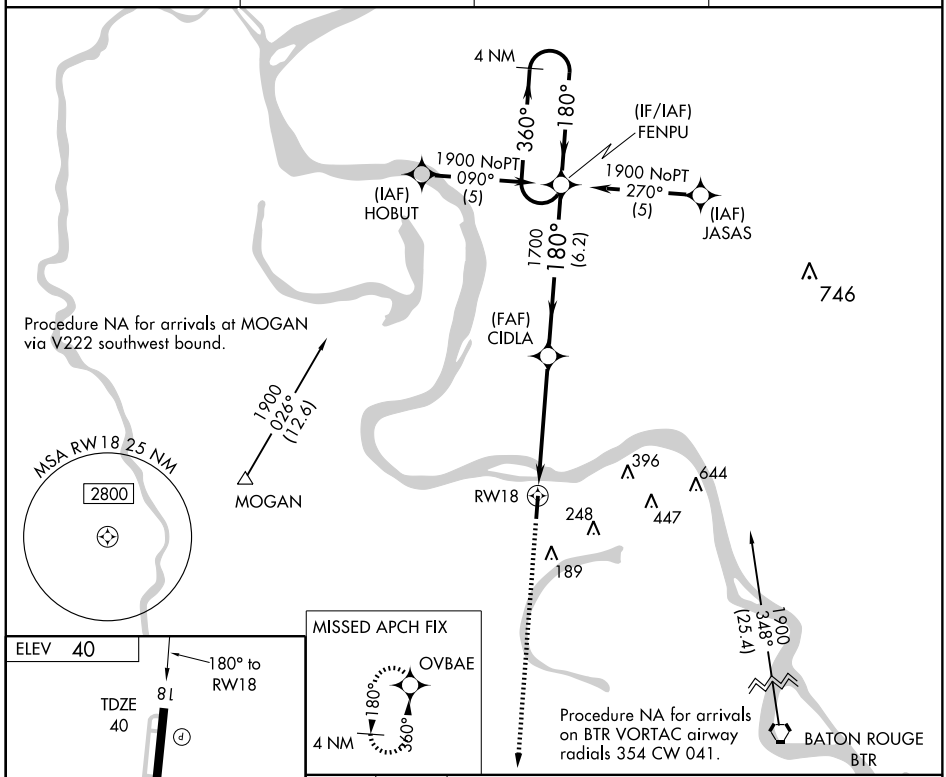
NEW ROADS/FALSE RIVER RGNL (HZR)

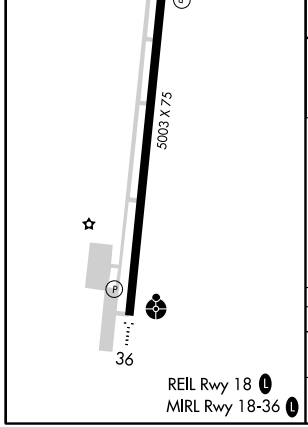
DME/DMERNP-0.3 NA. Visibility reduction by helicopters NA. Use Baton Rouge altimeter setting; when not received, use Lafayette Rgnl altimeter setting and increase all MDA 60 feet and Circling Cat. C visibility ¼ mile.

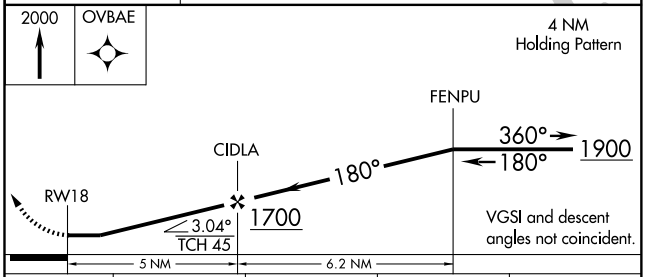
NA

MISSED APPROACH: Climb to 2000 direct OVBAE and hold.

BATON ROUGE ASOS	BATON ROUGE APP CON ★	GCO	UNICOM
125.2	120.3 278.3	135.075	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	560-1	520 (600-1)	560-1½ 520 (600-1½)	560-1¾ 520 (600-1¾)
CIRCLING	560-1	520 (600-1)	600-1½ 560 (600-1½)	600-2 560 (600-2)

SC-4, 08 APR 2010 to 06 MAY 2010

NEW ROADS, LOUISIANA AL-6238 (FAA)

WAAS	APP CRS	Rwy Idg	5003
CH 42607	360°	TDZE	37
W36A		Apt Elev	40

RNAV (GPS) RWY 36

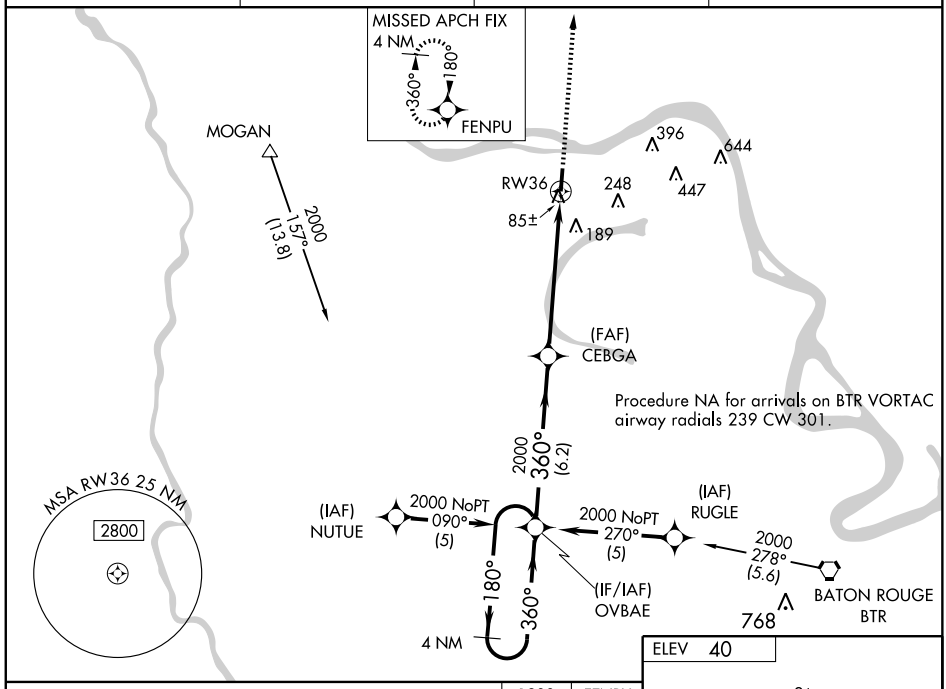
NEW ROADS/FALSE RIVER RGNL (HZR)

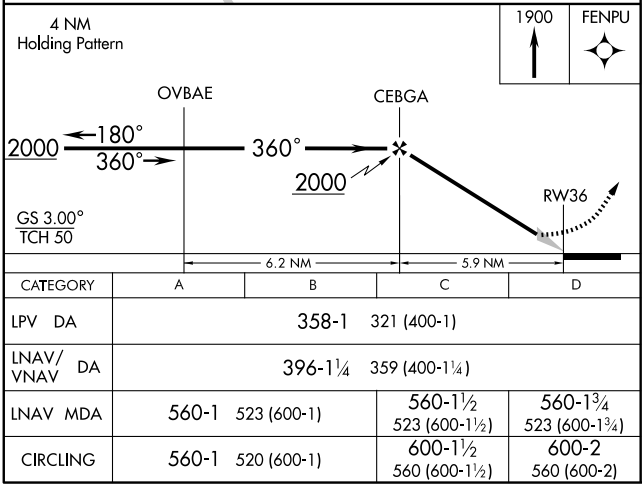
Inoperative table does not apply. BARO-VNAV NA.
NA Use Baton Rouge altimeter setting; when not received, use Lafayette Rgnl altimeter setting and increase all DA 43 feet and all MDA 60 feet, increase LPV and LNAV/VNAV all Cats and Circling Cat C visibility ¼ mile.

ODALS

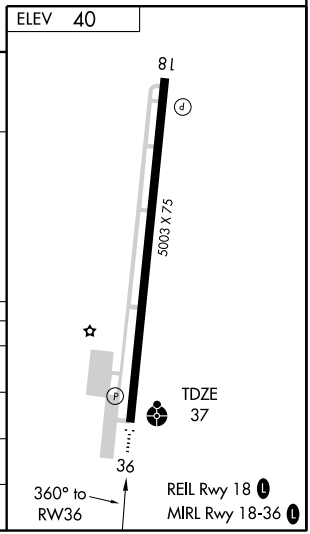
MISSED APPROACH: Climb to 1900 direct FENPU and hold.

BATON ROUGE ASOS	BATON ROUGE APP CON ★	GCO	UNICOM
125.2	120.3 278.3	135.075	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	358-1	321 (400-1)		
LNAV/VNAV DA	396-1¼	359 (400-1¼)		
LNAV MDA	560-1	523 (600-1)	560-1½ 523 (600-1½)	560-1¾ 523 (600-1¾)
CIRCLING	560-1	520 (600-1)	600-1½ 560 (600-1½)	600-2 560 (600-2)



SC-4, 08 APR 2010 to 06 MAY 2010

VORTAC BTR 116.5 Chan 112	APP CRS 320°	Rwy Idg N/A TDZE N/A Apt Elev 40

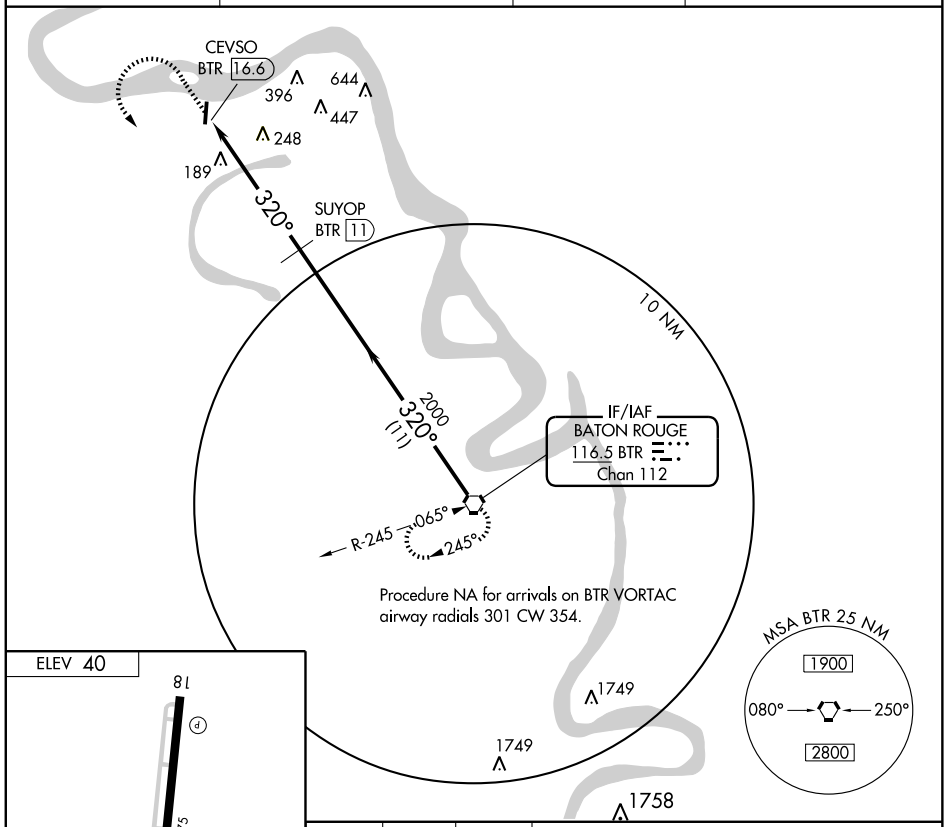
VOR/DME-A

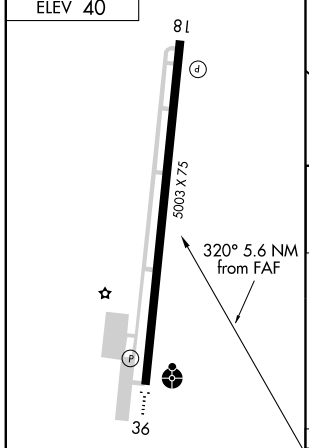
NEW ROADS/ FALSE RIVER RGNL (HZR)

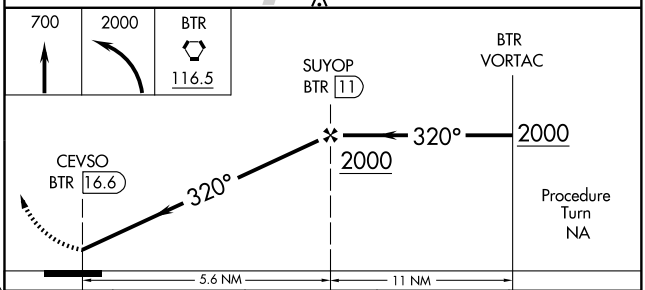
Use Baton Rouge altimeter setting; when not received, use LaFayette Rgnl altimeter setting and increase all MDA 60 feet, and increase Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 700 then climbing left turn to 2000 direct BTR VORTAC and hold.

BATON ROUGE ASOS	BATON ROUGE APP CON★	GCO	UNICOM
125.2	120.3 278.3	135.075	122.8 (CTAF) L







REIL Rwy 18 L
MIRL Rwy 18-36 L

CATEGORY	A	B	C	D
CIRCLING	560-1	520 (600-1)	600-1½ 560 (600-1½)	600-2 560 (600-2)

SC-4, 08 APR 2010 to 06 MAY 2010

NDB LRR	APP CRS		
379	357°	Rwy Idg	4994
		TDZE	107
		Apt Elev	107

NDB RWY 36

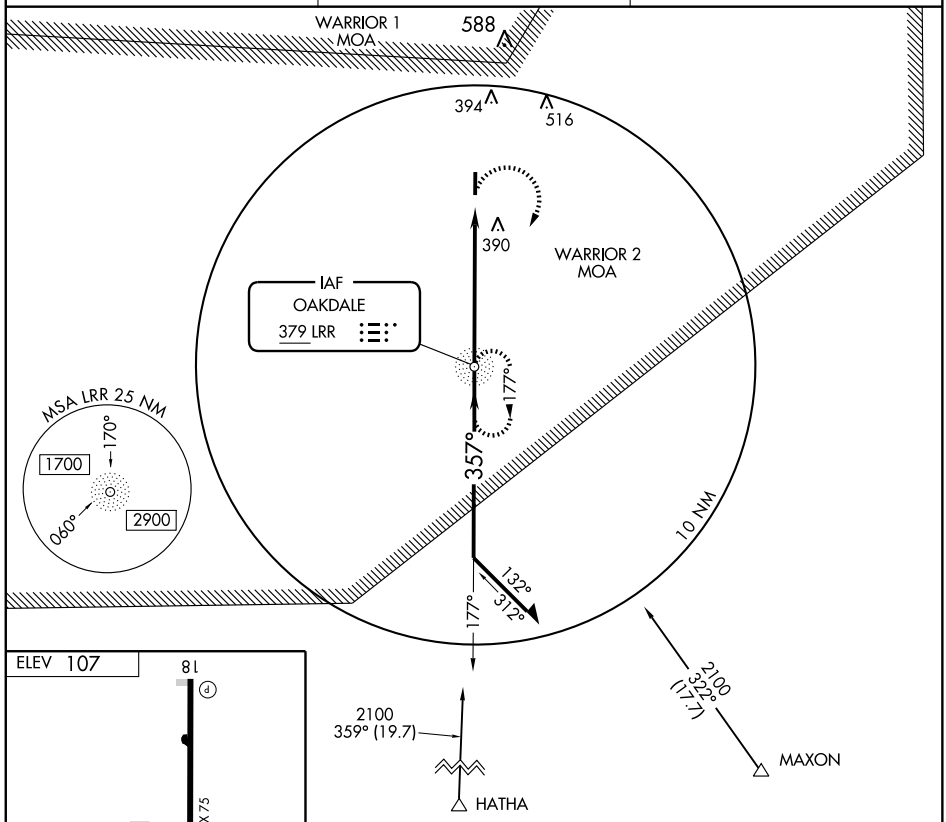
OAKDALE/ ALLEN PARISH (ACP)

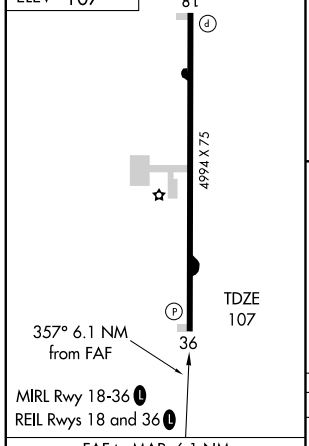
▼ If local altimeter setting not received, use Alexandria Intl altimeter setting and increase all MDAs 100 feet.

NA

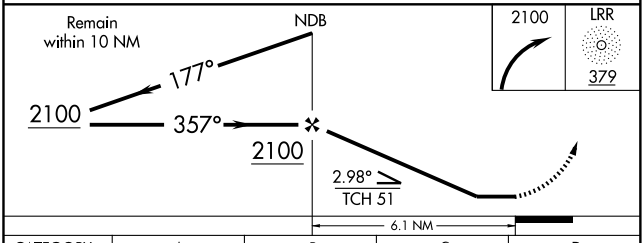
MISSED APPROACH: Climbing right turn to 2100 direct LRR NDB and hold.

AWOS-3	POLK APP CON	UNICOM
118.275	123.7 254.8	122.8 (CTAF) L





FAF to MAP 6.1 NM					
Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02



CATEGORY	A	B	C	D
S-36	760-1 653 (700-1)		760-1¾ 653 (700-1¾)	NA
CIRCLING	760-1 653 (700-1)		760-1¾ 653 (700-1¾)	NA

SC-4, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	4994
CH 77914	177°	TDZE	104
W18A		Apt Elev	107

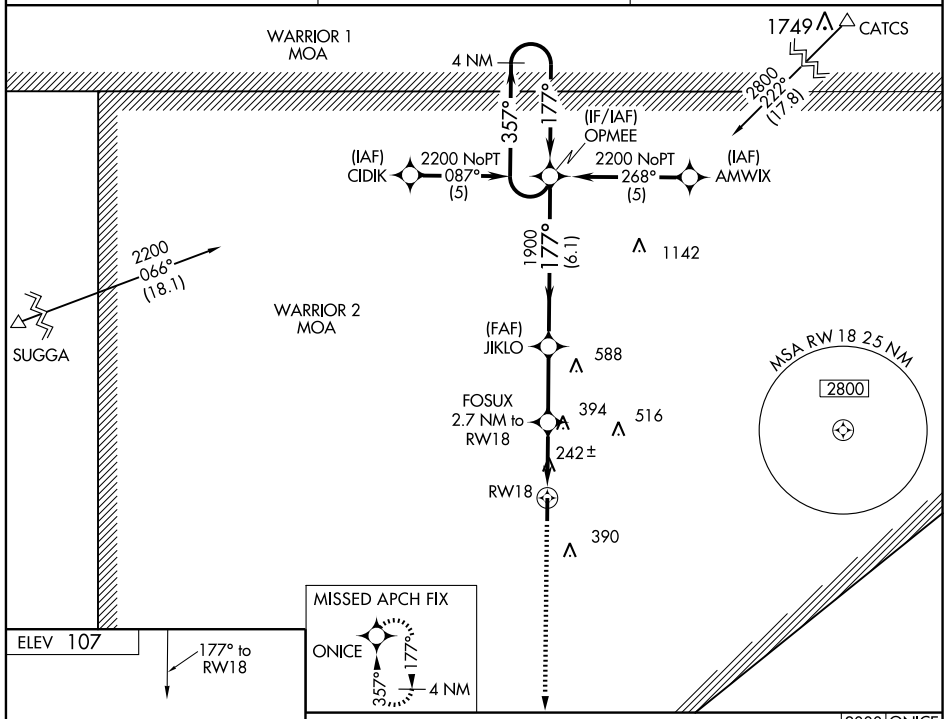
RNAV (GPS) RWY 18

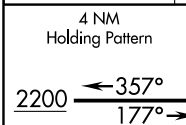
OAKDALE/ ALLEN PARISH (ACP)

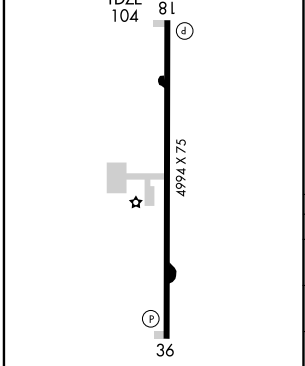
Baro-VNAV NA when using Alexandria Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Alexandria Intl altimeter setting. When local altimeter setting not received, use Alexandria Intl altimeter setting and increase all DA 84 feet, all MDA 100 feet. Increase LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV Cat C visibility ½ mile and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct ONICE and hold.

AWOS-3	POLK APP CON	UNICOM
118.275	123.7 254.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	515-1½ 411 (500-1½)			NA
LNAV/ VNAV DA	549-1½ 445 (500-1½)			NA
LNAV MDA	700-1 596 (600-1)		700-1½ 596 (600-1½)	NA
CIRCLING	700-1 593 (600-1)	740-1 633 (700-1)	740-1¾ 633 (700-1¾)	NA

SC-4, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	4994
CH 49214	357°	TDZE	107
W36A		Apt Elev	107

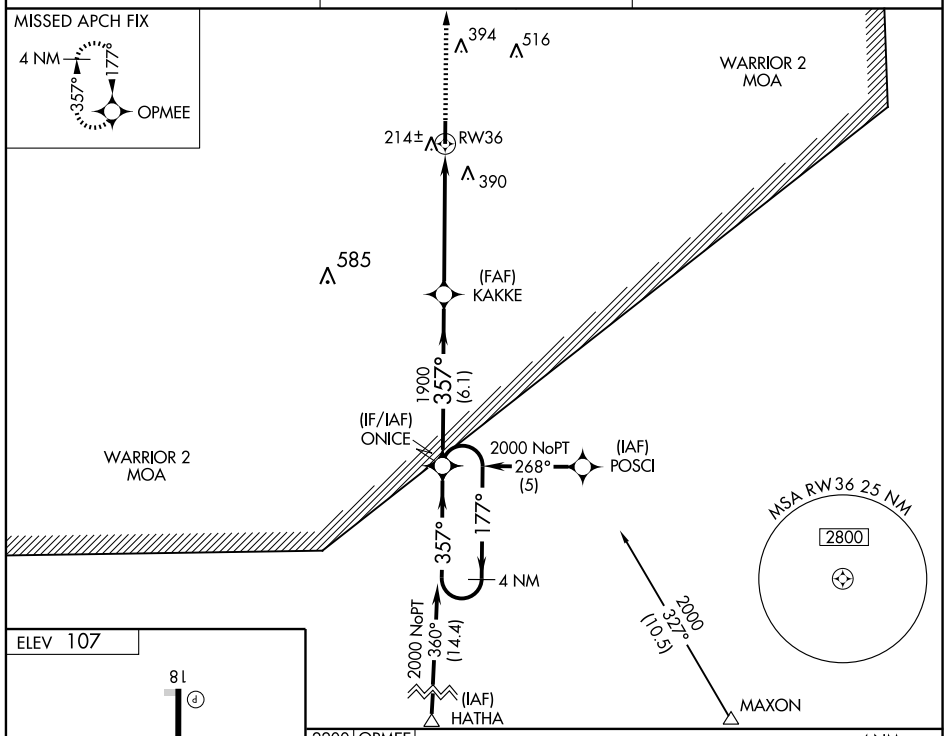
RNAV (GPS) RWY 36

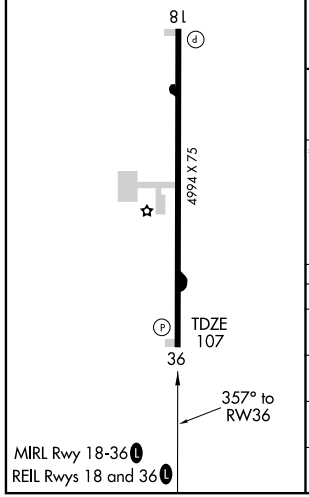
OAKDALE/ ALLEN PARISH (ACP)

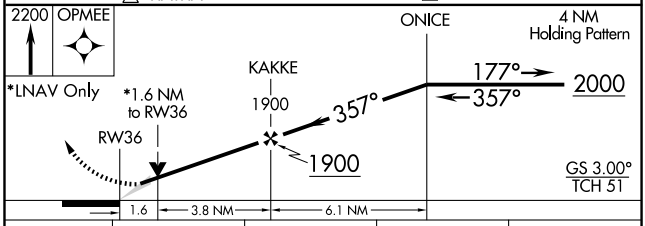
Baro-VNAV NA when using Alexandria Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA when using Alexandria Intl altimeter setting. When local altimeter setting not received, use Alexandria Intl altimeter setting and increase all DA 84 feet, all MDA 100 feet. Increase LPV all Cats, LNAV Cat C and Circling Cat C visibility ¼ mile, and LNAV/VNAV all Cats visibility ½ mile.

MISSED APPROACH: Climb to 2200 direct OPMEE and hold.

AWOS-3	POLK APP CON	UNICOM
118.275	123.7 254.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	413-1	306 (400-1)		NA
LNAV/ VNAV DA	702-2	595 (600-2)		NA
LNAV MDA	660-1	553 (600-1)	660-1½ 553 (600-1½)	NA
CIRCLING	660-1 553 (600-1)	740-1 633 (700-1)	740-1½ 633 (700-1½)	NA

SC-4, 08 APR 2010 to 06 MAY 2010

NDB OPL	APP CRS	Rwy Idg	5849
335	176°	TDZE	71
		Apt Elev	75

NDB RWY 18

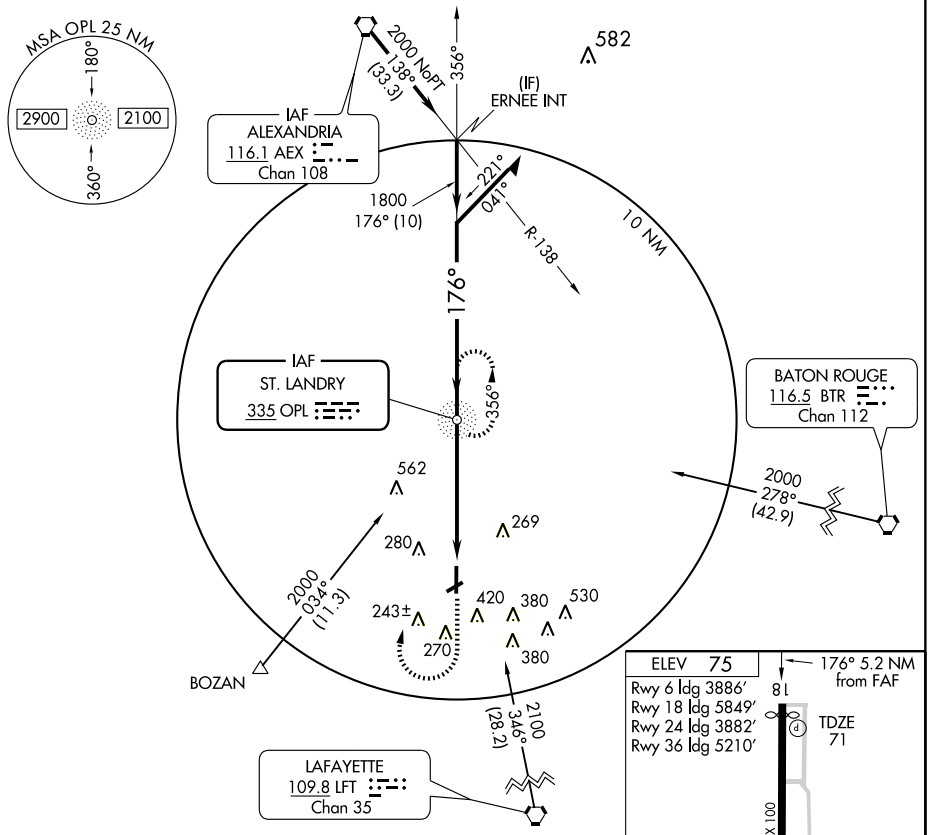
OPELOUSAS/ST. LANDRY PARISH-AHART FIELD (OPL)

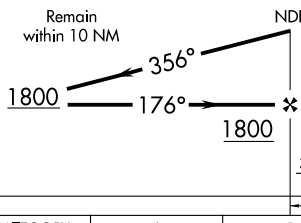
If local altimeter setting not received, use Lafayette Rgnl altimeter setting and increase all MDAs 60 feet.

NA

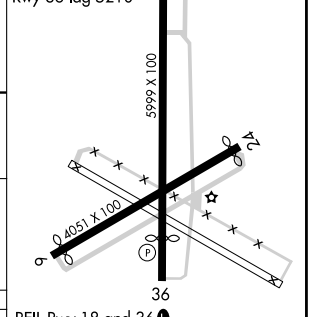
MISSED APPROACH: Climb to 1000 then climbing right turn to 1800 direct OPL NDB and hold.

LAFAYETTE APP CON*	GCO	UNICOM
128.7 268.7	135.075	123.0 (CTAF) L









REIL Rwy 18 and 36 L

MIRL Rwys 18-36 L

CATEGORY	A	B	C	D
S-18	640-1 569 (600-1)		640-1½ 569 (600-1½)	640-1¾ 569 (600-1¾)
CIRCLING	780-1 705 (800-1)		780-2 705 (800-2)	780-2¼ 705 (800-2¼)

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

SC-4, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5849
176°	TDZE	71
	Apt Elev	75

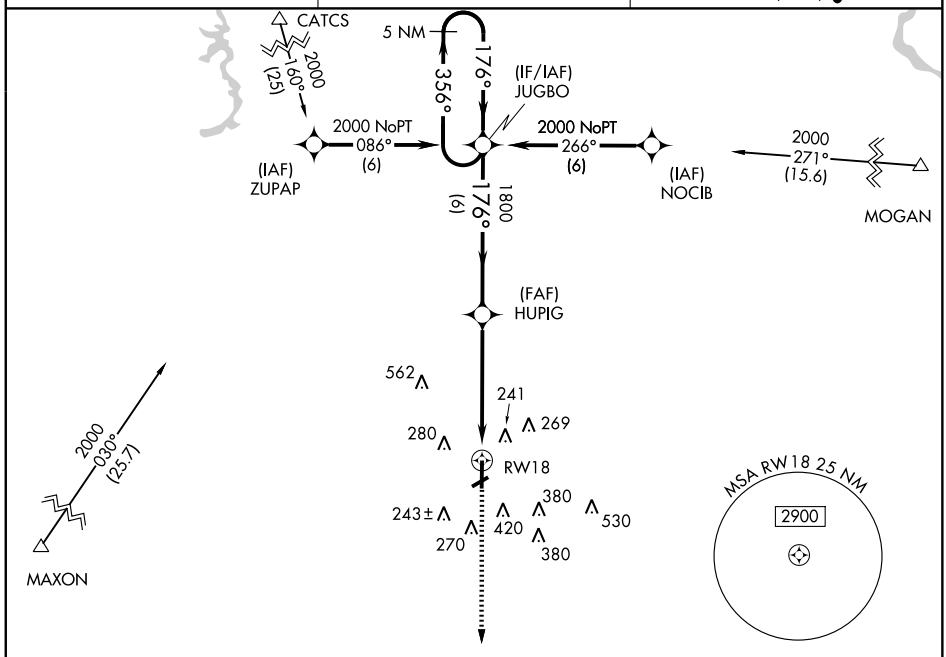
RNAV (GPS) RWY 18

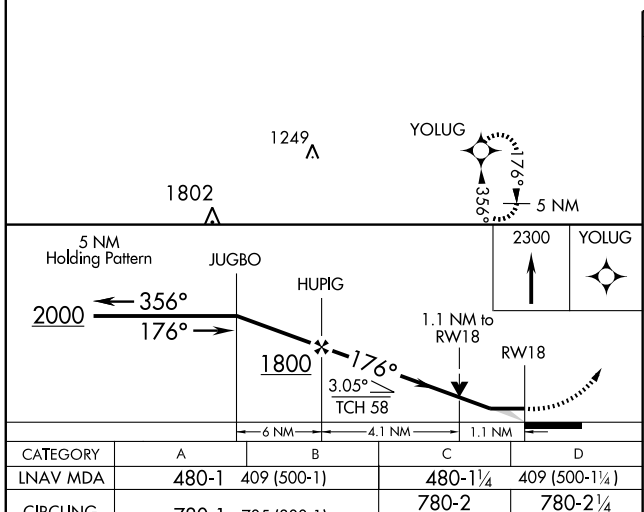
OPELOUSAS/ST. LANDRY PARISH-AHART FIELD (OPL)

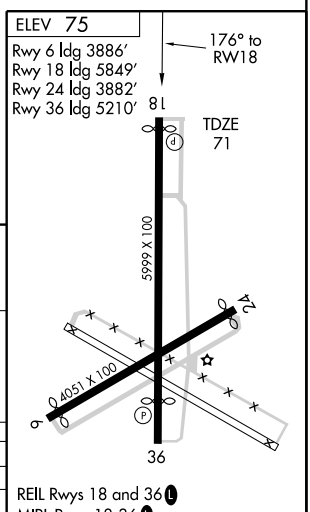
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Lafayette Rgnl altimeter setting and increase all MDAs 60 feet. VDP NA when using Lafayette Rgnl altimeter setting.

MISSED APPROACH: Climb to 2300 direct YOLUG and hold.

LAFAYETTE APP CON ★	GCO	UNICOM
128.7 268.7	135.075	123.0 (CTAF) L







REIL Rwys 18 and 36 L
MIRL Rwys 18-36 L

CATEGORY	A	B	C	D
LNAV MDA	480-1	409 (500-1)	480-1¼	409 (500-1¼)
CIRCLING	780-1	705 (800-1)	780-2 705 (800-2)	780-2¼ 705 (800-2¼)

SC-4, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5210
356°	TDZE	74
	Apt Elev	75

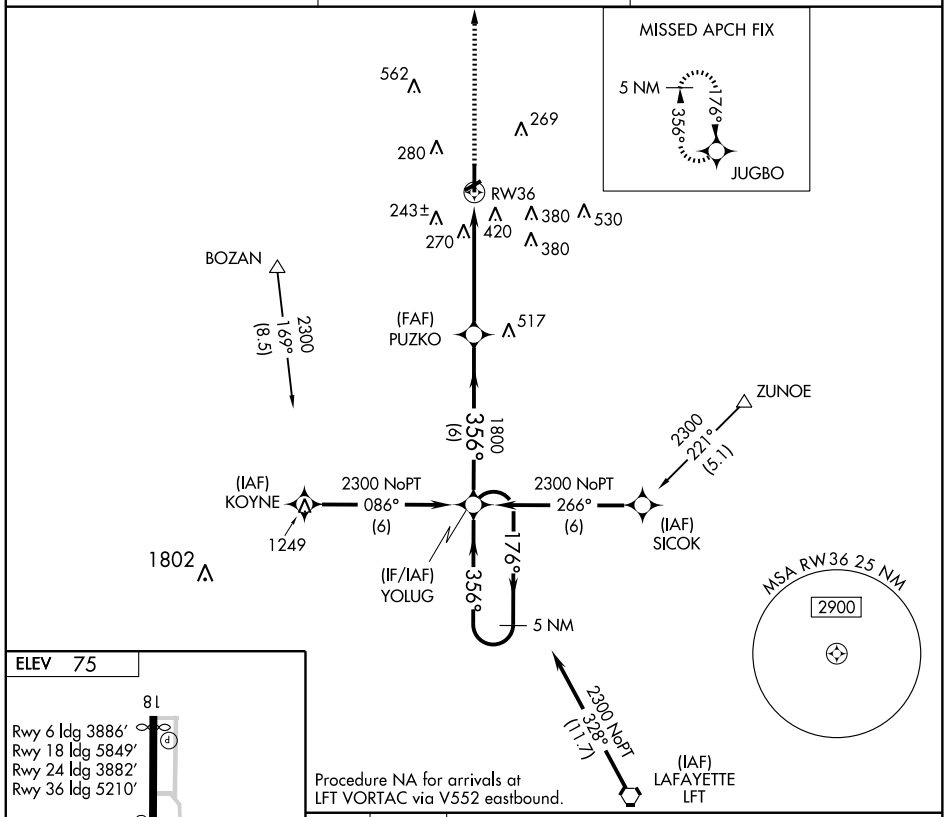
RNAV (GPS) RWY 36

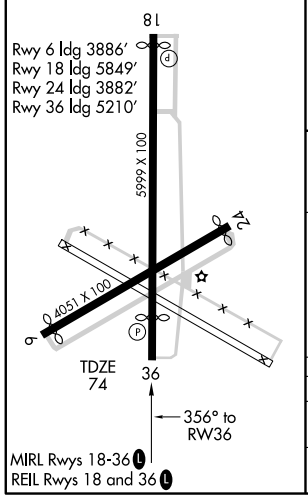
OPELOUSAS/ST. LANDRY PARISH-AHART FIELD (OPL)

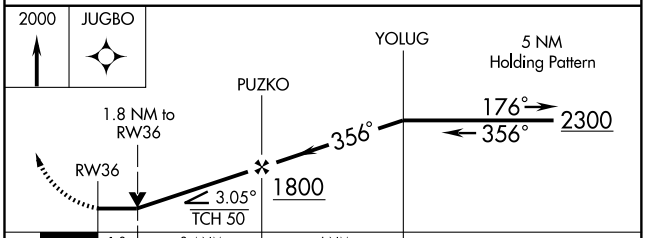
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Lafayette Rgnl altimeter setting and increase all MDAs 60 feet. VDP NA when using Lafayette Rgnl altimeter setting.

MISSED APPROACH: Climb to 2000 direct JUGBO and hold.

LAFAYETTE APP CON ★	GCO	UNICOM
128.7 268.7	135.075	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	700-1	626 (700-1)	700-1¾ 626 (700-1¾)	700-2 626 (700-2)
CIRCLING	780-1	705 (800-1)	780-2 705 (800-2)	780-2¼ 705 (800-2¼)

SC-4, 08 APR 2010 to 06 MAY 2010

VORTAC LFT	APP CRS	Rwy Idg	5210
109.8	343°	TDZE	74
Chan 35		Apt Elev	75

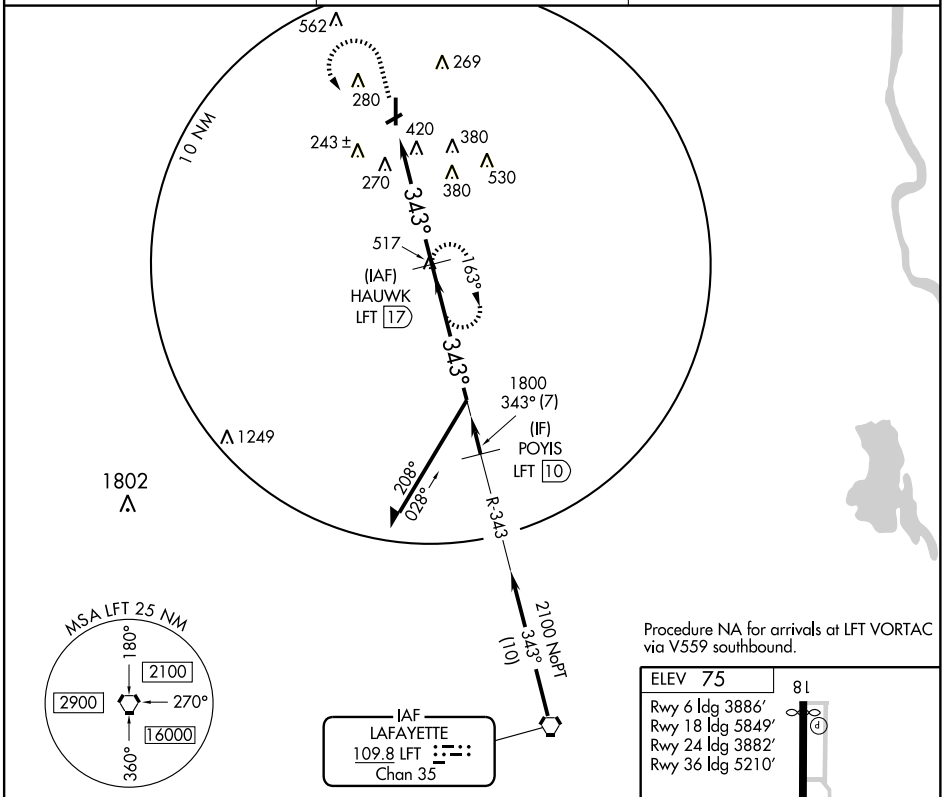
VOR/DME RWY 36

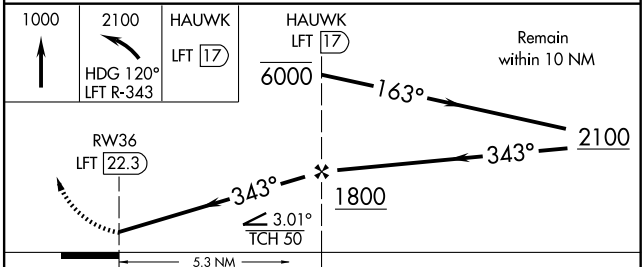
OPELOUSAS/ST. LANDRY PARISH-AHART FIELD (OPL)

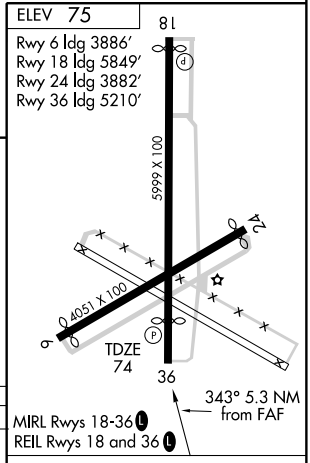
T NA — If local altimeter setting not received, use Lafayette Rgnl altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2100 via heading 120° and LFT R-343 to HAUWK 17 DME and hold.

LAFAYETTE APP CON ★	GCO	UNICOM
128.7 268.7	135.075	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-36	720-1 646 (700-1)	720-1¼ 646 (700-1¼)	720-1¾ 646 (700-1¾)	720-2 646 (700-2)
CIRCLING	780-1 705 (800-1)	780-1¼ 705 (800-1¼)	780-2 705 (800-2)	780-2¼ 705 (800-2¼)

Knots	60	90	120	150	180
Min:Sec					

SC-4, 08 APR 2010 to 06 MAY 2010

LOC I-PTN	APP CRS	Rwy Idg	5399
108.3	238°	TDZE	9
Chan 20		Apt Elev	9

ILS RWY 24

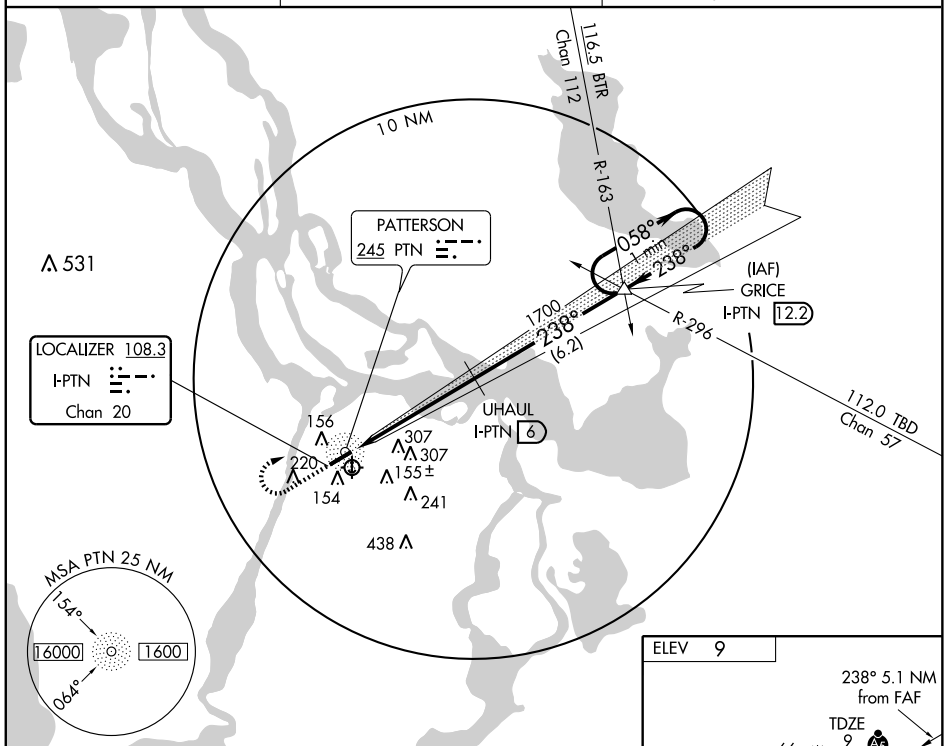
PATTERSON/ HARRY P. WILLIAMS MEMORIAL (PTN)

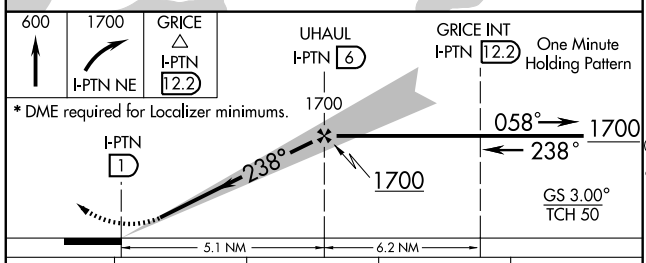
NA

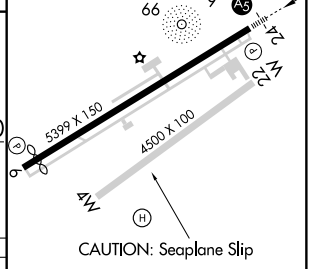
MALSR

MISSED APPROACH: Climb to 600 then climbing right turn to 1700 via I-PTN NE course to GRICE Int/I-PTN 12.2 DME and hold.

AWOS-3	NEW ORLEANS APP CON	UNICOM
134.575	124.3 256.9	122.8 (CTAF) L (MIRL RWY 6-24)
		122.9 L (MIRL RWY 4W-22W)







CATEGORY	A	B	C	D
S-ILS 24	209-½ 200 (200-½)			NA
S-LOC 24 *	400-½ 391 (400-½)			NA
CIRCLING	520-1 511 (600-1)	580-1 571 (600-1)	620-1¾ 611 (700-1¾)	NA

MIRL Rwy 6-24 L
REIL Rwy 6 L

SC-4, 08 APR 2010 to 06 MAY 2010

NDB PTN	APP CRS		
245	052°	Rwy Idg	5005
		TDZE	9
		Apt Elev	9

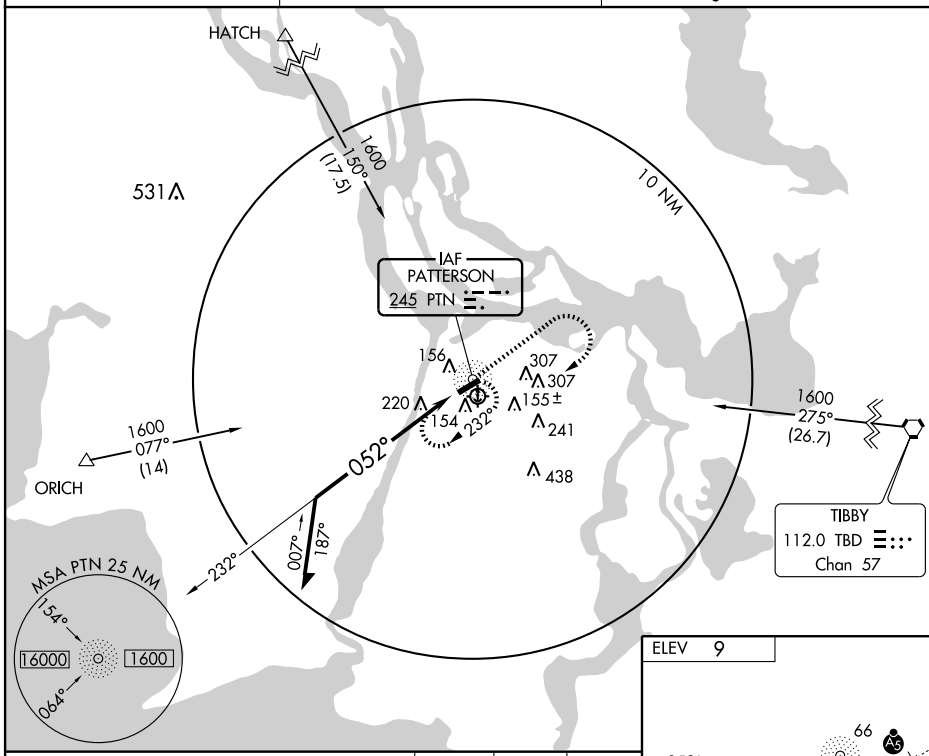
NDB RWY 6

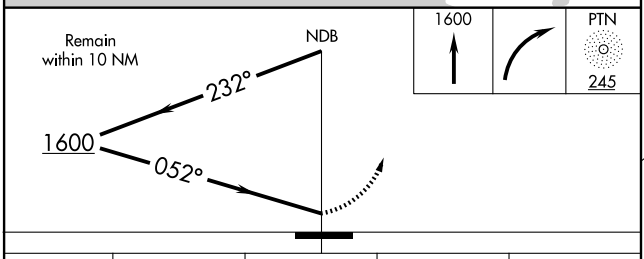
PATTERSON/HARRY P. WILLIAMS MEMORIAL (PTN)

NA

MISSED APPROACH: Climb to 1600, then right turn direct PTN NDB and hold.

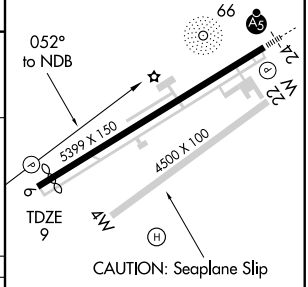
AWOS-3	NEW ORLEANS APP CON	UNICOM
134.575	124.3 256.9	122.8 (CTAF) L (MIRL RWY 6-24) 122.9 L (MIRL RWY 4W-22W)





CATEGORY	A	B	C	D
S-6	640-1	631 (700-1)	640-1¾ 631 (700-1¾)	NA
CIRCLING	640-1	631 (700-1)	640-1¾ 631 (700-1¾)	NA

ELEV 9



MIRL Rwy 6-24 L
REIL Rwy 6 L

SC-4, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 6

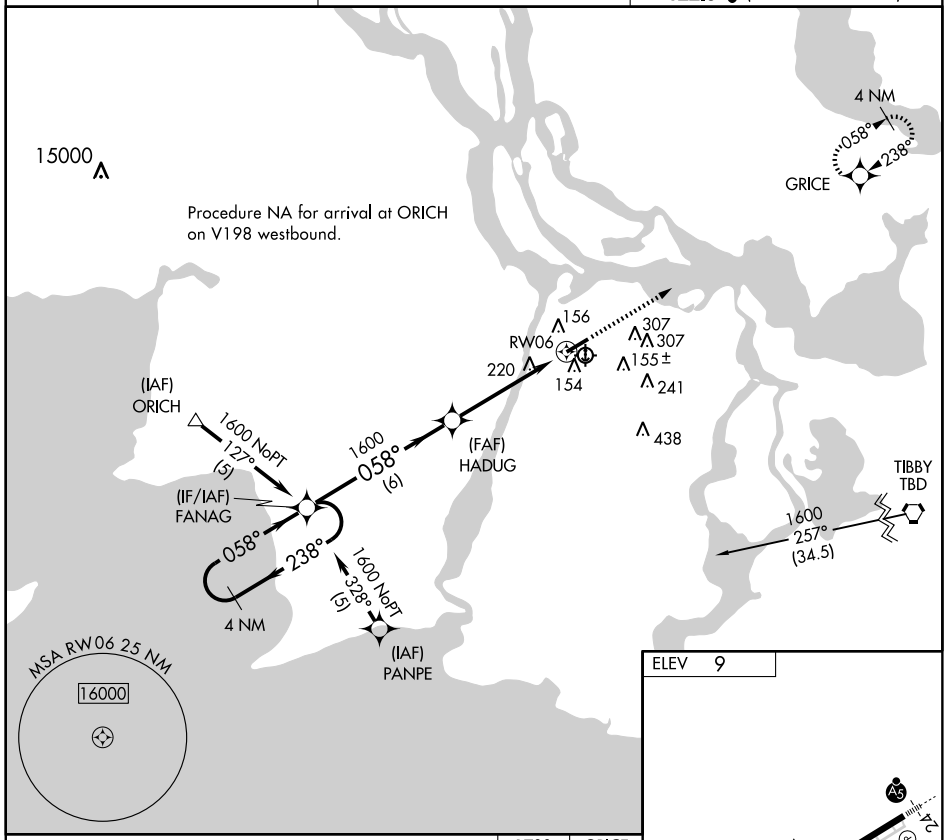
PATTERSON/ HARRY P. WILLIAMS MEMORIAL (PTN)

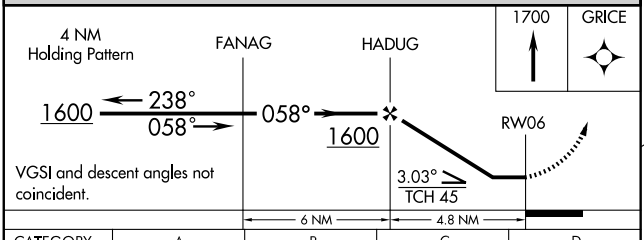
APP CRS	Rwy Idg	5005
058°	TDZE	9
	Apt Elev	9

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. When VGSI inoperative, straight-in/circling Rwy 6 procedure NA at night.

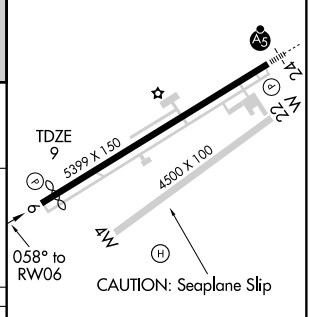
MISSED APPROACH: Climb to 1700 direct GRICE WP and hold.

AWOS-3	NEW ORLEANS APP CON	UNICOM
134.575	124.3 256.9	122.8 (CTAF) L (MIRL RWY 6-24) 122.9 L (MIRL RWY 4W-22W)





CATEGORY	A	B	C	D
LNAV MDA	540-1 531 (600-1)		540-1½ 531 (600-1½)	NA
CIRCLING	540-1 531 (600-1)	580-1 571 (600-1)	620-1¾ 611 (700-1¾)	NA



REIL Rwy 6 L
MIRL Rwy 6-24 L

SC-4, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5399
238°	TDZE	9
	Apt Elev	9

RNAV (GPS) RWY 24

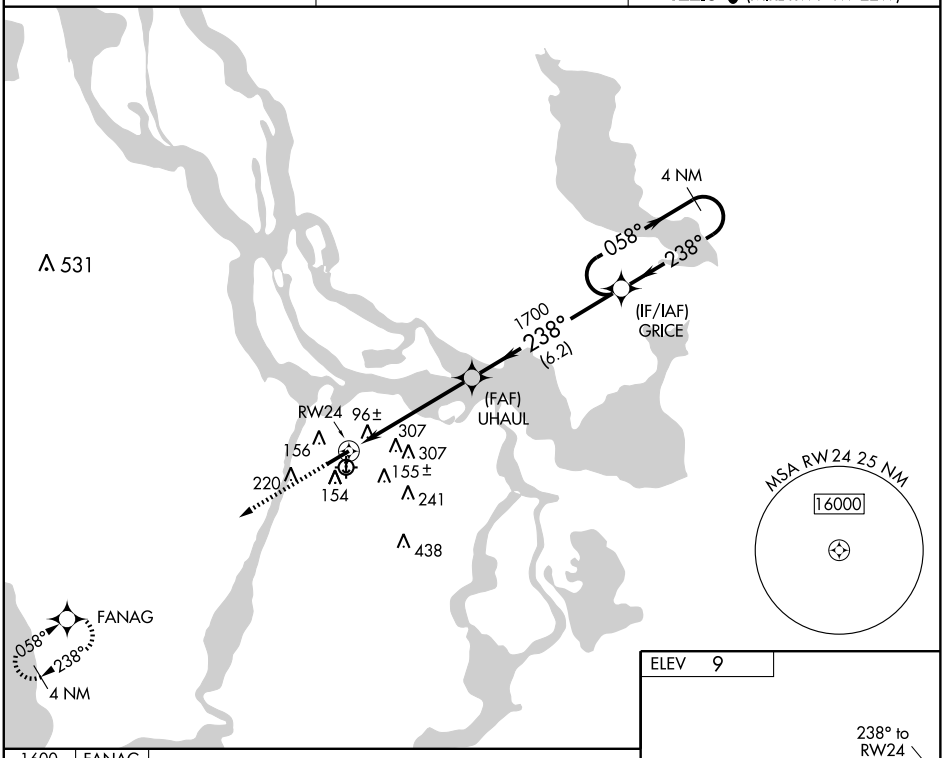
PATTERSON/ HARRY P. WILLIAMS MEMORIAL (PTN)

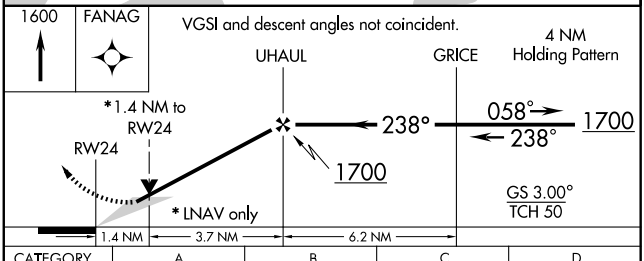
T BARO VNAV NA below -15°C (5°F). When VGSI inoperative, circling Rwy 6 NA at night.
NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

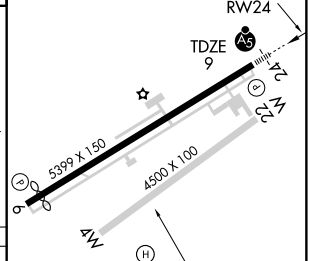
MALSR

MISSED APPROACH: Climb to 1600 direct FANAG WP and hold.

AWOS-3	NEW ORLEANS APP CON	UNICOM
134.575	124.3 256.9	122.8 (CTAF) L (MIRL RWY 6-24) 122.9 L (MIRL RWY 4W-22W)







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	380-¾ 371 (400-¾)			NA
LNAV MDA	500-½ 491 (500-½)		500-¾ 491 (500-¾)	NA
CIRCLING	520-1¼ 511 (600-1¼)	580-1¼ 571 (600-1¼)	620-1¾ 611 (700-1¾)	NA

REIL Rwy 6 L
MIRL Rwy 6-24 L

SC-4, 08 APR 2010 to 06 MAY 2010

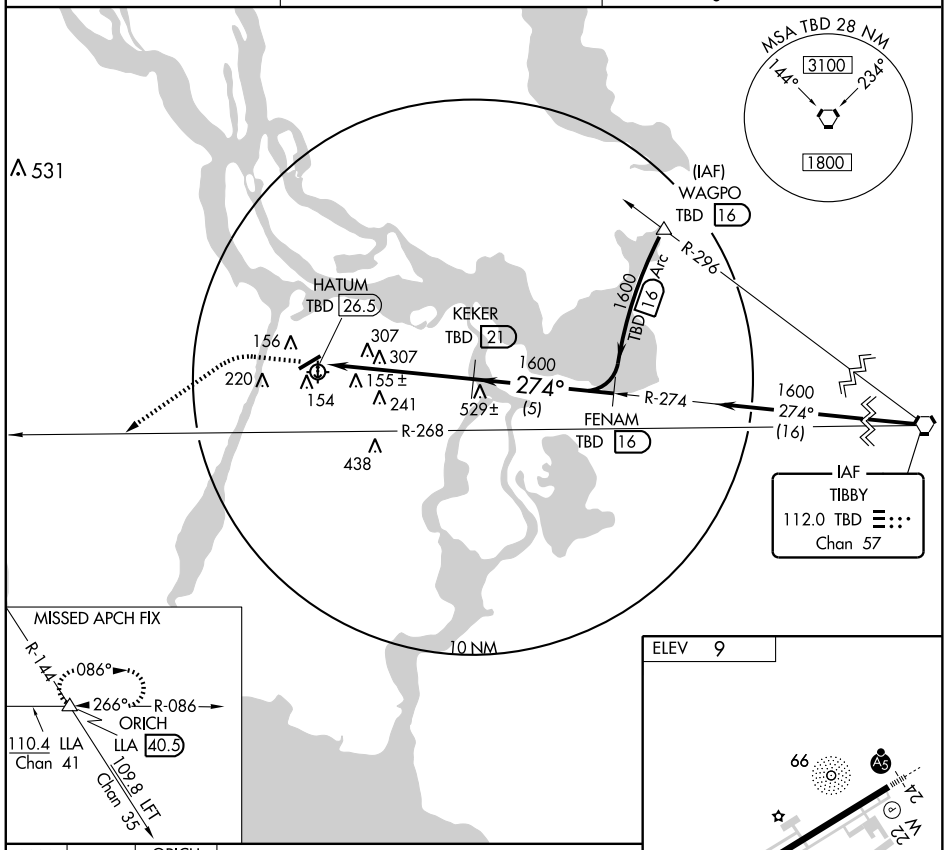
VORTAC TBD	APP CRS	Rwy Idg	N/A
112.0	274°	TDZE	N/A
Chan 57		Apt Elev	9

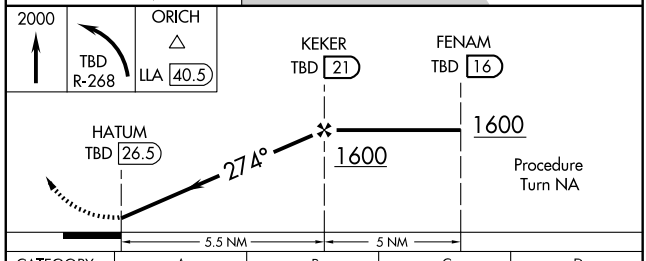
VOR/DME-A

PATTERSON/ HARRY P. WILLIAMS MEMORIAL (PTN)

MISSED APPROACH: Climb to 2000 then left turn via TBD R-268 to ORICH Int/LLA 40.5 DME and hold.

AWOS-3	NEW ORLEANS APP CON	UNICOM
134.575	124.3 256.9	122.8 (CTAF) L (MIRL RWY 6-24) 122.9 L (MIRL RWY 4W-22W)





CATEGORY	A	B	C	D
CIRCLING	1160-1¼ 1151 (1200-1¼)	1160-1½ 1151 (1200-1½)	1160-3 1151 (1200-3)	NA

MIRL Rwy 6-24 L
REIL Rwy 6 L

SC-4, 08 APR 2010 to 06 MAY 2010

NDB MRK	APP CRS	Rwy Idg	3707
338	002°	TDZE	82
		Apt Elev	83

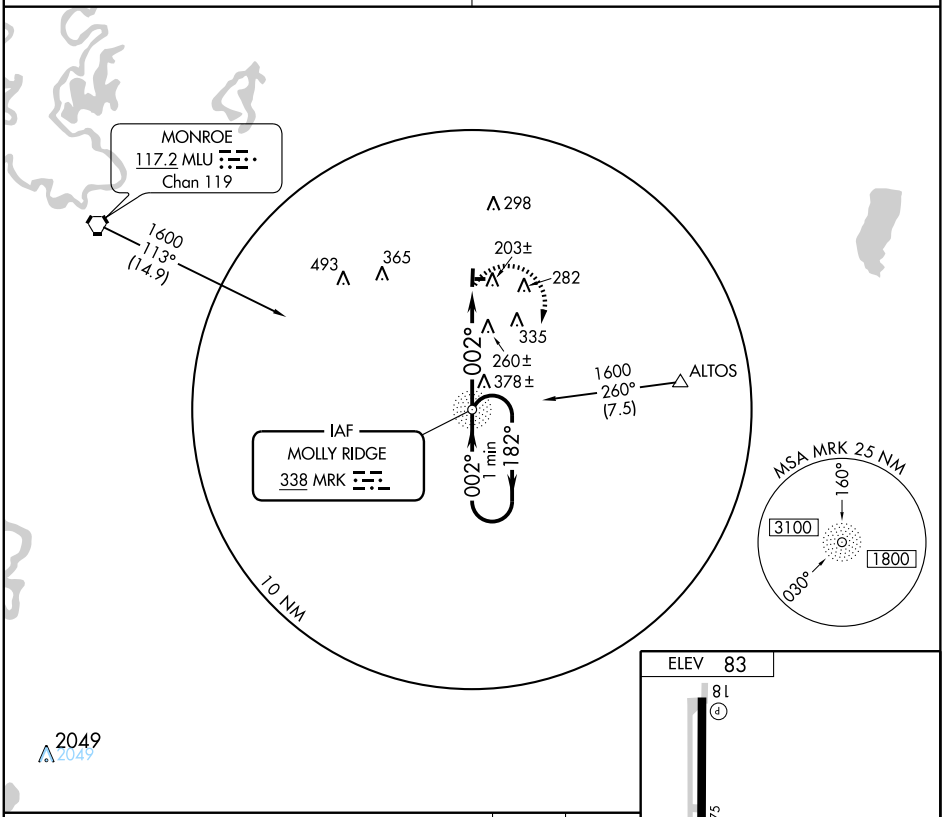
NDB RWY 36

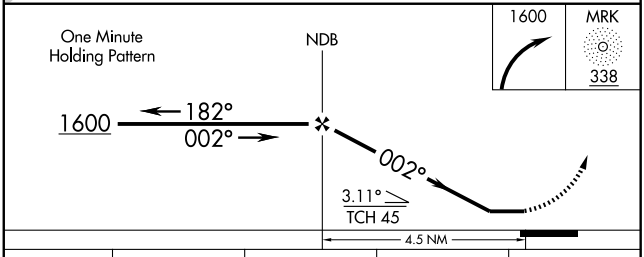
RAYVILLE/JOHN H. HOOKS JR. MEMORIAL (M79)

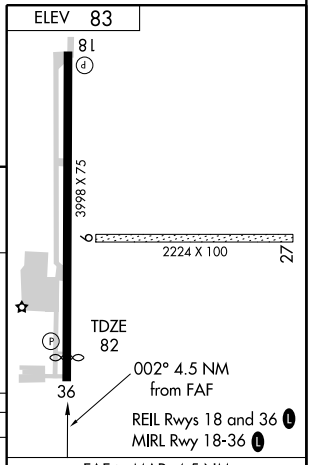
Use Monroe altimeter setting.
NA

MISSED APPROACH: Climbing right turn to 1600 direct MRK NDB and hold.

MONROE APP CON ★	UNICOM
126.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-36	660-1 578 (600-1)		NA	
CIRCLING	660-1 577 (600-1)	680-1 597 (600-1)	NA	

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SC-4, 08 APR 2010 to 06 MAY 2010

WAAS CH 58011 W18A	APP CRS 180°	Rwy Idg 3998 TDZE 83 Apt Elev 83

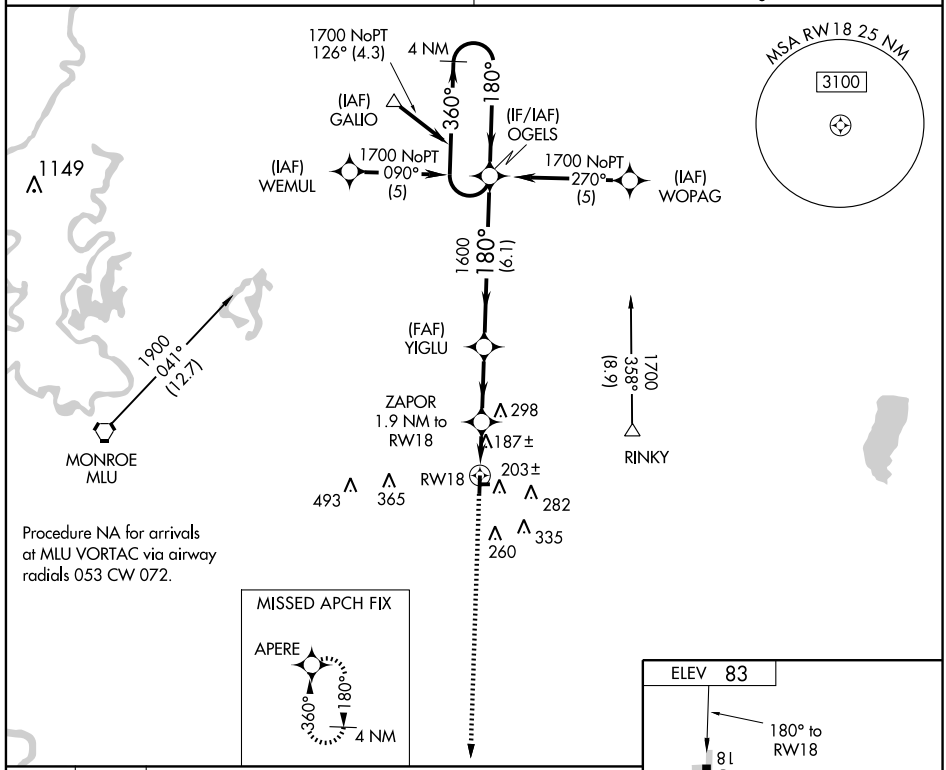
RNAV (GPS) RWY 18

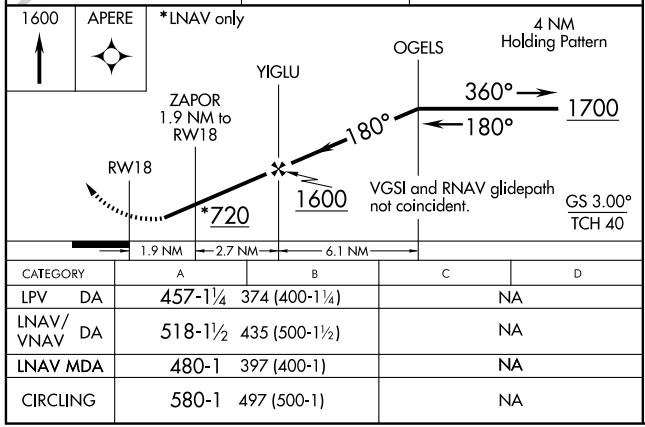
RAYVILLE/ JOHN H. HOOKS JR. MEMORIAL (M79)

Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Monroe altimeter setting. When Monroe altimeter setting not received, use Bastrop altimeter setting and increase all DA/MDA 20 feet, and increase LPV and LNAV/VNAV visibility ¼ mile all Cats.

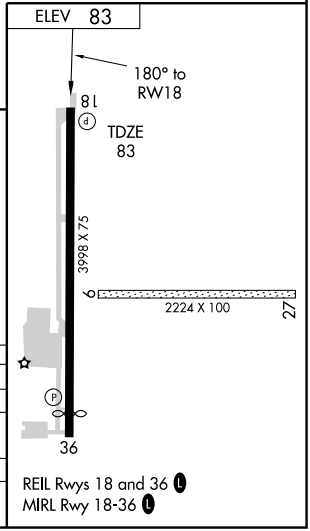
MISSED APPROACH: Climb to 1600 direct APERE and hold.

MONROE APP CON ★	UNICOM
126.9	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	457-1¼	374 (400-1¼)	NA	
LNAV/VNAV DA	518-1½	435 (500-1½)	NA	
LNAV MDA	480-1	397 (400-1)	NA	
CIRCLING	580-1	497 (500-1)	NA	



SC-4, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	3707
CH 78111 W36A	360°	TDZE	83
		Apt Elev	83

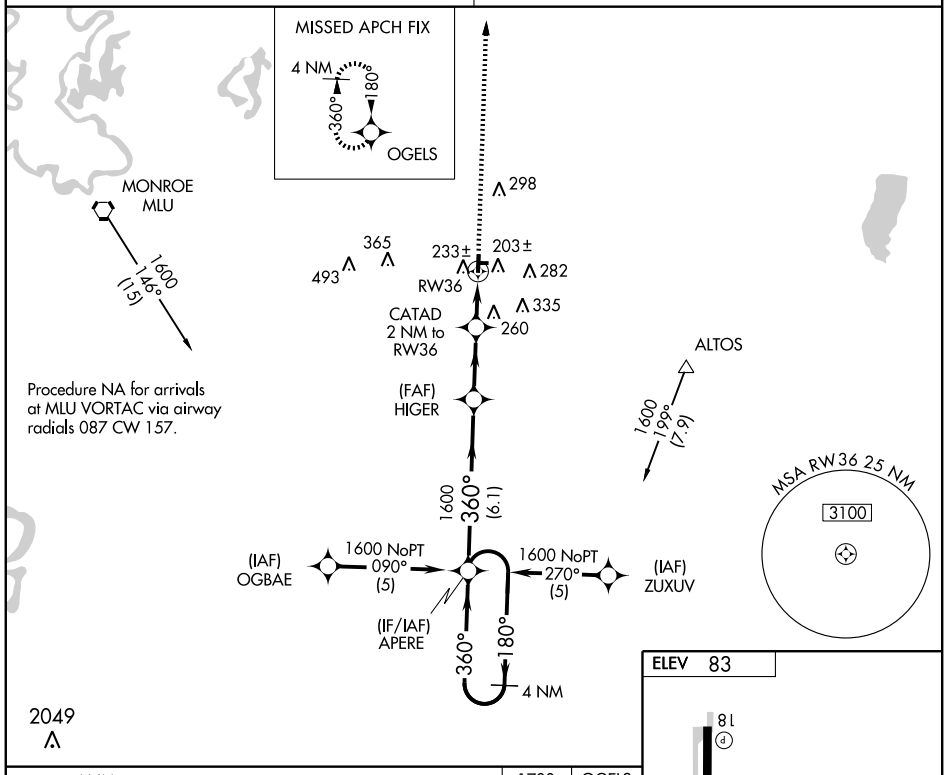
RNAV (GPS) RWY 36

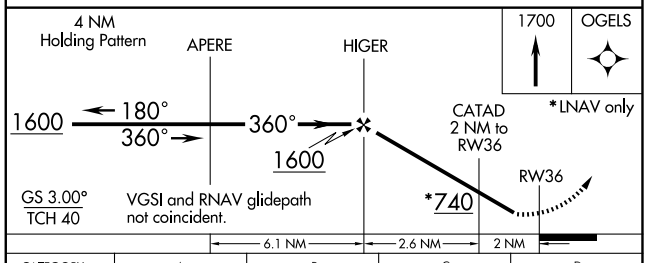
RAYVILLE/JOHN H. HOOKS JR. MEMORIAL (M79)

Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Monroe altimeter setting. When Monroe altimeter setting not received, use Bastrop altimeter setting and increase all DA/MDA 20 feet, and increase LPV visibility ¼ mile all Cats.

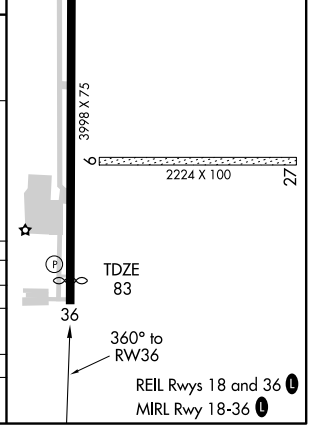
MISSED APPROACH: Climb to 1700 direct OGELS and hold.

MONROE APP CON ★	UNICOM
126.9	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	459-1¼	376 (400-1¼)	NA	
LNAV/VNAV DA	515-1½	432 (500-1½)	NA	
LNAV MDA	600-1	517 (600-1)	NA	
CIRCLING	600-1	517 (600-1)	NA	



SC-4, 08 APR 2010 to 06 MAY 2010

VORTAC MLU 117.2 Chan 119	APP CRS 095°	Rwy Idg N/A TDZE N/A Apt Elev 83

VOR/DME-A

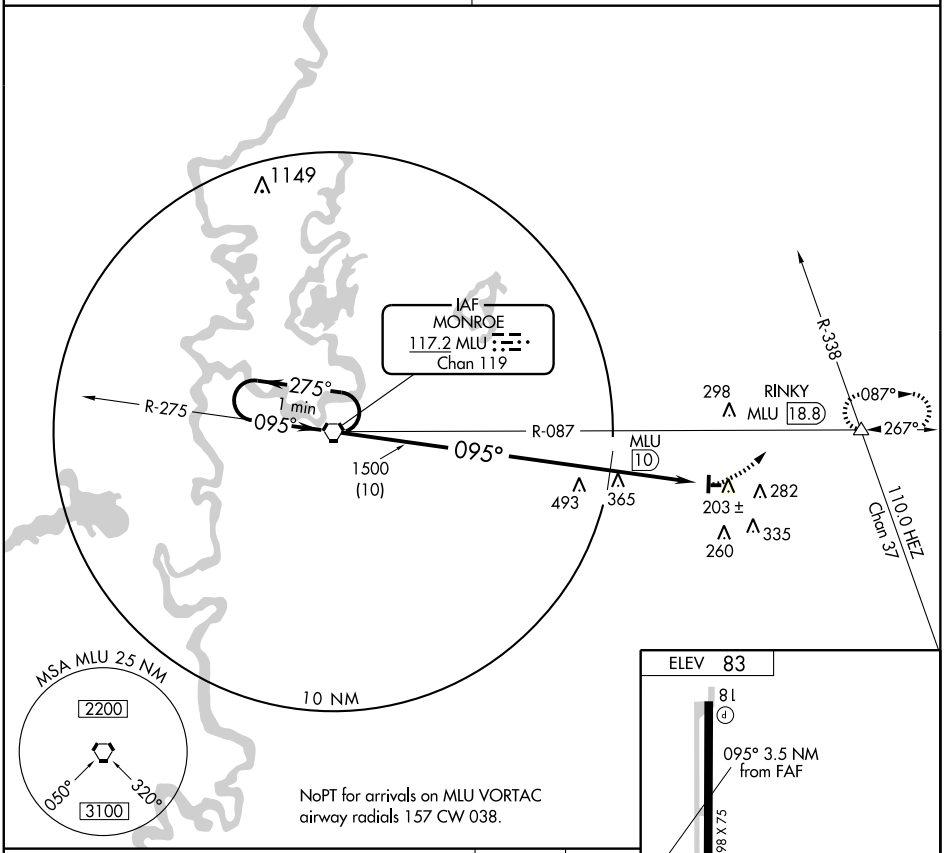
RAYVILLE/ JOHN H. HOOKS JR. MEMORIAL (M79)

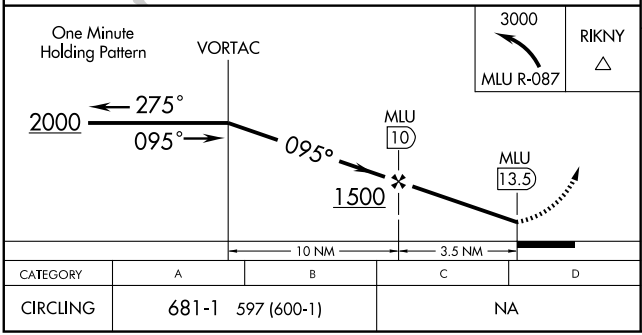
Use Monroe altimeter setting.
NA

MISSED APPROACH: Climbing left turn to 3000 via MLU R-087 to RINKY Int and hold.

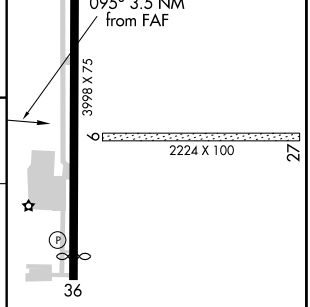
MONROE APP CON ★ 126.9

UNICOM 122.8 (CTAF) L





3000
MLU R-087
RIKNY



CATEGORY	A	B	C	D
CIRCLING	681-1 597 (600-1)		NA	

REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L

APP CRS	Rwy Idg	3999
170°	TDZE	6
	Apt Elev	7

RNAV (GPS) RWY 17

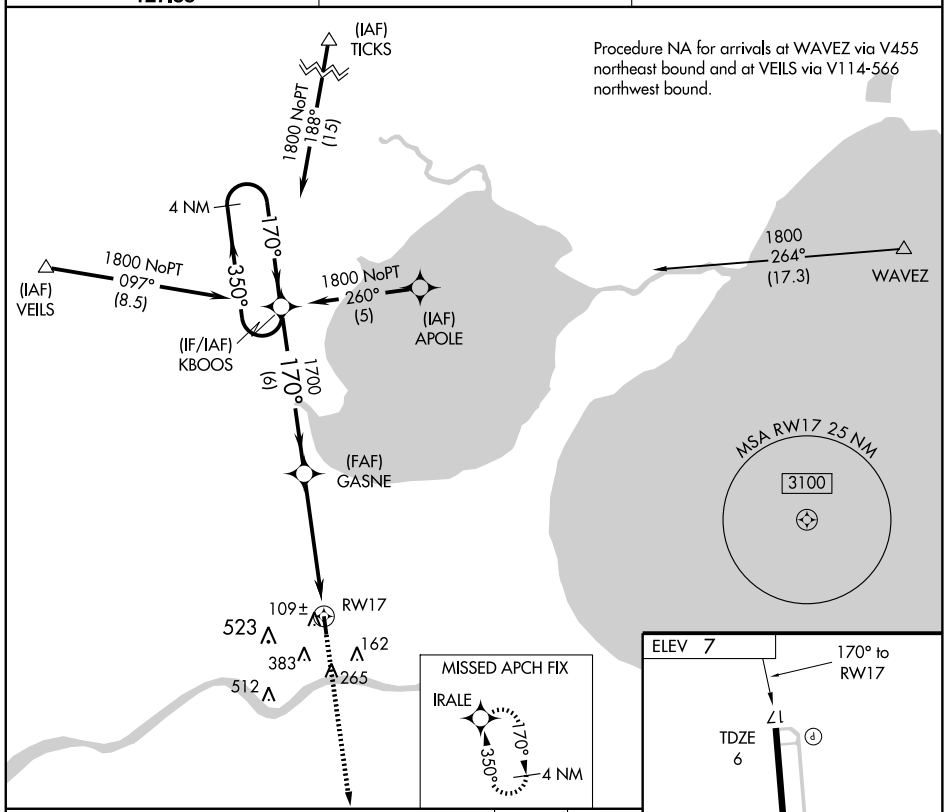
RESERVE/ ST JOHN THE BAPTIST PARISH (1LØ)

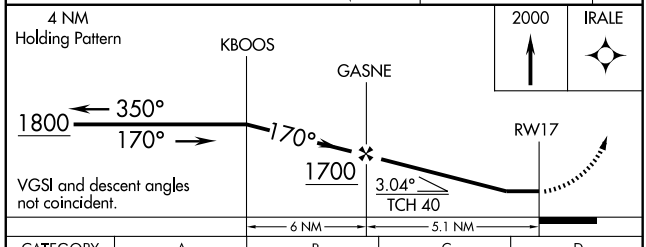
DME/DME RNP-0.3 authorized. Visibility reduction by helicopters NA. Use Louis Armstrong New Orleans Intl altimeter setting; when not received, use Lakefront altimeter setting and increase all MDA 40 feet and increase Circling Cats B and C visibility ¼mile.

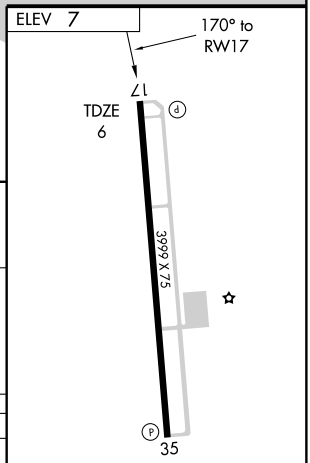
NA

MISSED APPROACH: Climb to 2000 direct IRALE and hold.

LOUIS ARMSTRONG NEW ORLEANS INTL ATIS	NEW ORLEANS APP CON	UNICOM
127.55	125.5 350.35	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	540-1	534 (600-1)	540-1½ 534 (600-1½)	NA
CIRCLING	740-1	733 (800-1)	740-2 733 (800-2)	NA

REIL Rwy 17 L
MIRL Rwy 17-35 L

SC-4, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	3999
CH 87111	350°	TDZE	7
W35A		Apt Elev	7

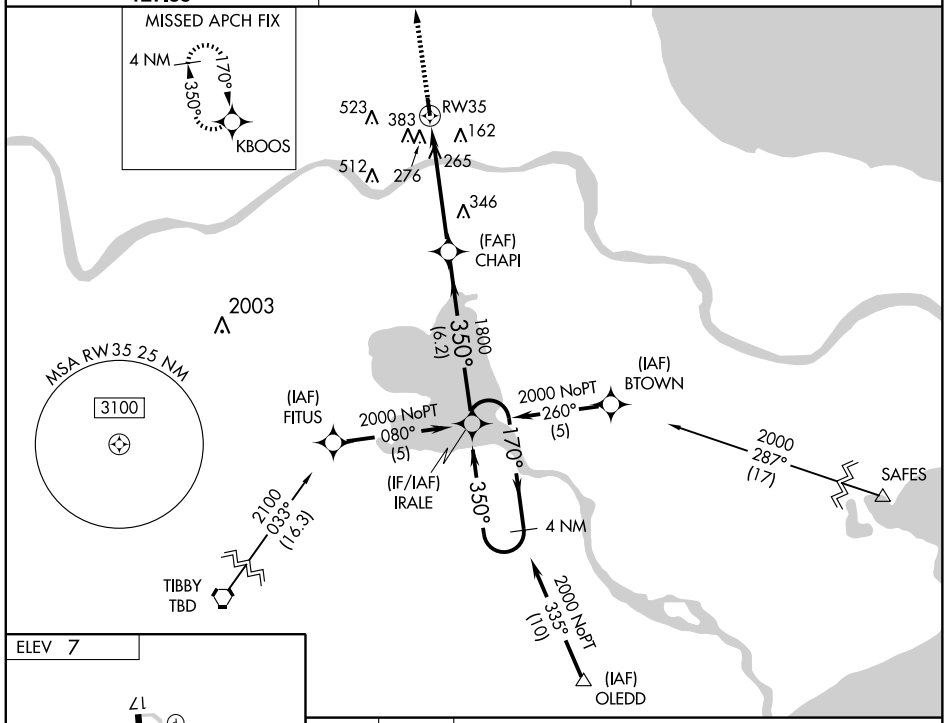
RNAV (GPS) RWY 35

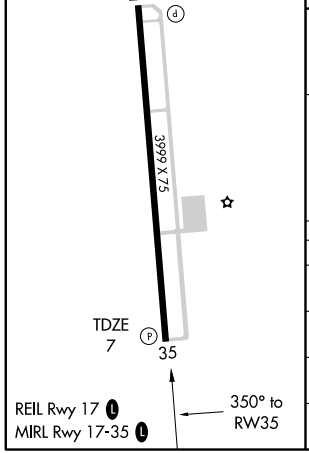
RESERVE/ ST JOHN THE BAPTIST PARISH (1LØ)

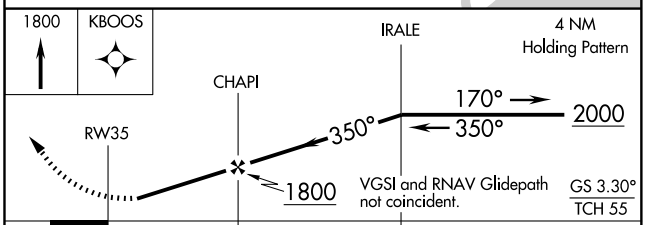
T A NA — Baro-VNAV NA. Visibility reduction by helicopters NA. Use Louis Armstrong New Orleans Intl altimeter setting; when not received, use Lakefront altimeter setting and increase all DA 25 feet, all MDA 40 feet, and Circling Cats. B and C visibility ¼ mile.

MISSED APPROACH: Climb to 1800 direct KBOOS and hold.

LOUIS ARMSTRONG NEW ORLEANS INTL ATIS	NEW ORLEANS APP CON	UNICOM
127.55	125.5 350.35	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	490-1½ 483 (500-1½)			NA
LNAV/VNAV DA	695-2¼ 688 (700-2¼)			NA
LNAV MDA	700-1 693 (700-1)		700-2 693 (700-2)	NA
CIRCLING	740-1 733 (800-1)		740-2 733 (800-2)	NA

SC-4, 08 APR 2010 to 06 MAY 2010

VOR/DME RQR 110.8 Chan 45	APP CRS 335°	Rwy Idg 3999 TDZE 7 Apt Elev 7

VOR RWY 35

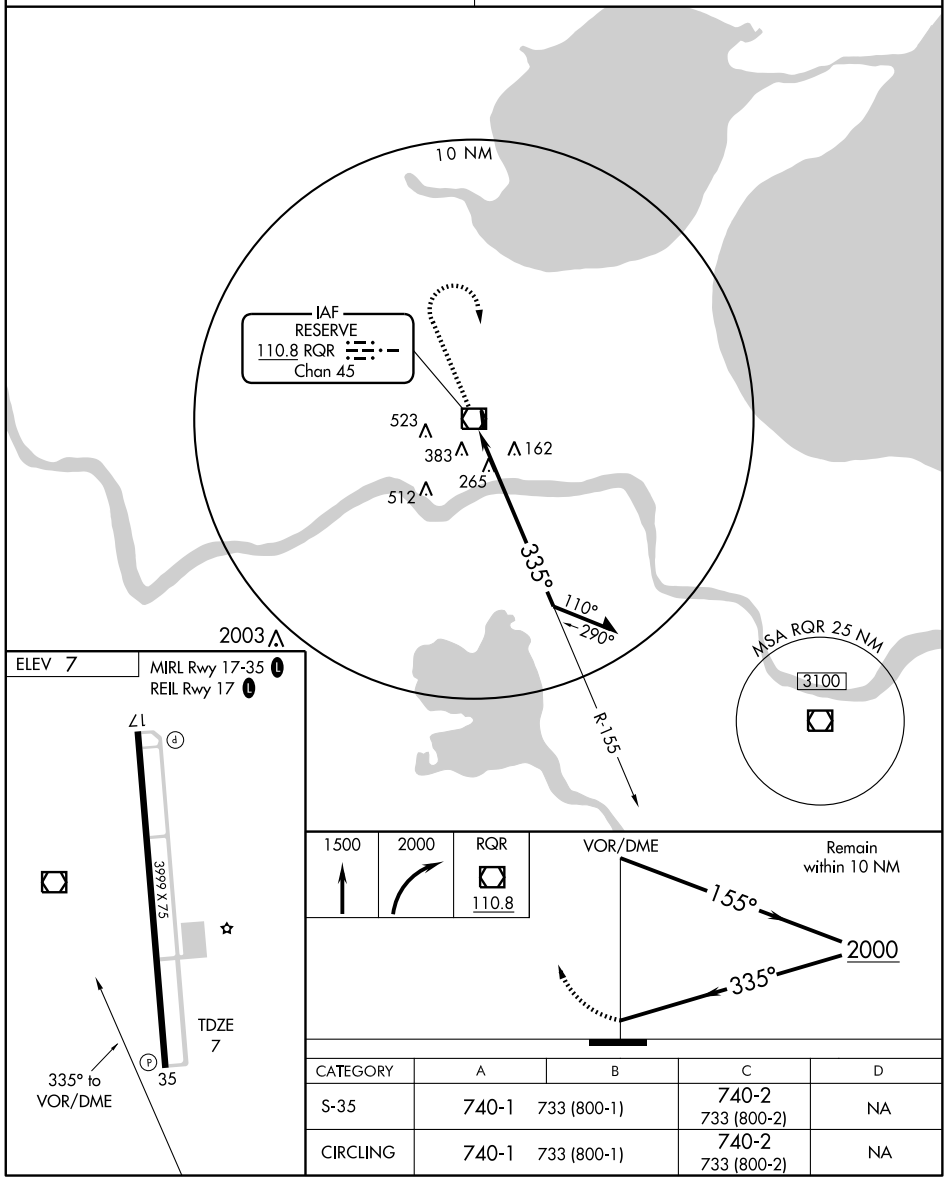
RESERVE/ ST JOHN THE BAPTIST PARISH (1LØ)

NA

Use Louis Armstrong New Orleans Intl altimeter setting.

MISSED APPROACH: Climb to 1500, then climbing right turn to 2000 direct RQR VOR/DME.

NEW ORLEANS APP CON	UNICOM
125.5 350.35	122.7 (CTAF)



CATEGORY	A	B	C	D
S-35	740-1	733 (800-1)	740-2 733 (800-2)	NA
CIRCLING	740-1	733 (800-1)	740-2 733 (800-2)	NA

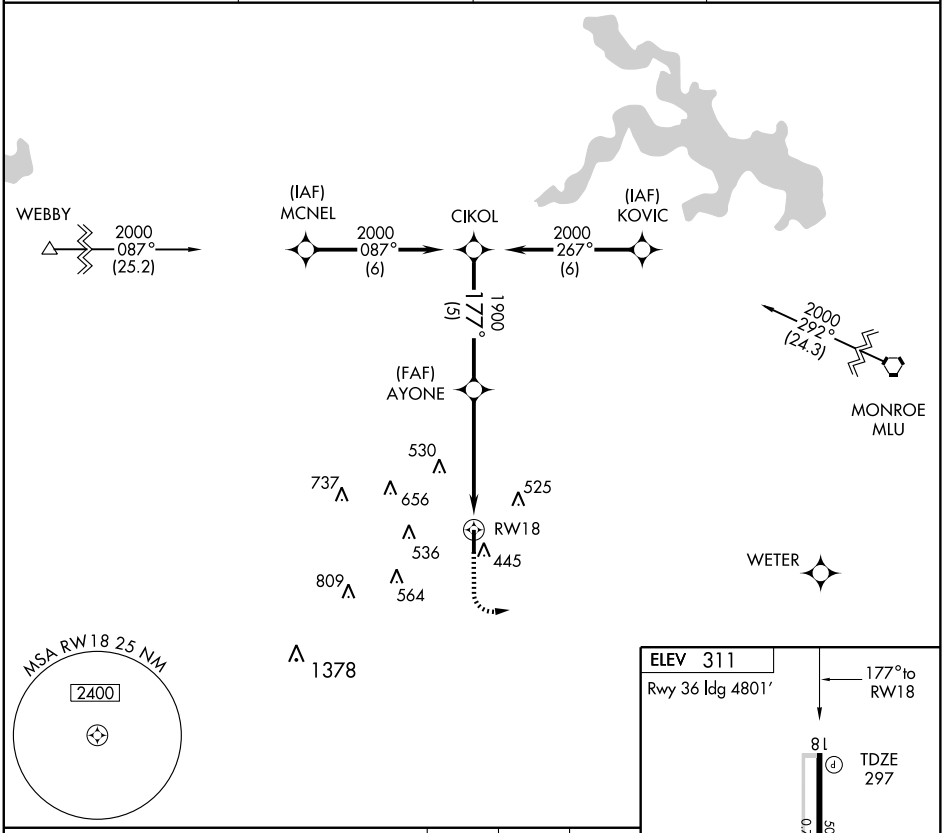
SC-4, 08 APR 2010 to 06 MAY 2010

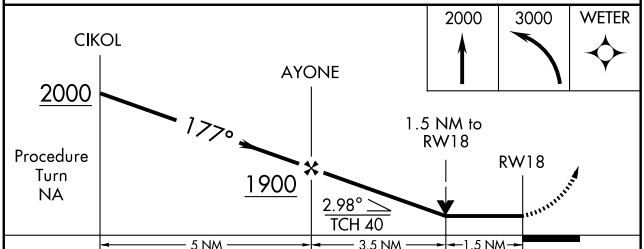
APP CRS	Rwy Idg	5000
177°	TDZE	297
	Apt Elev	311

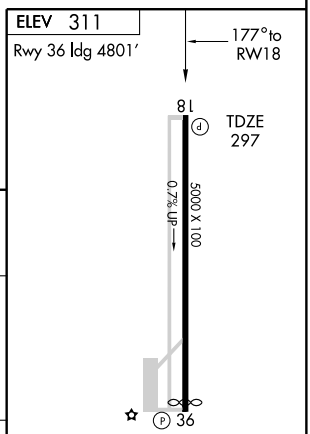
GPS RWY 18
RUSTON RGNL (RSN)

⚠ NA If local altimeter setting not received on 119.525, obtain local altimeter setting on CTAF; when not received, procedure NA.	MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct WETER.

AWOS-3	MONROE APP CON★	CLNC DEL	UNICOM
119.525	126.9 307.9	118.8	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-18	800-1	503 (500-1)	800-1½	503 (500-1½)
CIRCLING	800-1	489 (500-1)	800-1½ 489 (500-1½)	880-2 569 (600-2)

MIRL Rwy 18-36 L

SC-4, 08 APR 2010 to 06 MAY 2010

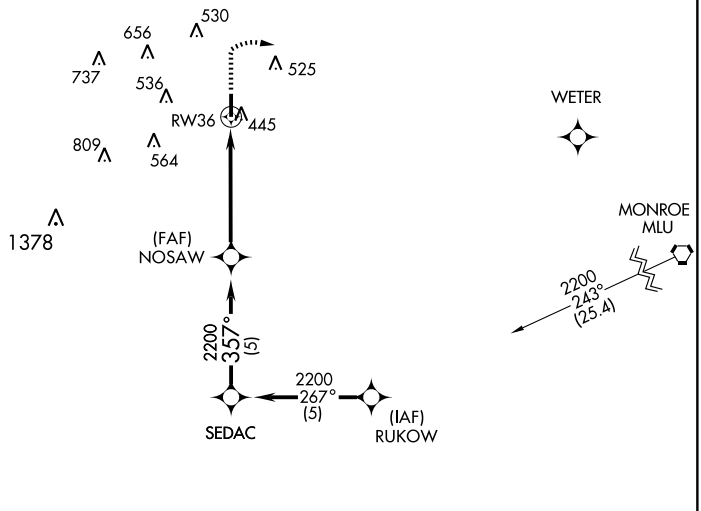
APP CRS		
357°	Rwy Idg	4801
	TDZE	311
	Apt Elev	311

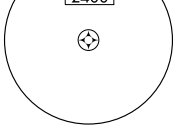
GPS RWY 36
RUSTON RGNL (RSN)

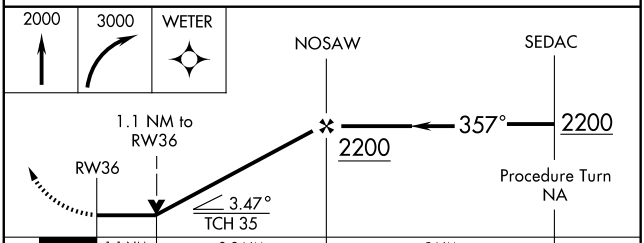
⚠ NA — If local altimeter setting not received on 119.525, obtain local altimeter setting on CTAF; when not received, procedure NA.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct WETER WP.

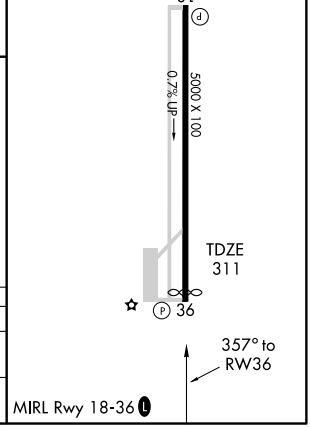
AWOS-3	MONROE APP CON ★	CLNC DEL	UNICOM
119.525	126.9 307.9	118.8	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-36	760-1 449 (500-1)		760-1¼ 449 (500-1¼)	760-1½ 449 (500-1½)
CIRCLING	800-1 489 (500-1)		800-1½ 489 (500-1½)	880-2 569 (600-2)



SC-4, 08 APR 2010 to 06 MAY 2010

NDB ROQ	APP CRS	Rwy Idg	5000
368	177°	TDZE	297
		Apt Elev	311

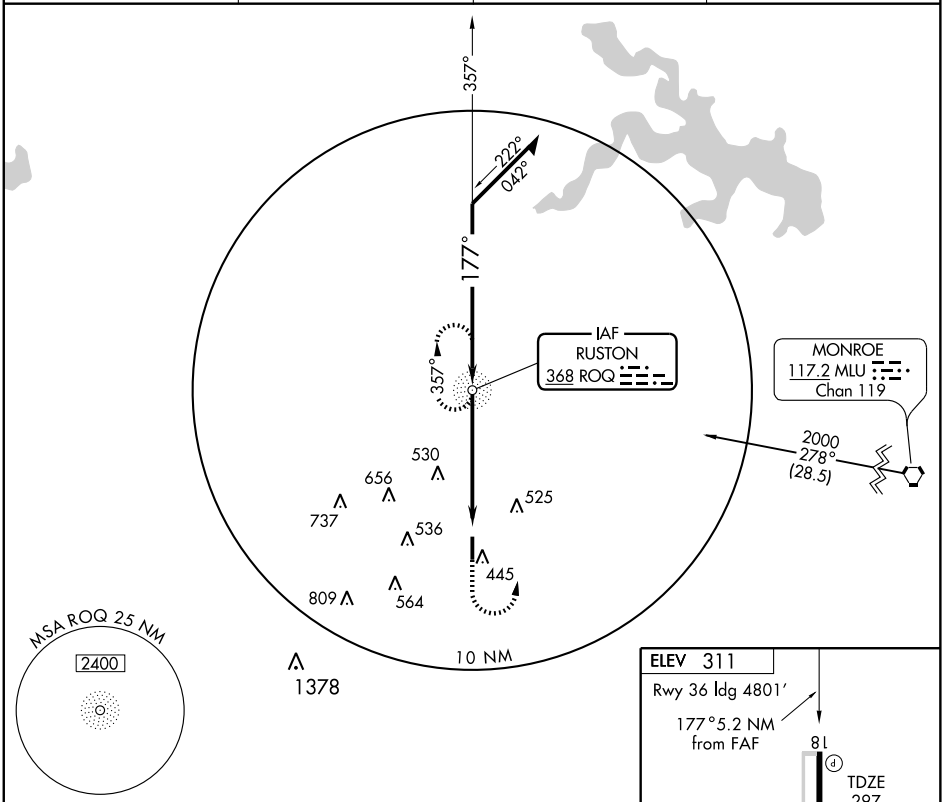
NDB RWY 18

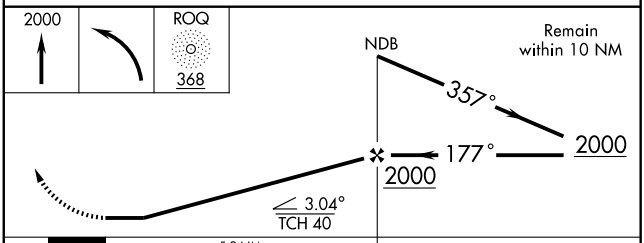
RUSTON RGNL (RSN)

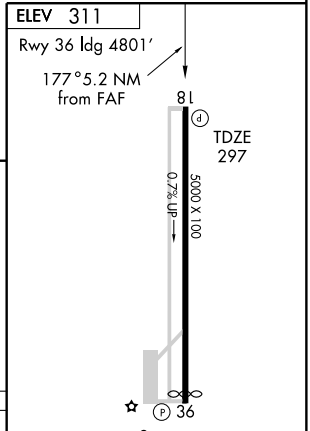
NA If local altimeter setting not received on 119.525, obtain local altimeter setting on CTAF; when not received, procedure NA.

MISSED APPROACH: Climb to 2000, then left turn direct ROQ NDB and hold.

AWOS-3	MONROE APP CON ★	CLNC DEL	UNICOM
119.525	126.9 307.9	118.8	122.7 (CTAF) L







MIRL Rwy 18-36 L

CATEGORY	A	B	C	D
S-18	900-1	603 (600-1)	900-1¾ 603 (600-1¾)	900-2 603 (600-2)
CIRCLING	900-1	589 (600-1)	900-1¾ 589 (600-1¾)	900-2 589 (600-2)

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

SC-4, 08 APR 2010 to 06 MAY 2010

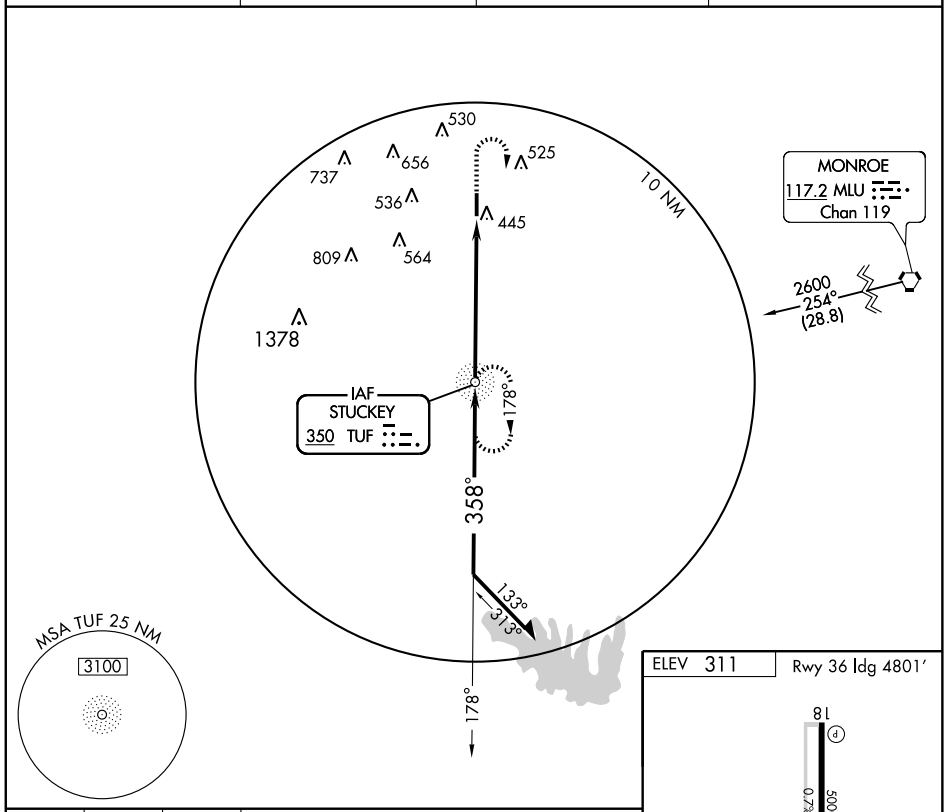
TUF NDB 350	APP CRS 358°	Rwy Idg 4801 TDZE 311 Apt Elev 311

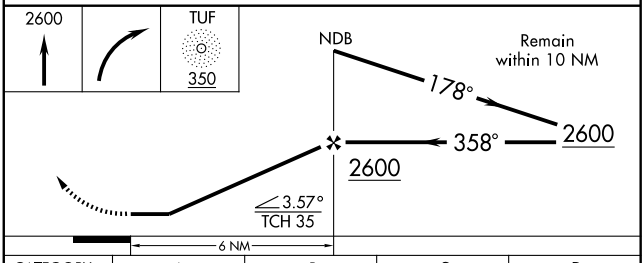
NDB RWY 36

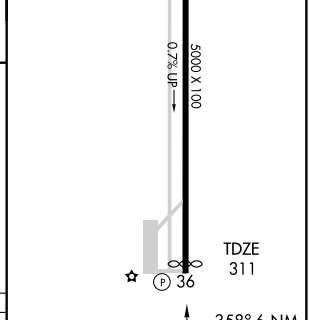
RUSTON RGNL (RSN)

⚠ NA — If local altimeter setting not received on 119.525, obtain local altimeter setting on CTAF; when not received, procedure NA.	MISSED APPROACH: Climb to 2600, then right turn direct TUF NDB and hold.

AWOS-3	MONROE APP CON ★	CLNC DEL	UNICOM
119.525	126.9 307.9	118.8	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-36	800-1 489 (500-1)		800-1¼ 489 (500-1¼)	800-1½ 489 (500-1½)
CIRCLING	800-1 489 (500-1)		800-1½ 489 (500-1½)	880-2 569 (600-2)

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

SC-4, 08 APR 2010 to 06 MAY 2010

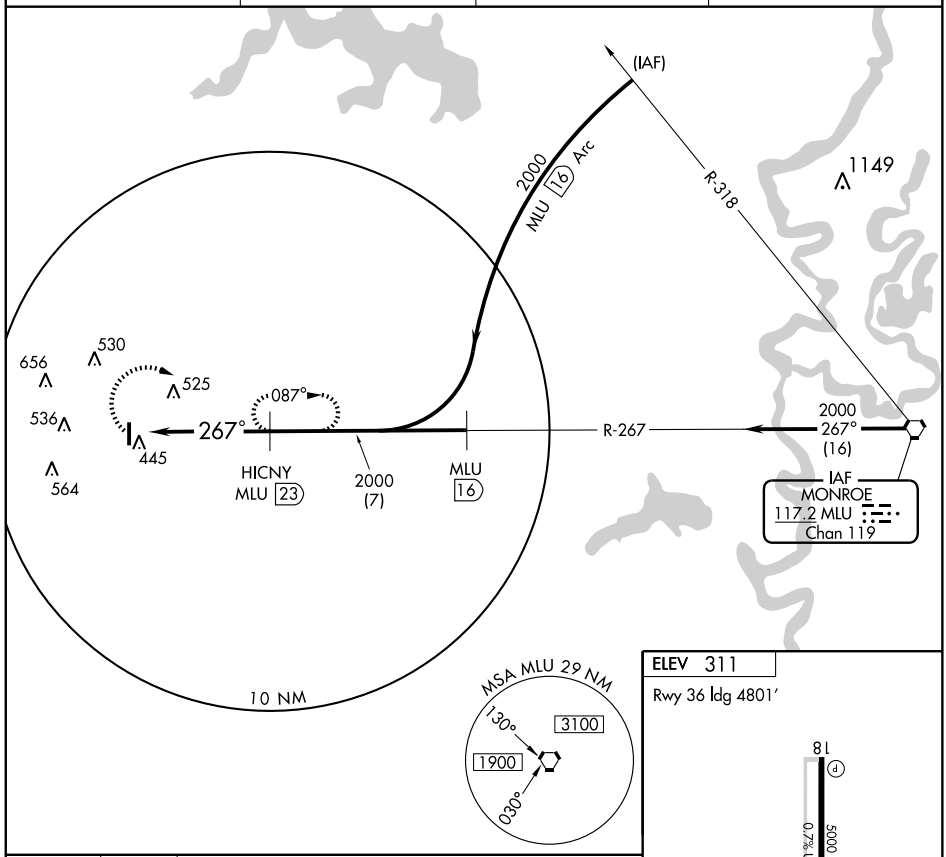
VORTAC MLU	APP CRS	Rwy Idg	N/A
117.2	267°	TDZE	N/A
Chan 119		Apt Elev	311

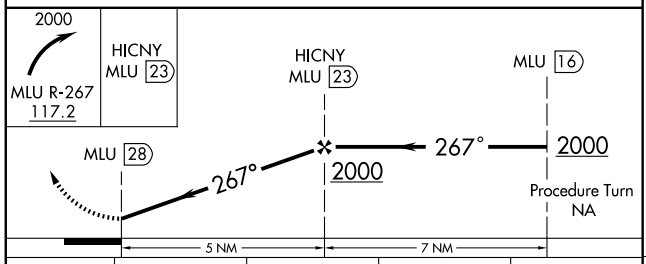
VOR/DME-A
RUSTON RGNL (RSN)

⚠ NA — If local altimeter setting not received on 119.525, obtain local altimeter setting on CTAF; when not received, procedure NA.

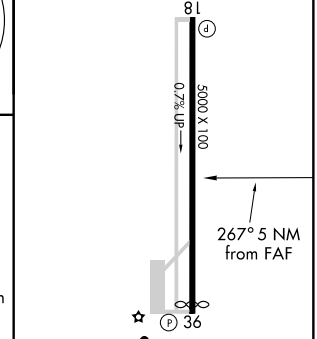
MISSED APPROACH: Climbing right turn to 2000 via MLU VORTAC R-267 to HICNY/23 DME and hold.

AWOS-3	MONROE APP CON ★	CLNC DEL	UNICOM
119.525	126.9 307.9	118.8	122.7 (CTAF) L





ELEV 311
Rwy 36 ldg 4801'



MIRL Rwy 18-36 L

CATEGORY	A	B	C	D
CIRCLING	920-1 609 (700-1)	920-1¼ 609 (700-1¼)	920-1¾ 609 (700-1¾)	920-2 609 (700-2)

Knots	60	90	120	150	180
Min:Sec					

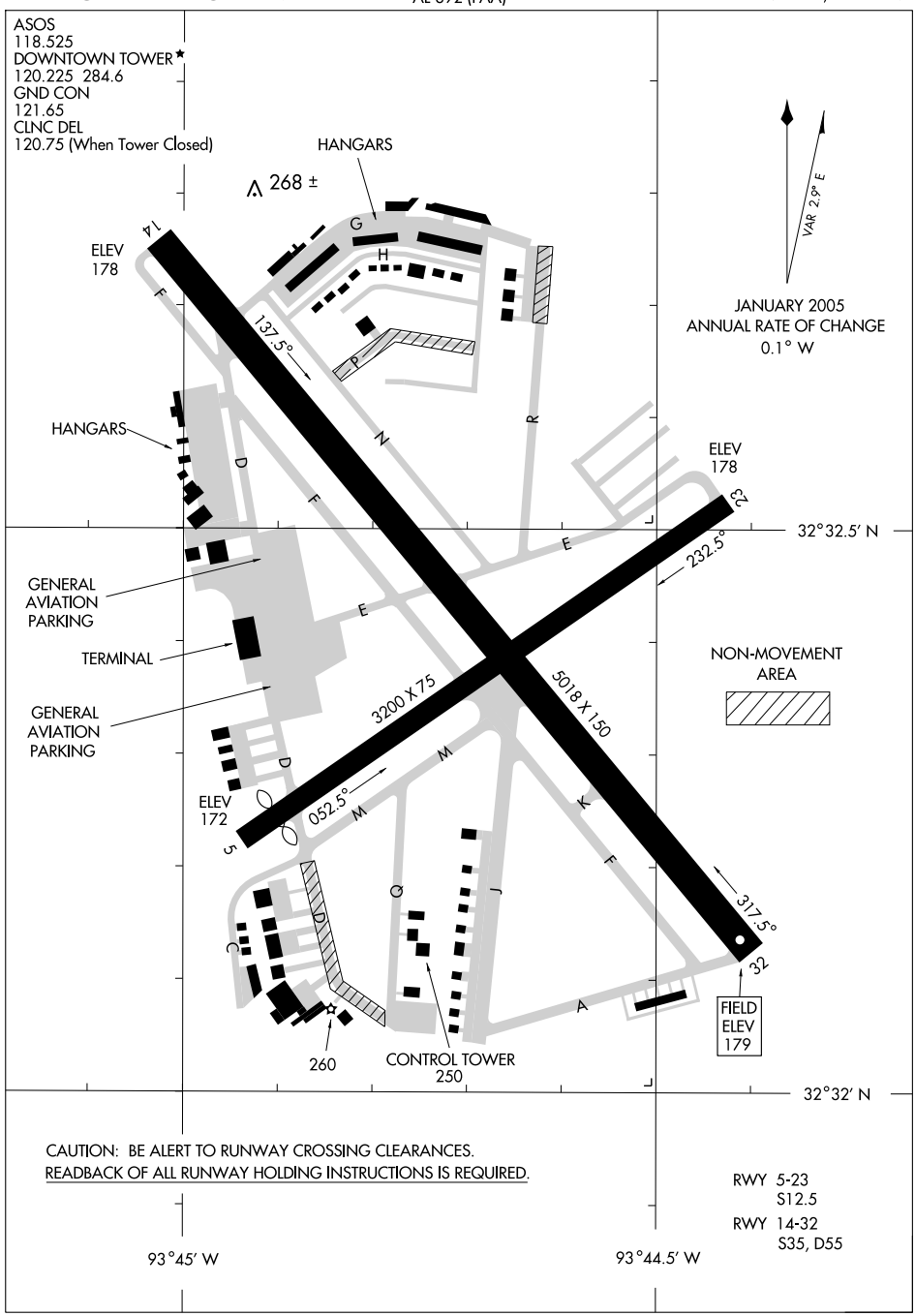
SC-4, 08 APR 2010 to 06 MAY 2010

09183

AIRPORT DIAGRAM

AL-392 (FAA)

SHREVEPORT DOWNTOWN (DTN)
SHREVEPORT, LOUISIANA



SC-4, 08 APR 2010 to 06 MAY 2010

LOC I-DTN	APP CRS	Rwy Idg	5018
111.7	133°	TDZE	179
Chan 54		Apt Elev	179

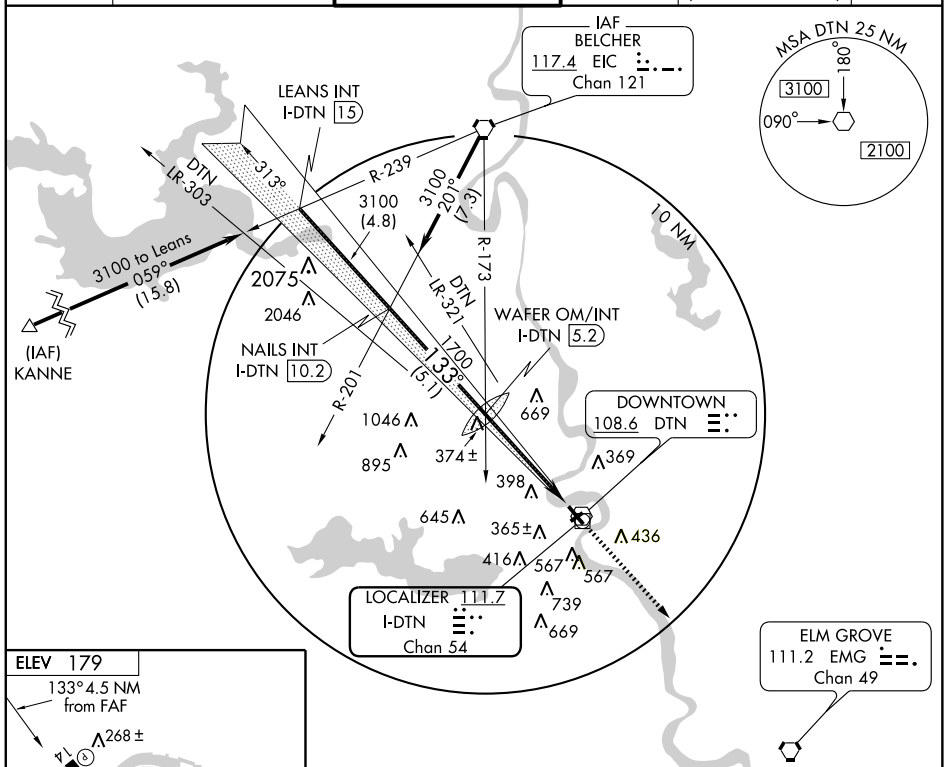
LOC RWY 14

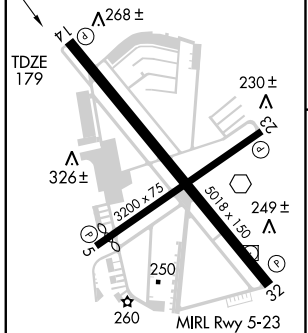
SHREVEPORT DOWNTOWN (DTN)

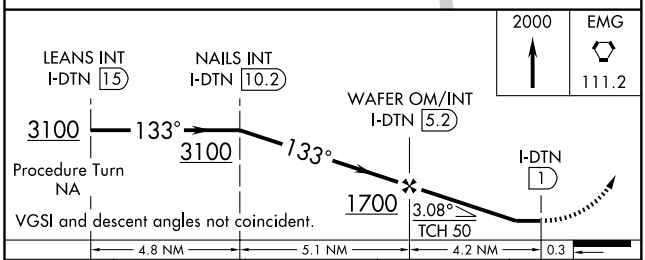
NA

MISSED APPROACH: Climb to 2000 direct EMG VORTAC.

ASOS	SHREVEPORT APP CON	DOWNTOWN TOWER★	GND CON	CLNC DEL	UNICOM
118.525	119.9 335.55	120.225 (CTAF) 284.6	121.65	120.75 (When tower closed)	122.95







FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

CATEGORY	A	B	C	D
S-14	600-1 421 (500-1)		600-1¼ 421 (500-1¼)	
CIRCLING	800-1 621 (700-1)	920-1¼ 741 (800-1¼)	920-2¼ 741 (800-2¼)	920-2½ 741 (800-2½)

SC-4, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5018
CH 97399	135°	TDZE	179
W14A		Apt Elev	179

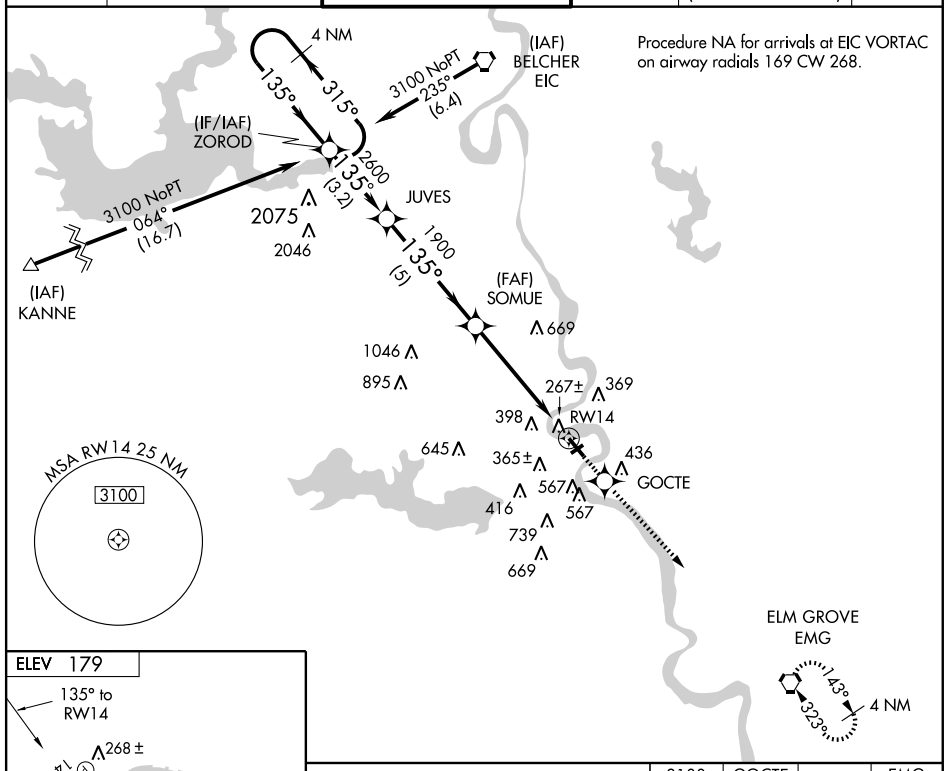
RNAV (GPS) RWY 14
SHREVEPORT DOWNTOWN (DTN)

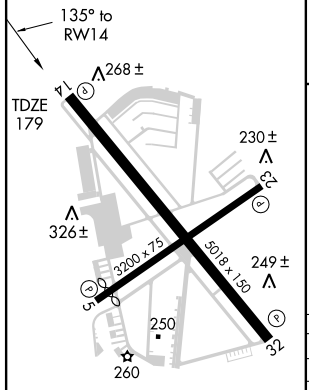
Procedure NA at night. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Shreveport Rgnl altimeter setting and increase all DAs/MDAs 40 feet. Baro-VNAV NA below -15°C (5°F). Baro-VNAV NA when using Shreveport Rgnl altimeter setting.

MISSED APPROACH: Climb to 3100 direct GOCTE and left turn via 132° track to EMG VORTAC and hold.

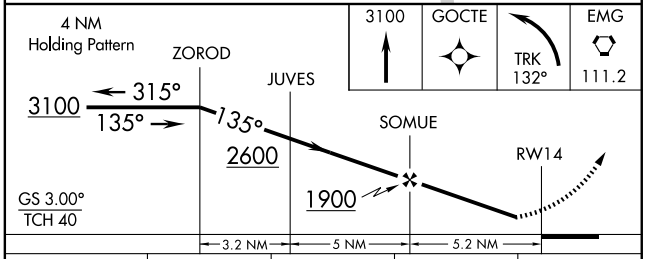
ASOS	SHREVEPORT APP CON	DOWNTOWN TOWER ★	GND CON	CLNC DEL	UNICOM
118.525	119.9 335.55	120.225 (CTAF) 284.6	121.65	120.75 (When tower closed)	122.95

Procedure NA for arrivals at EIC VORTAC on airway radials 169 CW 268.





MIRL Rwy 5-23
HIRL Rwy 14-32
REIL Rwys 5, 14, 23 and 32



CATEGORY	A	B	C	D
LPV DA	488-1 309 (400-1)			
LNAV/VNAV DA	697-1¾ 518 (600-1¾)			
LNAV MDA	800-1 621 (700-1)		800-1¾ 621 (700-1¾)	800-2 621 (700-2)
CIRCLING	800-1¾ 621 (700-1¾)	920-1¾ 741 (800-1¾)	920-2¼ 741 (800-2¼)	920-2½ 741 (800-2½)

SC-4, 08 APR 2010 to 06 MAY 2010

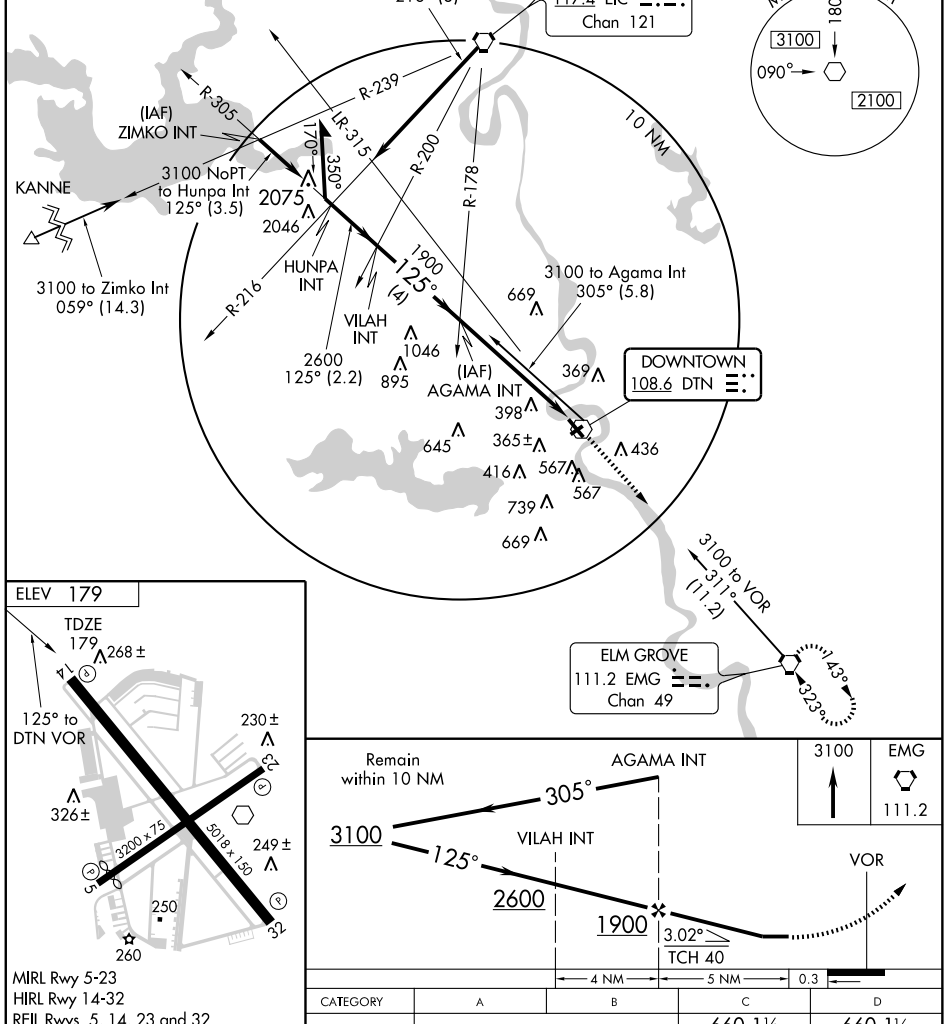
VOR DTN	APP CRS		
108.6	125°	Rwy Idg	5018
		TDZE	179
		Apt Elev	179

VOR RWY 14
SHREVEPORT DOWNTOWN (DTN)

If local altimeter setting not received, use Shreveport Regional altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 3100 direct EMG VORTAC and hold.

ASOS	SHREVEPORT APP CON	DOWNTOWN TOWER ★	GND CON	CLNC DEL	UNICOM
118.525	119.9 335.55	120.225 (CTAF) 284.6	121.65	120.75 (When tower closed)	122.95



MIRL Rwy 5-23
HIRL Rwy 14-32
REIL Rwys 5, 14, 23 and 32

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
S-14	660-1 481 (500-1)		660-1¼ 481 (500-1¼)	660-1½ 481 (500-1½)
CIRCLING	800-1 621 (700-1)	920-1¼ 741 (800-1¼)	920-2¼ 741 (800-2¼)	920-2½ 741 (800-2½)

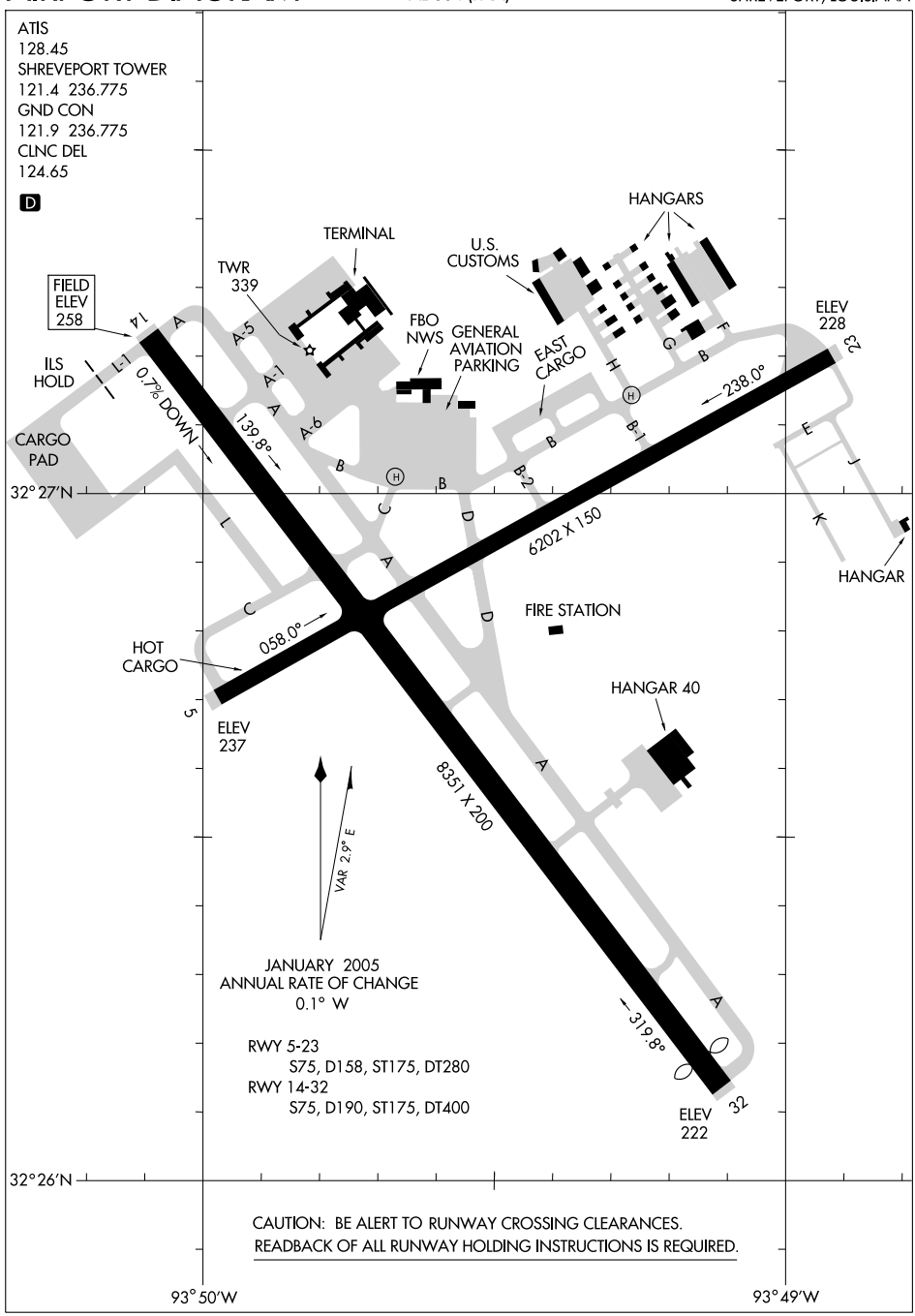
SC-4, 08 APR 2010 to 06 MAY 2010

AIRPORT DIAGRAM

AL-884 (FAA)

SHREVEPORT RGNL (SHV)

SHREVEPORT, LOUISIANA



SC-4, 08 APR 2010 to 06 MAY 2010

LOC/DME I-SHV	APP CRS	Rwy Idg	8351
110.7	141°	TDZE	258
Chan 44		Apt Elev	258

ILS or LOC RWY 14

SHREVEPORT RGNL (SHV)

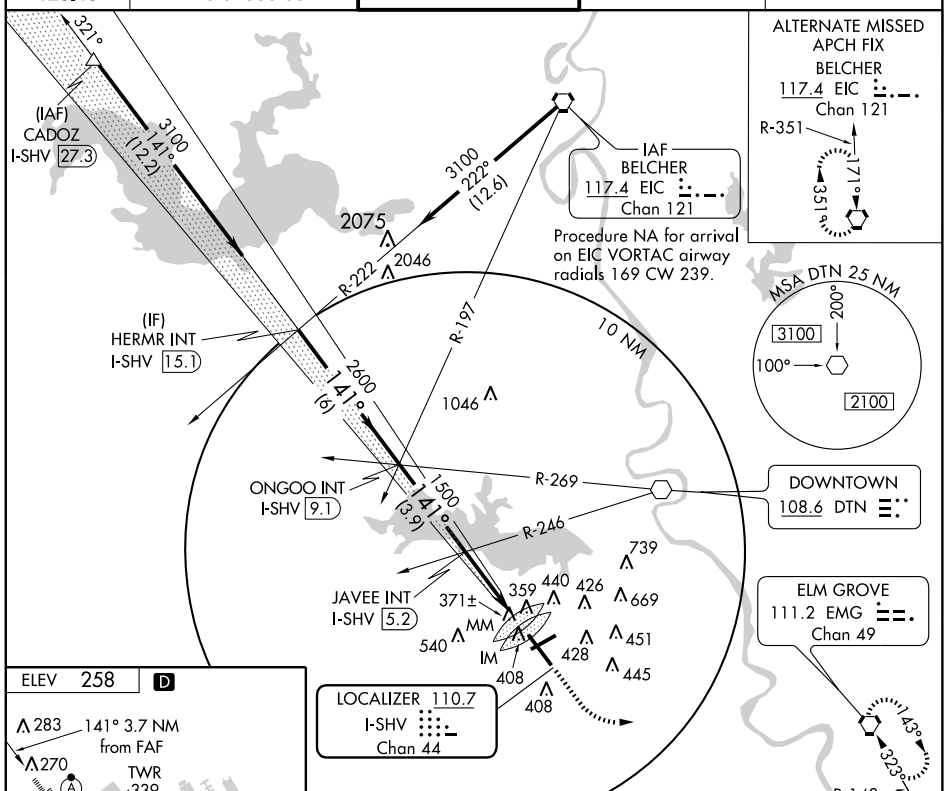
ASR

For inoperative ALSF, increase S-ILS 14 Cat. E visibility to RVR 4000 and S-LOC 14 Cat. E visibility to RVR 6000.

ALSF-2

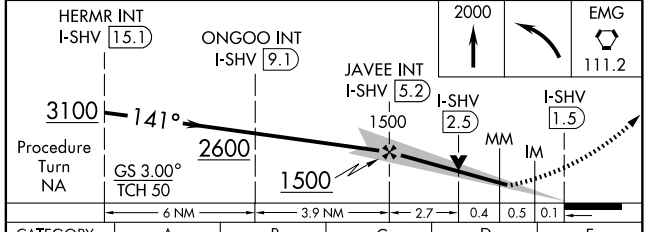
MISSED APPROACH: Climb to 2000 then left turn direct EMG VORTAC and hold.

ATIS	SHREVEPORT APP CON	SHREVEPORT TOWER	GND CON	CLNC DEL
128.45	119.9 335.55	121.4 236.775	121.9 236.775	124.65



FAF to MAP 3.7 NM

Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14



CATEGORY	A	B	C	D	E
S-ILS 14	458/18 200 (200-½)				458/24 200 (200-½)
S-LOC 14	620/24 362 (400-½)			620/40 362 (400-¾)	
CIRCLING	800-1 542 (600-1)		800-1½ 542 (600-1½)	820-2 562 (600-2)	1100-3 842 (900-3)

SC-4, 08 APR 2010 to 06 MAY 2010

LOC I-FOG	APP CRS	Rwy Idg	7976
110.3	319°	TDZE	222
		Apt Elev	258

ILS or LOC RWY 32

SHREVEPORT RGNL (SHV)

ASR: Inoperative table does not apply to S-ILS 32 all Cats. For inoperative MALSR, increase S-LOC 32 Cats. A, B and C visibility to RVR 5000. Visibility reduction by helicopters NA.

MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 3100 via EIC R-184 to EIC VORTAC and hold.

ATIS	SHREVEPORT APP CON	SHREVEPORT TOWER	GND CON	CLNC DEL
128.45	119.9 335.55	121.4 236.775	121.9 236.775	124.65

MISSED APCH FIX
BELCHER
117.4 EIC
Chan 121
111°
291°
R-111

BELCHER
117.4 EIC
Chan 121

ALTERNATE MISSED APCH FIX
ELM GROVE
111.2 EMG
Chan 49
143°
323°
R-143

ELM GROVE
111.2 EMG
Chan 49

1046
EIC
R-184
167° (24)
2100
10 NM
739
359
440
426
669
408
428
451
540
445
368±
408
319°
R-252
(IAF)
FORBE
OM/INT
1 min
139°
1049
LOCALIZER 110.3
I-FOG
MSA EMG 25 NM
3100

ELEV 258 D
283
270
TWR
339
14
0.7% DOWN
299
6202 X 150
23
5
8351 X 200
318
TDZE
222
306
REIL Rwy 5 and 23
HIRL Rwy 14-32
MIRL Rwy 5-23
TDZ/CL Rwy 14
319° 4.8 NM from FAF

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

800	3100	EIC R-184	EIC 117.4

FORBE
OM/INT
1817
One Minute Holding Pattern
139°
319°
1900
1900
GS 3.00°
TCH 52
4.8 NM

CATEGORY	A	B	C	D
S-ILS 32	422/40 200 (200-¾)			
S-LOC 32	720/40 498 (400-¾)			720/50 498 (400-1)
CIRCLING	800-1 542 (600-1)		800-1½ 542 (600-1½)	820-2 562 (600-2)

SC-4, 08 APR 2010 to 06 MAY 2010

LOC/DME I-SHV	APP CRS	Rwy Idg	8351
110.7	141°	TDZE	258
Chan 44		Apt Elev	258

ILS RWY 14 (CAT II)

SHREVEPORT RGNL (SHV)

ASR

ALSF-2

MISSED APPROACH: Climb to 2000 then left turn direct EMG VORTAC and hold.

ATIS	SHREVEPORT APP CON	SHREVEPORT TOWER	GND CON	CLNC DEL
128.45	119.9 335.55	121.4 236.775	121.9 236.775	124.65

(IAF) CADOZ I-SHV 27.3

321°

3100 141° (12.2)

3100 222° (12.6)

IAF BELCHER 117.4 EIC Chan 121

Procedure NA for arrival on EIC VORTAC airway radials 169 CW 239.

ALTERNATE MISSED APCH FIX BELCHER 117.4 EIC Chan 121

R-351 171° 351°

2075

2046

R-222

R-197

10 NM

(IF) HERMR INT I-SHV 15.1

2600 (6) 141°

1046

MSA DTN 25 NM 200° 3100 100° 2100

ONGOO INT I-SHV 9.1

1500 (3.9) 141°

R-269

R-246

DOWNTOWN 108.6 DTN

739

JAVEE INT I-SHV 5.2

371± 359 440 426 669 MM 540 IM 428 451 408 445 408

ELM GROVE 111.2 EMG Chan 49

LOCALIZER 110.7 I-SHV Chan 44

143° 323° R-143

ELEV 258 D

283 TDZE 258 270 TWR 339 074 299 6202 X 150 14 23 5 318 8351 X 200 306 32

REIL Rwys 5 and 23
TDZ/CL Rwy 14
HIRL Rwy 14-32
MIRL Rwy 5-23

HERMR INT I-SHV 15.1 ONGOO INT I-SHV 9.1 JAVEE INT I-SHV 5.2

2000 EMG 111.2

3100 141° 2600 1500 MM DH RA 93 IM 258 MSL

Procedure Turn NA

GS 3.00° TCH 50

6 NM 3.9 NM 3.2 NM 2393′ 958′ 1200

CATEGORY	A	B	C	D
S-ILS 14	RA 93/12 100 DA 358			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-4, 08 APR 2010 to 06 MAY 2010

LOC/DME I-MWP	APP CRS	Rwy Idg	6201
109.1	057°	TDZE	237
Chan 28		Apt Elev	258

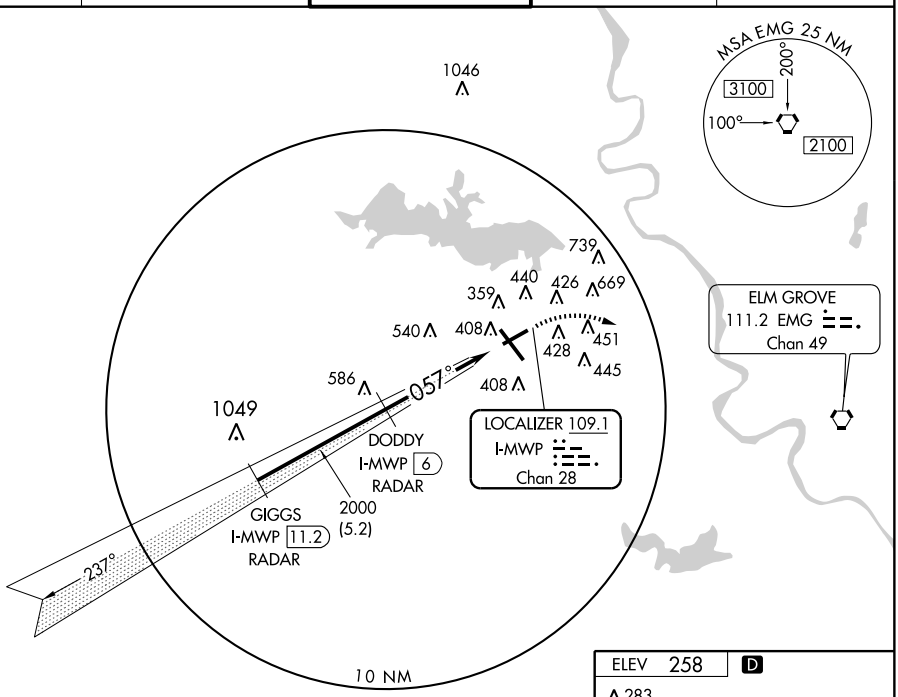
LOC RWY 5

SHREVEPORT RGNL (SHV)

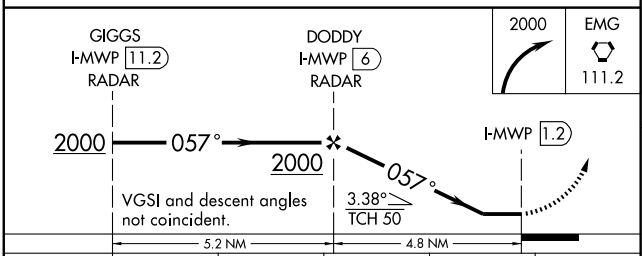
ASR

MISSED APPROACH: Climbing right turn to 2000 direct EMG VORTAC.

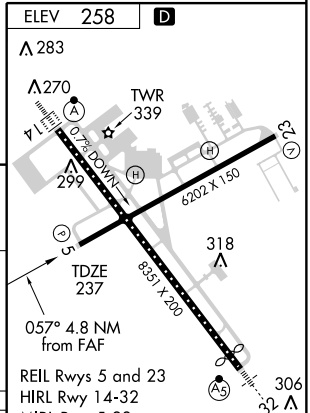
ATIS	SHREVEPORT APP CON	SHREVEPORT TOWER	GND CON	CLNC DEL
128.45	119.9 335.55	121.4 236.775	121.9 236.775	124.65



RADAR REQUIRED



CATEGORY	A	B	C	D	E
S-5	620-1 383 (400-1)			620-1¼ 383 (400-1¼)	
CIRCLING	800-1 542 (600-1)		800-1½ 542 (600-1½)	820-2 562 (600-2)	1100-3 842 (900-3)



FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SC-4, 08 APR 2010 to 06 MAY 2010

WAAS CH 49213 W05A	APP CRS 057°	Rwy Idg 6201 TDZE 237 Apt Elev 258

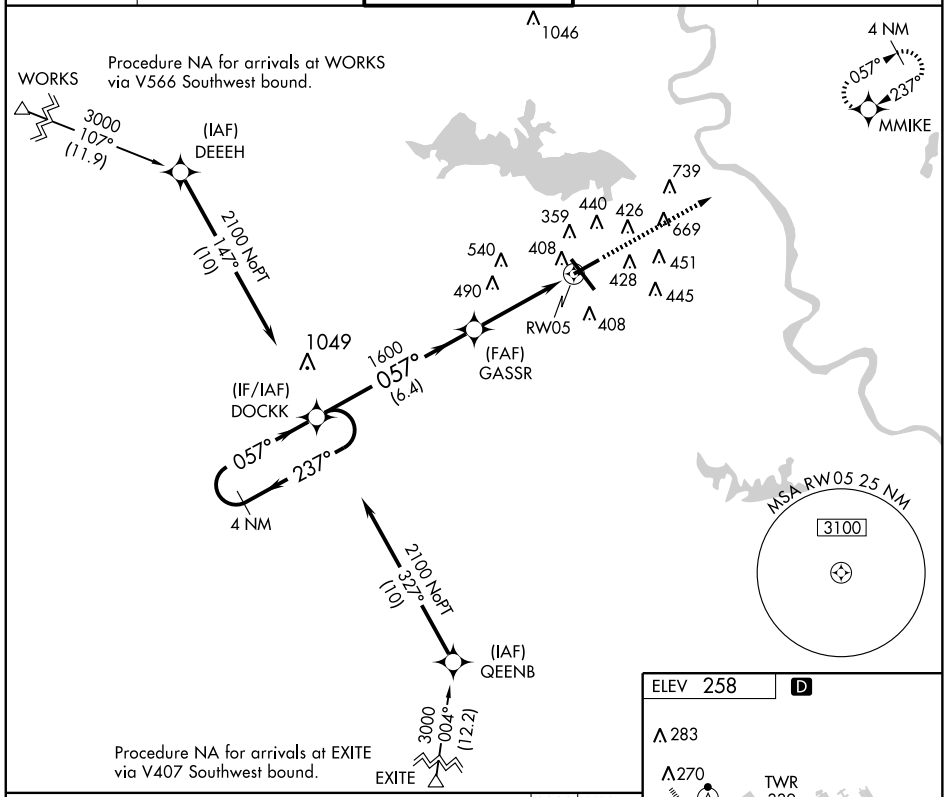
RNAV (GPS) RWY 5

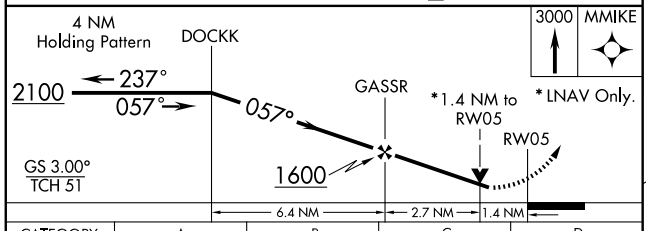
SHREVEPORT RGNL (SHV)

ASR For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibiliy reduction by helicopters NA.

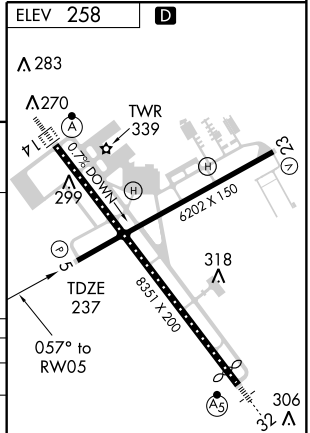
MISSED APPROACH: Climb to 3000 direct MMIKE and hold.

ATIS	SHREVEPORT APP CON	SHREVEPORT TOWER	GND CON	CLNC DEL
128.45	119.9 335.55	121.4 236.775	121.9 236.775	124.65





CATEGORY	A	B	C	D
LPV DA	594-1¼ 357 (400-1¼)			
LNAV/ VNAV DA	708-1¾ 471 (500-1¾)			
LNAV MDA	720-1 483 (500-1)		720-1¼ 483 (500-1¼)	720-1½ 483 (500-1½)
CIRCLING	800-1 542 (600-1)		800-1½ 542 (600-1½)	820-2 562 (600-2)



REIL Rwys 5 and 23
TDZ/CL Rwy 14
HIRL Rwy 14-32
MIRL Rwy 5-23

SC-4, 08 APR 2010 to 06 MAY 2010

WAAS CH 45913 W14A	APP CRS 139°	Rwy Idg 8351 TDZE 258 Apt Elev 258

RNAV (GPS) RWY 14

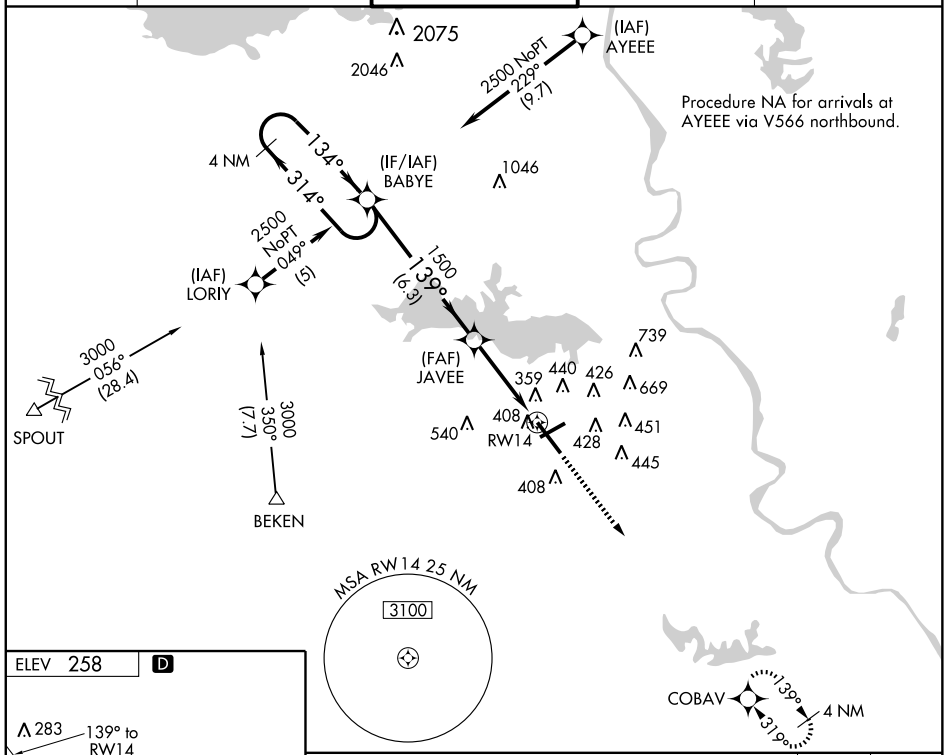
SHREVEPORT RGNL (SHV)

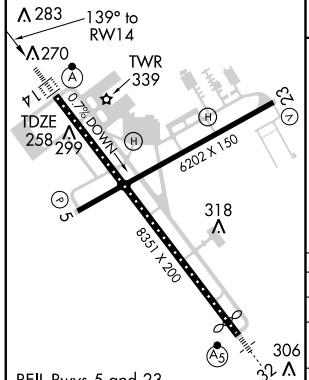
ASR For inoperative ALSF, increase LNAV Cat. D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

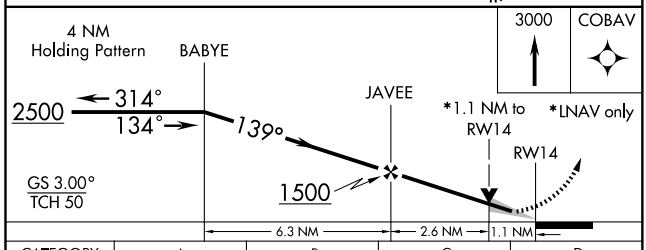
ALSF-2

MISSED APPROACH: Climb to 3000 direct COBAV and hold.

ATIS	SHREVEPORT APP CON	SHREVEPORT TOWER	GND CON	CLNC DEL
128.45	119.9 335.55	121.4 236.775	121.9 236.775	124.65







CATEGORY	A	B	C	D
LPV DA	458/24	200 (200-½)		
LNAV/VNAV DA	684/50	426 (500-1)		
LNAV MDA	660/24	402 (500-½)	660/40 402 (500-¾)	660/50 402 (500-1)
CIRCLING	800-1	542 (600-1)	800-1½ 542 (600-1½)	820-2 562 (600-2)

SC-4, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	6201
237°	TDZE	237
	Apt Elev	258

RNAV (GPS) RWY 23

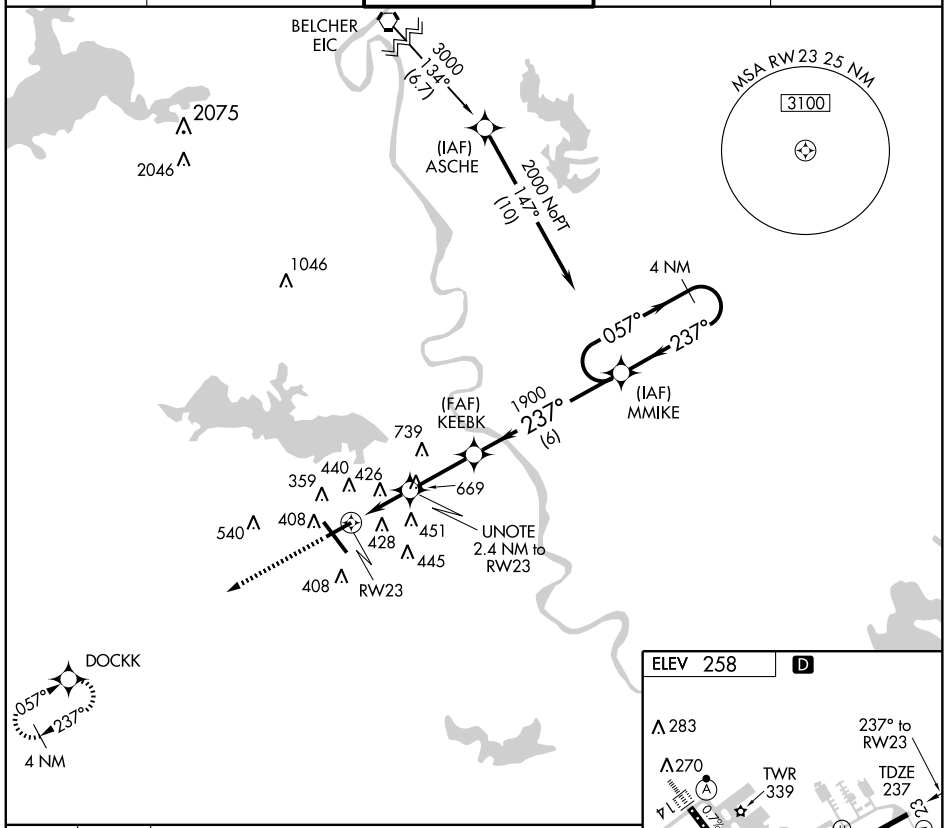
SHREVEPORT RGNL (SHV)

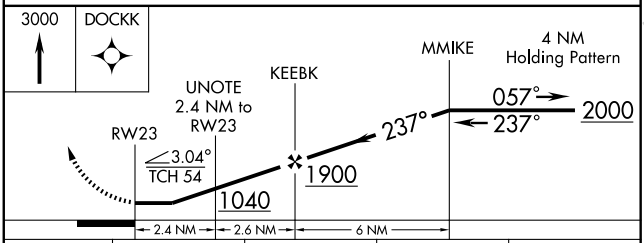
ASR

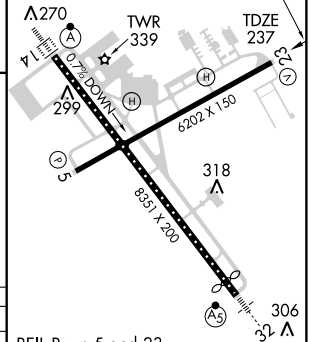
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct DOCKK and hold.

ATIS	SHREVEPORT APP CON	SHREVEPORT TOWER	GND CON	CLNC DEL
128.45	119.9 335.55	121.4 236.775	121.9 236.775	124.65







CATEGORY	A	B	C	D
LNAV MDA	940-1 703 (700-1)		940-2 703 (700-2)	940-2¼ 703 (700-2¼)
CIRCLING	940-1 682 (700-1)		940-2 682 (700-2)	940-2¼ 682 (700-2¼)

REIL Rwys 5 and 23
TDZ/CL Rwy 14
HIRL Rwy 14-32
MIRL Rwy 5-23

SC-4, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	7976
CH 77913	319°	TDZE	222
W32A		Apt Elev	258

RNAV (GPS) RWY 32

SHREVEPORT RGNL (SHV)

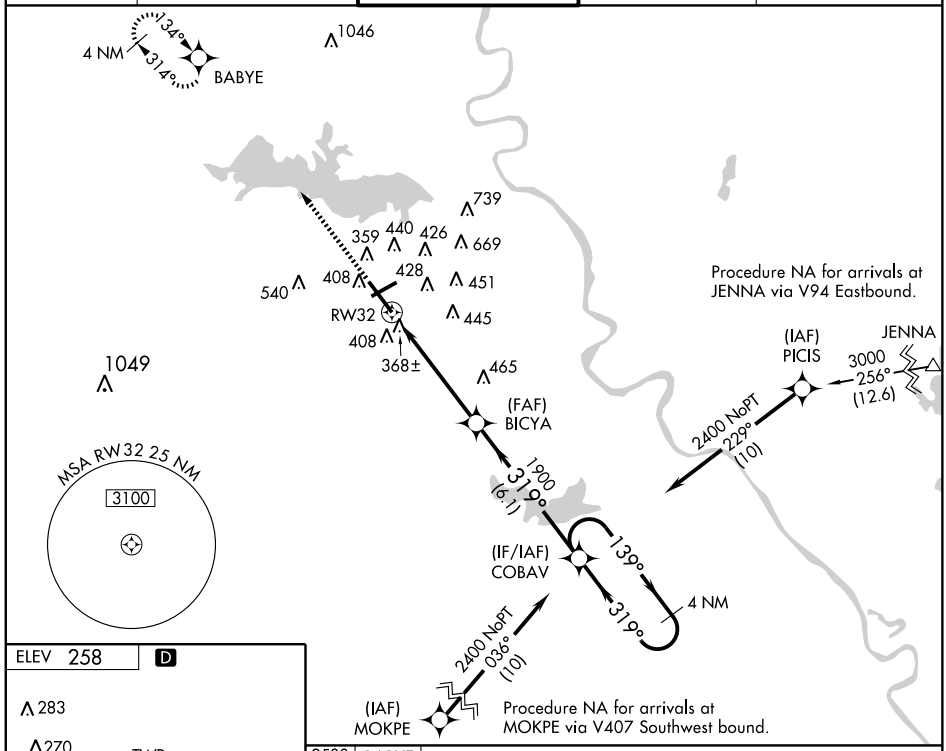
ASR

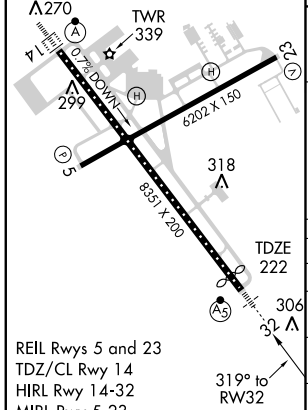
Inoperative table does not apply to LPV all Cats. For inoperative MALSR, increase LNAV Cats. A and B visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

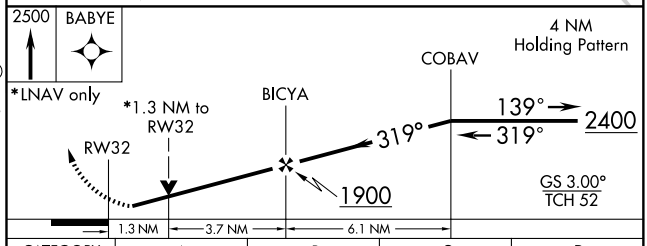
MALSR

MISSED APPROACH: Climb to 2500 direct BABYE and hold.

ATIS	SHREVEPORT APP CON	SHREVEPORT TOWER	GND CON	CLNC DEL
128.45	119.9 335.55	121.4 236.775	121.9 236.775	124.65







CATEGORY	A	B	C	D
LPV DA	422/40 200 (200-¾)			
LNAV/VNAV DA	706/60 484 (500-1¼)			
LNAV MDA	680/40 458 (500-¾)			680/50 458 (500-1)
CIRCLING	800-1 542 (600-1)		800-1½ 542 (600-1½)	820-2 562 (600-2)

SC-4, 08 APR 2010 to 06 MAY 2010

NDB DEF	APP CRS	Rwy Idg	5001
256	012°	TDZE	28
		Apt Elev	28

NDB RWY 36

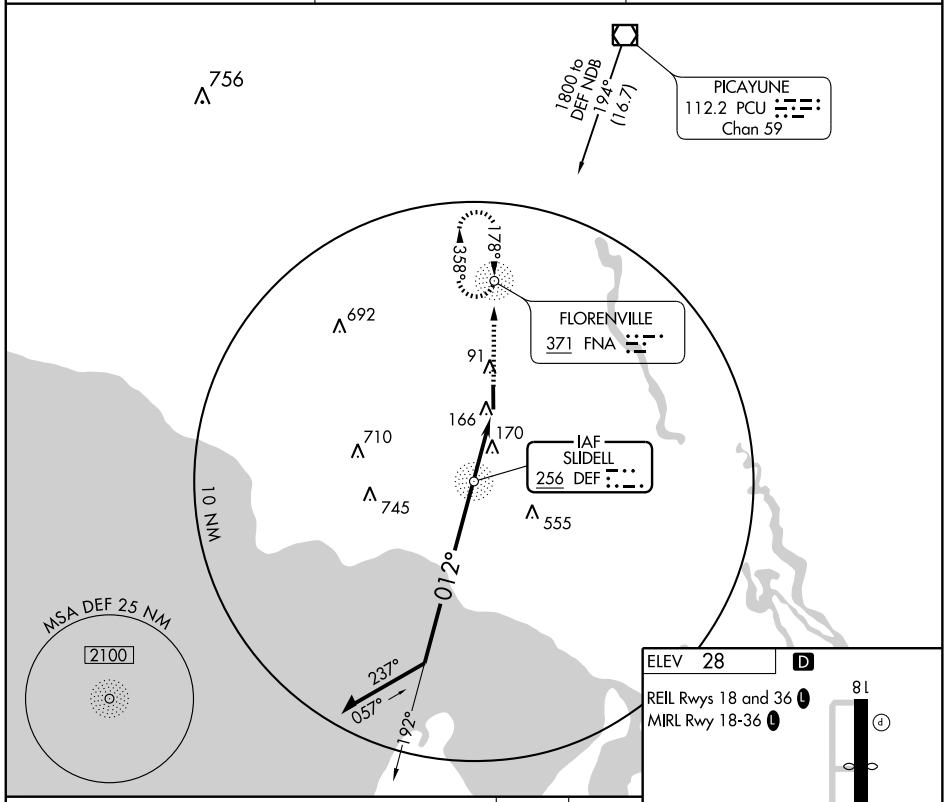
SLIDELL (ASD)

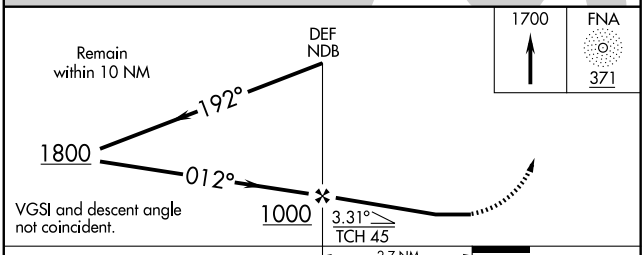
NA

If local altimeter not received, use New Orleans Lakefront altimeter setting and increase all MDAs 40 feet.

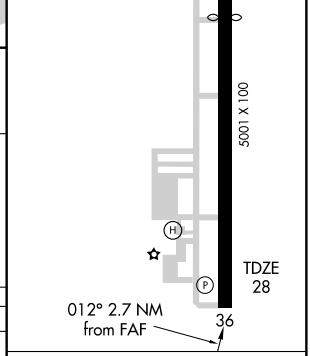
MISSED APPROACH: Climb to 1700 direct FNA NDB and hold.

ASOS	NEW ORLEANS APP CON	UNICOM
132.475	133.15 290.3	122.8 (CTAF) L





1700	FNA
	371



CATEGORY	A	B	C	D
S-36	540-1	512 (600-1)	540-1½ 512 (600-1½)	NA
CIRCLING	540-1	512 (600-1)	540-1½ 512 (600-1½)	NA

FAF to MAP 2.7 NM

Knots	60	90	120	150	180
Min:Sec	2:42	1:48	1:21	1:05	0:54

SC-4, 08 APR 2010 to 06 MAY 2010

SLIDELL, LOUISIANA

AL-5806 (FAA)

APP CRS	Rwy Idg	4057
178°	TDZE	28
	Apt Elev	28

RNAV (GPS) RWY 18

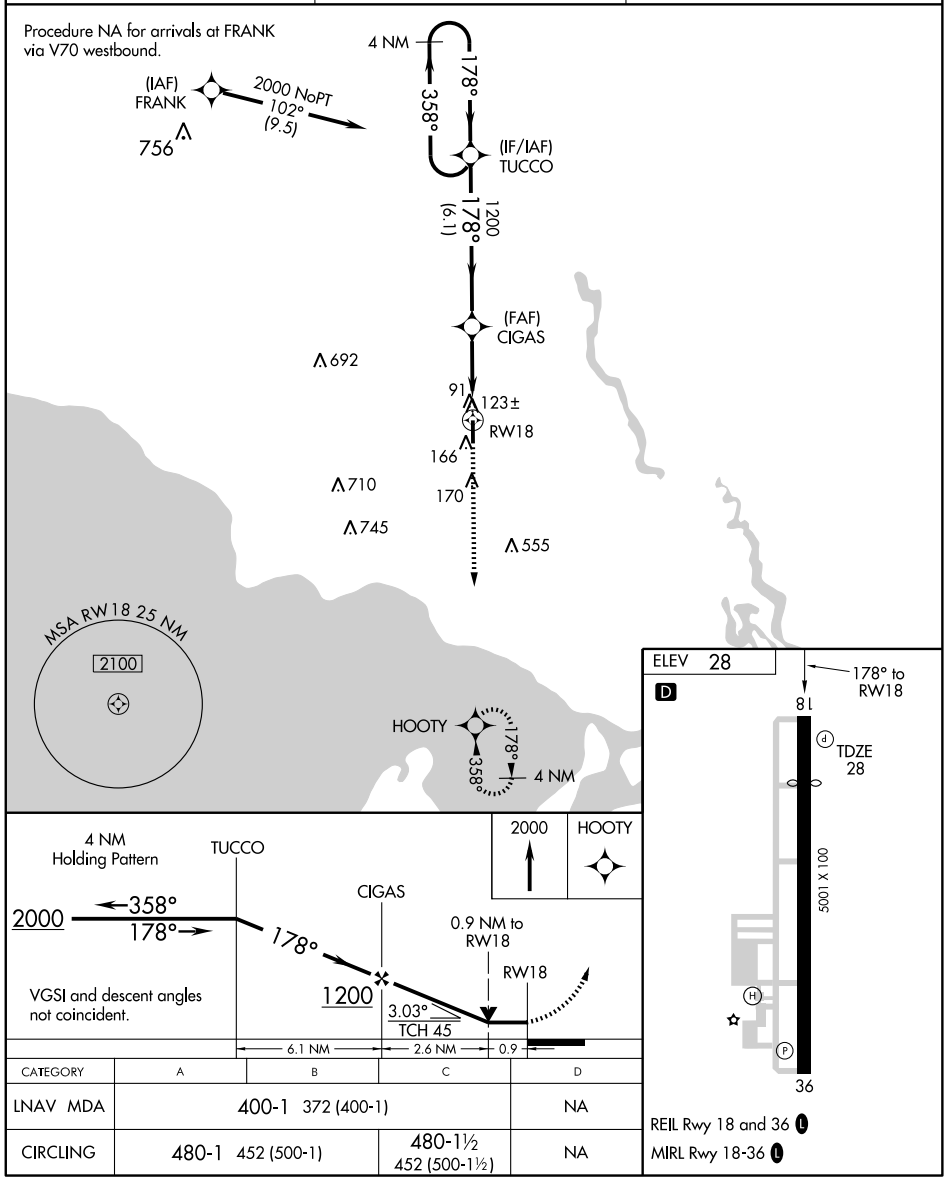
SLIDELL (ASD)

NA

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct HOOTY and hold.

ASOS	NEW ORLEANS APP CON	UNICOM
132.475	133.15 290.3	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	400-1 372 (400-1)			NA
CIRCLING	480-1 452 (500-1)		480-1½ 452 (500-1½)	NA

SC-4, 08 APR 2010 to 06 MAY 2010

SLIDELL, LOUISIANA

AL-5806 (FAA)

APP CRS	Rwy Ldg	5001
358°	TDZE	28
	Apt Elev	28

RNAV (GPS) RWY 36

SLIDELL (ASD)

NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct TUCCO and hold.

ASOS	NEW ORLEANS APP CON	UNICOM	GCO
132.475	133.15 290.3	122.8 (CTAF) L	135.075

Procedure NA for arrivals at RYTHM via V9-543 northbound.

MISSED APCH FIX

4 NM 178° 358° TUCCO

PICAYUNE PCU

175° (23.3) 2000

Procedure NA for arrivals at PCU VOR/DME via V552 northbound and V455 northeastbound.

RYTHM

2000 146° (26.1)

692

91

166 RW36

710

170

745

(FAF) REKKO 555

358° (6.2) 1300

(IAF) FIKEL

2000 NoPT 087° (6)

2000 NoPT 268° (6)

(IAF) DUFOS

(IF/IAF) HOOTY

178°

358°

4 NM

MSA RW36 25 NM

2100

2000 NoPT 358° (14.8)

(IAF) MENTC

4 NM Holding Pattern

HOOTY

2000 ← 178° 358° →

358°

REKKO

1.1 NM to RW36

1300

3.02° TCH 45

RW36

VGSI and descent angles not coincident.

2000 TUCCO

6.2 NM 2.7NM 1.1

CATEGORY	A	B	C	D
LNAV MDA	420-1 392 (400-1)			NA
CIRCLING	480-1 452 (500-1)		480-1½ 452 (500-1½)	NA

ELEV 28 D

18

5001 X 100

TDZE 28

36

MIRL Rwy 18-36 L

REIL Rwy 18 and 36 L

358° to RW36

SC-4, 08 APR 2010 to 06 MAY 2010

VOR/DME PCU	APP CRS	Rwy Idg	4057
112.2	195°	TDZE	28
Chan 59		Apt Elev	28

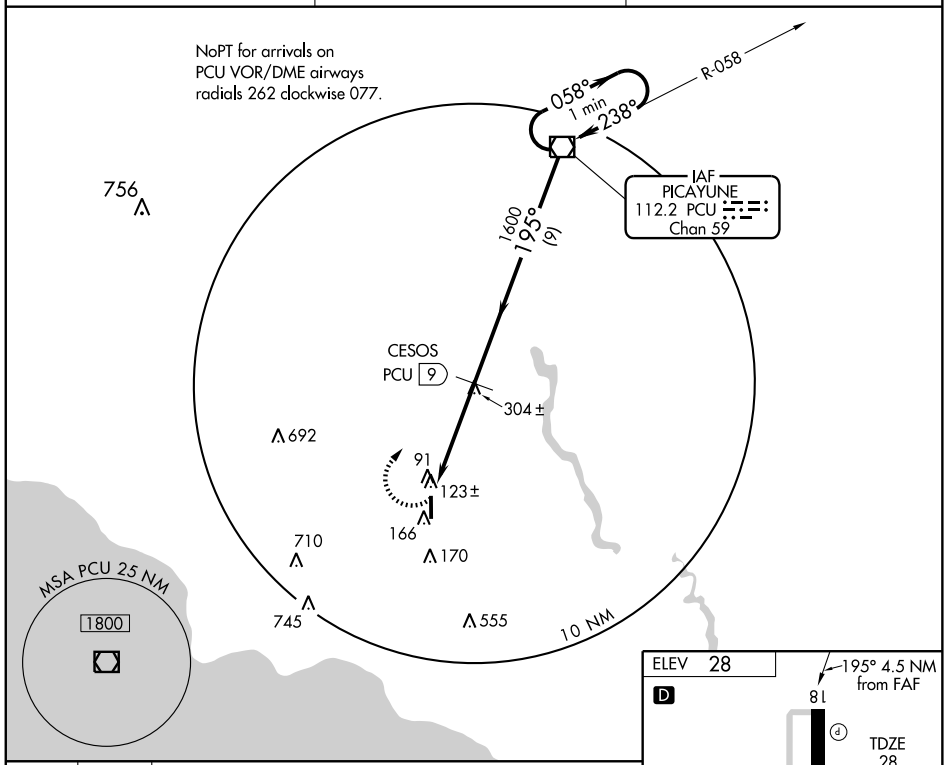
VOR/DME RWY 18

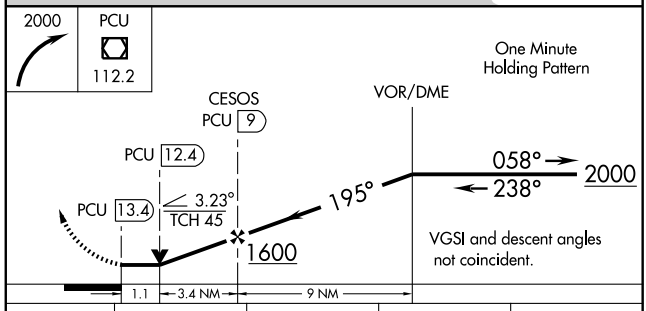
SLIDELL (ASD)

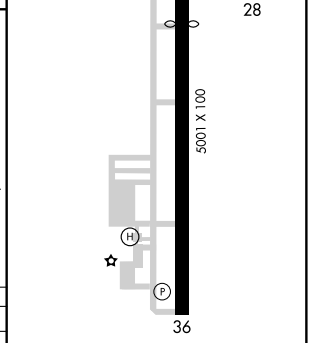
NA

MISSED APPROACH: Climbing right turn to 2000 direct PCU VOR/DME and hold.

ASOS	NEW ORLEANS APP CON	UNICOM
132.475	133.15 290.3	122.8 (CTAF) L







REIL Rwy 18 and 36 L

MIRL Rwy 18-36 L

CATEGORY	A	B	C	D
S-18	460-1	432 (500-1)	460-1¼ 432 (500-1¼)	NA
CIRCLING	480-1	452 (500-1)	480-1½ 452 (500-1½)	NA

SC-4, 08 APR 2010 to 06 MAY 2010

NDB SPH 375	APP CRS 355°	Rwy Idg 4002 TDZE 210 Apt Elev 218

NDB RWY 36

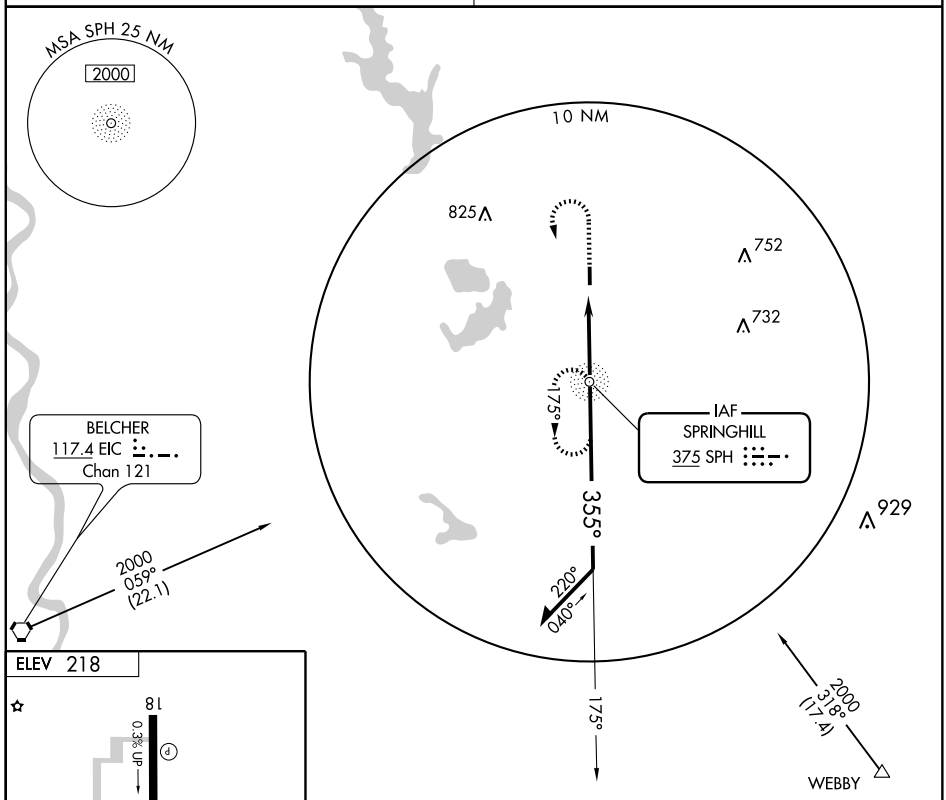
SPRINGHILL (SPH)

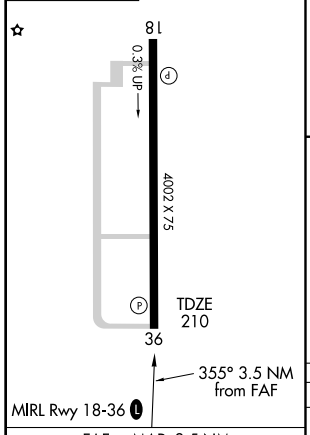
NA Use Shreveport Regional altimeter setting.

MISSED APPROACH: Climb to 2000 then left turn direct SPH NDB and hold.

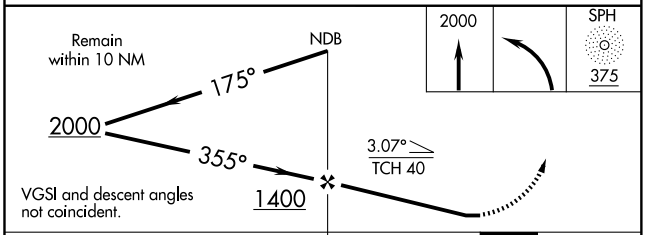
SHREVEPORT APP CON
118.6 350.2

UNICOM
122.8 (CTAF) L





FAF to MAP 3.5 NM					
Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10



CATEGORY	A	B	C	D
S-36	780-1 570 (600-1)		780-1½ 570 (600-1½)	NA
CIRCLING	800-1 582 (600-1)		800-1½ 582 (600-1½)	NA

SC-4, 08 APR 2010 to 06 MAY 2010

LOC I-UXL	APP CRS	Rwy Idg	5001
109.3	146°	TDZE	10
		Apt Elev	10

LOC RWY 15

SULPHUR/SOUTHLAND FIELD (UXL)

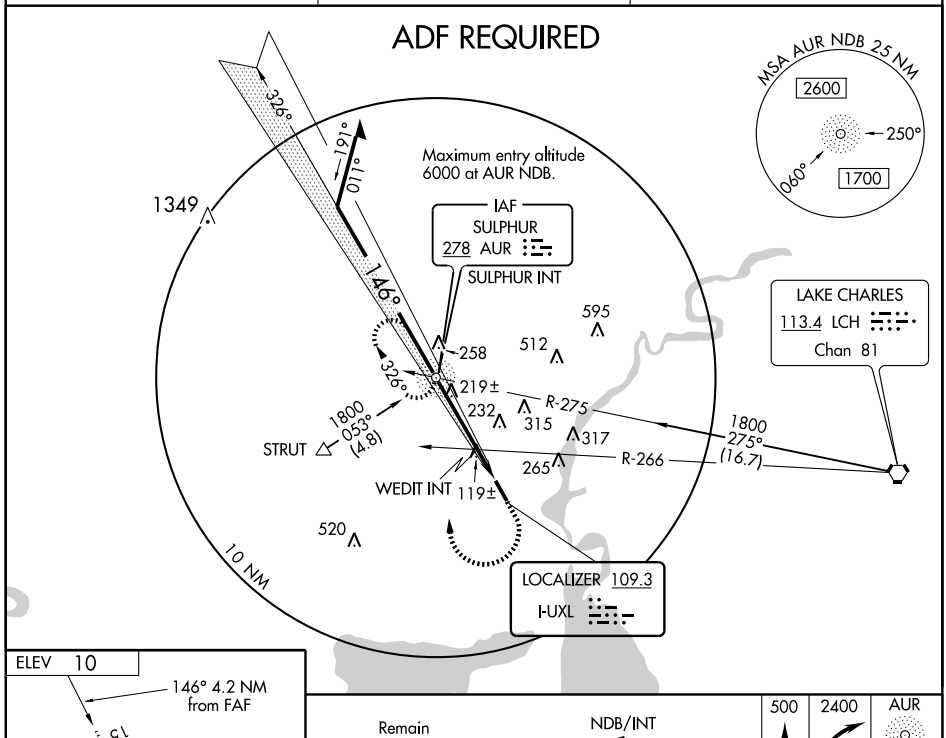
Inoperative table does not apply to S-15 Cat C. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lake Charles Rgnl altimeter setting and increase all MDA 20 feet.

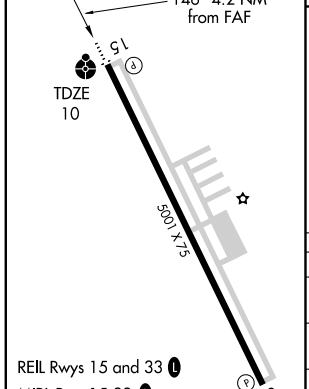
ODALS

MISSED APPROACH: Climb to 500 then climbing right turn to 2400 direct AUR NDB and hold, continue climb-in-hold to 2400.

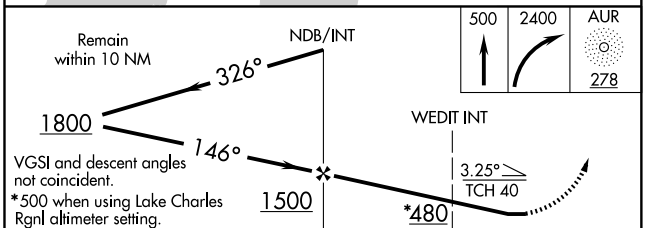
AWOS-3	LAKE CHARLES APP CON ★	UNICOM
118.175	119.35 282.3	122.8 (CTAF) L

ADF REQUIRED





FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24



CATEGORY	A	B	C	D
S-15	480-¾ 470 (500-¾)		480-1¼ 470 (500-1¼)	480-1½ 470 (500-1½)
CIRCLING	480-1 470 (500-1)	520-1 510 (600-1)	520-1½ 510 (600-1½)	640-2 630 (700-2)
WEDIT FIX MINIMUMS				
S-15	380-¾ 370 (400-¾)			380-1¼ 370 (400-1¼)
CIRCLING	420-1 410 (500-1)	520-1 510 (600-1)	520-1½ 510 (600-1½)	640-2 630 (700-2)

SC-4, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5001
CH **86711**	**146°**	TDZE	**10**
W15A		Apt Elev	**10**

RNAV (GPS) RWY 15

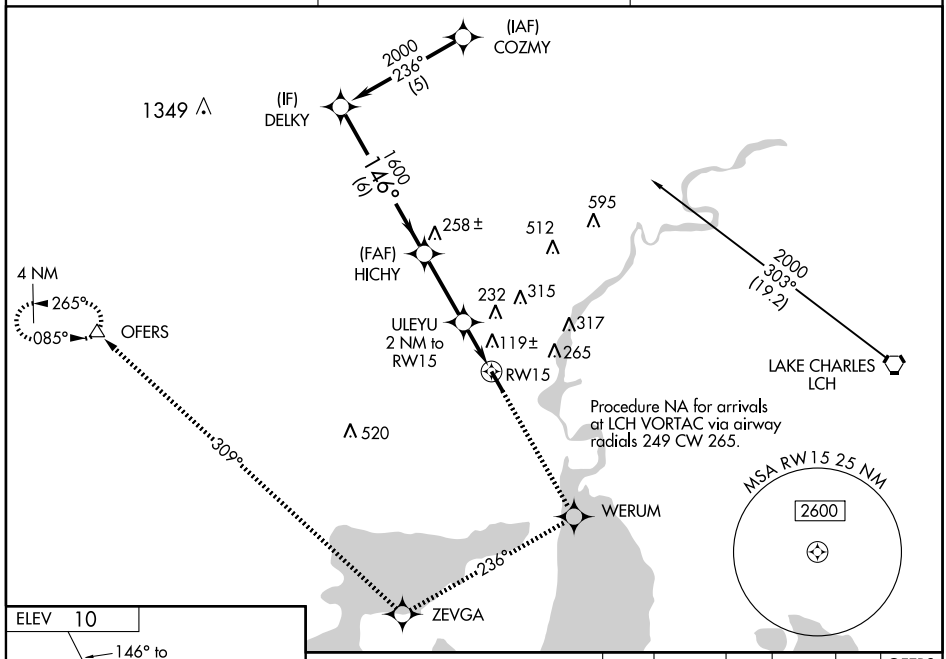
SULPHUR/SOUTHLAND FIELD (UXL)

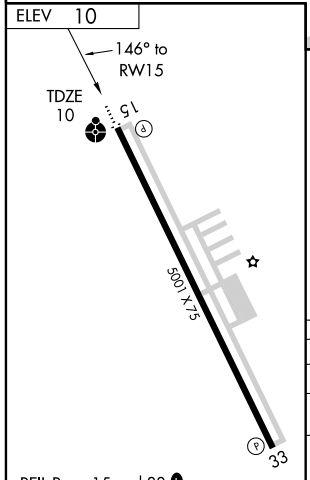
Inoperative table does not apply to LNAV/VNAV. Baro-VNAV NA when using Lake Charles Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lake Charles Rgnl altimeter setting and increase all DA 19 feet, all MDA 20 feet and LPV visibility ¼ mile all Cats. VDP NA when using Lake Charles Rgnl altimeter setting.

ODALS

MISSED APPROACH: Climb to 2500 direct WERUM and via 236° track to ZEVGA and via 309° track to OFERS and hold.

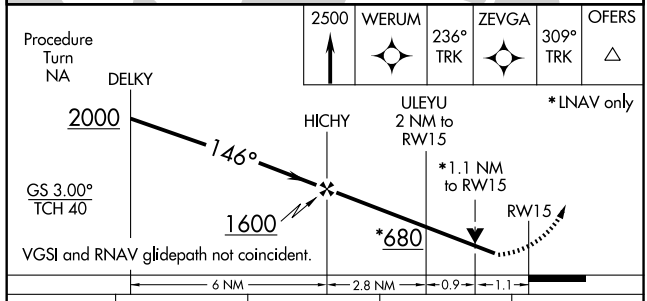
AWOS-3	LAKE CHARLES APP CON ★	UNICOM
118.175	**119.35 282.3**	**122.8** (CTAF) L





REIL Rwys 15 and 33 L

MIRL Rwy 15-33 L



CATEGORY	A	B	C	D
LPV DA		309-1	299 (300-1)	
LNAV/VNAV DA		419-1½	409 (500-1½)	
LNAV MDA		380-¾	370 (400-¾)	380-1¼ 370 (400-1¼)
CIRCLING	420-1 410 (500-1)	520-1 510 (600-1)	520-1½ 510 (600-1½)	640-2 630 (700-2)

SC-4, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5001
CH 99610	326°	TDZE	10
W33A		Apt Elev	10

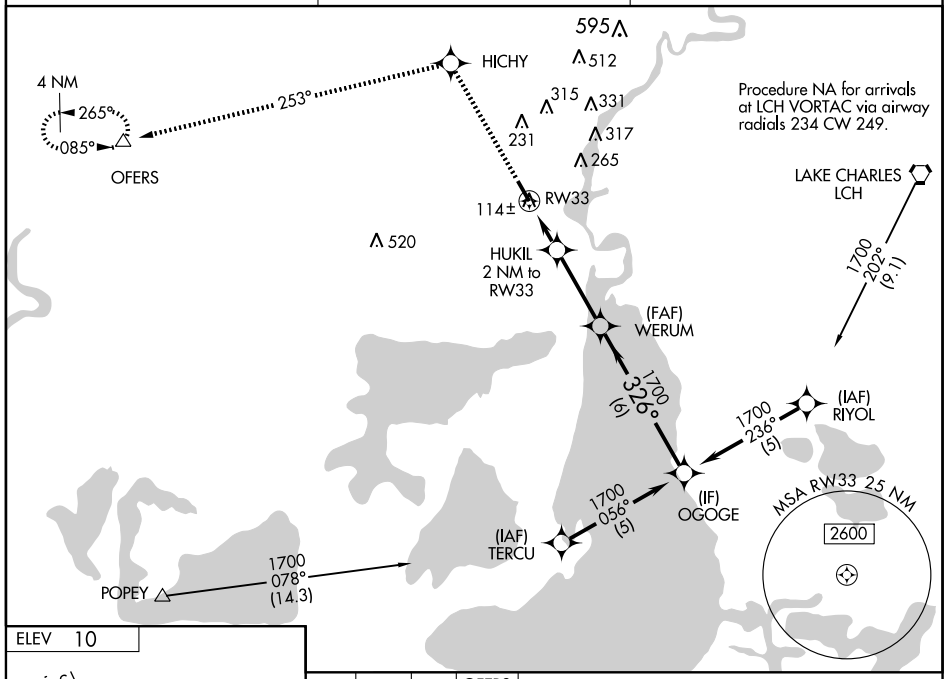
RNAV (GPS) RWY 33

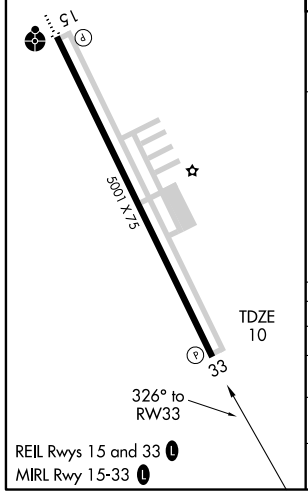
SULPHUR/SOUTHLAND FIELD (UXL)

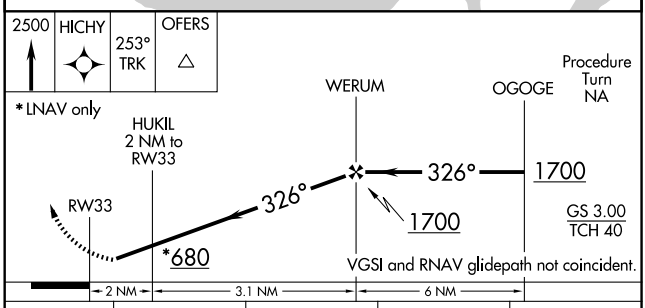
Baro-VNAV NA when using Lake Charles Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lake Charles Rgnl altimeter setting and increase all DA 19 feet, all MDA 20 feet and LNAV/VNAV visibility ¼mile all Cats.

MISSED APPROACH: Climb to 2500 direct HICHY and via 253° track to OFERS and hold.

AWOS-3	LAKE CHARLES APP CON ★	UNICOM
118.175	119.35 282.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	348-1¼ 338 (400-1¼)			
LNAV/VNAV DA	384-1¼ 374 (400-1¼)			
LNAV MDA	380-1 370 (400-1)			380-1¼ 370 (400-1¼)
CIRCLING	420-1 410 (500-1)	520-1 510 (600-1)	520-1½ 510 (600-1½)	640-2 630 (700-2)

SC-4, 08 APR 2010 to 06 MAY 2010

VORTAC LCH	APP CRS	Rwy Idg	N/A
113.4	261°	TDZE	N/A
Chan 81		Apt Elev	10

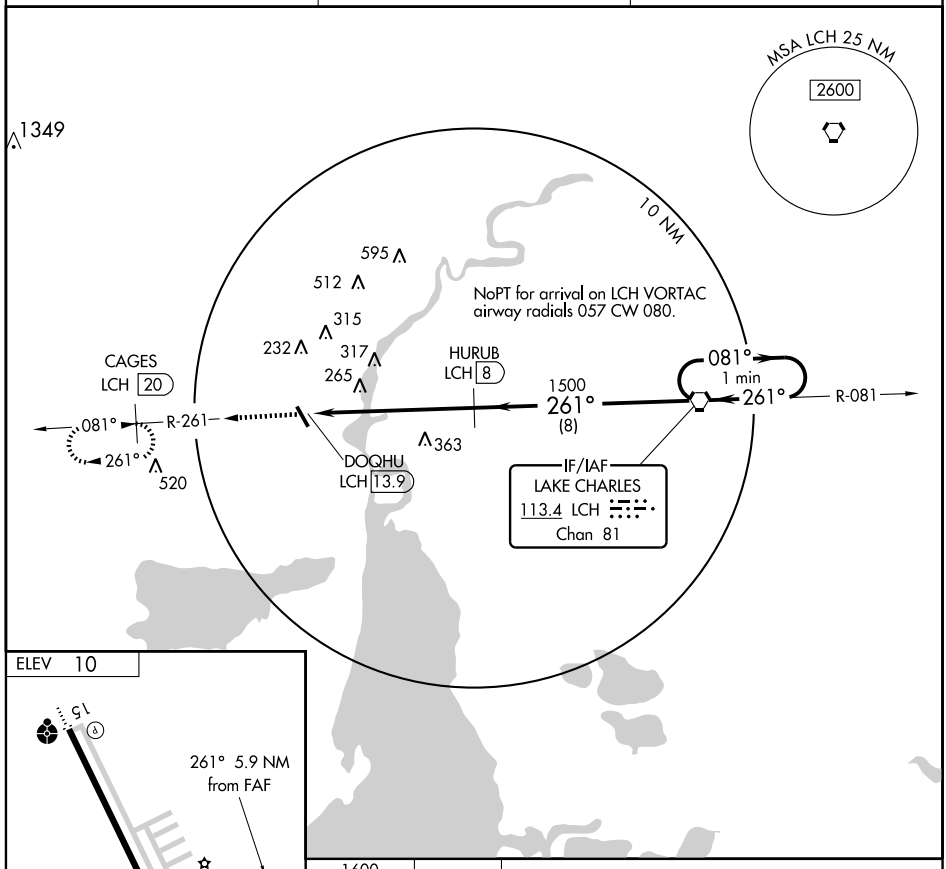
VOR/DME-A

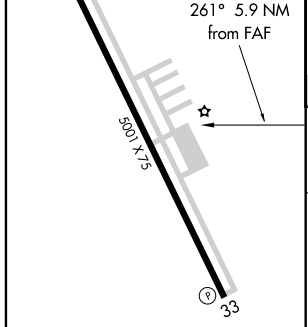
SULPHUR/ SOUTHLAND FIELD (UXL)

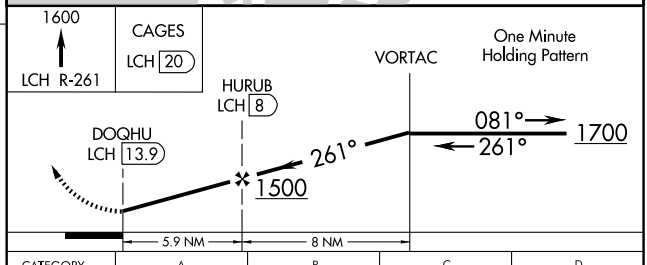
When local altimeter setting not received, use Lake Charles Rgnl altimeter setting and increase all MDA 20 feet and circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 1600 via LCH R-261 to CAGES/20 DME and hold.

AWOS-3	LAKE CHARLES APP CON ★	UNICOM
118.175	119.35 282.3	122.8 (CTAF) Ⓛ







REIL Rwys 15 and 33 Ⓛ
MIRL Rwy 15-33 Ⓛ

CATEGORY	A	B	C	D
CIRCLING	680-1	670 (700-1)	680-1¾	680-2
			670 (700-1¾)	670 (700-2)

SC-4, 08 APR 2010 to 06 MAY 2010

TALLULAH, LOUISIANA

AL-9196 (FAA)

LOC I-TVR	APP CRS	Rwy Idg / TDZE / Apt Elev
109.7	357°	5000 / 86 / 86

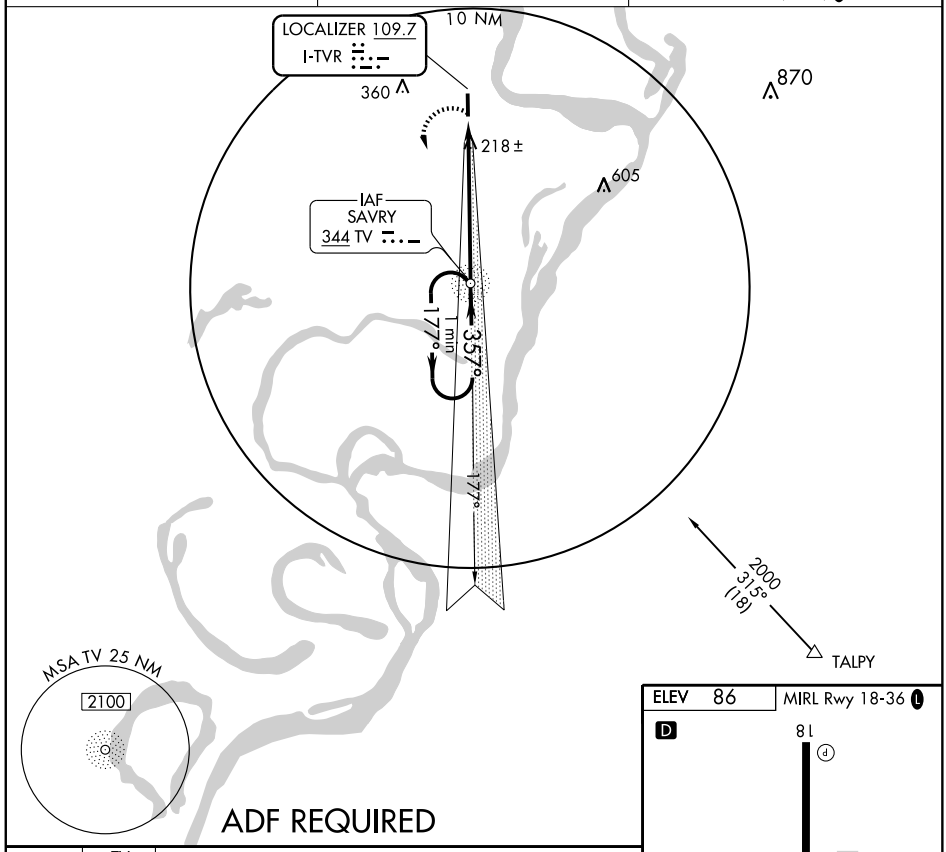
LOC RWY 36

TALLULAH/ VICKSBURG TALLULAH RGNL (TVR)

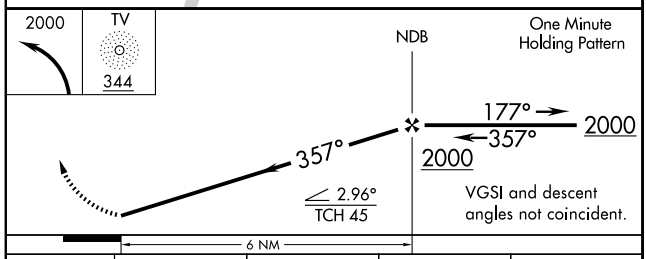
If local altimeter setting not received, use Monroe Regional altimeter setting and increase all MDAs 140 feet.

MISSED APPROACH: Climbing left turn to 2000 direct TV NDB and hold.

ASOS-3	MEMPHIS CENTER	UNICOM
118.525	132.5 259.1	123.0 (CTAF) L

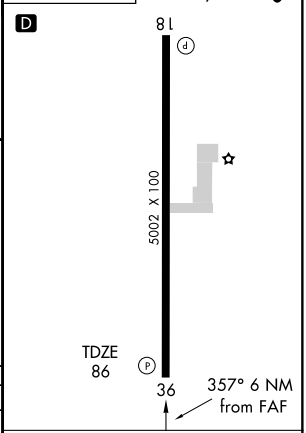


ADF REQUIRED



CATEGORY	A	B	C	D
S-36	500-1 414 (500-1)		500-1¼ 414 (500-1¼)	500-1½ 414 (500-1½)
CIRCLING	520-1 434 (500-1)	540-1 454 (500-1)	540-1½ 454 (500-1½)	640-2 554 (600-2)

ELEV 86 MIRL Rwy 18-36 L



FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

SC-4, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5000
177°	TDZE	85
	Apt Elev	86

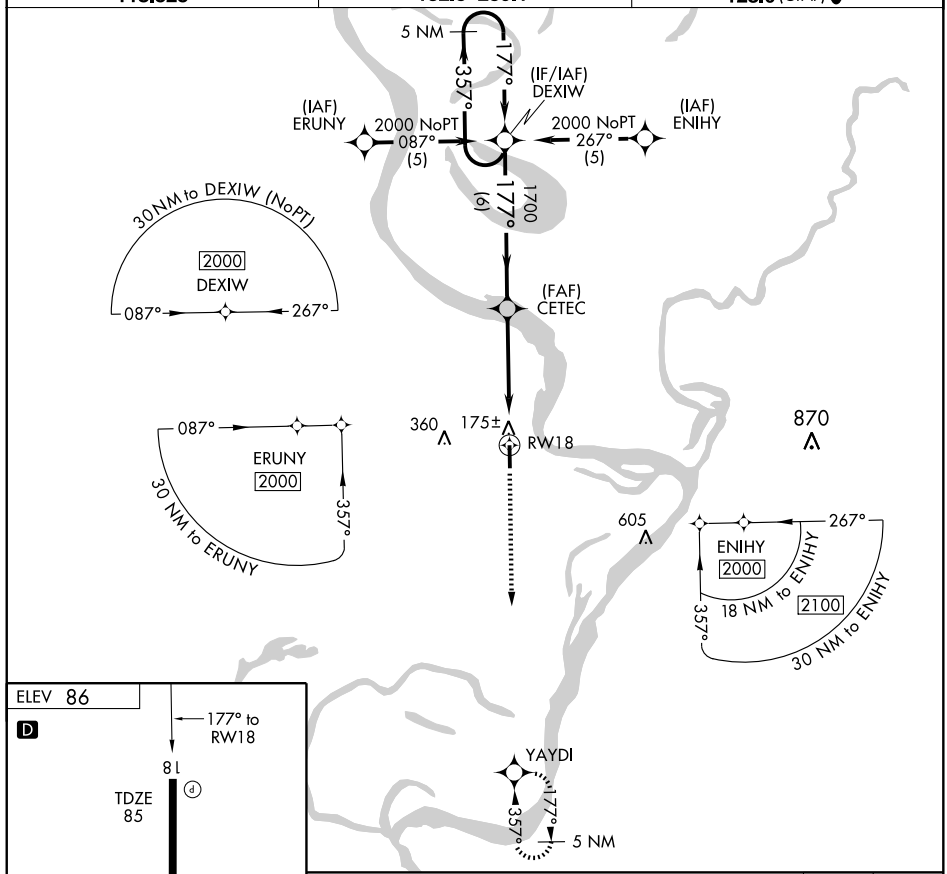
RNAV (GPS) RWY 18

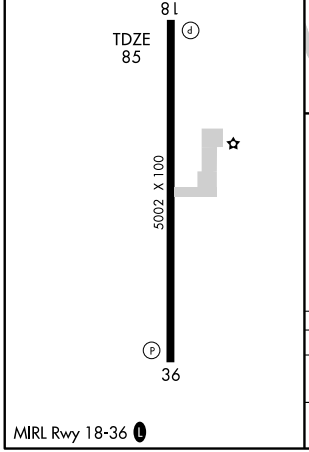
TALLULAH/ VICKSBURG TALLULAH RGNL (TVR)

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Hardy-Anders Field Natchez-Adams County altimeter setting and increase all MDAs140 feet.
VDP NA with Hardy-Anders Field Natchez-Adams County altimeter setting.

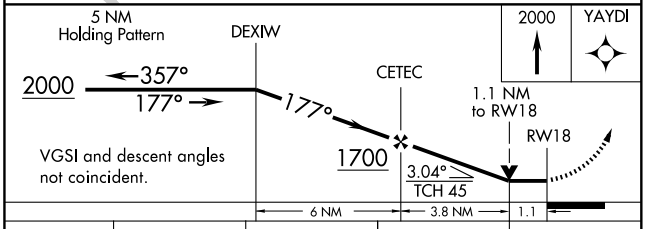
MISSED APPROACH: Climb to 2000 direct YAYDI and hold.

ASOS-3	MEMPHIS CENTER	UNICOM
118.525	132.5 259.1	123.0 (CTAF) L





MIRL Rwy 18-36 L



CATEGORY	A	B	C	D
LNAV MDA	500-1 415 (500-1)		500-1¼ 415 (500-1¼)	
CIRCLING	520-1 434 (500-1)	540-1 454 (500-1)	540-1½ 454 (500-1½)	640-2 554 (600-2)

SC-4, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5000
Chan 99700	357°	TDZE	86
W36A		Apt Elev	86

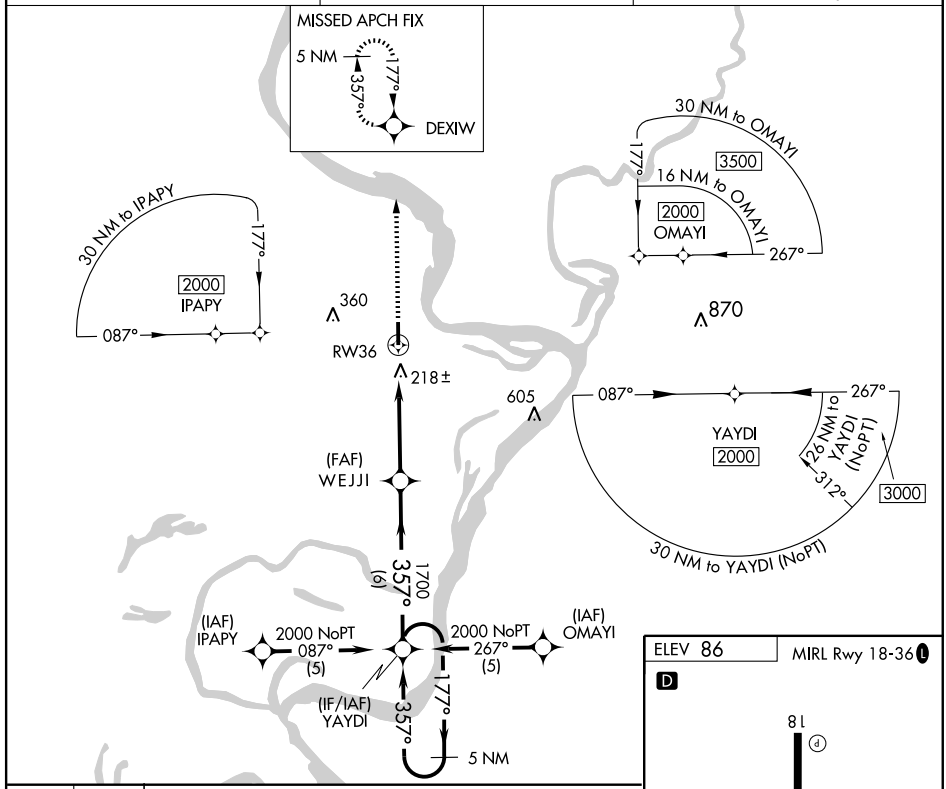
RNAV (GPS) RWY 36

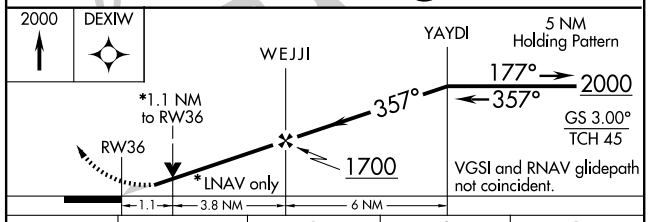
TALLULAH/ VICKSBURG TALLULAH RGNL (TVR)

DME/DME RNP-0.3 NA. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). If local altimeter setting not received, use Hardy-Anders Field Natchez-Adams County altimeter setting and increase all DAs/MDAs 140 feet. BARO-VNAV and VDP NA with Hardy-Anders Field Natchez-Adams County altimeter setting.

MISSED APPROACH: Climb to 2000 direct DEXIW and hold.

ASOS-3	MEMPHIS CENTER	UNICOM
118.525	132.5 259.1	123.0 (CTAF) L

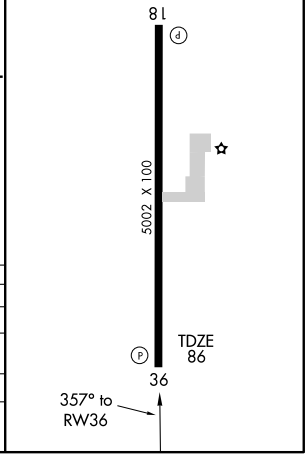




CATEGORY	A	B	C	D
LPV DA	371-1 285 (300-1)			
LNAV/VNAV DA	498-1½ 412 (500-1½)			
LNAV MDA	500-1 414 (500-1)		500-1¼ 414 (500-1¼)	
CIRCLING	520-1½ 434 (500-1½)	540-1½ 454 (500-1½)		640-2 554 (600-2)

ELEV 86 MIRL Rwy 18-36 L

D



SC-4, 08 APR 2010 to 06 MAY 2010

VORTAC TBD 112.0 Chan 57	APP CRS 356°	Rwy Idg N/A TDZE N/A Apt Elev 9

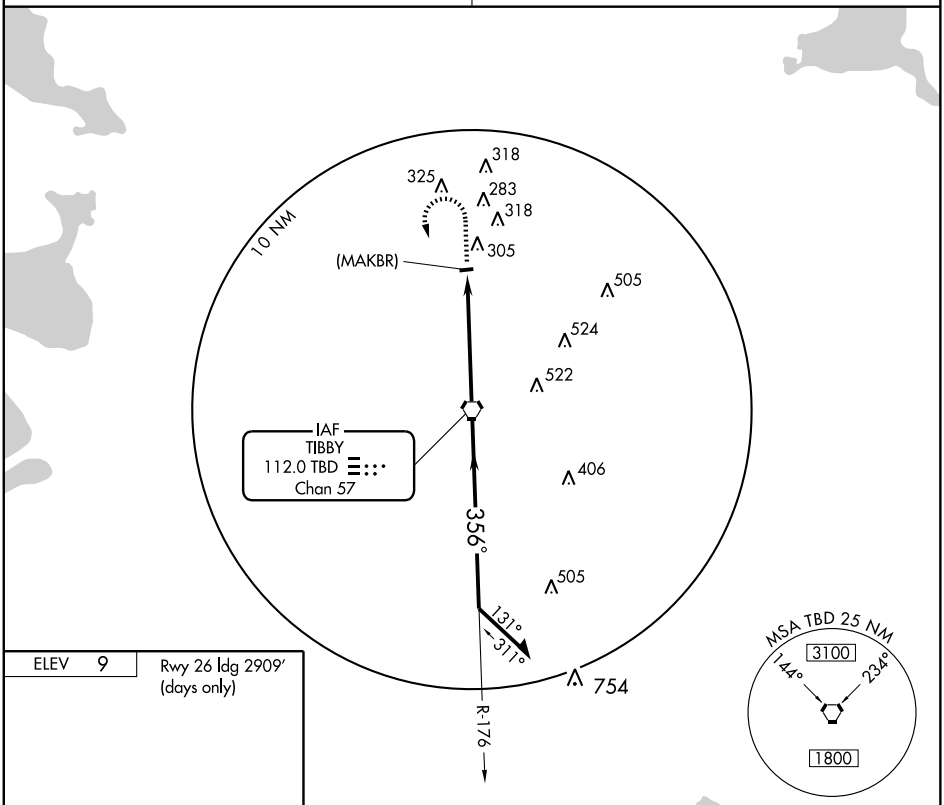
VOR or GPS-A

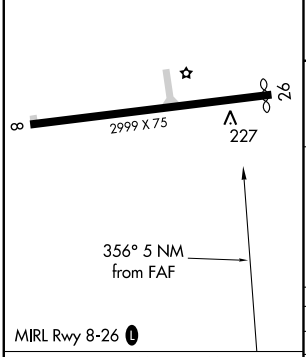
THIBODAUX MUNI (L83)

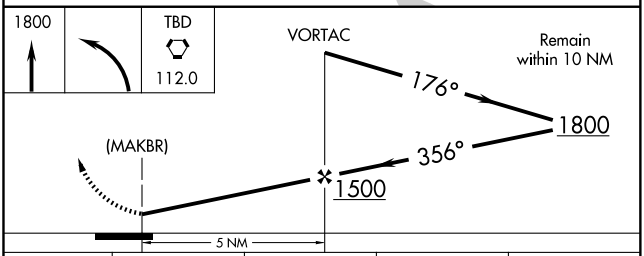
Obtain local altimeter on CTAF; if not received, use New Orleans Intl (Moisant Field) altimeter setting.
NA

MISSED APPROACH: Climb to 1800 then left turn direct TBD VORTAC.

NEW ORLEANS APP CON	UNICOM
118.9 256.9	122.8 (CTAF) L







FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
CIRCLING	620-1	611 (700-1)	NA	
NEW ORLEANS INTL (MOISANT FIELD) ALTIMETER SETTING MINIMUMS				
CIRCLING	760-1 751 (800-1)	760-1¼ 751 (800-1¼)	NA	

SC-4, 08 APR 2010 to 06 MAY 2010

NDB VIV 284	APP CRS 090°	Rwy Idg 2998 TDZE 260 Apt Elev 260

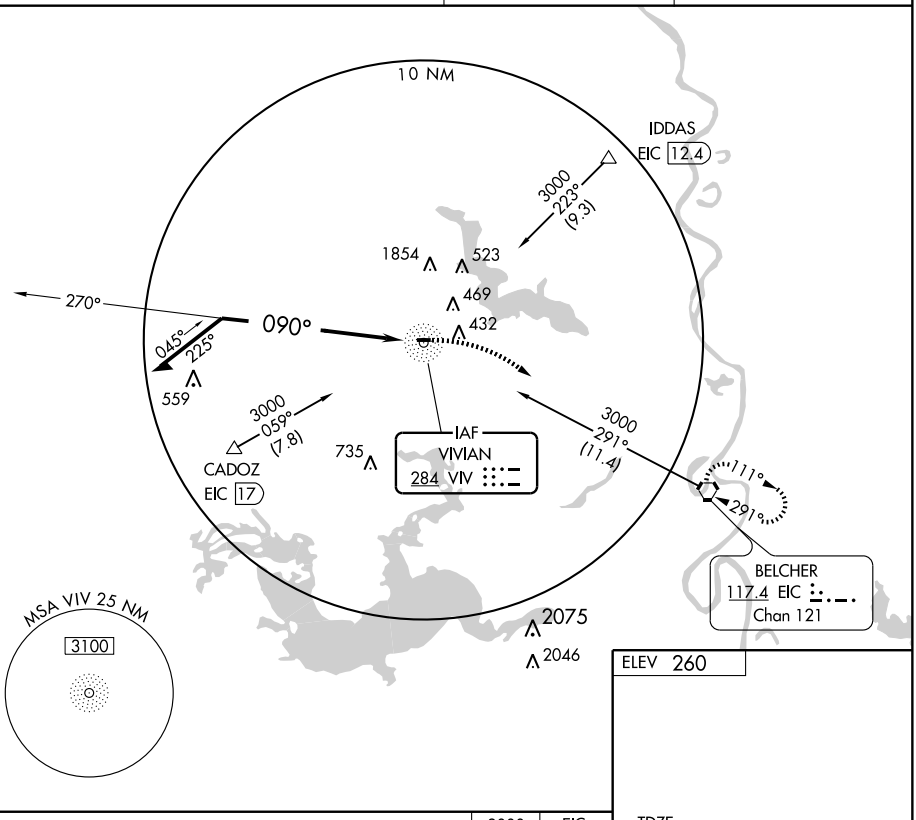
NDB RWY 9
VIVIAN (3F4)

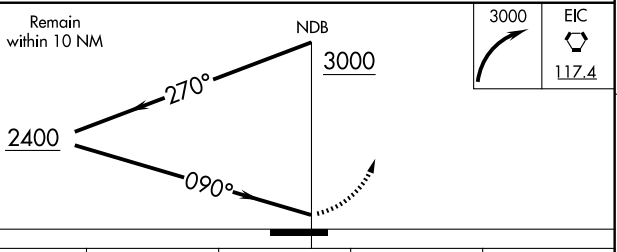
Circling NA north of Rwy 9-27. Use Shreveport Rgnl altimeter setting; when not received, use Shreveport Downtown altimeter setting.

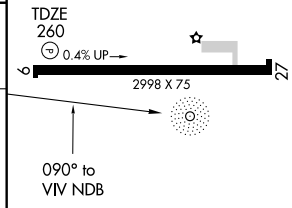
NA

MISSED APPROACH: Climbing right turn to 3000 direct EIC VORTAC and hold.

SHREVEPORT APP CON	UNICOM	GCO
119.9 335.55	122.8 (CTAF) L	135.075







ELEV 260

CATEGORY	A	B	C	D
S-9	980-1	720 (800-1)	980-2 720 (800-2)	NA
CIRCLING	980-1	720 (800-1)	980-2 720 (800-2)	NA

MIRL Rwy 9-27 L
REIL Rwy 9 L

SC-4, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 9

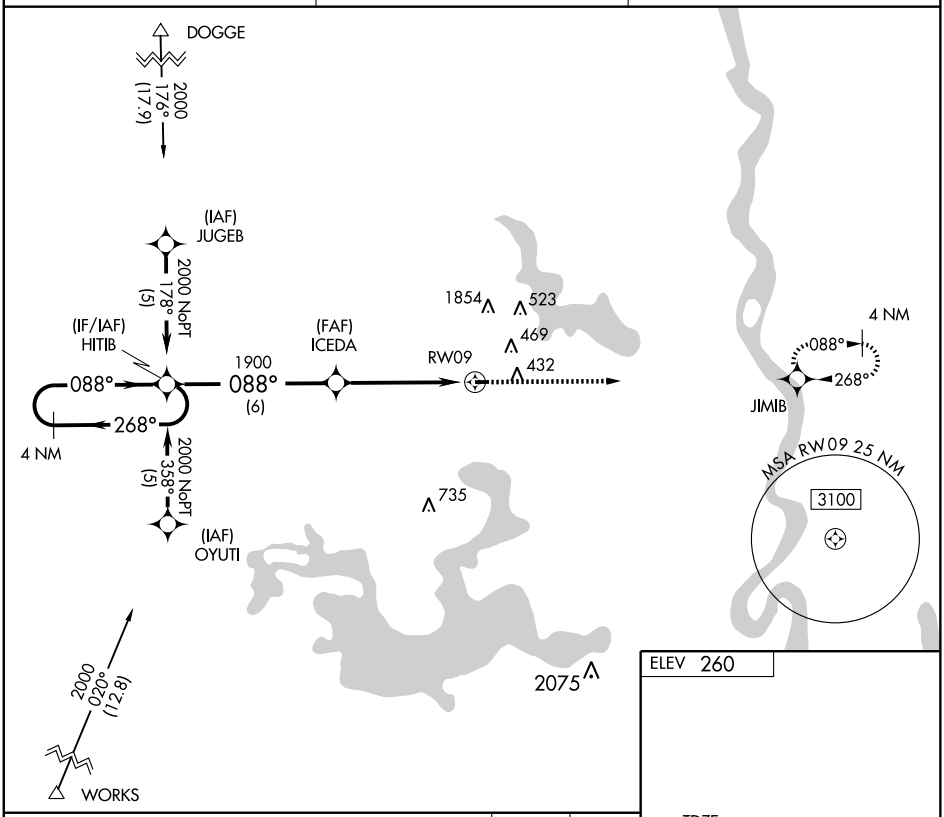
VIVIAN (3F4)

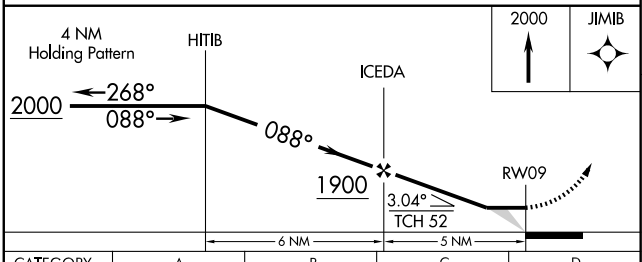
APP CRS	Rwy Idg	2998
088°	TDZE	260
	Apt Elev	260

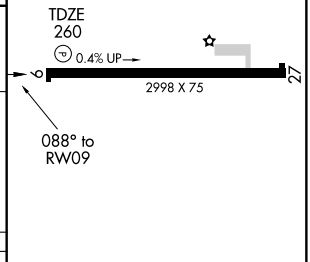
Circling NA north of Rwy 9-27. DME/DME RNP-0.3 NA. Use Shreveport Rgnl altimeter setting; when not received, use Shreveport Downtown altimeter setting.

MISSED APPROACH: Climb to 2000 direct JIMIB and hold.

SHREVEPORT APP CON	UNICOM	GCO
119.9 335.55	122.8 (CTAF) L	135.075







CATEGORY	A	B	C	D
LNAV MDA	860-1	600 (600-1)	860-1½ 600 (600-1½)	NA
CIRCLING	860-1	600 (600-1)	880-1¾ 620 (700-1¾)	NA

MIRL Rwy 9-27 L
REIL Rwy 9 L

SC-4, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	2998
268°	TDZE	260
	Apt Elev	260

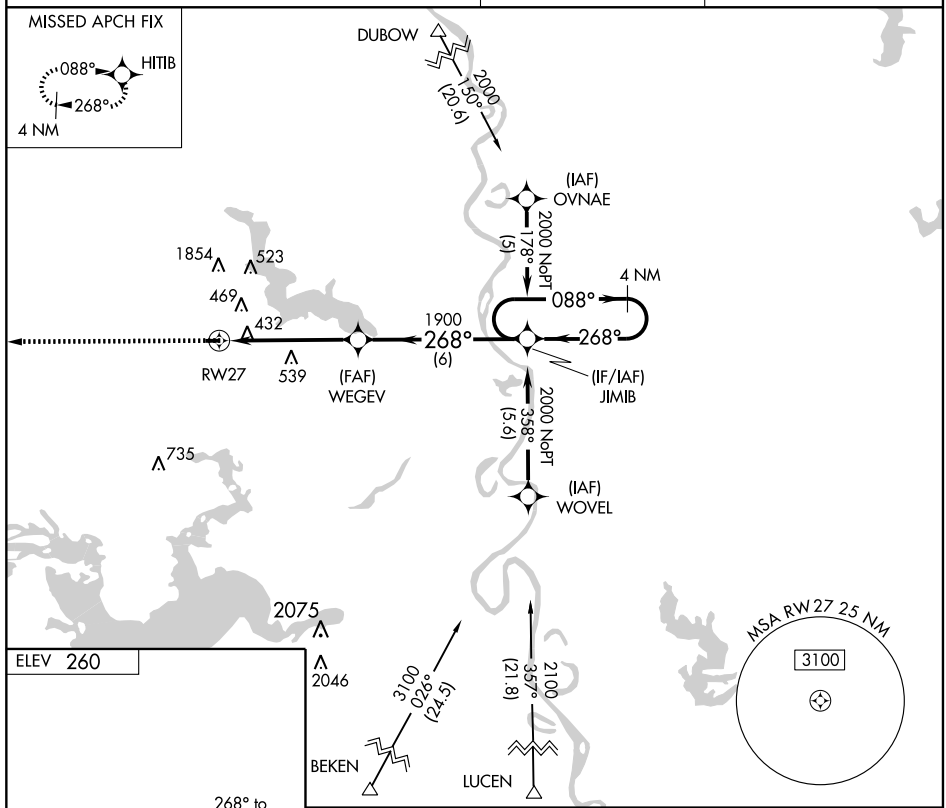
RNAV (GPS) RWY 27
VIVIAN (3F4)

NA

Circling NA north of Rwy 9-27. DME/DME RNP-0.3 NA. Use Shreveport Rgnl altimeter setting; when not received, use Shreveport Downtown altimeter setting.

MISSED APPROACH: Climb to 2000 direct HITIB and hold.

SHREVEPORT APP CON	UNICOM	GCO
119.9 335.55	122.8 (CTAF) L	135.075



CATEGORY	A	B	C	D
LNAV MDA	860-1	600 (600-1)	860-1½ 600 (600-1½)	NA
CIRCLING	860-1	600 (600-1)	880-1¾ 620 (700-1¾)	NA

MIRL Rwy 9-27 L
REIL Rwy 9 L

SC-4, 08 APR 2010 to 06 MAY 2010

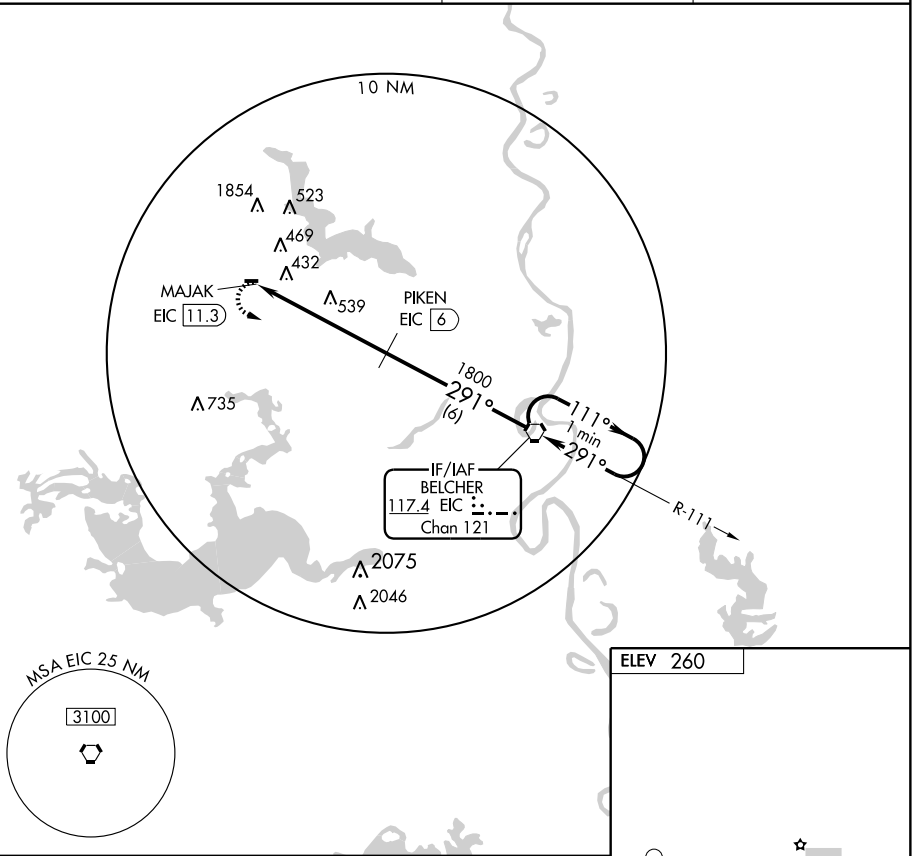
VORTAC EIC 117.4 Chan 121	APP CRS 291°	Rwy Idg N/A TDZE N/A Apt Elev 260

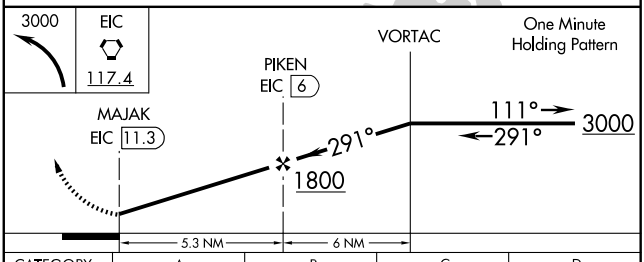
VOR/DME-A
VIVIAN (3F4)

Circling NA north of Rwy 9-27. Use Shreveport Rgnl altimeter setting; when not received, use Shreveport Downtown altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 direct EIC VORTAC and hold.

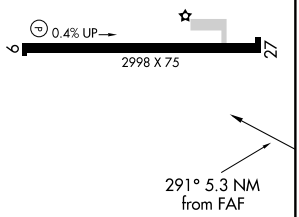
SHREVEPORT APP CON	UNICOM	GCO
119.9 335.55	122.8 (CTAF) L	135.075





CATEGORY	A	B	C	D
CIRCLING	860-1	600 (600-1)	880-1¾ 620 (700-1¾)	NA

ELEV 260



MIRL Rwy 9-27 L
REIL Rwy 9 L

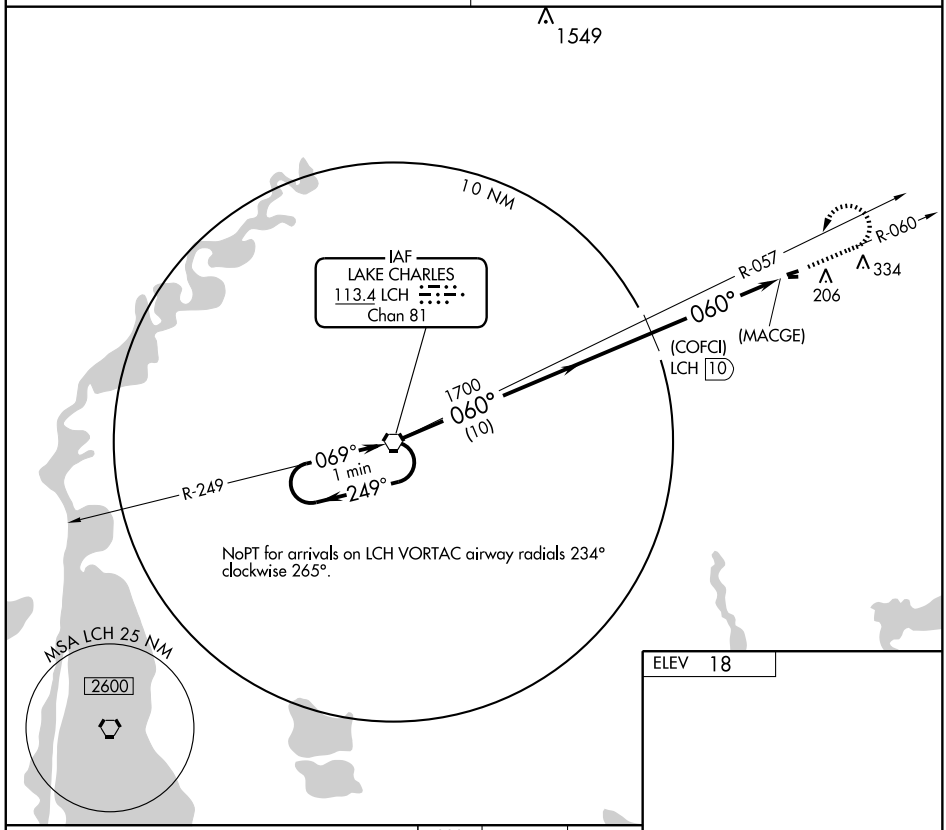
SC-4, 08 APR 2010 to 06 MAY 2010

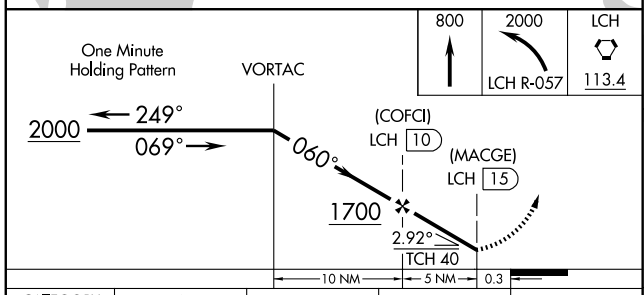
VORTAC LCH	APP CRS	Rwy Idg	2700
113.4	060°	TDZE	18
Chan 81		Apt Elev	18

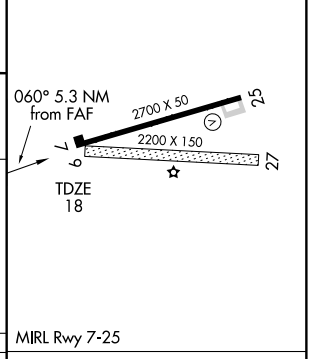
VOR/DME or GPS RWY 7

WELSH (6R1)

NA	Use Lake Charles altimeter setting.	MISSED APPROACH: Climb to 800 then climbing left turn to 2000 via LCH R-057 to LCH VORTAC.
LAKE CHARLES APP CON ★ 119.8 282.3		UNICOM 122.8 (CTAF)







CATEGORY	A	B	C	D
S-7	440-1	422 (500-1)	NA	
CIRCLING	600-1	582 (600-1)	NA	

Knots	60	90	120	150	180
Min:Sec					

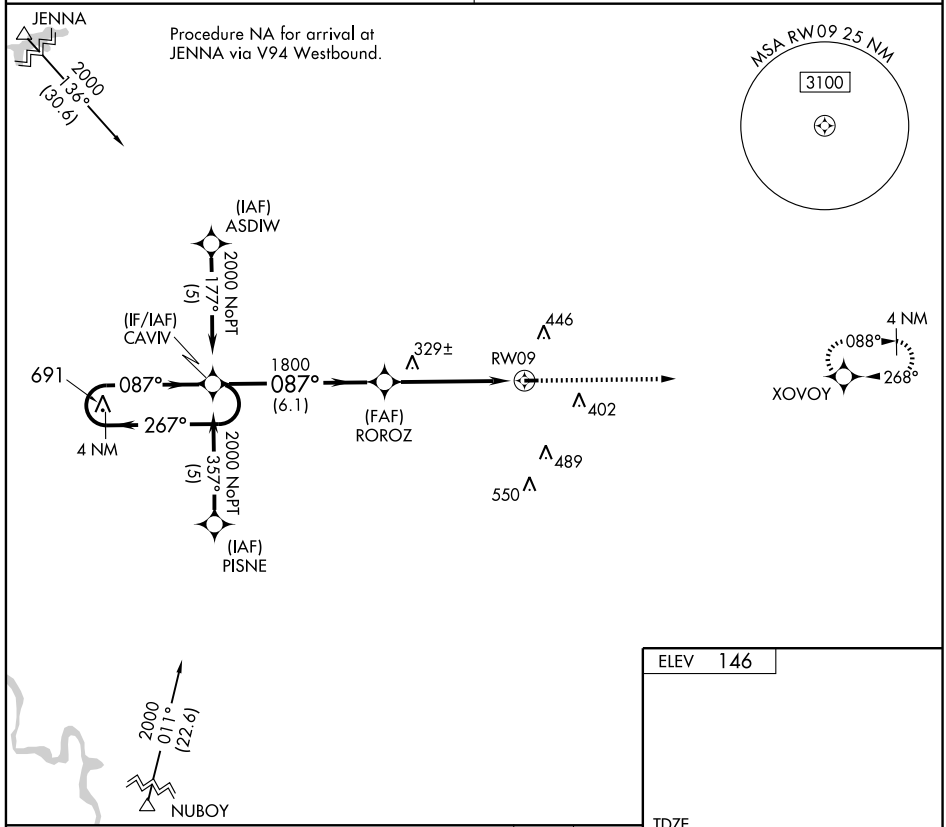
SC-4, 08 APR 2010 to 06 MAY 2010

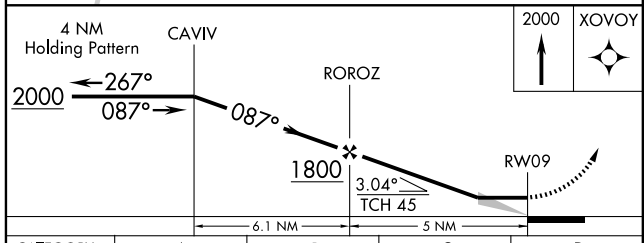
APP CRS	Rwy Idg	3002
087°	TDZE	146
	Apt Elev	146

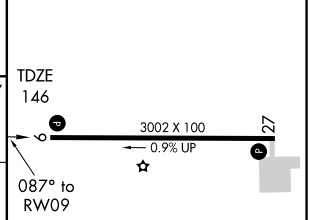
RNAV (GPS) RWY 9

WINNFIELD/ DAVID G. JOYCE (ØR5)

DME/DME RNP-0.3 NA. Use Alexandria Intl altimeter setting, when not received use Esler Rgnl altimeter setting.	MISSED APPROACH: Climb to 2000 direct XOVOY and hold.
POLK APP CON **125.4 302.2**	UNICOM **122.7** (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	680-1	534 (600-1)	NA	
CIRCLING	700-1	554 (600-1)	NA	

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

APP CRS	Rwy Idg	3002
267°	TDZE	146
	Apt Elev	146

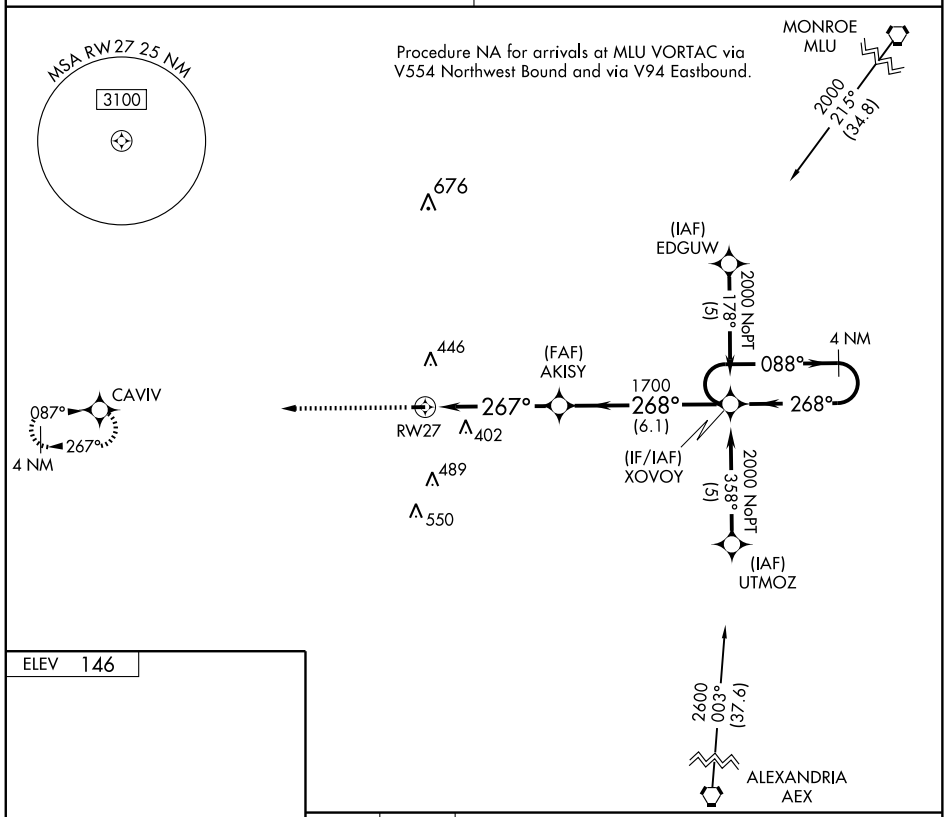
RNAV (GPS) RWY 27

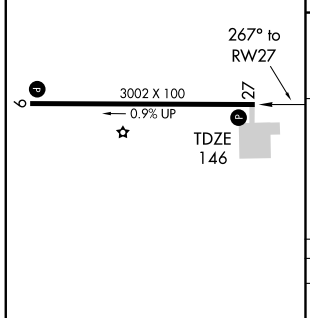
WINNFIELD/ DAVID G. JOYCE (ØR5)

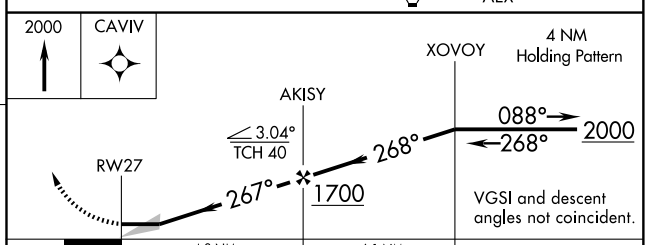
DME/DME RNP-0.3 NA. Use Alexandria Intl altimeter setting, when not received use Esler Rgnl altimeter setting.

MISSED APPROACH: Climb to 2000 direct CAVIV and hold.

POLK APP CON	UNICOM
125.4 302.2	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	740-1	594 (600-1)	NA	
CIRCLING	740-1	594 (600-1)	NA	

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME — ALTERNATE MINIMUMS

ALEXANDRIA, LA
ESLER RGNL ..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27
NA when local weather not available.

BASTROP, LA
MOREHOUSE
MEMORIAL ..... **RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34
NA when local weather not available.

BATON ROUGE, LA
BATON ROUGE METROPOLITAN:
RYAN FIELD ..... **ILS or LOC Rwy 13[12]**
ILS or LOC Rwy 22R[124]
NDB Rwy 31[23]
RADAR-1[2]
RNAV (GPS) Rwy 4L[4]
RNAV (GPS) Rwy 22R[4]
RNAV (GPS) Rwy 31[4]
VOR Rwy 4L[3]
[1]ILS, Category D, 700-2.
[2]NA when control tower closed.
[3]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[4]NA when local weather not available.

BAY ST LOUIS, MS
STENNIS INTL ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
VOR-A
NA when local weather not available.

BOGALUSA, LA
GEORGE R CARR MEMORIAL
AIR FIELD ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
NA when local weather not available.

NAME — ALTERNATE MINIMUMS

COLUMBUS-WEST POINT-STARKVILLE, MS
GOLDEN TRIANGLE
RGNL ..... **ILS or LOC Rwy 18[1]**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36
NA when local weather not available.
[1]NA when control tower closed.

CORINTH, MS
ROSCOE TURNER ..... **ILS or LOC Rwy 18**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36
NA when local weather not available.

DE RIDDER, LA
BEAUREGARD RGNL ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
NA when local weather not available.

GALLIANO, LA
SOUTH LAFOURCHE LEONARD
MILLER JR ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
NA when local weather not available.

GREENVILLE, MS
MID DELTA RGNL ..... **ILS or LOC Rwy 18L[1]**
NDB Rwy 36L[1]
NDB Rwy 36R[1]
RNAV (GPS) Rwy 18L[2]
RNAV (GPS) Rwy 18R[2]
RNAV (GPS) Rwy 36L[2]
RNAV (GPS) Rwy 36R[2]
VOR/DME Rwy 18L[2]
VOR/DME Rwy 18R[2]
[1]NA when control tower closed.
[2]NA when local weather not available.

GREENWOOD, MS
GREENWOOD-LEFLORE . **ILS or LOC Rwy 18[1]**
VOR Rwy 5[2]
[1]ILS, Categories C,D, 700-2.
[2]Category D, 800-2¼

NAME ALTERNATE MINIMUMS

GULFPORT, MS

GULFPORT-BILOXI INTL ..... **ILS or LOC Rwy 14[12]**
ILS or LOC/DME Rwy 32[12]
ILS or LOC RWY 35[3]
RADAR-1[24]
RNAV (GPS) Rwy 14[3]
RNAV (GPS) Rwy 18[3]
RNAV (GPS) Rwy 32[3]
RNAV (GPS) Rwy 36[3]
VOR/DME or TACAN Rwy 14[4]
VOR/DME or TACAN Rwy 32[4]

[1]ILS, Categories B,C,D, 700-2; Category E, 800-2¾. LOC, Category E, 800-2¾.
[2]NA when control tower closed.
[3]NA when local weather not available.
[4]Category E, 800-2¾.

HAMMOND, LA

HAMMOND NORTHSHORE RGNL ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 31

NA when local weather not available.

HATTIESBURG, MS

HATTIESBURG BOBBY L. CHAIN MUNI ..... **RNAV (GPS) Y Rwy 13**
RNAV (GPS) Z Rwy 13
VOR Rwy 13[1]

NA when local weather not available.
[1]Categories A, B, 1900-2; Categories C, D, 1900-3.

HATTIESBURG/LAUREL, MS

HATTIESBURG-LAUREL RGNL ..... **ILS or LOC Rwy 18**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36

NA when local weather not available.

HOUMA, LA

HOUMA-TERREBONNE ..... **Copter VOR/DME 12[1]**
ILS or LOC Rwy 18[123]
RNAV (GPS) Rwy 12[14]
RNAV (GPS) Rwy 18[1]
RNAV (GPS) Rwy 30[1]
RNAV (GPS) Rwy 36[1]
VOR/DME Rwy 30[1]
VOR Rwy 12[124]

[1]NA when local weather not available.
[2]NA when control tower closed.
[3]ILS, Category D, 700-2.
[4]Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

JACKSON, MS

HAWKINS FIELD ..... **ILS or LOC Rwy 16[1]**
RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 34

NA when local weather not available.
[1]NA when control tower closed.

JACKSON-EVERS INTL ..... **ILS or LOC Rwy 34L[12]**
RADAR-1[1]
RNAV (GPS) Rwy 16L[3]
RNAV (GPS) Rwy 16R[3]
RNAV (GPS) Rwy 34L[3]
RNAV (GPS) Rwy 34R[3]

[1]NA when control tower closed.
[2]ILS, Category E, 700-2¼. LOC,Category E, 800-2¼.
[3]NA when local weather not available.

LAFAYETTE, LA

LAFAYETTE RGNL ..... **ILS or LOC/DME Rwy 4R[13]**
ILS or LOC Rwy 22L[23]
RNAV (GPS) Rwy 4R[1]
RNAV (GPS) Rwy 22L[1]
RNAV (GPS) Rwy 29[1]

[1]NA when local weather not available.
[2]NA when control tower closed.
[3]ILS, Category D, 700-2.

LAKE CHARLES, LA

CHENNAULT INTL ..... **ILS or LOC Rwy 15[12]**
VOR Rwy 33[12]

[1]NA when control tower closed.
[2]Category E, 900-3.

LAKE CHARLES RGNL ..... **ILS or LOC Rwy 15**
LOC BC Rwy 33

NA when control tower closed.

MC COMB, MS

MC COMB/PIKE COUNTY/ JOHN E LEWIS FIELD ..... **ILS or LOC Rwy 15**
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 33
VOR/DME-A

NA when local weather not available.

NAME ALTERNATE MINIMUMS

MERIDIAN, MS

KEY FIELD ..... **ILS or LOC Rwy 1[123]**
ILS or LOC Rwy 19[23]
RNAV (GPS) Rwy 1[34]
RNAV (GPS) Rwy 4[34]
RNAV (GPS) Rwy 19[34]
RNAV (GPS) Rwy 22[34]
VOR-A[34]

[1]NA when control tower closed.
[2]ILS, Category D, 700-2; Category E, 900-3.
LOC, Category E, 900-3.
[3]NA when local weather not available.
[4]Category E, 900-3.

MONROE, LA

MONROE RGNL ..... **ILS or LOC Rwy 4**
ILS Rwy 22

NA when control tower closed.

NATCHEZ, MS

HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 31
RNAV (GPS) Rwy 36
VOR/DME Rwy 13

NA when local weather not available.

NEW IBERIA, LA

ACADIANA RGNL ..... **ILS Rwy 34[1]**
RNAV (GPS) Rwy 16[2]
RNAV (GPS) Rwy 34[2]
VOR or TACAN Rwy 16[13]
VOR/DME Rwy 34[1]

[1]NA when control tower closed.
[2]NA when local weather not available.
[3]Category E, 900-3.

NEW ORLEANS, LA

LAKEFRONT ..... **ILS or LOC Rwy 18R[1]**
RNAV (GPS) Rwy 18R
RNAV (GPS) Rwy 36L
VOR/DME Rwy 36L

NA when local weather not available.
[1]Category D, 700-2.

LOUIS ARMSTRONG NEW ORLEANS INTL ..... **LOC Rwy 19**
Category D, 800-2¼.

OAKDALE, LA

ALLEN PARISH ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36

NA when local weather not available.

NAME ALTERNATE MINIMUMS

OLIVE BRANCH, MS

OLIVE BRANCH ..... **ILS or LOC Rwy 18[12]**
RNAV (GPS) Rwy 18

NA when local weather not available.
[1]ILS, Categories, A,B,C,D, 700-2.
[2]NA when control tower closed.

PASCAGOULA, MS

TRENT LOTT INTL ..... **ILS or LOC Rwy 17[12]**
RNAV (GPS) Rwy 17[2]
RNAV (GPS) Rwy 35[2]
VOR-A[23]

[1]ILS, 700-2.
[2]NA when local weather not available.
[3]Category D, 800-2¼.

PATTERSON, LA

HARRY P. WILLIAMS MEMORIAL ..... **VOR/DME-A**
Categories A, B, 1200-2; Category C, 1200-3.

PHILADELPHIA, MS

PHILADELPHIA MUNI ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36

NA when local weather not available.

PICAYUNE, MS

PICAYUNE MUNI ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36

NA when local weather not available.

RAYMOND, MS

JOHN BELL WILLIAMS .... **RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30

NA when local weather not available.
Category D, 900-2¾.

SHREVEPORT, LA

SHREVEPORT DOWNTOWN ..... **RNAV (GPS) Rwy 14**
VOR Rwy 14

NA when local weather not available.
Category C, 800-2¼; Category D, 800-2½.

SHREVEPORT RGNL ..... **ILS or LOC Rwy 14[1]**
LOC Rwy 5[1]
RADAR-1[1]
RNAV (GPS) Rwy 23[2]

[1]Category E, 900-3.
[2]Category D, 800-2¼.

NAME	ALTERNATE MINIMUMS
STARKVILLE, MS	
GEORGE M BRYAN	**RNAV (GPS) Rwy 18**
	RNAV (GPS) Rwy 36
	VOR/DME-A
NA when local weather not available.	
SULPHUR, LA	
SOUTHLAND FIELD	**LOC Rwy 15**
	RNAV (GPS) Rwy 15
	RNAV (GPS) Rwy 33
	VOR/DME-A
NA when local weather not available.	
TALLULAH, LA	
VICKSBURG TALLULAH RGNL	**LOC Rwy 36**
	RNAV (GPS) Rwy 18
	RNAV (GPS) Rwy 36
NA when local weather not available.	
TUNICA, MS	
TUNICA MUNI	**ILS or LOC Rwy 35**
	RNAV (GPS) Rwy 17
	RNAV (GPS) Rwy 35
NA when local weather not available.	
TUPELO, MS	
TUPELO RGNL	**ILS or LOC Rwy 36**
	RNAV (GPS) Rwy 18
	RNAV (GPS) Rwy 36
NA when local weather not available.	

BARKSDALE AFB (KBAD), LA (Bossier City) (Amdt 1, 10042 USAF) ELEV 166

RADAR[1] - (E) 118.6 119.9 125.1 350.2 335.55

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR[2]	15		AB	660/24	494	(500-½)
			C	660/40	494	(500-¾)
			D	660/50	494	(500-1)
			E	660/60	494	(500-1¼)
	33		AB	660/24	497	(500-½)
			C	660/40	497	(500-¾)
			D	660/50	497	(500-1)
			E	660/60	497	(500-1¼)
CIR[3]	All Rwy		ABC	NOT AUTHORIZED		
			D	720-2	554	(600-2)
			E	780-2¼	614	(700-2¼)

[1]Opr 1200-0500Z++. [2]When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles. [3]Circling not authorized W of Rwy. Circling not authorized over munitions storage area E of arpt.

BATON ROUGE, LA Amdt. 10C, JUN 5, 2008 (FAA) ELEV 70

BATON ROUGE METROPOLITAN: RYAN FIELD

RADAR - 120.3 278.3 ▽ ⚠

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	31		ABCD	**440**-1¼	371	(400-1¼)				
	13		ABC	**560**-¾	492	(500-¾)	D	**560**-1	492	(500-1)
	22R		ABC	**620**/50	550	(600-1)	D	**620**/60	550	(600-1¼)
	4L		AB	**620**-1¼	551	(600-1¼)	C	**620**-1½	551	(600-1½)
			D	**620**-1¾	551	(600-1¾)				
CIRCLING			AB	**620**-1¼	550	(600-1¼)	C	**660**-1½	590	(600-1½)
			D	**680**-2	610	(700-2)				

When control tower closed ASR NA.
S-22R: For inoperative MALSR, increase Categories A,B, visibility to RVR 6000.
S-31: Inoperative table does not apply.
When VGSI inoperative, circling to Rwy 4L NA at night.

DE RIDDER, LA

Orig-A, April 8, 2010 (FAA) ELEV **202**

BEAUREGARD RGNL

RADAR - 123.7 254.8 ▽ Ⓐ NA

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	36	A	**760**-1	563	(600-1)	B	**760**-1¼	563	(600-1¼)
		C	**760**-1½	563	(600-1½)	D	**760**-2	563	(600-2)
	18	A	**720**-1	518	(600-1)	B	**720**-1¼	518	(600-1¼)
		C	**720**-1½	518	(600-1½)	D	**720**-2	518	(600-2)
CIRCLING		A	**760**-1	558	(600-1)	B	**760**-1¼	558	(600-1¼)
		C	**760**-1½	558	(600-1½)	D	**780**-2	578	(600-2)

When local altimeter not received,use Fort Polk altimeter setting and increase all MDAs 60 feet, increase Category D circling MDA 40 feet.

GULFPORT, MS

AMDT. 6A, MAR 12, 2009 (FAA) ELEV **28**

GULFPORT-BILOXI INTL

RADAR- 124.6 254.25 ▽ Ⓐ

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	32	ABC	**440**/40	412	(500-¾)	DE	**440**/50	412	(500-1)
	14	AB	**440**/24	413	(500-½)	C	**440**/40	413	(500-¾)
		DE	**440**/50	413	(500-1)				
CIRCLING		A	**500**-1	472	(500-1)	B	**660**-1	632	(700-1)
		C	**660**-1¾	632	(700-1¾)	D	**660**-2	632	(700-2)
		E	**820**-2¾	792	(800-2¾)				

Procedure not authorized when control tower closed.
For inoperative MALSR increase ASR S-14 CAT D visibility RVR to 6000 and CAT E to 1½ mile.
For inoperative MALSR increase ASR S-32 CATs A,B,C visibility to RVR 5000, CAT D to RVR 6000, and CAT E to 1½ mile.

JACKSON, MS

Amdt. 11B, MAY 11, 2006 (FAA) ELEV **346**

JACKSON-EVERS INTL

RADAR- 123.9 317.7

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	16R	AB	**740**-1	421	(500-1)	CD	**740**-1¼	421	(500-1¼)
		E	**740**-1½	421	(500-1½)				
	16L	AB	**740**/24	429	(500-½)	C	**740**/40	429	(500-¾)
		DE	**740**/50	429	(500-1)				
	34L	AB	**800**/24	472	(500-½)	C	**800**/40	472	(500-¾)
		D	**800**/50	472	(500-1)	E	**800**/60	472	(500-1¼)
	34R	AB	**820**/50	474	(500-1)	C	**820**/60	474	(500-1¼)
		D	**820**-1½	474	(500-1½)	E	**820**-1¼	474	(500-1¼)
CIRCLING		A	**840**-1	494	(500-1)	B	**880**-1	534	(600-1)
		C	**880**-1½	534	(600-1½)	D	**900**-2	554	(600-2)
		E	**940**-2	594	(600-2)				

Category E S-16L visibility increased ½ mile for inoperative ALSF-2.
Category E S-34L visibility increased ½ mile for inoperative MALSR.
Category E circling not authorized southwest of runway 16R-34L.
When control tower closed procedure NA.

JOE WILLIAMS NOLF (KNJW),

MS (Moscow) (09351 USN) ELEV **539**

RADAR - (E) 134.1 266.8 300.4 310.8 322.0 325.2 328.4 346.0 363.6

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR[1]	31	A	**1120**-1	581	(600-1)
		B	**1120**-1¼	581	(600-1¼)
		C	**1120**-1½	581	(600-1½)
		DE	**1120**-2	581	(600-2)
CIR[1]	All Rwy	A	**1120**-1	581	(600-1)
		B	**1120**-1¼	581	(600-1¼)
		C	**1120**-1½	581	(600-1½)
		D	**1120**-2	581	(600-2)
		E	**1160**-2¼	621	(700-2¼)

[1]Procedure NA at night.

LAFAYETTE, LA

Amdt. 9, MAR 15, 2007(FAA) ELEV **43**

LAFAYETTE RGNL

RADAR - 121.1 363.0

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	29	ABC	**400**-1	358	(400-1)	D	**400**-1¼	358	(400-1¼)
	4R	AB	**480**-1	440	(500-1)	C	**480**-1¼	440	(500-1¼)
		D	**480**-1½	440	(500-1½)				
	11	AB	**560**-1	518	(600-1)	C	**560**-1½	518	(600-1½)
		D	**560**-1¾	518	(600-1¾)				
CIRCLING		A	**560**-1	517	(600-1)	B	**580**-1	537	(600-1)
		C	**580**-1½	537	(600-1½)	D	**660**-2	617	(700-2)

LAKE CHARLES, LA

Amdt. 1A, NOV 25, 1999 (FAA) ELEV **17**

CHENNAULT INTL

RADAR - 119.8 282.3 ⚠NA

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	33	AB	**540**-1	523	(600-1)	C	**540**-1½	523	(600-1½)
		DE	**540**-1¾	523	(600-1¾)				
	15	AB	**560**-½	544	(600-½)	C	**560**-1	544	(600-1)
		D	**560**-1¼	544	(600-1¼)	E	**560**-1½	544	(600-1½)
CIRCLING		AB	**580**-1	563	(600-1)	C	**580**-1½	563	(600-1½)
		D	**580**-2	563	(600-2)	E	**880**-3	863	(900-3)
		LAKE CHARLES REGIONAL ALTIMETER SETTING MINIMUMS							
ASR	33	AB	**540**-1	523	(600-1)	C	**540**-1½	523	(600-1½)
		DE	**540**-1¾	523	(600-1¾)				
	15	AB	**580**-½	564	(600-½)	C	**580**-1	564	(600-1½)
		D	**580**-1¼	564	(600-1¼)	E	**580**-1½	564	(600-1½)
CIRCLING		AB	**600**-1	583	(600-1)	C	**600**-1½	583	(600-1½)
		D	**600**-2	583	(600-2)	E	**900**-3	883	(900-3)

When local altimeter setting not received, use Lake Charles Regional altimeter setting.
Procedure not available when Lake Charles Approach Control closed.
For inoperative MALSR, increase Category E visibilities ½ mile.

LAKE CHARLES, LA

Amdt. 5A, NOV 24, 2005 (FAA) ELEV **15**

LAKE CHARLES RGNL

RADAR - 119.35 353.75 ⚠

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	5	ABC	**380**-1	366	(400-1)	D	**380**-1¼	366	(400-1¼)
	33	ABC	**380**-¾	368	(400-¾)	D	**380**-1¼	368	(400-1¼)
	23	AB	**440**-1	425	(500-1)	CD	**440**-1¼	425	(500-1¼)
	15	AB	**440**/24	428	(500-½)	C	**440**/40	428	(500-¾)
		D	**440**/50	428	(500-1)				
CIRCLING		A	**440**-1	425	(500-1)	B	**480**-1	465	(500-1)
		C	**480**-1½	465	(500-1½)	D	**580**-2	428	(500-2)

When control tower closed, procedure NA.

MERIDIAN NAS (KNMM), (Mc CAIN FIELD), MS (10098 USN) ELEV 316

RADAR - (E) 134.1 235.625 236.825 244.875 256.875 266.8 310.8 323.225 328.4

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[1]	19L[2]	3.0°/48/1124	ABCDE	416-¼	100	(100-¼)
	1L[3]	3.0°/35/764	ABCDE	453-½	200	(200-½)
	1R	3.0°/38/874	ABCDE	470-¾	200	(200-¾)
	19R	3.0°/37/881	ABCDE	494-¾	200	(200-¾)
PAR W/O GS[1]	19R		ABCDE	640-1¼	346	(400-1¼)
	1R		ABCDE	660-1¼	390	(400-1¼)
	19L[4]		AB	740-½	424	(500-½)
			CD	740-¾	424	(500-¾)
			E	740-1	424	(500-1)
	1L[5]		AB	760-¾	507	(500-¾)
			CD	760-1	507	(500-1)
			E	760-1¼	507	(500-1¼)
ASR	28		ABC	680-1	375	(400-1)
			DE	680-1¼	375	(400-1¼)
	19R		AB	700-1	406	(400-1)
			C	700-1¼	406	(400-1¼)
			DE	700-1½	406	(400-1½)
	1R		AB	700-1	430	(400-1)
			C	700-1¼	430	(400-1¼)
			DE	700-1½	430	(400-1½)
	19L[6]		AB	780-½	464	(500-½)
			C	780-¾	464	(500-¾)
			D	780-1	464	(500-1)
			E	780-1¼	464	(500-1¼)
	1L[7]		AB	760-½	507	(500-½)
			CD	760-1	507	(500-1)
			E	760-1¼	507	(500-1¼)
CIR	All Rwy[8]		AB	820-1	504	(600-1)
			C	820-1½	504	(600-1½)
			D	880-2	564	(600-2)
			E	1060-2¾	744	(800-2¾)

[1]No-NOTAM MP sked: PAR 1300-1700Z++Tue, PAR and PAR W/O GS apch not avbl dur this time. [2]When ALS inop, increase vis All CAT to ½ mile. [3]When ALS inop, increase vis All CAT to ¾ mile. [4]When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ miles, CAT E to 1½ miles. [5]When ALS inop, increase vis CAT AB to 1¼ miles, CAT CD to 1½ miles, CAT E to 1¾ miles. [6]When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles, CAT E to 1¾ miles. [7]When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1½ miles, CAT E to 1¾ miles. [8]When circling from PAR W/O GS Rwys 1L, 1R, 19R, increase vis CAT AB to 1¼ miles.

MONROE, LA

Amdt. 6A, June 12, 2003 (FAA) ELEV **79**

MONROE RGNL

RADAR - 126.9 388.0

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	22		ABCD	**480**-1	402	(500-1)				
	4		ABC	**560**/40	482	(500-¾)	D	**560**/50	482	(500-1)
CIRCLING			AB	**580**-1¼	501	(600-1¼)	C	**620**-1½	541	(600-1½)
			D	**640**-2	561	(600-2)				

NEW ORLEANS, LA

Amdt. 17A, JUN 5, 2008 (FAA) ELEV **4**

LOUIS ARMSTRONG NEW ORLEANS INTL

RADAR - 123.85 256.9, 125.5 350.35, 133.15 290.3

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	10		ABC	**340**/24	336	(400-½)	D	**340**/50	336	(400-1)
	28		ABC	**400**/40	397	(400-¾)	D	**400**/50	397	(400-1)
	19		ABCD	**420**/60	420	(500-1¼)				
	CIRCLING		AB	**520**-1¼	516	(600-1¼)	C	**520**-1½	516	(600-1½)
			D	**580**-2	576	(600-2)				

Rwy 10: Inoperative table does not apply to Category D.
Rwy 19: Inoperative table does not apply.
Rwy 28: For inoperative MALSR, increase Category D RVR to 6000.

NEW ORLEANS NAS JRB (KNBG), (ALVIN CALLENDER FLD) LA (09239 USN)

RADAR[1 2 13] - **(E)** 125.95 126.55 269.025 290.0 308.4 311.6 336.5 353.65 ▽ **ELEV 2**

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	4[3]	3.0°/51/973	ABCDE	99-¼	100	(100-¼)
	22[4]	3.0°/43/861	ABCDE	249-¾	250	(300-¾)
PAR W/O GS	4[5]		ABC	380-½	381	(400-½)
			DE	380-¾	381	(400-¾)
	22[6]		ABCDE	300-1	301	(400-1)
ASR	4[7]		AB	420-½	421	(500-½)
			CD	420-¾	421	(500-¾)
			E	420-1	421	(500-1)
	22[8]		AB	460-¾	461	(500-¾)
			C	460-1	461	(500-1)
			D	460-1¼	461	(500-1¼)
			E	460-1½	461	(500-1½)
	14		AB	440-1	438	(500-1)
			C	440-1¼	438	(500-1¼)
			DE	440-1½	438	(500-1½)
	32[9]		AB	440-1	438	(500-1)
			C	440-1¼	438	(500-1¼)
			DE	440-1½	438	(500-1½)
CIR[10 11 12]	All Rwy		AB	480-1	478	(500-1)
			C	500-1½	498	(500-1½)
			D	560-2	558	(600-2)
			E	640-2¼	638	(700-2¼)

NOTE: Rwy 32: Trees 35' AGL/32' MSL 675' from thld, 191' left of centerline.

[1]No-NOTAM preventive maint Mon 1300-1800Z++. [2]Outside of afld opr hr, civ acft transiting CL D airspace, ctc ATC on 123.8 for clnc. [3]When ALS inop, increase vis CAT ABCDE to ½ mile. [4]When ALS inop, increase vis Cat CDE to 1 mile. [5]When ALS inop, increase CAT ABC to 1 mile, CAT DE to 1¼ miles. [6]When ALS inop, increase vis CAT ABCDE to 1¼ miles. [7]When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ miles, CAT E to 1½ miles. [8]When ALS increase CAT AB to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles, CAT E to 1¾ miles. [9]Procedure NA at night. [10]CAT E circling NA NW of Rwy 4-22. [11]Night circling NA to Rwy 32. [12]When circling from PAR W/O GS Rwy 22, increase vis CAT AB to 1¼ miles. [13]GCA closed Tues, Wed, Thu from 1300-1500Z++ and 0100-0300Z++.

POLK AAF (KPOE), LA (FORT POLK) (Amdt 4, 03051 USA) ELEV 329

RADAR - (E) 123.7 261.3 ⚠ NA Opr 1400-0600Z + + exc hol.

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	15	3.0°/34/741	ABCD	529-¾	200	(200-¾)
	33	3.0°/42/799	AB	579-½	256	(300-½)
			CD	579-¾	256	(300-¾)
ASR	33		AB	660-½	337	(400-½)
			CD	660-¾	337	(400-¾)
	15		AB	780-1	451	(500-1)
			C	780-1¼	451	(500-1¼)
			D	780-1½	451	(500-1½)
CIR	All Rwy		AB	820-1	491	(500-1)
			C	820-1½	491	(500-1½)
			D	880-2	551	(600-2)

SHREVEPORT, LA

Amdt. 3A, JUL 31, 2000 (FAA) ELEV **258**

SHREVEPORT RGNL

RADAR - 119.9 335.55 ⚠

RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
CIRCLING		AB	**800**-1	542	(600-1)
		C	**800**-1½	542	(600-1½)
		D	**820**-2	562	(600-2)
		E	**1100**-3	842	(900-3)

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

ABERDEEN/AMORY, MS

MONROE COUNTY

NOTE: **Rwy 18,** pole 460' from departure end of runway, 365' left of centerline, 25' AGL/254' MSL. Trees beginning 7' from departure end of runway, 61' left of centerline, up to 100' AGL/310' MSL. Trees beginning 839' from departure end of runway, 83' right of centerline, up to 116' AGL/316' MSL. **Rwy 36,** trees beginning 241' from departure end of runway, 490' left of centerline, up to 83' AGL/303' MSL. Trees beginning 27' from departure end of runway, 426' right of centerline, up to 92' AGL/312' MSL. Tree 3078' from departure end of runway, 276' right of centerline, 81' AGL/301' MSL.

ALEXANDRIA, LA

ALEXANDRIA INTL

NOTE: **Rwy 18,** multiple trees and bush beginning 897' from departure end of runway, 210' right of centerline, up to 83' AGL/173' MSL. Multiple trees and fence beginning 91' from departure end of runway, 326' left of centerline, up to 80' AGL/167' MSL. **Rwy 32,** multiple trees beginning 1537' from departure end of runway, 662' right ofcenterline, up to 80' AGL/162' MSL. **Rwy 36,** multiple trees beginning 1298' from departure end of runway, 25' left of centerline, up to 90' AGL/170' MSL. Multiple trees beginning 1340' from departure end of runway, 155' right of centerline, up to 90' AGL/169' MSL. Antenna, 5041' from departure end of runway, 793' left of centerline, 140' AGL/216' MSL.

NAME TAKE-OFF MINIMUMS

ALEXANDRIA, LA (CON'T)

ESLER RGNL (ESF)

AMDT 2 10098 (FAA)

NOTE: **Rwy 9,** multiple trees beginning 697' from DER, 612' right of centerline, up to 83' AGL/153' MSL. Antenna 2236' from DER, 912' left of centerline, 78' AGL/158' MSL. **Rwy 14,** trees 928' from DER, 606' left of centerline, 90' AGL/160' MSL. Trees 2003' from DER, 141' left of centerline, 98' AGL/168' MSL. Multiple trees beginning 941' from DER, 257' right of centerline, up to 121' AGL/231' MSL. **Rwy 27,** light 38' from DER, 148' right of centerline, 8' AGL/98' MSL. Pole 650' from DER, 649' right of centerline, 39' AGL/129' MSL. Trees 3290' from DER, 984' right of centerline, 121' AGL/211' MSL. **Rwy 32,** rising terrain from 197' from DER through 1886' from DER, up to 0' AGL/165' MSL. Multiple trees and fence beginning 1959' from DER, 8' left of centerline, up to 123' AGL/236' MSL. Antenna 148' from DER, 417' left of centerline, 15' AGL/125' MSL. Trees 1862' from DER, 200' right of centerline, 79' AGL/219' MSL.

BASTROP, LA

MOREHOUSE MEMORIAL

NOTE: **Rwy 34,** powerlines 1700' from departure end of runway, 70' AGL/214' MSL.

BATESVILLE, MS

PANOLA COUNTY

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1½ or std. w/ min. climb of 259' per NM to 500. **Rwy 19,** 200-1½ or std. w/ min. climb of 370' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 008° to 800 before turning left. **Rwy 19,** climb heading 188° to 1000 before turning right.

NOTE: **Rwy 1,** multiple trees beginning 74' from departure end of runway, 97' left of centerline, up to 100' AGL/439' MSL. Multiple trees beginning 130' from departure end of runway, 52' right of centerline, up to 100' AGL/420' MSL. **Rwy 19,** pole and road with vehicle beginning 49' from departure end of runway, 499' left of centerline, up to 23' AGL/252' MSL. Terrain 17' from departure end of runway, 37' left of centerline, 263' MSL. Multiple trees beginning 452' from departure end of runway, 106' left of centerline, up to 100' AGL/409' MSL. Terrain 59' from departure end of runway, 210' right of centerline, 224' MSL. Multiple trees beginning 1236' from departure end of runway, 39' right of centerline, up to 100' AGL/399' MSL.

BATON ROUGE, LA

BATON ROUGE METROPOLITAN, RYAN FIELD

DEPARTURE PROCEDURE: **Rwys 22L/R,** climb runway heading to 2000 before turning left or comply with radar vectors.

NOTE: **Rwy 4L,** 97' AGL tree 1368' from departure end of runway, 778' left of centerline. **Rwy 13,** 82' AGL tree 1551' from departure end of runway, 838' left of centerline. **Rwy 22R,** 94' AGL antenna 1173' from departure end of runway, 740' right of centerline.

CAUTION: Unmarked balloon and cable to 15,000 in R-3807. **Rwy 4L,** 209°/51.4 NM, **Rwy 4R,** 209°/51.2. NM. **Rwy 13,** 209°/50.7 NM, **Rwy 31,** 208°/50.9 NM. **Rwy 22L,** 209°/50.6 NM, **Rwy 22R,** 209°/50.3 NM.

BOGALUSA, LA

GEORGE R. CARR MEMORIAL AIR FIELD (BXA)

AMDT 2 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 500-3 or std. with a min. climb of 255' per NM to 800.

NOTE: **Rwy 18,** numerous trees beginning 1463' from DER, 332' left of centerline up to 100' AGL/203' MSL. Numerous trees beginning 1272' from DER 360' right of centerline up to 100' AGL/200' MSL. Water tower 2734' from DER, 1046' left of centerline, 160' AGL/262' MSL. Smoke stack 9654' from DER, 2140' left of centerline, 250' AGL/357' MSL. **Rwy 36,** trees 486' from DER, 459' left of centerline, up to 100' AGL/217' MSL. Building 12' from DER, 305' right of centerline, 10' AGL/130' MSL.

BOONEVILLE/BALDWYN, MS

BOONEVILLE/BALDWYN

NOTE: **Rwy 15,** trees 1250' from departure end of runway, 100' right of centerline, 100' AGL/465' MSL. Trees 3847' from departure end of runway, 127' left of centerline, 100' AGL/519' MSL. **Rwy 33,** road and vehicle 8' from departure end of runway, 188' right of centerline, 15' AGL/394' MSL.

BROOKHAVEN, MS

BROOKHAVEN-LINCOLN COUNTY

TAKE-OFF MINIMUMS: **Rwy 22,** 500-1.

DEPARTURE PROCEDURE: **Rwy 4,** climb runway heading to 900 before turning.

BUNKIE, LA

BUNKIE MUNI (2R6)

ORIG 09127 (FAA)

NOTE: **Rwy 18,** trees 1404' from DER, 506' right of centerline, 50' AGL/109' MSL. Vehicle on road 481' from DER, 28' right of centerline, 15' AGL/74' MSL.

CLARKSDALE, MS

FLETCHER FIELD (CKM)

ORIG 08269 (FAA)

NOTE: **Rwy 18,** building 476' from departure end of runway, 495' right of centerline 168' AGL/215' MSL. Vehicle 995' from departure end of runway, 502' left of centerline, 165' AGL/190' MSL. Trees beginning 5619' from departure end of runway, 630' left of centerline, 158' AGL/273' MSL. **Rwy 36,** trees beginning 2258' from departure end of runway, 220' left of centerline, 100' AGL/274' MSL.

CLEVELAND, MS

CLEVELAND MUNI

TAKE-OFF MINIMUMS: **Rwys 8, 26,** NA.

DEPARTURE PROCEDURE: **Rwy 17,** climb runway heading to 600 before turning.

COLUMBIA, MS

COLUMBIA-MARION COUNTY (0R0)

ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwys 13, 31,** NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 23,** climb heading 234° to 800 before turning left.

NOTE: **Rwy 5,** trees beginning 175' from departure end of runway, 414' right of centerline, up to 100' AGL/379' MSL. **Rwy 23,** vehicle on road beginning 133' from departure end of runway, 46' right of centerline, 17' AGL/266' MSL. Tree and house beginning 227' from departure end of runway, 240' right of centerline, up to 100' AGL/349' MSL. Trees beginning 357' from departure end of runway, 273' left of centerline, up to 100' AGL/349' MSL.

COLUMBUS, MS

COLUMBUS-LOWNDES COUNTY

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1 or std. with a min. climb of 350' per NM to 500. **Rwy 36,** 400-1 or std. with a min. climb of 370' per NM to 500.

DEPARTURE PROCEDURE: **Rwys 18, 36,** climb runway heading to 600 before turning.

COLUMBUS AFB (KCBM)

COLUMBUS, MS.....08353

All Rwys: Cross DER at least 35' AGL.

TAKE-OFF OBSTACLES: **Rwy 13C,** Trees 288' MSL/74' AGL 2967' from DER 1010' left of centerline. Trees 288' MSL/74' AGL 3005' from DER, 223' right of centerline. **Rwy 13R,** Ramp lights 273' MSL/69' AGL 2795' from DER, 766' right of centerline. **Rwy 31R,** Taxiing aircraft 199' MSL/ 14' AGL 80' from DER 472' left of centerline.

COLUMBUS/WESTPOINT/STARKVILLE, MS

GOLDEN TRIANGLE RGNL

NOTE: **Rwy 18,** tree 2025' from departure end of runway, 1019' left of centerline, 78' AGL/315' MSL. Tree 108' from departure end of runway, 295' right of centerline, 15' AGL/262' MSL. **Rwy 36,** tree 626' from departure end of runway, 579' right of centerline, 38' AGL/285' MSL. Tree 122' from departure end of runway, 268' left of centerline, 23' AGL/270' MSL. Tree 525' from departure end of runway, 592' right of centerline, 26' AGL/279' MSL.

CORINTH, MS

ROSCOE TURNER (CRX)

ORIG 08045 (FAA)

NOTE: **Rwy 18,** Vehicle on road 207' from departure end of runway, 481' right of centerline, 15' AGL/446' MSL. Trees 305' from departure end of runway, 451' left of centerline, up to 71' AGL/500' MSL. Trees 633' from departure end of runway, 505' right of centerline, up to 79' AGL/520' MSL. **Rwy 36,** Trees 1099' from departure end of runway, 766' right of centerline, up to 86' AGL/480' MSL. Trees 1645' from departure end of runway, 751' left of centerline, up to 86' AGL/480' MSL.

DE RIDDER, LA

BEAUREGARD RGNL (DRI)

AMDT 4 09127 (FAA)

NOTE: **Rwy 14,** trees 1673' from DER, 128' left of centerline, 100' AGL/309' MSL. **Rwy 18,** multiple trees beginning 53' from DER, 222' left of centerline, up to 30' AGL/220' MSL. Multiple trees beginning 152' from DER, 272' right of centerline, up to 73' AGL/263' MSL. **Rwy 32,** multiple trees and bushes beginning 129' from DER, 17' left of centerline, up to 68' AGL/248' MSL. Trees 299' from DER, 190' right of centerline, 26' AGL/216' MSL. **Rwy 36,** pole 563' from DER, 353' left of centerline, 38' AGL/238' MSL. Multiple trees beginning 634' from DER, 1' left of centerline, up to 113' AGL/313' MSL. Multiple trees beginning 557' from DER, 73' right of centerline, up to 99' AGL/299' MSL.

DREW, MS

RULEVILLE-DREW (M37)

ORIG 10070 (FAA)

NOTE: **Rwy 18,** trees beginning 215' from DER, 521' left of centerline, up to 100' AGL/229' MSL. **Rwy 36,** trees beginning 3438' from DER, 225' left of centerline, up to 100' AGL/234' MSL.

EUNICE, LA

EUNICE

TAKE-OFF MINIMUMS: **Rwy 16,** 1100-2½, climb in visual conditions to cross Eunice Airport at or above 1000 MSL before proceeding on course or std. with a min. climb of 280' per NM to 2400. **Rwy 34,** 1100-2½, climb in visual conditions to cross Eunice Airport at or above 1000 MSL before proceeding on course or std. with a min. climb of 220' per NM to 2400.

CAUTION: Unmarked balloon and cable to 15000 in R-3807. **Rwy 16,** 133°/56.1 NM. **Rwy 34,** 132°/55.4 NM.

GALLIANO, LA

SOUTH LAFOURCHE LEONARD MILLER JR (GAO)

ORIG 08269 (FAA)

NOTE: **Rwy 18,** multiple trees beginning 1258' from departure end of runway, 661' left of centerline, up to 45' AGL/56' MSL. Multiple trees beginning 127' from departure end of runway, 275' right of centerline, up to 45' AGL/53' MSL. **Rwy 36,** tree 14' from departure end of runway, 454' right of centerline, up to 35' AGL/45' MSL. Multiple trees beginning 1391' from departure end of runway, 449' right of centerline, up to 55' AGL/86' MSL. Multiple trees beginning 2288' from departure end of runway, 291' left of centerline, up to 55' AGL/97' MSL.

GONZALES, LA

LOUISIANA RGNL

TAKE-OFF MINIMUMS: **Rwy 35,** 400-2 or std. with a min. climb of 220' per NM to 400.

GREENVILLE, MS

MID DELTA RGNL

DEPARTURE PROCEDURE: **Rwys 18L,18R,** climb runway heading to 800 before turning.

NOTE: **Rwy 27,** 64' AGL tree 812' from departure end of runway, 392' left of centerline. 91' AGL tree, 2027' from departure end of runway, 460' right of centerline.

GREENWOOD, MS

GREENWOOD-LE FLORE

TAKE-OFF MINIMUMS: **Rwy 5,** 400-1 or std. with a min. climb of 270' per NM to 400.

GRENADA, MS

GRENADA MUNI

DEPARTURE PROCEDURE: **Rwys 4, 31,** climb to 700 before turning on course. **Rwys 13, 22,** climb to 800 before turning on course.

GULFPORT, MS

GULFPORT-BILOXI INTL (GPT)

AMDT 6 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36,** 300-1¼ or std. with a min. climb of 292' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 36,** climb heading 013° to 700 before proceeding on course.

NOTE: **Rwy 14,** tree 1931' from DER, 627' left of centerline, 71' AGL/90' MSL. Pole 3354' from DER, 1068' right of centerline, 85' AGL/115' MSL. **Rwy 18,** trees beginning 924' from DER, 354' right of centerline, up to 84' AGL/98' MSL. Trees beginning 1383' from DER, 165' left of centerline, up to 52' AGL/71' MSL. Antenna 5411' from DER, 1579' left of centerline, 165' AGL/172' MSL. **Rwy 32,** trees beginning 1586' from DER, left and right of centerline, up to 79' AGL/93' MSL. **Rwy 36,** trees beginning 1391' from DER, 327' right of centerline, up to 82' AGL/96' MSL. Trees beginning 1593' from DER, 348' left of centerline, up to 82' AGL/96' MSL. Crane 4592' from DER, 2673' right of centerline, 142' AGL/151' MSL.

TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

10098

HAMMOND, LA

HAMMOND NORTHSHORE RGNL (HDC)
AMDT 1 10098 (FAA)

DEPARTURE PROCEDURE: **Rwy 31,** climb heading 312° to 700 before turning left.

NOTE: **Rwy 13,** trees beginning 1260' from DER, 125' left of centerline, up to 119' AGL/163' MSL. Trees beginning 1314' from DER, 186' right of centerline, up to 124' AGL/168' MSL. **Rwy 18,** antenna on building 844' from DER, 239' right of centerline, 22' AGL/66' MSL. Obstruction light on pole 1020' from DER, 141' right of centerline, 23' AGL/67' MSL. Trees beginning 1556' from DER, 430' left of centerline, up to 92' AGL/136' MSL. Trees beginning 1747' from DER, 64' right of centerline, up to 110' AGL/149' MSL. **Rwy 31,** trees beginning 216' from DER, 13' left of centerline, up to 109' AGL/158' MSL. Trees beginning 566' from DER, 386' right of centerline, up to 100' AGL/154' MSL. **Rwy 36,** tree 3072' from DER, 879' left of centerline, 73' AGL/127' MSL. Tree 3585' from DER, 1407' right of centerline, 102' AGL/151' MSL.

HATTIESBURG, MS

HATTIESBURG BOBBY L. CHAIN MUNI (HBG)
AMDT 1 09015 (FAA)

DEPARTURE PROCEDURE: **Rwy 31,** climb heading 309° to 900 before turning west.

NOTE: **Rwy 13,** numerous trees beginning 1184' from departure end of runway, 26' left of centerline, up to 111' AGL/251' MSL. Multiple trees beginning 2023' from departure end of runway, 49' right of centerline, up to 89' AGL/229'. **Rwy 31,** numerous trees beginning 189' from departure end of runway, 111' left of centerline, up to 103' AGL/253' MSL. Multiple trees beginning 894' from departure end of runway, 69' right of centerline, up to 84' AGL/234' MSL.

HATTIESBURG/LAUREL, MS

HATTIESBURG-LAUREL RGNL

DEPARTURE PROCEDURE: **Rwys 18, 36,** climb runway heading to 1000 before turning east.

NOTE: **Rwy 36,** 86' AGL tree 2117' from departure end of runway, 911' left of centerline.

HOLLY SPRINGS, MS

HOLLY SPRINGS-MARSHALL COUNTY

DEPARTURE PROCEDURE: **Rwy 36,** climb runway heading to 800 before turning left.

HOMER, LA

HOMER MUNI (5F4)
ORIG 08157 (FAA)

NOTE: **Rwy 12,** road and vehicle 69' from departure end of runway, 280' left of centerline, 15' AGL/234' MSL, trees beginning 282' from departure end of runway, 419' right of centerline, up to 100' AGL/349' MSL. **Rwy 30,** trees beginning 443' from departure end of runway, 309' left of centerline, up to 100' AGL/319' MSL, road and vehicle 603' from departure end of runway, 217' right of centerline, 15' AGL/274' MSL, trees beginning 1180' from departure end of runway, 140' right of centerline, up to 100' AGL/359' MSL.

HOUMA, LA

HOUMA-TERREBONNE (HUM)
AMDT 5 09183 (FAA)

DEPARTURE PROCEDURE: **Rwy 30,** climb heading 304° to 600 before proceeding on course.

NOTE: **Rwy 12,** trees and equipment building beginning 86' from DER, 254' left of centerline, up to 40' AGL/44' MSL. Ground and tree beginning 220' from DER, 202' right of centerline, up to 29' AGL/33' MSL. **Rwy 18,** trees and poles beginning 923' from DER, 238' left of centerline, up to 100' AGL/109' MSL. Trees beginning 249' from DER, 345' right of centerline, up to 60' AGL/64' MSL. **Rwy 30,** trees beginning 802' from DER, 93' left of centerline, up to 60' AGL/64' MSL. Poles and road beginning 527' from DER, 427' right of centerline, up to 38' AGL/42' MSL. **Rwy 36,** antenna 1589' from DER, 882' left of centerline, 63' AGL/72' MSL. Trees beginning 2894' from DER, 971' right of centerline, up to 100' AGL/109' MSL.

INDIANOLA, MS

INDIANOLA MUNI

DEPARTURE PROCEDURE: **Rwy 17,** climb runway heading to 2200 before turning east. **Rwy 35,** climb runway heading to 700 before turning east.

JACKSON, MS

HAWKINS FIELD

TAKE-OFF MINIMUMS: **Rwy 16,** 300-1.

DEPARTURE PROCEDURE: **Rwys 11, 34,** climb runway heading to 800 before making turn. **Rwy 16,** climb runway heading to 1300 before making right turn. **Rwy 29,** climb runway heading to 1200 before making left turn.

JACKSON-EVERS INTL

TAKE-OFF MINIMUMS: **Rwy 16R,** 300-1 or std. with a min. climb of 280' per NM to 700.

JENNINGS, LA

JENNINGS (3R7)
AMDT 2A 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13**, 300-1 or std. with a min climb of 393' per NM to 300. **Rwys 17,35,** NA.

NOTE: **Rwy 8,** multiple poles 1080' from DER, 260' left of centerline, 40' AGL/62' MSL. **Rwy 13,** trees beginning 690' from DER, 262' left of centerline, up to 116' AGL/141' MSL. Tank 3428' from DER, 1072' left of centerline, 156' AGL/181' MSL. Water tower, 3492' from DER, 1089' left of centerline, 172' AGL/197' MSL. Transmission line and trees beginning 766' from DER, 622' right of centerline, up to 96' AGL/119' MSL. 51**Rwy 26,** trees 1080' from DER, 45' AGL/55' MSL. **Rwy 31,** fence 140' from DER, 15' AGL/32' MSL.

KEESLER AFB (KBIX)

BILOXI, MS 09211

TAKE-OFF OBSTACLES: **Rwy 3:** Trees 977' from DER, 764' right of centerline, 62' AGL/70' MSL. Terrain 222' right of centerline, 19' MSL. **Rwy 21:** Trees 1903' from DER, 669' right of centerline, 71' AGL/102' MSL. Trees 1803' from DER, 658' left of centerline, 43' AGL/70' MSL. Multiple power poles 2670' from DER, 893' left of centerline, 65' AGL/109' MSL. Multiple power poles 3514' from DER, 119' right of centerline, 65' AGL/115' MSL Terrain 6' from DER, 500' left of centerline 23' MSL.

10098

TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

KOSCIUSKO, MS

KOSCIUSKO-ATTALA COUNTY

NOTE: **Rwy 14,** trees 1054' from departure end of runway, 503' left of centerline, 100' AGL/559' MSL. Trees 1172' from departure end of runway, 555' right of centerline, 100' AGL/559' MSL. Terrain 18' from depature end of runway, 91' right of centerline, 473' MSL. Terrain 68' from departure end of runway, 485' right of centerline, 473' MSL. **Rwy 32,** trees 1676' from departure end of runway, 288' right of centerline, 100' AGL/619' MSL. Trees 1341' from departure end of runway, 231' left of centerline, 100' AGL/609' MSL. Terrain 129' from departure end of runway, 139' right of centerline, 502' MSL. Terrain 182' from departure end of runway, 532' right of centerline, 493' MSL. Terrain 352' from departure end of runway, 344' right of centerline, 496' MSL. Terrain 79' from departure end of runway, 254' left of centerline, 486' MSL. Terrain 525' from departure end of runway, 156' right of centerline, 496' MSL. Terrain 302' from departure end of runway, 49' left of centerline, 489' MSL.

LAFAYETTE, LA

LAFAYETTE RGNL (LFT)

AMDT 1A 08325 (FAA)

TAKE-OFF MINIMUMS: **CAUTION:** Unmarked balloon and cable to 15000' MSL in R-3807. **Rwy 4L,** 141/29NM, **Rwy 4R,** 140/28.8 NM, **Rwy 11,** 141/29.5 NM, **Rwy 22L,** 143/29.2 NM, **Rwy 22R,** 142/29.2 NM, **Rwy 29,** 142/28.8 NM.

NOTE: **Rwy 4L,** fence beginning 2506' from departure end of runway, 682' left of centerline, up to 121' AGL/163' MSL. Multiple trees beginning 671' from departure end of runway, 307' left of centerline, up to 57' AGL/87' MSL.Obstruction light on windsock 155' from departure end of runway, 251' right of centerline, 38' AGL/58' MSL. **Rwy 4R,** multiple trees beginning 776' from departure end of runway, 111' left of centerline, up to 60' AGL/79' MSL. Multiple trees beginning 29' from departure end of runway, 269' right of centerline, up to 84' AGL/103' MSL. **Rwy 11,** multiple trees beginning 553' from departure end of runway 128' left of centerline, up to 81' AGL/91' MSL. Multiple trees beginning 523' from departure end of runway, 28' right of centerline, 72' AGL/82' MSL. **Rwy 22L,** multiple trees beginning 2392' from departure end of runway, 4' left of centerline, up to 75' AGL/114' MSL. Multiple trees beginning 1853' from departure end of runway, 247' right of centerline, up to 96' AGL/135' MSL. **Rwy 22R,** tower 2545' from departure end of runway, 26' left of centerline, 104' AGL/142' MSL. Multiple trees, buildings, obstruction lights and antenna beginning 153' from departure end of runway, 270' right of centerline, up to103' AGL/142' MSL. **Rwy 29,** multiple trees, towers and pole beginning 925' from departure end of runway, 5' left of centerline, up to 110' AGL/150' MSL. Multiple trees, towers, poles and obstruction light on antenna beginning 99' from departure end of runway, 70' right of centerline, up to 130' AGL/165' MSL.

LAKE PROVIDENCE, LA

BYERLEY

NOTE: **Rwy 17,** tower 4466' from departure end of runway, 1602' right of centerline, 150' AGL/257' MSL.

LAUREL, MS

HESLER-NOBLE FIELD

DEPARTURE PROCEDURE: **Rwy 13,** climb runway heading to 500 before turning.

LEXINGTON, MS

C. A. MOORE

DEPARTURE PROCEDURE: **Rwy 19,** climb runway heading to 1000 before turning.

LOUISVILLE, MS

LOUISVILLE- WINSTON COUNTY (LMS)

AMDT 2A 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 500-2¼ or std. with a min. climb of 400' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 170° to 1100 before turning left.

NOTE: **Rwy 17,** tower 1.7 NM from departure end of runway, 2209 left of centerline, 410' AGL/950' MSL.

MADISON, MS

BRUCE CAMPBELL FIELD (MBO)

AMDT 1 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35,** 300-2 or std. w/ min. climb of 267' per NM to 700, or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 1400' prior to DER.

NOTE: **Rwy 17,** trees 524' from DER, 464' right of centerline, 100' AGL/399' MSL. **Rwy 35,** house 1324' from DER, 619' left of centerline, 20' AGL/349' MSL. Vehicle on road 2178' from DER, 389' left of centerline, up to 17' AGL/350' MSL.

MANY, LA

HART (3R4)

ORIG-A 08185 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12**, 600-3 or std. with a min. climb of 250' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 12**, climb heading 117° to 1100 before proceeding on course.

NOTE: **Rwy 12,** trees beginning 1' from departure end of runway, 594' left to 598' right of centerline, up to 100' AGL/385' MSL. Powerline/poles beginning 1198' from departure end of runway, 309' right of centerline, up to 58' AGL/354' MSL. **Rwy 30,** trees beginning 74' from departure end of runway, 781' left to 509' right of centerline, up to 100' AGL/391' MSL. Powerline/pole 484' from departure end of runway, 318' right of centerline, 62' AGL/358' MSL.

MARKS, MS

SELFS

DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 700 before turning right.

MCCOMB, MS

MCCOMB/PIKE COUNTY/JOHN E. LEWIS FIELD (MCB)
ORIG 09183 (FAA)

NOTE: **Rwy 15,** trees beginning 89' from departure end of runway, 91' right of centerline, up to 100' AGL/509' MSL. Trees beginning 476' from departure end of runway, 83' left of centerline, up to 100' AGL/475' MSL. **Rwy 33,** tree 1440' from departure end of runway, 49' left of centerline, 59' AGL/488' MSL.

MERIDIAN, MS

KEY FIELD

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1 or std. w/ a min. climb of 290' per NM to 600. **Rwy 22,** 300-1½ or std. w/ a min. climb of 280' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 4,** climb via heading 043° to 1100 before turning south.

NOTE: **Rwy 1,** antenna, vent on tank, and numerous trees beginning 323' from departure end of runway, 98' right of centerline, up to 100' AGL/463' MSL. Interstate road and numerous trees beginning 1196' from departure end of runway, 1' left of centerline, up to 100' AGL/403' MSL. **Rwy 4,** stack, tree and numerous light poles beginning 406' from departure end of runway, 278' right of centerline, up to 133' AGL/433' MSL. Fence, railing on tank, and light pole beginning 34' from departure end of runway, 253' left of centerline, up to 35' AGL/330' MSL. **Rwy 19,** antenna and tree beginning 482' from departure end of runway, 570' left of centerline, up to 100' AGL/395' MSL. Tree 1894' from departure end of runway, 934' right of centerline, 100' AGL/380' MSL. **Rwy 22,** numerous trees beginning 1621' from departure end of runway, 304' right of centerline, up to 100' AGL/529' MSL. Numerous trees beginning 2479' from departure end of runway, 30' left of centerline, up to 100' AGL/457' MSL.

MERIDIAN NAS (MC CAIN FIELD) (KNMM)

MERIDIAN, MS 09295

Rwy 1R, 600-1½*
Rwy 19R, 600-2**
* Or standard with a minimum civil climb of 215 ft/NM to 600, minimum military climb of 210 ft/NM to 600.
** Or standard with minimum climb of 210 ft/NM to 600.

TAKE-OFF OBSTACLES: **Rwy 1R:** Multiple trees 95' AGL/399' MSL, 2708' from DER, 1137' left of centerline. Multiple trees 95' AGL/399' MSL, 3147' from DER, 950' left of centerline. Multiple trees 75' AGL/474' MSL, 6025' from DER, 2057' left of centerline. Multiple trees 75' AGL/499' MSL, 6896' from DER, 2315' left of centerline. **Rwy 19L:** Trees 95' AGL/414' MSL, 4831' from DER, 875' left of centerline. **Rwy 19R:** Trees 100' AGL/499' MSL, 9429' from DER, 1203' right of centerline. **Rwy 10:** Terrain 399' MSL, 1344' from DER, 253' right of centerline. Multiple trees 90' AGL/399' MSL, 3235' from DER, 371' right of centerline. Multiple trees 85' AGL/424' MSL, 3692' from DER, 458' left of centerline.

MONROE, LA

MONROE RGNL

DEPARTURE PROCEDURE: **Rwy 22,** climb via heading 222° to 900 before turning west. **Rwy 32,** climb via heading 317° to 900 before turning west. **Rwy 36,** climb via heading 357° to 900 before turning west.

NOTE: **Rwy 4,** tree 3535' from departure end of runway, 1136' left of centerline, 98' AGL/177' MSL. Tree 995' from departure end of runway, 726' left of centerline, 66' AGL/142' MSL. Tree 2423' from departure end of runway, 903' right of centerline, 65' AGL/141' MSL. Tree 1765' from departure end of runway, 773' right of centerline, 44' AGL/120' MSL. **Rwy 14,** tree 1409' from departure end of runway, 770' left of centerline, 96' AGL/162' MSL. **Rwy 18,** tree 1614' from departure end of runway, 242' right of centerline, 68' AGL/137' MSL. Tree 1649' from departure end of runway, 45' right of centerline, 71' AGL/140' MSL. Tree 1659' from departure end of runway, 112' left of centerline, 77' AGL/146' MSL. Tree 1696' from departure end of runway, 619' left of centerline, 72' AGL/138' MSL. Tree 2149' from departure end of runway, 102' right of centerline, 76' AGL/145' MSL. **Rwy 22,** sign 99' from departure end of runway 459' right of centerline, 14' AGL/83' MSL. Tree 2613' from departure end of runway, 1052' right of centerline, 104' AGL/170' MSL. **Rwy 32,** tree 2361' from departure end of runway, 7' left of centerline, 77' AGL/160' MSL. Tree 1781' from departure end of runway, 342' right of centerline, 66' AGL/149' MSL. Tree 1709' from departure end of runway, 302' right of centerline, 78' AGL/161' MSL. Tree 2103' from departure end of runway, 325' left of centerline, 73' AGL/156' MSL. Light pole 384' from departure end of runway, 491' left of centerline, 18' AGL/97' MSL. **Rwy 36,** antenna 3728' from departure end of runway, 599' right of centerline, 107' AGL/190' MSL. Tower 3526' from departure end of runway, 478' right of centerline, 100' AGL/179' MSL. Tree 2756' from deprture end of runway, 129' right of centerline, 68' AGL/151' MSL.

NATCHEZ, MS

HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)
ORIG 07354 (FAA)

NOTE: **Rwy 13,** multiple trees beginning 1445' from departure end of runway, 226' left of centerline, up to 101' AGL/380' MSL. Multiple trees beginning 17' from departure end of runway, 301' right of centerline, up to 99' AGL/334' MSL. **Rwy 18,** multiple trees beginning 1060' from departure end of runway, 162' left of centerline, up to 93' AGL/372' MSL. Multiple trees beginning 788' from departure end of runway, 374' right of centerline, up to 90' AGL/369' MSL. **Rwy 31,** multiple trees beginning 1320' from departure end of runway, 736' left of centerline, up to 105' AGL/364' MSL. Trees 2129' from departure end of runway, 813' right of centerline, 81' AGL/340' MSL. **Rwy 36,** multiple trees beginning 935' from departure end of runway, 327' left of centerline, up to 47' AGL/306' MSL. Trees 473' from departure end of runway, 517' right of centerline, 79' AGL/338' MSL.

NATCHITOCHES, LA

NATCHITOCHES RGNL (IER)
AMDT 6 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25**, 300-1¾ or std. with a min. climb of 336' per NM to 600.

NOTE: **Rwy 17,** building, pole, and trees beginning 90' from DER, 359' right of centerline, up to 83' AGL/204' MSL. **Rwy 25,** tower 1.29 NM from DER, 633' right of centerline, 205' AGL/385' MSL. **Rwy 35,** light pole 1975' from DER, 418' right of centerline, 75' AGL/180' MSL. Trees beginning 1007' from DER, 311' right of centerline, up to 72' AGL/188' MSL.

NEW ALBANY, MS

NEW ALBANY-UNION COUNTY

TAKE-OFF MINIMUMS: **Rwy 18,** std. w/ min. climb of 245' per NM to 900, or 500-2¼ w/ min. climb of 207' per NM to 1000, or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1500' prior to departure end of runway, or 800-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 18,** for climb in visual conditions: Cross New Albany-Union County airport at or above 1100 before proceeding on course.

NOTE: **Rwy 18,** multiple trees beginning 146' from departure end of runway, 158' left of centerline, up to 100' AGL/519' MSL. Multiple trees beginning 387' from departure end of runway, 565' right of centerline, up to 100' AGL/499' MSL. **Rwy 36,** multiple trees beginning 467' from departure end of runway, 524' left of centerline, up to 100' AGL/499' MSL. Multiple trees beginning 2000' from departure end of runway, on centerline, up to 100' AGL/546' MSL.

NEW IBERIA, LA

ACADIANA RGNL

TAKE-OFF MINIMUMS: CAUTION: Unmarked balloon and cable up to 15000' in R-3807. **Rwy 16,** 138/17.2 NM. **Rwy 34,** 136/17.2 NM.

NOTE: **Rwy 16,** trees 41' from departure end of runway, 497' right of centerline, 12' AGL/32' MSL.

NEW ORLEANS, LA

LAKEFRONT

DEPARTURE PROCEDURE: **Rwys 18L/R,** climb to 1500 before turning left or comply with RADAR vectors. **Rwy 9,** climb to 1500 before turning right, or comply with RADAR vectors.

NEW ORLEANS, LA (CON'T)

LOUIS ARMSTRONG NEW ORLEANS INTL

NOTE: **Rwy1,** multiple vehicles on roads beginning 3' from departure end of runway, 437' right of centerline, up to 26' AGL/28' MSL. Multiple trees beginning 493' from departure end of runway, 542' right of centerline, up to 38' AGL/40' MSL. Multiple poles beginning 831' from departure end of runway, 583' left of centerline, up to 34' AGL/36' MSL. Multiple signs beginning 906' from departure end of runway, 235' right of centerline, up to 49' AGL/51' MSL. Multiple buildings beginning 1369' from departure end of runway, 679' right of centerline, up to 48' AGL/50' MSL. Multiple trees beginning 1555' from departure end of runway, 574' left of centerline up to 45'AGL/47' MSL. Antenna 1888' from departure end of runway, 692' right of centerline, 49' AGL/51' MSL. Obstruction light 1822' from departure end of runway, 834' right of centerline, 64' AGL/66' MSL. Crane 2412' from departure end of runway, 487' left of centerline, 81' AGL/83' MSL. **Rwy 6,** multiple trees beginning 727' from departure end of runway, 314' right of centerline, up to 62' AGL/63' MSL. Multiple trees beginning 1883' from departure end of runway, 717' left of centerline, up to 58' AGL/59' MSL. Building 2887' from departure end of runway, 553' right of centerline, 105' AGL/105' MSL. **Rwy 10,** obstruction light 623' from departure end of runway, 620' right of centerline, 21'AGL/25' MSL. Pole 936' from departure end of runway, 663' right of centerline, 25' AGL/29' MSL. Multiple trees beginning 1051' from departure end of runway, 37' left of centerline, up to 96' AGL/100' MSL. Multiple trees beginnig 1919' from departure end of runway, 157' right of centerline, up to 81' AGL/85' MSL. **Rwy 19,** vehicle on road 201' from departure end of runway, 458' left of centerline, 29' AGL/30' MSL. Sign 708' from departure end of runway, 688' left of centerline, 38' AGL/39' MSL. Rod on building 664' from departure end of runway, 249' left of centerline, 23' AGL/24' MSL. Pole 1124' from departure end of runway, 635' left of centerline, 31' AGL/32' MSL. Multiple poles beginning 1358' from departure end of runway, 420' right of centerline, up to 46' AGL/47' MSL. Tree 2057' from departure end of runway, 881' left of centerline, 67' AGL/68' MSL. Multiple trees beginning 2604' from departure end of runway, 622' right of centerline, up to 85' AGL/86' MSL. Ship 4166' from departure end of runway, on centerline, 152' AGL/153' MSL. **Rwy 24,** obstruction light 2973' from departure end of runway, 415' left of centerline, 89' AGL/89' MSL. **Rwy 28,** tree 1265' from departure end of runway, 748' left of centerline, 58' AGL/59' MSL. Multiple trees beginning 1541' from departure end of runway, 550' right of centerline, up to 65' AGL/66' MSL.

NEW ORLEANS NAS JRB(ALVIN CALLENDER FLD) (KNBG)

NEW ORLEANS, LA. 09239

DEPARTURE PROCEDURE: **Rwy 4,** Diverse departures authorized 044° CW 224°. Right turn to departure heading only. **Rwy 22,** Diverse departures authorized 044° CW 314°. **Rwy 32,** Diverse departures authorized 140° CW 320° left turn to departure heading only.

TAKE-OFF OBSTACLES: **Rwy 4:** Building 304' from DER, 568' right of centerline, 39' AGL/38' MSL. **Rwy 14:** Trees 729' from DER, 246' right of centerline, 33' AGL/32' MSL. Crane 3808' from DER, 1061' right of centerline, 181' AGL/180' MSL. Mississippi River shipping channel, starting 6042' from DER, vessels up to 180' MSL. **Rwy 32:** Intercoastal waterway shipping channel, starting 5859' from DER, vessels up to 160' MSL. Crane 6091' from DER, 1317' right of centerline, 172' MSL.

NEW ROADS, LA

FALSE RIVER RGNL (HZR)

ORIG 08157 (FAA)

NOTE: **Rwy 36,** fence 97' from departure end of runway, 248' right of centerline, 5' AGL/44' MSL. Pole 1263' from departure end of runway, 215' left of centerline, 45' AGL/84' MSL. Trees beginning 1268' from departure end of runway, 127' right of centerline, up to 110' AGL/159' MSL. Trees beginning 2436' from departure end of runway, 26' left of centerline, up to 127' AGL/176' MSL. **Rwy 18,** road beginning 86' from departure end of runway, 398' right of centerline, up to 15' AGL/49' MSL. Fence 220' from departure end of runway, 362' right of centerline, 6' AGL/39' MSL.

OAKDALE, LA

ALLEN PARISH

NOTE: **Rwy 18,** trees 400' from departure end of runway, 260' left of centerline, 30' AGL/134' MSL. **Rwy 36,** trees 1300' from departure end of runway, on centerline, 50' AGL/159' MSL.

OKOLONA, MS

OKOLONA MUNI-RICHARD STOVALL FIELD

DEPARTURE PROCEDURE: **Rwys 18, 36,** climb runway heading to 800 before turning westbound.

OLIVE BRANCH, MS

OLIVE BRANCH

TAKE-OFF MINIMUMS: **Rwy 18,** 400-1 or std. with a min. climb of 350' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 800 before turning east.

OPELOUSAS, LA

ST. LANDRY PARISH-AHART FIELD

TAKE-OFF MINIMUMS: **Rwy 18,** 200-1 or std. with a min. climb of 236' per NM to 400.

NOTE: **Rwy 18,** tower 6060' from departure end of runway, 896' left of centerline, 209' AGL/270' MSL.

OXFORD, MS

UNIVERSITY-OXFORD

TAKE-OFF MINIMUMS: **Rwy 9,** 300-1 or std. with a min. climb of 400' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 9,** climb runway heading to 900 before turning.

PASCAGOULA, MS

TRENT LOTT INTL

TAKE-OFF MINIMUMS: **Rwy 17,** 200-1¼ or std. w/ min. climb of 226' per NM to 400, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to departure end of runway.

NOTE: **Rwy 17,** multiple trees beginning 1622' from departure end of runway, 46' left of centerline, up to 58' AGL/67' MSL. Tree 2298' from departure end of runway, 77' right of centerline, 71' AGL/80' MSL. Transmission tower 3912' from departure end of runway, 1412' left of centerline, 112' AGL/121' MSL. Obstruction light on sign 5396' from departure end of runway, 1137' right of centerline, 159' AGL/170' MSL. **Rwy 35,** tree 2998' from departure end of runway, 1163' right of centerline, 79' AGL/93' MSL.

PATTERSON, LA

HARRY P. WILLIAMS MEMORIAL

TAKE-OFF MINIMUMS: **CAUTION:** unmarked balloon and cable to 15000 in R-3807. **Rwy 6,** 290°/17.6 NM. **Rwy 24,** 287°/18.2 NM.

NOTE: **Rwy 24,** tree 1262' from departure end of runway, 452' right of centerline, 95' AGL/102' MSL.

PHILADELPHIA, MS

PHILADELPHIA MUNI (MPE)

AMDT 2 09295

NOTE: **Rwy 18,** trees beginning 35' from DER, 58' left of centerline and 276' right of centerline, up to 100' AGL/585' MSL. **Rwy 36,** trees beginning 184' from DER, 370' right of centerline, up to 75' AGL/494' MSL. Trees beginning 2500' from DER, 51' right of centerline 136' AGL/535' MSL.

PICAYUNE, MS

PICAYUNE MUNI (MJD)

ORIG 08269 (FAA)

DEPARTURE PROCEDURE: **Rwy 36,** climb heading 359° to 800 before proceeding on course.

NOTE: **Rwy 18,** trees and bushes beginning 76' from departure end of runway, 18' left of centerline, up to 20' AGL/69' MSL. Trees and bushes beginning 211' from departure end of runway, 182' right of centerline, up to 28' AGL/77' MSL. **Rwy 36,** pole, trees, and bushes beginning 969' from departure end of runway, 183' left of centerline, up to 94' AGL/144' MSL. Pole, bush, and trees beginning 63' from departure end of runway, 74' right of centerline, up to 97' AGL/143' MSL.

PRENTISS, MS

PRENTISS-JEFFERSON DAVIS COUNTY (M43)

ORIG 08269 (FAA)

NOTE: **Rwy 12,** poles and trees beginning 168' from departure end of runway, 256' left of centerline, up to 85' AGL/544' MSL. Trees beginning 231' from departure end of runway, 264' right of centerline, up to 72' AGL/511' MSL. **Rwy 30,** vehicle on road and trees beginning 91' from departure end of runway, 110' left of centerline, up to 64' AGL/513' MSL. Trees beginning 673' from departure end of runway, 360' right of centerline, up to 81' AGL/530' MSL.

RAYMOND, MS

JOHN BELL WILLIAMS (M16)

AMDT 3 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** std. with a min. climb of 240' per NM to 2600, or 2300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 12,** climb via heading 121° to 2600 before proceeding on course, or for climb in visual conditions, cross John Bell Williams airport at or above 2400 before proceeding on course. **Rwy 30,** climb via heading 301° to 2000 before proceeding on course.

NOTE: **Rwy 12,** trees beginning 226' from departure end of runway, 359' right of centerline, up to 100' AGL/359' MSL. Trees beginning 641' from departure end of runway, 432' left of centerline, up to 100' AGL/359' MSL. Trees left and right of centerline beginning 1259' from departure end of runway, up to 100' AGL/359' MSL. **Rwy 30,** pole 1523' from departure end of runway, 534' right of centerline, 57' AGL/287' MSL.

RAYVILLE, LA

JOHN H HOOKS JR MEMORIAL (M79)

ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 27,** NA-Environmental.

NOTE: **Rwy 18,** building 104' from DER, 364' right of centerline, 22' AGL/101' MSL. Trees beginning 442' from DER, 230' left of centerline, up to 100' AGL/174' MSL. Trees beginning 1874' from DER, 972' right of centerline, up to 100' AGL/146' MSL. **Rwy 36,** trees beginning 20' from DER, 328' right of centerline, up to 100' AGL/156' MSL. Trees beginning 900' from DER, 300' left of centerline, up to 100' AGL/156' MSL. Trees beginning 1973' from DER, from left to right of centerline, up to 100' AGL/178' MSL.

RESERVE, LA

ST JOHN THE BAPTIST PARISH (1L0)

ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 300-1¾ or std. w/ min. climb of 230' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 170° to 1400 before turning right.

NOTE: **Rwy 17,** Tower 2012' from DER, 648' right of centerline, 115' AGL/124' MSL. Tower 2116' from DER, 783' right of centerline, 104' AGL/115' MSL. Elevator 1.5 NM from DER, 117' right of centerline, 250' AGL/265' MSL. **Rwy 35,** trees beginning 1' from DER, 401' left of centerline, up to 100' AGL/104' MSL. Trees beginning 1503' from DER, 705' left of centerline, up to 88' AGL/92' MSL. Trees beginning 1' from DER, 404' right of centerline, up to 100' AGL/104' MSL. Trees beginning 194' from DER, 62' right of centerline, up to 87' AGL/91' MSL.

RIPLEY, MS

RIPLEY

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1¾ or std. w/ min. climb of 233' per NM to 800, or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 21,** climb heading 213° to 1100 before turning left.

NOTE: **Rwy 3,** multiple trees beginning 774' from departure end of runway, 189' left of centerline, up to 100' AGL/569' MSL. Multiple trees beginning 1485' from departure end of runway, 331' left of centerline, up to 100' AGL/576' MSL. Multiple trees beginning 1.2 NM from departure end of runway, 1852' right of centerline, up to 100' AGL/689' MSL. Multiple trees beginning 1.2 NM from departure end of runway, 9' left of centerline, up to 100' AGL/669' MSL. Multiple trees beginning 1.4 NM from departure end of runway, 2100' right of centerline, up to 100' AGL/699' MSL. **Rwy 21,** multiple trees beginning 198' from departure end of runway, 189' left of centerline, up to 100' AGL/519' MSL. Multiple trees beginning 333' from departure end of runway, 307' right of centerline, up to 100' AGL/519' MSL.

SHREVEPORT, LA

SHREVEPORT DOWNTOWN

DEPARTURE PROCEDURE: **Rwys 5,14,23**, maintain runway heading until 600 prior to turning.

SHREVEPORT RGNL

TAKE-OFF MINIMUMS: **Rwy 5,** std. w/ a min. climb of 233' per NM to 900 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5,** for climb in visual conditions cross Shreveport Rgnl Airport at or above 1000 before proceeding on course.

NOTE: **Rwy 5,** multiple trees beginning 1711' from departure end of runway, 435' right of centerline, up to 80' AGL/299' MSL. Tree 1985' from departure end of runway, 475' left of centerline, 60' AGL/279' MSL. **Rwy 23,** terrain 110' from departure end of runway, 471' right of centerline, 240' MSL. Multiple trees beginning 3685' from departure end of runway, 319' right of centerline, up to 80' AGL/344' MSL. Multiple trees beginning 2123' from departure end of runway, 187' left of centerline, up to 97' AGL/357' MSL. **Rwy 14,** multiple poles, antennas, and trees beginning 458' from departure end of runway, 205' right of centerline, up to 32' AGL/254' MSL. Multiple poles, trees, and railroad beginning 886' from departure end of runway, 9' left of centerline, up to 100' AGL/346' MSL.

STARKVILLE, MS

GEORGE M. BRYAN

NOTE: **Rwy 18,** multiple trees beginning 52' from departure end of runway,395' right of centerline up to 79' AGL/378' MSL. Trees 1037' from departure end of runway, 463' left of centerline, 45' AGL/365' MSL. Tower 5406' from departure end of runway, 402' left of centerline, 165' AGL/464' MSL. **Rwy 36,** windsock and trees beginning 24' from departure end of runway, 340' right of centerline up to 110' AGL/429' MSL. Trees 170' from departure end of runway, 323' left of centerline, 67' AGL/376' MSL.

STARKVILLE, MS (CON'T)

OKITIBBEHA (M51)

ORIG 09267 (FAA)

NOTE: **Rwy 13,** trees 117' from DER, 199' right of centerline, up to 100' AGL/359' MSL. Trees 207' from DER, 103' left of centerline, up to 100' AGL/359' MSL. Vehicle on road 28' from DER, on centerline, 15' AGL/265' MSL. **Rwy 18,** trees beginning 76' from DER, left and right of centerline, up to 100' AGL/379' MSL. **Rwy 31,** trees beginning 123' from DER, 372' left of centerline, up to 100' AGL/369' MSL. Trees beginning 378' from DER, right and left of centerline, up to 100' AGL/369' MSL.

Rwy 36, trees beginning 242' from DER, 466' right of centerline, up to 100' AGL/359' MSL. Trees beginning 1190' from DER, left and right of centerline, up to 100' AGL/349' MSL.

SULPHUR, LA

SOUTHLAND FIELD (UXL)

ORIG 09071 (FAA)

NOTE: **Rwy 15,** numerous trees and poles beginning 200' from DER, left and right of centerline, up to 63' AGL/72' MSL. Tree 862' from DER, 494' right of centerline, 100' AGL/114' MSL. **Rwy 33,** numerous trees and poles beginning 64' from DER, left and right of centerline, up to 38' AGL/47' MSL. Tree 1849' from DER, 647' left of centerline, 100' AGL/114' MSL.

TALLULAH, LA

VICKSBURG TALLULAH RGNL

NOTE: **Rwys 18, 36** cross departure end of runway at or above 35' AGL/121' MSL. **Rwy 18,** tree 1610' from departure end of runway, 922' left of centerline, 120' AGL/203' MSL.

TUNICA, MS

TUNICA MUNI (UTA)

AMDT 1 09267 (FAA)

NOTE: **Rwy 17,** trees beginning 523' from DER, 365' left of centerline, 100' AGL/294' MSL, trees beginning 913' from DER, 183' right of centerline, 100' AGL/294' MSL. **Rwy 35,** trees beginning 1211' from DER, 803' right of centerline, 79' AGL/267' MSL.

VICKSBURG, MS

VICKSBURG MUNI

TAKE-OFF MINIMUMS: **Rwy 1,** 600-2¾ or std. w/ min. climb of 354' per NM to 900. **Rwy 19,** 300-2 or std. w/ a min. climb of 224' per NM to 500, or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway.

NOTE: **Rwy 1,** trees beginning 1032' from departure end of runway, 316' left of centerline, up to 100' AGL/199' MSL. Stack 2.21 NM from departure end of runway, 2838' left of centerline, 594' AGL/699' MSL. Trees beginning 6387' from departure end of runway, 2174' right of centerline, up to 100' AGL/319' MSL. **Rwy 19,** tower 1.6 NM from departure end of runway, 2749' right of centerline, 108' AGL/366' MSL.

VIVIAN, LA

VIVIAN (3F4)

AMDT 2 09099 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 200-1¼ or std. w/ min. climb of 303' per NM to 600. **Rwy 27,** 300-2 or std. w/ min. climb of 203' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 088° to 1900 before turning left. **Rwy 27,** climb heading 268° to 1900 before turning right.

NOTE: **Rwy 9,** tower 2476' from DER, 803' left of centerline, 100' AGL/360' MSL. Tank 1 NM from DER, 375' left of centerline, 162' AGL/432' MSL. Vehicle and road, crossing southwest to northeast beginning 1271' from DER, 645' right of centerline, 15' AGL/294' MSL. **Rwy 27,** vehicle and road 204' from DER, 495' right of centerline, 15' AGL/274' MSL.

WEST POINT, MS

MCCHAREN FIELD

TAKE-OFF MINIMUMS: **Rwy 36,** 400-1 ¾ or std. with a min. climb of 360' per NM to 800.

NOTE: **Rwy 18,** numerous trees beginning 1' from departure end of runway, 250' left of centerline, up to 100' AGL/309' MSL. Terrain beginning 146' from departure end of runway, 22' left of centerline, up to 207' MSL. Fence 200' from departure end of runway, on centerline, up to 4' AGL/213' MSL. Terrain 151' from departure end of runway, 232' right of centerline, 207' MSL. Numerous trees beginning 913' from departure end of runway, 744' right of centerline, up to 100' AGL/279' MSL. Vehicle on road 268' from departure end of runway, on centerline, 10' AGL/219' MSL. **Rwy 36,** railroad track beginning 50' from departure end of runway, on centerline, 23'AGL/232'MSL. Terrain 243' from departure end of runway, 262' left of centerline, 214'MSL. Numerous trees beginning 1287' from departure end of runway, 299' left of centerline, up to 100' AGL/349' MSL. Tree 2016' from departure end of runway, 138' right of centerline, 100' AGL/319' MSL. Tower 1.4 NM from departure end of runway, 1398' right of centerline, 348' AGL/587' MSL. Tower 1.5 NM from departure end of runway, 1365' right of centerline, 305' AGL/547' MSL.

WINNFIELD, LA

DAVID G. JOYCE (0R5)

ORIG 09351 (FAA)

NOTE: **Rwy 9,** trees beginning 202' from DER, 330' right of centerline, 100' AGL/219' MSL, trees beginning 187' from DER, 256' left of centerline, 100' AGL/219' MSL. **Rwy 27,** trees beginning 192' from DER, 426' right of centerline, 100' AGL/259' MSL, trees beginning 3440' from DER, 1392' left of centerline, 100' AGL/289' MSL.

WINONA, MS

WINONA-MONTGOMERY COUNTY (ONA)
ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21,** 400-2¾ or std. w/ min. climb of 215' per NM to 900. Alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 3,** Climb heading 030° to 1000 before turning west.

NOTE: **Rwy 21,** Tower 2.1 NM from departure end of runway, 2789' right of centerline, 350' AGL/703' MSL.

WAAS	APP CRS	Rwy Idg	4999
CH 56604	185°	TDZE	226
W18A		Apt Elev	226

RNAV (GPS) RWY 18

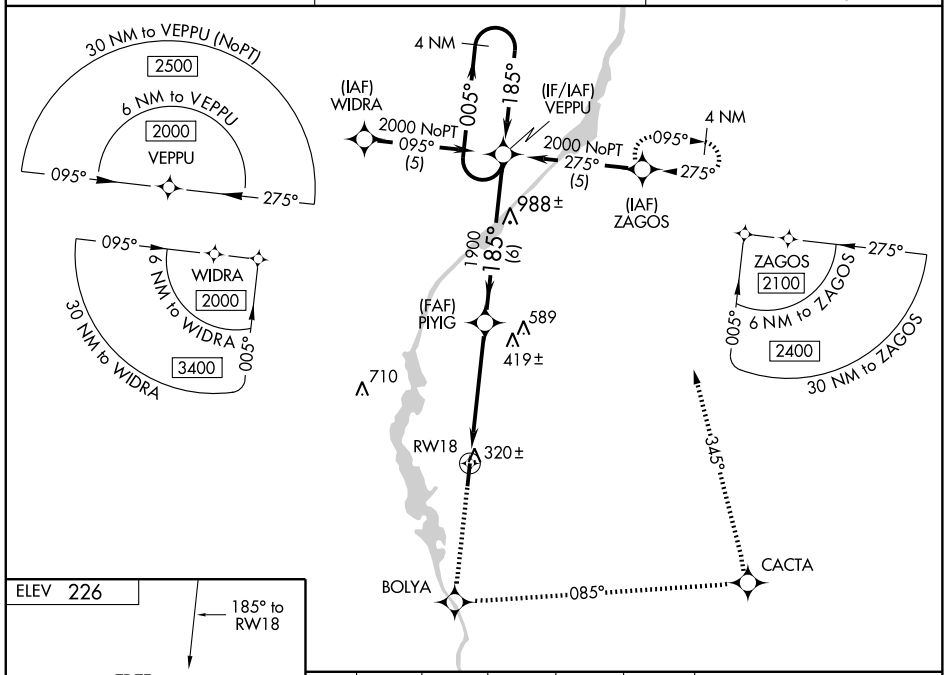
ABERDEEN/ MONROE COUNTY (M40)

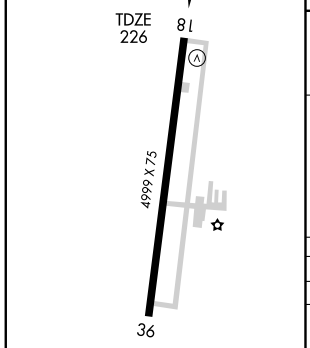
Baro-VNAV NA when using Golden Triangle Rgnl altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Golden Triangle Rgnl altimeter setting and increase all DA 65 feet and all MDA 80 feet, increase LPV and LNAV/VNAV visibility all Cats ¼, and increase LNAV visibility Cat C/D ¼.

NA

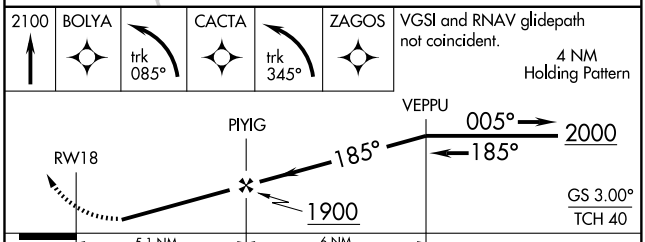
MISSED APPROACH: Climb to 2100 direct BOLYA and left turn via track 085° to CACTA and left turn via track 345° to ZAGOS and hold.

AWOS-3	COLUMBUS APP CON *	UNICOM
118.475	126.075 239.25	122.8 (CTAF) L





REIL Rwy 18 L
MIRL Rwy 18-36 L



CATEGORY	A	B	C	D
LPV DA	560-1¼ 334 (400-1¼)			
LNAV/VNAV DA	590-1¼ 364 (400-1¼)			
LNAV MDA	660-1 434 (500-1)		660-1¼ 434 (500-1¼)	660-1½ 434 (500-1½)
CIRCLING	720-1 494 (500-1)		720-1½ 494 (500-1½)	780-2 554 (600-2)

SC-4, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	4999
CH 70414	005°	TDZE	226
W36A		Apt Elev	226

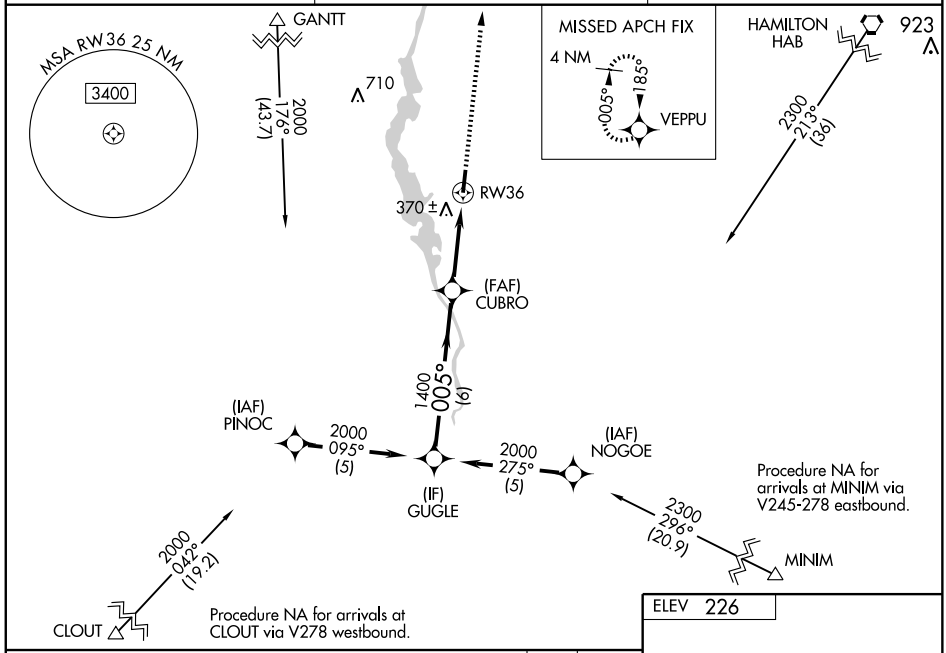
RNAV (GPS) RWY 36

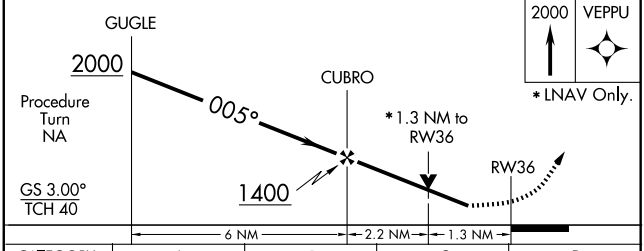
ABERDEEN/ MONROE COUNTY (M40)

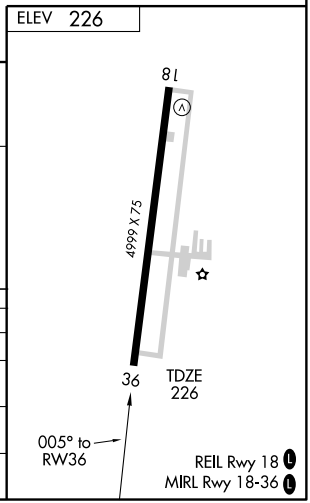
Baro-VNAV NA when using Golden Triangle Rgnl altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F).
NA
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
VDP NA when using Golden Triangle Rgnl altimeter setting.
When local altimeter setting not received, use Golden Triangle Rgnl altimeter setting and increase all DA 65 feet and all MDA 80 feet, increase LPV and LNAV/VNAV visibility all Cats ¼, and increase LNAV visibility Cat C and D ¼.

MISSED APPROACH: Climb to 2000 direct VEPPU and hold.

AWOS-3	COLUMBUS APP CON *	UNICOM
118.475	126.075 239.25	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	559-1¼ 333 (400-1¼)			
LNAV/VNAV DA	715-1¾ 489 (500-1¾)			
LNAV MDA	680-1 454 (500-1)		680-1¼ 454 (500-1¼)	680-1½ 454 (500-1½)
CIRCLING	720-1 494 (500-1)		720-1½ 494 (500-1½)	780-2 554 (600-2)

SC-4, 08 APR 2010 to 06 MAY 2010

VORTAC IGB	APP CRS	Rwy Idg 4999
116.2	179°	TDZE 226
Chan 109		Apt Elev 226

VOR RWY 18

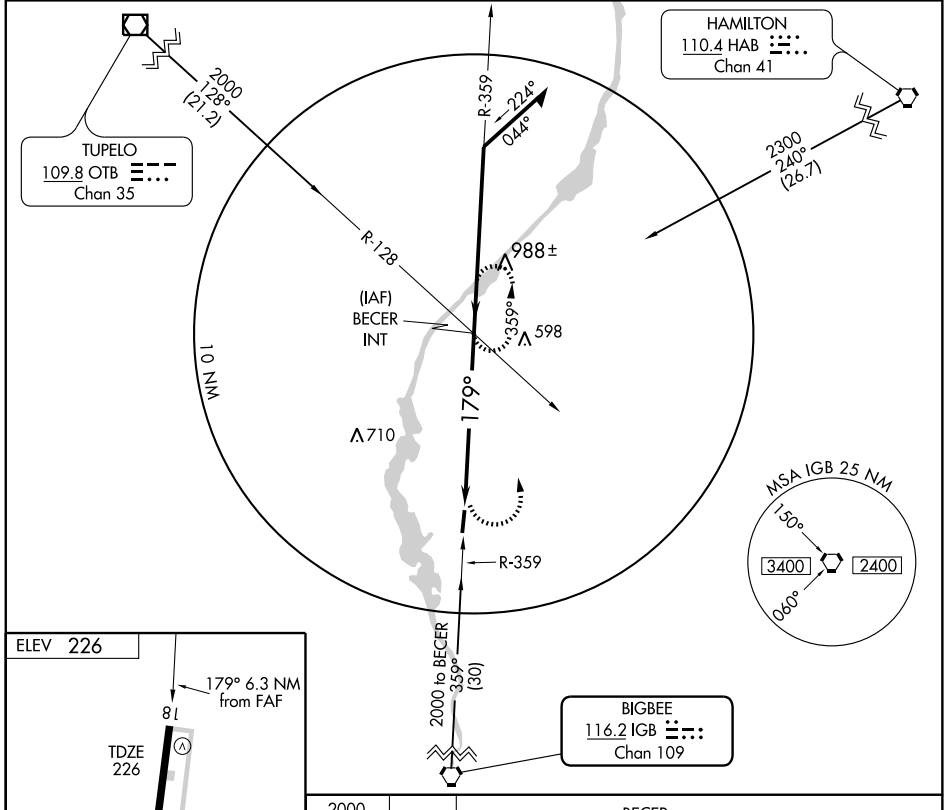
ABERDEEN/ MONROE COUNTY (M40)

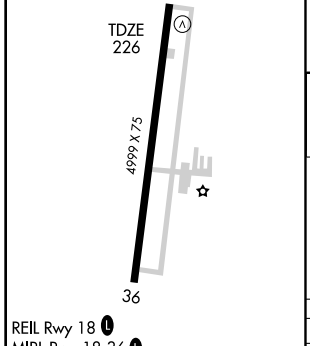
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Golden Triangle Rgnl altimeter setting and increase all MDA 80 feet, increase all Cat C/D visibilities ¼ mile.

NA

MISSED APPROACH: Climbing left turn to 2000 via IGB VORTAC R-359 to BECER INT and hold.

AWOS-3	COLUMBUS APP CON ★	UNICOM
118.475	126.075 239.25	122.8 (CTAF) L

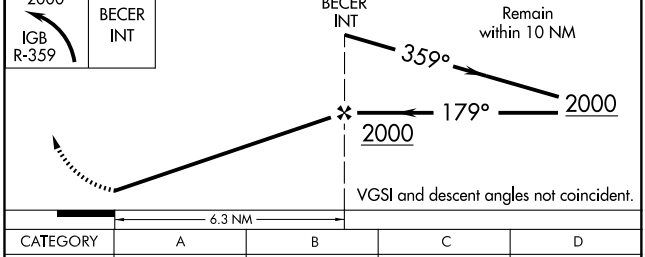




REIL Rwy 18 L
MIRL Rwy 18-36 L

FAF to MAP 6.3 NM

Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06



CATEGORY	A	B	C	D
S-18	880-1 654 (700-1)	880-1¼ 654 (700-1¼)	880-1¾ 654 (700-1¾)	880-2 654 (700-2)
CIRCLING	880-1 654 (700-1)	880-1¼ 654 (700-1¼)	880-1¾ 654 (700-1¾)	880-2 654 (700-2)

SC-4, 08 APR 2010 to 06 MAY 2010

BATESVILLE, MISSISSIPPI

AL-9738 (FAA)

LOC/DME I-PMU	APP CRS	Rwy Idg	5000
110.35	189°	TDZE	221
Chan 40 (Y)		Apt Elev	221

LOC/DME RWY 19

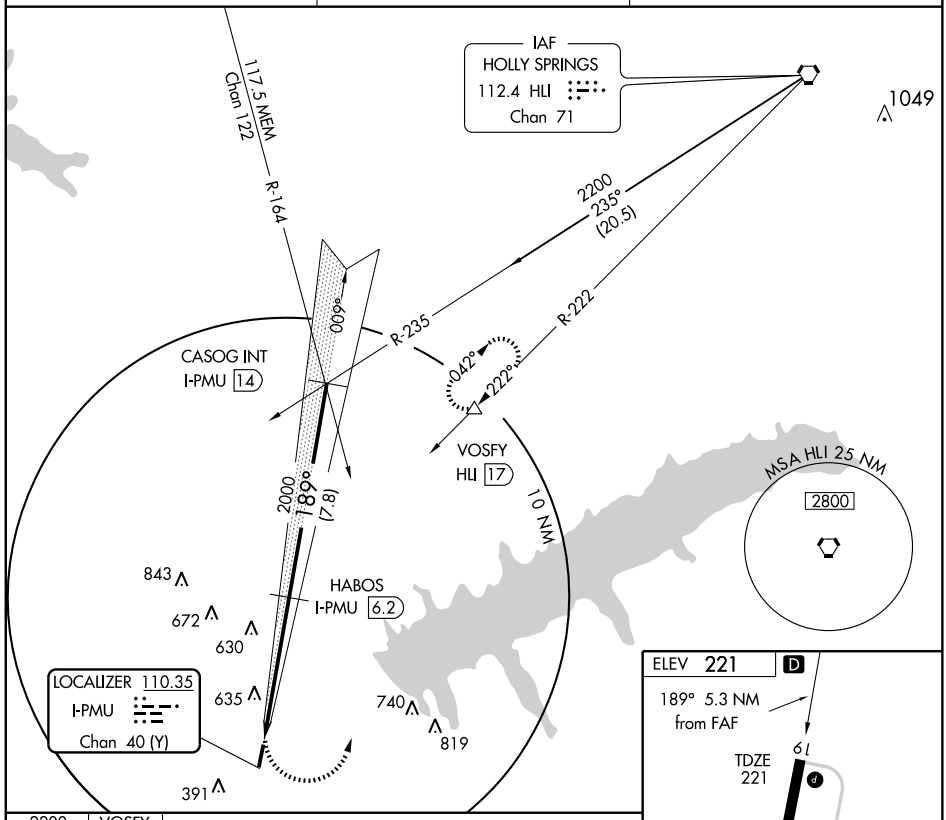
BATESVILLE/ PANOLA COUNTY (PMU)

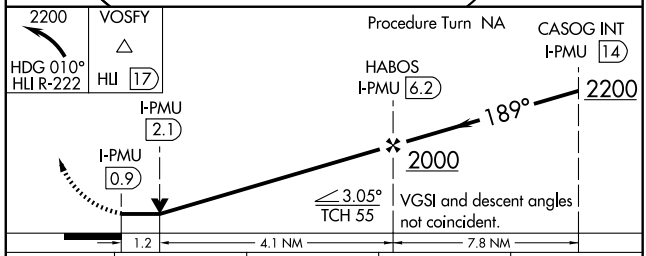
T
NA

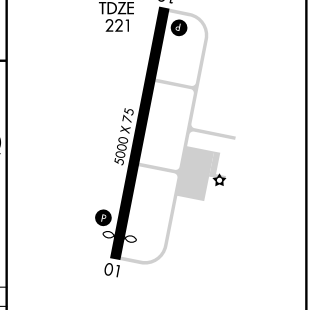
If local altimeter setting not received, use Oxford altimeter setting and increase all MDAs 80 feet.
VDP NA with Oxford altimeter setting.

MISSED APPROACH: Climbing left turn to 2200 via heading 010° and HLI R-222 to VOSFY/17 DME and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.225	128.5 381.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-19	760-1	540 (600-1)	760-1½ 540 (600-1½)	760-1¾ 540 (600-1¾)
CIRCLING	760-1	539 (600-1)	940-2 719 (800-2)	940-2¼ 719 (800-2¼)

MIRL Rwy 1-19

SC-4, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4410
009°	TDZE	219
	Apt Elev	221

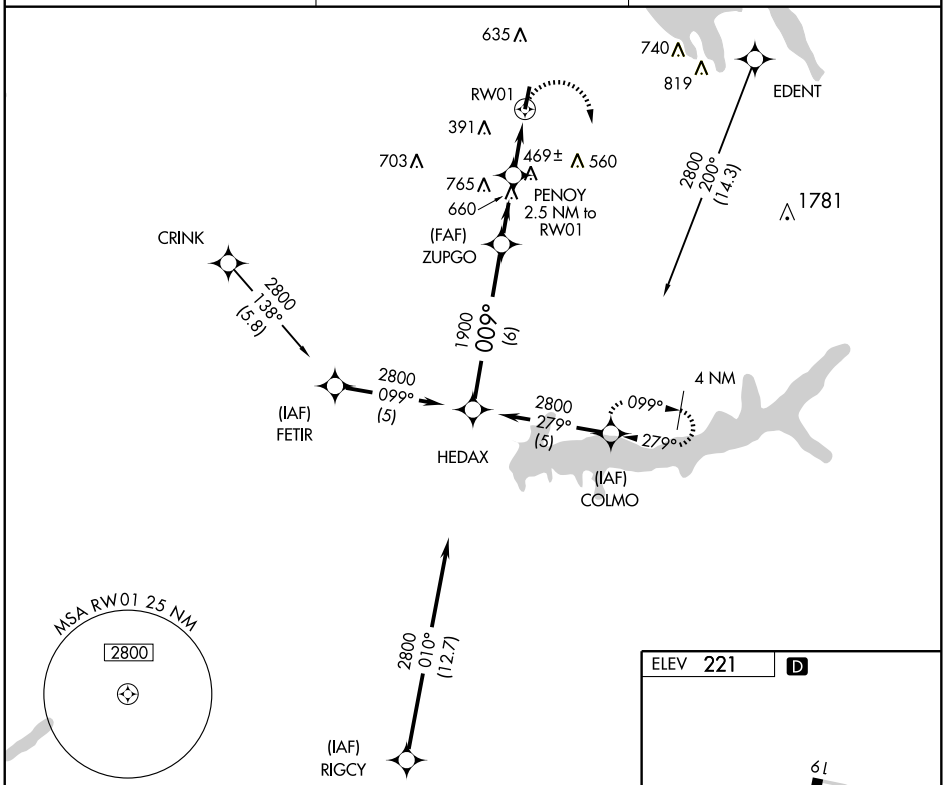
RNAV (GPS) RWY 1

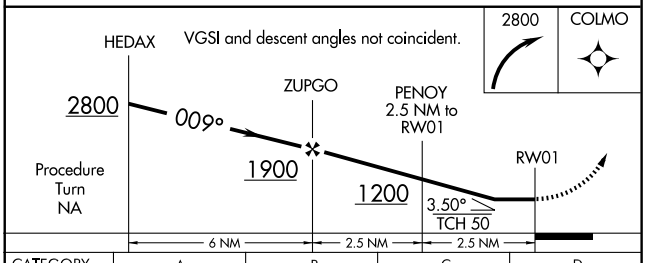
BATESVILLE/ PANOLA COUNTY (PMU)

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
NA If local altimeter setting not received, use Oxford altimeter setting and increase all MDAs 80 feet. Procedure NA at night.

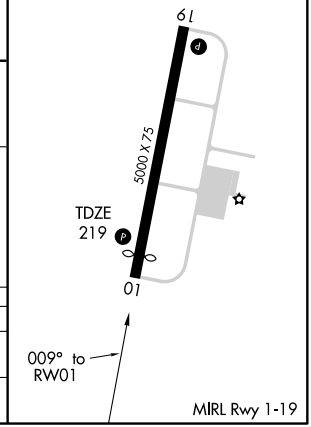
MISSED APPROACH: Climbing right turn to 2800 direct COLMO WP and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.225	128.5 381.4	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	720-1	501 (500-1)	720-1½	501 (500-1½)
CIRCLING	740-1	519 (600-1)	1000-2¼ 779 (800-2¼)	1000-2½ 779 (800-2½)



SC-4, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5000
189°	TDZE	219
	Apt Elev	221

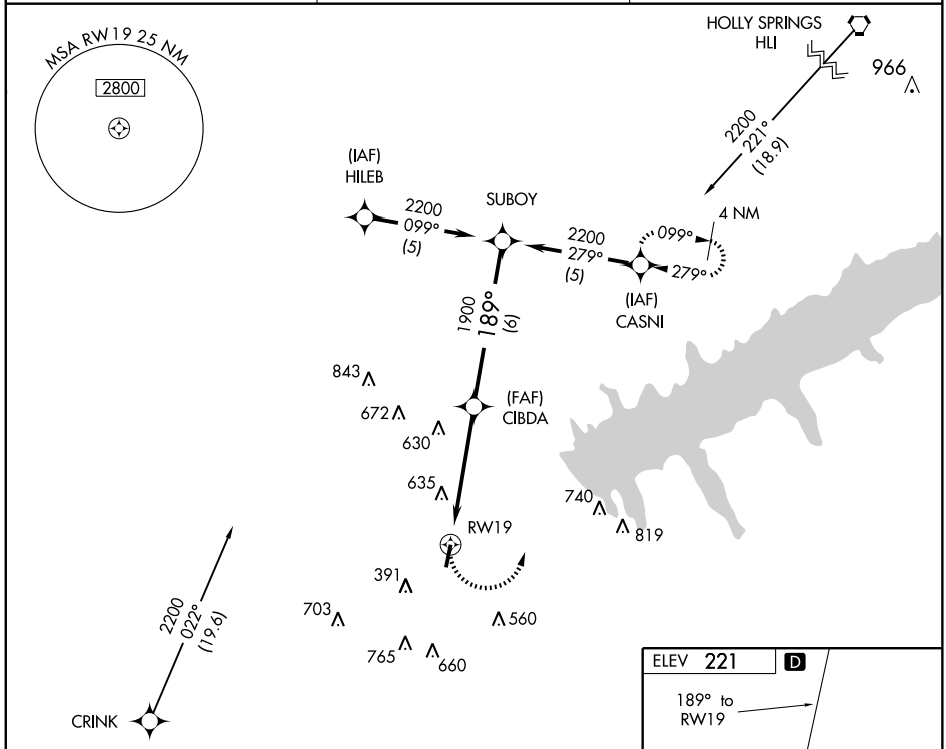
RNAV (GPS) RWY 19

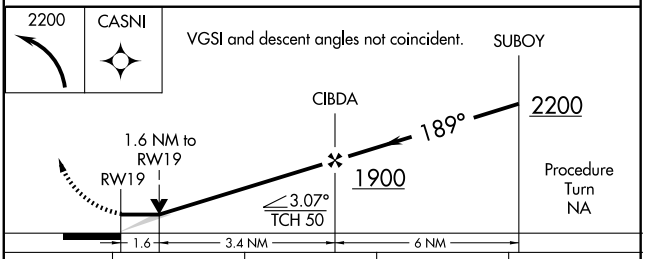
BATESVILLE/ PANOLA COUNTY (PMU)

T NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Oxford altimeter setting and increase all MDAs 80 feet. VDP NA with Oxford altimeter setting. Procedure NA at night.

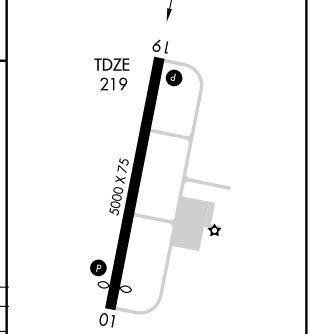
MISSED APPROACH: Climbing left turn to 2200 direct to CASNI WP and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.225	128.5 381.4	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	940-1	721 (800-1)	940-2 721 (800-2)	940-2¼ 721 (800-2¼)
CIRCLING	940-1	719 (800-1)	1000-2¼ 779 (800-2¼)	1000-2½ 779 (800-2½)



MIRL Rwy 1-19

SC-4, 08 APR 2010 to 06 MAY 2010

BAY ST. LOUIS, MISSISSIPPI

AL-5860 (FAA)

LOC I-HSA	APP CRS	Rwy Idg	8497
110.35	179°	TDZE	23
		Apt Elev	23

ILS or LOC RWY 18

BAY ST. LOUIS/STENNIS INTL (HSA)

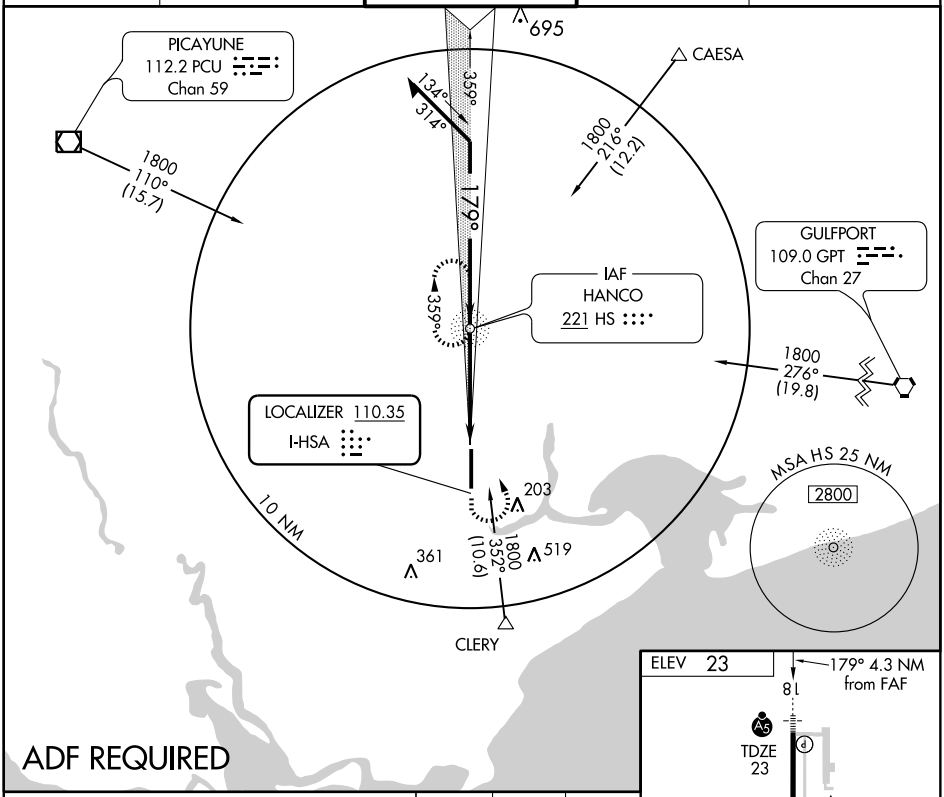
NA

If local altimeter setting not received, use Gulfport altimeter setting and increase decision altitude to 270 feet and all MDAs 60 feet.

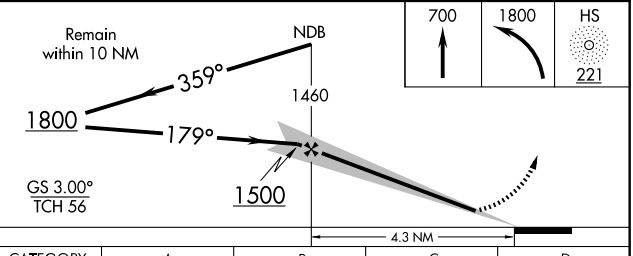
MALSR

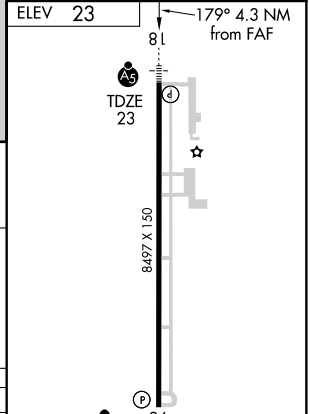
MISSED APPROACH: Climb to 700 then climbing left turn to 1800 direct HS NDB and hold.

AWOS-3	GULFPORT APP CON★	STENNIS TOWER★	GND CON	UNICOM
118.375	124.6 354.1	127.15	121.725	123.0 (CTAF) L



ADF REQUIRED





CATEGORY	A	B	C	D
S-18	223-½ 200 (200-½)			
S-LOC 18	460-½ 437 (500-½)		460-¾ 437 (500-¾)	460-1 437 (500-1)
CIRCLING	460-1 437 (500-1)	480-1 457 (500-1)	480-1½ 457 (500-1½)	580-2 557 (600-2)

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

SC-4, 08 APR 2010 to 06 MAY 2010

NDB HS	APP CRS	Rwy Idg	8497
221	178°	TDZE	23
		Apt Elev	23

NDB RWY 18

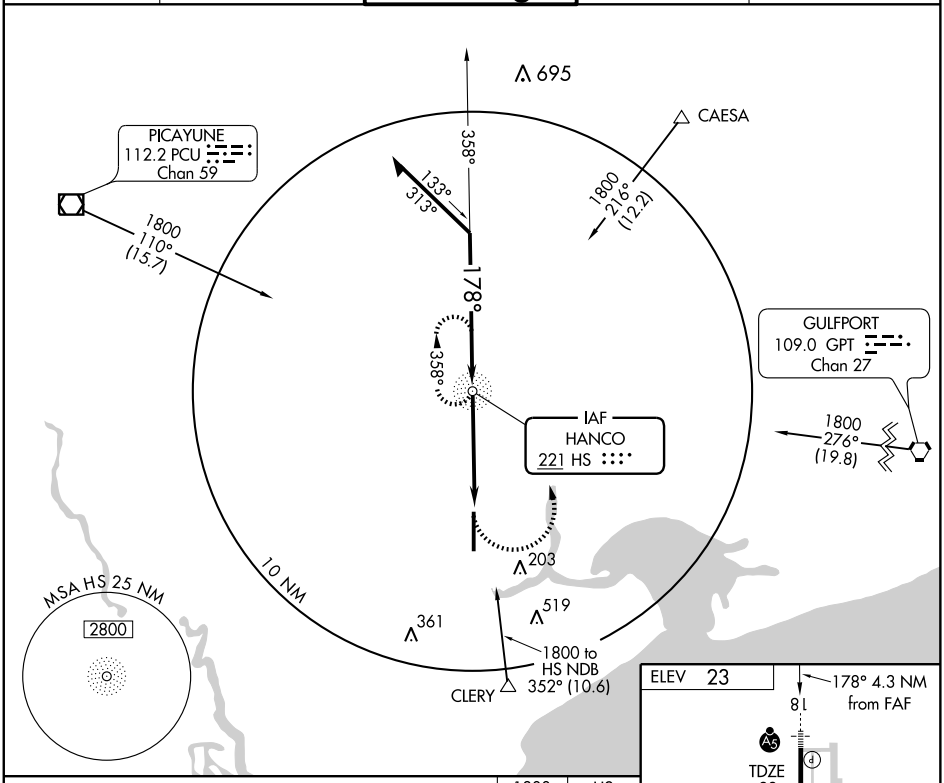
BAY ST. LOUIS /STENNIS INTL (HSA)

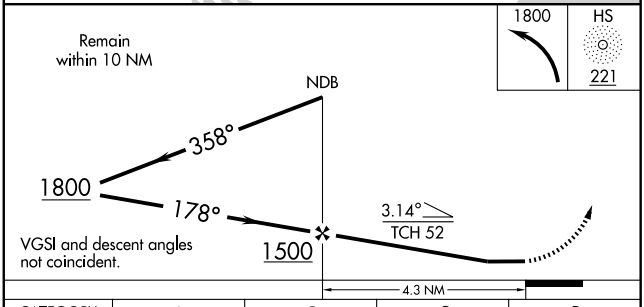
NA If local altimeter setting not received, use Gulfport altimeter setting and increase all MDAs 60 feet.

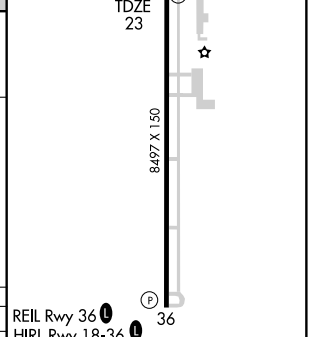
MALSR

MISSED APPROACH: Climbing left turn to 1800 direct HS NDB and hold.

AWOS-3	GULFPORT APP CON★	STENNIS TOWER★	GND CON	UNICOM
118.375	124.6 354.1	127.15	121.725	123.0 (CTAF)







CATEGORY	A	B	C	D
S-18	600-¾ 577 (600-¾)		600-1 577 (600-1)	600-1½ 577 (600-1½)
CIRCLING	600-1 577 (600-1)		600-1½ 577 (600-1½)	600-2 577 (600-2)

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

SC-4, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	8497
179°	TDZE	23
	Apt Elev	23

RNAV (GPS) RWY 18

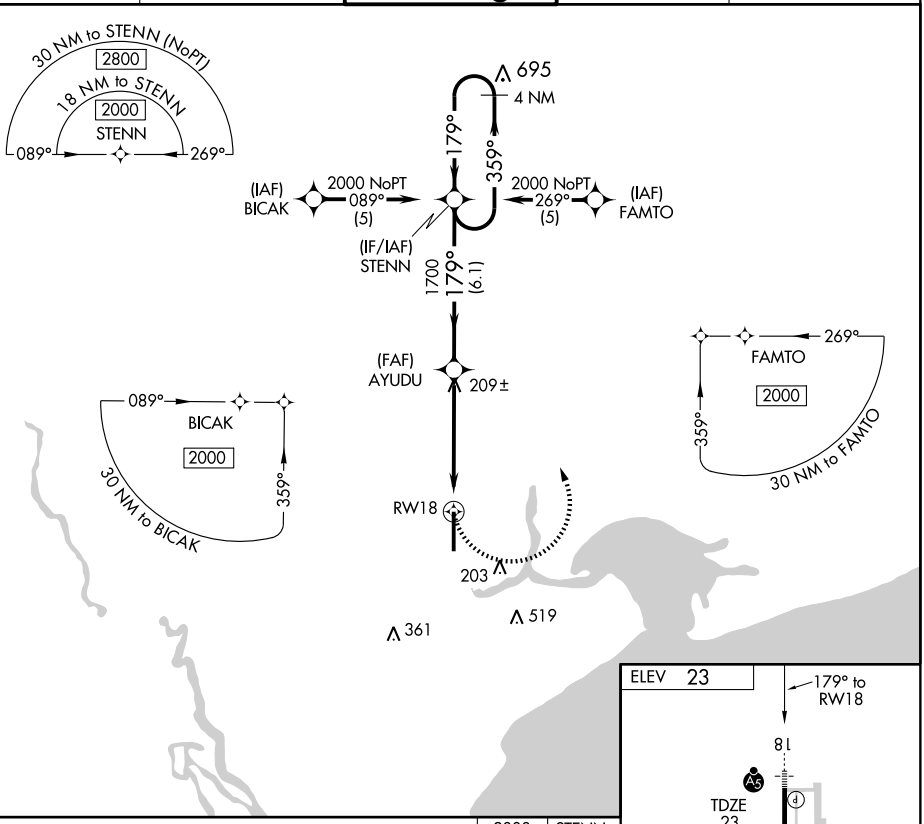
BAY ST. LOUIS /STENNIS INTL (HSA)

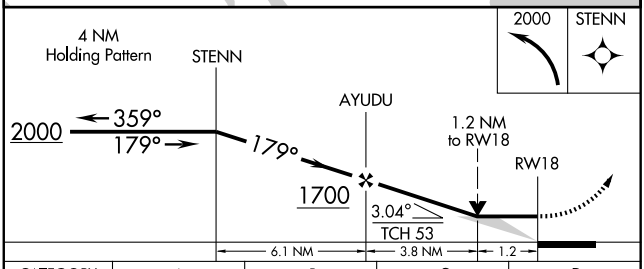
A If local altimeter setting not received, use Gulfport altimeter setting and increase all MDAs 60 feet. DME/DME RNP-0.3 NA. VDP NA when using Gulfport altimeter setting.

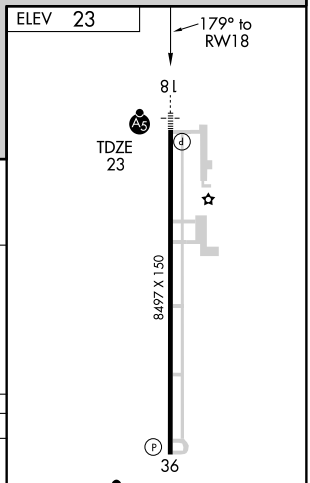
MALSR

MISSED APPROACH: Climbing left turn to 2000 direct STENN and hold.

AWOS-3	GULFPORT APP CON ★	STENNIS TOWER ★	GND CON	UNICOM
118.375	124.6 354.1	127.15 A5	121.725	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	460-½ 437 (500-½)		460-¾ 437 (500-¾)	460-1 437 (500-1)
CIRCLING	460-1 437 (500-1)	480-1 457 (500-1)	480-1½ 457 (500-1½)	580-2 557 (600-2)

REIL Rwys 36 L
HIRL Rwy 18-36 L

SC-4, 08 APR 2010 to 06 MAY 2010

WAAS CH 63109 W36A	APP CRS 359°	Rwy Idg 8497 TDZE 14 Apt Elev 23

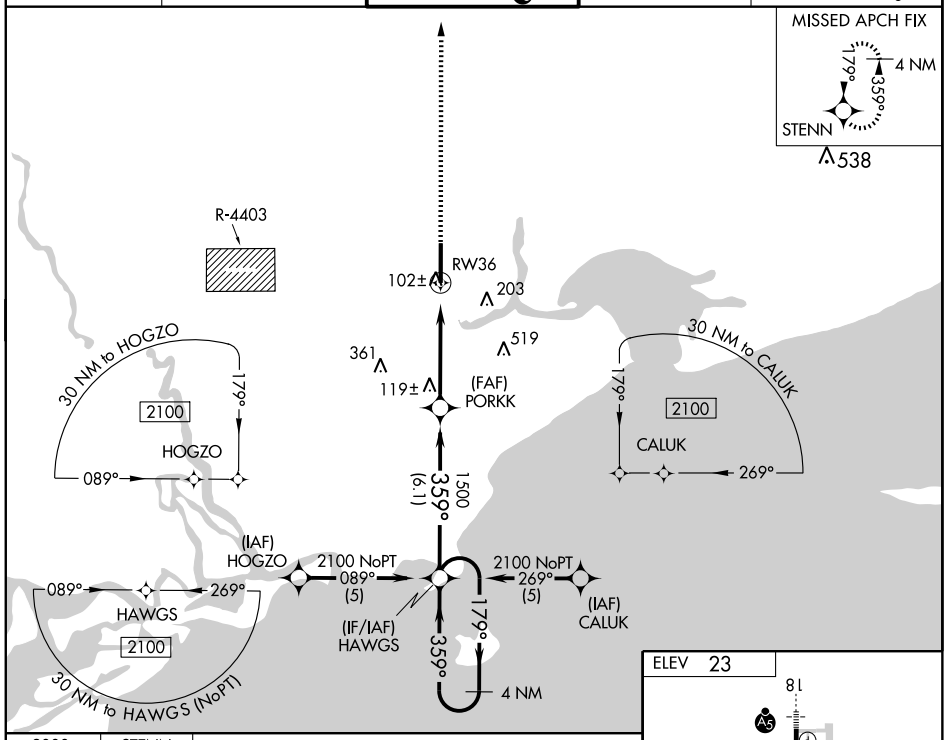
RNAV (GPS) RWY 36

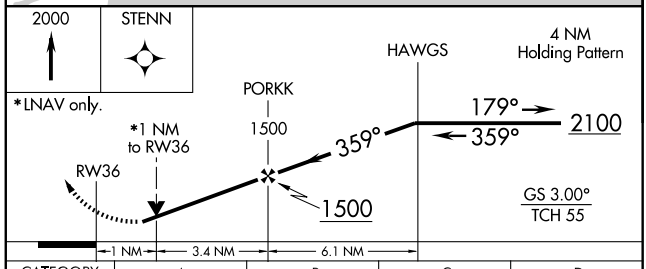
BAY ST. LOUIS/STENNIS INTL (HSA)

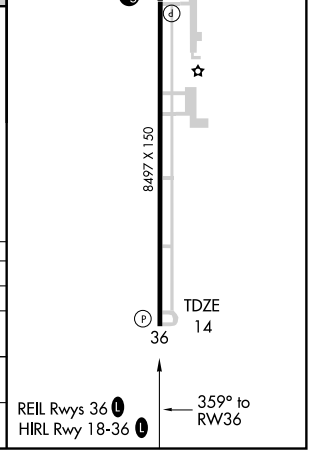
Baro-VNAV NA when using Gulfport altimeter setting. For uncompensated Baro-VANV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). When local altimeter setting not received, use Gulfport altimeter setting and increase LPV DA to 378, LNAV/VNAV DA to 409. Increase LPV visibility ¼ mile. Increase all MDA 60 feet and Cat C visibility ¼ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Gulfport altimeter setting.

MISSED APPROACH: Climb to 2000 direct STENN and hold.

AWOS-3	GULFPORT APP CON ★	STENNIS TOWER ★	GND CON	UNICOM
118.375	124.6 354.1	127.15 (A5)	121.725	123.0 (CTAF) (L)







CATEGORY	A	B	C	D
LPV DA	331-1	317 (400-1)		
LNAV/VNAV DA	362-1¼	348 (400-1¼)		
LNAV MDA	380-1	366 (400-1)		380-1¼ 366 (400-1¼)
CIRCLING	520-1	497 (500-1)	520-1½ 497 (500-1½)	580-2 557 (600-2)

SC-4, 08 APR 2010 to 06 MAY 2010

VORTAC GPT 109.0 Chan 27	APP CRS 261°	Rwy Idg N/A TDZE N/A Apt Elev 23

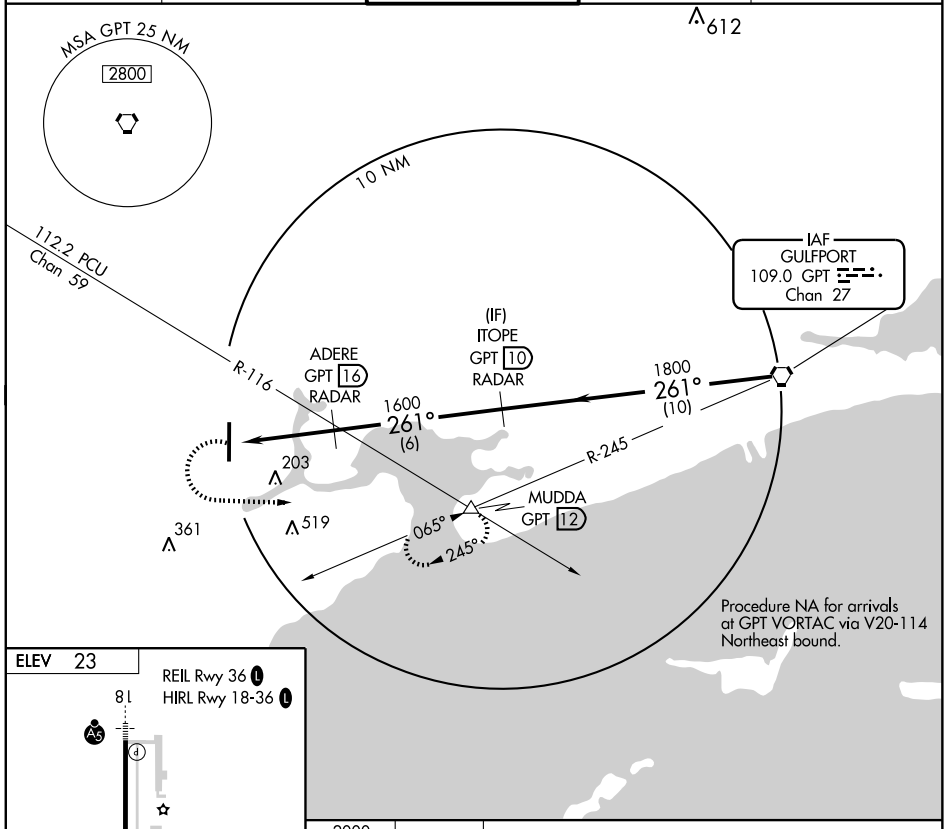
VOR-A

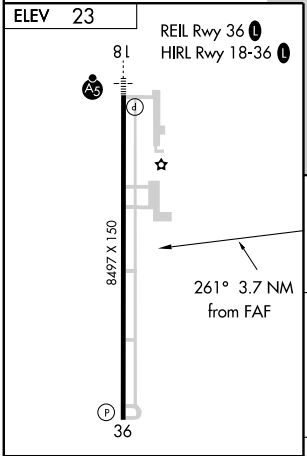
BAY ST. LOUIS/STENNIS INTL (HSA)

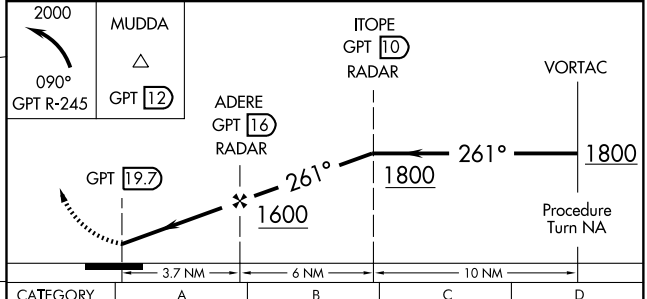
▲ If local altimeter setting not received, use Gulfport altimeter setting and increase all MDAs 60 feet. DME or radar required.

MISSED APPROACH: Climbing left turn to 2000 via heading 090°and GPT R-245 to MUDDA Int/GPT 12 DME and hold.

AWOS-3 118.375	GULFPORT APP CON★ 124.6 354.1	STENNIS TOWER★ 127.15 (As)	GND CON 121.725	UNICOM 123.0 (CTAF) (L)



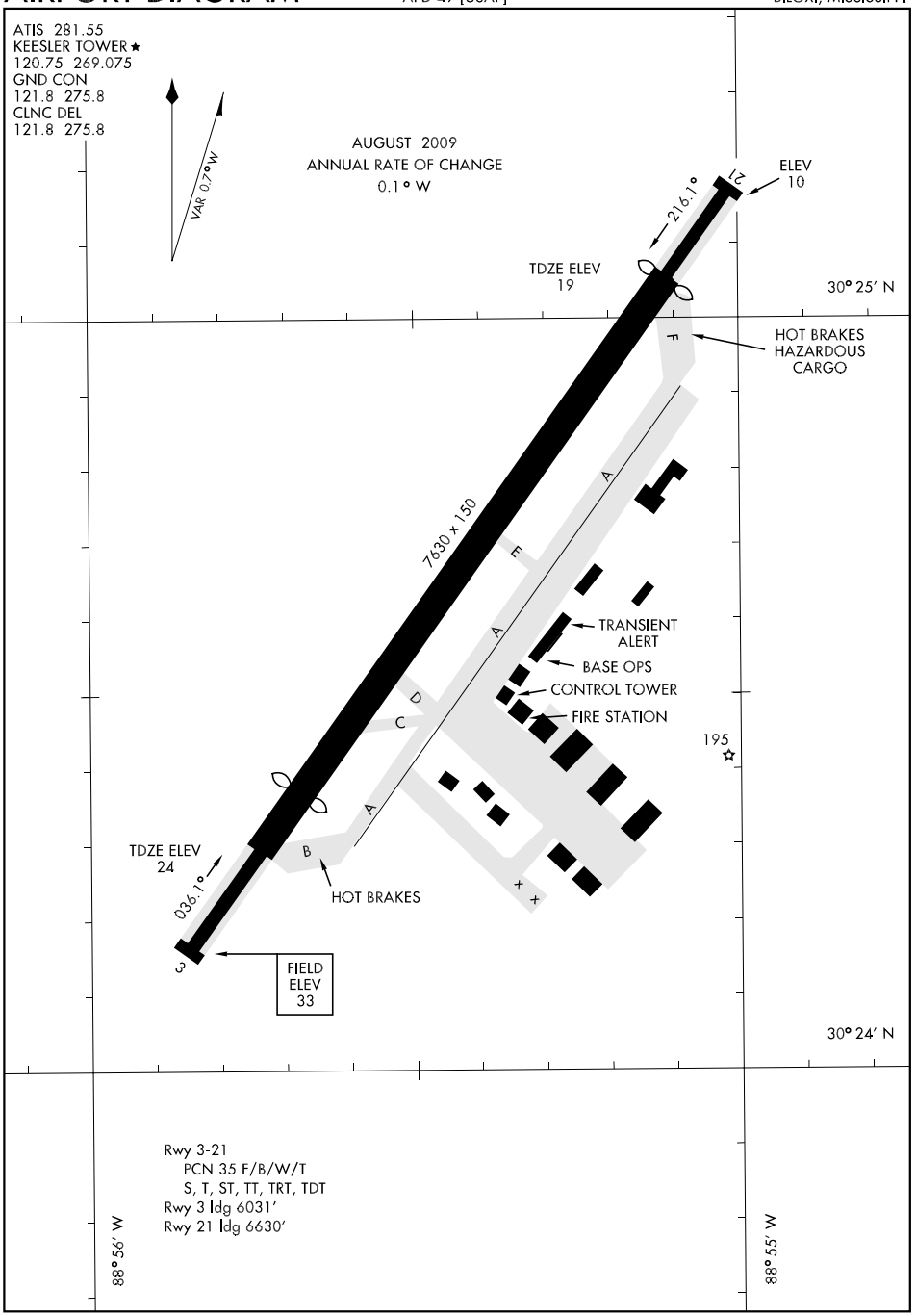




FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

CATEGORY	A	B	C	D
CIRCLING	460-1 437 (500-1)	480-1 457 (500-1)	480-1½ 457 (500-1½)	580-2 557 (600-2)

SC-4, 08 APR 2010 to 06 MAY 2010



SC-4, 08 APR 2010 to 06 MAY 2010

ILS or LOC/DME RWY 21

LOC I-BIX	APCH CRS	Rwy ldg 6630 TDZE 19 Arpt Elev 33	AL-49 [USAF]	KEESLER AFB (KBIX)
109.7	214°			

* When ALS inop, increase CAT ABCD RVR to 40, vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50, vis to 1 mile, CAT C RVR to 60, vis to 1¼ miles and CAT D vis to 1½ miles.

ALSF-1

MISSED APPROACH: Climb to 800 heading 214°, upon reaching 800 turn left climbing to 2200 to RUDLF (BIX TACAN R-183/11 DME) and hold.

ATIS	GULFPORT APP CON	KEESLER TOWER ★	GND CON	CLNC DEL
281.55	124.6 354.1 (130°- 309°) 127.5 254.25 (310°- 129°)	120.75 269.075	121.8 275.8	121.8 275.8

RADAR or DME REQUIRED

(IAF) ZOGBO BIX 11

R-034

034°

214°

LR-045

BORDE BIX /RADAR 4.9

1049

534

116

360

378

341

350

132

179

LOCALIZER 109.7 I-BIX

KEESLER Chan 55 BIX

10 NM

R-183

2100

BIX 11 Arc

(IAF) RUDLF BIX 11

Max holding 230 KIAS

Max holding alt 6000

003°

183°

BIX 16

EMERG SAFE ALT 100 NM 3100

MSA BIX 25 NM

190°

2900

090°

2100

800 hdg 214°

2200 BIX R-183

RUDLF BIX 11

BORDE 4.9 /RADAR

ZOGBO R-034 11

RUDLF R-183 11

1400

214°

2100

2100

2.0

TACAN

CULUG 1.3

1400

GS 3.00°

TCH 53

Arc 11

0.5

3.6 NM

ELEV 33

214° 4.1 NM from 5 DME

2000' non-std apch lgt system

74

45

74

98

TDZE 19

175

195

7630 x 150/75

196

195

195

Rwy 3 ldg 6031'

Rwy 21 ldg 6630'

HIRL Rwy 3-21

REIL Rwy 3

CATEGORY	A	B	C	D
S-ILS 21*	219/24 200 (200-½)			
S-LOC 21**	460/24 441 (500-½)		460/40 441 (500-¾)	460/50 441 (500-1)
CIRCLING	620-1 587 (600-1)	700-1 667 (700-1)	700-1¾ 667 (700-1¾)	740-2¼ 707 (800-2¼)

FAF to MAP 3.6 NM					
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

TACAN RWY 3

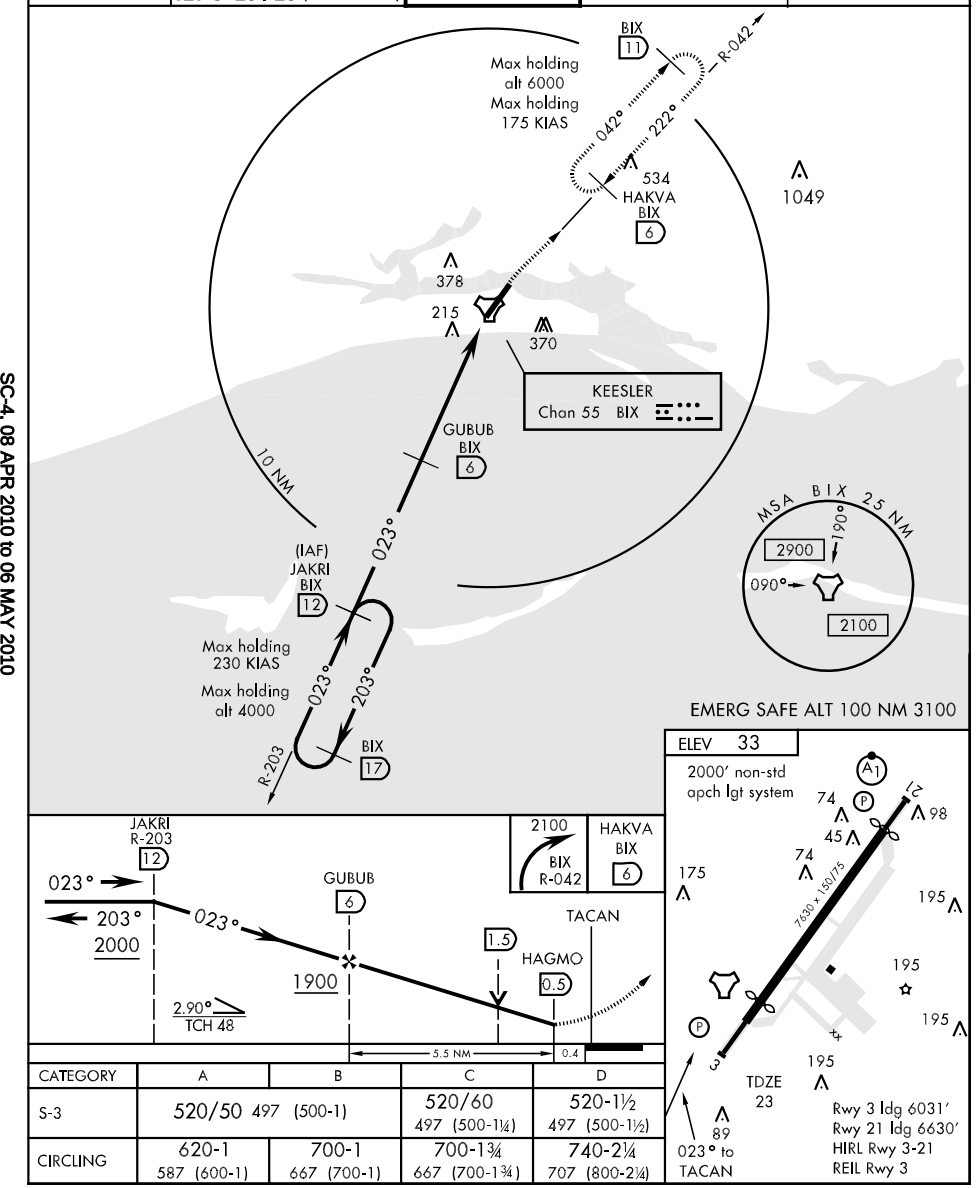
TACAN	APCH CRS	Rwy ldg	6031
Chan 55	023°	TDZE	23
		Arpt Elev	33

AL-49 [USAF]

KEESLER AFB (KBIX)

MISSED APPROACH: Turn right climbing to 2100 direct to HAKVA (BIX TACAN R-042/6 DME) and hold.

ATIS	GULFPORT APP CON	KEESLER TOWER ★	GND CON	CLNC DEL
281.55	124.6 354.1 (130°- 309°) 127.5 254.25 (310°- 129°)	120.75 269.075	121.8 275.8	121.8 275.8



CATEGORY	A	B	C	D
S-3	520/50 497 (500-1)		520/60 497 (500-1¼)	520-1½ 497 (500-1½)
CIRCLING	620-1 587 (600-1)	700-1 667 (700-1)	700-1¾ 667 (700-1¾)	740-2¼ 707 (800-2¼)

TACAN RWY 21

TACAN BIX Chan 55	APCH CRS 219°	Rwy ldg 6630 TDZE 19 Arpt Elev 33

AL-49 [USAF]

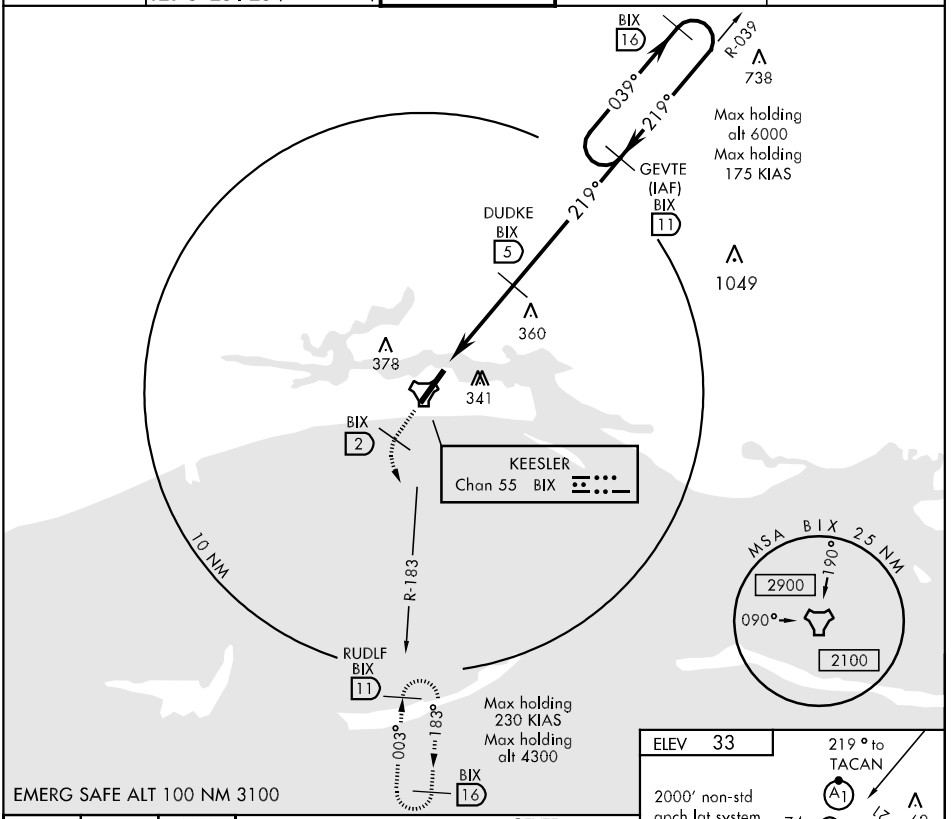
KEESLER AFB (KBIX)

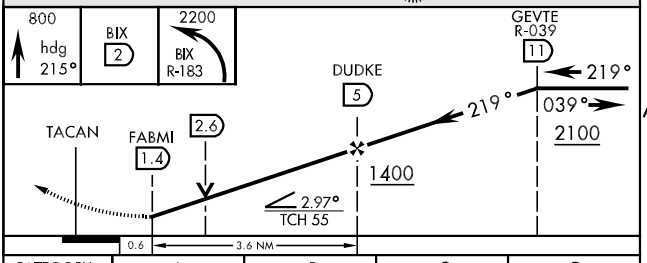
▼ * When ALS inop, increase CAT AB RVR to 50, vis to 1 mile, CAT C vis to 1¾ miles, CAT D vis to 2 miles.

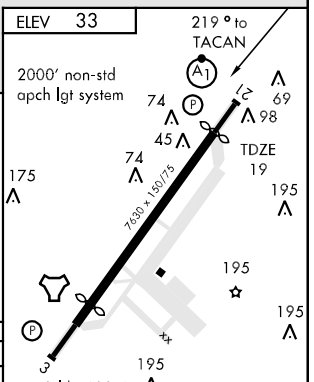
ALSF-1 (A1)

MISSED APPROACH: Climb to 800 heading 215° until 2 DME, then left turn climbing to 2200 to RUDLF (BIX TACAN R-183/11 DME) and hold.

ATIS	GULFPORT APP CON	KEESLER TOWER ★	GND CON	CLNC DEL
281.55	124.6 354.1 (130°- 309°) 127.5 254.25 (310°- 129°)	120.75 269.075	121.8 275.8	121.8 275.8







CATEGORY	A	B	C	D
S-21*	640/40 621 (700-¾)		640/60 621 (700-1¼)	640-1½ 621 (700-1½)
CIRCLING	640-1 607 (700-1)	700-1 667 (700-1)	700-1¾ 667 (700-1¾)	740-2¼ 707 (800-2¼)

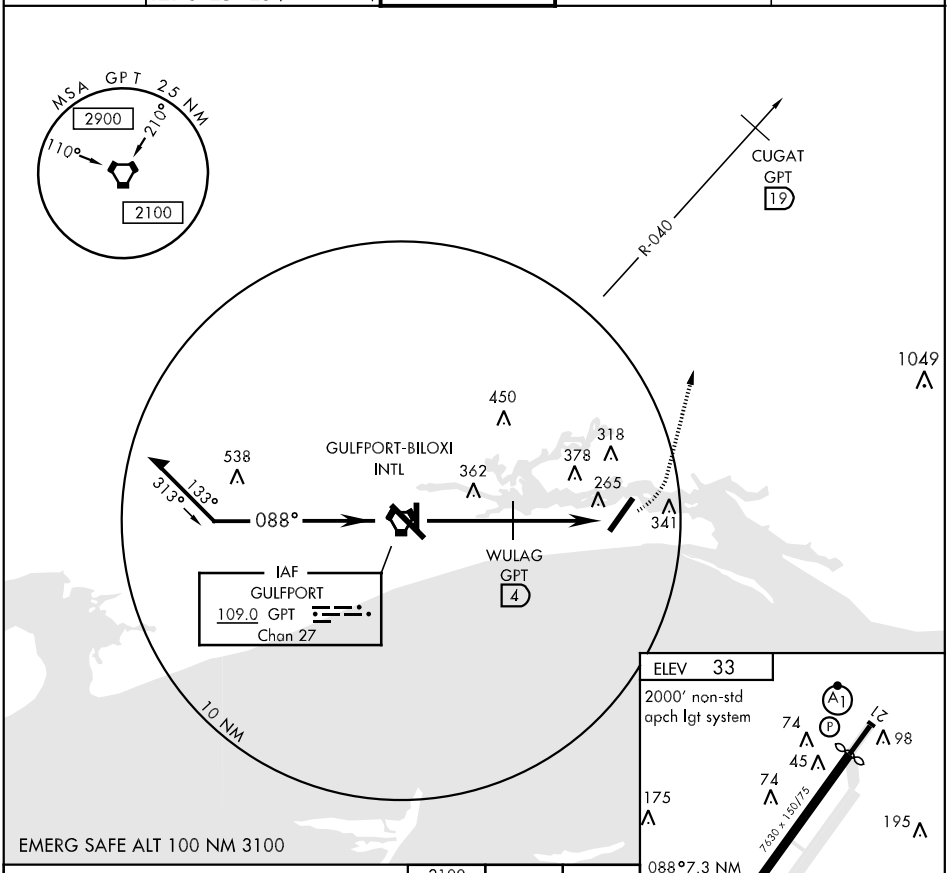
SC-4, 08 APR 2010 to 06 MAY 2010

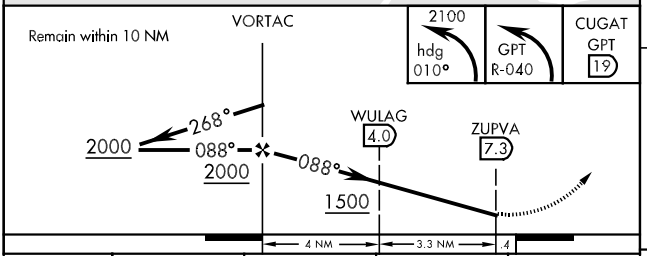
VOR/DME-A

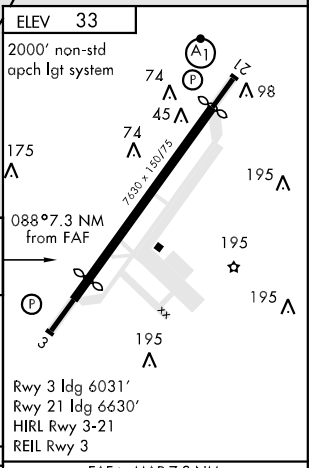
VORTAC GPT 109.0 Chan 27	APCH CRS 088°	Rwy ldg N/A TDZE N/A Arpt Elev 33	AL-49 [USAF]	KEESLER AFB (KBIX)

MISSED APPROACH: Turn left heading 010° to 2100 intcp GPT VORTAC R-040 to CUGAT (R-040/19 DME).

ATIS	GULFPORT APP CON	KEESLER TOWER ★	GND CON	CLNC DEL
281.55	124.6 354.1 (130°- 309°) 127.5 254.25 (310°- 129°)	120.75 269.075	121.8 275.8	121.8 275.8







CATEGORY	A	B	C	D
CIRCLING	1040-1¼ 1007 (1100-1¼)	1040-1½ 1007 (1100-1½)	1040-3 1007 (1100-3)	

FAF to MAP 7.3 NM					
Knots	60	90	120	150	180
Min:Sec	7:18	4:52	3:39	2:55	2:26

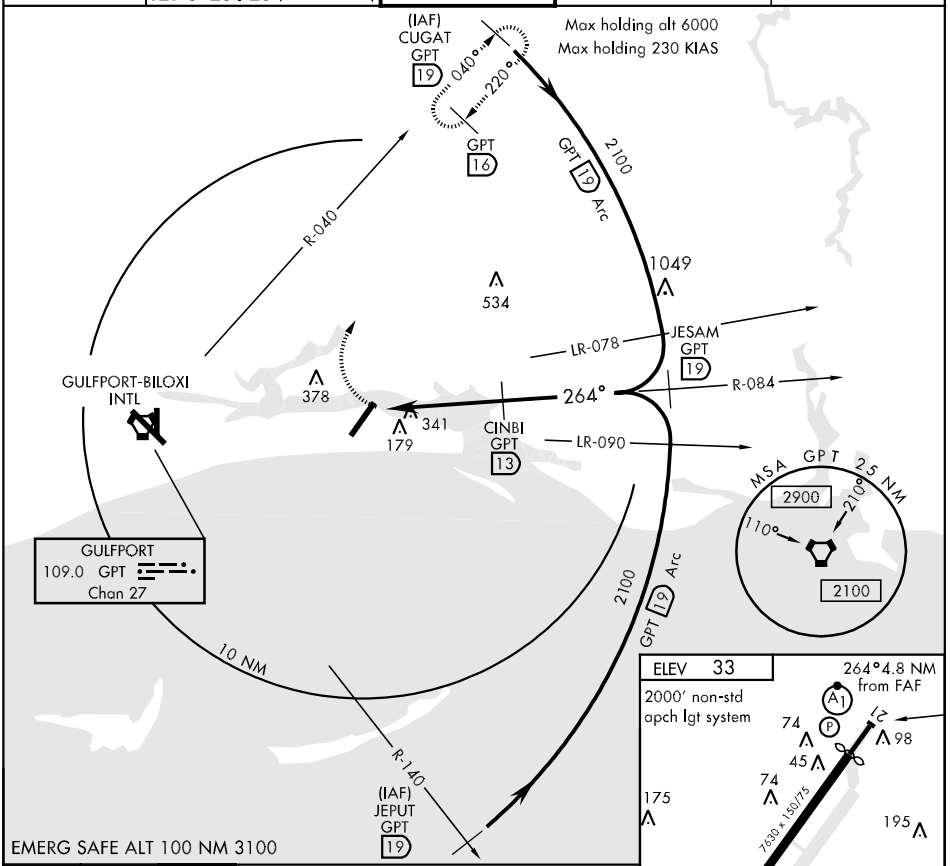
SC-4, 08 APR 2010 to 06 MAY 2010

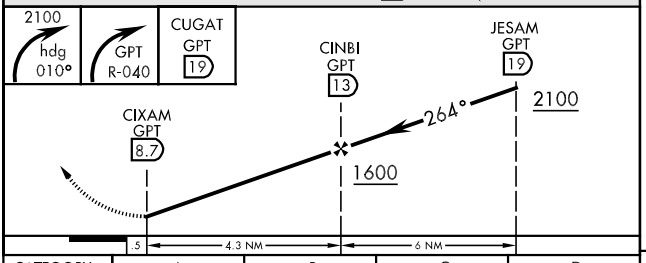
VOR/DME-B or TACAN-B

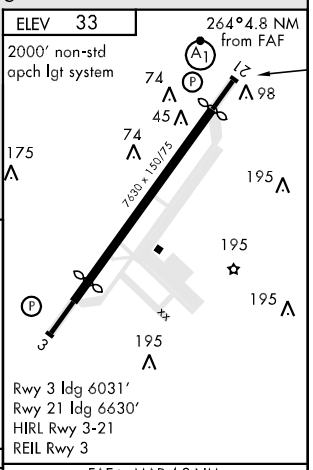
VORTAC GPT 109.0 Chan 27	APCH CRS 264°	Rwy ldg N/A TDZE N/A Arpt Elev 33	AL-49 [USAF]	KEESLER AFB (KBIX)

MISSED APPROACH: Turn right heading 010° to 2100 intcp GPT VORTAC R-040 to CUGAT (R-040/19 DME) and hold.

ATIS	GULFPORT APP CON	KEESLER TOWER ★	GND CON	CLNC DEL
281.55	124.6 354.1 (130°- 309°) 127.5 254.25 (310°- 129°)	120.75 269.075	121.8 275.8	121.8 275.8







CATEGORY	A	B	C	D
CIRCLING	660-1 627 (700-1)	700-1 667 (700-1)	700-1¾ 667 (700-1¾)	740-2¼ 707 (800-2¼)

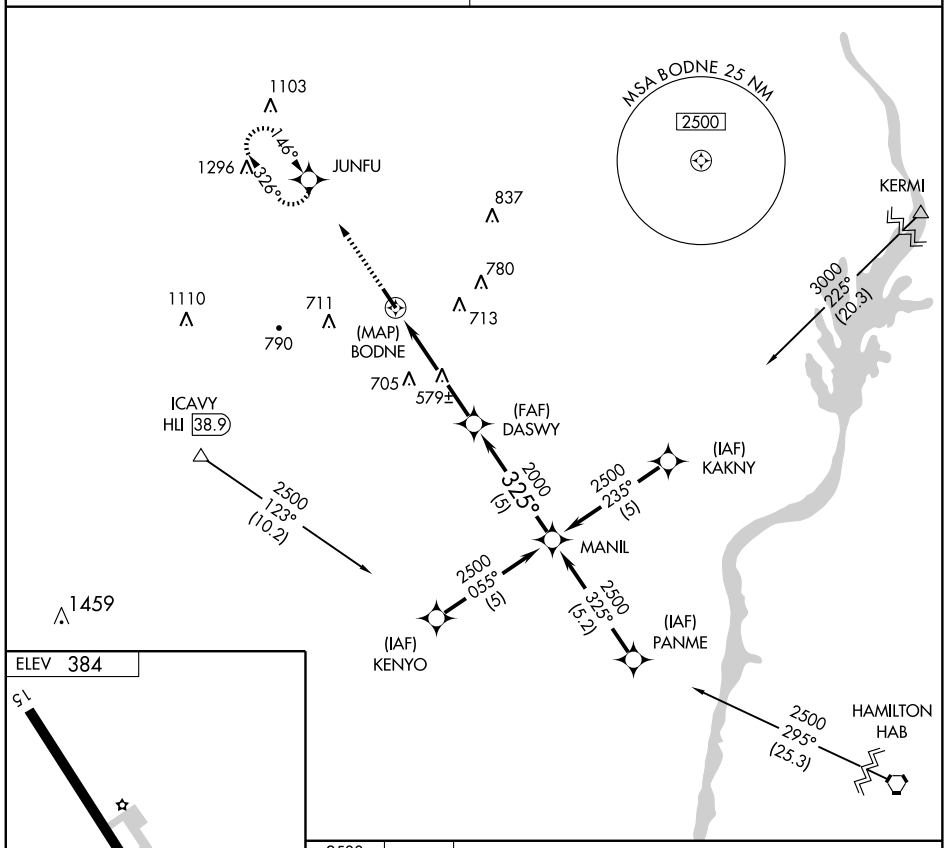
FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

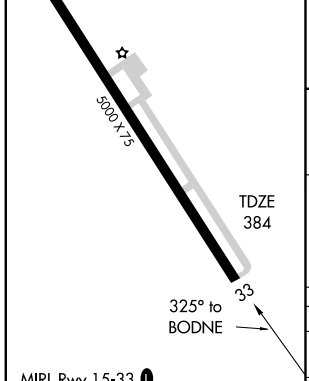
APP CRS	Rwy Idg	5000
325°	TDZE	384
	Apt Elev	384

GPS RWY 33

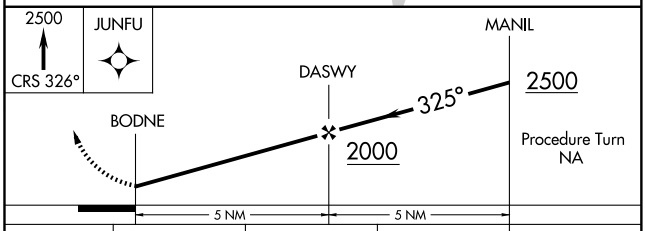
BOONEVILLE/BALDWYN (8M1)

⚠ NA Use Tupelo Regional, MS altimeter setting.	MISSED APPROACH: Climb to 2500 via 326° course to JUNFU WP and hold.
MEMPHIS CENTER **135.9 273.55**	UNICOM **122.8** (CTAF) L





MIRL Rwy 15-33 L
REIL Rwy 15 and 33



CATEGORY	A	B	C	D
S-33	900-1 516 (600-1)		900-1½ 516 (600-1½)	NA
CIRCLING	920-1 536 (600-1)		920-1½ 536 (600-1½)	NA

SC-4, 08 APR 2010 to 06 MAY 2010

VOR/DME OTB	APP CRS	Rwy Idg	N/A
109.8	015°	TDZE	N/A
Chan 35		Apt Elev	384

VOR/DME or GPS-A

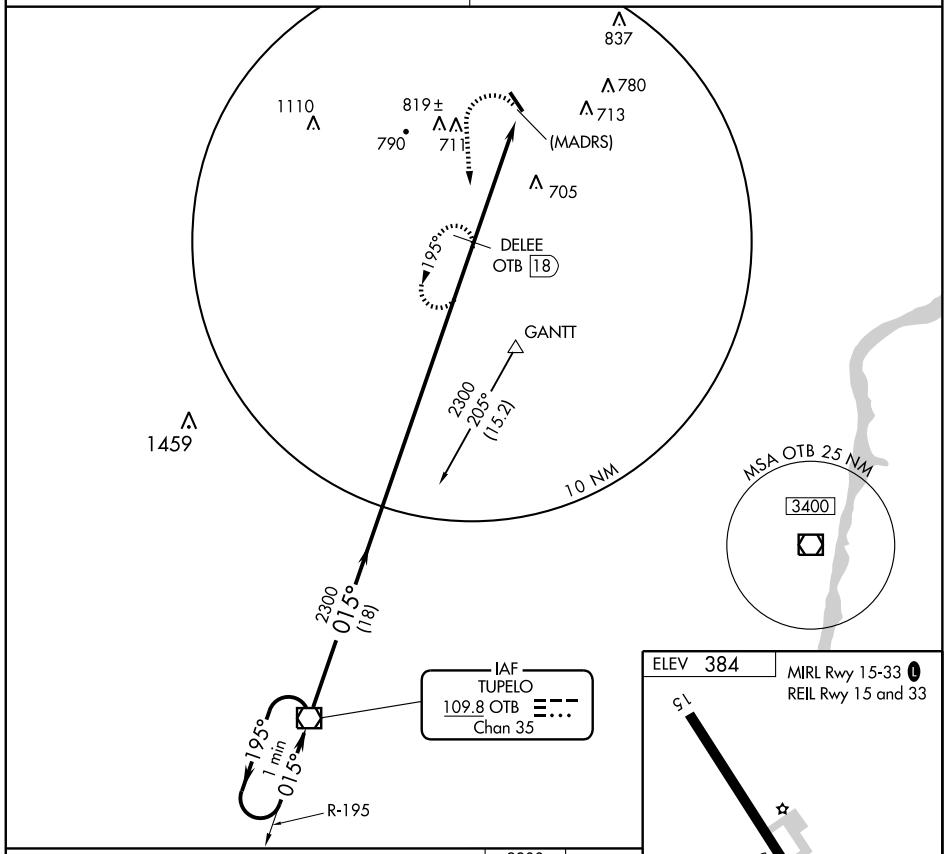
BOONEVILLE/BALDWYN (8M1)

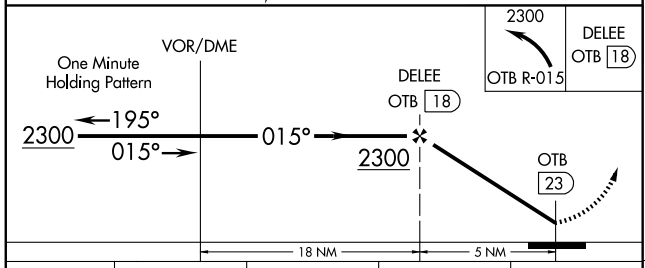
⚠ NA Use Tupelo altimeter setting.

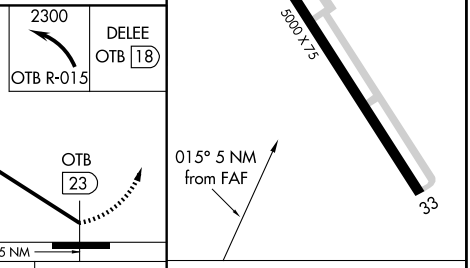
MISSED APPROACH: Climbing left turn to 2300 via OTB R-015 to DELEE/OTB 18 DME and hold.

MEMPHIS CENTER
135.9 273.55

UNICOM
122.8 (CTAF) L







ELEV 384

MIRL Rwy 15-33 L
REIL Rwy 15 and 33

CATEGORY	A	B	C	D
CIRCLING	1040-1 656 (700-1)	1040-1¼ 656 (700-1¼)	1040-1¾ 656 (700-1¾)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-4, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4000
225°	TDZE	487
	Apt Elev	489

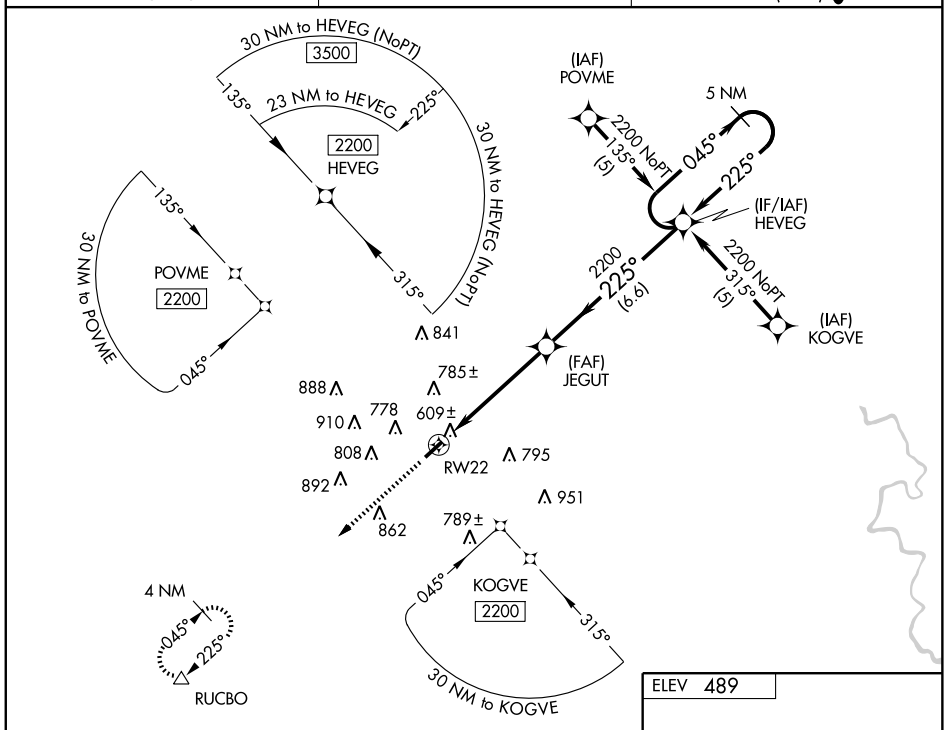
RNAV (GPS) RWY 22

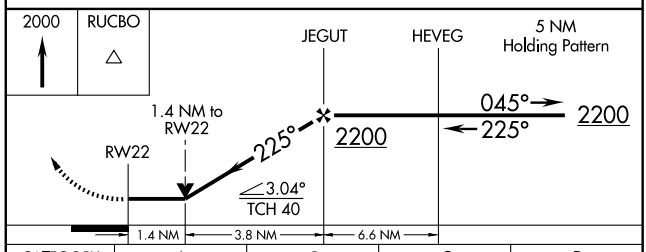
BROOKHAVEN-LINCOLN COUNTY (1R7)

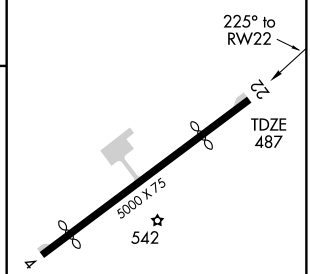
NA — DME/DME RNP-0.3 NA. Circling to Rwy 4 NA at night. If local altimeter setting not received, use McComb altimeter setting and increase all MDAs 80 feet. VDP NA when using McComb altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct RUCBO and hold.

AWOS-3	HOUSTON CENTER	UNICOM
118.125	126.8 327.8	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	960-1 473 (500-1)		960-1¼ 473 (500-1¼)	NA
CIRCLING	960-1 471 (500-1)	1080-1 591 (600-1)	1080-1½ 591 (600-1½)	NA

MIRL Rwy 4-22

SC-4, 08 APR 2010 to 06 MAY 2010

VORTAC MCB 116.7 Chan 114	APP CRS 334°	Rwy Idg N/A TDZE N/A Apt Elev 489

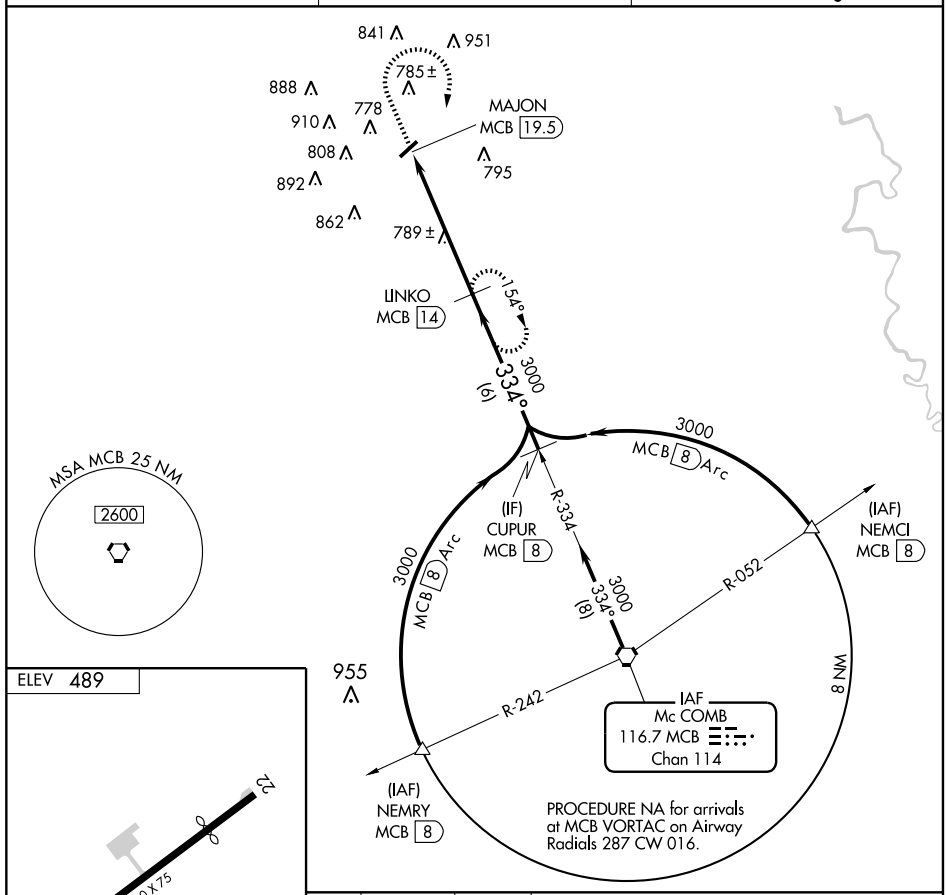
VOR/DME-A

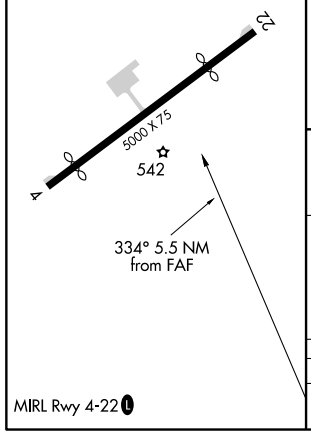
BROOKHAVEN-LINCOLN COUNTY (1R7)

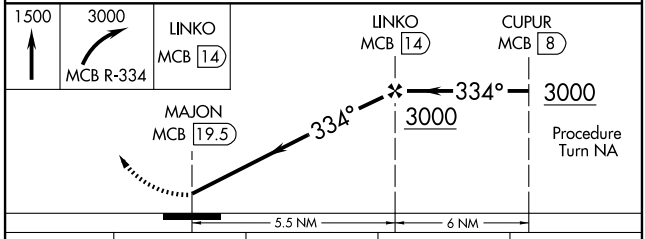
Circling to Rwy 4 NA at night. If local altimeter setting not received, use McComb altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via MCB R-334 to LINKO/14 DME and hold.

AWOS-3	HOUSTON CENTER	UNICOM
118.125	126.8 327.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1000-1 511 (600-1)	1080-1 591 (600-1)	1080-1½ 591 (600-1½)	NA

SC-4, 08 APR 2010 to 06 MAY 2010

CLARKSDALE, MISSISSIPPI AL-5734 (FAA)

APP CRS		
181°	Rwy Idg	5404
	TDZE	173
	Apt Elev	173

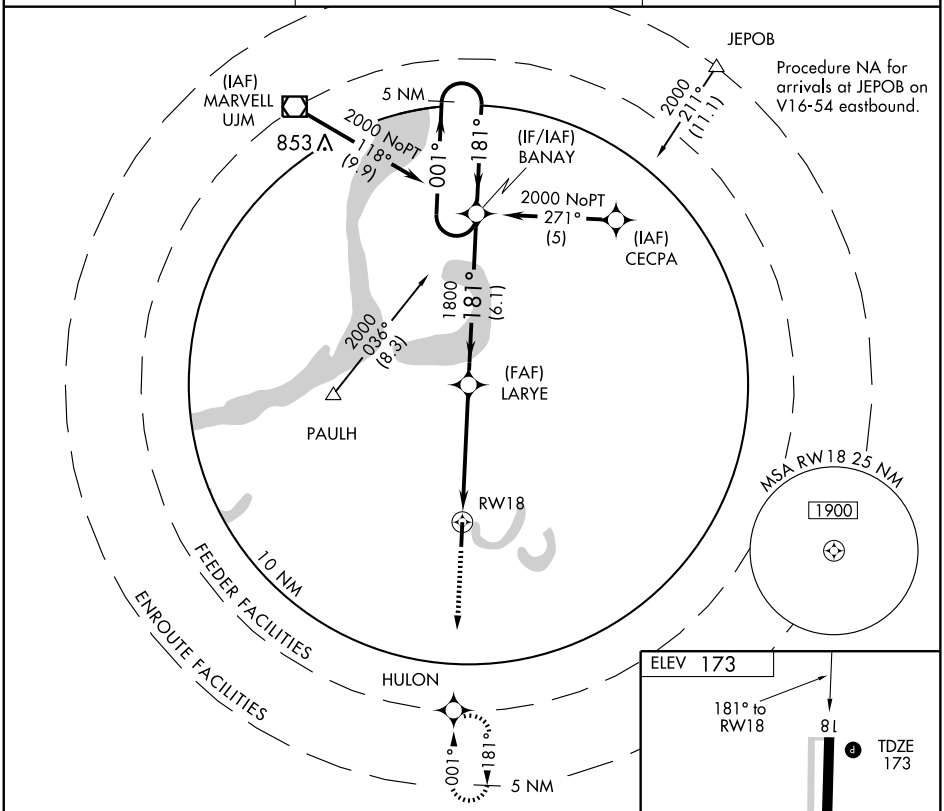
RNAV (GPS) RWY 18

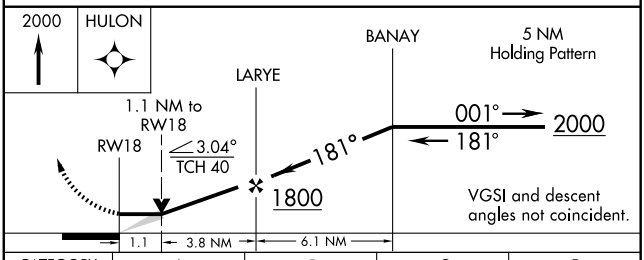
CLARKSDALE/FLETCHER FIELD (CKM)

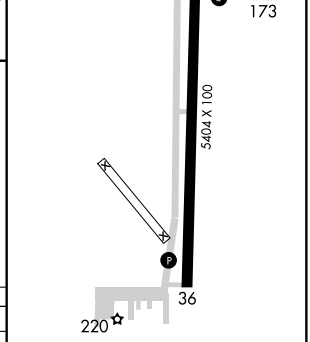
If local altimeter setting not received, use Tunica altimeter setting and increase all MDAs 60 feet. VDP NA with Panola County altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct HULON and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
120.675	135.3 335.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	560-1 387 (400-1)			560-1¼ 387 (400-1¼)
CIRCLING	580-1 407 (500-1)	640-1 467 (500-1)	640-1½ 467 (500-1½)	740-2 567 (600-2)

REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L

SC-4, 08 APR 2010 to 06 MAY 2010

CLARKSDALE, MISSISSIPPI AL-5734 (FAA)

APP CRS	Rwy Idg	5404
001°	TDZE	173
	Apt Elev	173

RNAV (GPS) RWY 36

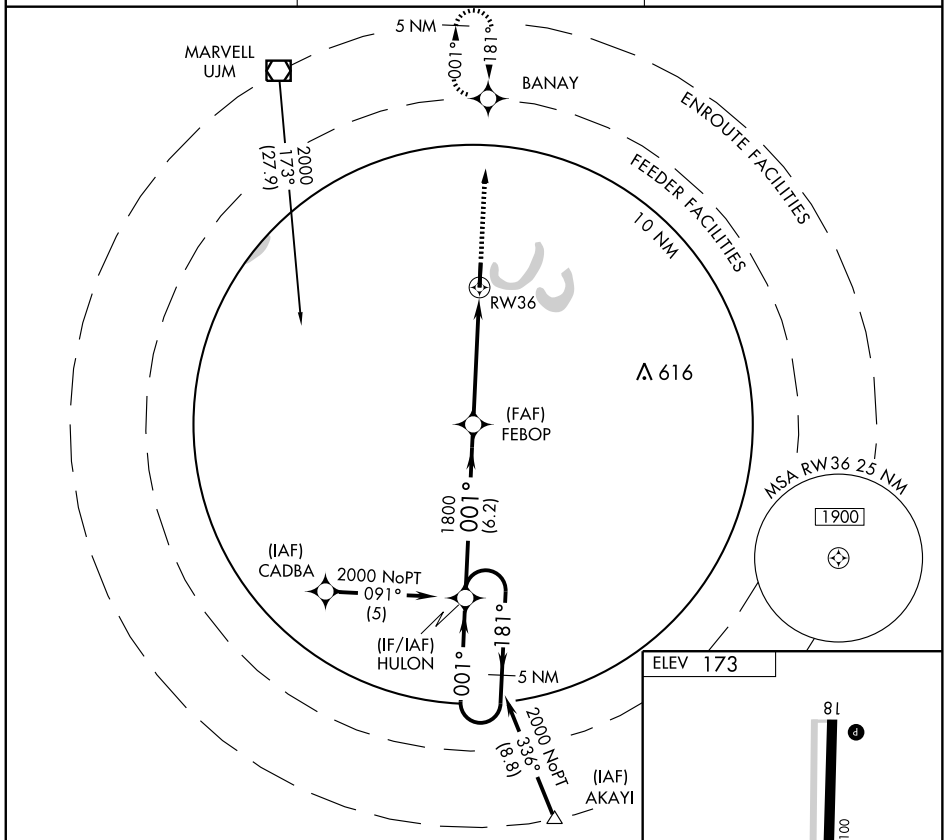
CLARKSDALE/FLETCHER FIELD (CKM)

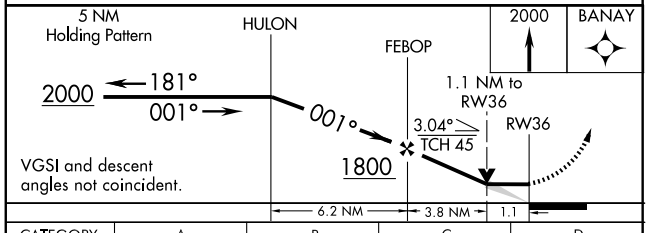
▼ If local altimeter setting not received, use Tunica altimeter setting and increase all MDAs 60 feet. VDP NA with Panola County altimeter setting. DME/DME RNP-0.3 NA.

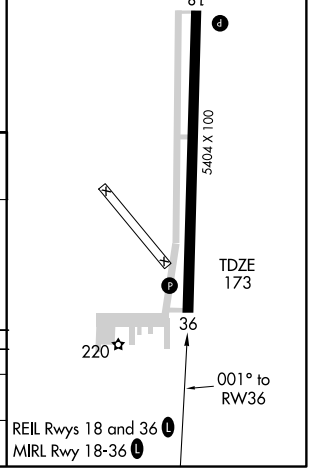
▲ NA

MISSED APPROACH: Climb to 2000 direct BANAY and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
120.675	135.3 335.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	540-1 367 (400-1)			540-1¼ 367 (400-1¼)
CIRCLING	580-1 407 (500-1)	640-1 467 (500-1)	640-1½ 467 (500-1½)	740-2 567 (600-2)

SC-4, 08 APR 2010 to 06 MAY 2010

CLARKSDALE, MISSISSIPPI

AL-5734 (FAA)

VORTAC UJM	APP CRS	Rwy Idg	5404
109.6	152°	TDZE	173
Chan 33		Apt Elev	173

VOR/DME RWY 18

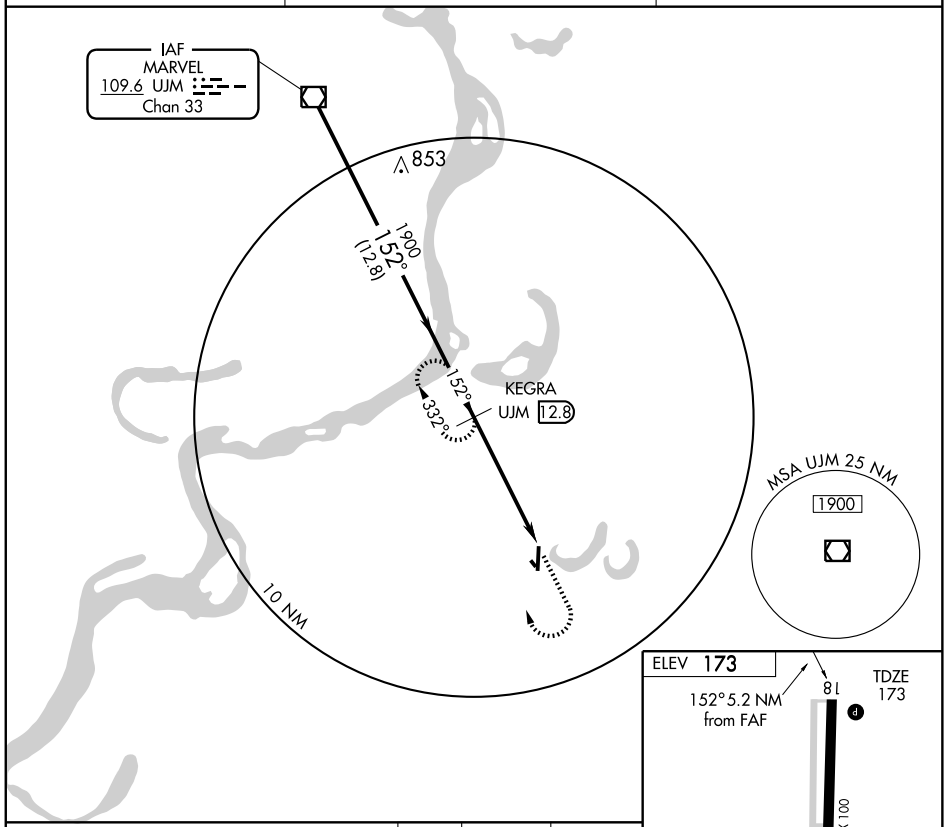
CLARKSDALE/FLETCHER FIELD (CKM)

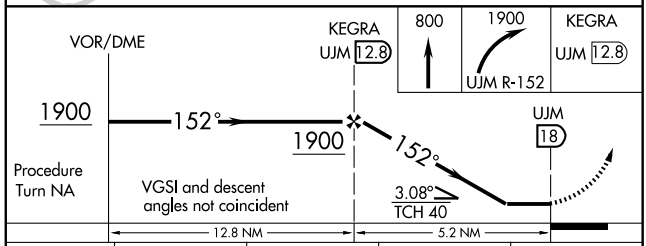
If local altimeter setting not received, use Tunica altimeter setting and increase all MDAs 60 feet.

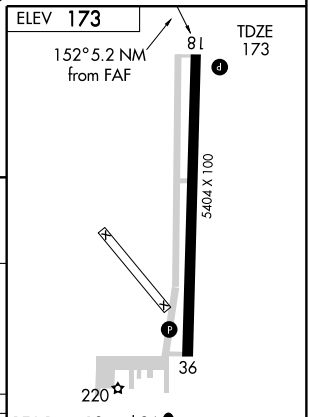
NA

MISSED APPROACH: Climb to 800 then climbing right turn to 1900 via UJM R-152 to KEGRA/ 12.8 DME and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
120.675	135.3 335.8	122.8 (CTAF) L







REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L

CATEGORY	A	B	C	D
S-18	560-1 387 (400-1)		560-1¼ 387 (400-1¼)	560-1½ 387 (400-1½)
CIRCLING	580-1 407 (500-1)	640-1 467 (500-1)	640-1½ 467 (500-1½)	740-2 567 (600-2)

Knots	60	90	120	150	180
Min:Sec					

SC-4, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4002
359°	TDZE	140
	Apt Elev	140

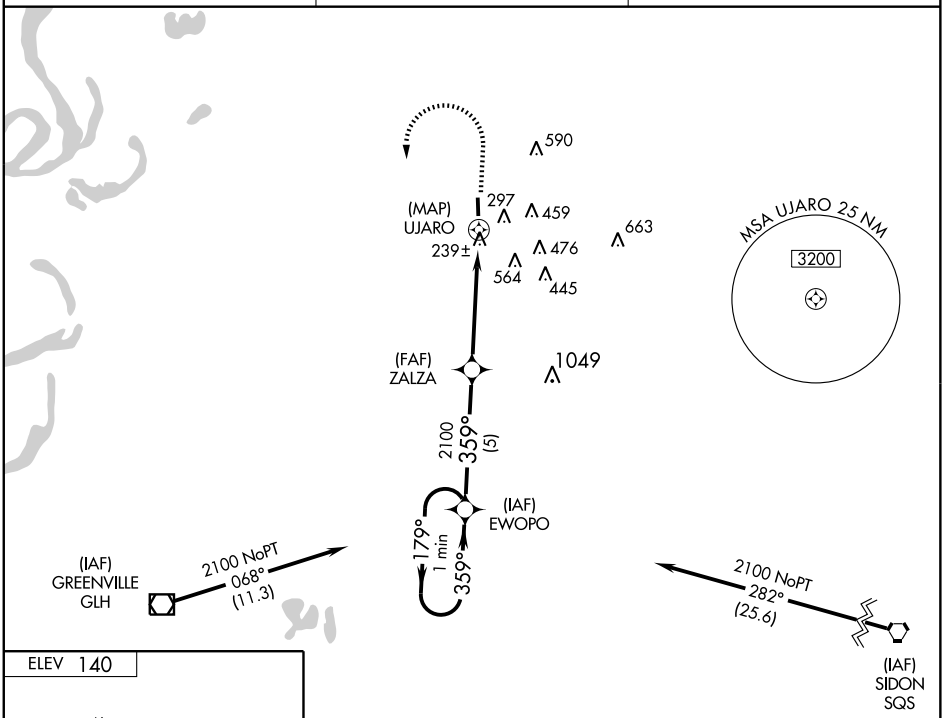
GPS RWY 35
CLEVELAND MUNI (RNV)

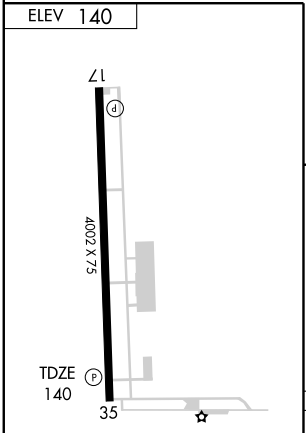
When local altimeter setting not received, use Greenwood altimeter setting.

NA

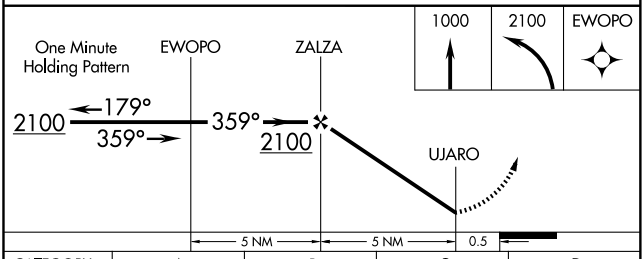
MISSED APPROACH: Climb to 1000 then climbing left turn to 2100 direct EWOPO WP and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
124.175	135.875 269.35	122.725 (CTAF) L





MIRL Rwy 17-35 L



CATEGORY	A	B	C	D
S-35	580-1	440 (500-1)	580-1¼ 440 (500-1¼)	580-1½ 440 (500-1½)
CIRCLING	700-1	560 (600-1)	820-2 680 (700-2)	1040-2¾ 900 (900-2¾)

SC-4, 08 APR 2010 to 06 MAY 2010

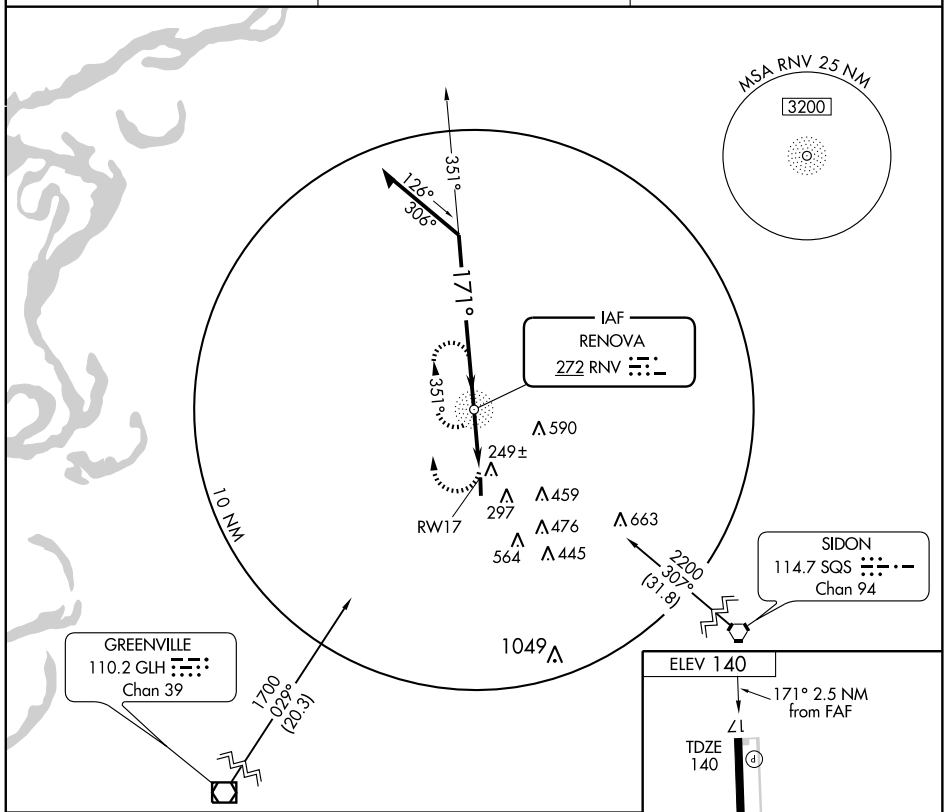
NDB RNV	APP CRS	Rwy Idg	4002
272	171°	TDZE	140
		Apt Elev	140

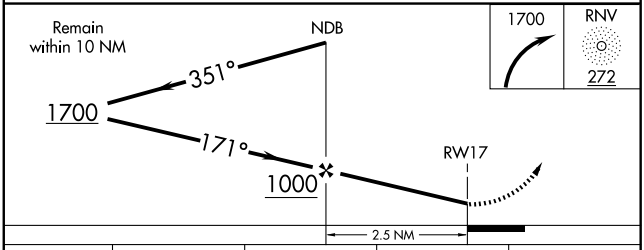
NDB or GPS RWY 17
CLEVELAND MUNI (RNV)

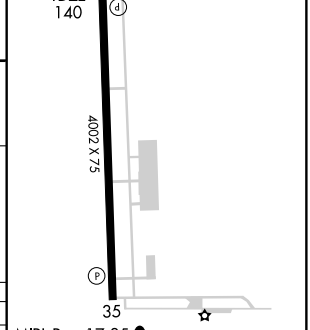
Use Greenwood altimeter setting.
NA

MISSED APPROACH: Climbing right turn to 1700 direct RNV NDB and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
124.175	135.875 269.35	122.725 (CTAF) L







MIRL Rwy 17-35 L

CATEGORY	A	B	C	D
S-17	760-1	620 (700-1)	760-1¾ 620 (700-1¾)	760-2 620 (700-2)
CIRCLING	760-1	620 (700-1)	860-2 720 (800-2)	1040-3 900 (900-3)

FAF to MAP 2.5 NM

Knots	60	90	120	150	180
Min:Sec	2:30	1:40	1:15	1:00	0:50

SC-4, 08 APR 2010 to 06 MAY 2010

VOR/DME GLH	APP CRS	Rwy Idg	N/A
110.2	035°	TDZE	N/A
Chan 39		Apt Elev	140

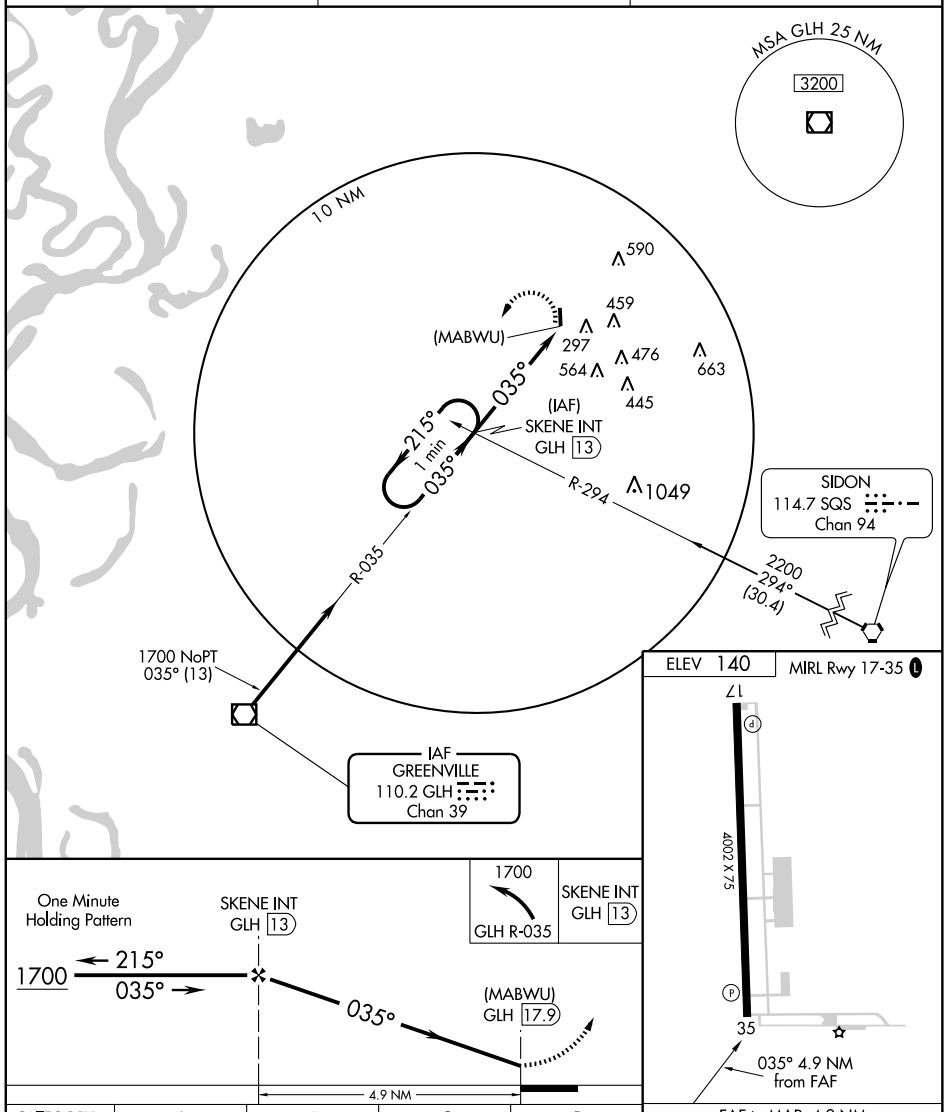
VOR or GPS-A
CLEVELAND MUNI (RNV)

NA

Use Greenwood altimeter setting.

MISSED APPROACH: Climbing left turn to 1700 via GLH R-035 to SKENE Int and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
124.175	135.875 269.35	122.725 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	860-1	720 (800-1)	860-2 720 (800-2)	1040-3 900 (900-3)

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

SC-4, 08 APR 2010 to 06 MAY 2010

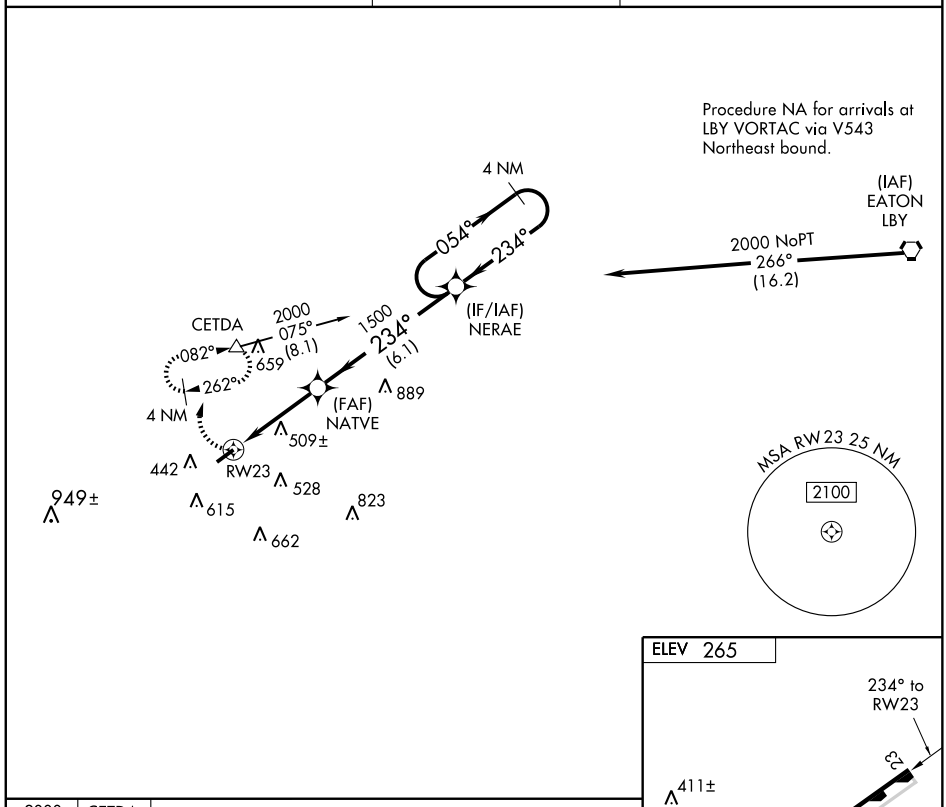
APP CRS	Rwy Idg	4460
234°	TDZE	265
	Apt Elev	265

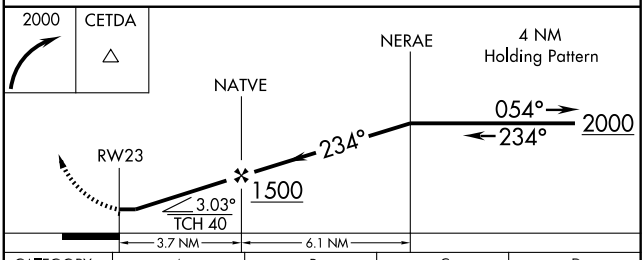
RNAV (GPS) RWY 23
COLUMBIA-MARION COUNTY (ØRØ)

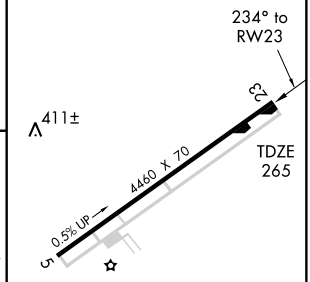
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Hattiesburg-Laurel Rgnl altimeter setting; when not received, use Hattiesburg Bobby L Chain Muni altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climbing right turn to 2000 direct CETDA and hold.

HATTIESBURG-LAUREL AWOS-3	HOUSTON CENTER	UNICOM
128.325	126.8 327.8	122.8 (CTAF) L



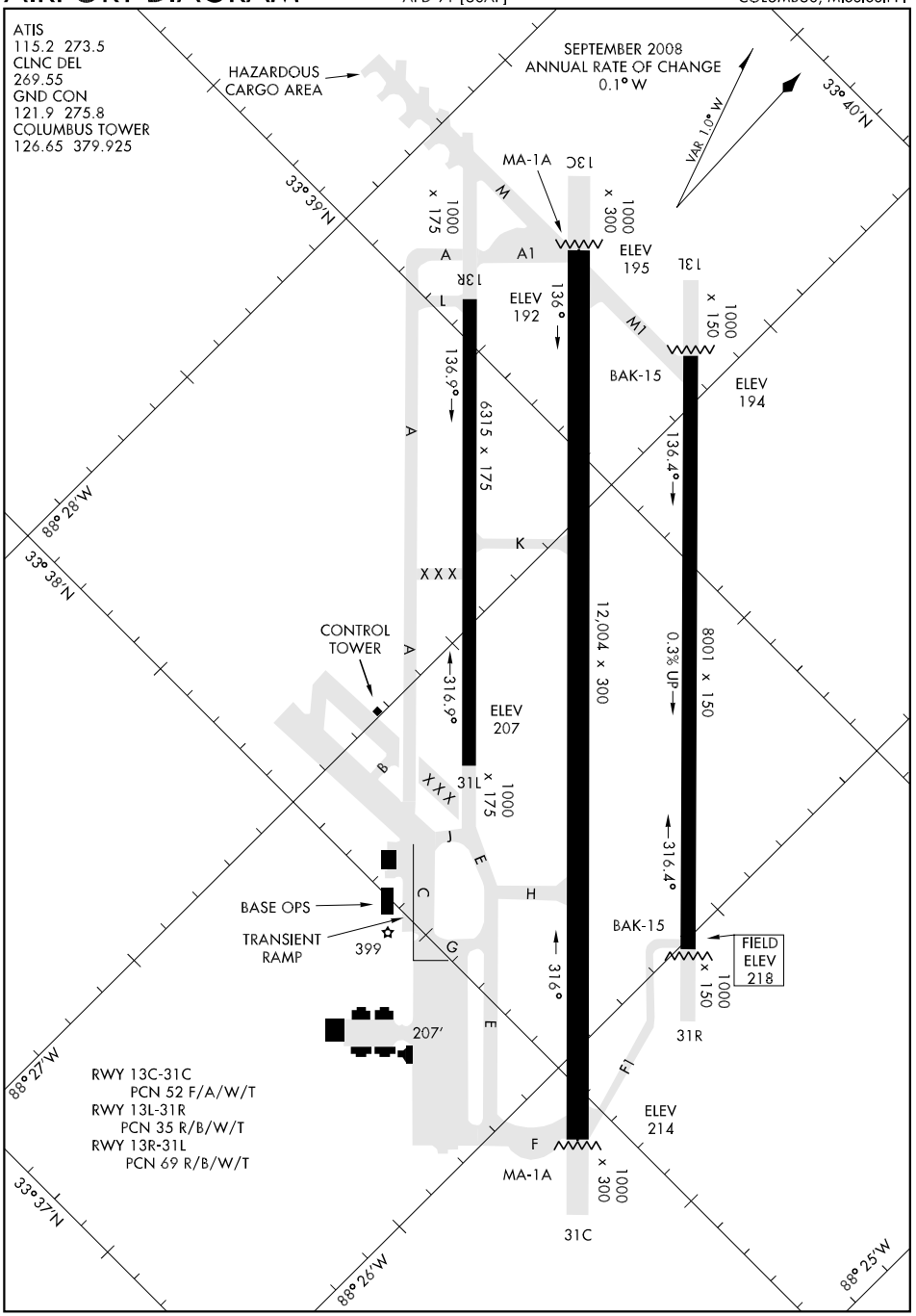


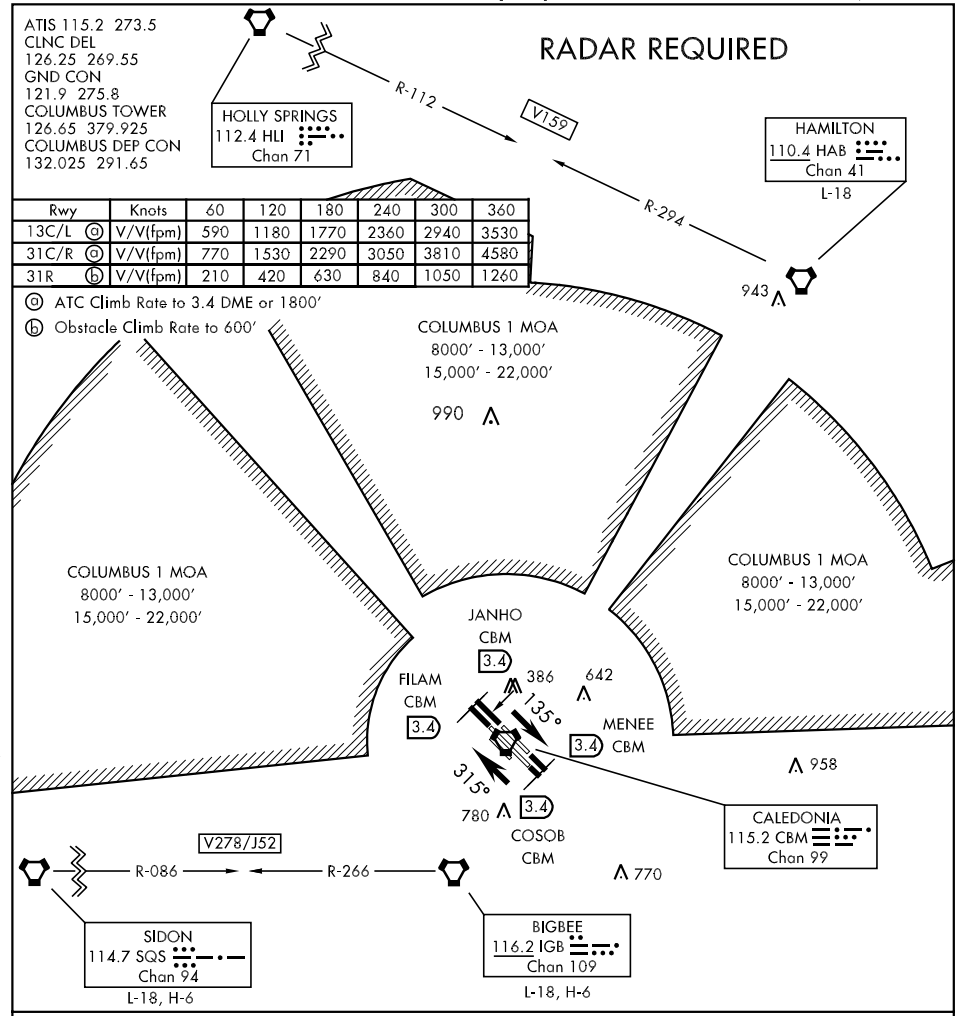


CATEGORY	A	B	C	D
LNAV MDA	840-1	575 (600-1)	840-1½ 575 (600-1½)	840-1¾ 575 (600-1¾)
CIRCLING	840-1	575 (600-1)	840-1½ 575 (600-1½)	1040-2½ 775 (800-2½)

REIL Rwy 23
MIRL Rwy 5-23 L

SC-4, 08 APR 2010 to 06 MAY 2010


ATIS
115.2 273.5
CLNC DEL
269.55
GND CON
121.9 275.8
COLUMBUS TOWER
126.65 379.925
HAZARDOUS CARGO AREA
SEPTEMBER 2008
ANNUAL RATE OF CHANGE
0.1° W
VAR 1.0° W
33° 40'N
33° 39'N
33° 38'N
33° 37'N
88° 28'W
88° 27'W
88° 26'W
88° 25'W
MA-1A
13C
1000 x 300
ELEV 195
13L
1000 x 150
BAK-15
ELEV 194
13R
1000 x 175
ELEV 192
136°
136.9°
6315 x 175
136.4°
12,004 x 300
0.3% UP
8001 x 150
316.9°
ELEV 207
CONTROL TOWER
31L
316.4°
316°
BAK-15
FIELD ELEV 218
31R
BASE OPS
TRANSIENT RAMP
399
207'
RWY 13C-31C
PCN 52 F/A/W/T
RWY 13L-31R
PCN 35 R/B/W/T
RWY 13R-31L
PCN 69 R/B/W/T
ELEV 214
MA-1A
31C



Rwy	Knots	60	120	180	240	300	360
13C/L ⓞ	V/V(fpm)	590	1180	1770	2360	2940	3530
31C/R ⓞ	V/V(fpm)	770	1530	2290	3050	3810	4580
31R ⓑ	V/V(fpm)	210	420	630	840	1050	1260

DEPARTURE ROUTE DESCRIPTION

NOTE: Rwy 13/31C departure will be towards a raised MA-1A barrier 110′ into the overrun approximately 4′ high.

TAKE-OFF RWY 13C: Cross DER at least 35′ AGL. Climb on track 135° to intercept CBM R-138, direct COSOB (CBM R-138/3.4 DME). Cross COSOB at or above 1800′, then via ATC instructions.

TAKE-OFF RWY 13L: Cross DER at least 35′ AGL. Climb on track 135° to intercept CBM R-132, direct MENEE (CBM R-132/3.4DME). Cross MENEE at or above 1800′, then via ATC instructions.

TAKE-OFF RWY 31C: Cross DER at least 35′ AGL. Climb on track 315° to intercept CBM R-312, direct FILAM (CBM R-312/3.4 DME). Cross FILAM at or above 1800′, then via ATC instructions.

TAKE-OFF RWY 31R: Cross DER at least 35′ AGL. Climb on track 315° to intercept CBM R-318, direct JANHO (CBM R-318/3.4 DME). Cross JANHO at or above 1800′, then via ATC instructions.

COLUMBUS, MISSISSIPPI

HI-ILS or LOC/DME RWY 13C

LOC I-CBM	APCH CRS	Rwy ldg 12,004 / TDZE 197 / Arpt Elev 218
109.3	135°	

JAL-91 [USAF]

COLUMBUS AFB (KCBM)

* When ALS inop increase CAT C vis to 1½, CAT D vis to 1¾, CAT E vis to 2 miles.

ALSF-1

MISSED APPROACH: Track heading 135° to intercept the CBM R-136 outbound to SNAEK (CBM R-136/20) and hold. Maintain 4000.

ATIS	COLUMBUS APP CON	COLUMBUS TOWER	GND CON	CLNC DEL
115.2 273.5	SE 132.025 291.65 SW 135.6 323.275 N 126.075 239.25	126.65 379.925	121.9 275.8	269.55

** CAUTION: Runway centerlines separated by 1450 ft.

Max holding alt FL240
Max holding 265 KIAS

CBM 33
033°
213°
R-033
(IAF)
KOBRE
CBM 33
919
WOLOV
CBM 23
R-004
LR-324
R-315
663
812
CBM 13 Arc
JAMVO
CBM 15
FILAK
CBM 13
315°
PLACD
CBM 13
685
135°
2325
ZIPRO
CBM 13
R-033
GAITR
748
CBM 5.8
/RADAR

Localizer signal usable to 20 DME.

RADAR AND DME REQUIRED

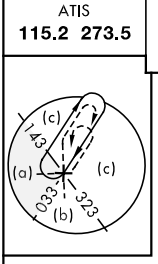
LOCALIZER 109.3
I-CBM

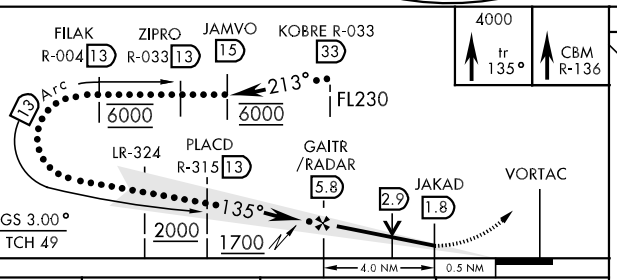
CALEDONIA
115.2 CBM
Chan 99

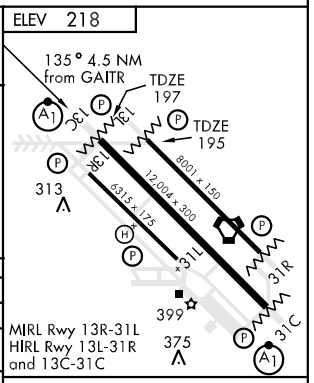
032° (43)
BIGBEE
670
770
SNAEK
CBM
20
/RADAR
Max holding 265 KIAS
Max holding alt 7000
136°
316°
25
R-136
20 NM

M.S.A CBM 2.5 NM
150°
3400
060°
2200

EMERG SAFE ALT 100 NM 3700







CATEGORY	C	D	E
S-ILS 13C	397/40 200 (200-¾)		
S-LOC 13C *	740/50 543 (600-1)	740/60 543 (600-1¼)	740-1½ 543 (600-1½)
** SIDE STEP 13L	740-1½ 545 (600-1½)	740-1¾ 545 (600-1¾)	740-2 545 (600-2)
CIRCLING	840-1¾ 622 (700-1¾)	840-2 622 (700-2)	1300-3 1082 (1100-3)

LOC FAF to MAP 4.0 NM

Knots	120	140	160	180	200
Min:Sec	2:00	1:43	1:30	1:20	1:12

33°39'N-88°27'W

COLUMBUS, MISSISSIPPI

COLUMBUS AFB (KCBM)

HI-ILS or LOC/DME RWY 13C

SC-4, 08 APR 2010 to 06 MAY 2010

HI-ILS or LOC/DME RWY 31C

LOC I-TBB	APCH CRS	Rwy ldg / TDZE / Arpt Elev
108.7	315°	12,004 / 214 / 218

JAL-91 [USAF]

COLUMBUS AFB (KCBM)

* When ALS inop increase CAT CD RVR to 60 and vis to 1¼, CAT E vis to 1½ .

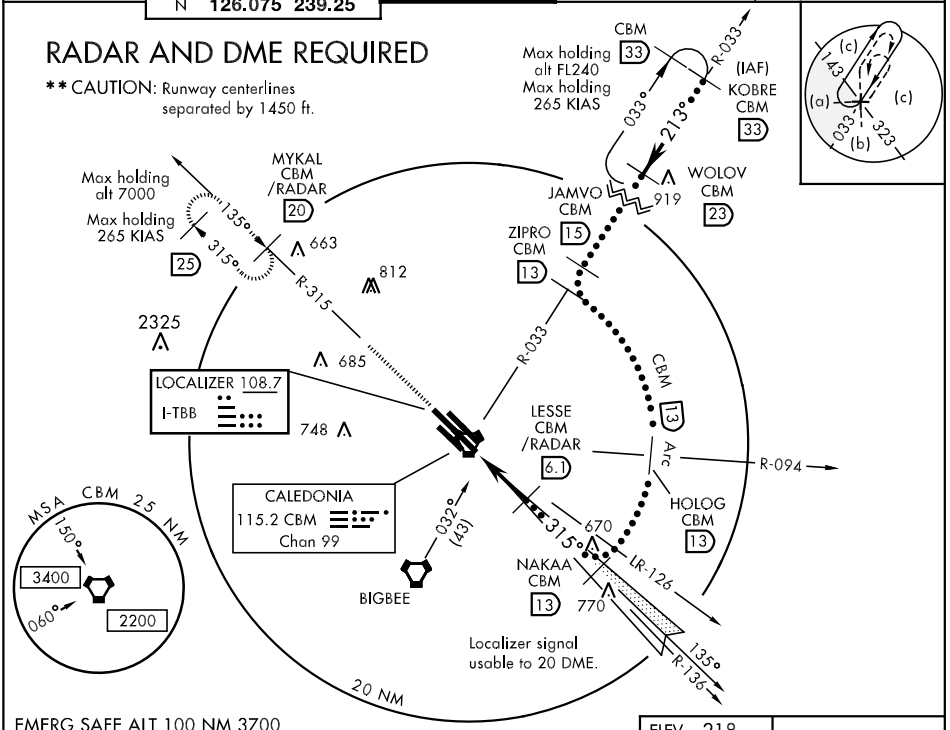
ALSF-1

MISSED APPROACH: Track heading 315° to intercept the CBM R-315 outbound to MYKAL (CBM R-315/20) and hold. Maintain 4000.

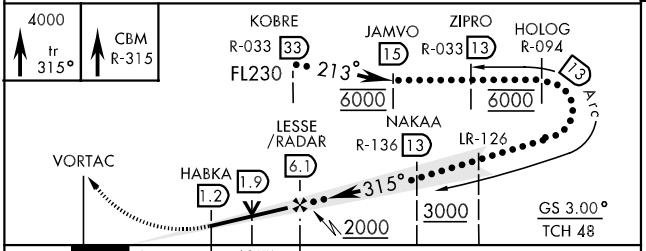
ATIS	COLUMBUS APP CON	COLUMBUS TOWER	GND CON	CLNC DEL
115.2 273.5	SE 132.025 291.65 SW 135.6 323.275 N 126.075 239.25	126.65 379.925	121.9 275.8	269.55

RADAR AND DME REQUIRED

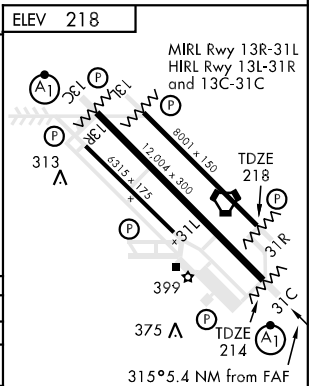
** CAUTION: Runway centerlines separated by 1450 ft.



EMERG SAFE ALT 100 NM 3700



ELEV 218



CATEGORY	C	D	E
S-ILS 31C	414/40	200 (200-¾)	
S-LOC 31C*	640/40 426 (500-¾)		640/50 426 (500-1)
SIDE STEP 31R **	640/60 422 (500-1¼)		640-1½ 422 (500-1½)
CIRCLING	840-1¾ 622 (700-1¾)	840-2 622 (700-2)	1300-3 1082 (1100-3)

FAF to MAP 4.9 NM

Knots	120	140	160	180	200
Min:Sec	2:27	2:06	1:50	1:38	1:28

33°39'N-88°27'W

HI-ILS or LOC/DME RWY 31C

ILS or LOC/DME RWY 13C

LOC I-CBM	APCH CRS	Rwy ldg 12,004 / TDZE 197 / Arpt Elev 218
109.3	135°	AL-91 [USAF]

COLUMBUS AFB (KCBM)

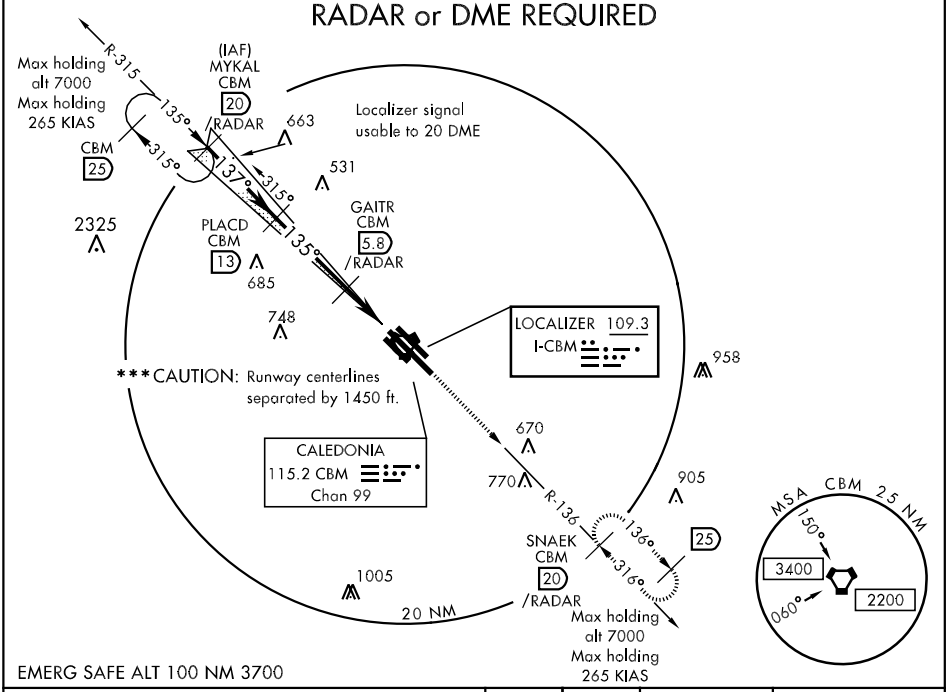
▼*When ALS inop, increase RVR to 40 and vis to ¾ mile.
**When ALS inop increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1½, CAT D vis to 1¾, and CAT E vis to 2 miles.

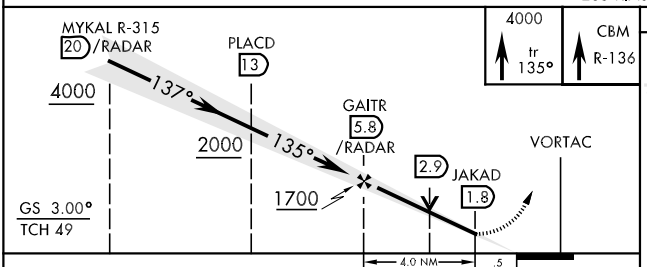
ALSF-1

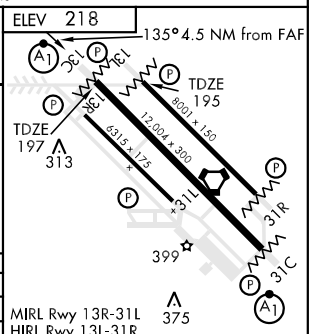
MISSED APPROACH: Track heading 135° to intercept the CBM R-136 outbound to SNAEK (CBM R-136/20) and hold. Maintain 4000.

ATIS	COLUMBUS APP CON	COLUMBUS TOWER	GND CON	CLNC DEL
115.2 273.5	SE 132.025 291.65 SW 135.6 323.275 N 126.075 239.25	126.65 379.925	121.9 275.8	269.55

RADAR or DME REQUIRED







CATEGORY	A		B	C	D	E
S-ILS 13C *	397/24	200	(200-½)	397/40	200 (200-¾)	
S-LOC 13C **	740/40	543	(600-¾)	740/50 543 (600-1)	740/60 543 (600-1¼)	740-1½ 543 (600-1½)
SIDESTEP *** RWY 13L	740/50	545	(600-1)	740-1½ 545 (600-1½)	740-1¾ 545 (600-1¾)	740-2 545 (600-2)
CIRCLING	840-1	622	(700-1)	840-1¾ 622 (700-1¾)	840-2 622 (700-2)	1300-3 1082 (1100-3)

MIRL Rwy 13R-31L
HIRL Rwy 13L-31R
and 13C-31C

FAF to MAP 4.0 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

ILS or LOC/DME RWY 31C

LOC I-TBB	APCH CRS	Rwy ldg 12,004 TDZE 214 Arpt Elev 218
108.7	315°	

AL-91 [USAF]

COLUMBUS AFB (KCBM)

▼* When ALS inop, incr CAT AB RVR to 40 and vis to ¾ mile.
** When ALS inop, incr CAT AB RVR to 50 and vis to 1, CAT CD RVR to 60 and vis to 1¼, and CAT E vis to 1½ miles.

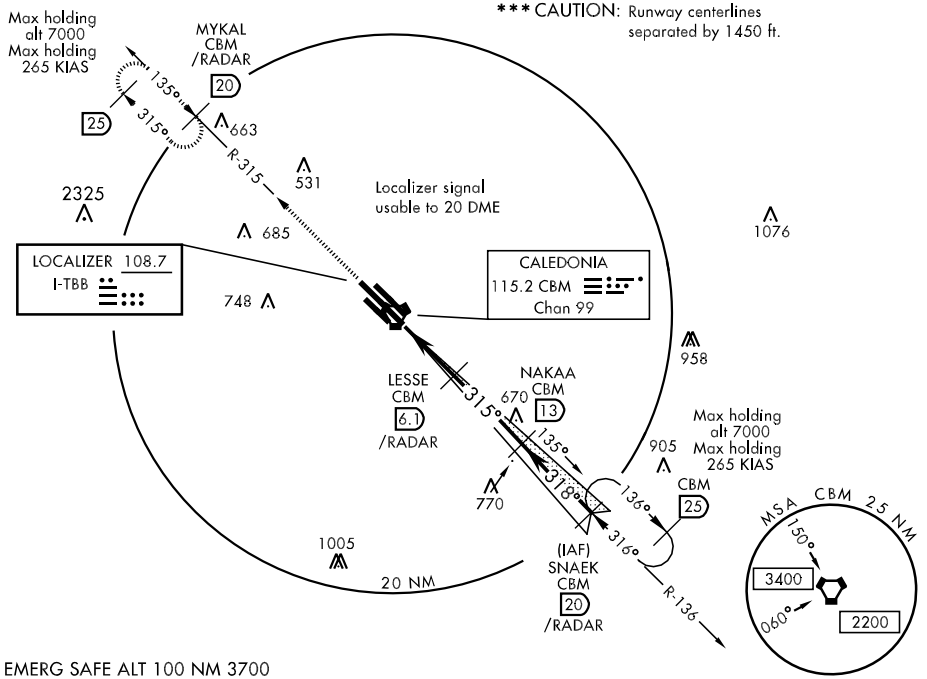
ALSF-1 (A1)

MISSED APPROACH: Track heading 315° to intercept the CBM R-315 outbound to MYKAL (CBM R-315/20) and hold. Maintain 4000.

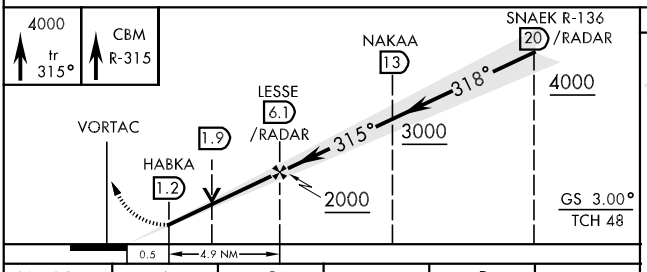
ATIS	COLUMBUS APP CON	COLUMBUS TOWER	GND CON	CLNC DEL
115.2 273.5	SE 132.025 291.65 SW 135.6 323.275 N 126.075 239.25	126.65 379.925	121.9 275.8	269.55

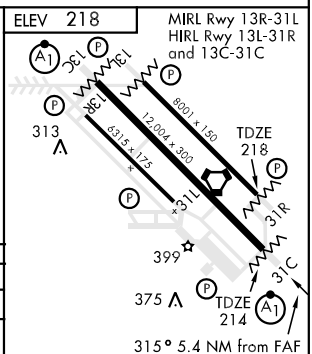
RADAR or DME REQUIRED

*** CAUTION: Runway centerlines separated by 1450 ft.



EMERG SAFE ALT 100 NM 3700





CATEGORY	A	B	C	D	E
S-ILS 31C *	414/24 200 (200-½)		414/40 200 (200-¾)		
S-LOC 31C**	640/24 426 (500-½)		640/40 426 (500-¾)		640/50 426 (500-1)
SIDESTEP *** RWY 31R	640/50 422 (500-1)		640/60 422 (500-1¼)		640-1½ 422 (500-1½)
CIRCLING	840-1 622 (700-1)		840-1¾ 622 (700-1¾)	840-2 622 (700-2)	1300-3 1082 (1100-3)

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

33°39′N-88°27′W

RNAV (GPS) E

APCH CRS	Rwy ldg	NA
090°	TDZE	NA
	Arpt Elev	218

AL-91 [USAF]

COLUMBUS AFB (KCBM)

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 3000 direct JOLLI and hold or as directed by ATC.

ATIS	COLUMBUS APP CON		COLUMBUS TOWER	GND CON	CLNC DEL
115.2 273.5	SE 132.025	291.65	126.65 379.925	121.9 275.8	269.55
	SW 135.6	323.275			
	N 126.075	239.25			

FOR USE BY 14 FTW ACFT ONLY

2310

CALEDONIA
115.2 CBM
Chan 99

775

(IAF) GOMAZ

2000 090° (5)

BABSE

2000 090° (8)

595

749

(FAF) JUPAD

GOVNE

4000

630

5 NM

Max holding alt 7000
Max holding 265 KIAS

049°

229°

JOLLI

803

MSA CBM 2.5 NM
3400

EMERG SAFE ALT 100 NM 3700

RADAR REQUIRED

1005

ELEV 218

352

090° 6.0 NM from FAF

13C 13L 13R 31L 31R 31C

8001 x 150

12,004 x 300

6315 x 175

399

375

MIRL Rwy 13R-31L
HIRL 13L-31R and 13C-31C

3000

JOLLI

GOMAZ

4000

090°

BABSE

2000

JUPAD

2000

GOVNE

2

VORTAC

5.0 NM

1.0 NM

CATEGORY	A	B	C
LNAV/MDA	NOT AUTHORIZED		
CIRCLING	840-1¼ 622 (700-1¼)		840-1¾ 622 (700-1¾)

SC-4, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) F

APCH CRS	Rwy ldg	NA
359°	TDZE	NA
	Arpt Elev	218

AL-91 [USAF]

COLUMBUS AFB (KCBM)

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 3000 direct JOLLI and hold.

ATIS	COLUMBUS APP CON	COLUMBUS TOWER	GND CON	CLNC DEL
115.2 273.5	SE 132.025 291.65 SW 135.6 323.275 N 126.075 239.25	126.65 379.925	121.9 275.8	269.55

CALEDONIA
115.2 CBM
Chan 99

FOR USE BY 14 FTW ACFT ONLY

RADAR REQUIRED

748

605

HILUN

236°

649

RUDBE

630

5NM

Max holding alt 7000
Max holding 265 KIAS

039°

219°

JOLLI

(FAF)
WESIS

371

2000

359°

(8)

803

MSA CBM 25 NM

3400

585

CUDEN

1005

522

3000

359°

(5)

4000

(IAF)
BALDD

EMERG SAFE ALT 100 NM 3700

570

ELEV 218

352

13C 13L 13R 31L 31R 31C

8001 x 150

12,004 x 300

6315 x 175

399

375

MIRL Rwy 13R-31L
HIRL 13L-31R
and 13C-31C

359°6.5 NM from FAF

3000

JOLLI

BALDD

CUDEN

359°

4000

3000

WESIS

VORTAC

RUDBE

HILUN

2000

1600

1.5

2.7 NM

2.3 NM

CATEGORY	A	B	C
CIRCLING	840-1¾	622	(700-1¾)

SC-4, 08 APR 2010 to 06 MAY 2010

33° 39'N-88° 27'W

RNAV (GPS) RWY 13C

APCH CRS	Rwy ldg	12,004
135°	TDZE	197
	Arpt Elev	218

AL-91 [USAF]

COLUMBUS AFB (KCBM)

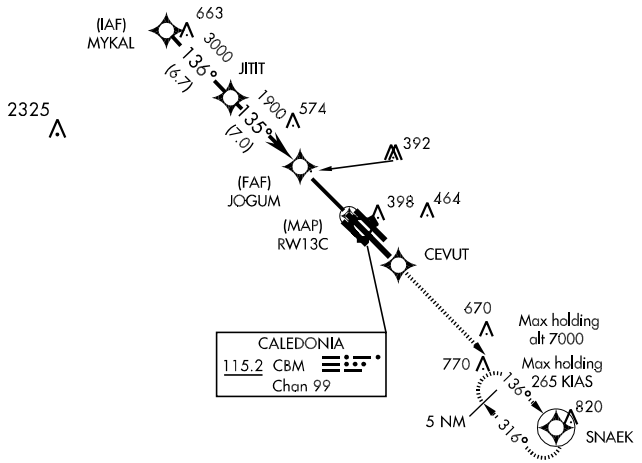
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.

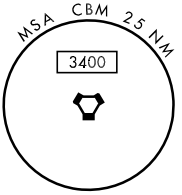
ALSF-1

MISSED APPROACH: Climb to 4000 direct CEVUT, direct SNAEK and hold as published.

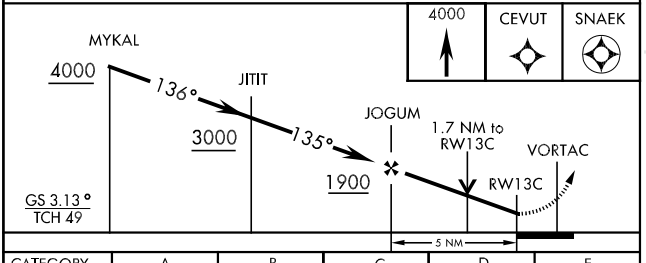
ATIS	COLUMBUS APP CON	COLUMBUS TOWER	GND CON	CLNC DEL
115.2 273.5	SE 132.025 291.65 SW 135.6 323.275 N 126.075 239.25	126.65 379.925	121.9 275.8	269.55

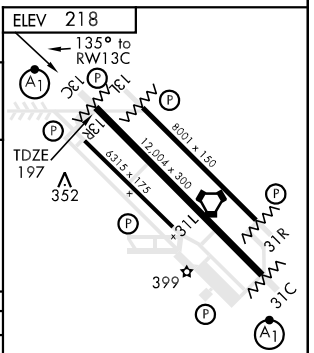
DME/DME RNP-0.3 NA





EMERG SAFE ALT 100 NM 3700





CATEGORY	A	B	C	D	E
LNAV MDA *	780/40 583 (600-¾)		780/50 583 (600-1)	780/60 583 (600-1¼)	780-1½ 583 (600-1½)
CIRCLING	840-1 622 (700-1)		840-1¾ 622 (700-1¾)	840-2 622 (700-2)	1300-3 1082 (1100-3)

MIRL Rwy 13R-31L
HIRL Rwy 13L-31R and 13C-31C

RNAV (GPS) RWY 31C

APCH CRS	Rwy ldg	12,004
315°	TDZE	214
	Arpt Elev	218

AL-91 [USAF]

COLUMBUS AFB (KCBM)

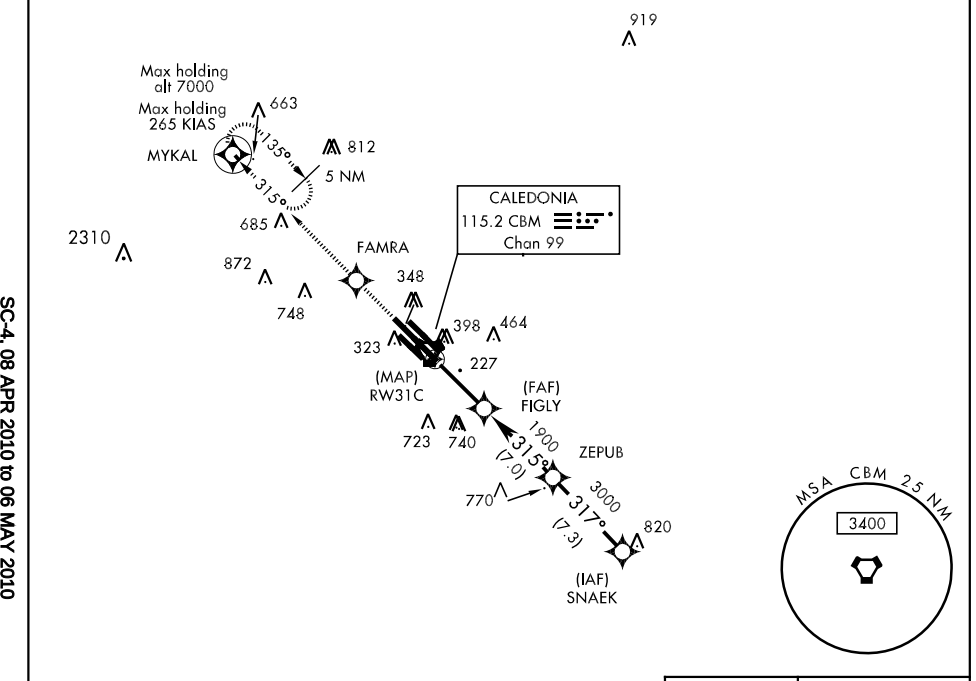
▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1, CAT C vis to 1½, CAT D vis to 1¾, and CAT E vis to 2 miles.

ALSF-1

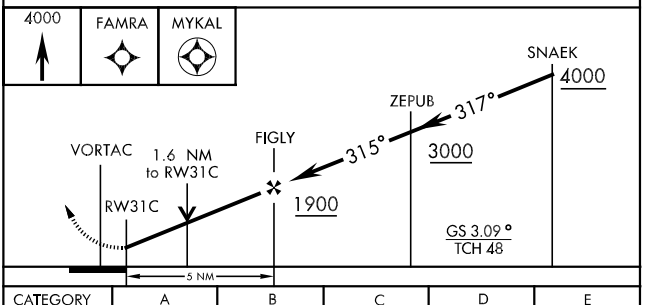
MISSED APPROACH: Climb to 4000 direct FAMRA, direct MYKAL and hold as published.

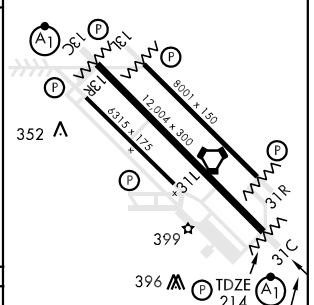
ATIS	COLUMBUS APP CON	COLUMBUS TOWER	GND CON	CLNC DEL
115.2 273.5	SE 132.025 291.65 SW 135.6 323.275 N 126.075 239.25	126.65 379.925	121.9 275.8	269.55

DME/DME RNP-0.3 NA



EMERG SAFE ALT 100 NM 3700





CATEGORY	A	B	C	D	E
LNAV MDA *	780/24 566 (600-½)		780/50 566 (600-1)	780/60 566 (600-1¼)	780-1½ 566 (600-1½)
CIRCLING	840-1 622 (700-1)		840-1¾ 622 (700-1¾)	840-2 622 (700-2)	1300-3 1082 (1100-3)

MIRL Rwy 13R-31L
HIRL Rwy 13L-31R and 13C-31C

VOR/DME A

VORTAC CBM 115.2 Chan 99	APCH CRS 090°	Rwy ldg NA TDZE NA Arpt Elev 218	AL-91 [USAF]	COLUMBUS AFB (KCBM)

MISSED APPROACH: Climbing right turn to 3000 direct JOLLI and hold or as directed by ATC.

ATIS	COLUMBUS APP CON	COLUMBUS TOWER	GND CON	CLNC DEL
115.2 273.5	SE 132.025 291.65 SW 135.6 323.275 N 126.075 239.25	126.65 379.925	121.9 275.8	269.55

FOR USE BY 14 FTW ACFT ONLY

2310

CALEDONIA 115.2 CBM Chan 99

(IAF) GOMAZ CBM 20

775

BABSE CBM 15

JUPAD CBM 7

749

398

4000

R-270 090° 090°

270° Max holding alt 7000 Max holding 265 KIAS

CBM 25

TURUE

595

LR-262

3000

WODID

R-247

CBM 15 Arc

4000

10 NM

4000

(IAF) JOLLI CBM 15

803 776

044°

224°

R-224

Max holding alt 7000 Max holding 265 KIAS

CBM 20

MSA CBM 2.5 NM

150°

3400

060°

2200

RADAR REQUIRED

EMERG SAFE ALT 100 NM 3700

ELEV 218

352

090° 6 NM from FAF

8001 x 150

12,004 x 300

6315 x 175

31L

31R

399

375

31C

MIRL Rwy 13R-31L
HIRL Rwy 13L-31R and 13C-31C

3000

JOLLI CBM 15

JOLLI 15

WODID CBM R-247

TURUE CBM R-262

BABSE 15

JUPAD 7

4000 4000 3000 2000 090° 2000

Arc 15

GOVNE 2

VORTAC

5 NM 1 NM

CATEGORY	A	B	C
S-13R	NOT AUTHORIZED		
CIRCLING	840-1¼ 622 (700-1¼)		840-1¾ 622 (700-1¾)

SC-4, 08 APR 2010 to 06 MAY 2010

VOR/DME B

VORTAC CBM 115.2 Chan 99	APCH CRS 359°	Rwy ldg NA TDZE NA Arpt Elev 218

AL-91 [USAF]

COLUMBUS AFB (KCBM)

MISSED APPROACH: Climbing left turn to 3000 direct JOLLI and hold.

ATIS	COLUMBUS APP CON	COLUMBUS TOWER	GND CON	CLNC DEL
115.2 273.5	SE 132.025 291.65 SW 135.6 323.275 N 126.075 239.25	126.65 379.925	121.9 275.8	269.55

FOR USE BY 14 FTW ACFT ONLY

CALEDONIA 115.2 CBM Chan 99

RUDBE CBM 4.7

WESIS CBM 7

10 NM

(IAF) JOLLI CBM 4000 15

Max holding alt 7000
Max holding 265 KIAS

R-224 R-205 LR 187

CUDEN CBM 15

WIBER CBM 15

WELTO CBM 15

(IAF) BALDD CBM 20 4000

Max holding alt 7000
Max holding 265 KIAS

CBM 20

MSA CBM 2.5 NM
150°
3400
060°
2200

RADAR REQUIRED

CBM 25

EMERG SAFE ALT 100 NM 3700

ELEV 218

MIRL Rwy 13R-31L
HIRL Rwy 13L-31R
and 13C-31C

8001 x 150
12,004 x 300
6315 x 175

3000 JOLLI CBM 15

VORTAC HILUN 2 RUDBE 4.7 WESIS 7 CUDEN 15 WELTO CBM R-187 WIBER CBM R-205 JOLLI 15

1500 2000 3000 3000 Arc 15 4000 4000

1.5 5 NM

CATEGORY	A	B	C
CIRCLING	840-1¾	622	(700-1¾)

359°6.5 NM from FAF

SC-4, 08 APR 2010 to 06 MAY 2010

COLUMBUS, MISSISSIPPI

VOR/DME or TACAN RWY 13C

VORTAC CBM	APCH CRS	Rwy ldg 12,004
115.2	133°	TDZE 197
Chan 99		Arpt Elev 218

AL-91 [USAF]

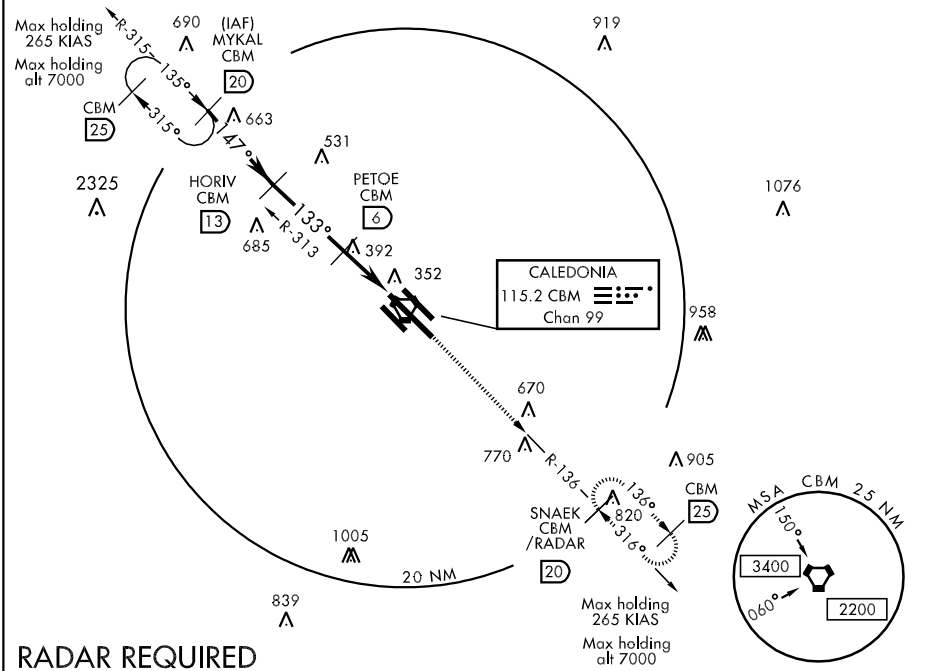
COLUMBUS AFB (KCBM)

*When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.

ALSF-1

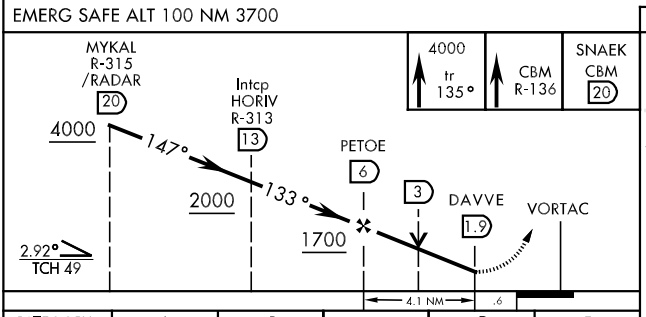
MISSED APPROACH: Track heading 135° to intercept the CBM R-136 outbound to SNAEK (CBM R-136/20) and hold. Maintain 4000.

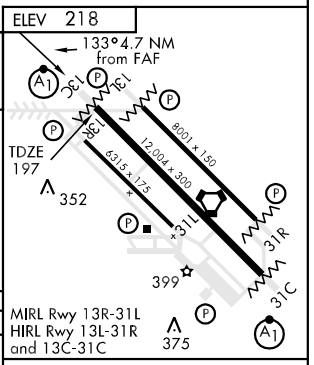
ATIS	COLUMBUS APP CON		COLUMBUS TOWER	GND CON	CLNC DEL
115.2 273.5	SE 132.025	291.65	126.65 379.925	121.9 275.8	269.55
	SW 135.6	323.275			
	N 126.075	239.25			



RADAR REQUIRED

EMERG SAFE ALT 100 NM 3700





CATEGORY	A	B	C	D	E
S-13C *	780/40	583 (600-¾)	780/50 583 (600-1)	780/60 583 (600-1¼)	780-1½ 583 (600-1½)
CIRCLING	840-1	622 (700-1)	840-1¾ 622 (700-1¾)	840-2 622 (700-2)	1300-3 1082 (1100-3)

FAF to MAP 4.1 NM

Knots	60	90	120	150	180	200
Min:Sec	4:06	2:44	2:03	1:38	1:22	1:14

SC-4, 08 APR 2010 to 06 MAY 2010

COLUMBUS, MISSISSIPPI
Amdt 5 08269

33°39′N-88°27′W

COLUMBUS AFB (KCBM)

VOR/DME or TACAN RWY 13C

VOR/DME or TACAN RWY 13L

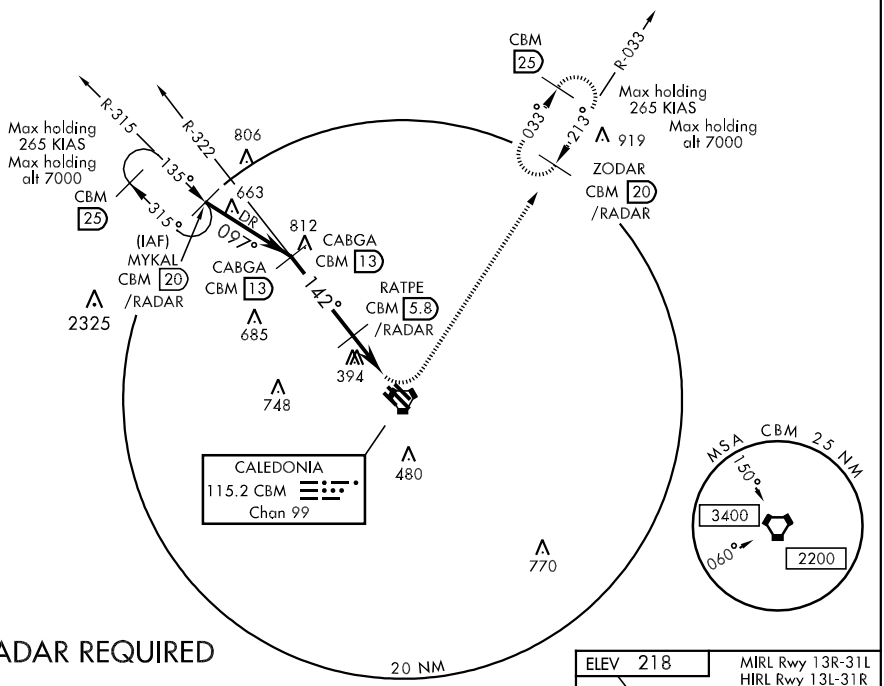
VORTAC CBM	APCH CRS	Rwy ldg 8001
115.2	142°	TDZE 195
Chan 99		Arpt Elev 218

AL-91 [USAF]

COLUMBUS AFB (KCBM)

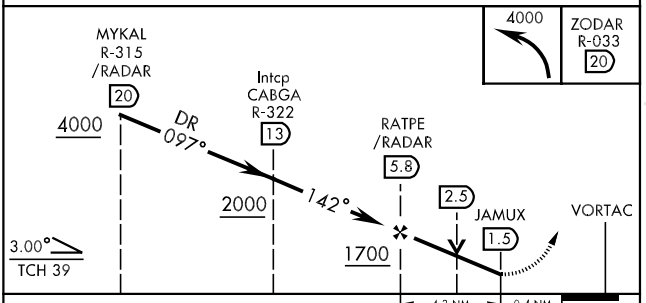
MISSED APPROACH: Climbing left turn to 4000 direct ZODAR and hold or as directed by ATC.

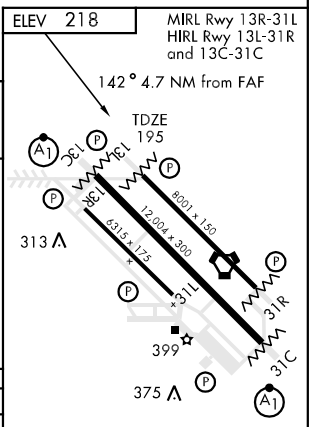
ATIS	COLUMBUS APP CON	COLUMBUS TOWER	GND CON	CLNC DEL
115.2 273.5	SE 132.025 291.65 SW 135.6 323.275 N 126.075 239.25	126.65 379.925	121.9 275.8	269.55



RADAR REQUIRED

EMERG SAFE ALT 100 NM 3700





CATEGORY	A	B	C	D	E
S-13L	700/50 505 (500-1)		700-1½ 505 (500- 1½)		700-1¾ 505 (500-1¾)
CIRCLING	840-1 622 (700-1)		840-1¾ 622 (700-1¾)	840-2 622 (700-2)	1300-3 1081 (1100-3)

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

VOR/DME or TACAN RWY 31C

VORTAC CBM 115.2 Chan 99	APCH CRS 317°	Rwy ldg 12,004 TDZE 214 Arpt Elev 218

AL-91 [USAF]

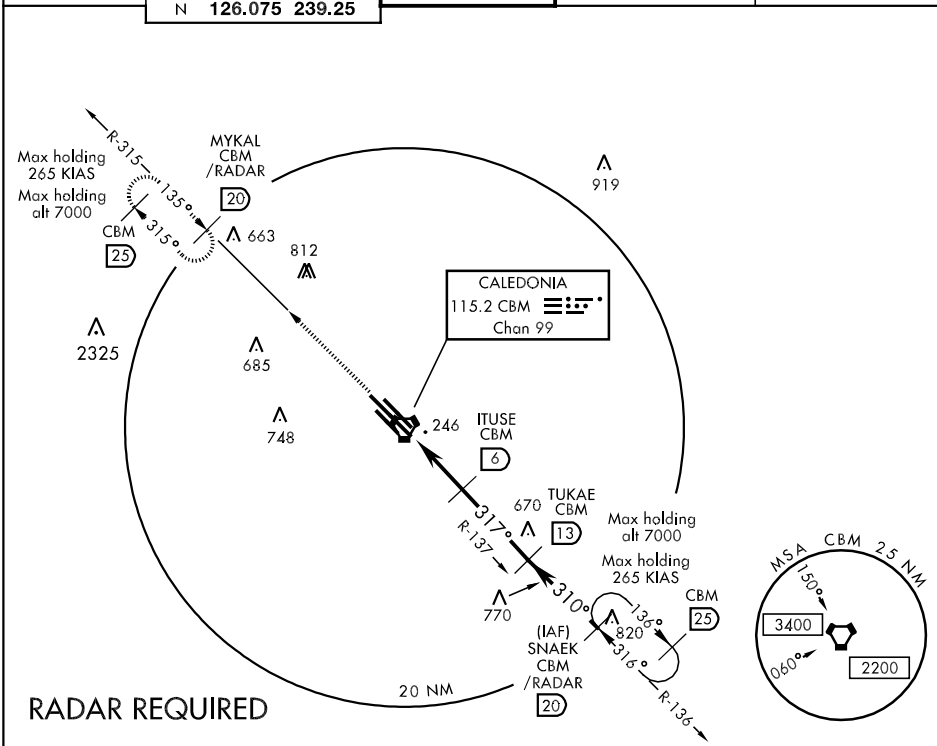
COLUMBUS AFB (KCBM)

* When ALS inop, increase CAT AB RVR to 50 and vis to 1, CAT C RVR to 60 and vis to 1¼, CAT DE vis to 1½ miles.

ALSF-1

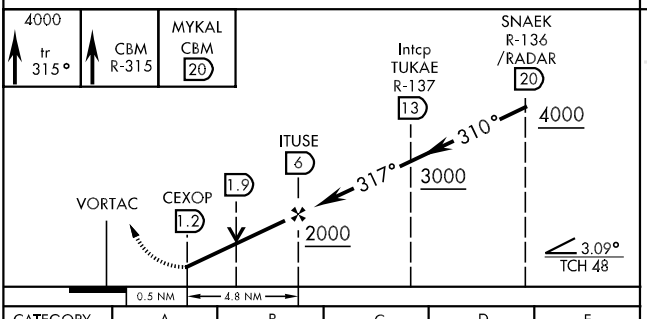
MISSED APPROACH: Track heading 315° to intercept the CBM R-315 outbound to MYKAL (CBM R-315/20) and hold. Maintain 4000.

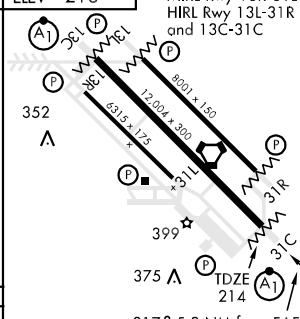
ATIS	COLUMBUS APP CON	COLUMBUS TOWER	GND CON	CLNC DEL
115.2 273.5	SE 132.025 291.65 SW 135.6 323.275 N 126.075 239.25	126.65 379.925	121.9 275.8	269.55



RADAR REQUIRED

EMERG SAFE ALT 100 NM 3700





CATEGORY	A	B	C	D	E
S-31C *	660/24 446 (500-½)		660/40 446 (500-¾)	660/50 446 (500-1)	
CIRCLING	840-1 622 (700-1)		840-1¾ 622 (700-1¾)	840-2 622 (700-2)	1300-3 1082 (1100-3)

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

VOR/DME or TACAN RWY 31R

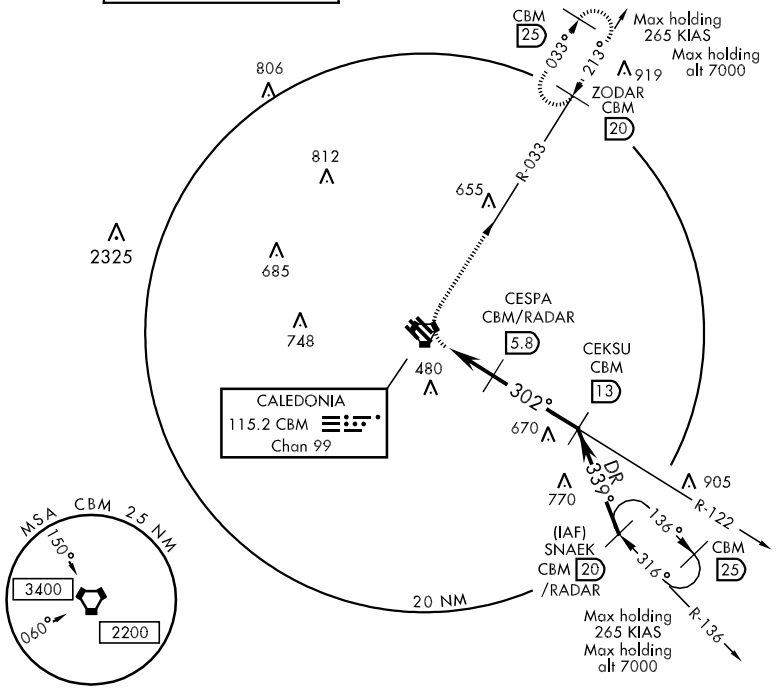
VORTAC CBM	APCH CRS	Rwy Idg	8001
115.2	302°	TDZE	218
Chan 99		Arpt Elev	218

AL-91 [USAF]

COLUMBUS AFB (KCBM)

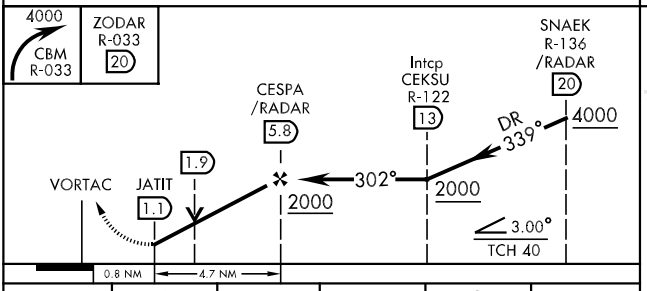
MISSED APPROACH: Climbing right turn to 4000. Intercept CBM R-033 direct ZODAR and hold or as directed by ATC.

ATIS	COLUMBUS APP CON	COLUMBUS TOWER	GND CON	CLNC DEL
115.2 273.5	SE 132.025 291.65 SW 135.6 323.275 N 126.075 239.25	126.65 379.925	121.9 275.8	269.55



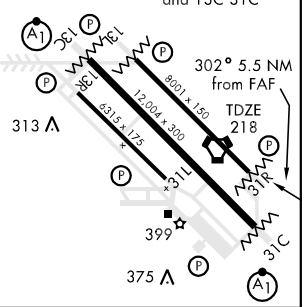
RADAR REQUIRED

EMERG SAFE ALT 100 NM 3700



ELEV 218

MIRL Rwy 13R-31L
HIRL Rwy 13L-31R and 13C-31C



CATEGORY	A	B	C	D	E
S-31R	780/50 562 (600-1)		780-1½ 562 (600-1½)	780-1¾ 562 (600-1¾)	780-2 562 (600-2)
CIRCLING	840-1 622 (700-1)		840-1¾ 622 (700-1¾)	840-2 622 (700-2)	1300-3 1081 (1100-3)

FAF to MAP 4.7 NM

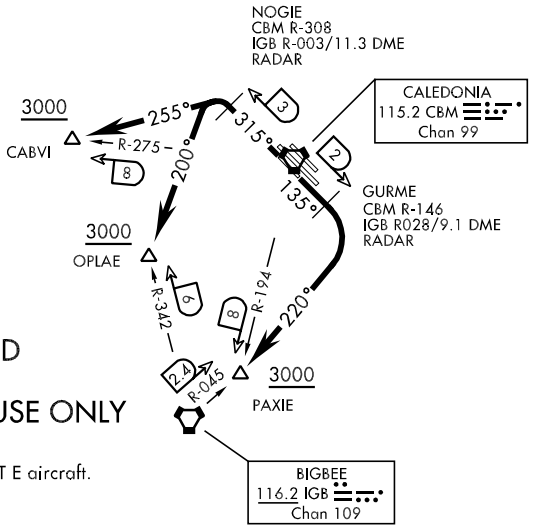
Knots	60	90	120	150	180	200
Min:Sec	4:42	3:08	2:21	1:53	1:34	1:25

ATIS 115.2 273.5
CLNC DEL
126.25 269.55
GND CON
121.9 275.8
COLUMBUS TOWER
126.65 379.925
COLUMBUS DEP CON
132.025 291.65

978

Rwy		Knots	60	120	180	240	300	360
13R	ⓐ	V/V(fpm)	340	680	1010	1350	1680	2020
31L	ⓑ	V/V(fpm)	400	800	1200	1600	2000	2400

ATC Climb Rate
ⓐ to PAXIE or 3000
ⓑ to CABVI / OPLAE or 3000



RADAR REQUIRED

14 FTW AIRCRAFT USE ONLY

Procedure not authorized for CAT E aircraft.

Rwy 13R: Do not exceed 220 KIAS until PAXIE
Rwy 31L: Do not exceed 220 KIAS until CABVI / OPLAE

DEPARTURE ROUTE DESCRIPTION
(BIGBEE)

TAKE-OFF RWY 13R: Cross DER at least 35′ AGL/229 MSL. Climb on track 135° to GURME (IGB VORTAC R-028/9.1 DME) then turn right heading 220° to PAXIE (IGB R-045/2.4 DME). Cross PAXIE at or above 3000, then via assigned route or ATC instructions.

TAKE-OFF RWY 31L: Cross DER at least 35′ AGL/225 MSL. Climb on track 315° to NOGIE (IGB VORTAC R-003/11.3 DME) then turn left heading 200° to OPLAE (IGB R-342/6 DME). Cross OPLAE at or above 3000, then via assigned route or ATC instructions..

DEPARTURE ROUTE DESCRIPTION
(CALEDONIA)

TAKE-OFF RWY 13R: Cross DER at least 35′ AGL/229 MSL. Climb on track 135° to GURME (CBM VORTAC R-146/2 DME) then turn right heading 220° to PAXIE (CBM R-194/8 DME). Cross PAXIE at or above 3000, then via assigned route or ATC instructions.

TAKE-OFF RWY 31L: Cross DER at least 35′ AGL/225 MSL. Climb on track 315° to NOGIE (CBM VORTAC R-308/3 DME) then turn left heading 255° to CABVI (CBM R-275/8 DME). Cross CABVI at or above 3000, then via assigned route or ATC instructions..

SC-4, 08 APR 2010 to 06 MAY 2010

VORTAC IGB 116.2 Chan 109	APP CRS 097°	Rwy Idg N/A TDZE N/A Apt Elev 188

VOR or GPS-A

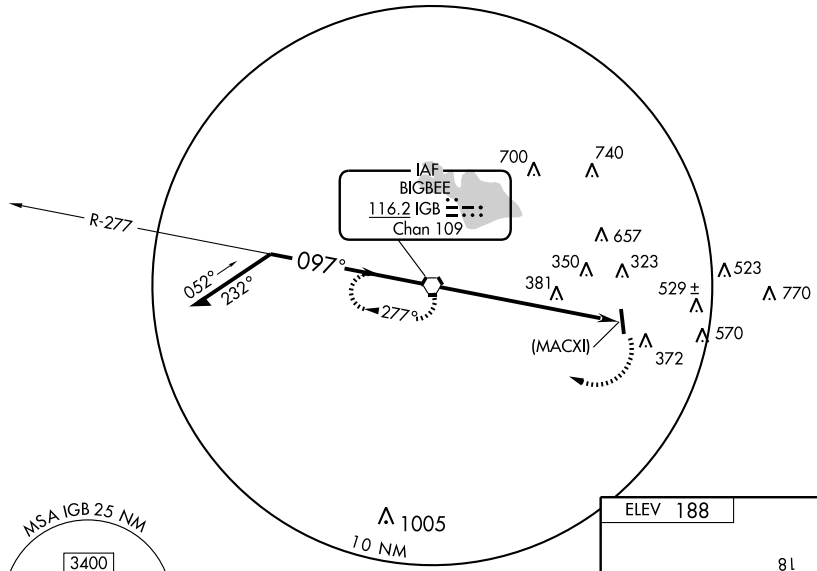
COLUMBUS-LOWNDES COUNTY (UBS)

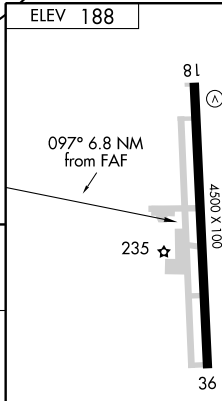
Use Columbus AFB altimeter setting.

NA

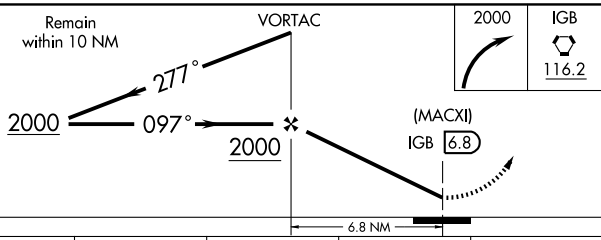
MISSED APPROACH: Climbing right turn to 2000 direct IGB VORTAC and hold.

COLUMBUS APP CON ★	UNICOM
135.6 323.275	122.8 (CTAF) L





MIRL Rwy 18-36 L



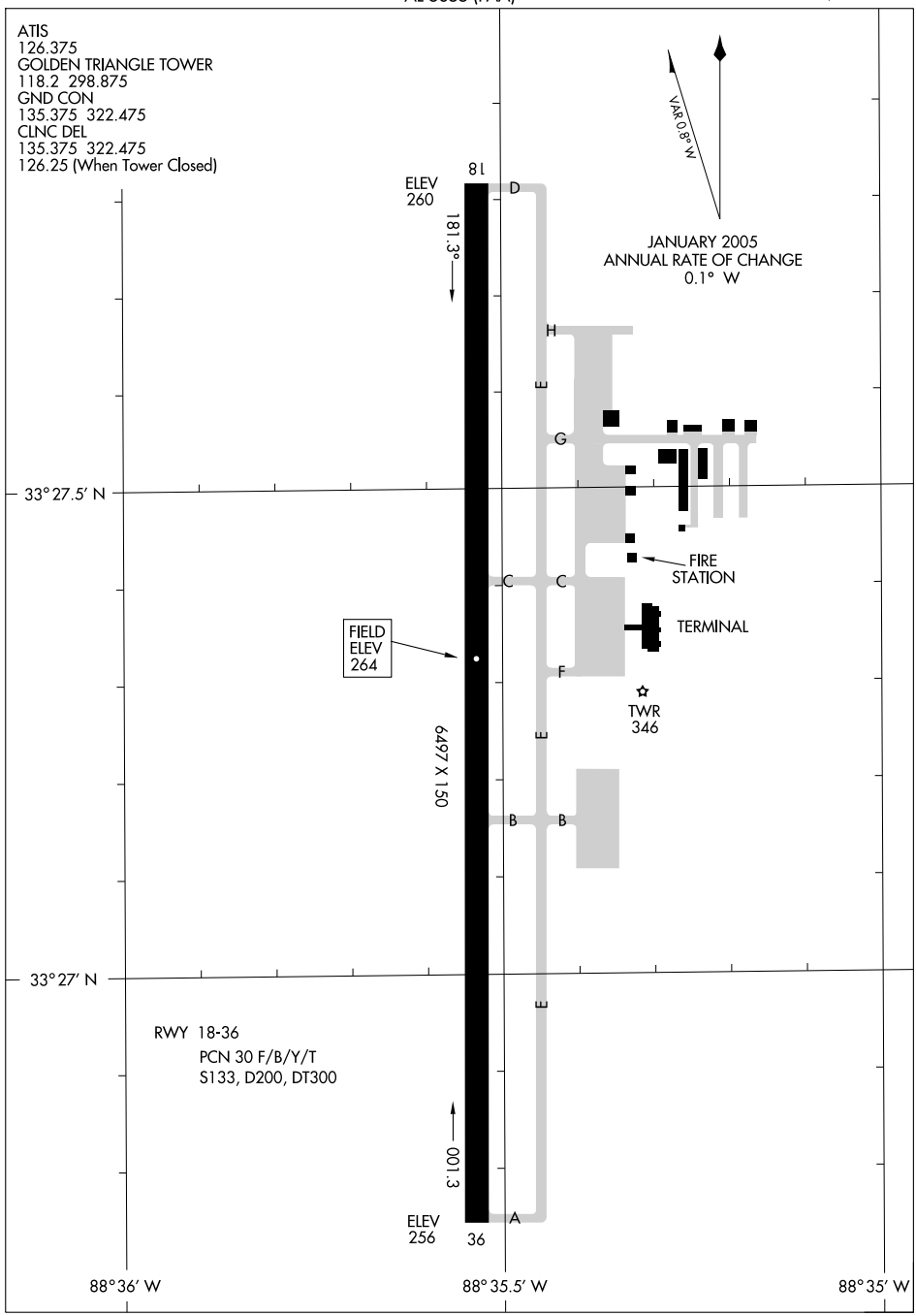
CATEGORY	A	B	C	D
CIRCLING	720-1 532 (600-1)		840-1¾ 652 (700-1¾)	840-2 652 (700-2)

FAF to MAP 6.8 NM					
Knots	60	90	120	150	180
Min:Sec	6:48	4:32	3:24	2:43	2:16

SC-4, 08 APR 2010 to 06 MAY 2010

AIRPORT DIAGRAM

COLUMBUS/GOLDEN TRIANGLE RGNL (GTR)
COLUMBUS-WESTPOINT-STARKVILLE, MISSISSIPPI
AL-5855 (FAA)



SC-4, 08 APR 2010 to 06 MAY 2010

LOC I-GTR	APP CRS	Rwy Idg	6497
110.7	179°	TDZE	264
		Apt Elev	264

ILS or LOC RWY 18

COLUMBUS/ GOLDEN TRIANGLE RGNL (GTR)

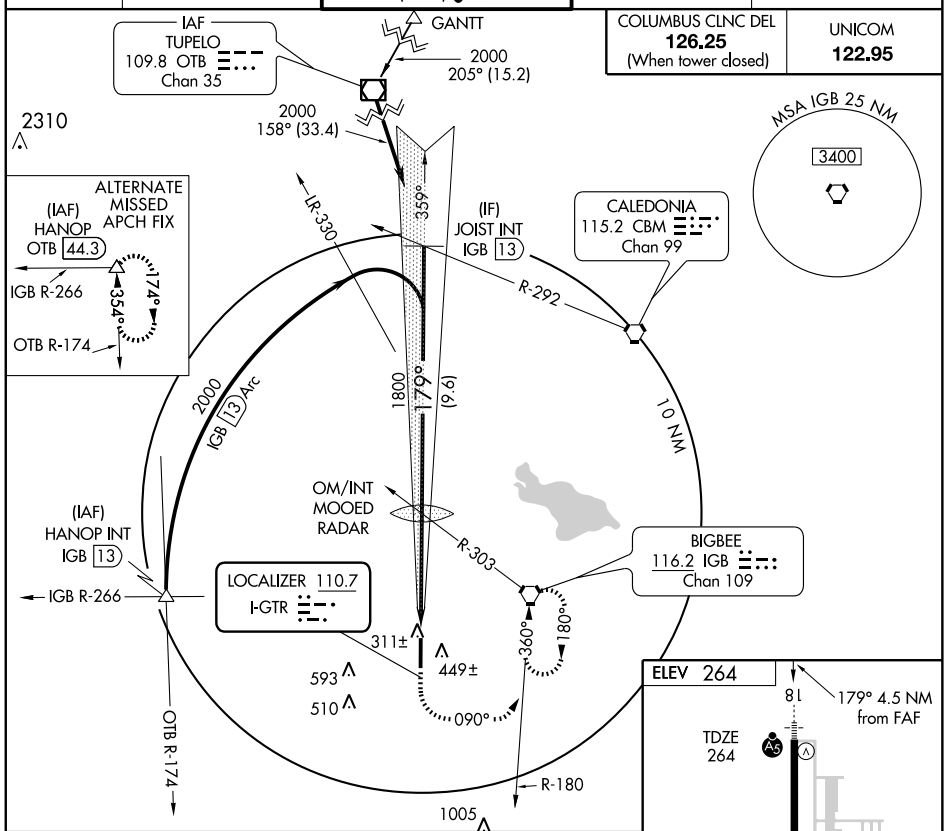
If local altimeter setting not received, use Tupelo Rgnl altimeter setting and increase DA to 590 feet and all MDAs 140 feet.

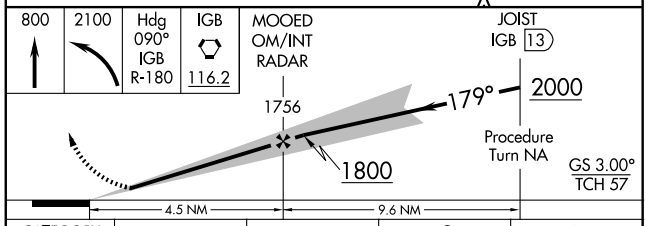
MALSR

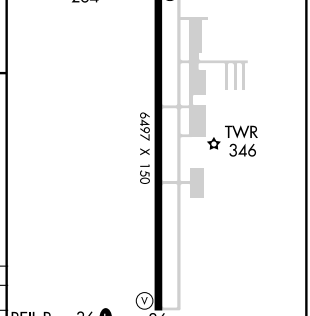
MISSED APPROACH: Climb to 800 then climbing left turn to 2100 via Heading 090° and IGB R-180 to IGB VORTAC and hold.

ATIS	COLUMBUS APP CON ★	GOLDEN TRIANGLE TOWER ★	GND CON	CLNC DEL
126.375	135.6 323.275	118.2 (CTAF) L 298.875	135.375 322.475	135.375 322.475

COLUMBUS CLNC DEL 126.25 (When tower closed) | UNICOM 122.95







REIL Rwy 36 L
HIRL Rwy 18-36 L

CATEGORY	A	B	C	D
S-ILS 18	464-½ 200 (200-½)			
S-LOC 18	640-½ 376 (400-½)			640-¾ 376 (400-¾)
CIRCLING	760-1 496 (500-1)		760-1½ 496 (500-1½)	820-2 556 (600-2)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SC-4, 08 APR 2010 to 06 MAY 2010

WAAS CH 63203 W18A	APP CRS 179°	Rwy Idg 6497 / TDZE 264 / Apt Elev 264

RNAV (GPS) RWY 18

COLUMBUS/ GOLDEN TRIANGLE RGNL (GTR)

For inoperative MALSR, increase LNAV Cat D visibility to 1¼. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP -0.3 NA.

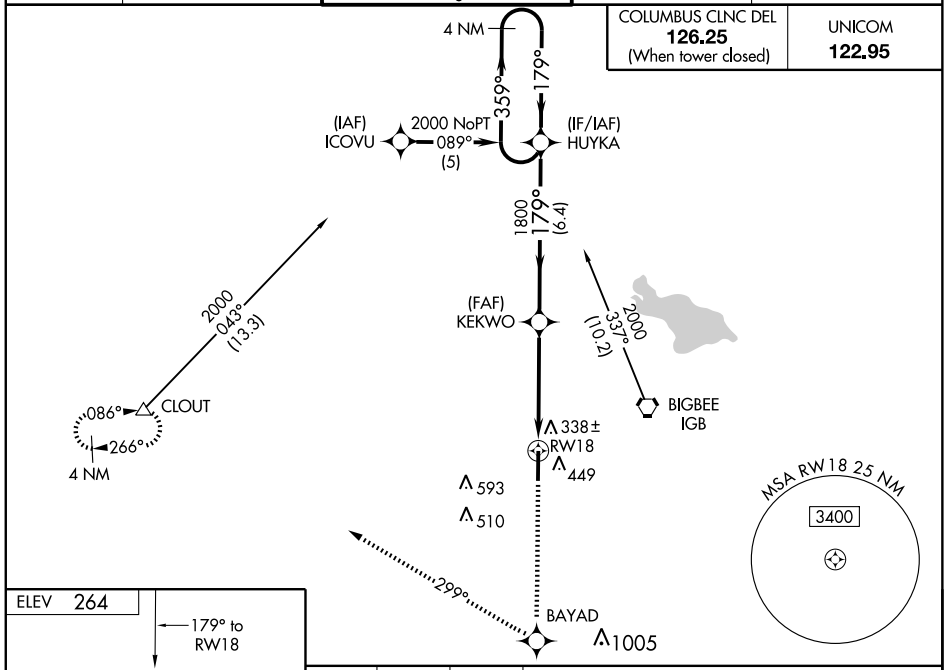
Baro-VNAV and VDP NA when using Tupelo Rgnl altimeter setting. When local altimeter setting not received, use Tupelo Regional altimeter setting and increase all DA/MDA 140 feet; LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ½ mile all Cats, LNAV Cat C visibility ½ mile, LNAV Cat D visibility ¼ mile and Circling Cat C and D visibility ¼ mile. For inoperative MALSR, when using Tupelo Rgnl altimeter setting, increase LPV all Cats visibility to 1¼ mile.

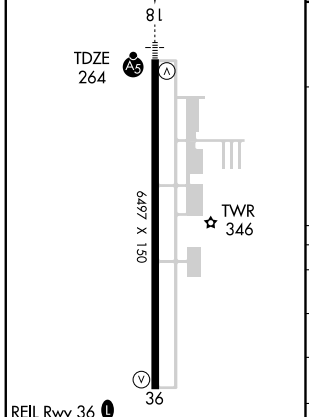
MALSR

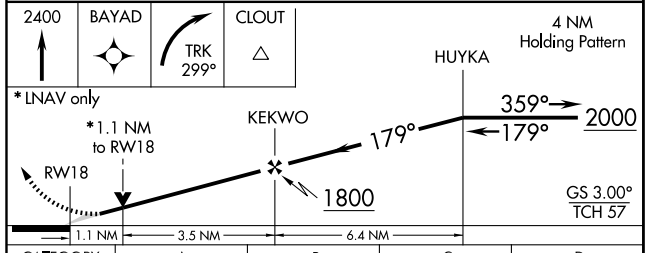
MISSED APPROACH: Climb to 2400 direct BAYAD and right turn via 299° track to CLOUT and hold.

ATIS	COLUMBUS APP CON★	GOLDEN TRIANGLE TOWER★	GND CON	CLNC DEL
126.375	135.6 323.275	118.2 (CTAF) L 298.875	135.375 322.475	135.375 322.475

COLUMBUS CLNC DEL	UNICOM
126.25 (When tower closed)	122.95







CATEGORY	A	B	C	D
LPV DA	514-½ 250 (300-½)			
LNAV/ VNAV DA	667-1 403 (500-1)			
LNAV MDA	660-½ 396 (400-½)			660-1 396 (400-1)
CIRCLING	760-1 496 (500-1)		760-1½ 496 (500-1½)	820-2 556 (600-2)

SC-4, 08 APR 2010 to 06 MAY 2010

WAAS CH 99600 W36A	APP CRS 359°	Rwy Idg 6497 TDZE 264 Apt Elev 264

RNAV (GPS) RWY 36

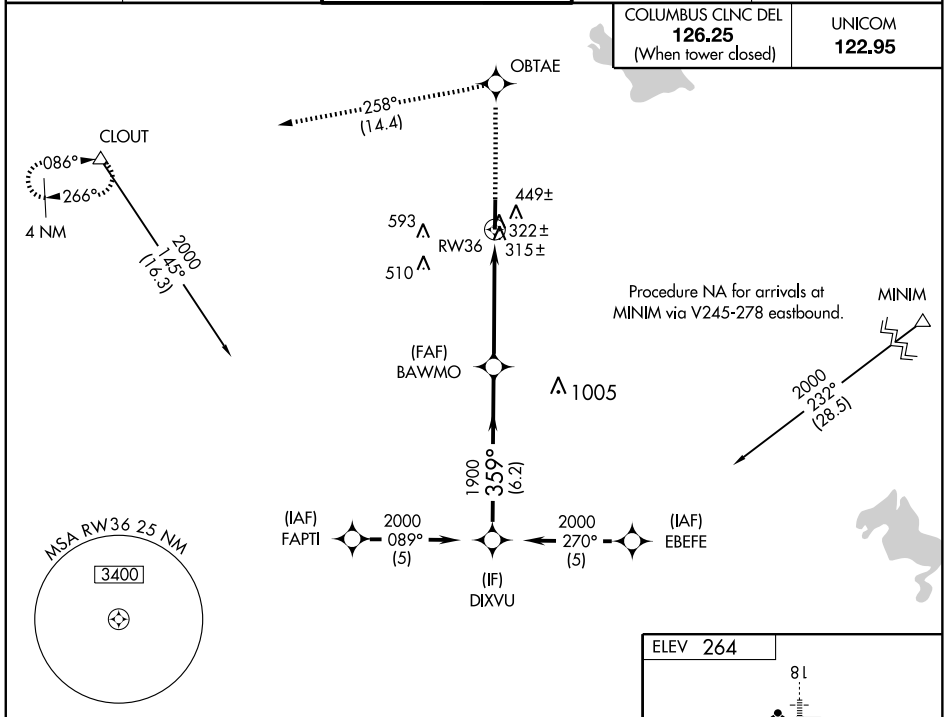
COLUMBUS/ GOLDEN TRIANGLE RGNL (GTR)

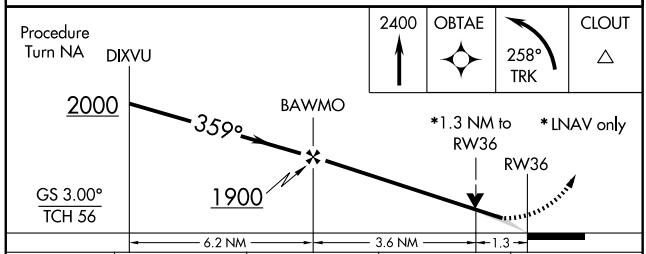
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Columbus AFB altimeter setting and increase all DAs/MDAs 40 feet. Baro-VNAV and VDP NA when using Columbus AFB altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F).

MISSED APPROACH: Climb to 2400 direct OBTAE and left turn via 258° track to CLOUT and hold.

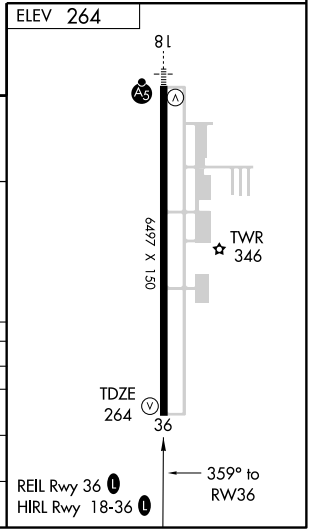
ATIS	COLUMBUS APP CON★	GOLDEN TRIANGLE TOWER★	GND CON	CLNC DEL
126.375	135.6 323.275	118.2 (CTAF) L 298.875	135.375 322.475	135.375 322.475

COLUMBUS CLNC DEL	UNICOM
126.25 (When tower closed)	122.95





CATEGORY	A	B	C	D
LPV DA	518-¾ 254 (300-¾)			
LNAV/ VNAV DA	616-1¼ 352 (400-1¼)			
LNAV MDA	720-1 456 (500-1)		720-1¼ 456 (500-1¼)	720-1½ 456 (500-1½)
CIRCLING	800-1¼ 536 (600-1¼)		800-1½ 536 (600-1½)	820-2 556 (600-2)



SC-4, 08 APR 2010 to 06 MAY 2010

LOC I-UUR	APP CRS	Rwy Idg	6500
111.1	176°	TDZE	414
		Apt Elev	425

ILS or LOC RWY 18

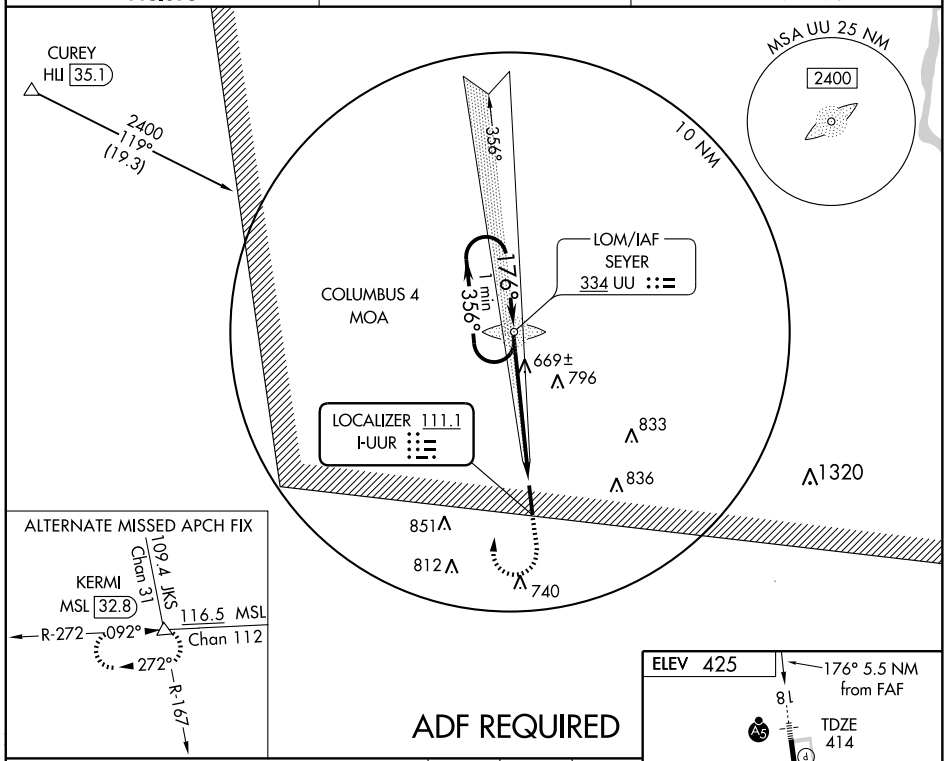
CORINTH/ROSCOE TURNER (CRX)

When local altimeter setting not received, use Selmer altimeter setting and increase S-ILS 18 DA to 682, and all MDAs 80 feet; increase S-LOC 18 Cat D visibility ¼ mile. For inoperative MALSR when using Selmer altimeter setting increase S-ILS 18 all Cats visibility to 1 mile. ADF required.

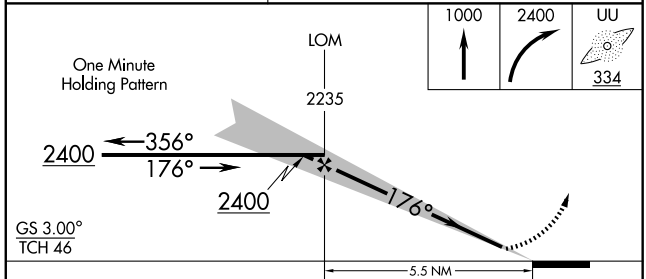
MALSR

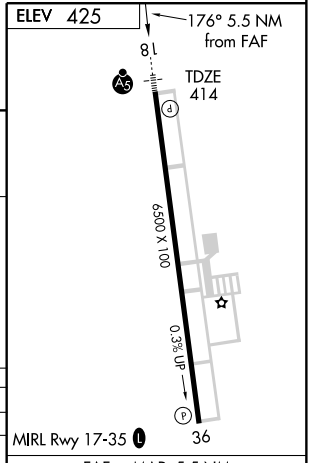
MISSED APPROACH: Climb to 1000 then climbing right turn to 2400 direct UU LOM and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.675	135.9 273.55	122.8 (CTAF)



ADF REQUIRED





CATEGORY	A	B	C	D
S-ILS 18	614-½ 200 (200-½)			
S-LOC 18	920-½ 506 (500-½)		920-1 506 (500-1)	
CIRCLING	920-1 495 (500-1)		920-1½ 495 (500-1½)	980-2 555 (600-2)

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SC-4, 08 APR 2010 to 06 MAY 2010

WAAS Chan **72806** **W18A**	APP CRS **176°**	Rwy Idg **6500** TDZE **414** Apt Elev **425**

RNAV (GPS) RWY 18

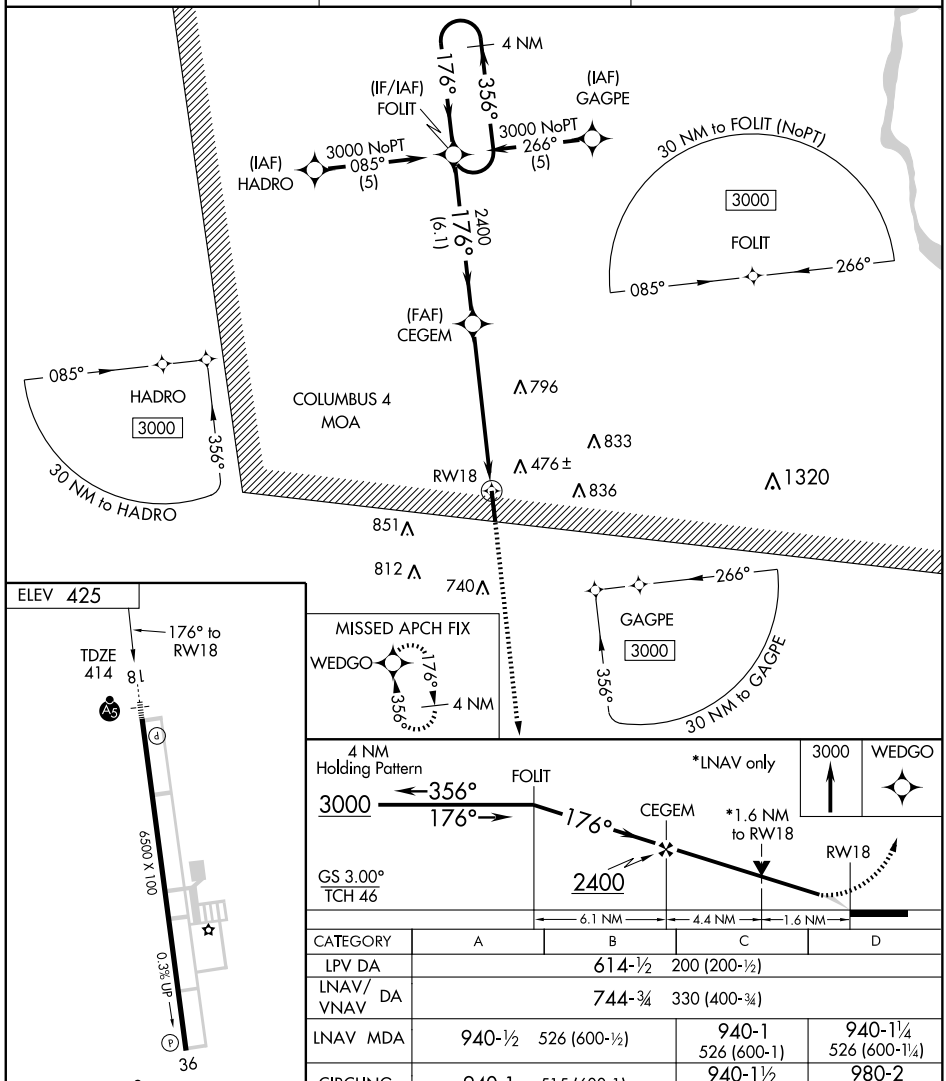
CORINTH/ROSCOE TURNER (CRX)

▼ BARO-VNAV NA when using Selmer altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
▲ DME/DME RNP-0.3 NA. VDP NA when using Selmer altimeter setting. When local altimeter setting not received, use Selmer altimeter setting and increase LPV DA to 682, LNAV/VNAV DA to 812, and all MDAs 80 feet; increase LNAV/VNAV all Cats, LNAV Cat C and D, and circling Cat C visibilities ¼ mile. For inoperative MALSR when using Selmer altimeter setting increase LPV visibilities to 1 mile all Cats.

MALSR

MISSED APPROACH: Climb to 3000 direct WEDGO and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.675	**135.9 273.55**	**122.8** (CTAF) L



CATEGORY	A	B	C	D
LPV DA		614-½	200 (200-½)	
LNAV/VNAV DA		744-¾	330 (400-¾)	
LNAV MDA	940-½	526 (600-½)	940-1 526 (600-1)	940-1¼ 526 (600-1¼)
CIRCLING	940-1	515 (600-1)	940-1½ 515 (600-1½)	980-2 555 (600-2)

SC-4, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	6500
356°	TDZE	425
	Apt Elev	425

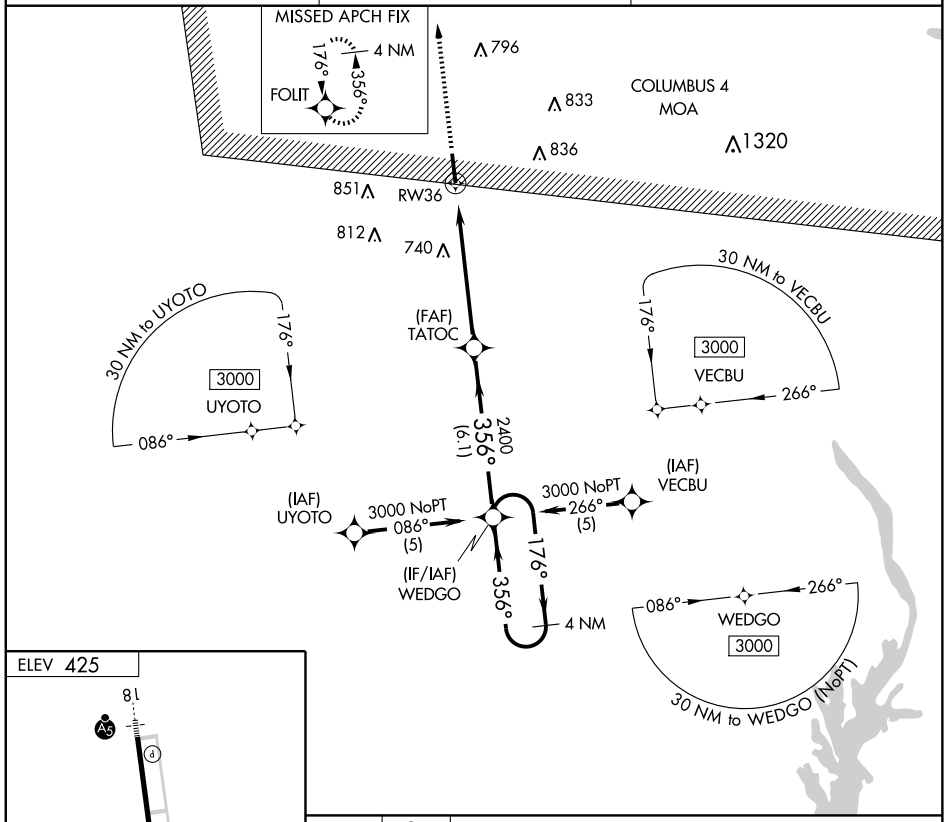
RNAV (GPS) RWY 36

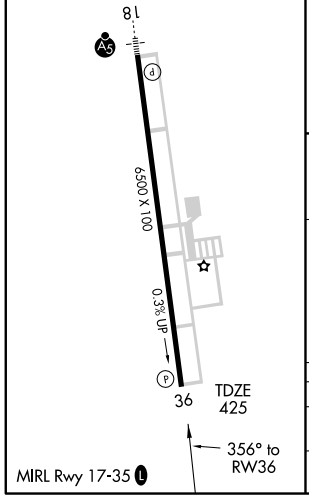
CORINTH/ROSCOE TURNER (CRX)

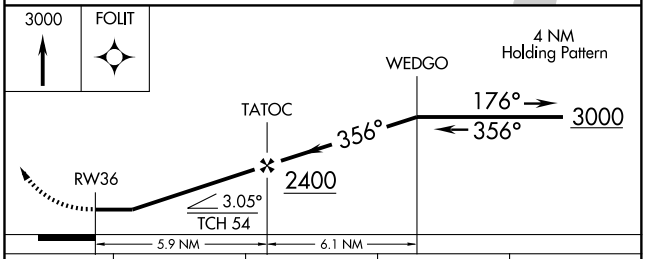
When VGSI inoperative, straight-in/circling Rwy 36 procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Selmer altimeter setting and increase all MDAs 80 feet; increase all Cat C and D visibilities ¼ mile. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct FOLIT and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.675	135.9 273.55	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1040-1	615 (700-1)	1040-1¾ 615 (700-1¾)	1040-2 615 (700-2)
CIRCLING	1040-1	615 (700-1)	1040-1¾ 615 (700-1¾)	1040-2 615 (700-2)

SC-4, 08 APR 2010 to 06 MAY 2010

VORTAC SQS 114.7 Chan 94	APP CRS 324°	Rwy Idg N/A TDZE N/A Apt Elev 137

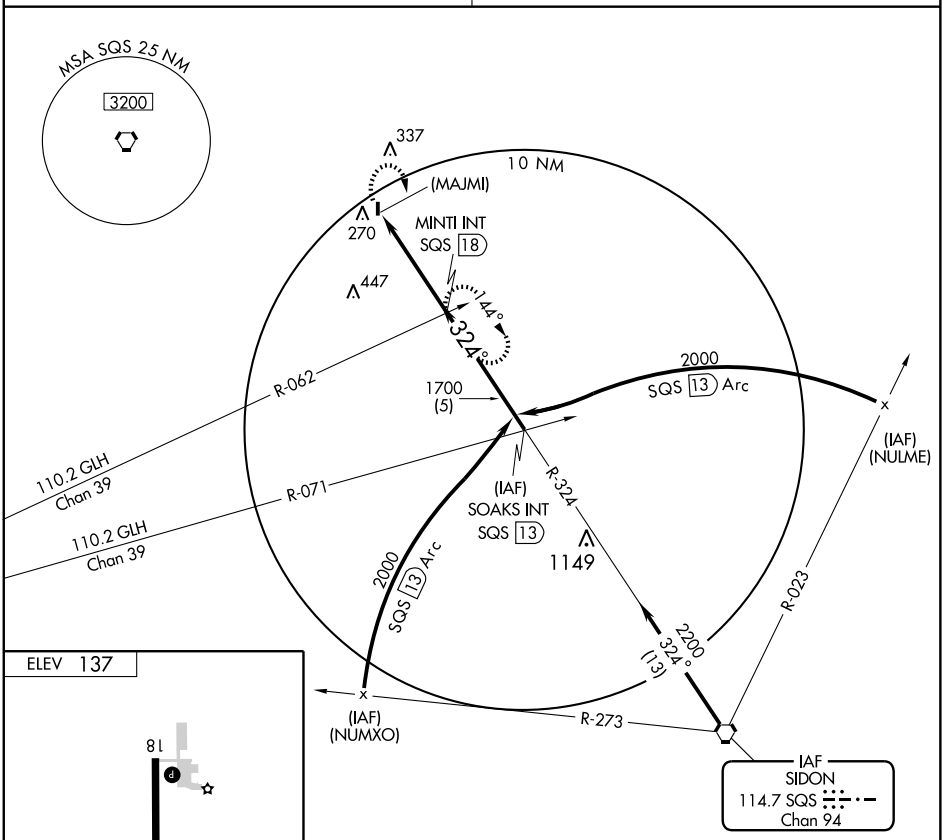
VOR or GPS-A

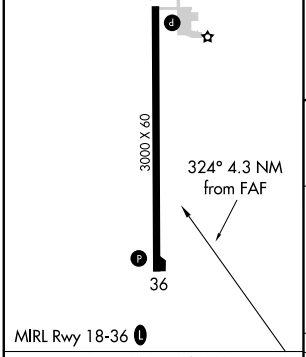
DREW/ RULEVILLE-DREW (M37)

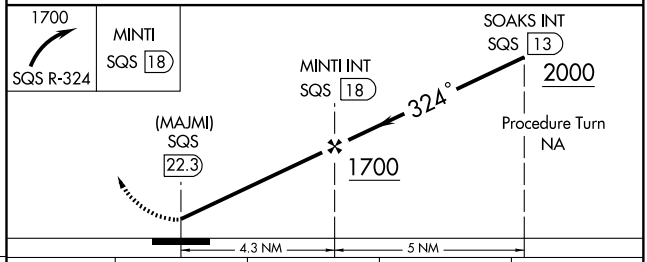
NA Use Greenwood altimeter setting.

MISSED APPROACH: Climbing right turn to 1700 via SQS R-324 to MINTI Int and hold.

MEMPHIS CENTER	CTAF
135.875 269.35	122.9 L







FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

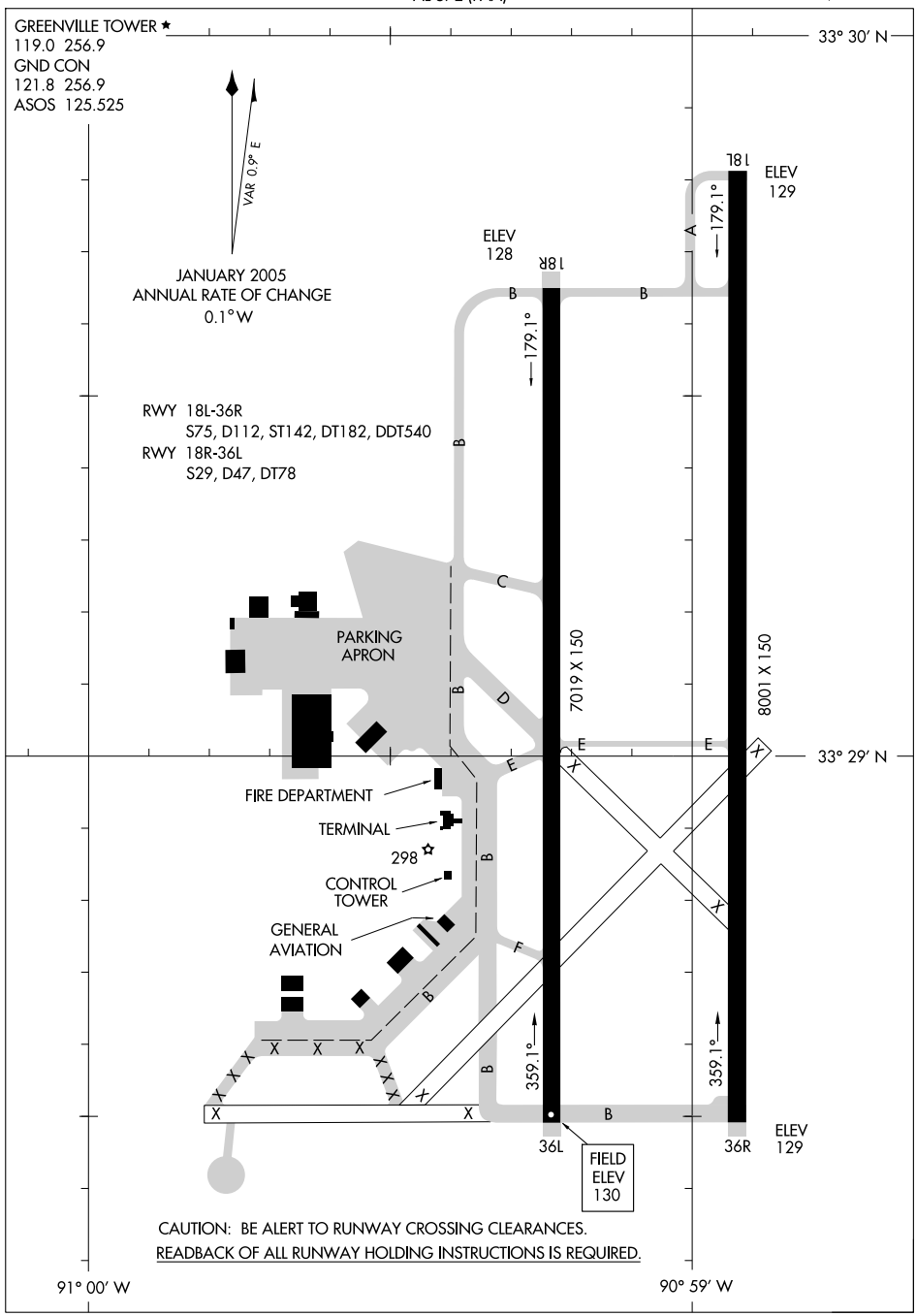
CATEGORY	A	B	C	D
CIRCLING	740-1 603 (700-1)	740-1¼ 603 (700-1¼)	740-1¾ 603 (700-1¾)	NA

SC-4, 08 APR 2010 to 06 MAY 2010

AIRPORT DIAGRAM

AL-572 (FAA)

GREENVILLE/MID DELTA RGNL (GLH)
GREENVILLE, MISSISSIPPI



LOC I-GLH	APP CRS	Rwy Idg	8001
109.1	177°	TDZE	129
		Apt Elev	131

ILS OR LOC RWY 18L

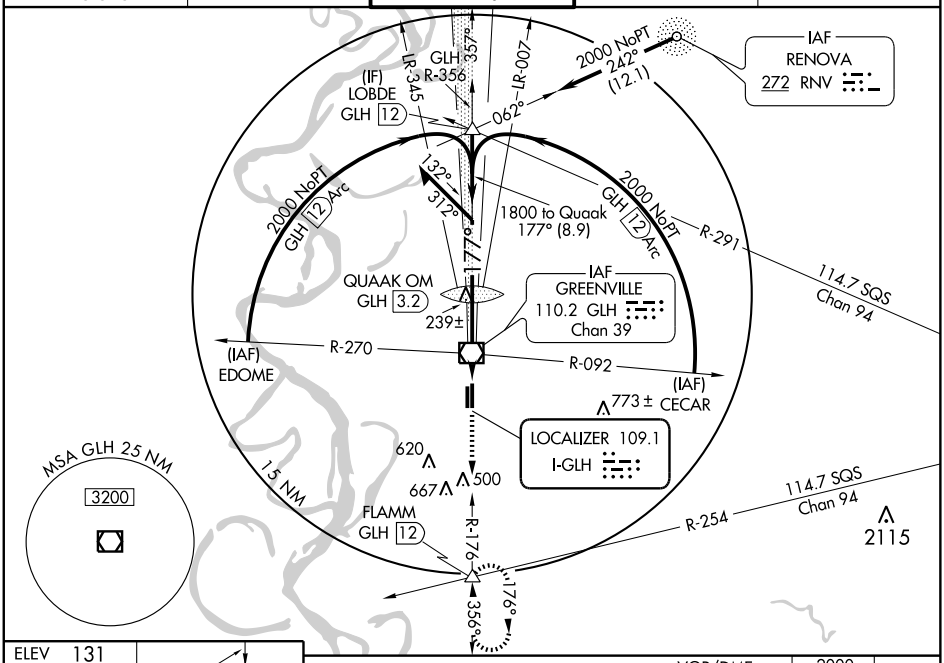
GREENVILLE/MID DELTA RGNL (GLH)

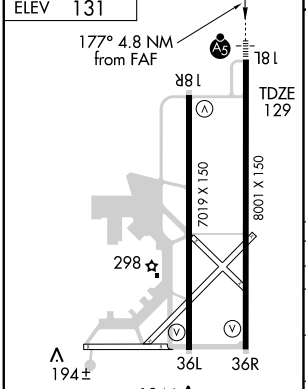
When control tower closed, except for operators with approved weather reporting service, use Greenwood altimeter setting.
DME or FM required for LOC Minimums.
Greenwood Altimeter Setting Minimums: Inoperative table does not apply.
S-ILS and S-LOC visibility increase ½ mile for inoperative MALSR.

MALSR

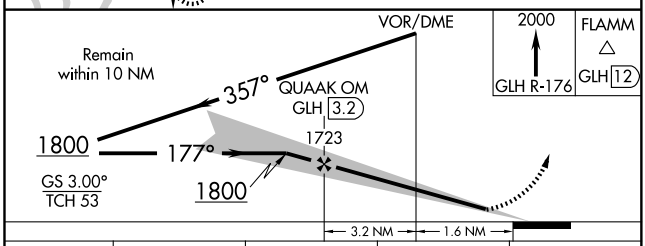
MISSED APPROACH: Climb to 2000 via GLH R-176 to FLAMM Int/ GLH 12 DME and hold.

ASOS	MEMPHIS CENTER	GREENVILLE TOWER★	GND CON	UNICOM
125.525	135.875 269.35	119.0 (CTAF) L 256.9	121.8 256.9	122.95





FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36



CATEGORY	A	B	C	D
S-ILS 18L	329-½ 200 (200-½)			
S-LOC 18L	500-½ 371 (400-½)			500- ¾ 371 (400-¾)
CIRCLING	600-1 469 (500-1)		600-1½ 469 (500-1½)	700-2 569 (600-2)
GREENWOOD ALTIMETER SETTING MINIMUMS				
S-ILS 18L	529-¾ 400 (400-¾)			
S-LOC 18L	700-¾ 571 (600-¾)		700-1 571 (600-1)	700-1¼ 571 (600-1¼)
CIRCLING	800-1¼ 669 (700-1¼)		800-2 669 (700-2)	800-2¼ 669 (700-2¼)

SC-4, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	8001
CH 97411	177°	TDZE	129
W18A		Apt Elev	131

RNAV (GPS) RWY 18L

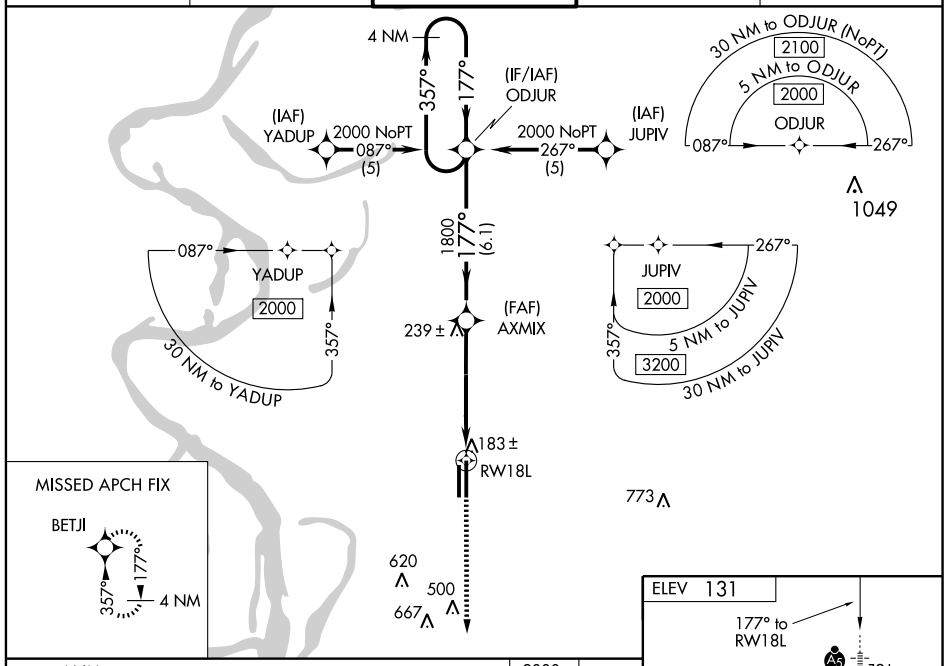
GREENVILLE/MID DELTA RGNL (GLH)

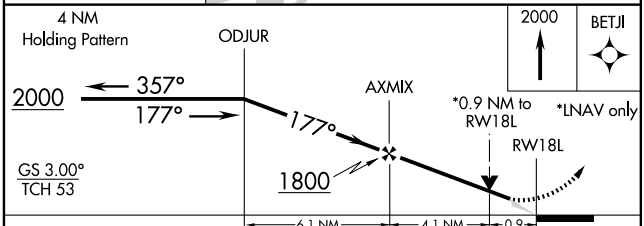
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Inoperative table does not apply to LNAV Cat D. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greenwood altimeter setting and increase LPV DA to 438, LNAV/VNAV DA to 548, increase all MDA 120 feet, increase LNAV/VNAV Cats A, B, and C visibility ½ mile, Cat D visibility ¼ mile, increase LNAV Cat C visibility ¼ mile, and increase Circling Cat D visibility ¼ mile. VDP and Baro-VNAV NA when using Greenwood altimeter setting. For inoperative MALSR, increase LNAV/VNAV visibility all Cats to 1 mile. When using Greenwood altimeter setting, for inoperative MALSR increase LPV visibility all Cats to 1 mile.

MALSR

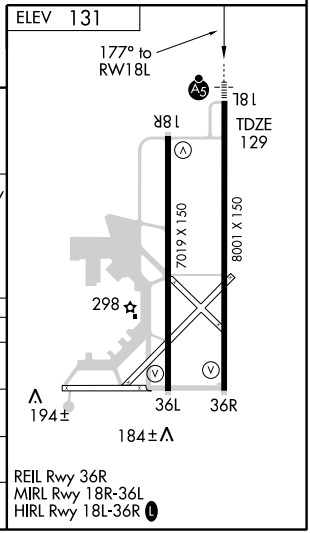
MISSED APPROACH: Climb to 2000 direct BETJI and hold.

ASOS	MEMPHIS CENTER	GREENVILLE TOWER★	GND CON	UNICOM
125.525	135.875 269.35	119.0 (CTAF) L 256.9	121.8 256.9	122.95





CATEGORY	A	B	C	D
LPV DA	329-½ 200 (200-½)			
LNAV/VNAV DA	439-½ 310 (400-½)			439-¾ 310 (400-¾)
LNAV MDA	460-½ 331 (400-½)			460-1 331 (400-1)
CIRCLING	600-1 469 (500-1)		600-1½ 469 (500-1½)	700-2 569 (600-2)



SC-4, 08 APR 2010 to 06 MAY 2010

WAAS CH 70411 W18B	APP CRS 177°	Rwy Idg 7019 TDZE 128 Apt Elev 131

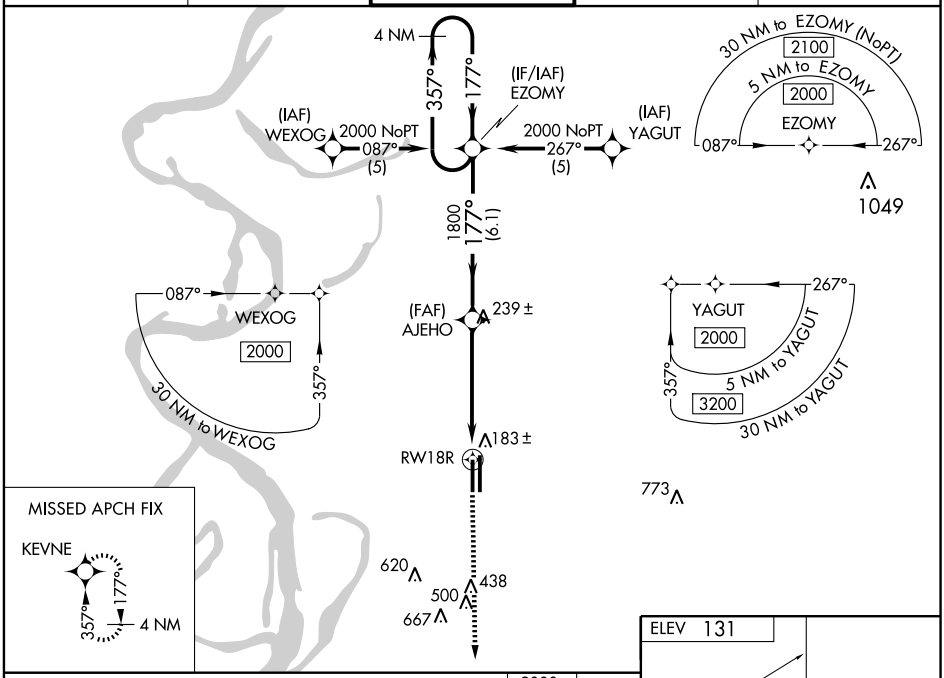
RNAV (GPS) RWY 18R

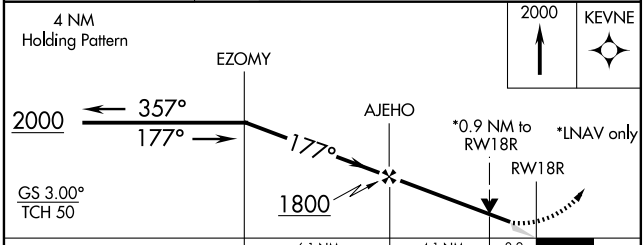
GREENVILLE/MID DELTA RGNL (GLH)

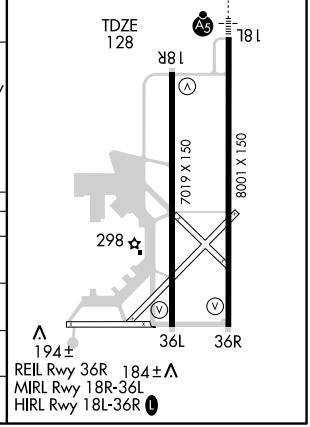
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greenwood altimeter setting and increase LPV DA to 487, increase LNAV/VNAV DA to 555, increase all MDA 120 feet, increase LPV visibility all Cats ¼ mile, increase LNAV/VNAV visibility all Cats ½ mile, increase LNAV Cat C and D visibility ¼ mile, and increase Circling Cat D visibility ¼ mile. VDP and Baro-VNAV NA when using Greenwood altimeter setting.

MISSED APPROACH: Climb to 2000 direct KEVNE and hold.

ASOS	MEMPHIS CENTER	GREENVILLE TOWER★	GND CON	UNICOM
125.525	135.875 269.35	119.0 (CTAF) L 256.9	121.8 256.9	122.95







CATEGORY	A	B	C	D
LPV DA	378-1 250 (300-1)			
LNAV/VNAV DA	446-1 318 (400-1)			
LNAV MDA	480-1 352 (400-1)			480-1¼ 352 (400-1¼)
CIRCLING	600-1 469 (500-1)		600-1½ 469 (500-1½)	700-2 569 (600-2)

SC-4, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	7019
CH 77611	357°	TDZE	130
W36A		Apt Elev	131

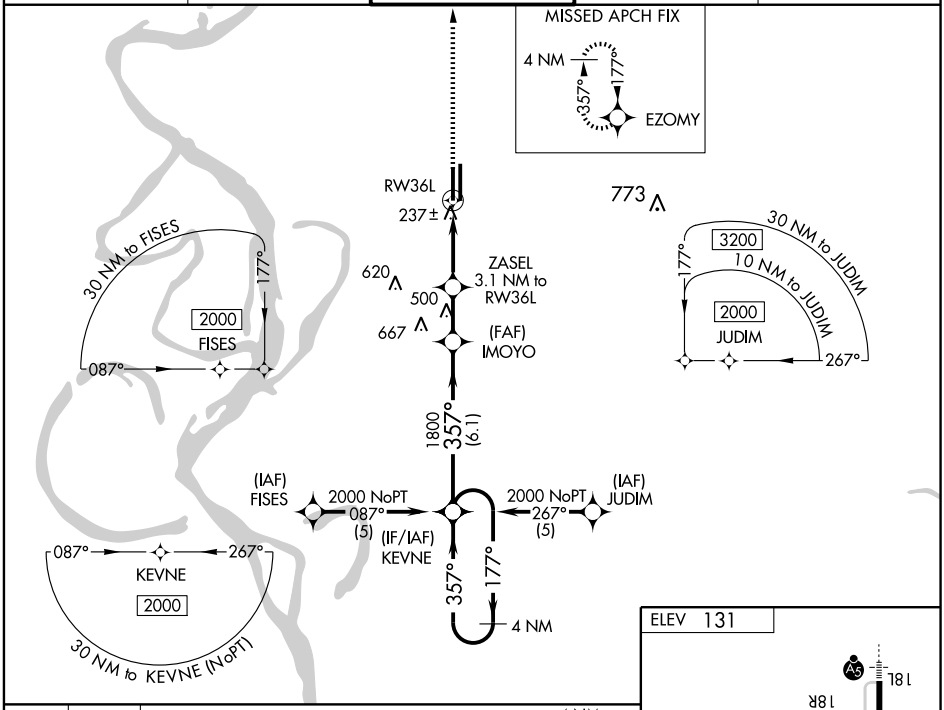
RNAV (GPS) RWY 36L

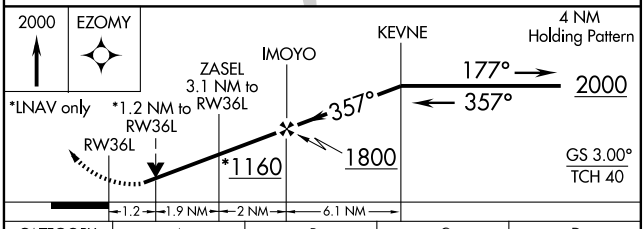
GREENVILLE/MID DELTA RGNL (GLH)

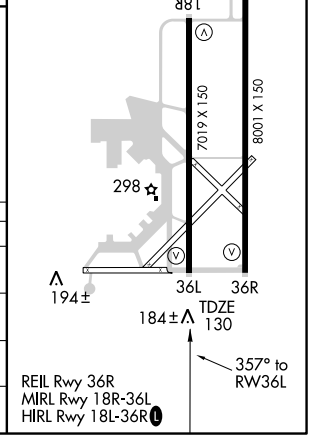
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Greenwood altimeter setting and increase LPV DA to 576, increase LNAV/VNAV DA to 621, increase all MDA 120 feet, increase LPV visibility all Cats ¼ mile, increase LNAV/VNAV visibility all Cats ½ mile, increase LNAV Cat C visibility ¼ mile, LNAV Cat D visibility ½ mile, and increase Circling Cat D visibility ¼ mile. VDP and Baro-VNAV NA when using Greenwood altimeter setting.

MISSED APPROACH: Climb to 2000 direct EZOMY and hold.

ASOS	MEMPHIS CENTER	GREENVILLE TOWER ★	GND CON	UNICOM
125.525	135.875 269.35	119.0 (CTAF) L 256.9	121.8 256.9	122.95







CATEGORY	A	B	C	D
LPV DA	467-1¼ 337 (400-1¼)			
LNAV/VNAV DA	512-1¼ 382 (400-1¼)			
LNAV MDA	540-1 410 (500-1)		540-1¼ 410 (500-1¼)	
CIRCLING	600-1 469 (500-1)		600-1½ 469 (500-1½)	700-2 569 (600-2)

SC-4, 08 APR 2010 to 06 MAY 2010

WAAS CH 81911 W36B	APP CRS 357°	Rwy Idg 8001 TDZE 129 Apt Elev 131

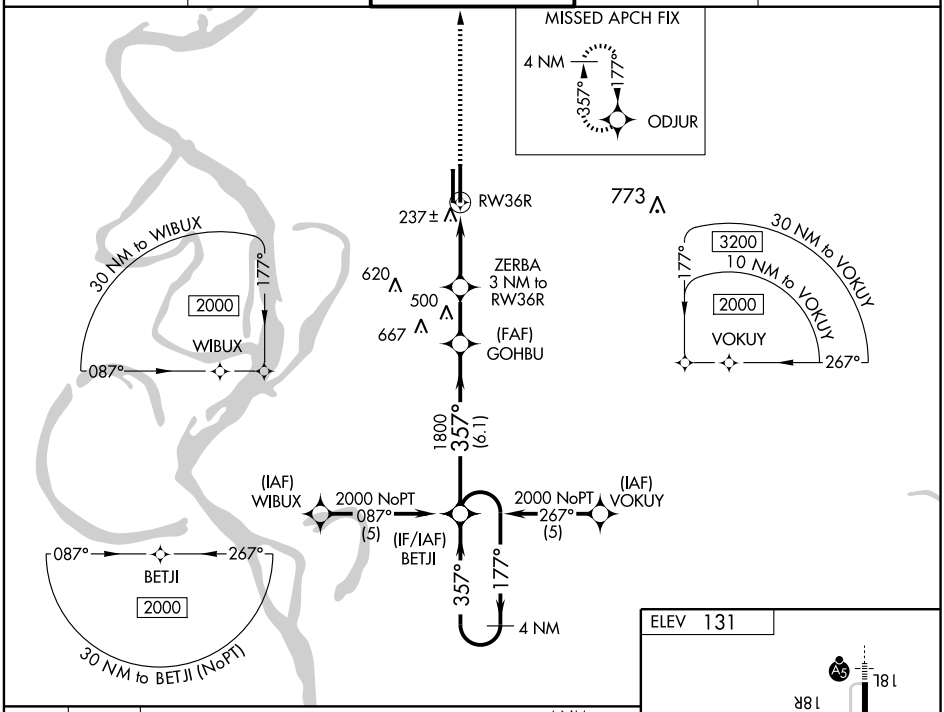
RNAV (GPS) RWY 36R

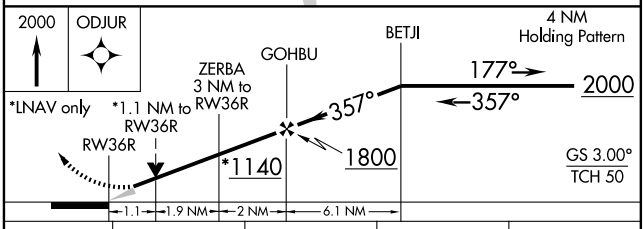
GREENVILLE/MID DELTA RGNL (GLH)

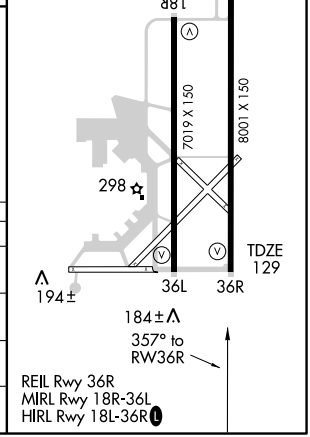
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greenwood altimeter setting and increase LPV DA to 488, increase LNAV/VNAV DA to 621, increase all MDA 120 feet, increase LPV visibility all Cats ¼ mile, increase LNAV/VNAV visibility all Cats ½ mile, increase LNAV visibility Cat C ¼ mile, Cat D ½ mile, and increase Circling Cat D visibility ¼ mile. VDP and Baro-VNAV NA when using Greenwood altimeter setting.

MISSED APPROACH: Climb to 2000 direct ODJUR and hold.

ASOS	MEMPHIS CENTER	GREENVILLE TOWER ★	GND CON	UNICOM
125.525	135.875 269.35	119.0 (CTAF) L 256.9	121.8 256.9	122.95







CATEGORY	A	B	C	D
LPV DA	379-1 250 (300-1)			
LNAV/VNAV DA	512-1¼ 383 (400-1¼)			
LNAV MDA	540-1 411 (500-1)		540-1¼ 411 (500-1¼)	
CIRCLING	600-1 469 (500-1)		600-1½ 469 (500-1½)	700-2 569 (600-2)

SC-4, 08 APR 2010 to 06 MAY 2010

VOR/DME GLH 110.2 Chan 39	APP CRS 175°	Rwy Idg 8001 / TDZE 129 / Apt Elev 131

VOR/DME RWY 18L

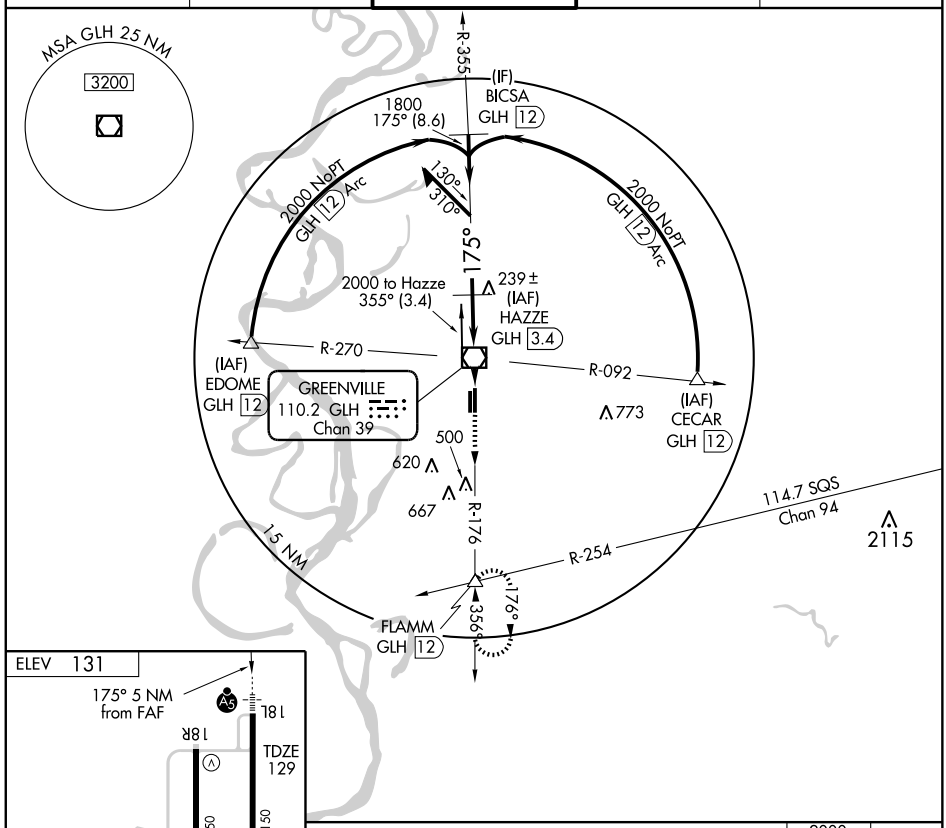
GREENVILLE/MID DELTA RGNL (GLH)

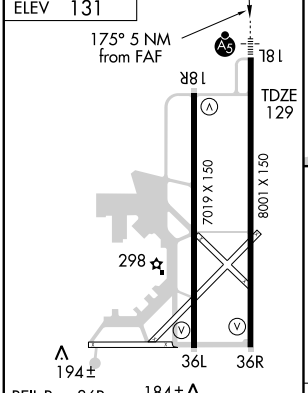
If local altimeter setting not received, use Greenwood altimeter setting and increase all MDAs 120 feet.

MALSR

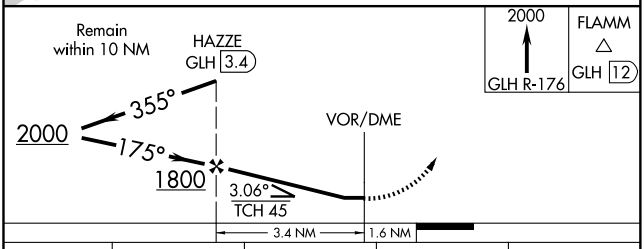
MISSED APPROACH: Climb to 2000 via GLH VOR/DME R-176 to FLAMM Int/GLH 12 DME and hold.

ASOS	MEMPHIS CENTER	GREENVILLE TOWER ★	GND CON	UNICOM
125.525	135.875 269.35	119.0 (CTAF) L 256.9	121.8 256.9	122.95





Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-18L	500-1½ 371 (400-1½)			
CIRCLING	600-2 469 (500-2)			700-2 569 (600-2)

SC-4, 08 APR 2010 to 06 MAY 2010

VOR/DME GLH	APP CRS	Rwy Idg	7019
110.2	183°	TDZE	128
Chan 39		Apt Elev	131

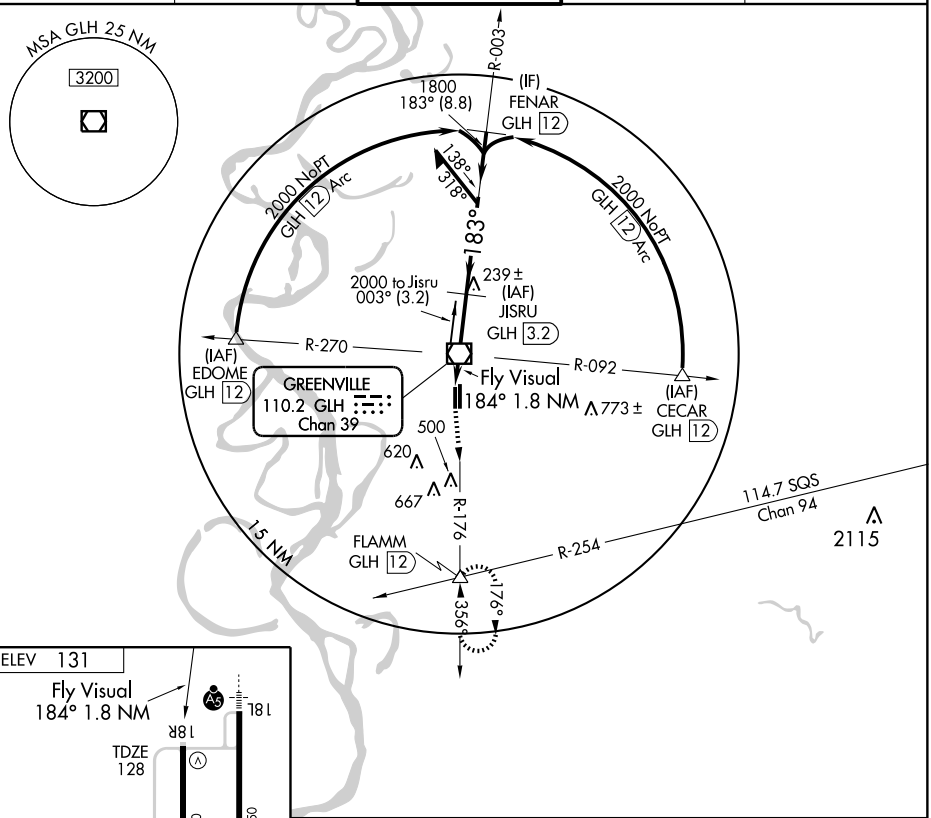
VOR/DME RWY 18R

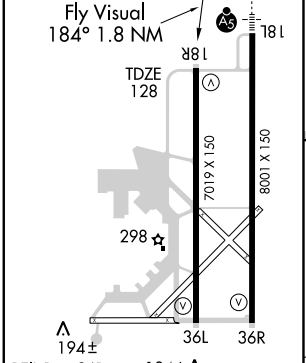
GREENVILLE/MID DELTA RGNL (GLH)

If local altimeter setting not received, use Greenwood altimeter setting and increase all MDAs 120 feet.

MISSED APPROACH: Climb to 2000 via GLH VOR/DME R-176 to FLAMM Int/GLH 12 DME and hold.

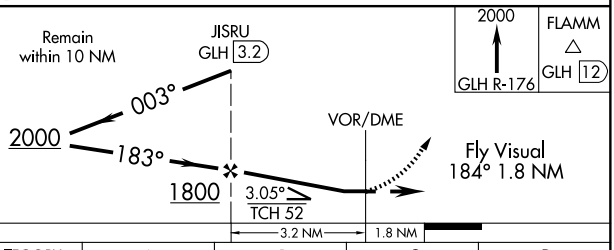
ASOS	MEMPHIS CENTER	GREENVILLE TOWER★	GND CON	UNICOM
125.525	135.875 269.35	119.0 (CTAF) L 256.9	121.8 256.9	122.95





REIL Rwy 36R
MIRL Rwy 18R-36L
HIRL Rwy 18L-36R L

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-18R	500-2 372 (400-2)			
CIRCLING	600-2 469 (500-2)			700-2 569 (600-2)

SC-4, 08 APR 2010 to 06 MAY 2010

LOC I-GWO	APP CRS	Rwy Idg	6503
111.3	179°	TDZE	145
		Apt Elev	162

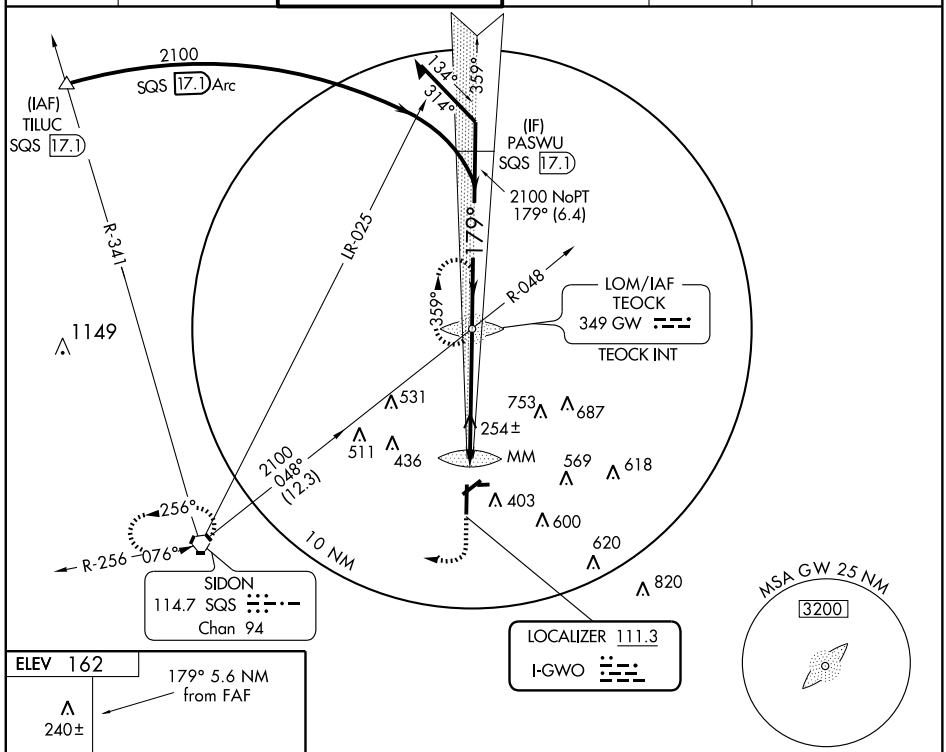
ILS or LOC RWY 18
GREENWOOD-LEFLORE (GWO)

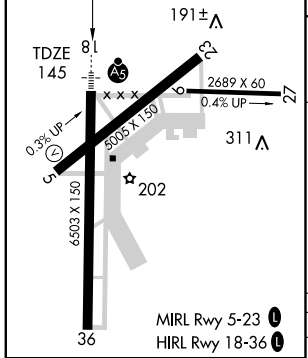
For inoperative MALSR, increase S-LOC 18 Cats A, B, C visibility to 1 mile.

MALSR

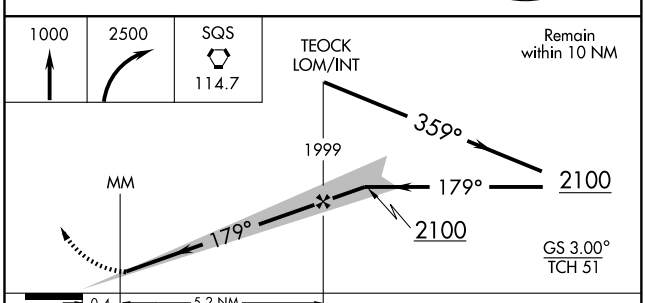
MISSED APPROACH: Climb to 1000 then climbing right turn to 2500 direct SQS VORTAC and hold.

ASOS	MEMPHIS CENTER	GREENWOOD TOWER★	GND CON	CLNC DEL	UNICOM
119.975	132.5 259.1	118.35 (CTAF) L 367.6	125.55 373.4	125.55	122.95





FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52



CATEGORY	A	B	C	D
S-ILS 18	345-½ 200 (200-½)			
S-LOC 18	520-¾ 375 (400-¾)			
CIRCLING	760-1 598 (600-1)		780-1¾ 618 (700-1¾)	780-2 618 (700-2)

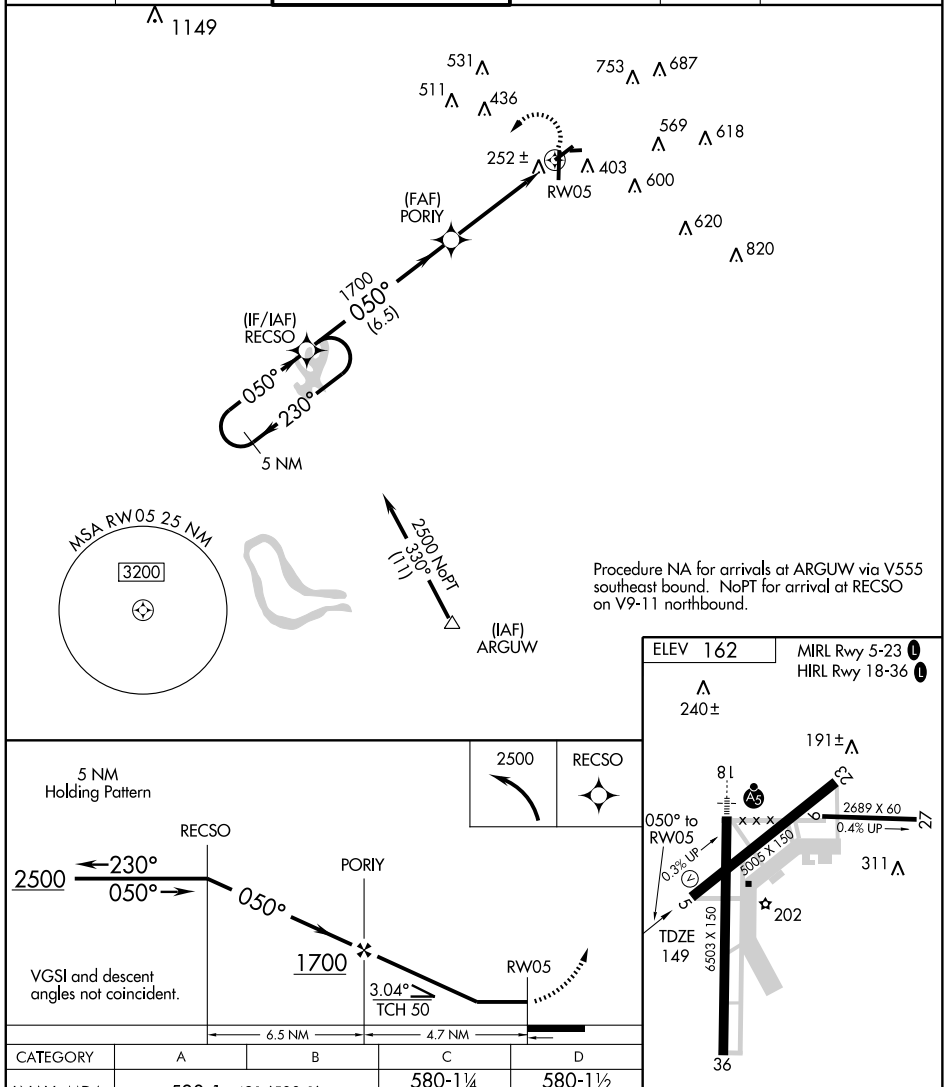
APP CRS	Rwy Idg	5005
050°	TDZE	149
	Apt Elev	162

RNAV (GPS) RWY 5
GREENWOOD-LEFLORE (GWO)

DME/DME RNP-0.3 NA.

MISSED APPROACH: Left turn to 2500 direct RECSO and hold.

ASOS	MEMPHIS CENTER	GREENWOOD TOWER ★	GND CON	CLNC DEL	UNICOM
119.975	132.5 259.1	118.35 (CTAF) L 367.6	125.55 373.4	125.55	122.95



CATEGORY	A	B	C	D
LNAV MDA	580-1	431 (500-1)	580-1¼ 431 (500-1¼)	580-1½ 431 (500-1½)
CIRCLING	760-1	598 (600-1)	780-1¾ 618 (700-1¾)	780-2 618 (700-2)

SC-4, 08 APR 2010 to 06 MAY 2010

WAAS CH 50199 W18A	APP CRS 179°	Rwy Idg 6503 TDZE 145 Apt Elev 162

RNAV (GPS) RWY 18

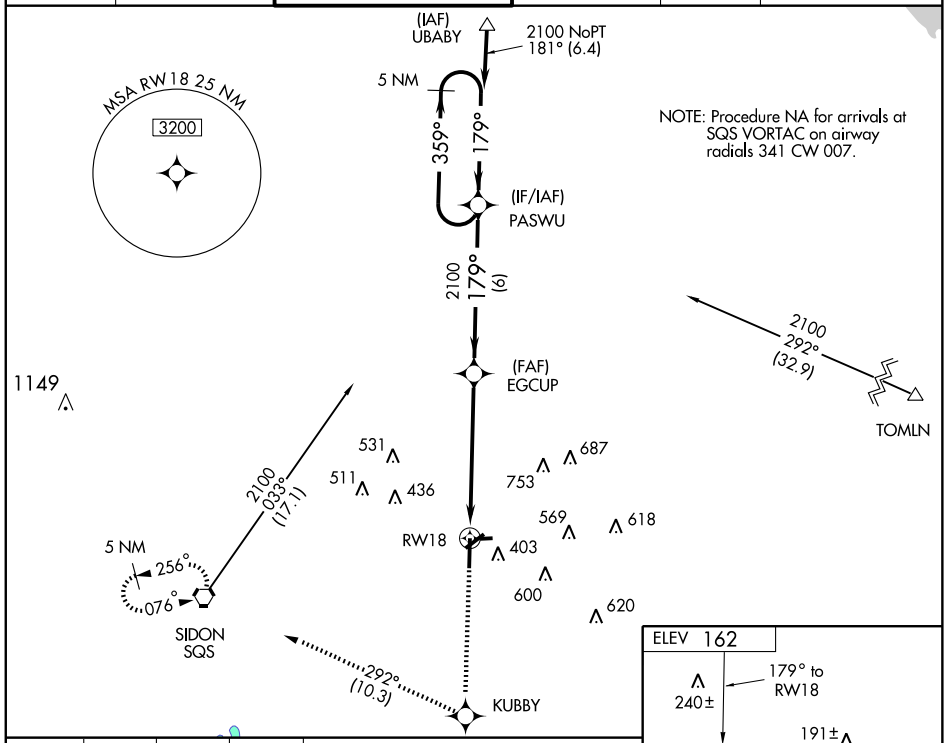
GREENWOOD-LEFLORE (GWO)

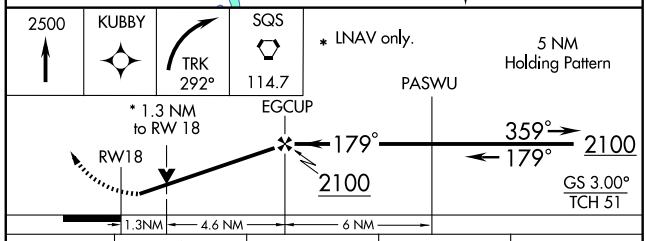
DME/DME RNP-0.3 NA. BARO-VNAV NA below -15°C (5°F). For inoperative MALSR, increase LPV visibility to 1 all Cats, and LNAV visibility Cats A and B to 1.

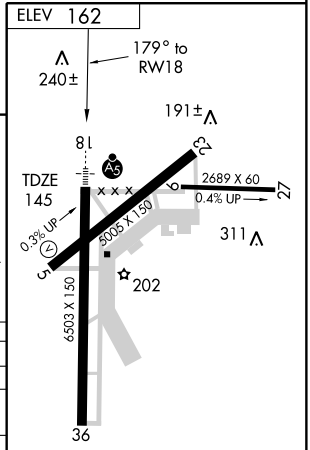
MALSR

MISSED APPROACH: Climb to 2500 direct KUBBY and right turn via 292° track to SQS VORTAC and hold.

ASOS	MEMPHIS CENTER	GREENWOOD TOWER ★	GND CON	CLNC DEL	UNICOM
119.975	132.5 259.1	118.35 (CTAF) L 367.6	125.55 373.4	125.55	122.95







CATEGORY	A	B	C	D
LPV DA	450-¾ 305 (300-¾)			
LNAV/VNAV DA	515-¾ 370 (400-¾)			
LNAV MDA	600-¾ 455 (500-¾)			600-1 455 (500-1)
CIRCLING	760-1¼ 598 (600-1¼)		780-1¾ 618 (700-1¾)	780-2 618 (700-2)

SC-4, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	6503
359°	TDZE	145
	Apt Elev	162

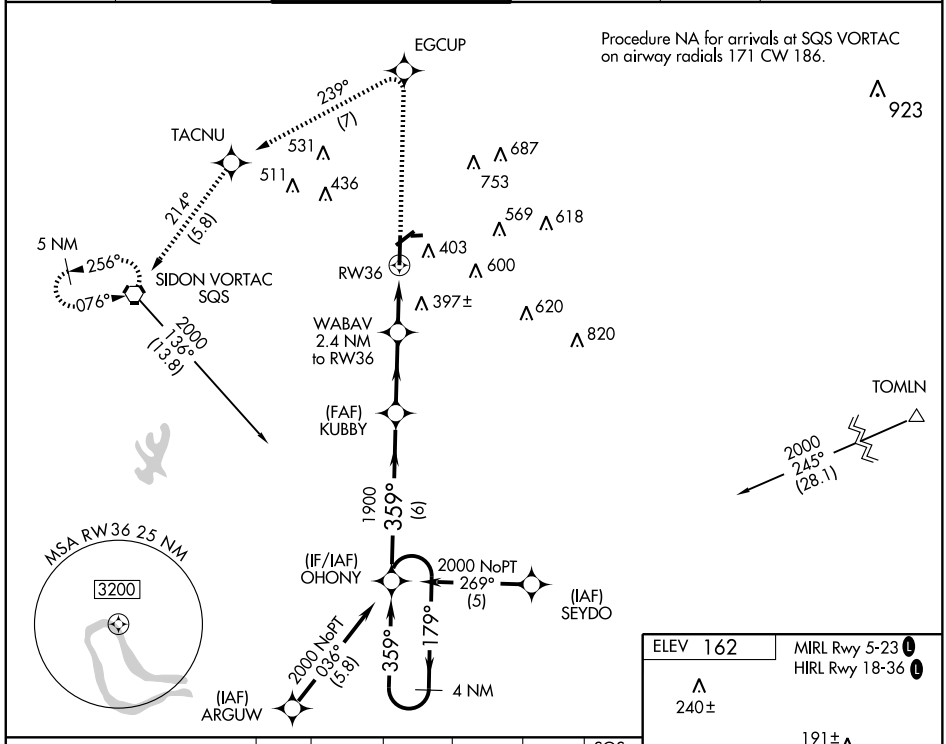
RNAV (GPS) RWY 36

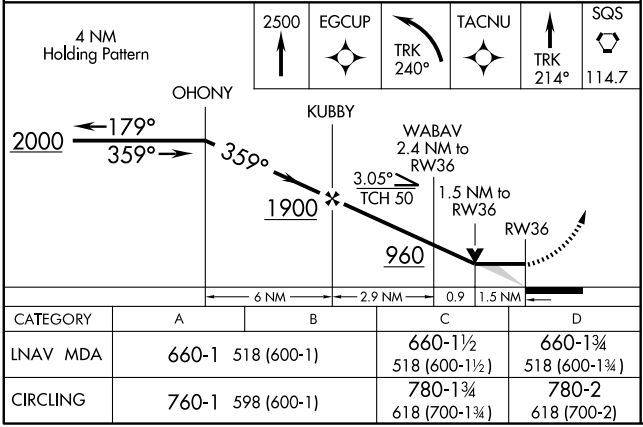
GREENWOOD-LEFLORE (GWO)

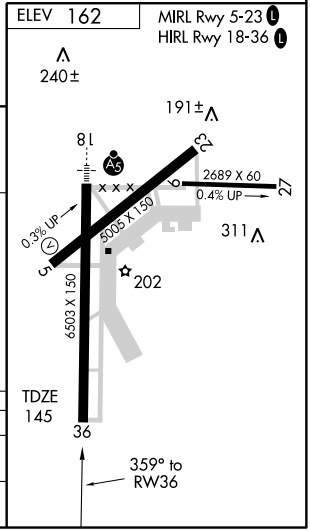
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct EGCUP and left turn via 240° track to TACNU and via 214° track to SQS VORTAC and hold.

ASOS	MEMPHIS CENTER	GREENWOOD TOWER ★	GND CON	CLNC DEL	UNICOM
119.975	132.5 259.1	118.35 (CTAF) L 367.6	125.55 373.4	125.55	122.95







CATEGORY	A	B	C	D
LNAV MDA	660-1 518 (600-1)		660-1½ 518 (600-1½)	660-1¾ 518 (600-1¾)
CIRCLING	760-1 598 (600-1)		780-1¾ 618 (700-1¾)	780-2 618 (700-2)

SC-4, 08 APR 2010 to 06 MAY 2010

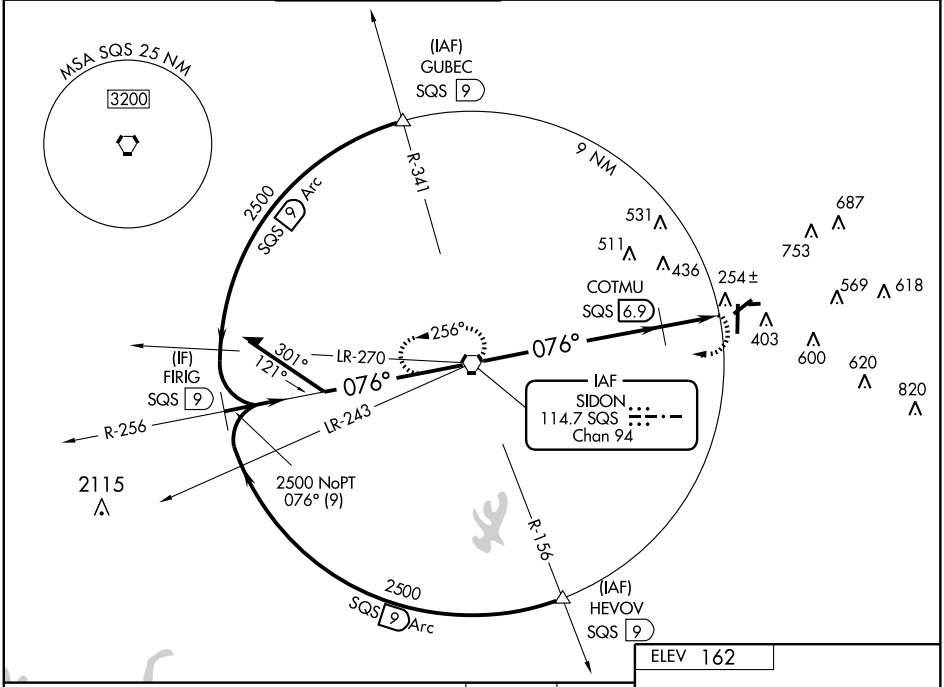
VORTAC SQS 114.7 Chan 94	APP CRS 076°	Rwy Idg 5005 TDZE 149 Apt Elev 162

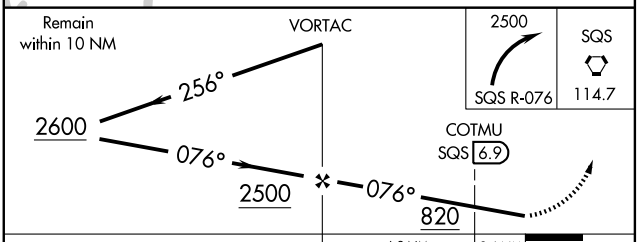
VOR RWY 5

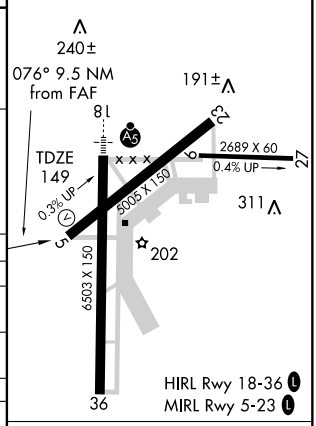
GREENWOOD-LEFLORE (GWO)

MISSED APPROACH: Climbing right turn to 2500 via SQS R-076 to SQS VORTAC and hold.

ASOS 119.975	MEMPHIS CENTER 132.5 259.1	GREENWOOD TOWER* 118.35 (CTAF) L 367.6	GND CON 125.55 373.4	CLNC DEL 125.55	UNICOM 122.95







CATEGORY	A	B	C	D
S-5	820-1	671 (700-1)	820-2 671 (700-2)	820-2 ¼ 671 (700-2 ¼)
CIRCLING	820-1	658 (700-1)	820-2 658 (700-2)	820-2 ¼ 658 (700-2 ¼)
COTMU FIX MINIMUMS				
S-5	600-1	451 (500-1)	600-1¼ 451 (500-1¼)	600-1½ 451 (500-1½)
CIRCLING	760-1	598 (600-1)	780-1¾ 618 (700-1¾)	780-2 618 (700-2)

FAF to MAP 9.5 NM

Knots	60	90	120	150	180
Min:Sec	9:30	6:20	4:45	3:48	3:10

SC-4, 08 APR 2010 to 06 MAY 2010

GRENADA, MISSISSIPPI

AL-6569 (FAA)

LOC/DME I-GNF	APP CRS	Rwy Idg	7000
110.9	131°	TDZE	208
Chan 46		Apt Elev	208

ILS or LOC RWY 13

GRENADA MUNI (GNF)

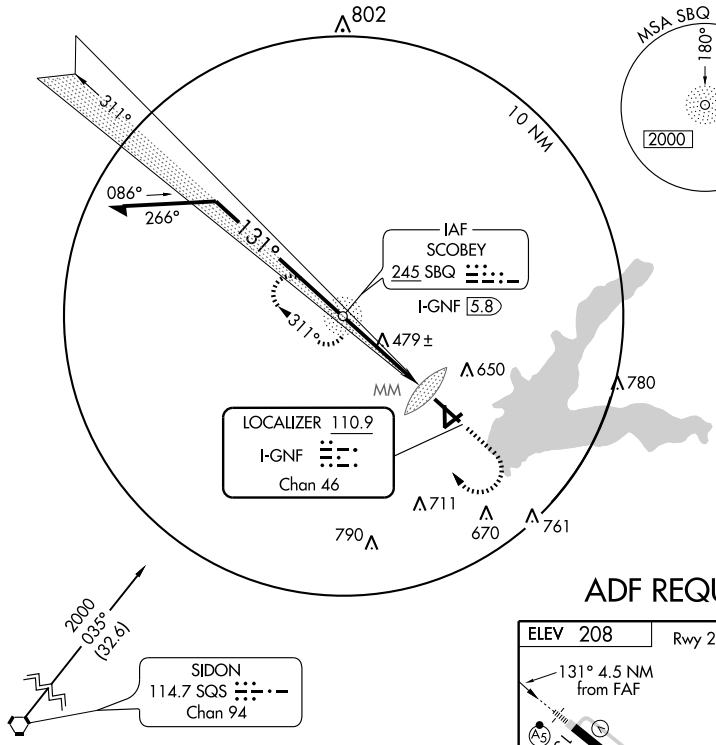
If local altimeter setting not received, use Greenwood-LeFlore altimeter setting and increase all DAs/MDAs 80 feet. VDP NA when using Greenwood-LeFlore altimeter setting. Autopilot coupled approach not authorized.

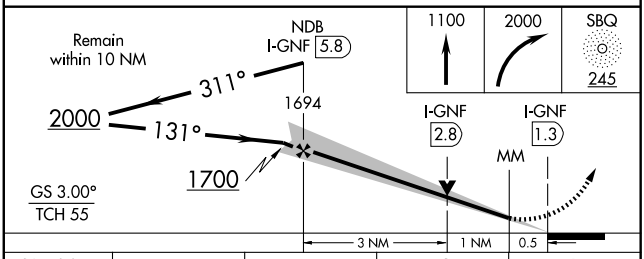
NA

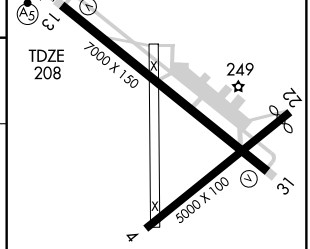
MALSR

MISSED APPROACH: Climb to 1100 then climbing right turn to 2000 direct SBQ NDB and hold.

AWOS-3	MEMPHIS CENTER	GCO	UNICOM
118.025	128.5 381.4	121.72	122.8 (CTAF)







CATEGORY	A	B	C	D
S-ILS-13	408-½ 200 (200-½)			
S-LOC-13	740-½ 532 (600-½)		740-1 532 (600-1)	740-1¼ 532 (600-1¼)
CIRCLING	1000-1 792 (800-1)	1000-1¼ 792 (800-1¼)	1000-2¼ 792 (800-2¼)	1000-2½ 792 (800-2½)

MIRL Rwy 13-31

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SC-4, 08 APR 2010 to 06 MAY 2010

NDB SBQ	APP CRS	Rwy Idg	7000
245	131°	TDZE	208
		Apt Elev	208

NDB RWY 13
GRENADA MUNI (GNF)

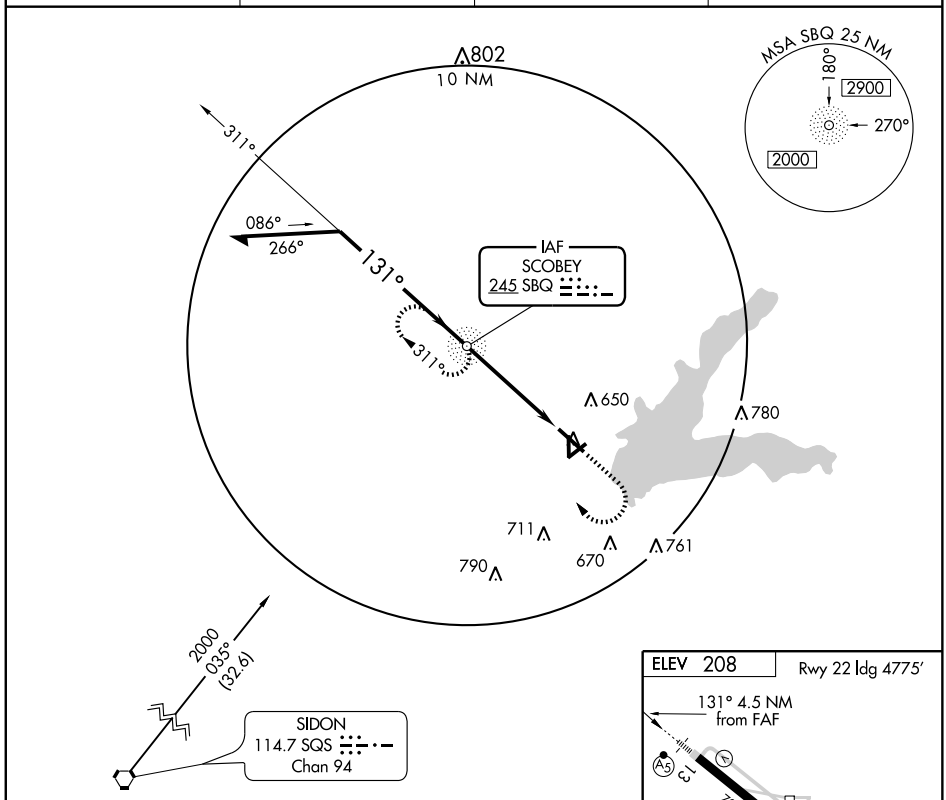
When local altimeter setting not received, use Greenwood altimeter setting.

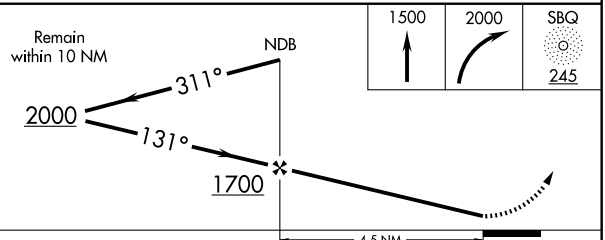
NA

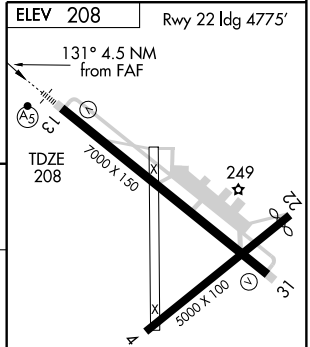
MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct SBQ NDB and hold.

AWOS-3	MEMPHIS CENTER	GCO	UNICOM
118.025	128.5 381.4	121.72	122.8 (CTAF)







MIRL Rwy 13-31

CATEGORY	A	B	C	D
S-13	1020-1 812 (900-1)	1020-1¼ 812 (900-1¼)	1020-2½ 812 (900-2½)	NA
CIRCLING	1080-1 872 (900-1)	1080-1¼ 872 (900-1¼)	1080-2½ 872 (900-2½)	NA

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SC-4, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5000
051°	TDZE	196
	Apt Elev	208

RNAV (GPS) RWY 4

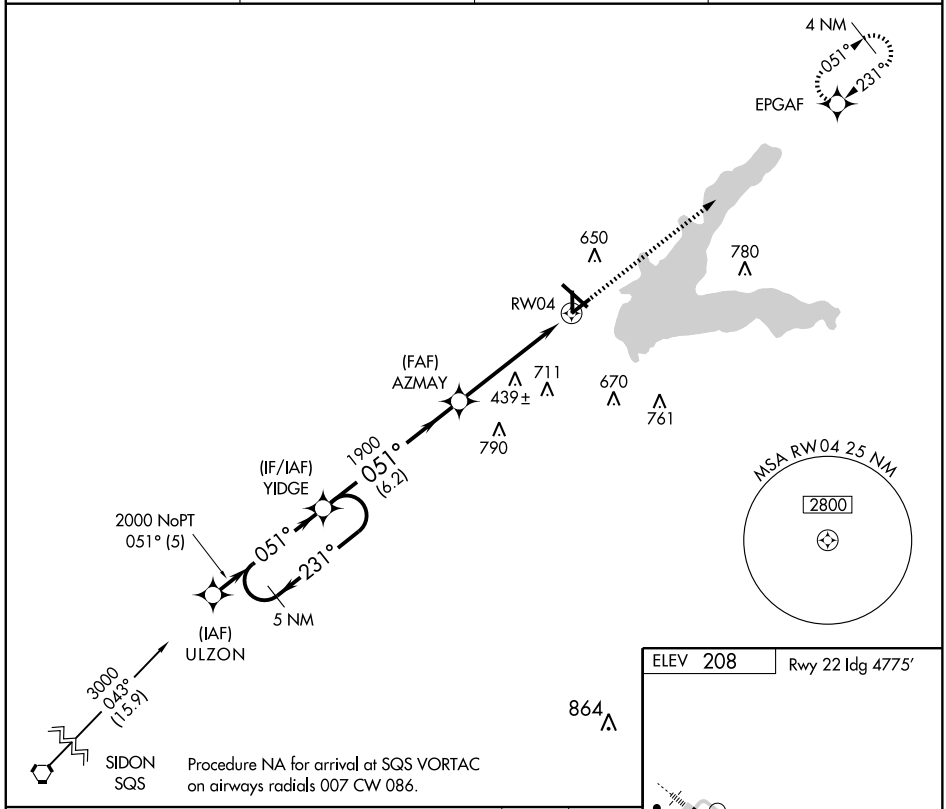
GRENADA MUNI (GNF)

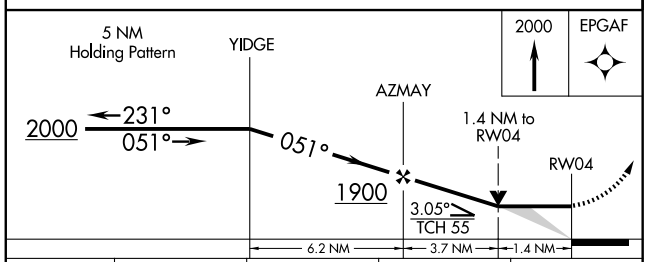
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Greenwood altimeter setting and increase MDAs 80 feet. VDP NA with Greenwood altimeter setting.

NA

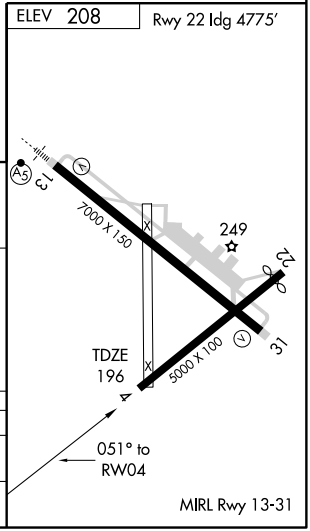
MISSED APPROACH: Climb to 2000 direct EPGAF and hold.

AWOS-3	MEMPHIS CENTER	GCO	UNICOM
118.025	128.5 381.4	121.72	122.8 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	700-1 504 (500-1)		700-1½ 504 (500-1½)	
CIRCLING	1000-1 792 (800-1)	1000-1¼ 792 (800-1¼)	1000-2¼ 792 (800-2¼)	1000-2½ 792 (800-2½)



SC-4, 08 APR 2010 to 06 MAY 2010

WAAS CH 97328 W13A	APP CRS 131°	Rwy Idg 7000 TDZE 208 Apt Elev 208

RNAV (GPS) RWY 13

GRENADA MUNI (GNF)

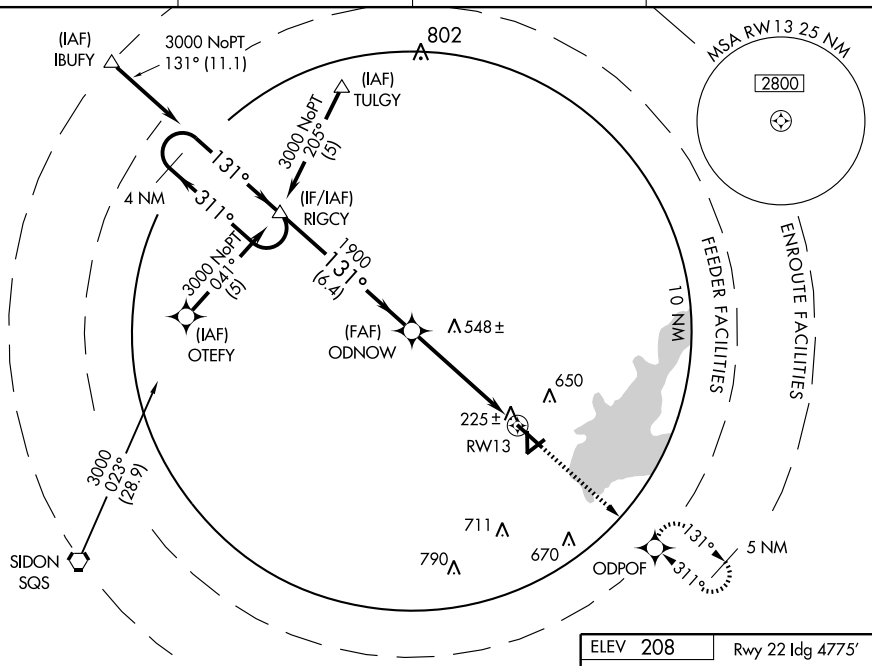
DME/DME RNP-0.3 NA. For inoperative MALSR increase LPV visibility to ¾ all Cats. If local altimeter setting not received, use Greenwood altimeter setting and increase all DAs 64 feet/MDAs 80 feet. BARO-VNAV and VDP NA when using Greenwood altimeter setting.

NA

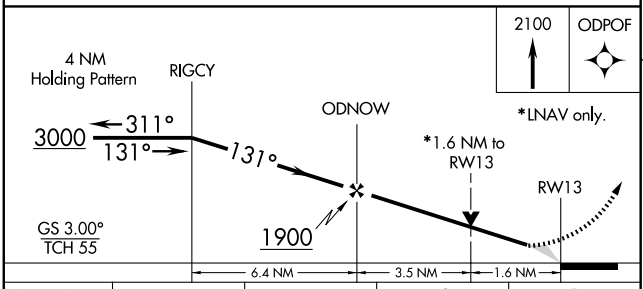
MALSR

MISSED APPROACH: Climb to 2100 direct ODPOF and hold.

AWOS-3	MEMPHIS CENTER	GCO	UNICOM
118.025	128.5 381.4	121.72	122.8 (CTAF)

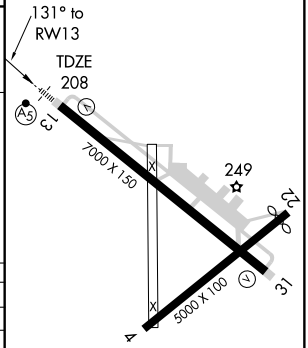


Procedure NA for arrivals at SQS VORTAC via V9 southbound.



CATEGORY	A	B	C	D
LPV DA	458-½ 250 (300-½)			
LNAV/VNAV DA	769-1½ 561 (600-1½)			
LNAV MDA	780-½ 572 (600-½)		780-1 572 (600-1)	780-1¼ 572 (600-1¼)
CIRCLING	1000-2 792 (800-2)		1000-2¼ 792 (800-2¼)	1000-2½ 792 (800-2½)

ELEV 208 Rwy 22 Idg 4775′



MIRL Rwy 13-31

SC-4, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4775
231°	TDZE	201
	Apt Elev	208

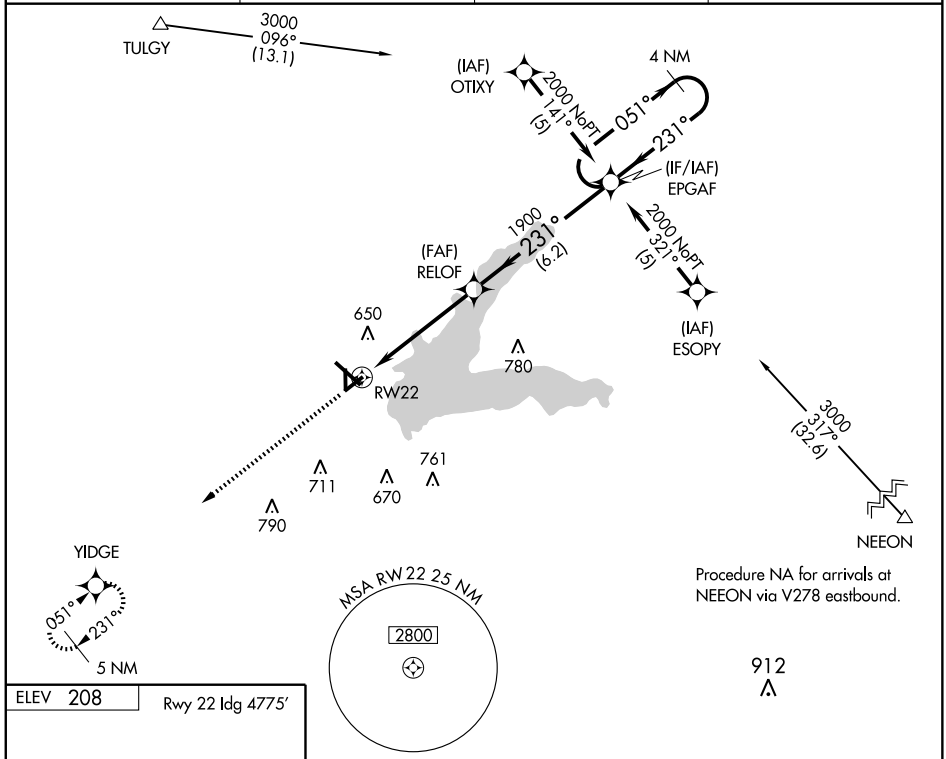
RNAV (GPS) RWY 22

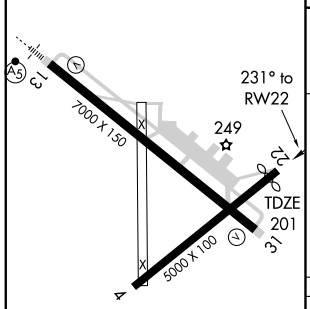
GRENADA MUNI (GNF)

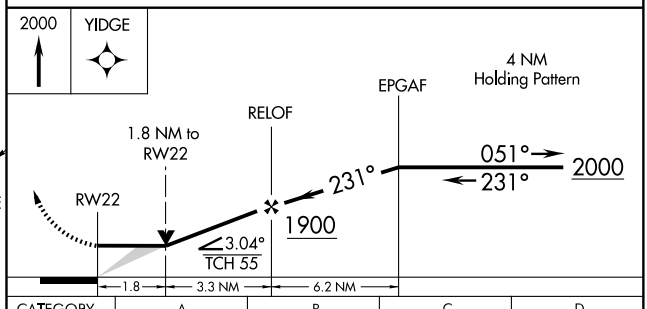
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Greenwood altimeter setting and increase all MDAs 80 feet. VDP NA with Greenwood altimeter setting.

MISSED APPROACH: Climb to 2000 direct YIDGE and hold.

AWOS-3	MEMPHIS CENTER	GCO	UNICOM
118.025	128.5 381.4	121.72	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	840-1 639 (700-1)		840-1¾ 639 (700-1¾)	840-2 639 (700-2)
CIRCLING	1000-1 792 (800-1)	1000-1¼ 792 (800-1¼)	1000-2¼ 792 (800-2¼)	1000-2½ 792 (800-2½)

SC-4, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 31

GRENADA MUNI (GNF)

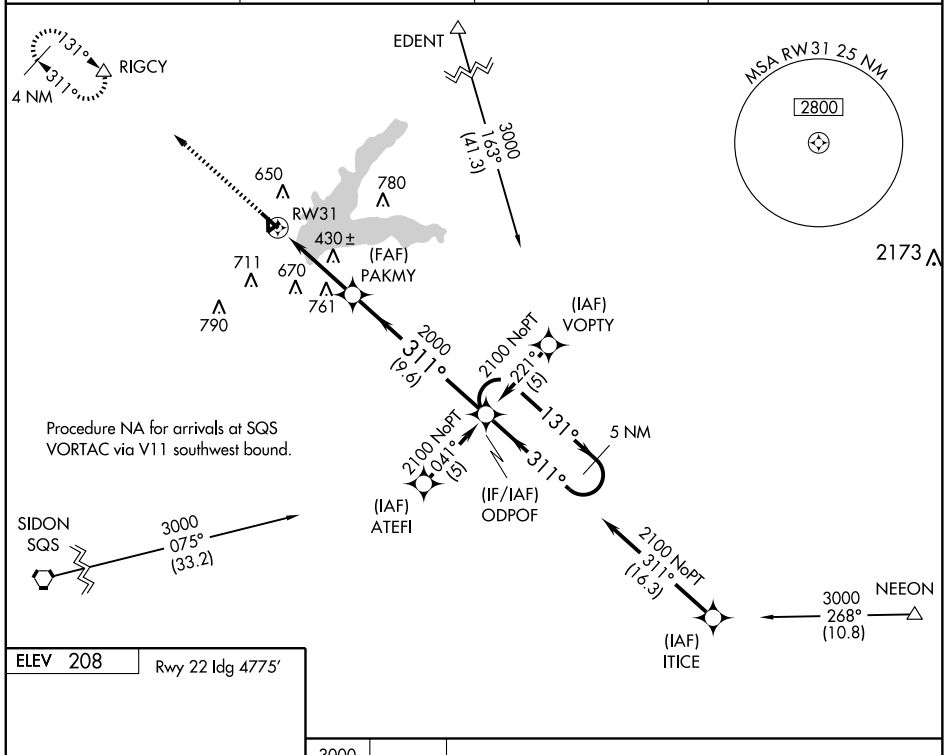
WAAS CH 40029 W31A	APP CRS 311°	Rwy Idg 7000 TDZE 202 Apt Elev 208

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Greenwood altimeter setting increase DAs 64 feet/MDAs 80 feet. BARO-VNAV and VDP NA when using Greenwood altimeter setting.

NA

MISSED APPROACH: Climb to 3000 direct RIGCY and hold.

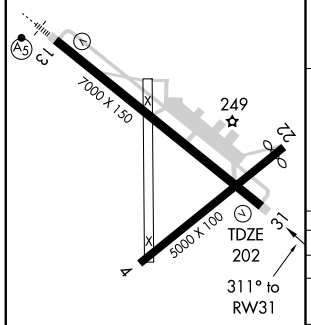
AWOS-3	MEMPHIS CENTER	GCO	UNICOM
118.025	128.5 381.4	121.72	122.8 (CTAF)



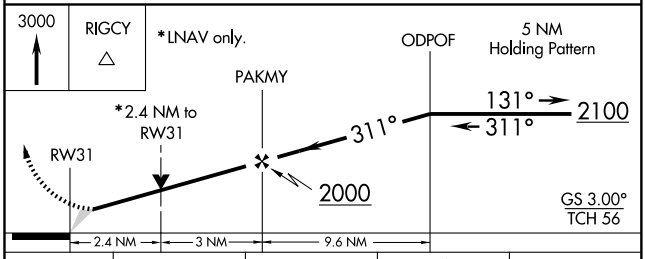
SC-4, 08 APR 2010 to 06 MAY 2010

ELEV 208

Rwy 22 Idg 4775'



MIRL Rwy 13-31

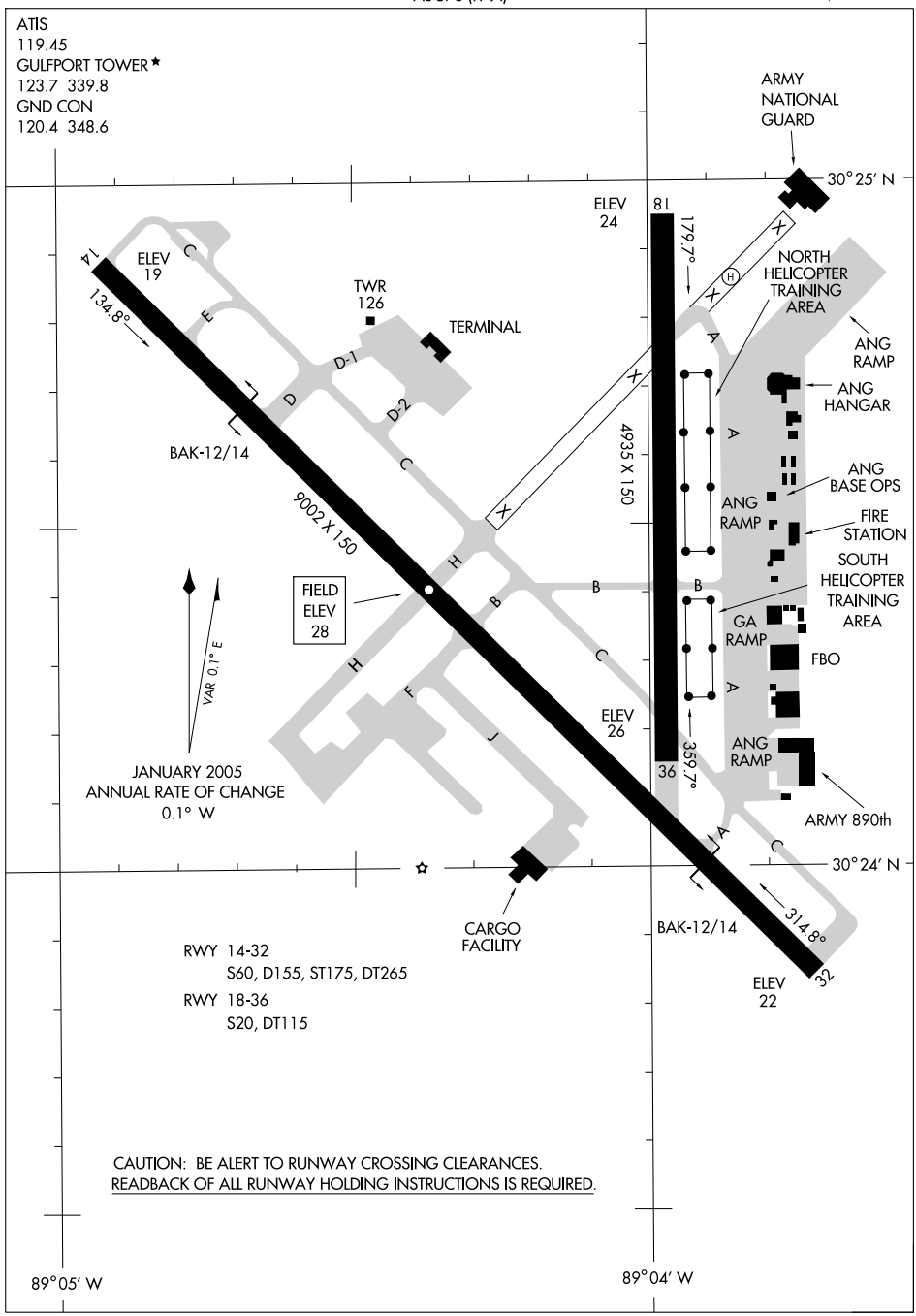


CATEGORY	A	B	C	D
LPV DA	452-¾ 250 (300-¾)			
LNAV/VNAV DA	698-1¾ 496 (500-1¾)			
LNAV MDA	1020-1 818 (900-1)	1020-1¼ 818 (900-1¼)	1020-2½ 818 (900-2½)	1020-2¾ 818 (900-2¾)
CIRCLING	1020-1¾ 812 (900-1¾)		1020-2½ 812 (900-2½)	1020-2¾ 812 (900-2¾)

AIRPORT DIAGRAM

AL-576 (FAA)

GULFPORT-BILOXI INTL (GPT)
GULFPORT, MISSISSIPPI



SC-4, 08 APR 2010 to 06 MAY 2010

HI-ILS or LOC/DME RWY 14

LOC I-GPT	APCH CRS	Rwy ldg	9002
110.9	133°	TDZE	27
		Arpt Elev	28

JAL-576 [USAF] GULFPORT-BILOXI INTL (KGPT)

▼ * When ALS inop, increase CAT CDE vis to ¾ mile.
** When ALS inop, increase CAT C vis to 1 mile, CAT DE vis to 1¼ miles.

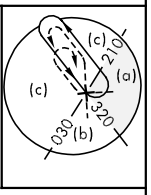
MALSR A5

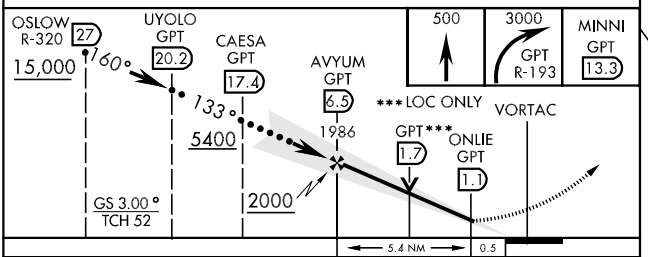
MISSED APPROACH: Climb to 500, then climbing right turn to 3000 via GPT R-193 to MINNI INT/GPT 13.3 DME and hold.

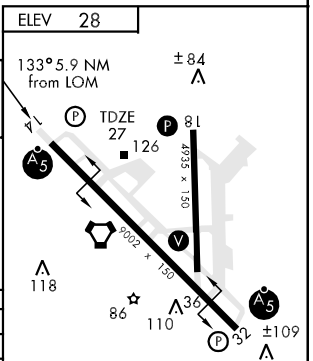
ATIS ★	GULFPORT APP CON	GULFPORT TOWER★	GND CON	ASR
119.45	130°-309° 124.6 354.1 310°-129° 127.5 254.25	123.7 CTAF Ⓛ 339.8	120.4 348.6	

RADAR OR DME REQUIRED

DME from GPT VORTAC. Simultaneous reception of I-GPT and GPT DME required.







CATEGORY	C	D	E
S-ILS 14 *	227/24	200	(200-½)
S-LOC 14 **	440/40 413	(500-¾)	440/50 413 (500-1)
CIRCLING	660-1¾ 632 (700-1¾)	660-2 632 (700-2)	820-2¾ 792 (800-2¾)

HI-ILS or LOC/DME RWY 32

LOC I-UXI	APCH CRS	Rwy ldg	9002
108.3	313°	TDZE	28
		Arpt Elev	28

JAL-576 [USAF]

GULFPORT-BILOXI INTL (KGPT)

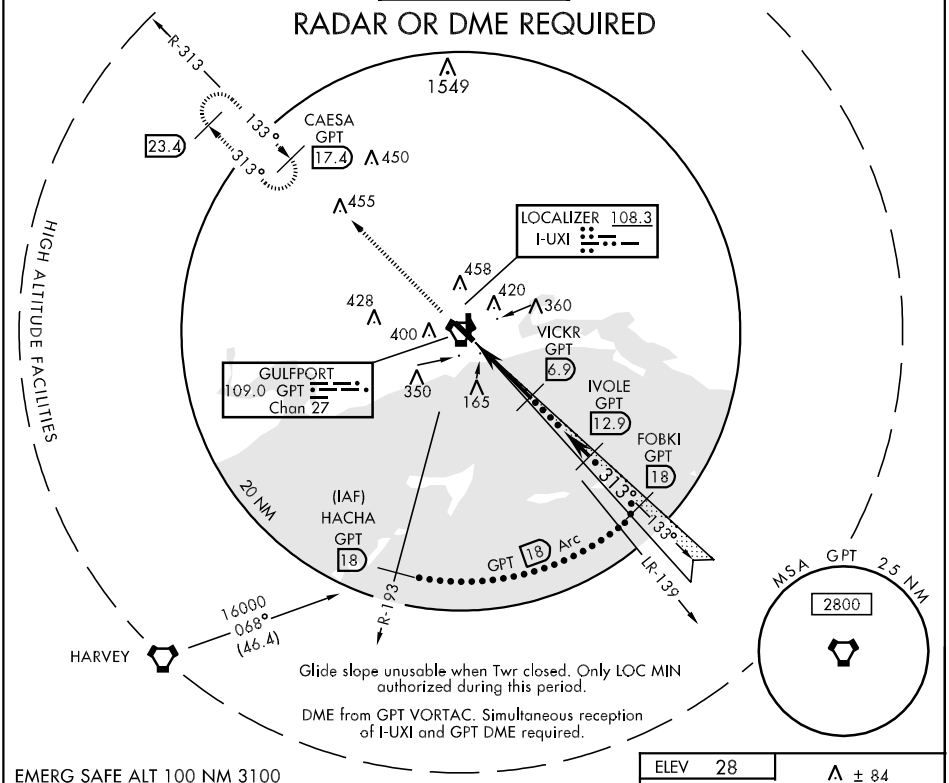
▼ * When ALS inop, increase CAT C RVR vis to 40 and CAT DE RVR to 60.

MALSR

MISSED APPROACH: Climb to 2000 via GPT R-313 to CAESA 17.4 DME and hold.

ATIS ★	GULFPORT APP CON	GULFPORT TOWER★	GND CON	ASR
119.45	130°-309° 124.6 354.1 310°-129° 127.5 254.25	123.7 CTAF Ⓛ 339.8	120.4 348.6	

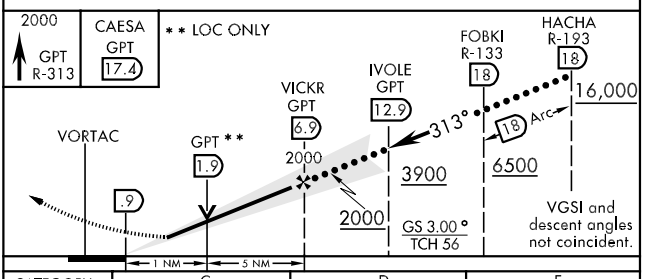
RADAR OR DME REQUIRED



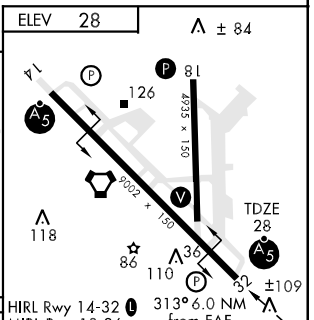
Glide slope unusable when Twr closed. Only LOC MIN authorized during this period.

DME from GPT VORTAC. Simultaneous reception of I-UXI and GPT DME required.

EMERG SAFE ALT 100 NM 3100



CATEGORY	C	D	E
S-ILS 32	228/40	200	(200-¾)
S-LOC 32 *	380/40	352	(400-¾)
CIRCLING	660-1¾ 632 (700-1¾)	660-2 632 (700-2)	820-2¾ 792 (800-2¾)



HIRL Rwy 14-32 Ⓛ
MIRL Rwy 18-36
REIL Rwy 14, 18, 32, and 36 Ⓛ

FAF to MAP 6.0 NM

Knots	120	140	160	180	200
Min:Sec	3:00	2:34	2:15	2:00	1:48

HI-TACAN RWY 14

VORTAC GPT	APCH CRS	Rwy Idg 9002
109.0	140°	TDZE 27
Chan 27		Arpt Elev 28

JAL-576 [USAF]

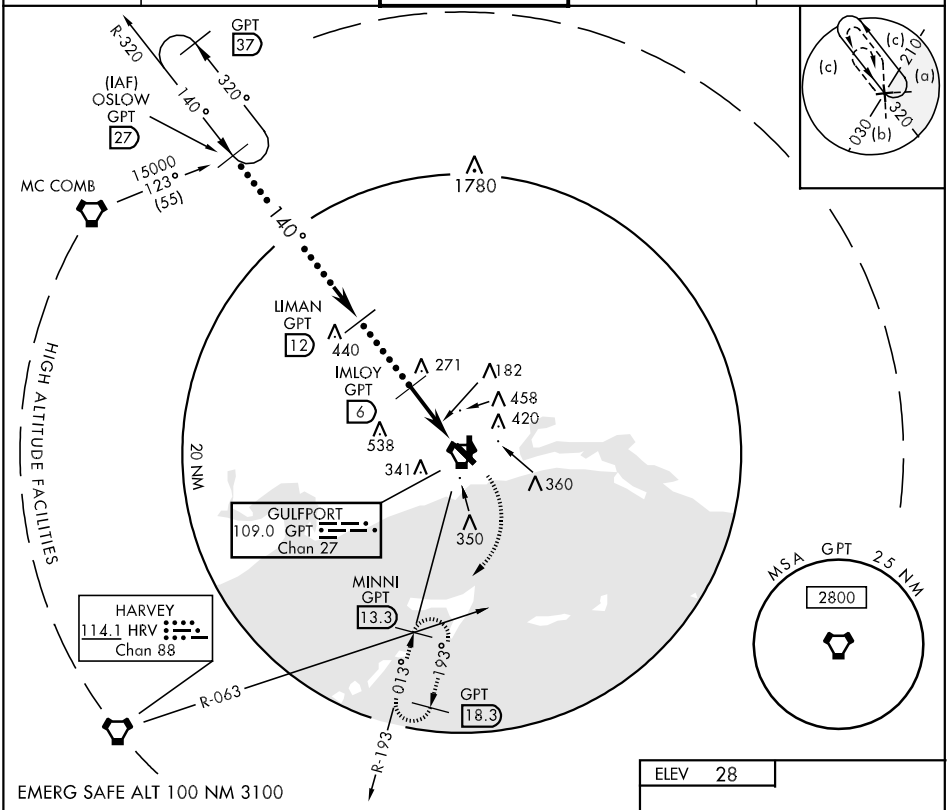
GULFPORT-BILOXI INTL (KGPT)

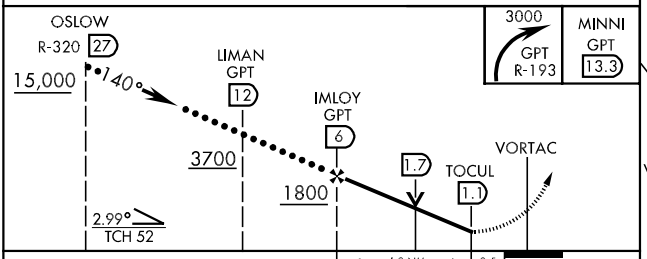
▼ * When ALS inop, increase vis CAT CD to 1¼ miles, CAT E to 1½ miles.

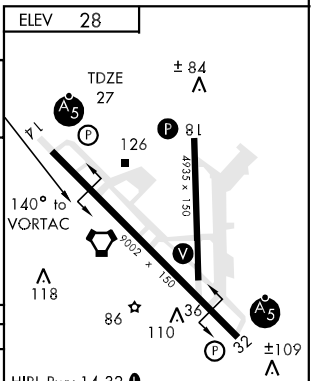
MALSR

MISSED APPROACH: Climbing right turn to 3000 via GPT R-193 to MINNI INT/GPT 13.3 DME and hold.

ATIS ★	GULFPORT APP CON	GULFPORT TOWER★	GND CON	ASR
119.45	130°-309° 124.6 354.1 310°-129° 127.5 254.25	123.7 CTAF Ⓛ 339.8	120.4 348.6	







CATEGORY	C	D	E
S-14 *	440/40 413 (500-¾)	440/50 413 (500-1)	
CIRCLING	660-1¾ 632 (700-1¾)	660-2 632 (700-2)	820-2¾ 792 (800-2¾)

HIRL Rwy 14-32 Ⓛ
MIRL Rwy 18-36
REIL Rwy 14, 18, 32, and 36Ⓛ

HI-TACAN RWY 32

VORTAC GPT	APCH CRS	Rwy Idg	9002
109.0	307°	TDZE	28
Chan 27		Arpt Elev	28

JAL-576 [USAF]

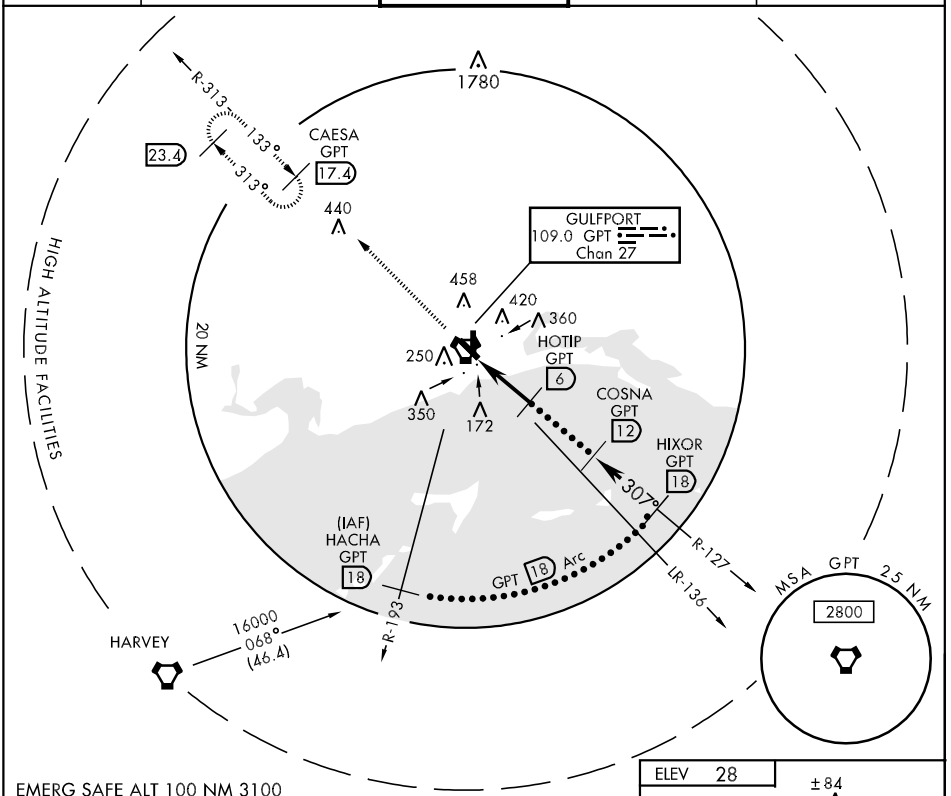
GULFPORT-BILOXI INTL (KGPT)

▼ * When ALS inop, increase CAT CD RVR to 60 and CAT E vis to 1½ miles.

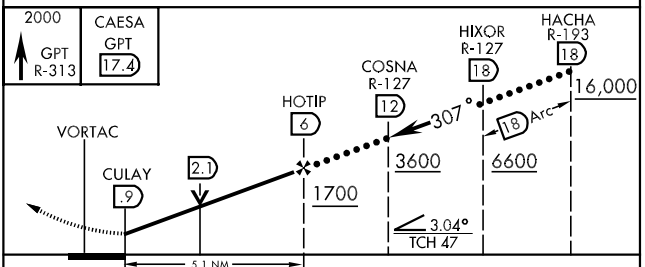
MALSR

MISSED APPROACH: Climb to 2000 via GPT R-313 to CAESA INT 17.4 DME and hold.

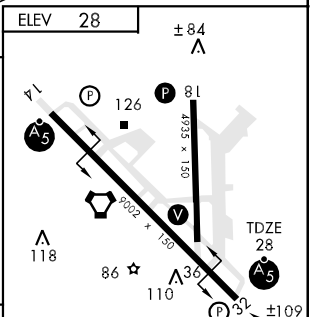
ATIS ★	GULFPORT APP CON	GULFPORT TOWER★	GND CON	ASR
119.45	130°-309° 124.6 354.1 310°-129° 127.5 254.25	123.7 CTAF Ⓛ 339.8	120.4 348.6	



EMERG SAFE ALT 100 NM 3100



CATEGORY	C	D	E
S-32 *	440/40 412 (500-¾)	440/50 412 (500-¾)	
CIRCLING	660-1¾ 632 (700-1¾)	660-2 632 (700-2)	820-2¾ 792 (800-2¾)



HIRL Rwy 14-32 Ⓛ
MIRL Rwy 18-36
REIL Rwy 14, 18, 32, and 36Ⓛ

LOC I-UXI	APP CRS	Rwy Idg	9002
108.3	313°	TDZE	28
		Apt Elev	28

ILS or LOC/DME RWY 32

GULFPORT-BILOXI INTL (GPT)

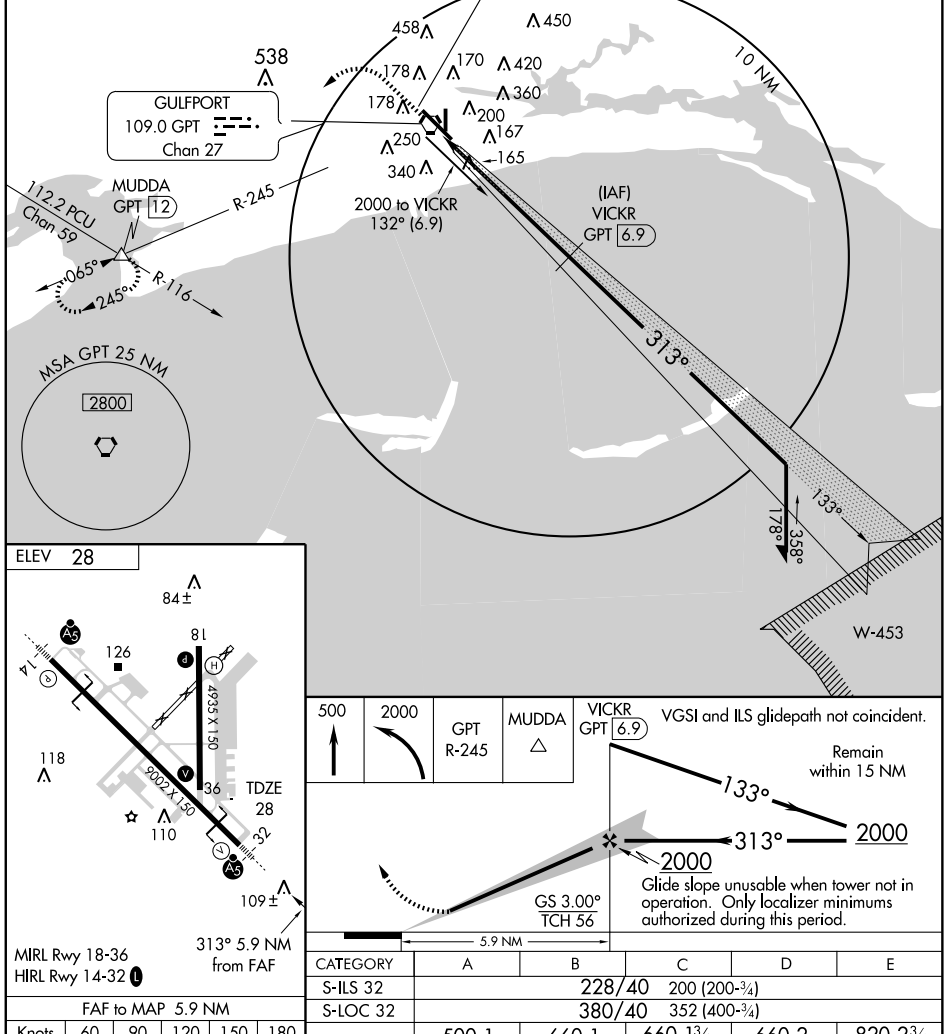
ASR Inoperative table does not apply to MALSR S-ILS 32. For inoperative MALSR increase S-LOC 32 Cat A, B, C visibility to RVR 5000, and Cat E to 6000. DME from GPT VOR/DME. Simultaneous reception of I-UXI and GPT DME Required.

MALSR

MISSED APPROACH: Climb to 500 then climbing left turn to 2000 via GPT R-245 to MUDDA INT/GPT 12 DME and hold.

ATIS	GULFPORT APP CON ★	GULFPORT TOWER ★	GND CON	UNICOM
119.45	124.6 254.25	123.7 (CTAF) L 339.8	120.4 348.6	122.95

RADAR or DME REQUIRED



MIRL Rwy 18-36
HIRL Rwy 14-32 L

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

CATEGORY	A	B	C	D	E
S-ILS 32	228/40 200 (200-¾)				
S-LOC 32	380/40 352 (400-¾)				
CIRCLING	500-1 472 (500-1)	660-1 632 (700-1)	660-1¾ 632 (700-1¾)	660-2 632 (700-2)	820-2¾ 792 (800-2¾)

SC-4, 08 APR 2010 to 06 MAY 2010

LOC I-GPT	APP CRS	Rwy Idg	9002
110.9	133°	TDZE	27
		Apt Elev	28

ILS or LOC RWY 14

GULFPORT-BILOXI INTL (GPT)

For inoperative MALSR increase S-ILS 14 Cat E visibility to RVR 4000 and S-LOC 14 Cat E visibility to 1½ mile. *RVR 1800 authorized with the use of FD or AP or HUD to DA.

ASR

MALSR

MISSED APPROACH: Climb to 500 then climbing right turn to 2000 via GPT R-245 to MUDDA INT/12 DME and hold.

ATIS	GULFPORT APP CON *	GULFPORT TOWER *	GND CON	UNICOM
119.45	124.6 254.25	123.7 (CTAF) L 339.8	120.4 348.6	122.95

Procedure NA for arrivals at CAESA via V522 Westbound.

1549

MSA GP 25 NM 2800

(IAF) CAESA GPT 17.4

313°

2000 NoPT

133° (10.9)

MINDO GPT 14.1

2000 182° (8.9)

088° 268°

10 NM

133°

GULFPORT 109.0 GPT Chan 27

LOM/IAF BAYOU 360 GP GPT 6.5

ALTERNATE MISSED APCH FIX

BAYOU GP 134° 314°

458 450 178 170 420 360 200 167 165 250 340

2000 to BAYOU 314° (6.5)

112.2 PCU Chan 59

R-116

2000 033° (11.4)

MUDDA GPT 12

R-245

065° 245°

LOCALIZER 110.9 I-GPT

ELEV 28

133° 5.9 NM from FAF

TDZE 27

84± 81 126 74 118 110 109±

4935 X 150

9002 X 150

36 32

MIRL Rwy 18-36

HIRL Rwy 14-32 L

Remain within 15 NM

LOM GPT 6.5	500	2000	GPT R-245	MUDDA

313° 2000

133° 2000

1989

GS 3.00° TCH 52

5.9 NM

CATEGORY	A	B	C	D	E
S-ILS 14	* 227/24	200 (200-½)			
S-LOC 14	440/24	413 (500-½)	440/40	413 (500-¾)	440/50 413 (500-1)
CIRCLING	500-1 472 (500-1)	660-1 632 (700-1)	660-1¾ 632 (700-1¾)	660-2 632 (700-2)	820-2¾ 792 (800-2¾)

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

SC-4, 08 APR 2010 to 06 MAY 2010

WAAS CH 97301 W14A	APP CRS 133°	Rwy Idg 9002 TDZE 27 Apt Elev 28

RNAV (GPS) RWY 14

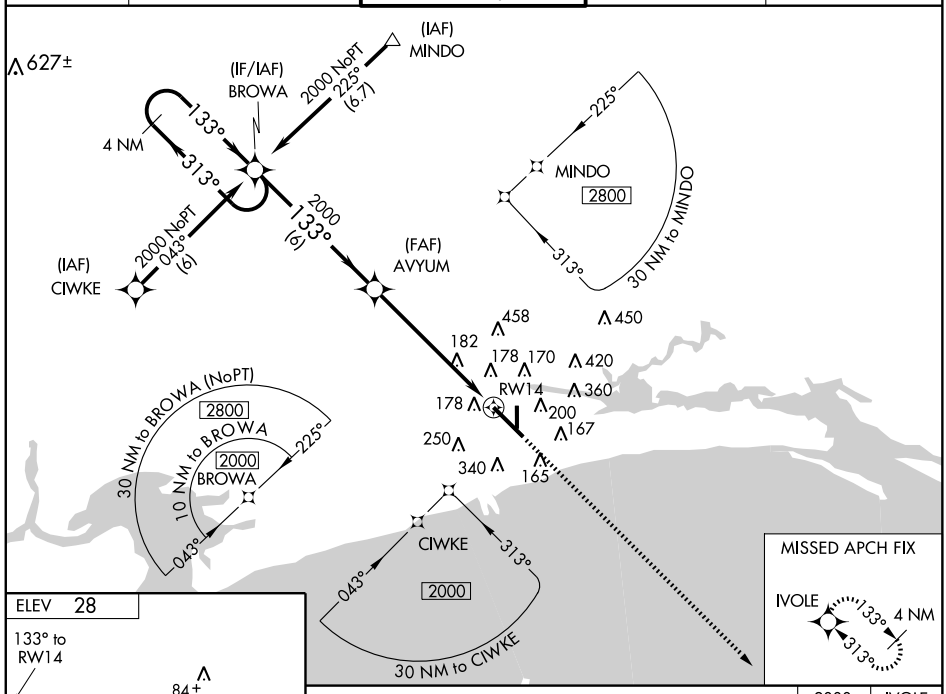
GULFPORT-BILOXI INTL (GPT)

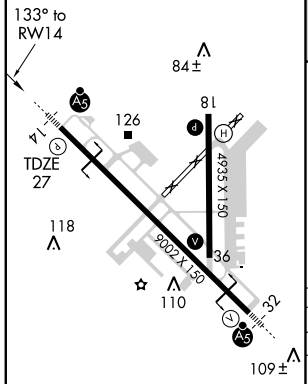
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Pascagoula altimeter setting and increase all DA 67 feet and all MDA 80 feet, increase LNAV/VNAV visibility all Cats to RVR 6000 and increase Circling Cat C and D visibility ¼ mile.
ASR
For inoperative MALSR increase LNAV Cat D visibility to RVR 6000. For inoperative MALSR when using Pascagoula altimeter setting, increase LPV visibility all Cats to RVR 5000.
VDP and Baro-VNAV NA when using Pascagoula altimeter setting.

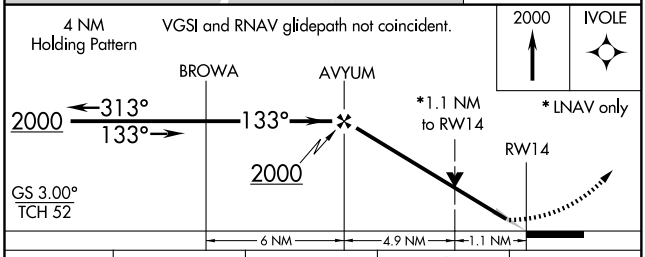
MALSR

MISSED APPROACH: Climb to 2000 direct IVOLE and hold.

ATIS	GULFPORT APP CON ★	GULFPORT TOWER ★	GND CON	UNICOM
119.45	124.6 254.25	123.7 (CTAF) L 339.8	120.4 348.6	122.95







CATEGORY	A	B	C	D
LPV DA	227/24 200 (200-½)			
LNAV/VNAV DA	464/50 437 (500-1)			
LNAV MDA	440/24 413 (500-½)		440/40 413 (500-¾)	440/50 413 (500-1)
CIRCLING	500-1 472 (500-1)	560-1 532 (600-1)	640-1¾ 612 (700-1¾)	660-2 632 (700-2)

SC-4, 08 APR 2010 to 06 MAY 2010

WAAS CH 69512 W18A	APP CRS 178°	Rwy Idg 4935 TDZE 27 Apt Elev 28

RNAV (GPS) RWY 18

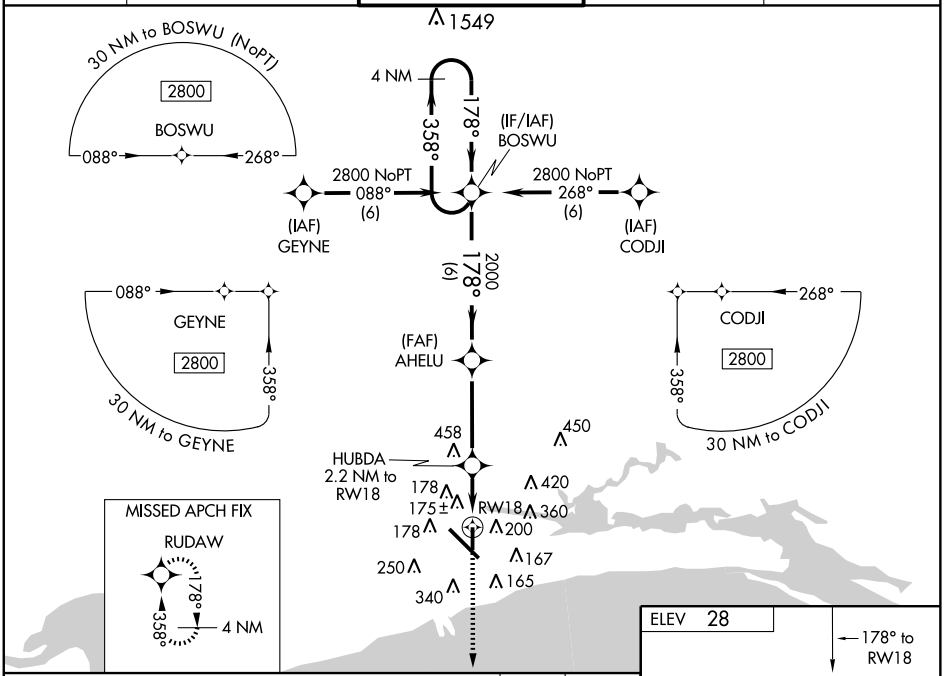
GULFPORT-BILOXI INTL (GPT)

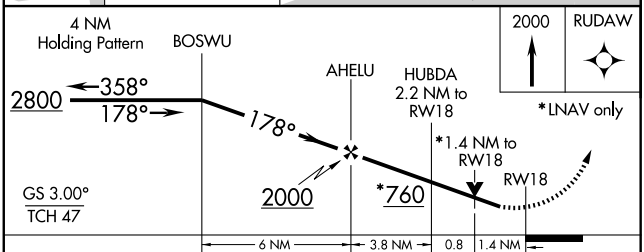
ASR

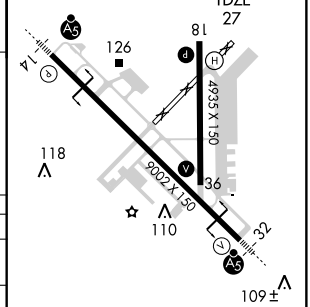
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Pascagoula altimeter setting and increase all DA 67 feet and circling MDA 80 feet and increase LPV and LNAV/VNAV all Cats and Circling Cat C and D visibility ¼ mile. LNAV minimums NA when using Pascagoula altimeter setting. VDP and Baro-VNAV NA when using Pascagoula altimeter setting.

MISSED APPROACH: Climb to 2000 direct RUDAW and hold.

ATIS	GULFPORT APP CON ★	GULFPORT TOWER ★	GND CON	UNICOM
119.45	124.6 254.25	123.7 (CTAF) L 339.8	120.4 348.6	122.95







CATEGORY	A	B	C	D
LPV DA	306-1 279 (300-1)			
LNAV/VNAV DA	464-1½ 437 (500-1½)			
LNAV MDA	500-1 473 (500-1)		500-1¼ 473 (500-1¼)	500-1½ 473 (500-1½)
CIRCLING	500-1 472 (500-1)	560-1 532 (600-1)	640-1¾ 612 (700-1¾)	660-2 632 (700-2)

MIRL Rwy 18-36
HIRL Rwy 14-32 L

SC-4, 08 APR 2010 to 06 MAY 2010

WAAS CH 56207 W32A	APP CRS 313°	Rwy Idg 9002 TDZE 28 Apt Elev 28

RNAV (GPS) RWY 32

GULFPORT-BILOXI INTL (GPT)

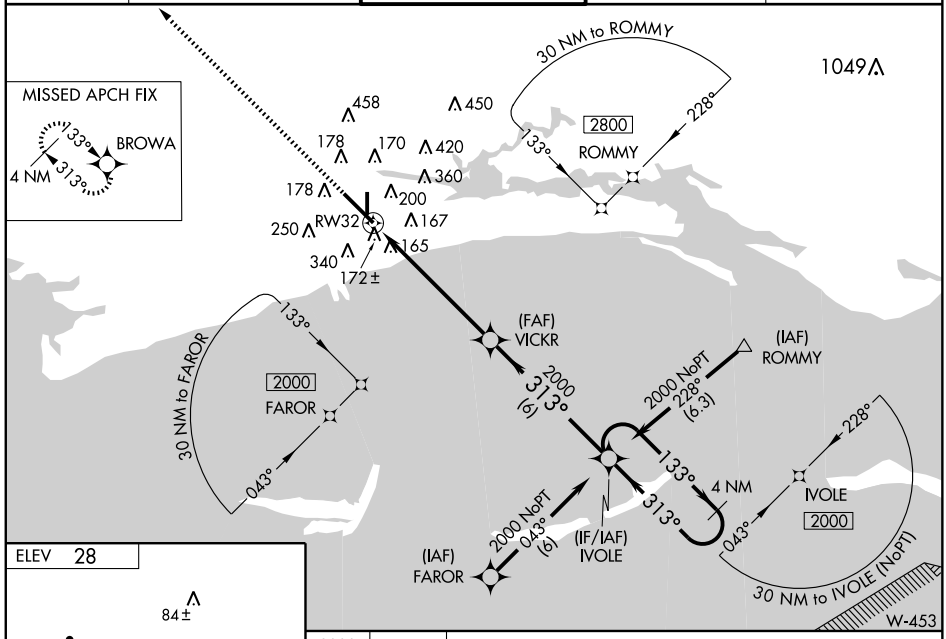
ASR

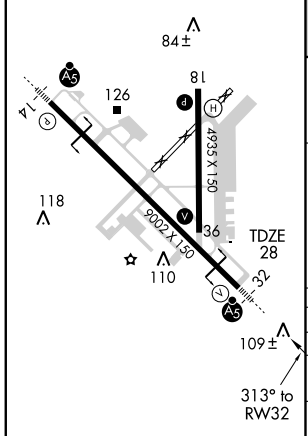
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Pascagoula altimeter setting and increase all DA 67 feet and all MDA 80 feet, increase LNAV/VNAV visibility all Cats to 1½ mile, LNAV visibility Cat C to RVR 5000, Cat D to RVR 6000, increase Circling visibility Cat C to 2 and Cat D to 2¼ mile. Inoperative table does not apply to LPV all Cats. For inoperative MALSR, increase LNAV Cat A and B visibility to RVR 5000. For inoperative MALSR when using Pascagoula altimeter setting, increase LNAV Cat A and B visibility to RVR 5000. VDP and Baro-VNAV NA when using Pascagoula altimeter setting.

MALSR

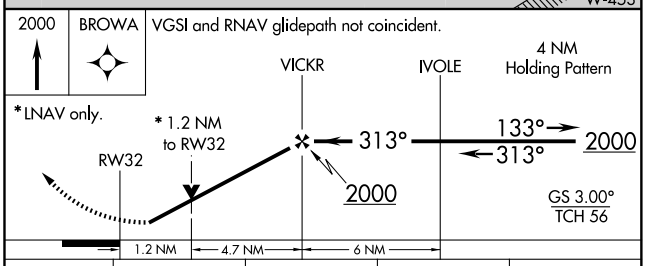
MISSED APPROACH: Climb to 2000 direct BROWA and hold.

ATIS	GULFPORT APP CON ★	GULFPORT TOWER ★	GND CON	UNICOM
119.45	124.6 254.25	123.7 (CTAF) L 339.8	120.4 348.6	122.95





MIRL Rwy 18-36
HIRL Rwy 14-32 L



CATEGORY	A	B	C	D
LPV DA	228/40 200 (200-¾)			
LNAV/VNAV DA	525/60 497 (500-1¼)			
LNAV MDA	460/40 432 (500-¾)			460/50 432 (500-1)
CIRCLING	500-1 472 (500-1)	560-1 532 (600-1)	640-1¾ 612 (700-1¾)	660-2 632 (700-2)

SC-4, 08 APR 2010 to 06 MAY 2010

WAAS CH 42812 W36A	APP CRS 358°	Rwy Idg 4935 TDZE 28 Apt Elev 28

RNAV (GPS) RWY 36

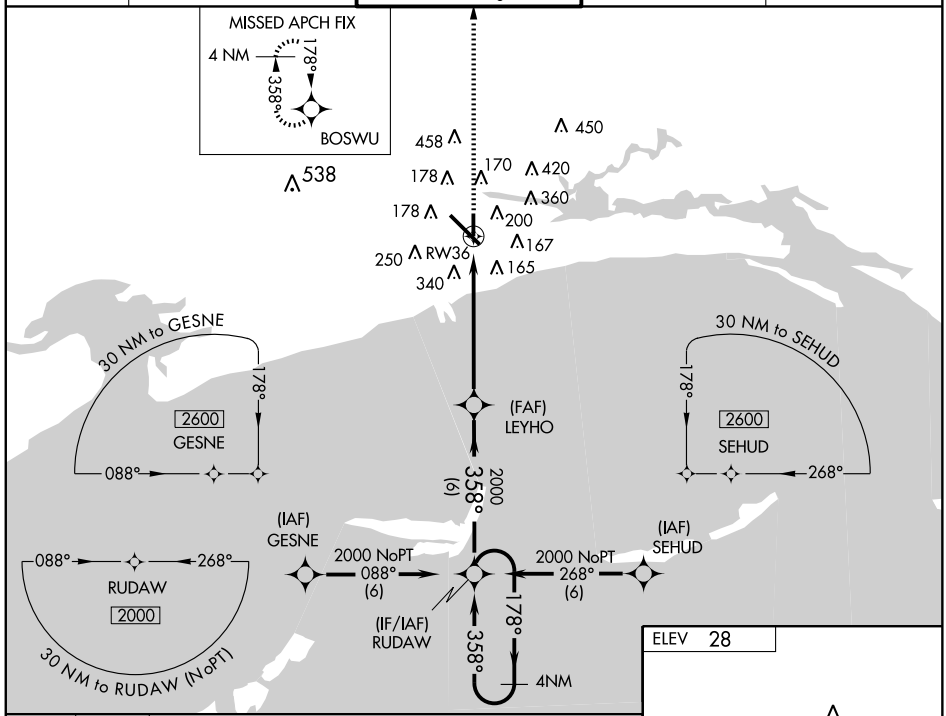
GULFPORT-BILOXI INTL (GPT)

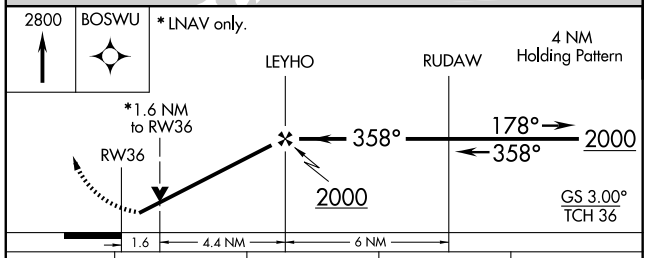
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Pascagoula altimeter setting and increase all DA 67 feet and all MDA 80 feet and increase LPV and LNAV/VNAV all Cats, LNAV and Circling Cats C and D visibility ¼ mile. VDP and Baro-VNAV NA when using Pascagoula altimeter setting.

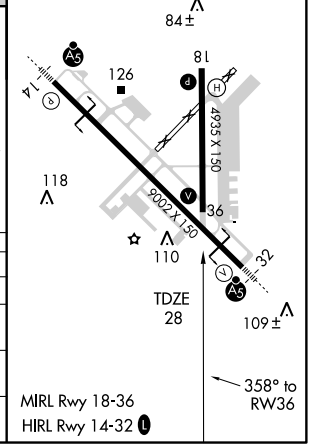
ASR

MISSED APPROACH: Climb to 2800 direct BOSWU and hold.

ATIS	GULFPORT APP CON ★	GULFPORT TOWER ★	GND CON	UNICOM
119.45	124.6 254.25	123.7 (CTAF) Ⓛ 339.8	120.4 348.6	122.95







CATEGORY	A	B	C	D
LPV DA	328-1 300 (300-1)			
LNAV/VNAV DA	660-2¼ 632 (700-2¼)			
LNAV MDA	580-1 552 (600-1)		580-1½ 552 (600-1½)	580-1¾ 552 (600-1¾)
CIRCLING	580-1 552 (600-1)		640-1¾ 612 (700-1¾)	660-2 632 (700-2)

SC-4, 08 APR 2010 to 06 MAY 2010

VORTAC GPT	APP CRS	Rwy Idg	9002
109.0	140°	TDZE	27
Chan 27		Apt Elev	28

VOR/DME or TACAN RWY 14

GULFPORT-BILOXI INTL (GPT)

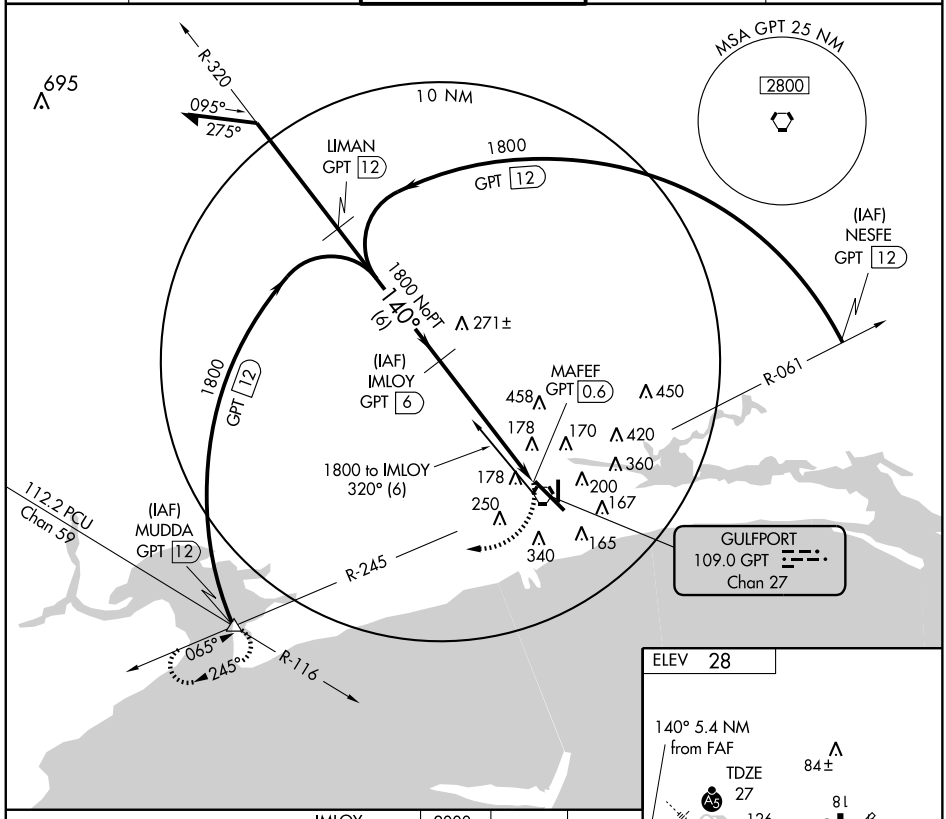
ASR

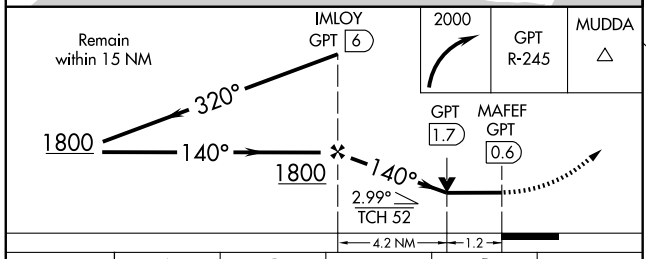
For inoperative MALSR increase S-14 Cat D visibility to RVR 6000 and Cat E visibility to 1½ mile.

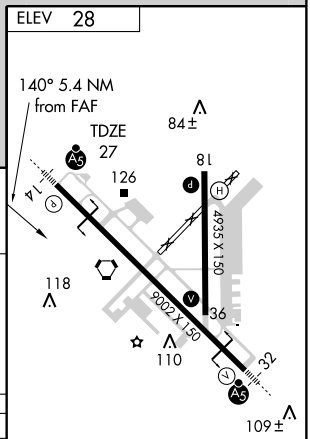
MALSR

MISSED APPROACH: Climbing right turn to 2000 via GPT R-245 to MUDDA INT/12 DME and hold.

ATIS	GULFPORT APP CON ★	GULFPORT TOWER ★	GND CON	UNICOM
119.45	124.6 254.25	123.7 (CTAF) L 339.8	120.4 348.6	122.95







CATEGORY	A	B	C	D	E
S-14	440/24	413 (500-½)	440/40 413 (500-¾)	440/50	413 (500-1)
CIRCLING	500-1 472 (500-1)	660-1 632 (700-1)	660-1¾ 632 (700-1¾)	660-2 632 (700-2)	820-2¾ 792 (800-2¾)

MIRL Rwy 18-36
HIRL Rwy 14-32 L

SC-4, 08 APR 2010 to 06 MAY 2010

VORTAC GPT	APP CRS	Rwy Idg	9002
109.0	307°	TDZE	28
Chan 27		Apt Elev	28

VOR/DME or TACAN RWY 32

GULFPORT-BILOXI INTL (GPT)

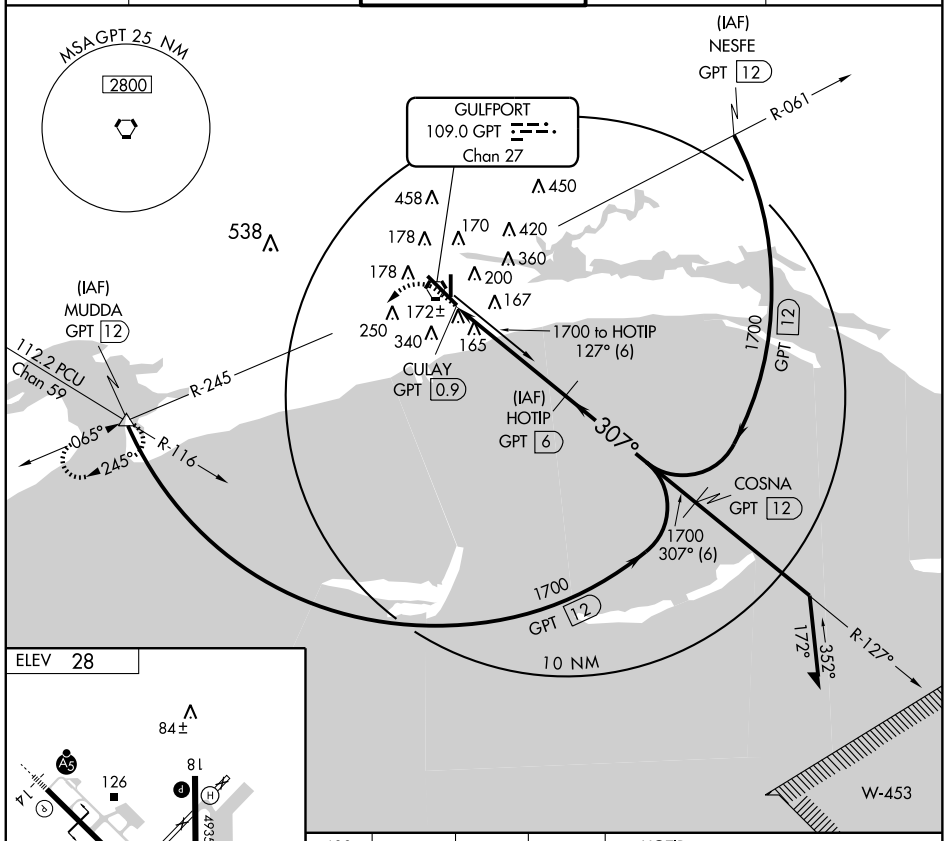
ASR

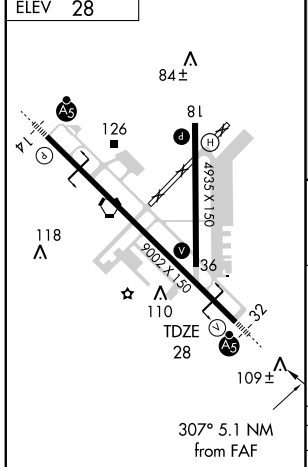
For inoperative MALSR increase S-32 Cats A, B visibility to RVR 5000, Cat D to RVR 6000 and Cat E to 1½ miles.

MALSR

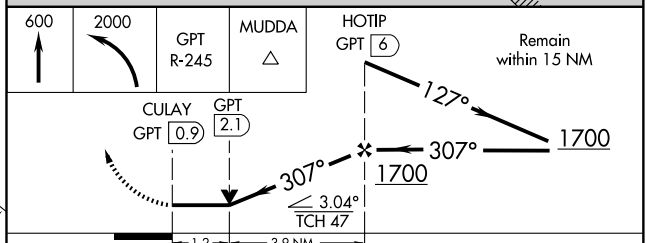
MISSED APPROACH: Climb to 600 then climbing left turn to 2000 via GPT R-245 to MUDDA INT/GPT 12 DME and hold.

ATIS	GULFPORT APP CON ★	GULFPORT TOWER ★	GND CON	UNICOM
119.45	124.6 254.25	123.7 (CTAF) L 339.8	120.4 348.6	122.95





MIRL Rwy 18-36
HIRL Rwy 14-32 L



CATEGORY	A	B	C	D	E
S-32	440/40 412 (500-¾)			440/50	412 (500-1)
CIRCLING	500-1 472 (500-1)	660-1 632 (700-1)	660-1¾ 632 (700-1¾)	660-2 632 (700-2)	820-2¾ 792 (800-2¾)

SC-4, 08 APR 2010 to 06 MAY 2010

VORTAC GPT 109.0 Chan 27	APP CRS 136°	Rwy Idg 9002 TDZE 27 Apt Elev 28

VOR RWY 14

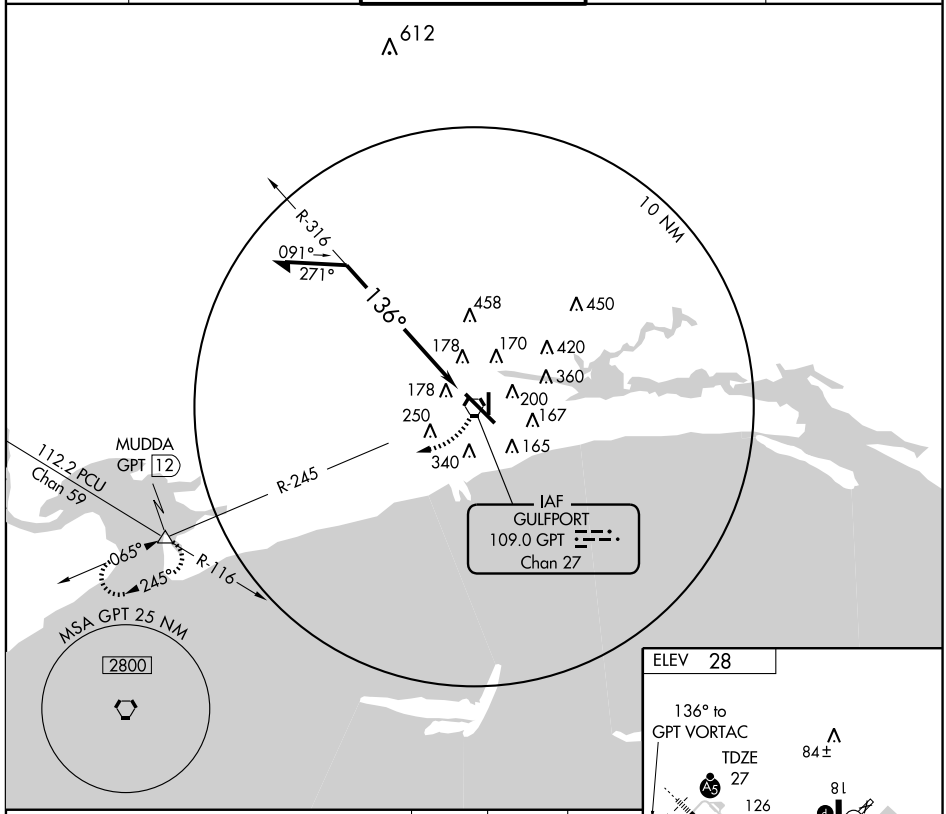
GULFPORT-BILOXI INTL (GPT)

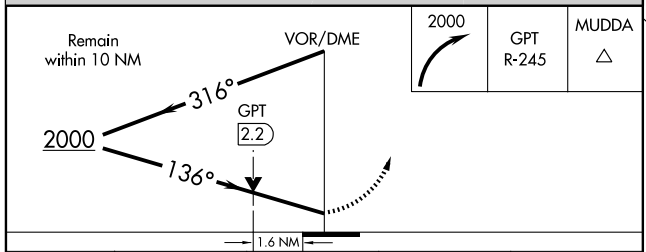
ASR

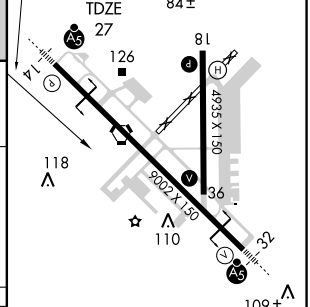
MALSR

MISSED APPROACH: Climbing right turn to 2000 via GPT R-245 to MUDDA INT/12 DME and hold.

ATIS	GULFPORT APP CON ★	GULFPORT TOWER ★	GND CON	UNICOM
119.45	124.6 254.25	123.7 (CTAF) L 339.8	120.4 348.6	122.95







CATEGORY	A	B	C	D
S-14	580/24 553 (600-½)		580/50 553 (600-1)	580/60 553 (600-1¼)
CIRCLING	580-1 552 (600-1)	660-1 632 (700-1)	660-1¾ 632 (700-1¾)	660-2 632 (700-2)

MIRL Rwy 18-36
HIRL Rwy 14-32 L

SC-4, 08 APR 2010 to 06 MAY 2010

VORTAC GPT	APP CRS	Rwy Idg	9002
109.0	308°	TDZE	28
Chan 27		Apt Elev	28

VOR RWY 32

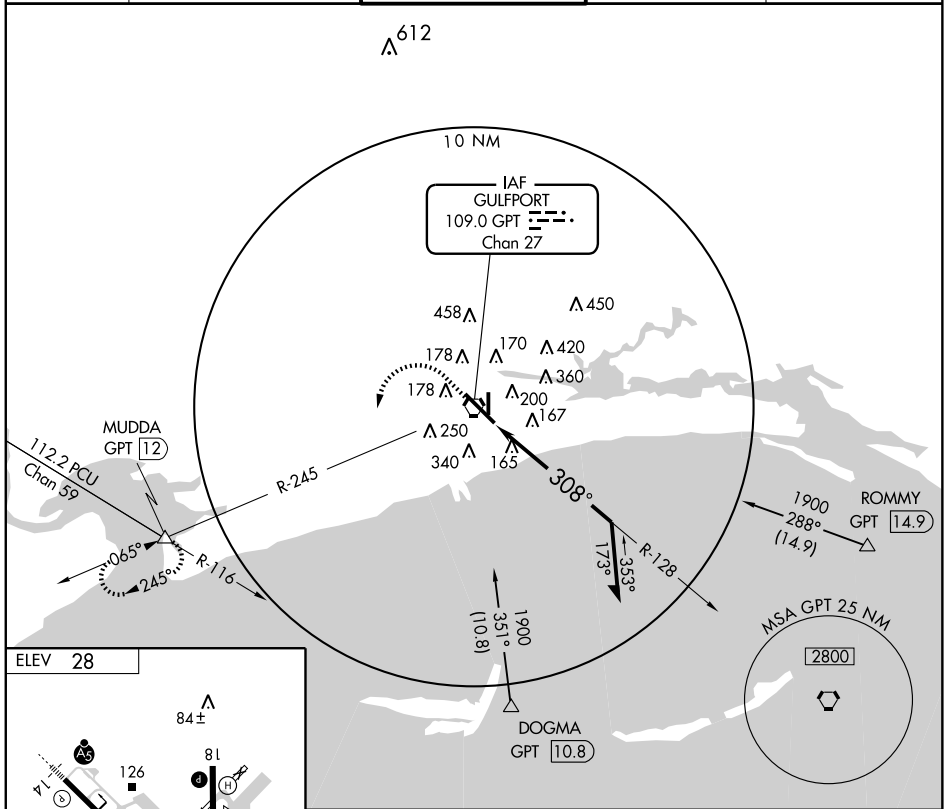
GULFPORT-BILOXI INTL (GPT)

ASR — For inoperative MALSR increase S-32 Cats A and B visibility to RVR 5000.

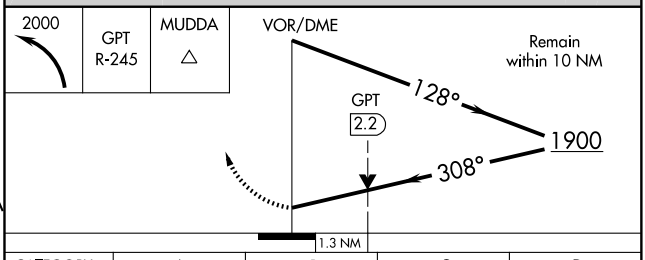
MALSR

MISSED APPROACH: Climbing left turn to 2000 via GPT R-245 to MUDDA INT/12 DME and hold.

ATIS	GULFPORT APP CON ★	GULFPORT TOWER ★	GND CON	UNICOM
119.45	124.6 254.25	123.7 (CTAF) L 339.8	120.4 348.6	122.95



MIRL Rwy 18-36
HIRL Rwy 14-32 L



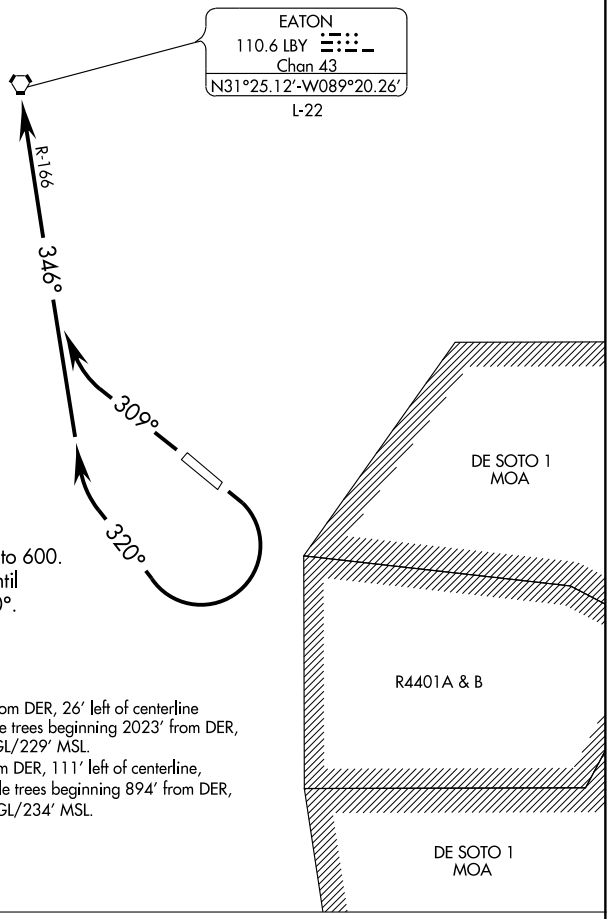
CATEGORY	A	B	C	D
S-32	480/40 452 (500-¾)			480/50 452 (500-1)
CIRCLING	500-1 472 (500-1)	660-1 632 (700-1)	660-1¾ 632 (700-1¾)	660-2 632 (700-2)

SC-4, 08 APR 2010 to 06 MAY 2010

EATON ONE DEPARTURE

HATTIESBURG BOBBY L. CHAIN MUNI (HBG)
HATTIESBURG, MISSISSIPPI

ASOS 135.425
HOUSTON CENTER
126.8 327.8
CTAF 122.8



TAKEOFF MINIMUMS:
Rwy 13, ATC climb of 300' per NM to 600.
Rwy 13, Do not exceed 230 knots until established on heading 320°.
Rwy 31, Standard.

TAKE-OFF OBSTACLES:
Rwy 13: Numerous trees beginning 1184' from DER, 26' left of centerline up to 111' AGL/251' MSL. Multiple trees beginning 2023' from DER, 49' right of centerline, up to 89' AGL/229' MSL.
Rwy 31: Numerous trees beginning 189' from DER, 111' left of centerline, up to 103' AGL/253' MSL. Multiple trees beginning 894' from DER, 69' right of centerline, up to 84' AGL/234' MSL.

Note: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 13: Climbing right turn heading 320° and LBY VORTAC R-166 to LBY VORTAC. Thence . . . .

TAKE-OFF RUNWAY 31: Climb heading 309° and LBY VORTAC R-166 to LBY VORTAC. Thence . . . .

. . . . Maintain 3000 or ATC assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

APP CRS	Rwy Idg	5098
129°	TDZE	151
	Apt Elev	151

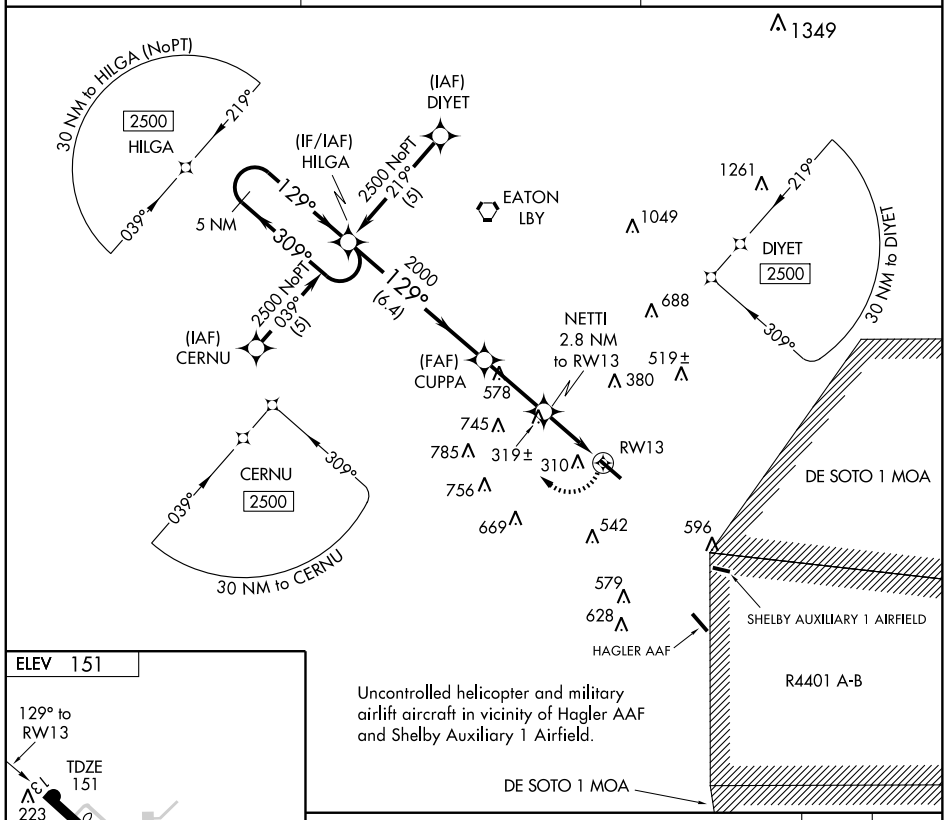
RNAV (GPS) Y RWY 13

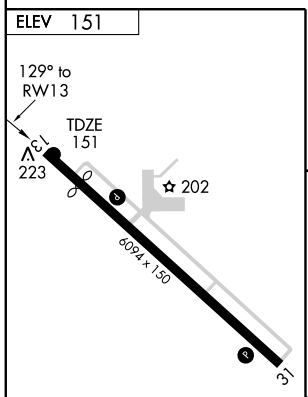
HATTIESBURG BOBBY L. CHAIN MUNI (HBG)

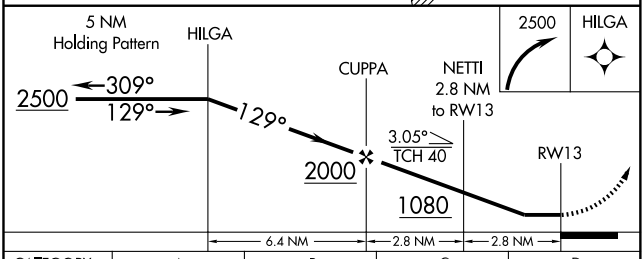
If local altimeter setting not received, use Hattiesburg-Laurel Rgnl altimeter setting and increase all MDAs 60 feet.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 2500 direct HILGA and hold.

ASOS	HOUSTON CENTER	UNICOM
135.425	126.8 327.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	580-1 429 (500-1)		580-1¼ 429 (500-1¼)	580-1½ 429 (500-1½)
CIRCLING	680-1 529 (600-1)	700-1 549 (600-1)	720-1½ 569 (600-1½)	720-2 569 (600-2)

REIL Rwy 13 L
HIRL Rwy 13-31 L

SC-4, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5098
CH 86403	129°	TDZE	151
W13A		Apt Elev	151

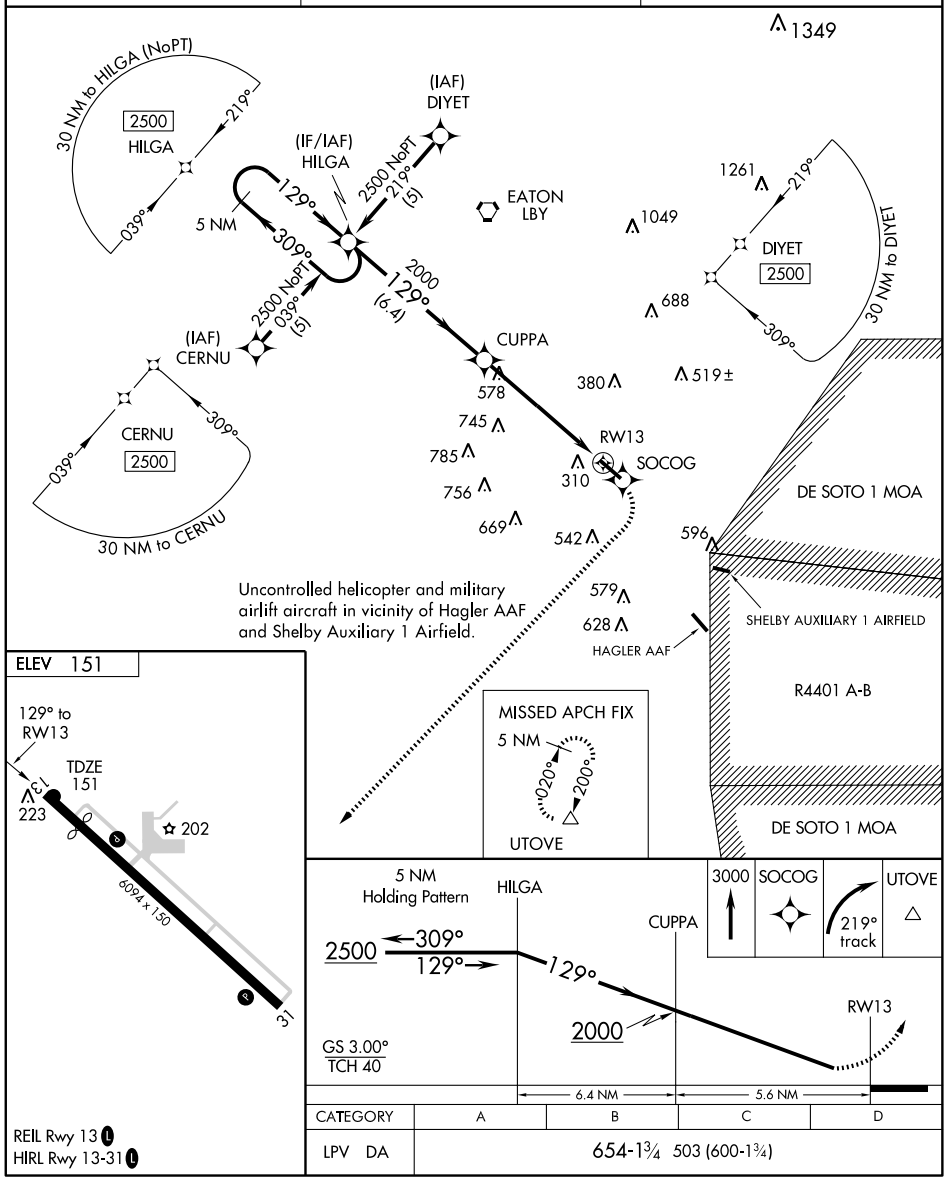
RNAV (GPS) Z RWY 13

HATTIESBURG BOBBY L. CHAIN MUNI (HBG)

If local altimeter setting not received, use Hattiesburg-Laurel Rgnl altimeter setting and increase DA to 705 feet.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct SOCOG and right turn via 219° track to UTOVE and hold.

ASOS	HOUSTON CENTER	UNICOM
135.425	126.8 327.8	122.8 (CTAF) L



REIL Rwy 13 L
HIRL Rwy 13-31 L

CATEGORY	A	B	C	D
LPV DA	654-1¾ 503 (600-1¾)			

SC-4, 08 APR 2010 to 06 MAY 2010

VORTAC LBY	APP CRS	Rwy Idg	5098
110.6	151°	TDZE	151
Chan 43		Apt Elev	151

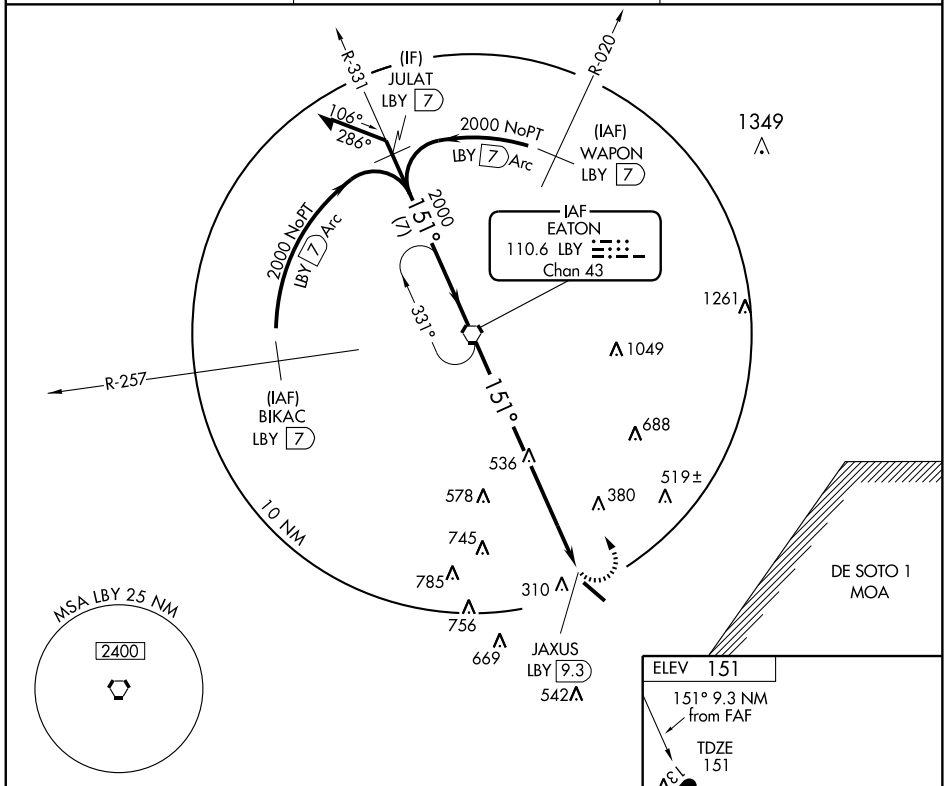
VOR RWY 13

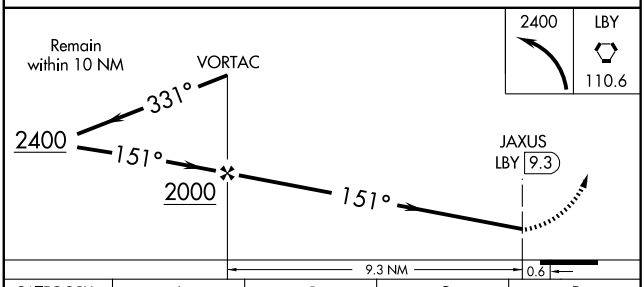
HATTIESBURG BOBBY L. CHAIN MUNI (HBG)

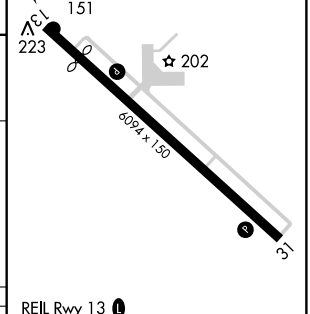
When local altimeter setting not received, use Hattiesburg-Laurel Rgnl altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 2400 direct LBY VORTAC and hold.

ASOS	HOUSTON CENTER	UNICOM
135.425	126.8 327.8	122.8 (CTAF) L







REIL Rwy 13 L
HIRL Rwy 13-31 L

CATEGORY	A	B	C	D
S-13	2000-1¼ 1849 (1900-1¼)	2000-1½ 1849 (1900-1½)	2000-3 1849 (1900-3)	
CIRCLING	2000-1¼ 1849 (1900-1¼)	2000-1½ 1849 (1900-1½)	2000-3 1849 (1900-3)	

FAF to MAP 9.3 NM

Knots	60	90	120	150	180
Min:Sec	9:18	6:12	4:39	3:43	3:06

SC-4, 08 APR 2010 to 06 MAY 2010

LOC I-PIB	APP CRS	Rwy Idg	6501
109.5	181°	TDZE	298
		Apt Elev	298

ILS or LOC RWY 18

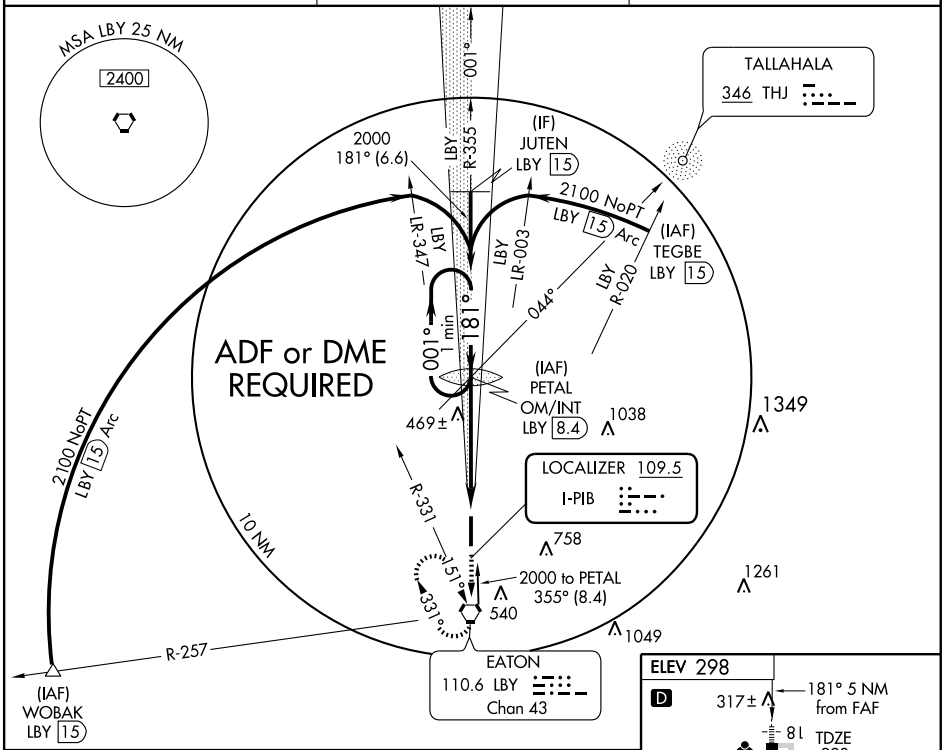
HATTIESBURG-LAUREL RGNL (PIB)

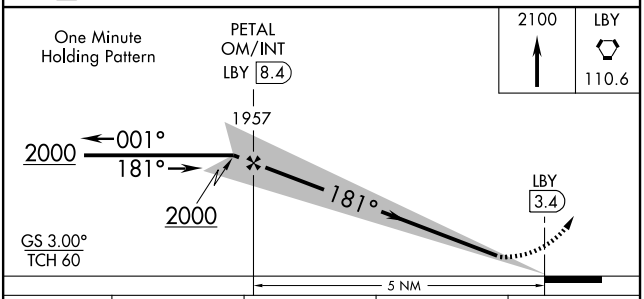
When local altimeter setting not received, use Hattiesburg Bobby L. Chain Muni altimeter setting and increase all DA 51 feet and increase all MDA 60 feet, and increase S-LOC 18 Cat D ¼ mile.

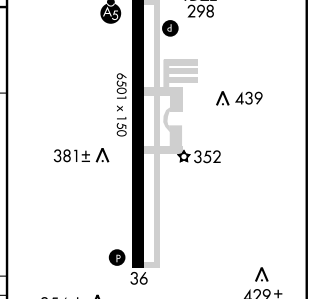
MALSR

MISSED APPROACH: Climb to 2100 direct LBY VORTAC and hold, continue climb-in-hold to 2100.

AWOS-3	HOUSTON CENTER	UNICOM
128.325	126.8 327.8	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 18	498-½ 200 (200-½)			
S-LOC 18	720-½ 422 (500-½)		720-¾ 422 (500-¾)	
CIRCLING	740-1 442 (500-1)	760-1 462 (500-1)	760-1½ 462 (500-1½)	860-2 562 (600-2)

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SC-4, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	6501
CH 49201	181°	TDZE	298
W18A		Apt Elev	298

RNAV (GPS) RWY 18

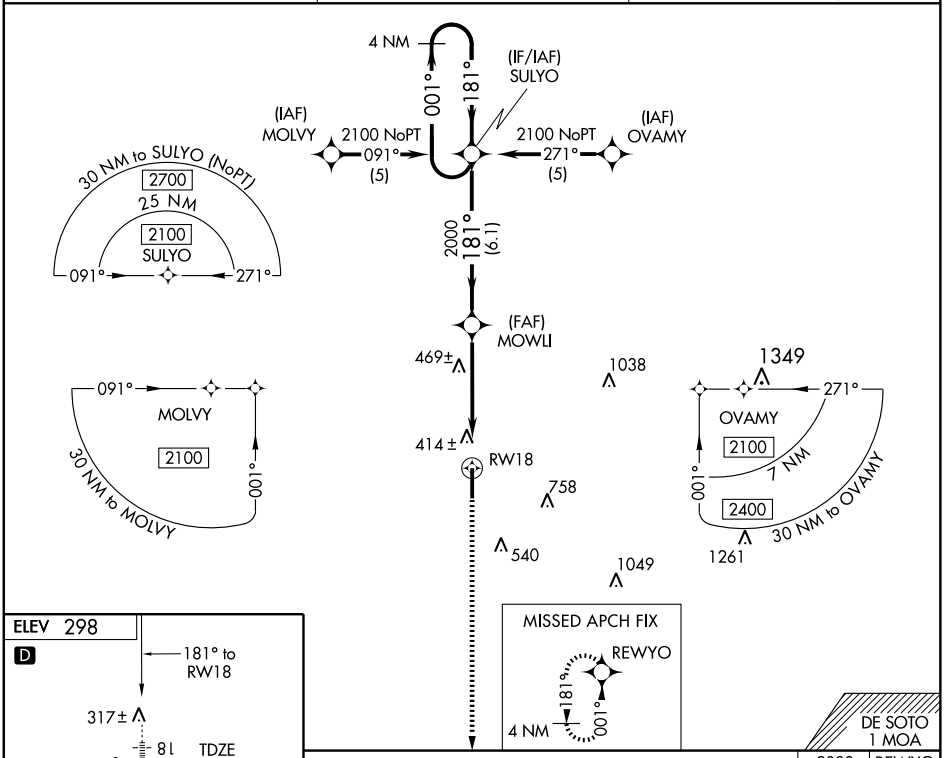
HATTIESBURG-LAUREL RGNL (PIB)

For inoperative MALSR, increase LNAV Cat D visibility to 1¼ mile. Baro-VNAV NA when using Bobby L. Chain Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hattiesburg Bobby L. Chain Muni altimeter setting and increase all DA 51 feet and increase all MDA 60 feet, and increase LNAV/VNAV all Cats visibility ¼ mile. VDP NA with Bobby L. Chain Muni altimeter setting.

MALSR

MISSED APPROACH: Climb to 2000 direct REWYO and hold.

AWOS-3	HOUSTON CENTER	UNICOM
128.325	126.8 327.8	123.0 (CTAF)



CATEGORY	A	B	C	D
LPV DA	498-½ 200 (200-½)			
LNAV/VNAV DA	691-¾ 393 (400-¾)			
LNAV MDA	720-½ 422 (500-½)		720-¾ 422 (500-¾)	720-1 422 (500-1)
CIRCLING	740-1 442 (500-1)	760-1 462 (500-1)	760-1½ 462 (500-1½)	860-2 562 (600-2)

WAAS	APP CRS	Rwy Idg	6501
CH 93901	001°	TDZE	296
W36A		Apt Elev	298

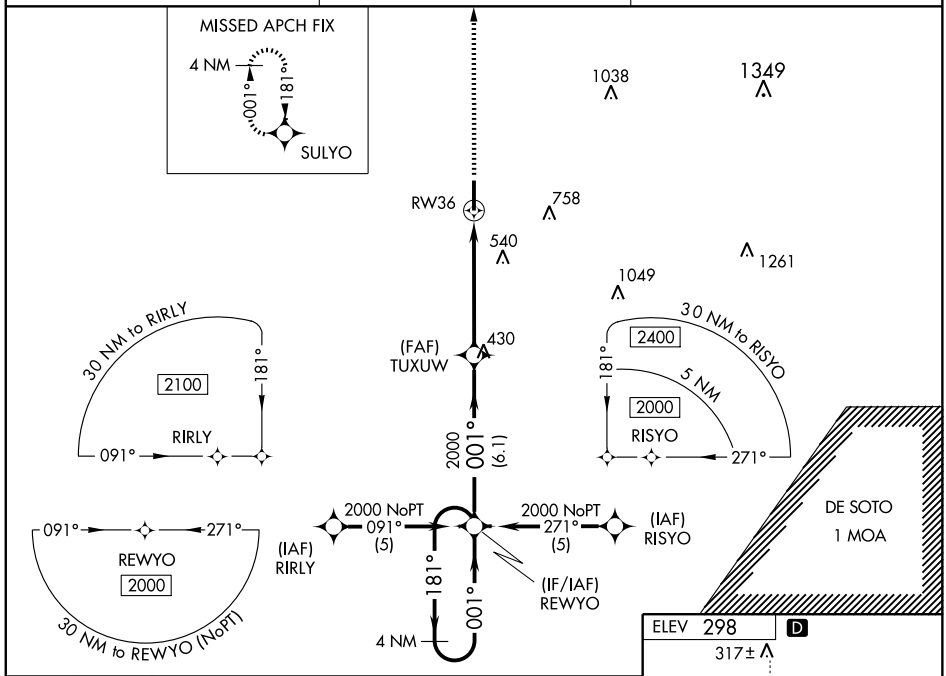
RNAV (GPS) RWY 36

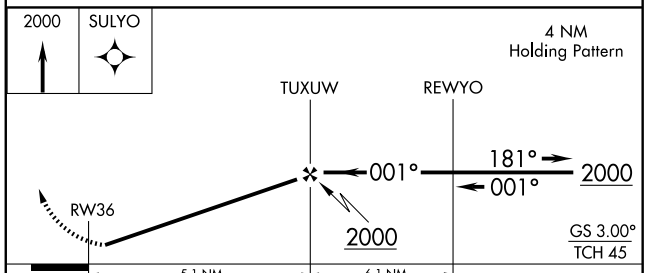
HATTIESBURG-LAUREL RGNL (PIB)

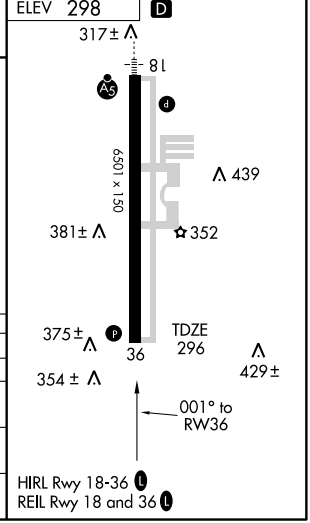
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Hattiesburg Bobby L. Chain Muni altimeter setting and increase all DA 51 feet and increase all MDA 60 feet, and increase LNAV MDA Cat C and D visibility ¼ mile. Baro-VNAV NA when using Hattiesburg Bobby L. Chain Muni altimeter setting.

MISSED APPROACH: Climb to 2100 direct SULYO and hold.

AWOS-3	HOUSTON CENTER	UNICOM
128.325	126.8 327.8	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	546-1 250 (300-1)			
LNAV/ VNAV DA	625-1¼ 329 (400-1¼)			
LNAV MDA	680-1 384 (400-1)			680-1¼ 384 (400-1¼)
CIRCLING	740-1 442 (500-1)	760-1 462 (500-1)	760-1½ 462 (500-1½)	860-2 562 (600-2)

HIRL Rwy 18-36 L
REIL Rwy 18 and 36 L

SC-4, 08 APR 2010 to 06 MAY 2010

HATTIESBURG/LAUREL, MISSISSIPPI

VORTAC LBY	APP CRS	Rwy Idg	N/A
110.6	356°	TDZE	N/A
Chan 43		Apt Elev	298

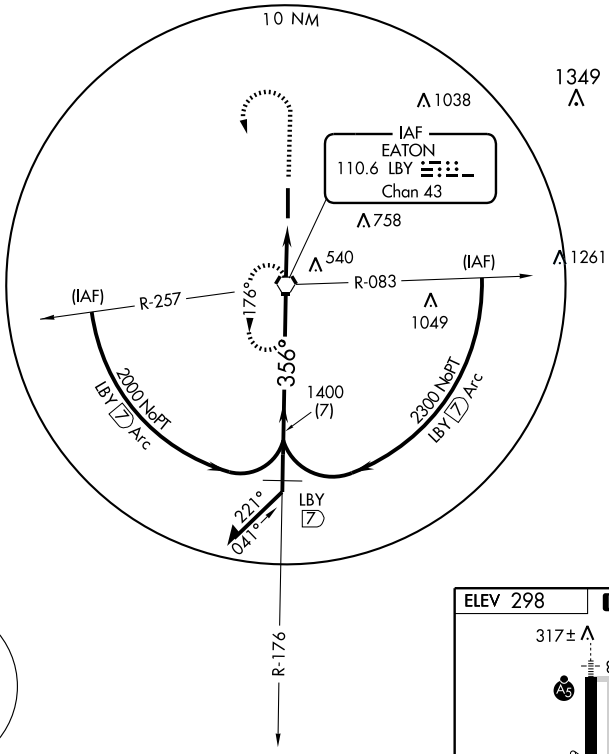
AL-6134 (FAA)

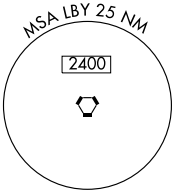
VOR-A

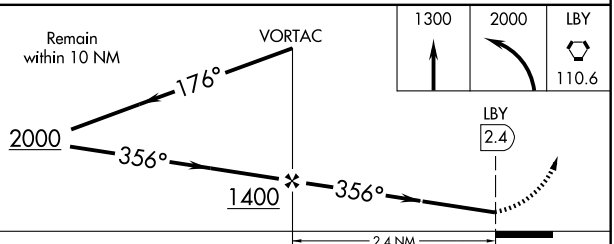
HATTIESBURG-LAUREL RGNL (PIB)

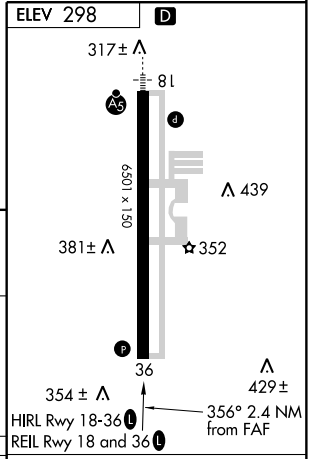
MISSED APPROACH: Climb to 1300 then climbing left turn to 2000 direct LBY VORTAC and hold.

AWOS-3	HOUSTON CENTER	UNICOM
128.325	126.8 327.8	123.0 (CTAF) L









CATEGORY	A	B	C	D
CIRCLING	740-1 442 (500-1)	760-1 462 (500-1)	760-1½ 462 (500-1½)	860-2 562 (600-2)

FAF to MAP 2.4 NM

Knots	60	90	120	150	180
Min:Sec	2:24	1:36	1:12	0:58	0:48

SC-4, 08 APR 2010 to 06 MAY 2010

VORTAC HLI	APP CRS	Rwy Idg	3201
112.4	152°	TDZE	553
Chan 71		Apt Elev	553

VOR/DME or GPS RWY 18

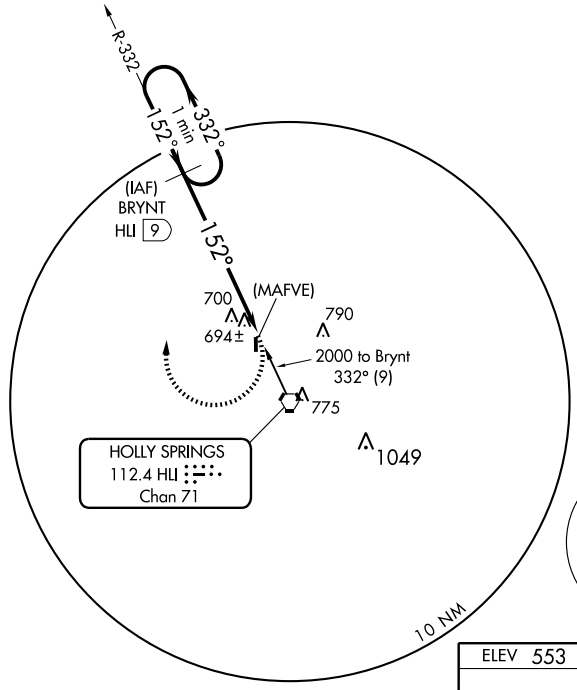
HOLLY SPRINGS-MARSHALL COUNTY (M41)

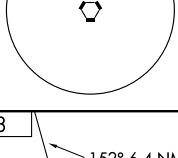
Use Memphis altimeter setting.

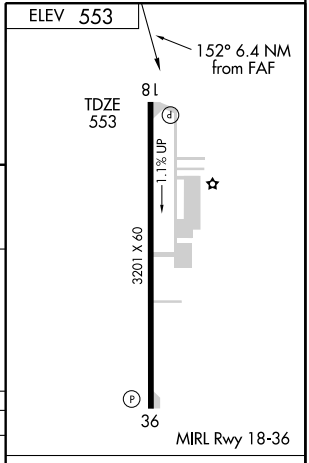
NA

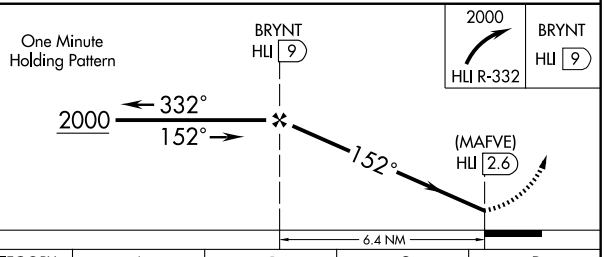
MISSED APPROACH: Climbing right turn to 2000 via HLI R-332 to BRYNT HLI 9 DME and hold.

MEMPHIS APP CON	UNICOM
125.8 338.3	122.8 (CTAF)









CATEGORY	A	B	C	D
S-18	1080-1 527 (600-1)		1080-1½ 527 (600-1½)	NA
CIRCLING	1120-1 567 (600-1)	1140-1 587 (600-1)	1140-1½ 587 (600-1½)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-4, 08 APR 2010 to 06 MAY 2010

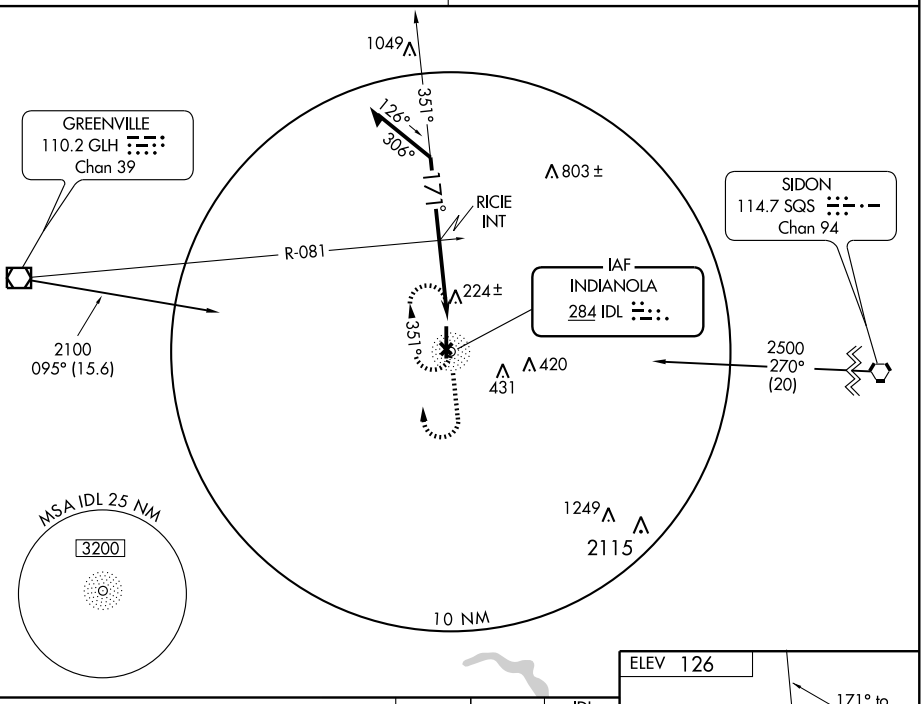
NDB IDL	APP CRS	Rwy Idg	7004
284	171°	TDZE	126
		Apt Elev	126

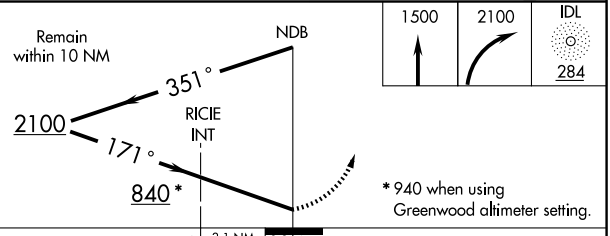
NDB RWY 17
INDIANOLA MUNI (IDL)

Use Greenville altimeter setting; if not received, use Greenwood altimeter setting and increase all MDAs 100 feet.
NA

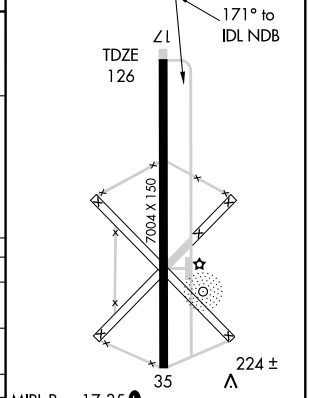
MISSED APPROACH: Climb to 1500 then climbing right turn to 2100 direct IDL NDB and hold.

MEMPHIS CENTER	UNICOM
135.875 269.35	122.8 (CTAF) L





* 940 when using Greenwood altimeter setting.



MIRL Rwy 17-35 L

CATEGORY	A	B	C	D
S-17	840-1 714 (800-1)		840-2 714 (800-2)	840-2¼ 714 (800-2¼)
CIRCLING	840-1 714 (800-1)		840-2 714 (800-2)	840-2¼ 714 (800-2¼)
NDB/VOR MINIMUMS				
S-17	580-1 454 (500-1)		580-1¼ 454 (500-1¼)	580-1½ 454 (500-1½)
CIRCLING	580-1 454 (500-1)		600-1½ 474 (500-1½)	780-2 654 (700-2)

Knots	60	90	120	150	180
Min:Sec					

SC-4, 08 APR 2010 to 06 MAY 2010

NDB IDL	APP CRS	Rwy Idg	7004
284	007°	TDZE	121
		Apt Elev	126

NDB RWY 35

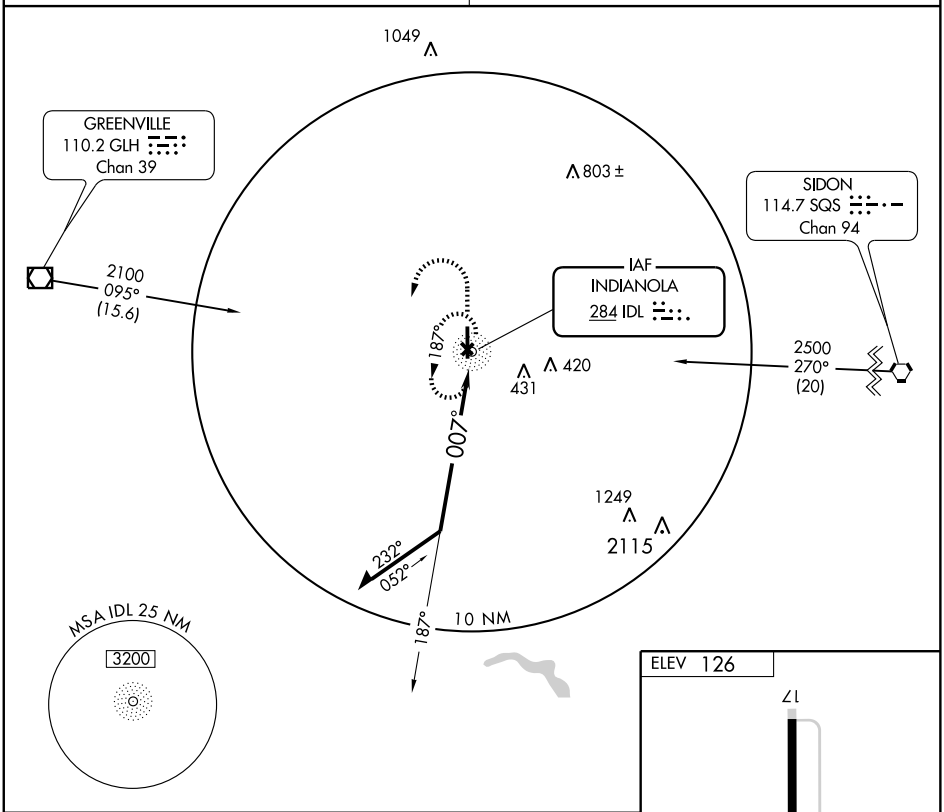
INDIANOLA MUNI (IDL)

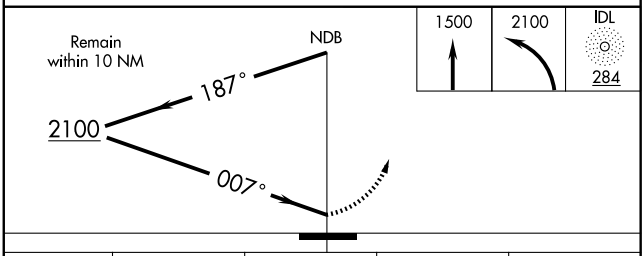
Use Greenville altimeter setting; if not received, use Greenwood altimeter setting and increase all MDAs 100 feet.

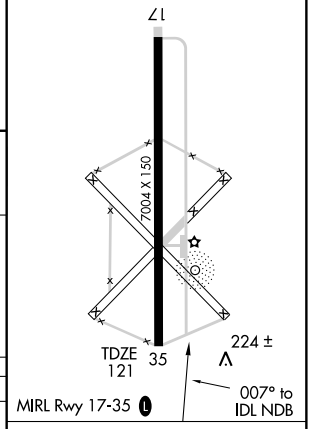
NA

MISSED APPROACH: Climb to 1500 then climbing left turn to 2100 direct IDL NDB and hold.

MEMPHIS CENTER	UNICOM
135.875 269.35	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-35	740-1	619 (700-1)	740-1¾ 619 (700-1¾)	740-2 619 (700-2)
CIRCLING	740-1	614 (700-1)	740-1¾ 614 (700-1¾)	780-2 654 (700-2)

Knots	60	90	120	150	180
Min:Sec					

SC-4, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	7004
177°	TDZE	126
	Apt Elev	126

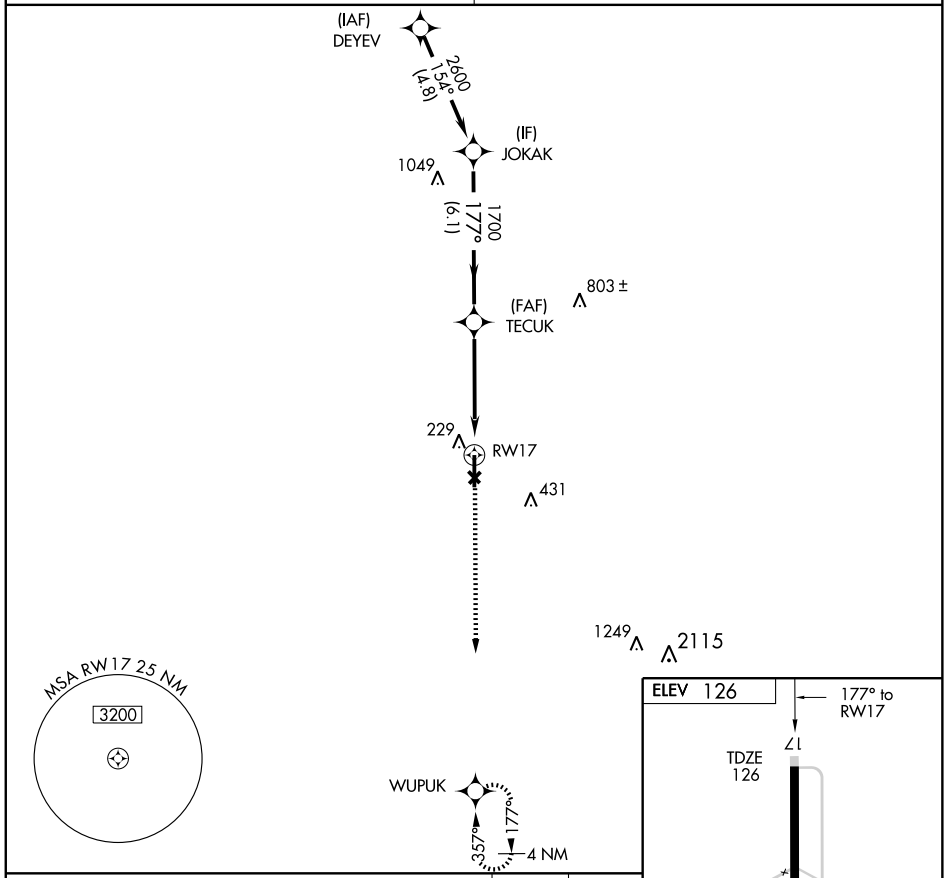
RNAV (GPS) RWY 17

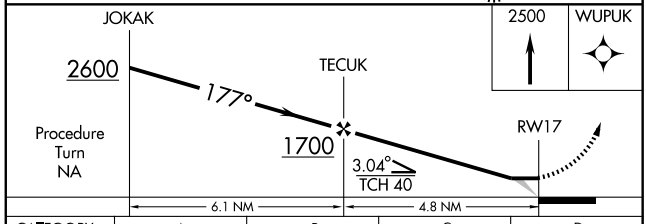
INDIANOLA MUNI (IDL)

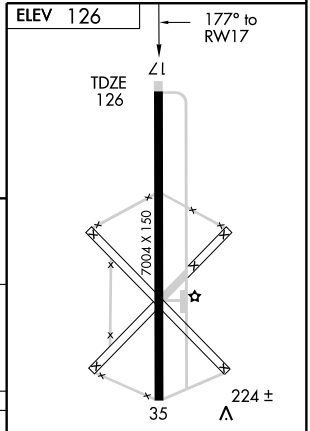
DME/DME RNP-0.3 NA. Use Greenville altimeter setting; if not received, use Greenwood altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 2500 direct WUPUK and hold.

MEMPHIS CENTER	UNICOM
135.875 269.35	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	520-1 394 (400-1)			520-1¼ 394 (400-1¼)
CIRCLING	580-1 454 (500-1)		600-1½ 474 (500-1½)	780-2 654 (700-2)

MIRL Rwy 17-35 L

SC-4, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	7004
357°	TDZE	121
	Apt Elev	126

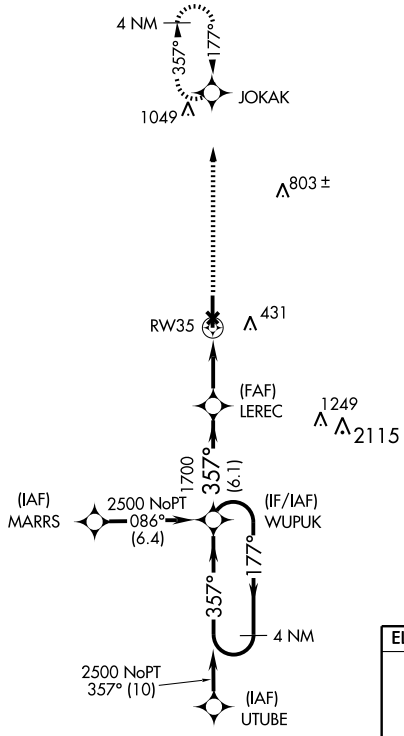
RNAV (GPS) RWY 35

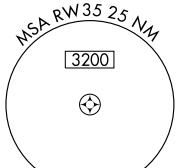
INDIANOLA MUNI (IDL)

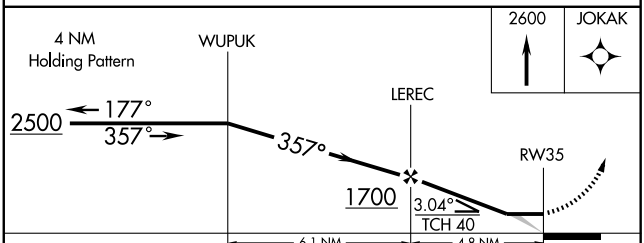
DME/DME RNP-0.3 NA. Use Greenville altimeter setting; if not received, use Greenwood altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 2600 direct JOKAK and hold.

MEMPHIS CENTER	UNICOM
135.875 269.35	122.8 (CTAF) L

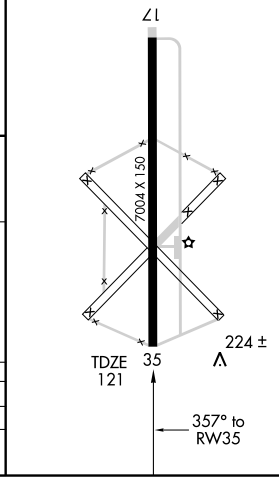






CATEGORY	A	B	C	D
LNAV MDA	540-1	419 (500-1)	540-1¼	419(500-1¼)
CIRCLING	580-1	454 (500-1)	600-1½ 474 (500-1½)	780-2 654 (700-2)

ELEV 126 MIRL Rwy 17-35 L



SC-4, 08 APR 2010 to 06 MAY 2010

VORTAC SQS 114.7 Chan 94	APP CRS 271°	Rwy Idg N/A TDZE N/A Apt Elev 126

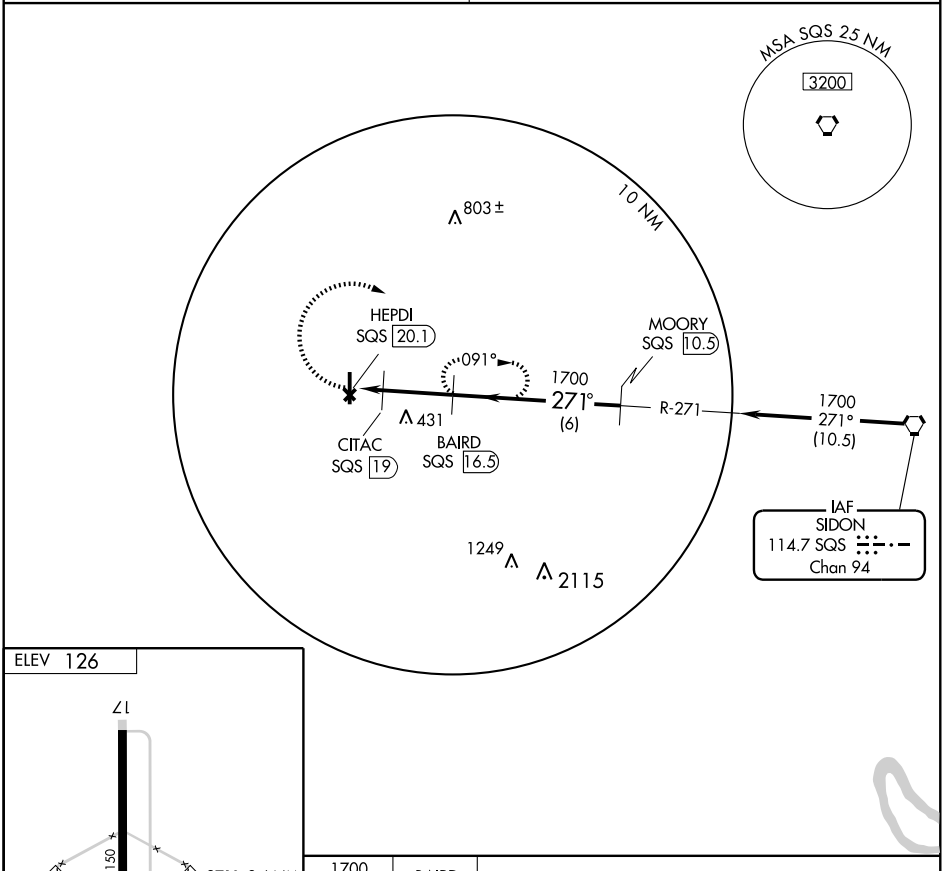
VOR/DME-A

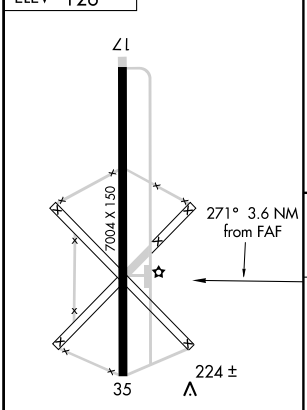
INDIANOLA MUNI (IDL)

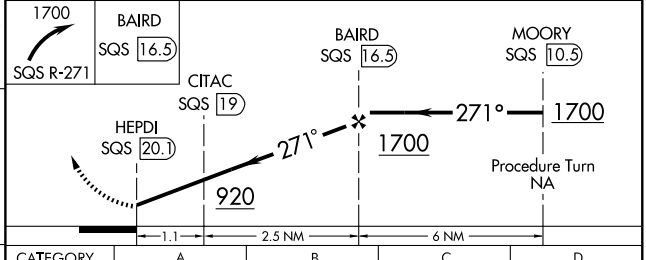
Use Greenville altimeter setting; if not received, use Greenwood altimeter setting and increase all MDAs 100 feet.
NA

MISSED APPROACH: Climbing right turn to 1700 via SQS R-271 to BAIRD 16.5 DME and hold.

MEMPHIS CENTER	UNICOM
135.875 269.35	122.8 (CTAF) L







Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	580-1 454 (500-1)	580-1¼ 454 (500-1¼)	600-1½ 474 (500-1½)	780-2 654 (700-2)

SC-4, 08 APR 2010 to 06 MAY 2010

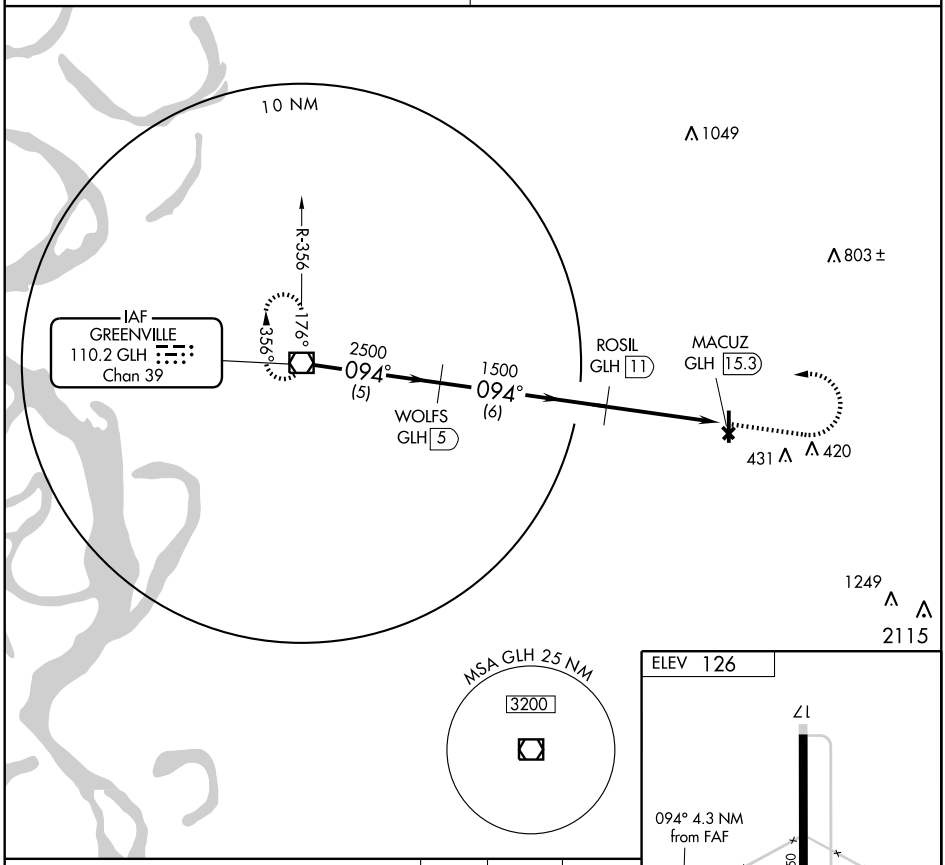
VOR/DME GLH	APP CRS	Rwy Idg	N/A
110.2	094°	TDZE	N/A
Chan 39		Apt Elev	126

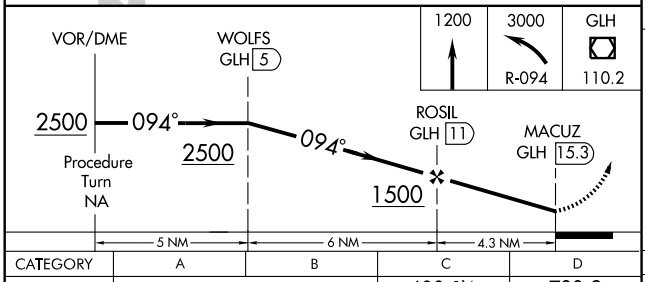
VOR/DME-B
INDIANOLA MUNI (IDL)

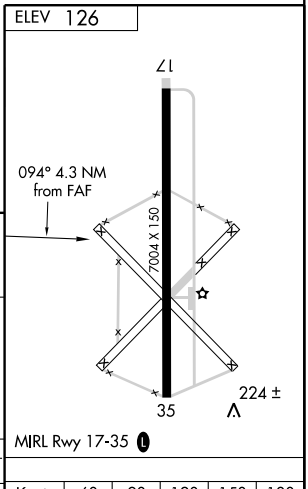
▼ Use Greenville altimeter setting; if not received, use Greenwood altimeter setting and increase all MDA's 100 feet.
▲ NA

MISSED APPROACH: Climb to1200 then climbing left turn to 3000 via R-094 to GLH VOR/DME and hold.

MEMPHIS CENTER	UNICOM
135.875 269.35	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	580-1 454 (500-1)		600-1½ 474 (500-1½)	780-2 654 (700-2)

Knots	60	90	120	150	180
Min:Sec					

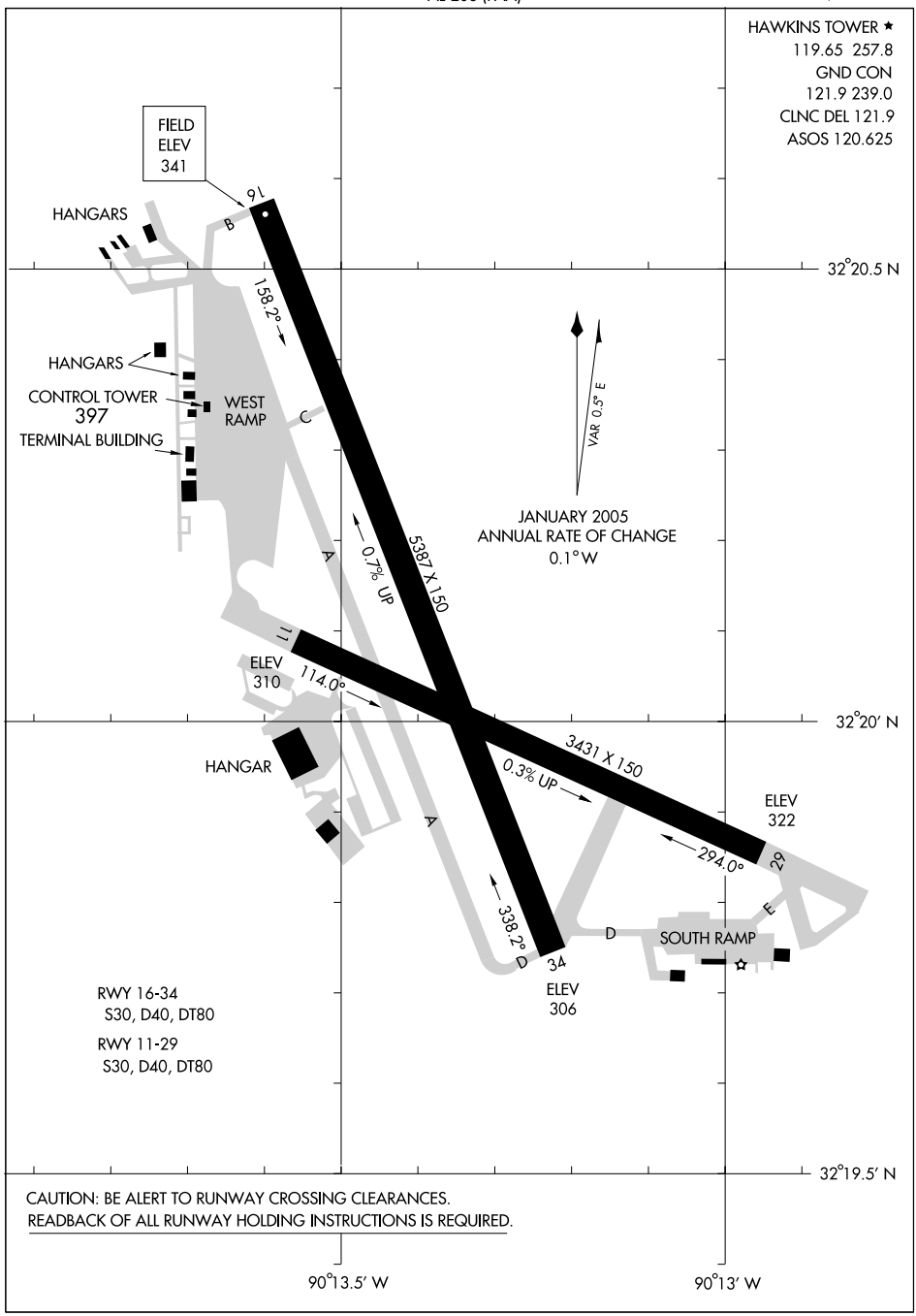
SC-4, 08 APR 2010 to 06 MAY 2010

AIRPORT DIAGRAM

AL-206 (FAA)

JACKSON/HAWKINS FIELD (HKS)

JACKSON, MISSISSIPPI



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SC-4, 08 APR 2010 to 06 MAY 2010

ILS or LOC RWY 16

JACKSON/HAWKINS FIELD (HKS)

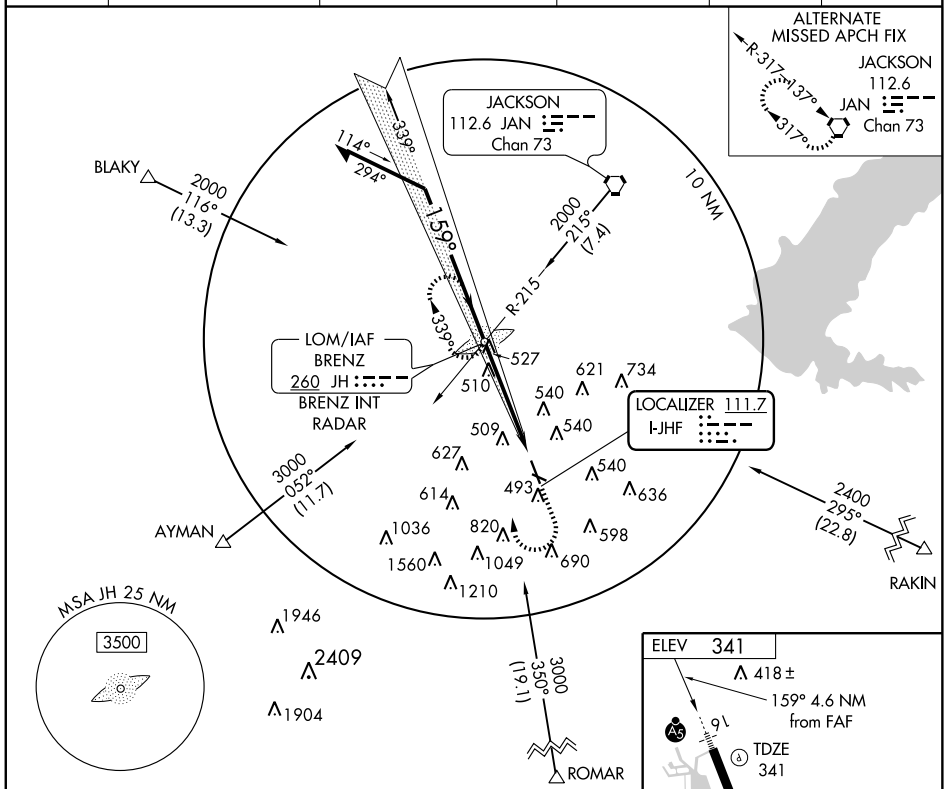
LOC I-JHF	APP CRS	Rwy Idg	5387
111.7	159°	TDZE	341
		Apt Elev	341

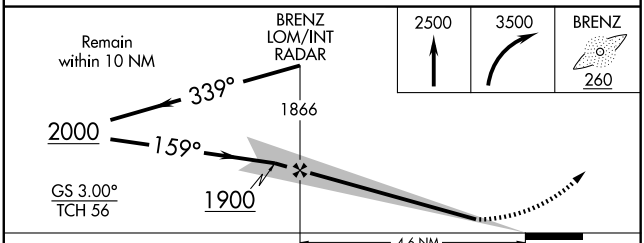
When local altimeter setting not received, use Jackson-Evers Intl altimeter setting; increase all DA 19 feet and all MDA 20 feet and increase S-LOC 16 Cat D visibility ¼ mile. Glideslope unusable when control tower not in operational, only localizer minimums authorized during this period. ADF Required.

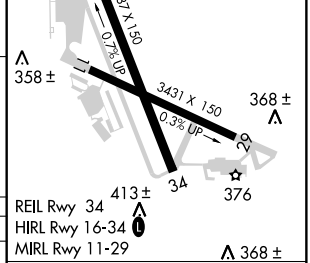
MALSR

MISSED APPROACH: Climb to 2500 then climbing right turn to 3500 direct BRENZ LOM/Int/RADAR and hold.

ASOS	JACKSON APP CON ★	HAWKINS TOWER ★	GND CON	CLNC DEL	UNICOM
120.625	123.9 125.25 319.2	119.65 (CTAF) Ⓛ 257.8	121.9 239.0	121.9	122.95







CATEGORY	A	B	C	D
S-ILS 16	541-½ 200 (200-½)			
S-LOC 16	760-½ 419 (500-½)		760-¾ 419 (500-¾)	
CIRCLING	840-1 499 (500-1)		840-1½ 499 (500-1½)	920-2 579 (600-2)

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

SC-4, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 16

JACKSON/ HAWKINS FIELD (HKS)

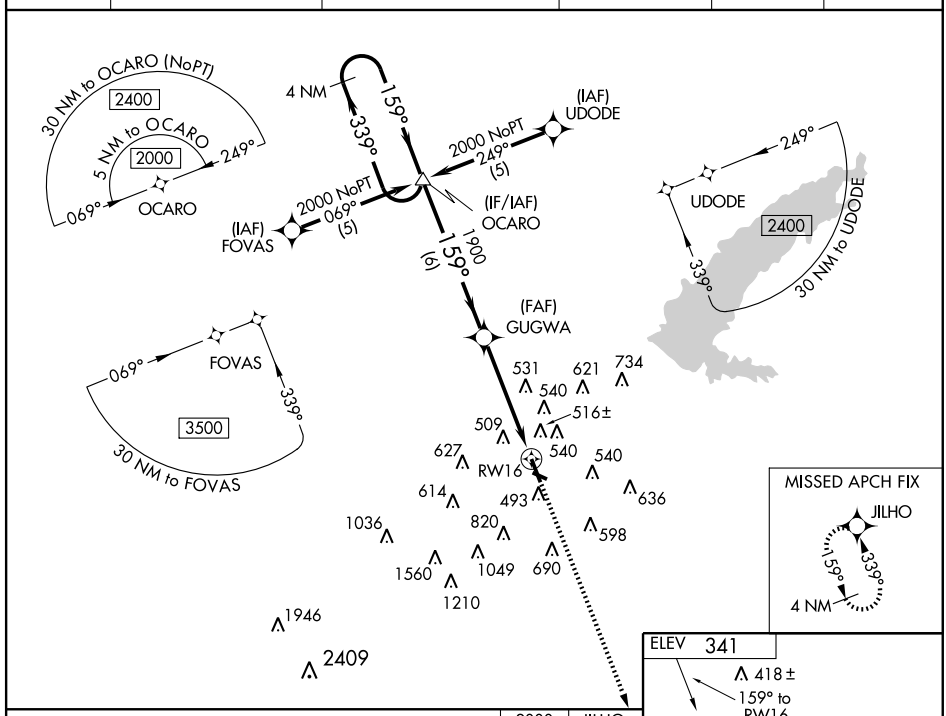
WAAS	APP CRS	Rwy Idg	5387
CH 50316	159°	TDZE	341
W16A		Apt Elev	341

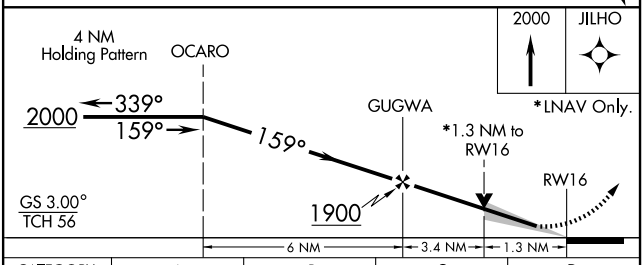
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Jackson-Evers Intl altimeter setting; increase all DA 19 feet and all MDA 20 feet. Baro-VNAV and VDP NA when using Jackson-Evers Intl altimeter setting.

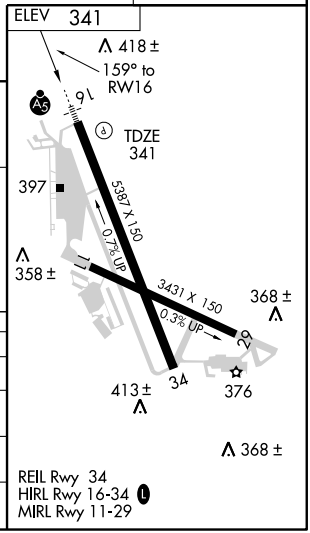
MALSR

MISSED APPROACH: Climb to 2000 direct JILHO and hold.

ASOS	JACKSON APP CON ★	HAWKINS TOWER ★	GND CON	CLNC DEL	UNICOM
120.625	123.9 125.25 319.2	119.65 (CTAF) L 257.8	121.9 239.0	121.9	122.95







CATEGORY	A	B	C	D
LPV DA	541-½ 200 (200-½)			
LNAV/ VNAV DA	896-1½ 555 (600-1½)			
LNAV MDA	800-½ 459 (500-½)		800-¾ 459 (500-¾)	800-1 459 (500-1)
CIRCLING	840-1 499 (500-1)		840-1½ 499 (500-1½)	920-2 579 (600-2)

SC-4, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5387
CH 56416	339°	TDZE	322
W34A		Apt Elev	341

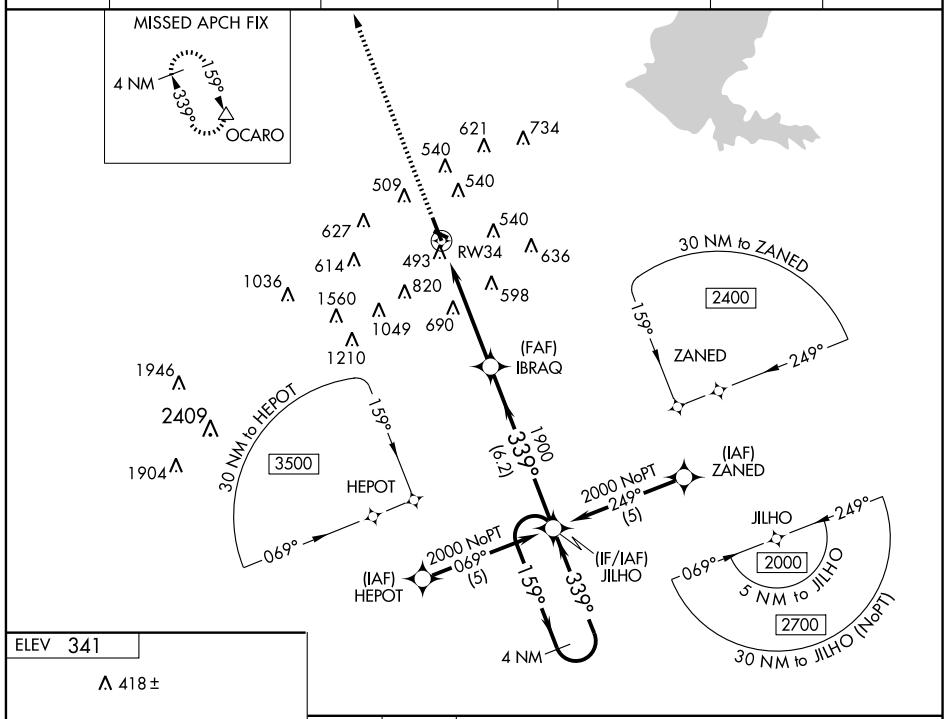
RNAV (GPS) RWY 34

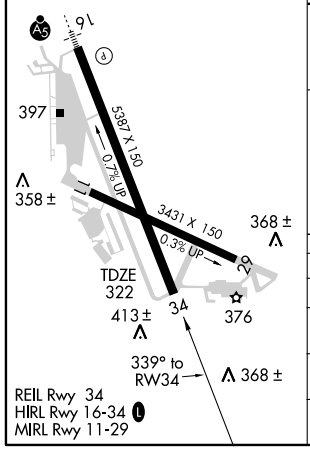
JACKSON/HAWKINS FIELD (HKS)

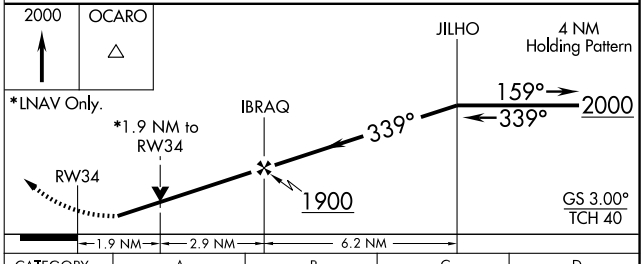
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Jackson-Evers Intl altimeter setting; increase all DA 19 feet and all MDA 20 feet. Baro-VNAV and VDP NA when using Jackson-Evers Intl altimeter setting.

MISSED APPROACH: Climb to 2000 direct OCARO and hold.

ASOS	JACKSON APP CON ★	HAWKINS TOWER ★	GND CON	CLNC DEL	UNICOM
120.625	123.9 125.25 319.2	119.65 (CTAF) Ⓛ 257.8	121.9 239.0	121.9	122.95







CATEGORY	A	B	C	D
LPV DA	709-1½ 387 (400-1½)			
LNAV/VNAV DA	803-1¾ 481 (400-1¾)			
LNAV MDA	940-1 618 (700-1)		940-1¾ 618 (700-1¾)	940-2 618 (700-2)
CIRCLING	940-1 599 (600-1)		940-1¾ 599 (600-1¾)	940-2 599 (600-2)

SC-4, 08 APR 2010 to 06 MAY 2010

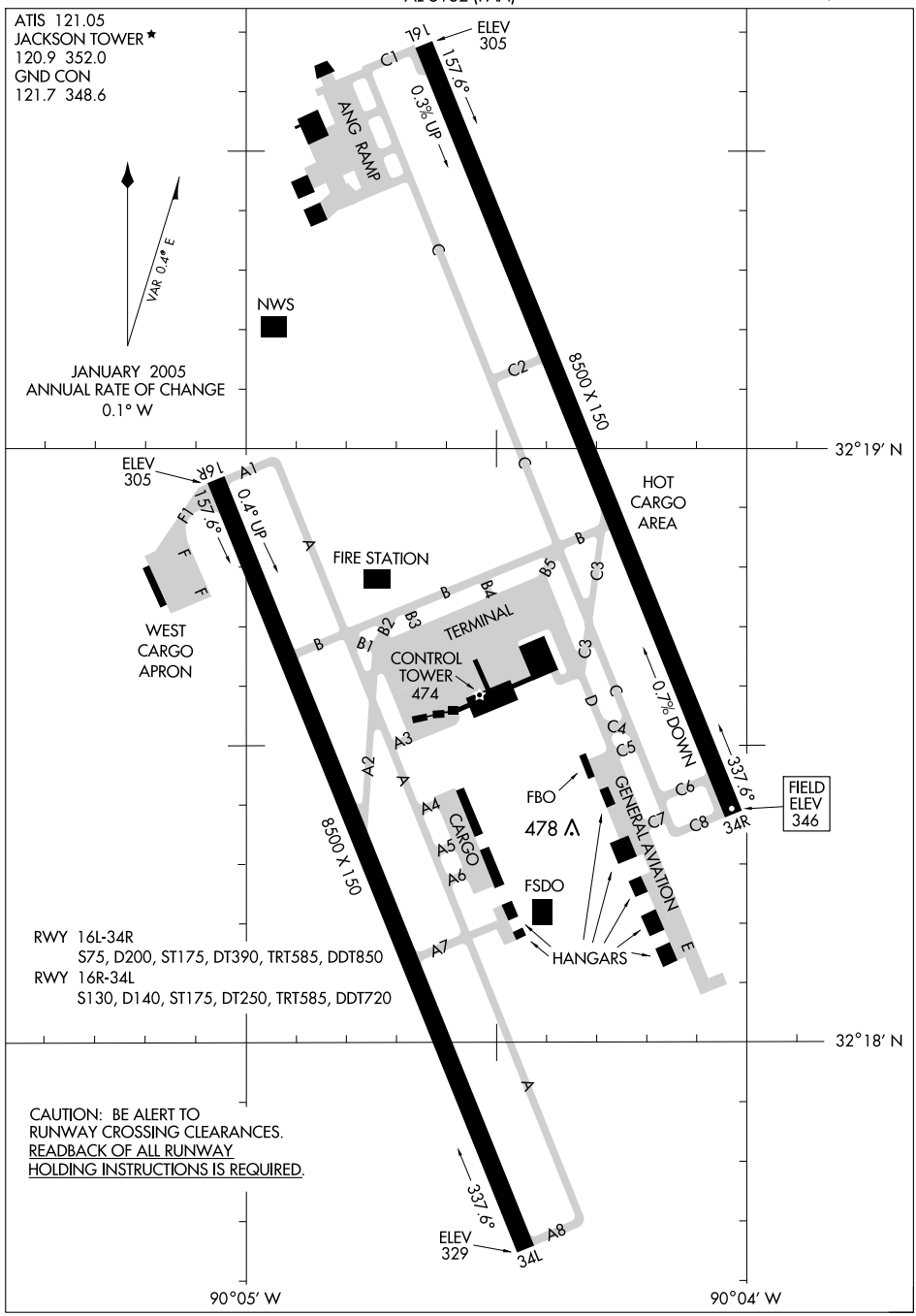
08157

AIRPORT DIAGRAM

AL-5132 (FAA)

JACKSON-EVERS INTL (JAN)

JACKSON, MISSISSIPPI



SC-4, 08 APR 2010 to 06 MAY 2010

LOC I-FRL	APP CRS	Rwy Idg	8500
109.3	338°	TDZE	329
		Apt Elev	346

ILS or LOC RWY 34L
JACKSON-EVERS INTL (JAN)

ASR — When control tower closed inoperative table applies. For inoperative MALSR, increase S-ILS 34L Cat E visibility to RVR 4000 and S-LOC 34L Cat E visibility to 1½.

MALSR

MISSED APPROACH: Climb to 1200, then climbing right turn to 3000 via JAN R-129 to RAKIN Int/JAN 22.1 DME and hold.

ATIS	JACKSON APP CON★	JACKSON TOWER★	GND CON	120.7 L *	UNICOM
121.05	123.9 317.7	120.9 (CTAF) L 352.0	121.7 348.6		122.95

DME REQUIRED

Cat E circling NA SW of Rwy 16R-34L. Cat E procedure turn NA-RADAR required.

(IAF) HENSI JAN 25

(IAF) BARAC JAN 25

R-049 R-266 R-200 R-129

JACKSON 112.6 JAN Chan 73

2100 to Dabey 154° (18)

15 NM

JAN 25 3000 Arc

2400 NoPT JAN 25 Arc

LOCALIZER 109.3 I-FRL

638 636 422 496± 597 530 928 1570 MM 590± 551 641 511

BUNDA OM

MSA JAN 25 NM 3500

1946 2419

(IAF) DABEY JAN 18 /RADAR

RAKIN JAN 22.1

129° 309°

338° LR-159 LR-149

1800 to Dabey (7)

R-017

GABEY JAN 25

2000 NoPT JAN 25 Arc

FAVIN JAN 25

113° 293° 158°

116.7 MCB Chan 114

ELEV 346

REIL Rwy 16R L *
REIL Rwy 34R L
HIRL Rwys 16L-34R and 16R-34L L

16L 0.3% UP 8500 X 150 0.7% DOWN 34R

16R 0.4% UP 8500 X 150 TWR 474 0.7% DOWN 34L

395± 386± 379 478 494 457± 427±

TDZE 329

338° 4.4 NM from FAF

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

1200 — 3000 JAN R-129 — RAKIN JAN 22.1 △ — DABEY JAN 18 /RADAR

Remain within 10 NM

158° 338° 2100 1800

JAN 13.6 MM

GS 3.00° TCH 58

0.4 4 NM

CATEGORY	A	B	C	D	E
S-ILS 34L	529/18 200 (200-½)				
S-LOC 34L	780/24 451 (500-½)		780/40 451 (500-¾)	780/50 451 (500-1)	
CIRCLING	840-1 494 (500-1)	880-1 534 (600-1)	880-1½ 534 (600-1½)	900-2 554 (600-2)	960-2¼ 614 (700-2¼)

SC-4, 08 APR 2010 to 06 MAY 2010

LOC I-JAN	APP CRS	Rwy Idg	8500
110.5	158°	TDZE	312
		Apt Elev	346

ILS RWY 16L

JACKSON-EVERS INTL (JAN)

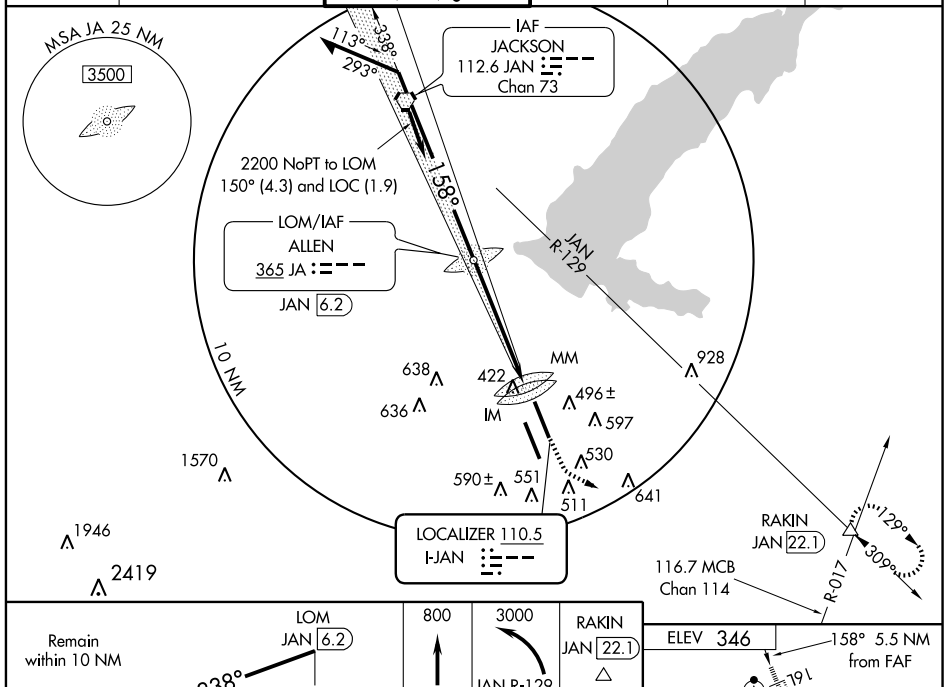
Cat E circling not authorized SW of Rwy 16R-34L. Cat E procedure turn not authorized - RADAR required. Cat E S-ILS 16L DH increased 50 feet and visibility increased to RVR 4000 for inoperative MM. When control tower closed inoperative table does not apply. For inoperative ALSF-2, increase S-ILS 16L Cat E visibility to RVR 4000.

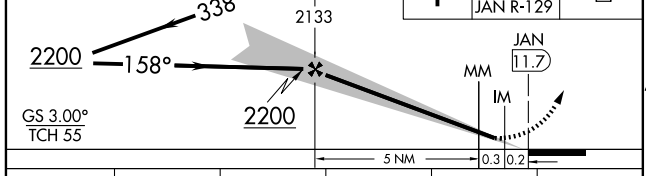
ASR

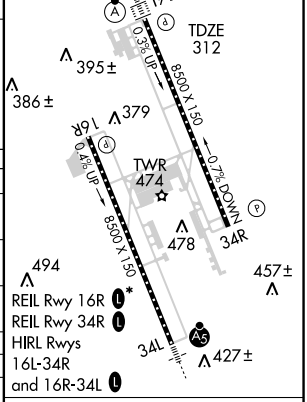
ALSF-2

MISSED APPROACH: Climb to 800, then climbing left turn to 3000 via JAN R-129 to RAKIN Int/22.1 DME and hold.

ATIS	JACKSON APP CON ★	JACKSON TOWER ★	GND CON	120.7 L*	UNICOM
121.05	123.9 317.7	120.9 (CTAF) L 352.0	121.7 348.6		122.95







CATEGORY	A	B	C	D	E
S-ILS 16L	512/18 200 (200-½)				512/24 200 (200-½)
S-LOC 16L	720/24 408 (400-½)			720/40 408 (400-¾)	
CIRCLING	840-1 494 (500-1)	880-1 534 (600-1)	880-1½ 534 (600-1½)	900-2 554 (600-2)	960-2¼ 614 (700-2¼)
CONTROL TOWER CLOSED					
S-ILS 16L	512-¾ 200 (200-¾)				
S-LOC 16L	720-1 408 (400-1)		720-1¼ 408 (400-1¼)		720-1½ 408 (400-1½)
CIRCLING	840-1 494 (500-1)	880-1 534 (600-1)	880-1½ 534 (600-1½)	900-2 554 (600-2)	960-2¼ 614 (700-2¼)

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SC-4, 08 APR 2010 to 06 MAY 2010

LOC I-JAN	APP CRS	Rwy Idg	8500
110.5	158°	TDZE	312
		Apt Elev	346

ILS RWY 16L (CAT II)

JACKSON-EVERS INTL (JAN)

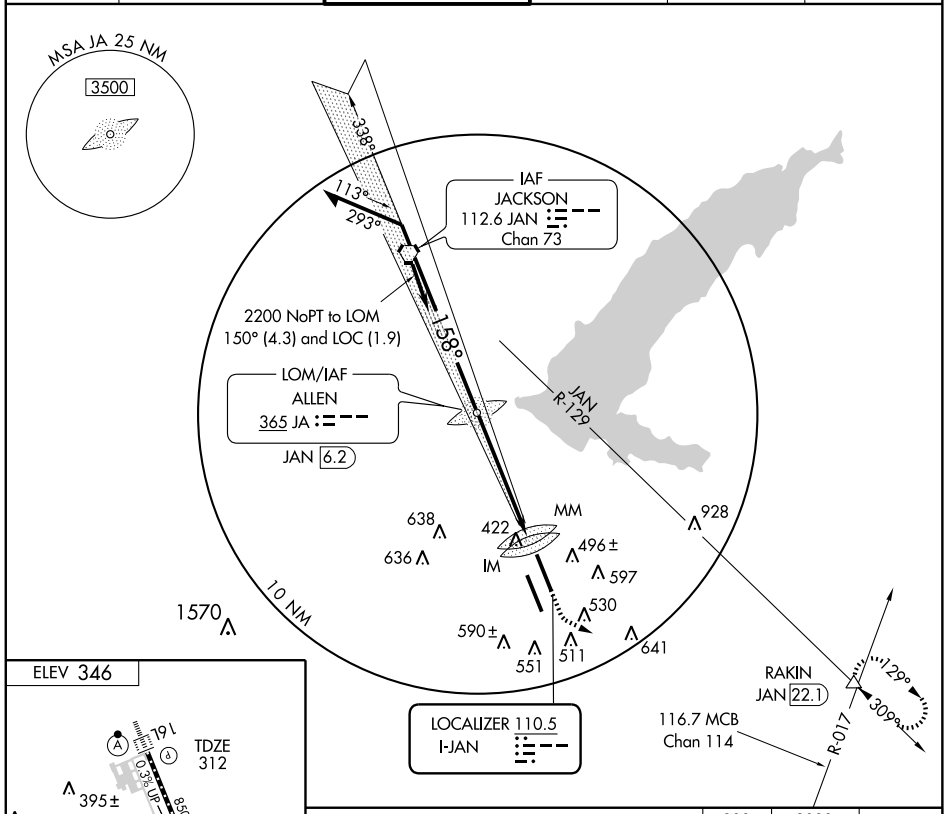
When Control Tower closed Cat II not authorized.

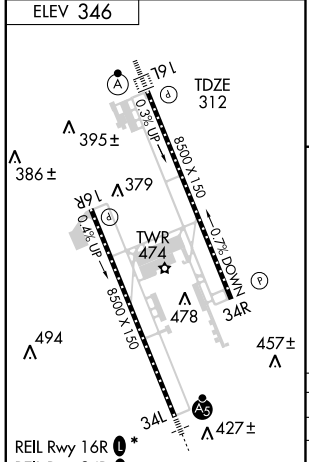
ASR

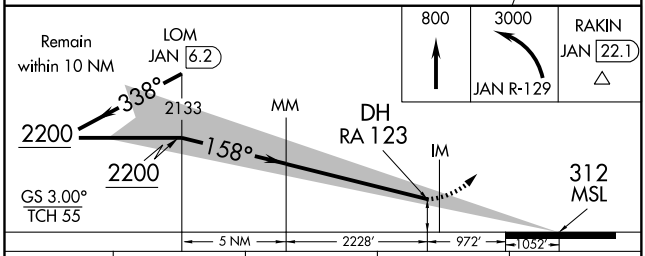
ALSF-2

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 via JAN R-129 to RAKIN Int/22.1 DME and hold.

ATIS	JACKSON APP CON ★	JACKSON TOWER ★	GND CON	120.7 ★	UNICOM
121.05	123.9 317.7	120.9 (CTAF) L 352.0	121.7 348.6		122.95







CATEGORY	A	B	C	D
S-ILS 16L	RA 123/12 100 DA 412			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-4, 08 APR 2010 to 06 MAY 2010

LOC I-JAN	APP CRS	Rwy Idg	8500
110.5	158°	TDZE	312
		Apt Elev	346

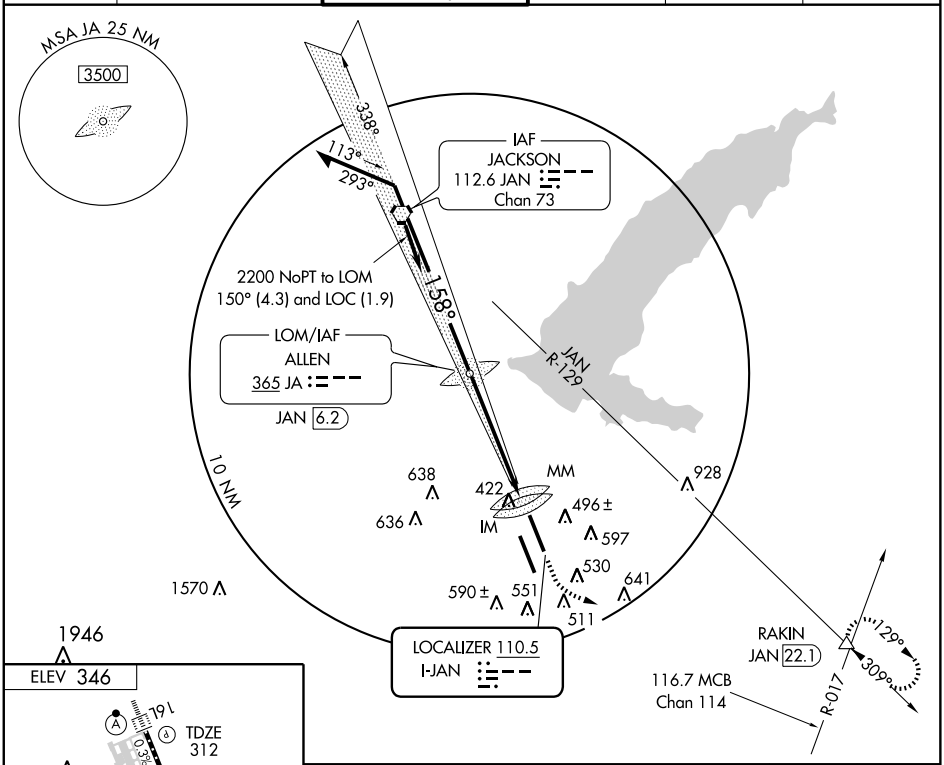
ILS RWY 16L (CAT III)
JACKSON-EVERS INTL (JAN)

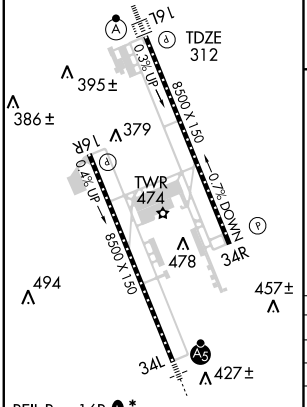
ASR When Control Tower closed Cat IIIA and Cat IIIB not authorized.

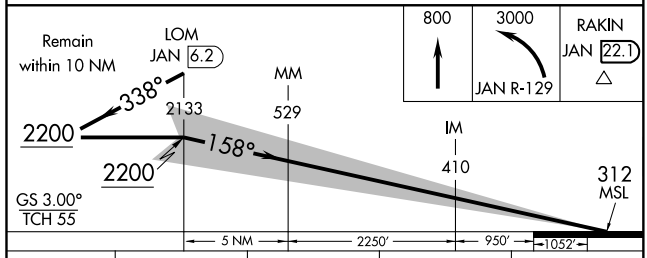
ALSF-2

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 via JAN R-129 to RAKIN Int/22.1 DME and hold.

ATIS	JACKSON APP CON ★	JACKSON TOWER ★	GND CON		UNICOM
121.05	123.9 317.7	120.9 (CTAF) L 352.0	121.7 348.6	120.7 L *	122.95







CATEGORY	A	B	C	D
S-ILS 16L	CAT IIIA RVR 07			
S-ILS 16L	CAT IIIB RVR 06			
S-ILS 16L	CAT IIIC NA			

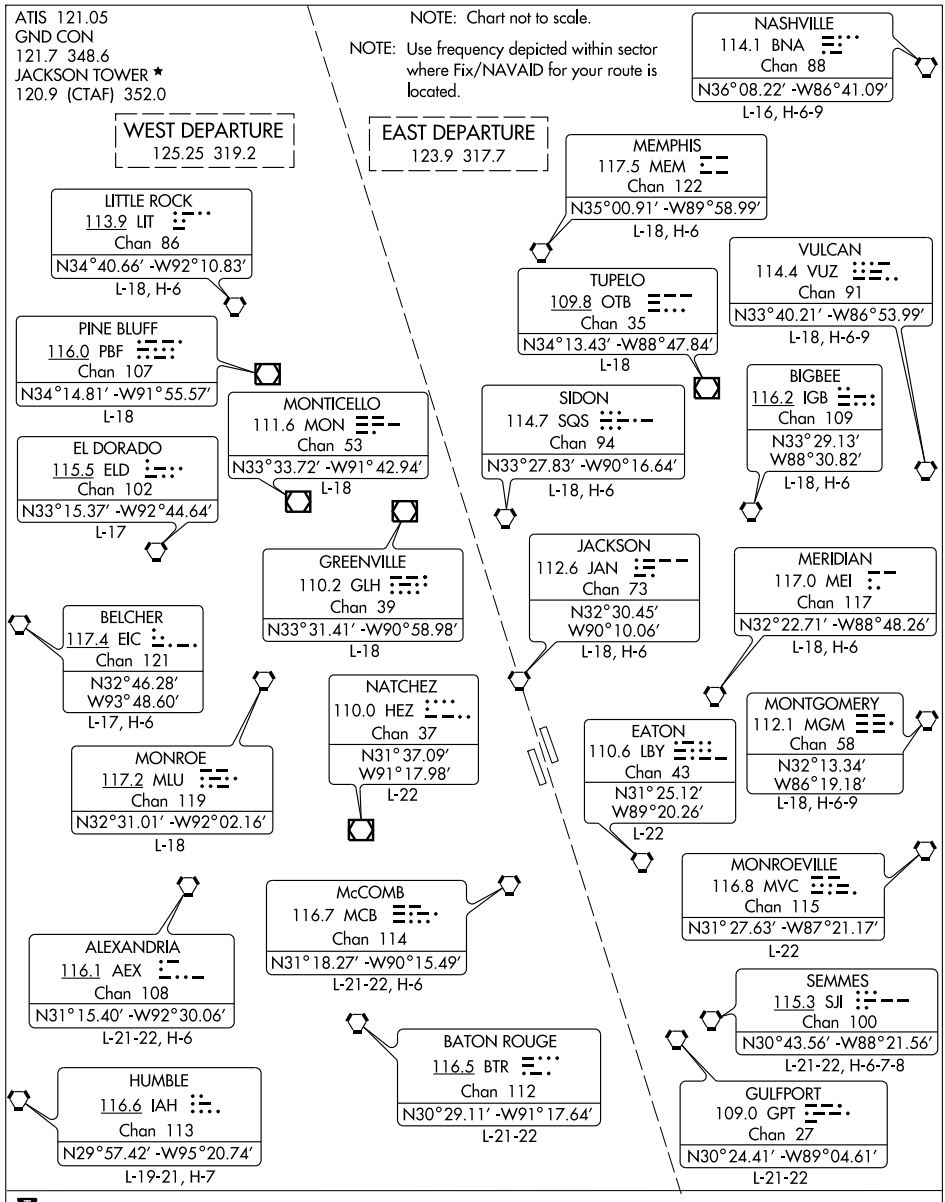
CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-4, 08 APR 2010 to 06 MAY 2010

JACKSON FOUR DEPARTURE

SL-5132 (FAA)

JACKSON-EVERS INTL (JAN)
JACKSON, MISSISSIPPI



DEPARTURE ROUTE DESCRIPTION

Cleared as filed. Climb on runway heading or as assigned for vectors to join filed route. Maintain 5000′ or altitude assigned by ATC. Expect clearance to requested altitude/flight level ten minutes after departure.

SC-4, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	8500
CH 72911	158°	TDZE	312
W16A		Apt Elev	346

RNAV (GPS) RWY 16L

JACKSON-EVERS INTL (JAN)

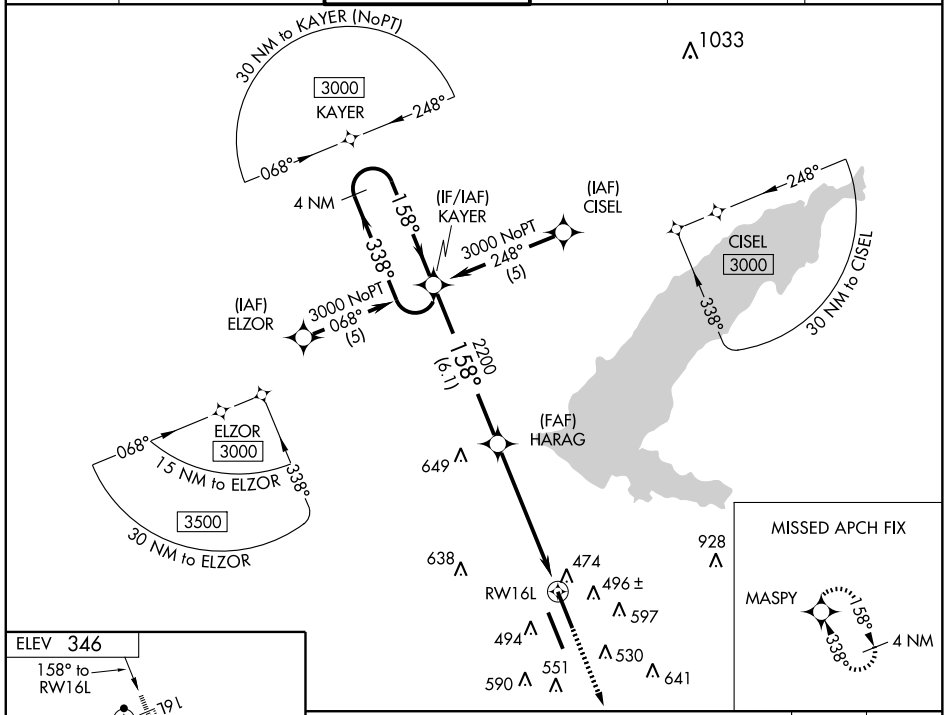
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hawkins Field altimeter setting and increase all DA 19 feet and all MDA 20 feet. VDP and Baro-VNAV NA when using Hawkins Field altimeter setting.

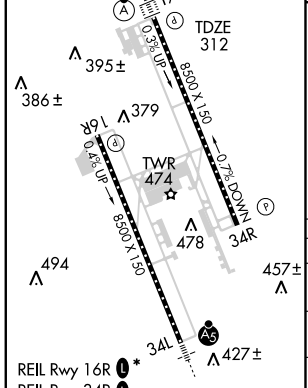
ASR

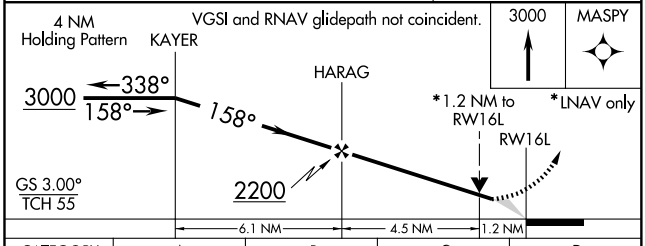
ALSF-2

MISSED APPROACH: Climb to 3000 direct MASPY and hold.

ATIS	JACKSON APP CON ★	JACKSON TOWER ★	GND CON	120.7 L *	UNICOM
121.05	123.9 317.7	120.9 (CTAF) L 352.0	121.7 348.6		122.95







CATEGORY	A	B	C	D
LPV DA	512/24 200 (200-½)			
LNAV/VNAV DA	724/50 412 (400-1)			
LNAV MDA	760/24 448 (500-½)		760/40 448 (500-¾)	760/50 448 (500-1)
CIRCLING	840-1 494 (500-1)	880-1 534 (600-1)	880-1½ 534 (600-1½)	900-2 554 (600-2)

SC-4, 08 APR 2010 to 06 MAY 2010

WAAS CH 49211 W16B	APP CRS 158°	Rwy Idg 8500 TDZE 319 Apt Elev 346

RNAV (GPS) RWY 16R

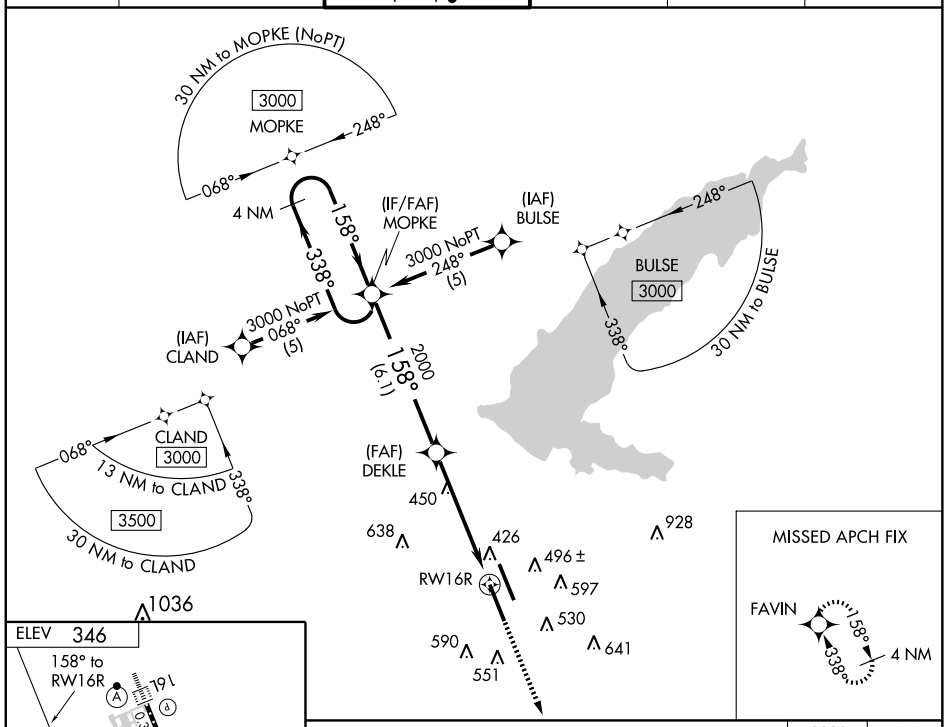
JACKSON-EVERS INTL (JAN)

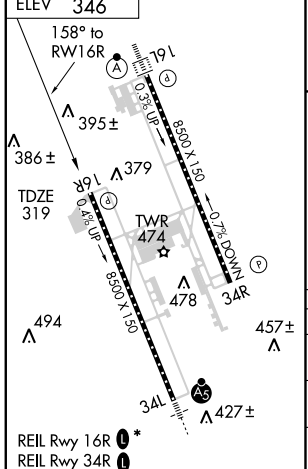
T A ASR

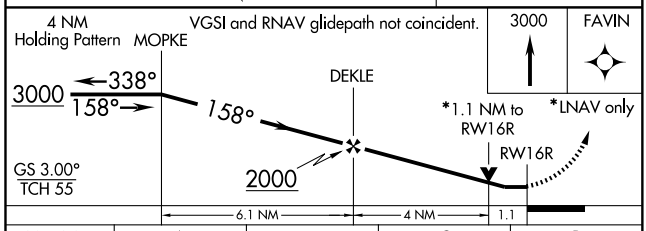
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Hawkins Field altimeter setting and increase all DA 19 feet and all MDA 20 feet, increase LNAV/VNAV all Cats visibility ¼ mile. VDP and Baro-VNAV NA when using Hawkins Field altimeter setting.

MISSED APPROACH: Climb to 3000 direct FAVIN and hold.

ATIS	JACKSON APP CON ★	JACKSON TOWER ★	GND CON		UNICOM
121.05	123.9 317.7	120.9 (CTAF) L 352.0	121.7 348.6	120.7 L *	122.95







CATEGORY	A	B	C	D
LPV DA	656-1¼ 337 (400-1¼)			
LNAV/ VNAV DA	758-1½ 439 (500-1½)			
LNAV MDA	720-1 401 (400-1)		720-1¼ 401 (400-1¼)	
CIRCLING	840-1 494 (500-1)	880-1 534 (600-1)	880-1½ 534 (600-1½)	900-2 554 (600-2)

SC-4, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	8500
CH 61301	338°	TDZE	329
W34A		Apt Elev	346

RNAV (GPS) RWY 34L

JACKSON-EVERS INTL (JAN)

ASR

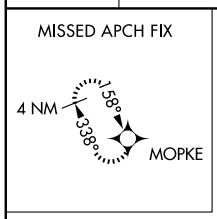
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Hawkins Field altimeter setting. When local altimeter setting not received, use Hawkins Field altimeter setting and increase all DA 19 feet and all MDA 20 feet.

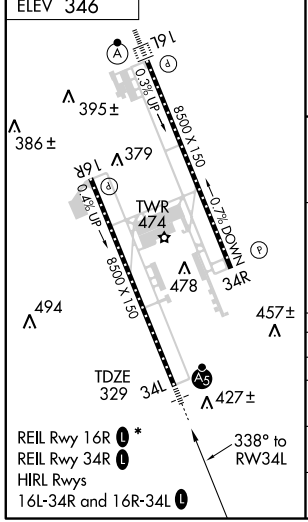
MALSR

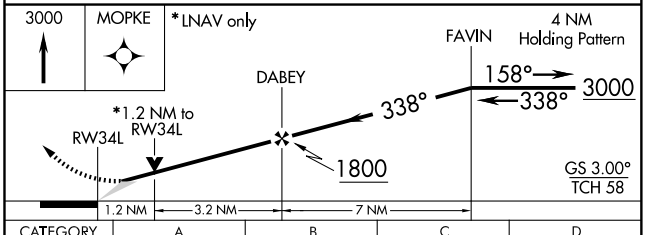
MISSED APPROACH: Climb to 3000 direct MOPKE and hold.

ATIS	JACKSON APP CON ★	JACKSON TOWER ★	GND CON	120.7 L *	UNICOM
121.05	123.9 317.7	120.9 (CTAF) L 352.0	121.7 348.6		122.95

MISSED APCH FIX







CATEGORY	A	B	C	D
LPV DA	529/24 200 (200-½)			
LNAV/VNAV DA	875-1½ 546 (600-1½)			
LNAV MDA	780/24 451 (500-½)		780/40 451 (500-¾)	780/50 451 (500-1)
CIRCLING	840-1 494 (500-1)	880-1 534 (600-1)	880-1½ 534 (600-1½)	900-2 554 (600-2)

SC-4, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	8500
CH 45811	338°	TDZE	346
W34B		Apt Elev	346

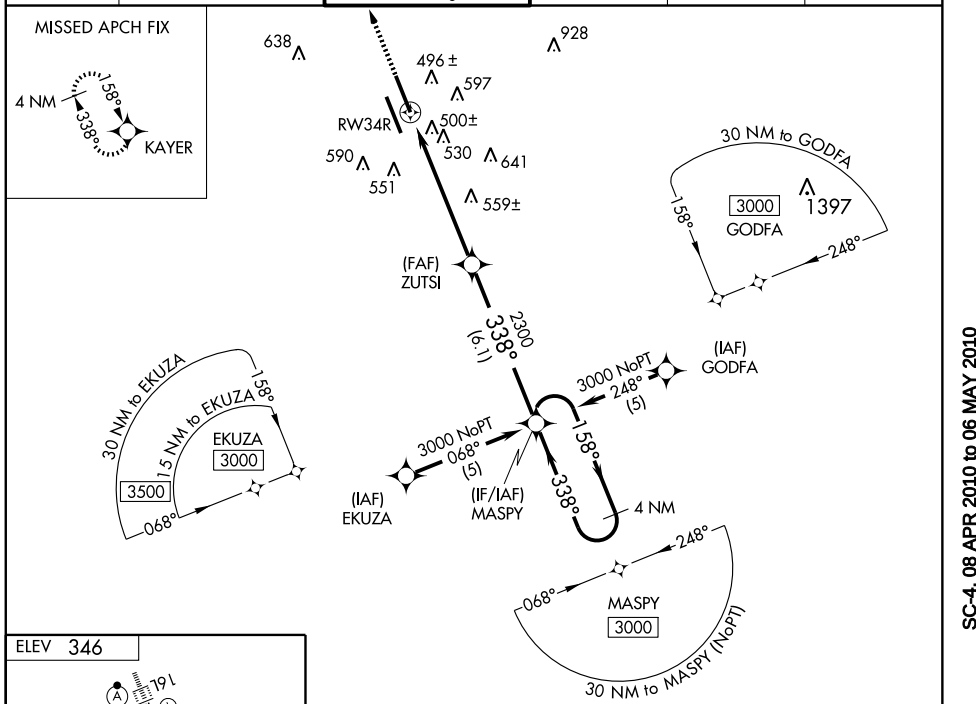
RNAV (GPS) RWY 34R

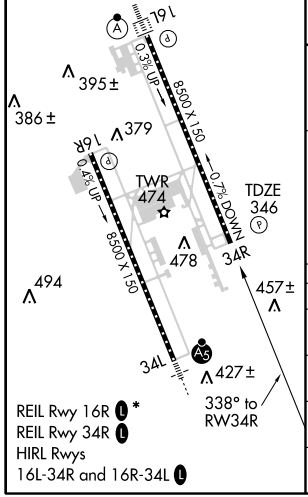
JACKSON-EVERS INTL (JAN)

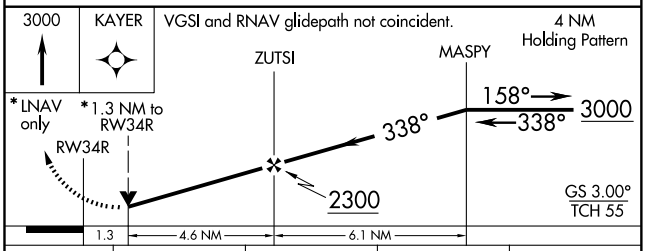
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Hawkins Field altimeter setting and increase all DA 19 feet and all MDA 20 feet, increase LPV all Cats visibility to 1½ mile. VDP and ASR Baro-VNAV NA when using Hawkins Field altimeter setting.

MISSED APPROACH: Climb to 3000 direct KAYER and hold.

ATIS	JACKSON APP CON ★	JACKSON TOWER ★	GND CON	120.7 L *	UNICOM
121.05	123.9 317.7	120.9 (CTAF) L 352.0	121.7 348.6		122.95







CATEGORY	A	B	C	D
LPV DA	738/60 392 (400-1¼)			
LNAV/VNAV DA	846-1¾ 500 (500-1¾)			
LNAV MDA	820/50 474 (500-1)		820/60 474 (500-1¼)	820-1½ 474 (500-1½)
CIRCLING	840-1 494 (500-1)	880-1 534 (600-1)	880-1½ 534 (600-1½)	900-2 554 (600-2)

SC-4, 08 APR 2010 to 06 MAY 2010

TACAN RWY 16L

VORTAC JAN 112.6 Chan 73	APCH CRS 152°	Rwy ldg 8500 TDZE 311 Arpt Elev 346

AL-5132 [USAF]

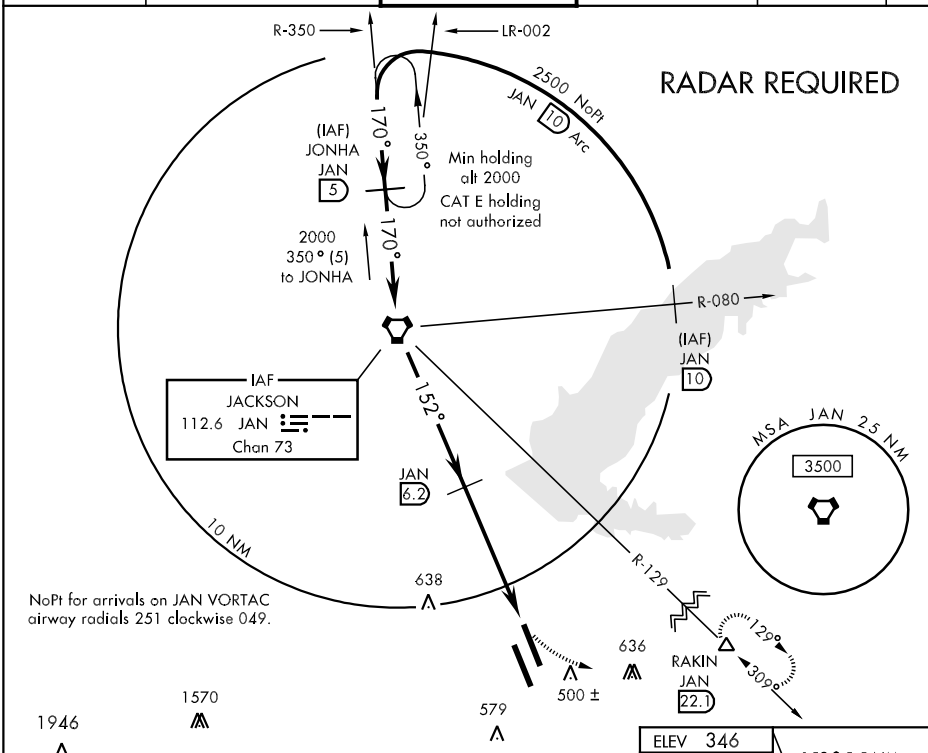
JACKSON-EVERS INTL (JAN)

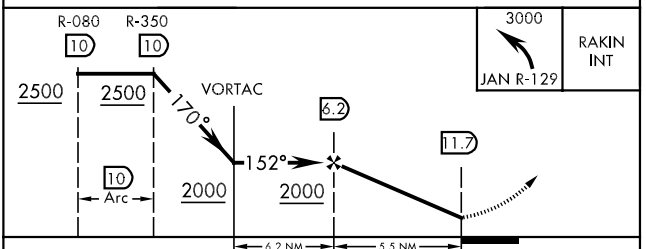
T A * CAT E circling not authorized SW of Rwy 16R-34L.
** When ALS inop, increase CAT E vis to 1½ miles.

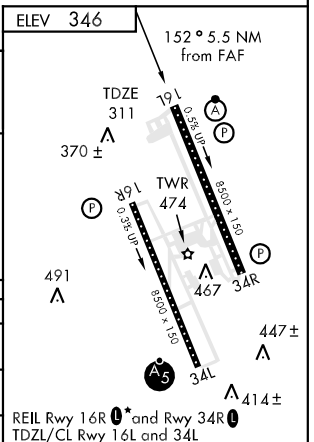
ALSF-2

MISSED APPROACH: Climbing left turn to 3000 via JAN R-129 to RAKIN INT and hold.

ATIS	JACKSON APP CON	JACKSON TOWER	GND CON		ASR
121.05	123.9 317.7	120.9 (CTAF) L 352.0	121.7 348.6	120.7 L*	







REIL Rwy 16R L* and Rwy 34R L
TDZL/CL Rwy 16L and 34L
HIRL Rwy 16R-34L and 16L-34R L

CATEGORY	A	B	C	D	E
S-16L	740/24 429 (400-½)		740/40 429 (400-¾)	740/50 429 (400-1)	
CIRCLING*	840-1 494 (500-1)	880-1 534 (600-1)	880-1½ 534 (600-1½)	900-2 554 (600-2)	940-2 594 (600-2)
S-ASR 16L**	740/24 429 (500-½)		740/40 429 (500-¾)	740/50 429 (500-1)	

TACAN RWY 16R

VORTAC JAN 112.6 Chan 73	APCH CRS 155°	Rwy ldg 8500 TDZE 319 Arpt Elev 346

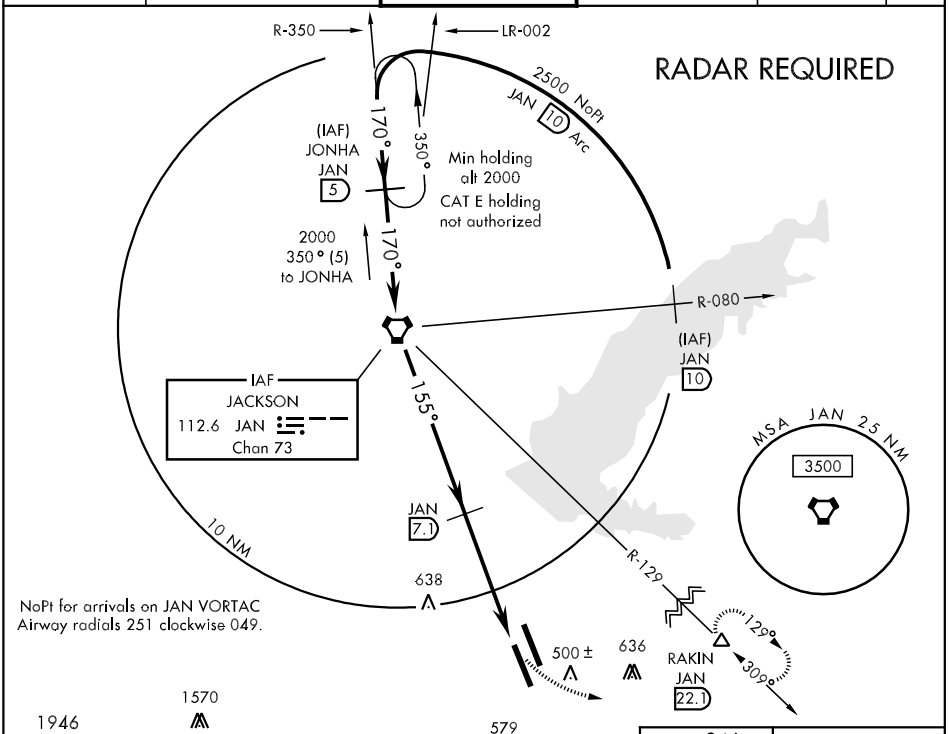
AL-5132 [USAF]

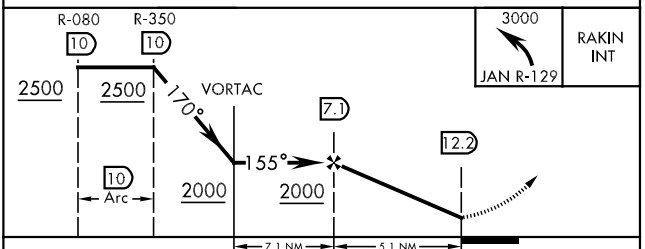
JACKSON-EVERS INTL (JAN)

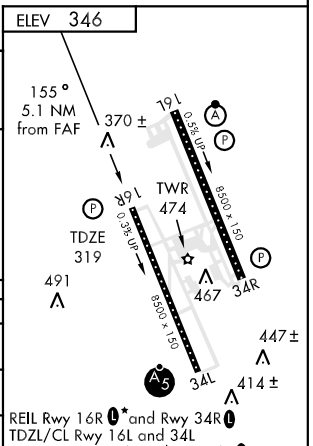
* CAT E circling not authorized SW of Rwy 16R-34L.

MISSED APPROACH: Climbing left turn to 3000 via JAN R-129 to RAKIN INT and hold.

ATIS	JACKSON APP CON	JACKSON TOWER	GND CON		ASR
121.05	123.9 317.7	120.9 (CTAF) L 352.0	121.7 348.6	120.7 L*	







CATEGORY	A	B	C	D	E
S-16R	760-1 441 (500-1)		760-1¼ 441 (500-1¼)	760-1½ 441 (500-1½)	
CIRCLING*	840-1 494 (500-1)	880-1 534 (600-1)	880-1½ 534 (600-1½)	900-2 554 (600-2)	940-2 594 (600-2)
S-ASR 16R	740-1 421 (500-1)		740-1¼ 421 (500-1¼)	740-1½ 421 (500-1½)	

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TACAN RWY 34L

VORTAC JAN 112.6 Chan 73	APCH CRS 335°	Rwy ldg 8500 TDZE 329 Arpt Elev 346

AL-5132 [USAF] JACKSON-EVERS INTL (JAN)

▼ When local altimeter setting not received, use Hawkins Field altimeter setting and increase all MDA 20 feet and increase S-34L CATS D and E visibility ¼ mile.

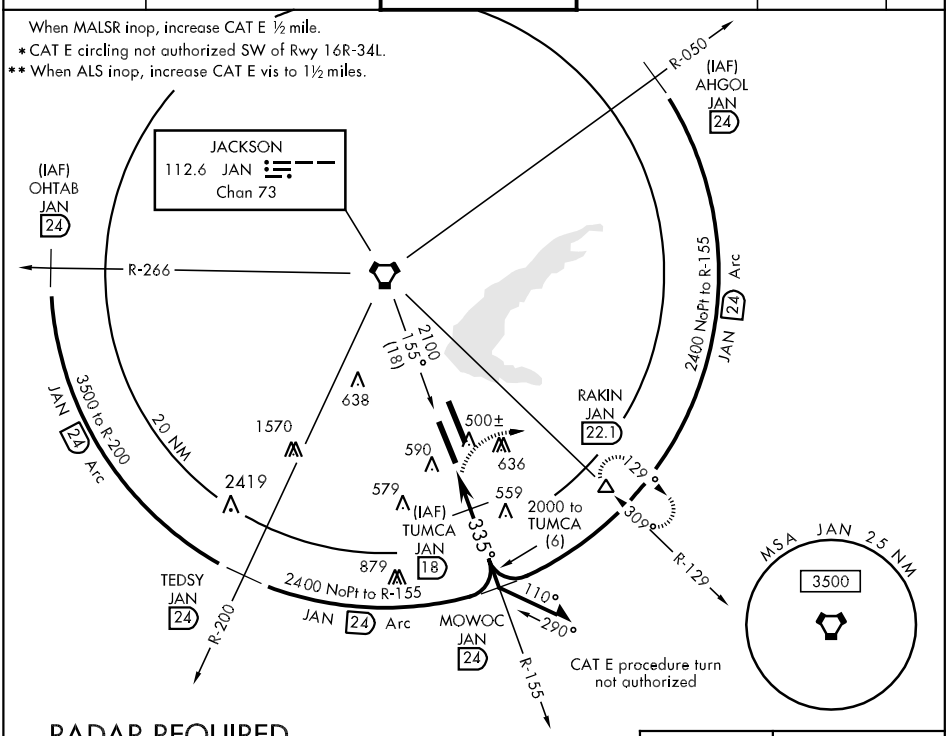
▲ When local altimeter setting not received, use Hawkins Field altimeter setting and increase all MDA 20 feet and increase S-34L CATS D and E visibility ¼ mile.

MALSR A5

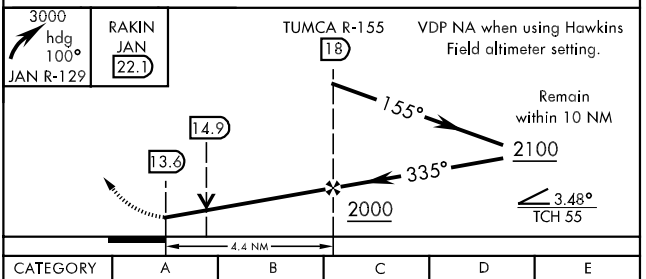
MISSED APPROACH: Climbing right turn to 3000 via heading 100° and via JAN VORTAC R-129 to RAKIN INT/22.1 DME and hold.

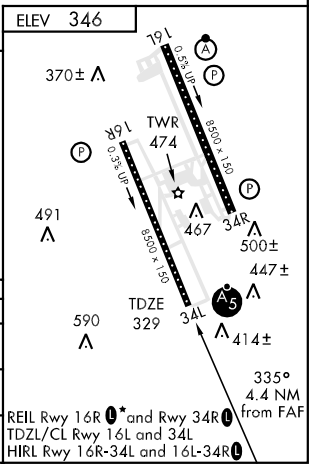
ATIS	JACKSON APP CON	JACKSON TOWER	GND CON		ASR
121.05	123.9 317.7	120.9 (CTAF) L 352.0	121.7 348.6	120.7 L*	

When MALSR inop, increase CAT E ½ mile.
* CAT E circling not authorized SW of Rwy 16R-34L.
** When ALS inop, increase CAT E vis to 1½ miles.



RADAR REQUIRED





CATEGORY	A	B	C	D	E
S-34L	840/24 511 (500-½)		840/50 511 (500-1)		840/60 511 (500-1¼)
CIRCLING*	840-1 494 (500-1)	880-1 534 (600-1)	880-1½ 534 (600-1½)	900-2 554 (600-2)	960-2¼ 614 (700-2¼)
S-ASR 34L**	800-½ 472 (500-½)		800-¾ 472 (500-¾)	800-1 472 (500-1)	800-1¼ 472 (500-1¼)

TACAN RWY 34R

VORTAC JAN 112.6 Chan 73	APCH CRS 332°	Rwy ldg 8500 TDZE 346 Arpt Elev 346

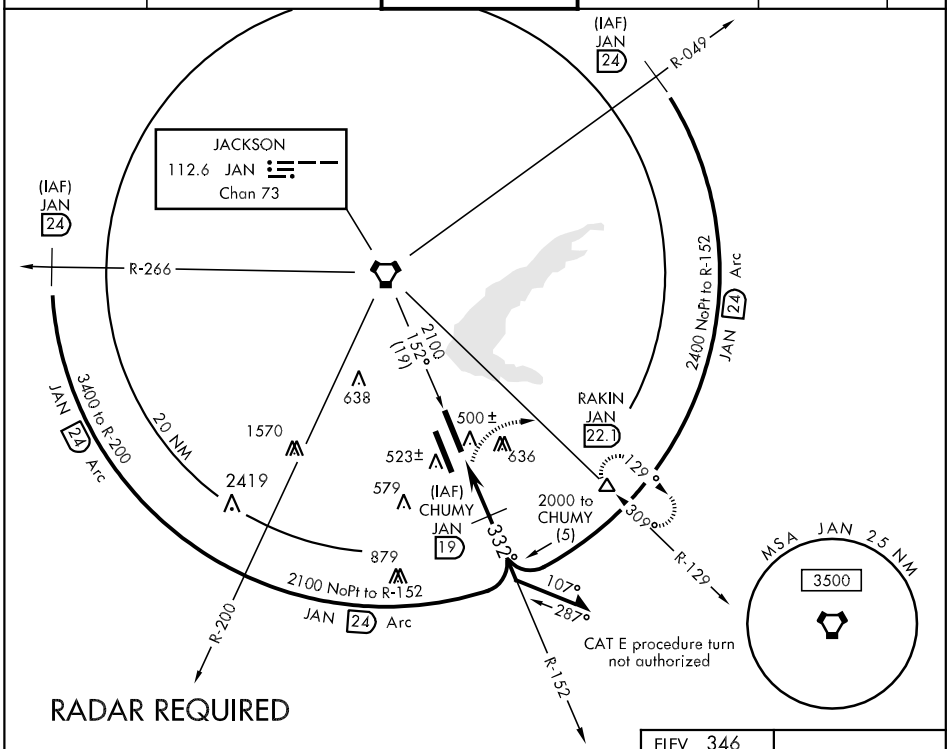
AL-5132 [USAF]

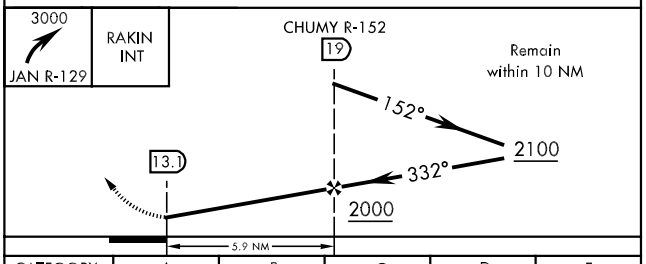
JACKSON-EVERS INTL (JAN)

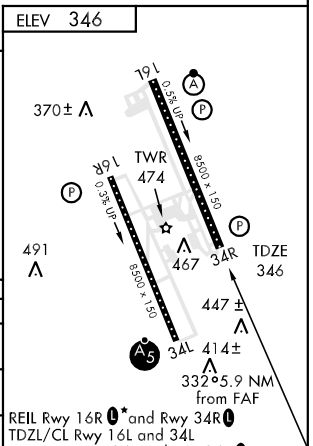
* CAT E circling not authorized SW of Rwy 16R-34L.

MISSED APPROACH: Climbing right turn to 3000 via JAN R-129 to RAKIN INT and hold.

ATIS	JACKSON APP CON	JACKSON TOWER	GND CON		ASR
121.05	123.9 317.7	120.9 (CTAF) 352.0	121.7 348.6	120.7 *	







CATEGORY	A	B	C	D	E
S-34R	820/50 474 (500-1)		820/60 474 (500-1¼)	820-1½ 474 (500-1½)	820-1¾ 474 (500-1¾)
CIRCLING *	840-1 494 (500-1)	880-1 534 (600-1)	880-1½ 534 (600-1½)	900-2 554 (600-2)	940-2 594 (600-2)
S-ASR 34R	820/50 474 (500-1)		820/60 474 (500-1¼)	820-1½ 474 (500-1½)	820-1¾ 474 (500-1¾)

REIL Rwy 16R L* and Rwy 34R L
TDZL/CL Rwy 16L and 34L
HIRL Rwy 16R-34L and 16L-34R L

SC-4, 08 APR 2010 to 06 MAY 2010

KOSCIUSKO, MISSISSIPPI

AL-5671 (FAA)

APP CRS	Rwy Idg	5000
137°	TDZE	480
	Apt Elev	480

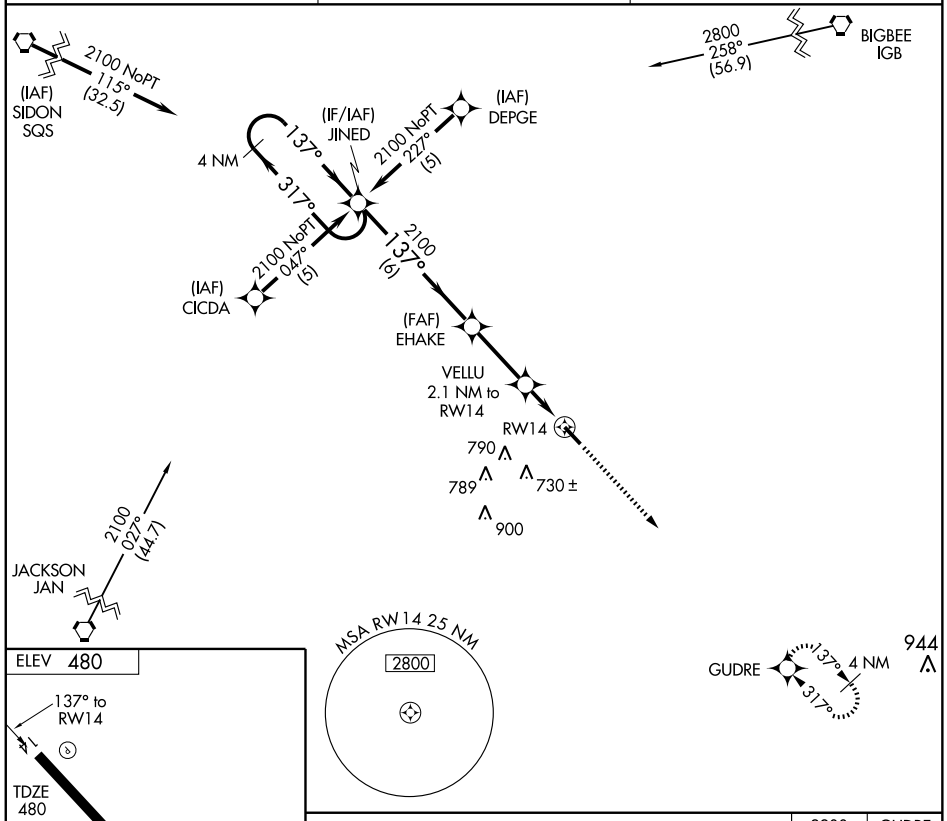
RNAV (GPS) RWY 14

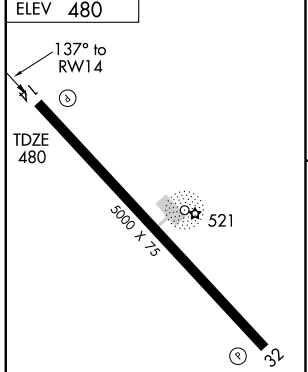
KOSCIUSKO-ATTALA COUNTY (OSX)

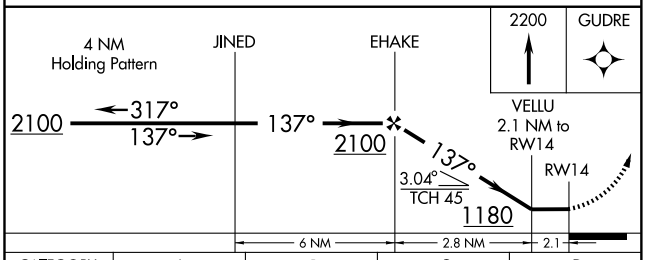
DME/DME RNP-0.3 NA. Procedure not authorized at night. Use Philadelphia altimeter setting; if not received, use Greenwood altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 2200 direct GUDRE and hold.

PHILADELPHIA AWOS-3	MEMPHIS CENTER	CTAF
118.725	132.75 263.0	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	1000-1	520 (600-1)	1000-1½ 520 (600-1½)	NA
CIRCLING	1020-1	540 (600-1)	1020-1½ 540 (600-1½)	NA

MIRL Rwy 14-32 L

SC-4, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5000
317°	TDZE	480
	Apt Elev	480

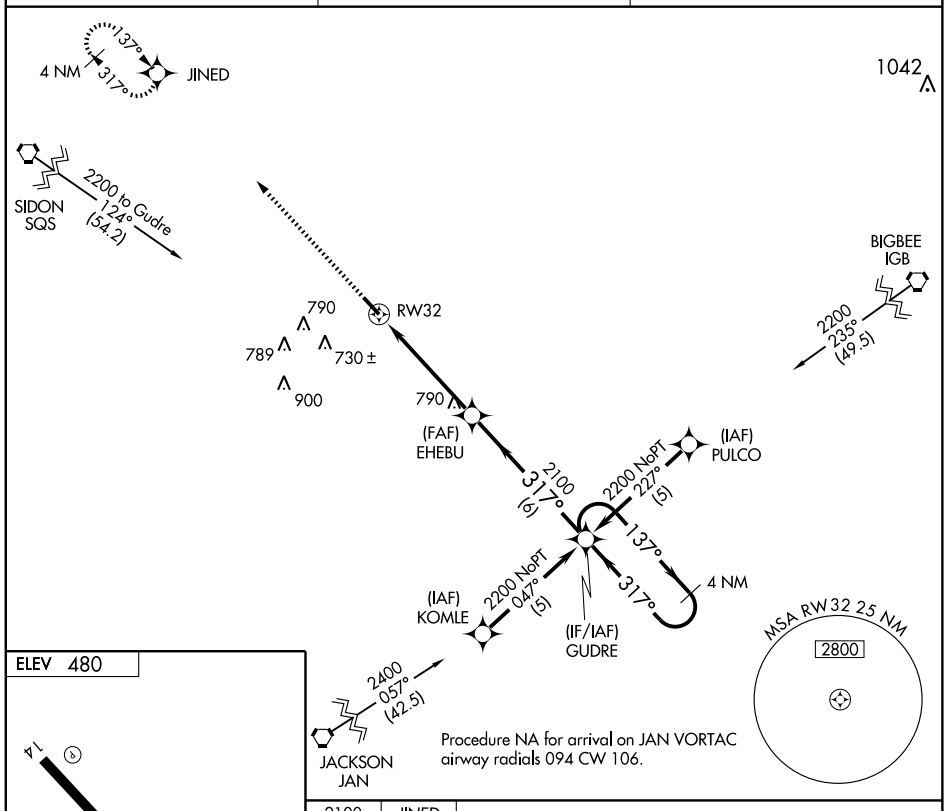
RNAV (GPS) RWY 32

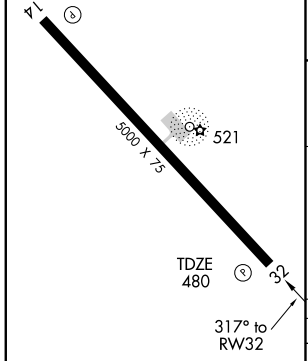
KOSCIUSKO-ATTALA COUNTY (OSX)

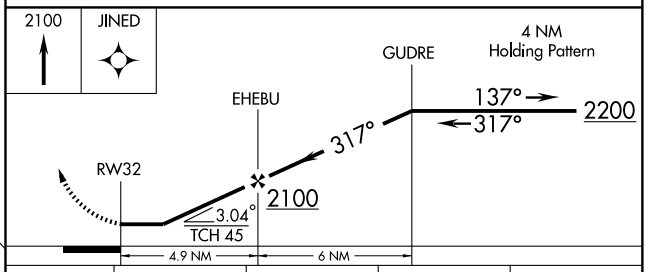
DME/DME RNP-0.3 NA. Procedure not authorized at night. Use Philadelphia altimeter setting; if not received, use Greenwood altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 2100 direct JINED and hold.

PHILADELPHIA AWOS-3	MEMPHIS CENTER	CTAF
118.725	132.75 263.0	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	960-1 480 (500-1)		960-1¼ 480 (500-1¼)	NA
CIRCLING	1020-1 540 (600-1)		1020-1½ 540 (600-1½)	NA

MIRL Rwy 14-32 L

SC-4, 08 APR 2010 to 06 MAY 2010

NDB THJ	APP CRS	Rwy Idg	5513
346	135°	TDZE	238
		Apt Elev	238

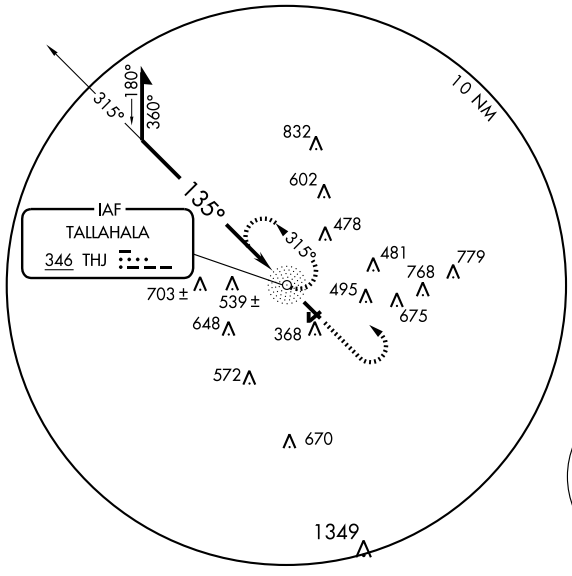
NDB RWY 13

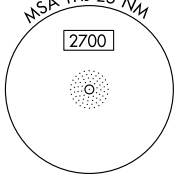
LAUREL/HESLER-NOBLE FIELD (LUL)

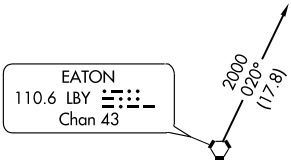
NA

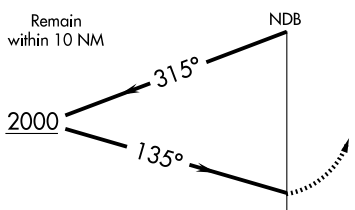
MISSED APPROACH: Climb to 1500 then climbing left turn to 2000 direct THJ NDB and hold.

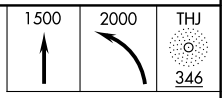
AWOS-3	HOUSTON CENTER	UNICOM
119.275	126.8 327.8	123.05 (CTAF) L

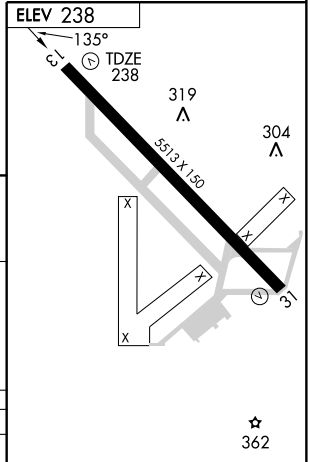












CATEGORY	A	B	C	D
S-13	900-1	662 (700-1)	900-1¾ 662 (700-1¾)	900-2 662 (700-2)
CIRCLING	900-1	662 (700-1)	900-1¾ 662 (700-1¾)	900-2 662 (700-2)

REIL Rwy 13 L
HIRL Rwy 13-31 L

SC-4, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5513
CH 45704	135°	TDZE	238
W13A		Apt Elev	238

RNAV (GPS) RWY 13

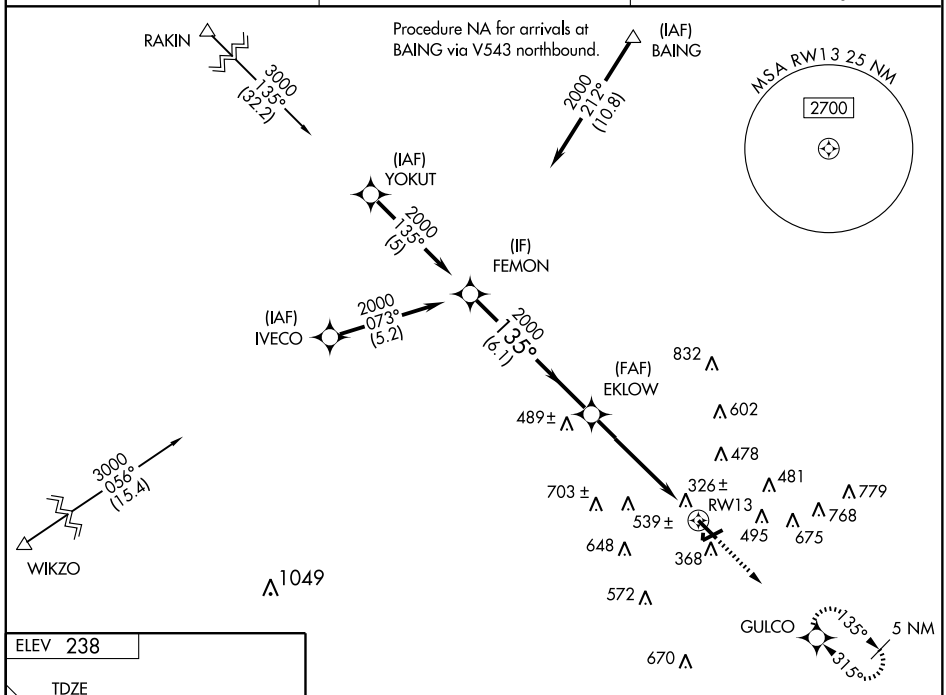
LAUREL/HESLER-NOBEL FIELD (LUL)

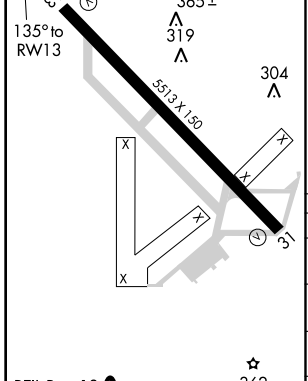
▼ ⚠ NA

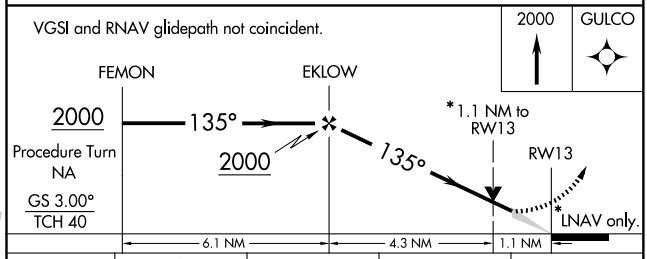
If local altimeter setting not received, use Hattiesburg-Laurel Rgnl altimeter setting and increase all DAs/MDAs 60 feet. BARO-VNAV NA when using Hattiesburg-Laurel Rgnl altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. VDP NA when using Hattiesburg-Laurel Rgnl altimeter setting.

MISSED APPROACH: Climb to 2000 direct GULCO and hold.

AWOS-3	HOUSTON CENTER	UNICOM
119.275	126.8 327.8	123.05 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	581-1¼ 343 (400-1¼)			
LNAV/ VNAV DA	623-1½ 385 (400-1½)			
LNAV MDA	620-1 382 (400-1)			620-1¼ 382 (400-1¼)
CIRCLING	680-1 442 (500-1)	700-1 462 (500-1)	700-1½ 462 (500-1½)	800-2 562 (600-2)

SC-4, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5513
CH 86404	315°	TDZE	238
W31A		Apt Elev	238

RNAV (GPS) RWY 31

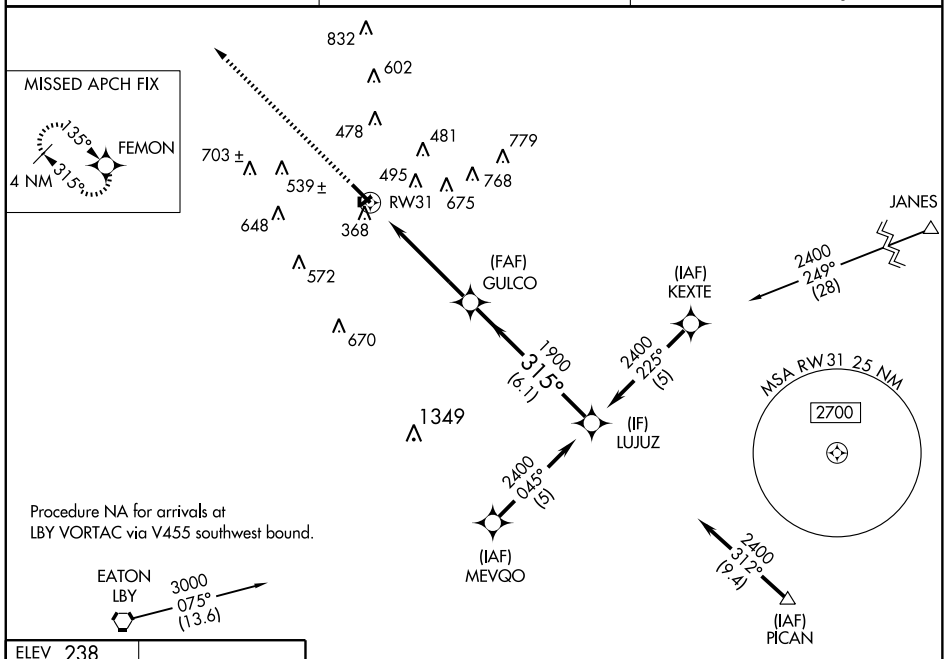
LAUREL/HESLER-NOBEL FIELD (LUL)

▼ ⚠ NA

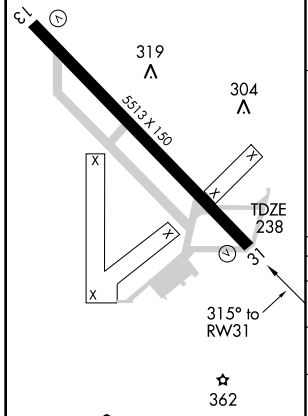
If local altimeter setting not received, use Hattiesburg-Laurel Rgnl altimeter setting and increase all DAs/MDAs 60 feet. BARO-VNAV NA when using Hattiesburg-Laurel Rgnl altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Hattiesburg-Laurel Rgnl altimeter setting.

MISSED APPROACH: Climb to 3000 direct FEMON and hold.

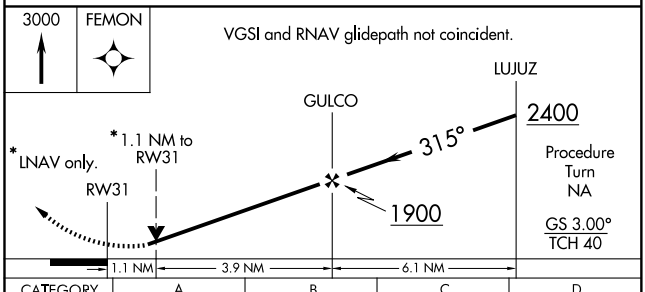
AWOS-3	HOUSTON CENTER	UNICOM
119.275	126.8 327.8	123.05 (CTAF) L



ELEV 238



REIL Rwy 13 L
HIRL Rwy 13-31 L



CATEGORY	A	B	C	D
LPV DA	581-1¼ 343 (400-1¼)			
LNAV/ VNAV DA	638-1½ 400 (400-1½)			
LNAV MDA	620-1 382 (400-1)			620-1¼ 382 (400-1¼)
CIRCLING	680-1 442 (500-1)	700-1 462 (500-1)	700-1½ 462 (500-1½)	800-2 562 (600-2)

SC-4, 08 APR 2010 to 06 MAY 2010

VORTAC LBY 110.6 Chan 43	APP CRS 024°	Rwy Idg N/A TDZE N/A Apt Elev 238

VOR/DME-A

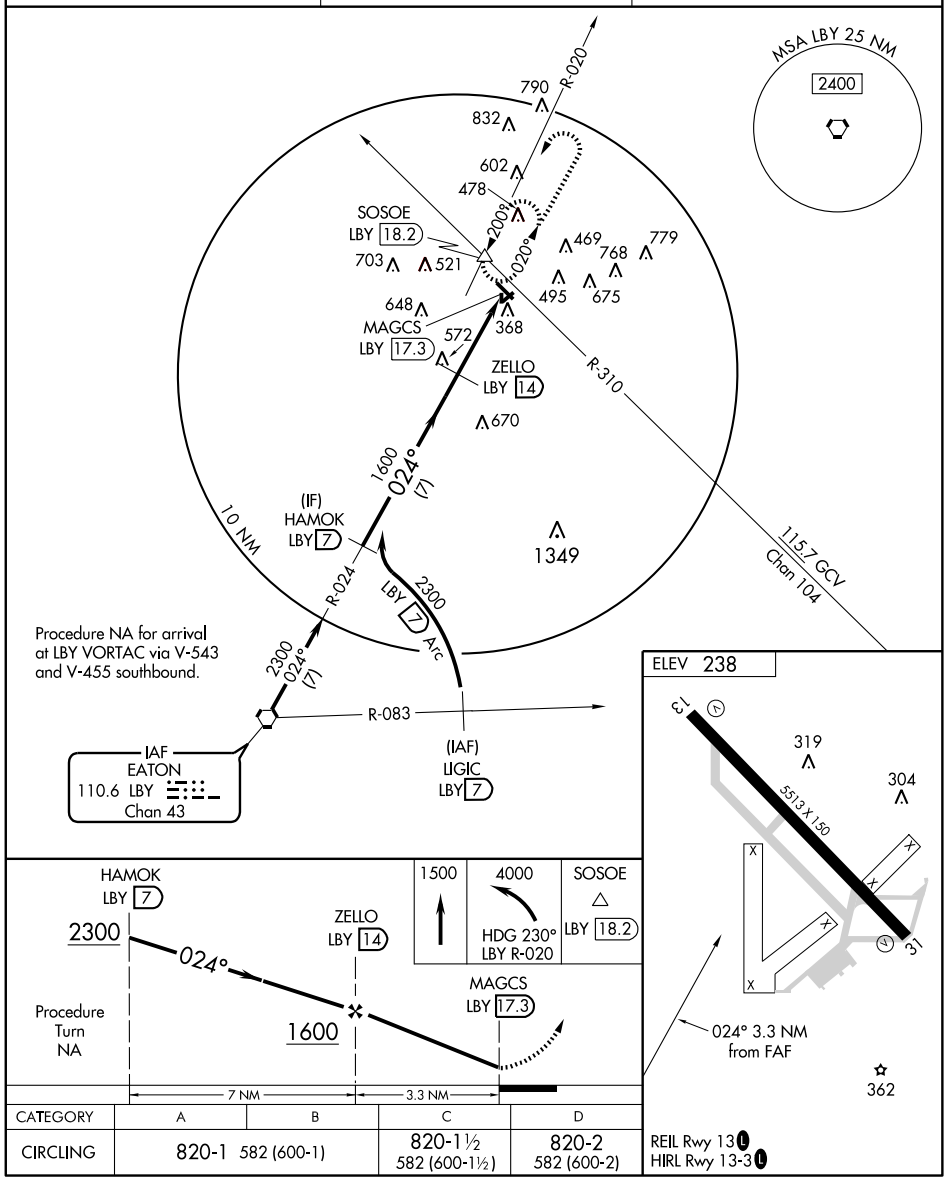
LAUREL/HESLER-NOBLE FIELD (LUL)

When local altimeter setting not received, use Hattiesburg-Laurel Rgnl altimeter setting and increase all MDA 60 feet and Cat C visibility to 1¾ mile.

NA

MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 via heading 230° and LBY R-020 to SOSOE Int/LBY 18.2 DME and hold.

AWOS-3	HOUSTON CENTER	UNICOM
119.275	126.8 327.8	123.05 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	820-1 582 (600-1)		820-1½ 582 (600-1½)	820-2 582 (600-2)

REIL Rwy 13 L
HIRL Rwy 13-31 L

SC-4, 08 APR 2010 to 06 MAY 2010

VORTAC SQS 114.7 Chan 94	APP CRS 145°	Rwy Idg N/A TDZE N/A Apt Elev 340

VOR/DME or GPS-A

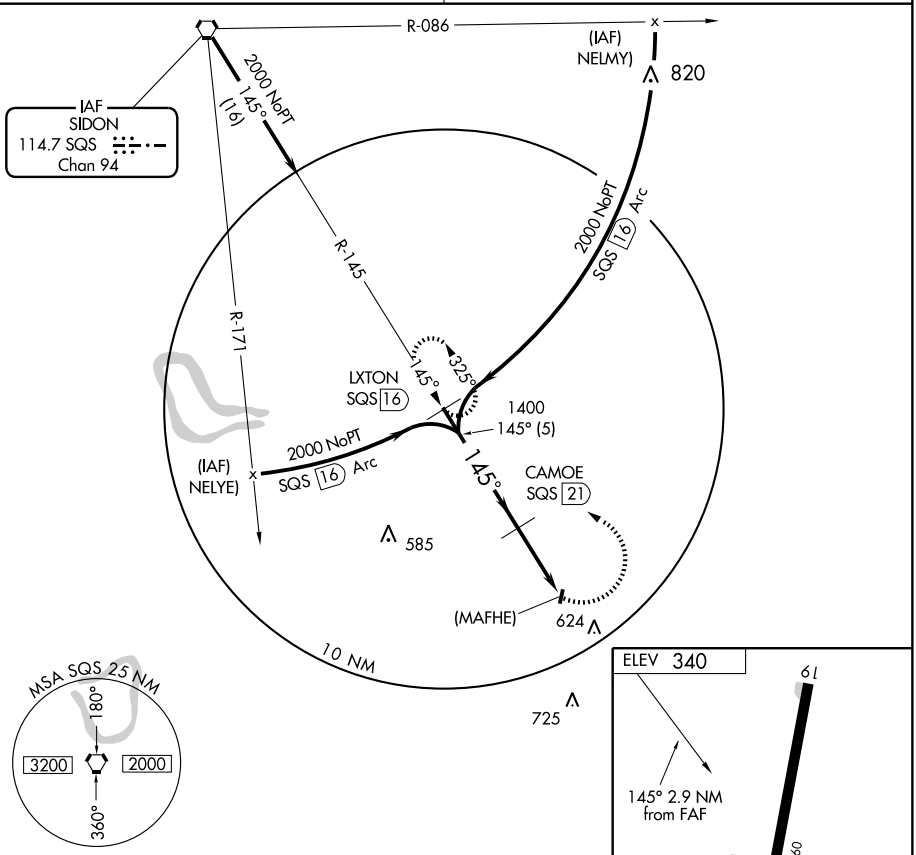
LEXINGTON/ C.A. MOORE (19M)

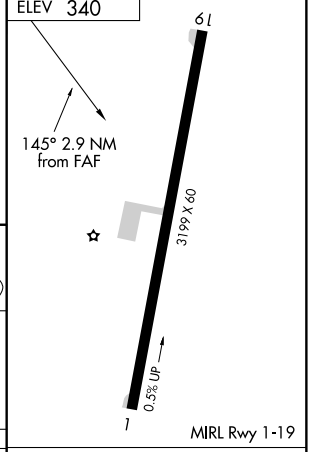
Use Greenwood FSS altimeter setting.

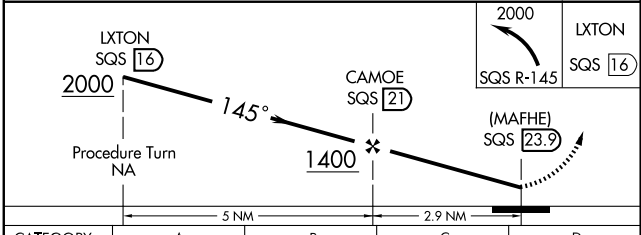
NA

MISSED APPROACH: Climbing left turn to 2000 via SQS R-145 to LXTON 16 DME and hold.

MEMPHIS CENTER	CTAF
132.5 259.1	122.9







CATEGORY	A	B	C	D
CIRCLING	880-1 540 (600-1)	880-1¼ 540 (600-1¼)	1020-2 680 (700-2)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-4, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4519
170°	TDZE	575
	Apt Elev	575

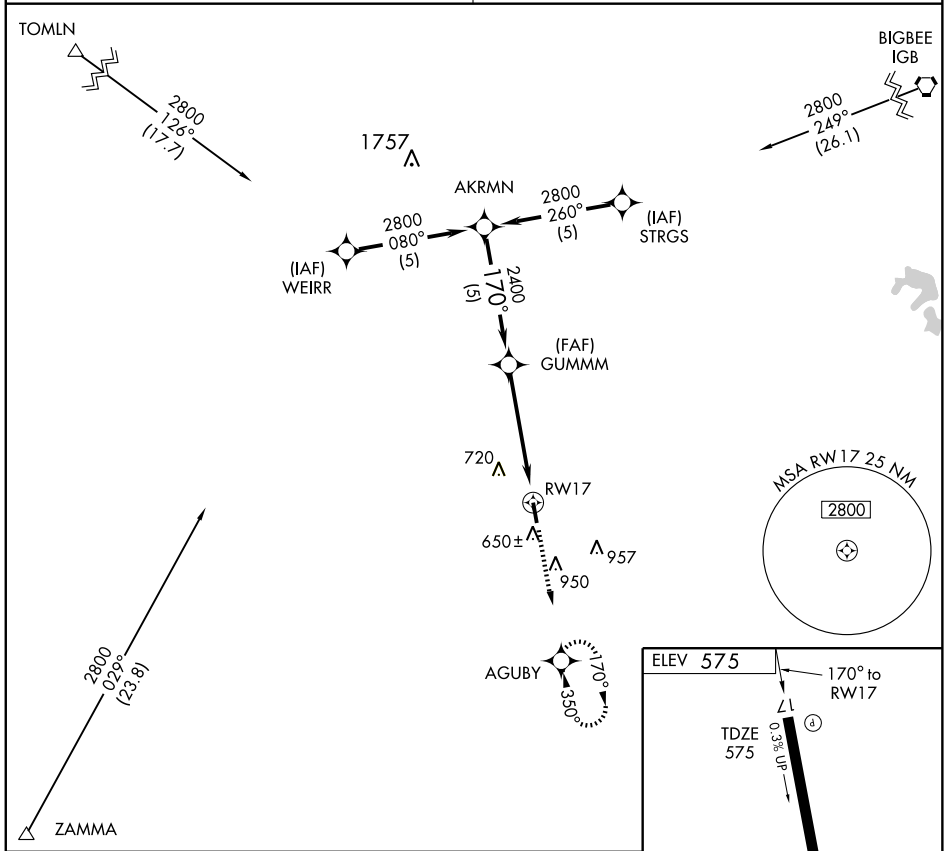
GPS RWY 17
LOUISVILLE-WINSTON COUNTY (LMS)

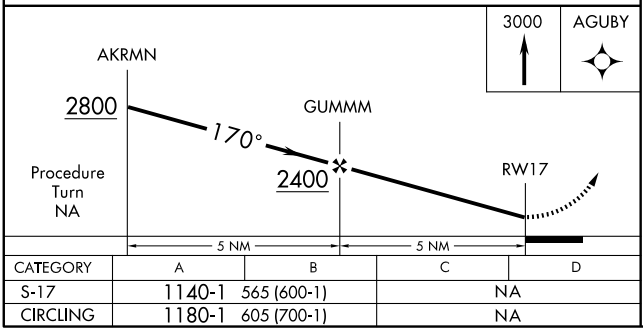
NA

Use Columbus AFB altimeter setting.

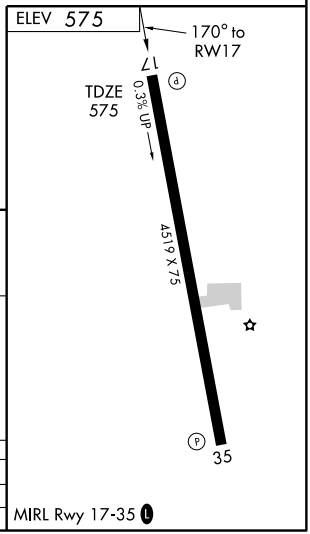
MISSED APPROACH: Climb to 3000 direct AGUBY WP and hold.

MEMPHIS CENTER	UNICOM
132.75 263.0	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-17	1140-1	565 (600-1)	NA	
CIRCLING	1180-1	605 (700-1)	NA	



SC-4, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4444
174°	TDZE	326
	Apt Elev	326

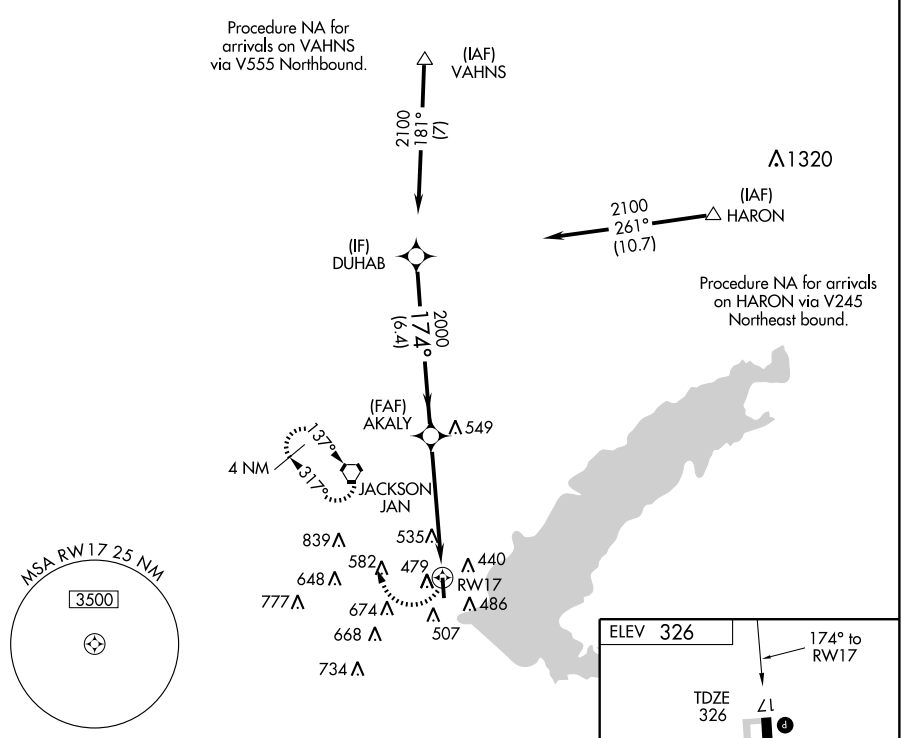
RNAV (GPS) RWY 17

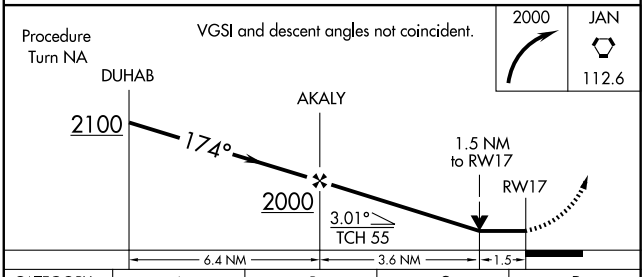
MADISON/ BRUCE CAMPBELL FIELD (MBO)

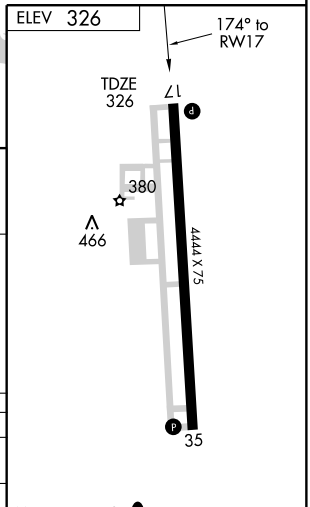
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Jackson-Evers Intl altimeter setting and increase all MDA 40 feet, and increase visibility Circling Cats C and D ¼ mile. VDP NA with Jackson-Evers Intl. altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 direct JAN VORTAC and hold.

AWOS-3	JACKSON APP CON *	CLNC DEL	UNICOM
119.125	123.9 317.7	125.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	840-1 514 (600-1)		840-1½ 514 (600-1½)	840-1¾ 514 (600-1¾)
CIRCLING	840-1 514 (600-1)	900-1 574 (600-1)	900-1½ 574 (600-1½)	1040-2¼ 714 (800-2¼)

MIRL Rwy 17-35 L

SC-4, 08 APR 2010 to 06 MAY 2010

VORTAC JAN	APP CRS	Rwy Idg	N/A
112.6	317°	TDZE	N/A
Chan 73		Apt Elev	326

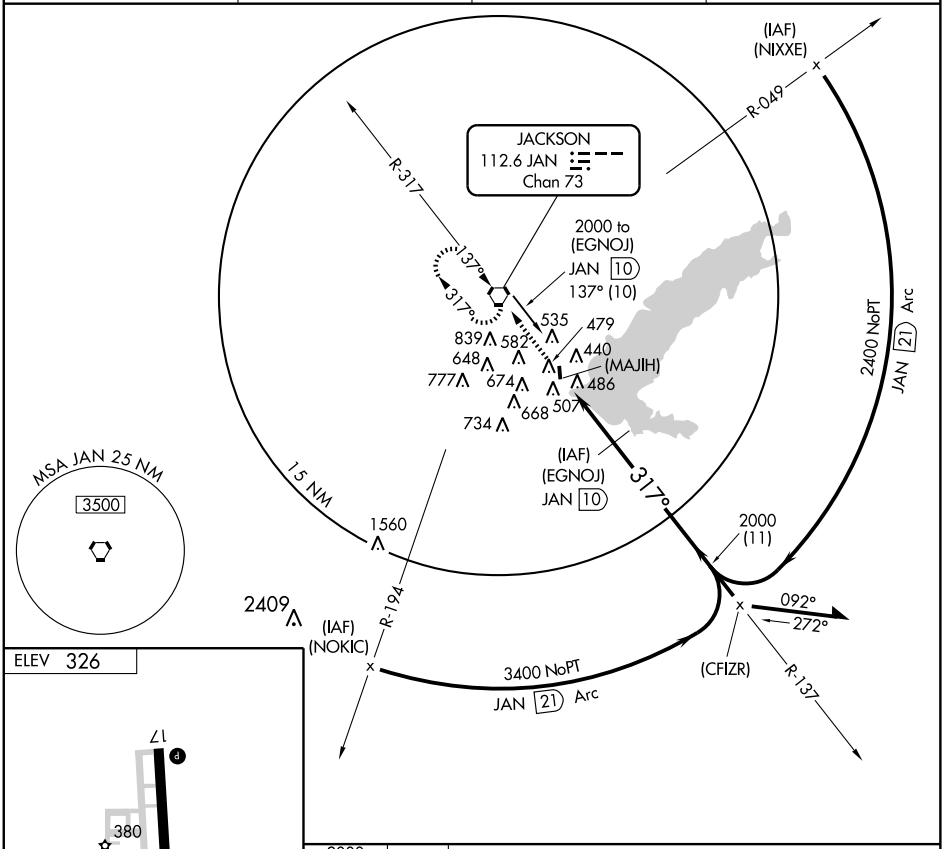
VOR/DME or GPS-B

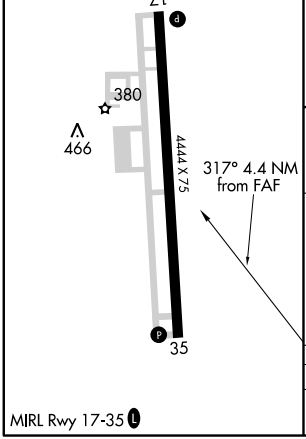
MADISON/ BRUCE CAMPBELL FIELD (MBO)

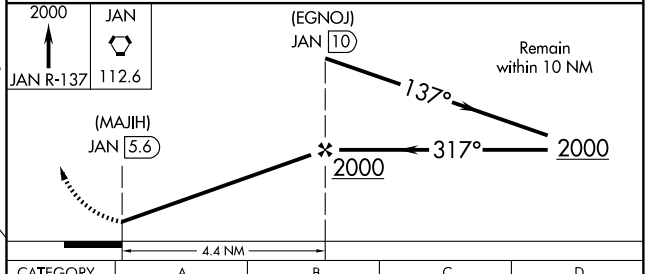
Use Jackson altimeter setting.

MISSED APPROACH: Climb to 2000 via JAN R-137 to JAN VORTAC and hold.

AWOS-3	JACKSON APP CON ★	CLNC DEL	UNICOM
119.125	123.9 317.7	125.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	840-1 514 (600-1)	860-1 534 (600-1)	860-1½ 534 (600-1½)	1000-2¼ 674 (700-2¼)

SC-4, 08 APR 2010 to 06 MAY 2010

VORTAC JAN	APP CRS	Rwy Idg	N/A
112.6	137°	TDZE	N/A
Chan 73		Apt Elev	326

VOR or GPS-A

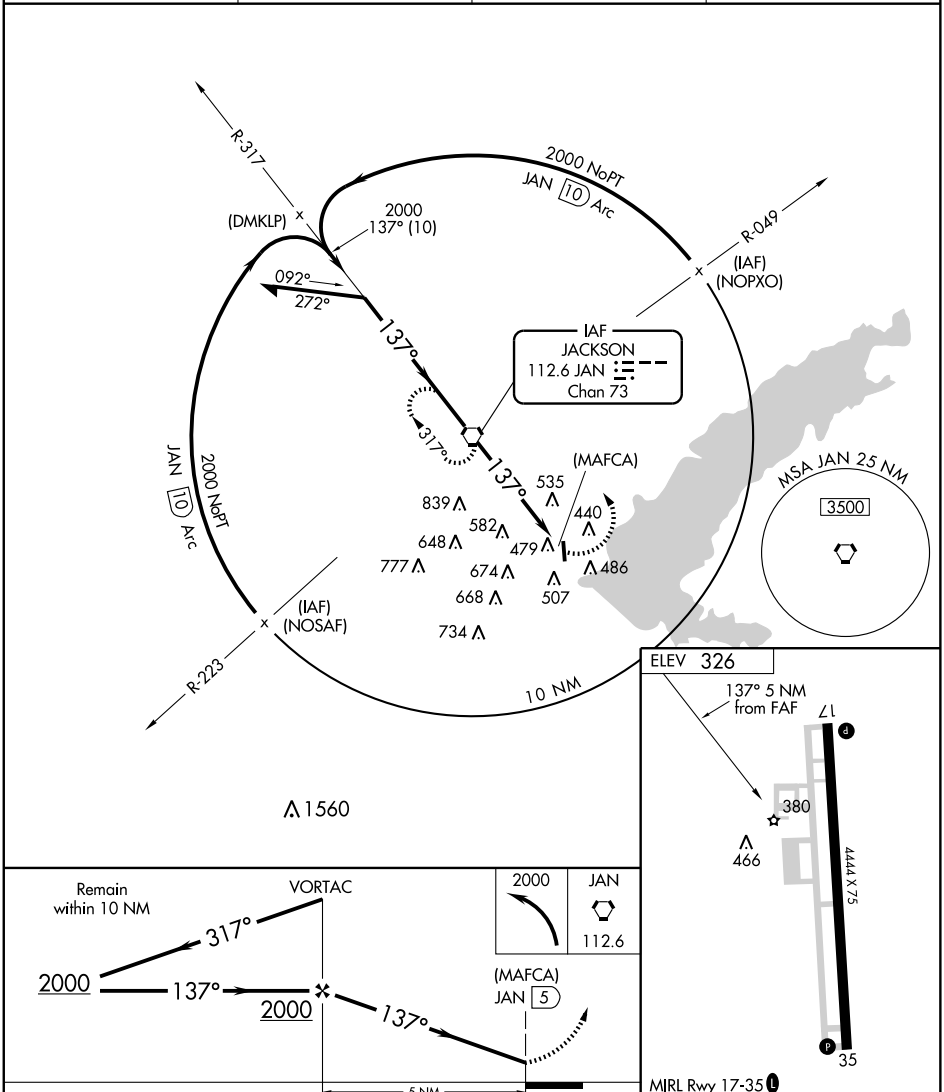
MADISON/ BRUCE CAMPBELL FIELD (MBO)

NA

Use Jackson altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 direct JAN VORTAC and hold.

AWOS-3	JACKSON APP CON ★	CLNC DEL	UNICOM
119.125	123.9 317.7	125.9	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	840-1 514 (600-1)	860-1 534 (600-1)	860-1½ 534 (600-1½)	1000-2¼ 674 (700-2¼)

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SC-4, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3348
016°	TDZE	162
	Apt Elev	162

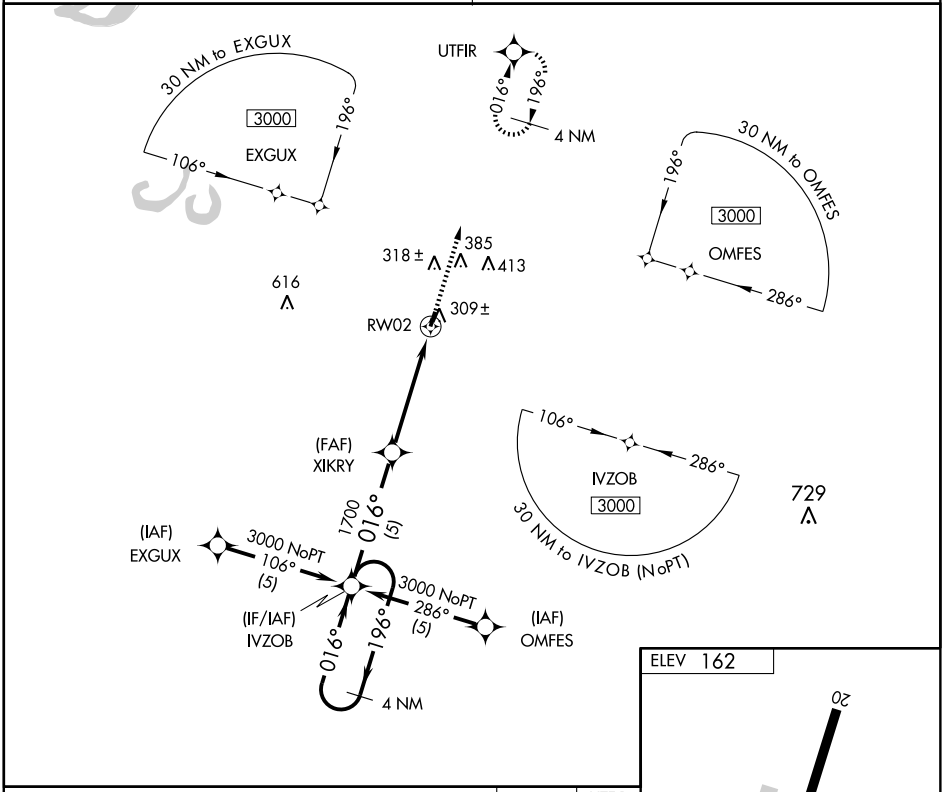
RNAV (GPS) RWY 2

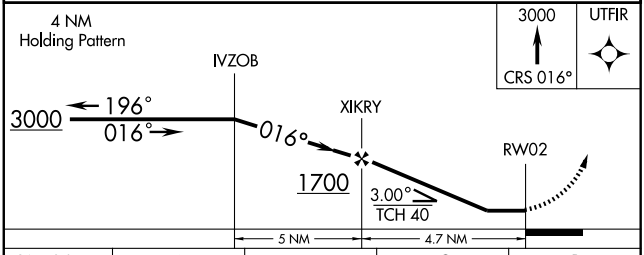
MARKS/SELFS (MMS)

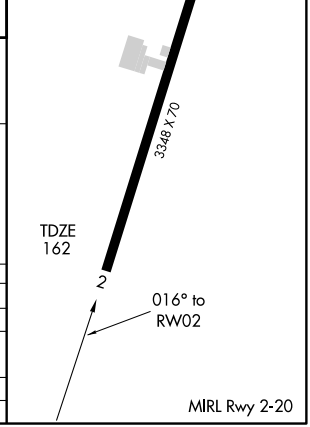
Use Clarksdale altimeter setting, when not received procedure NA.
NA DME/DME RNP-0.3 not authorized.

MISSED APPROACH: Climb to 3000 via course 016° to UTFIR WP and hold.

MEMPHIS CENTER	CTAF
135.3 335.8	122.9







CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	600-1 438 (500-1)		NA	
CIRCLING	660-1 498 (500-1)		NA	

SC-4, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 20

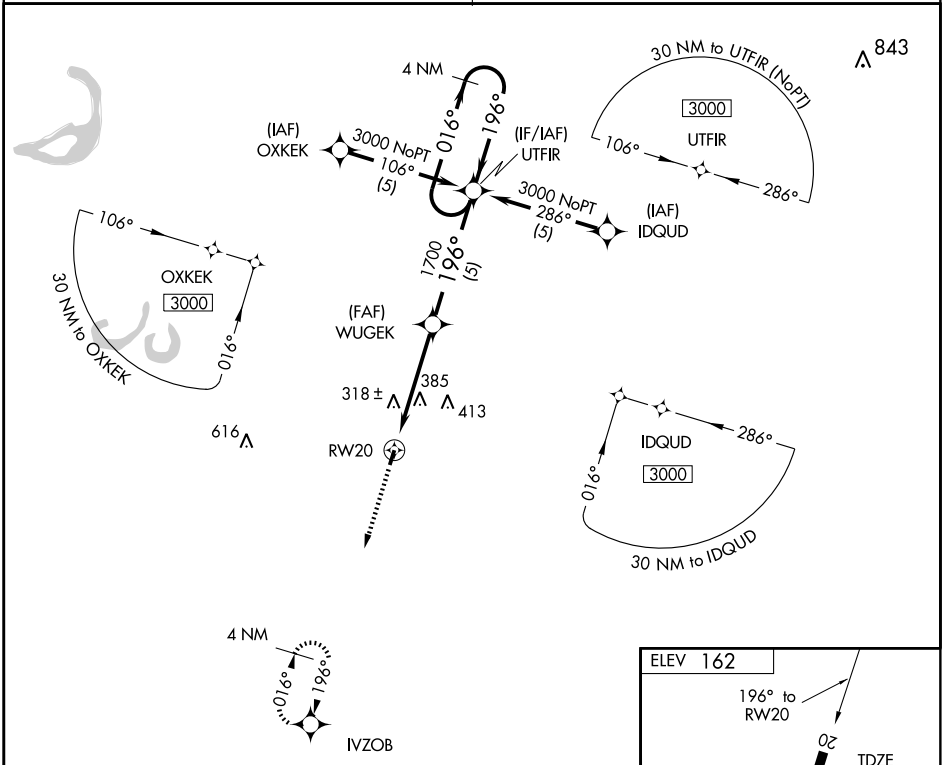
MARKS/SELFS (MMS)

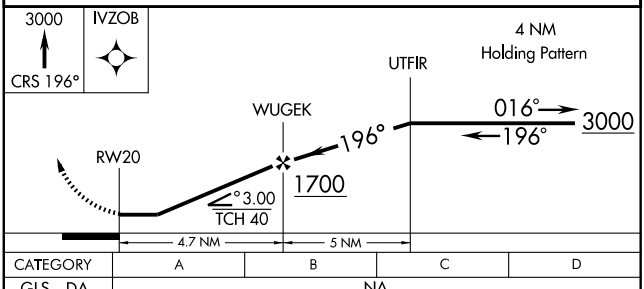
APP CRS	Rwy Idg	3348
196°	TDZE	162
	Apt Elev	162

Use Clarksdale altimeter setting, when not received procedure NA.
NA
DME/DME RNP-0.3 not authorized.

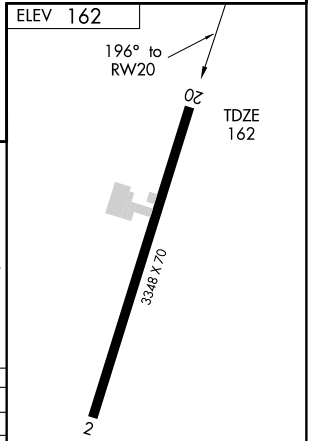
MISSED APPROACH: Climb to 3000 via course 196° to IVZOB WP and hold.

MEMPHIS CENTER	CTAF
135.3 335.8	122.9





CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	720-1 558 (600-1)		NA	
CIRCLING	720-1 558 (600-1)		NA	



MIRL Rwy 2-20

SC-4, 08 APR 2010 to 06 MAY 2010

LOC I-MCB	APP CRS	Rwy Idg	5000
109.1	156°	TDZE	413
		Apt Elev	413

ILS or LOC RWY 15

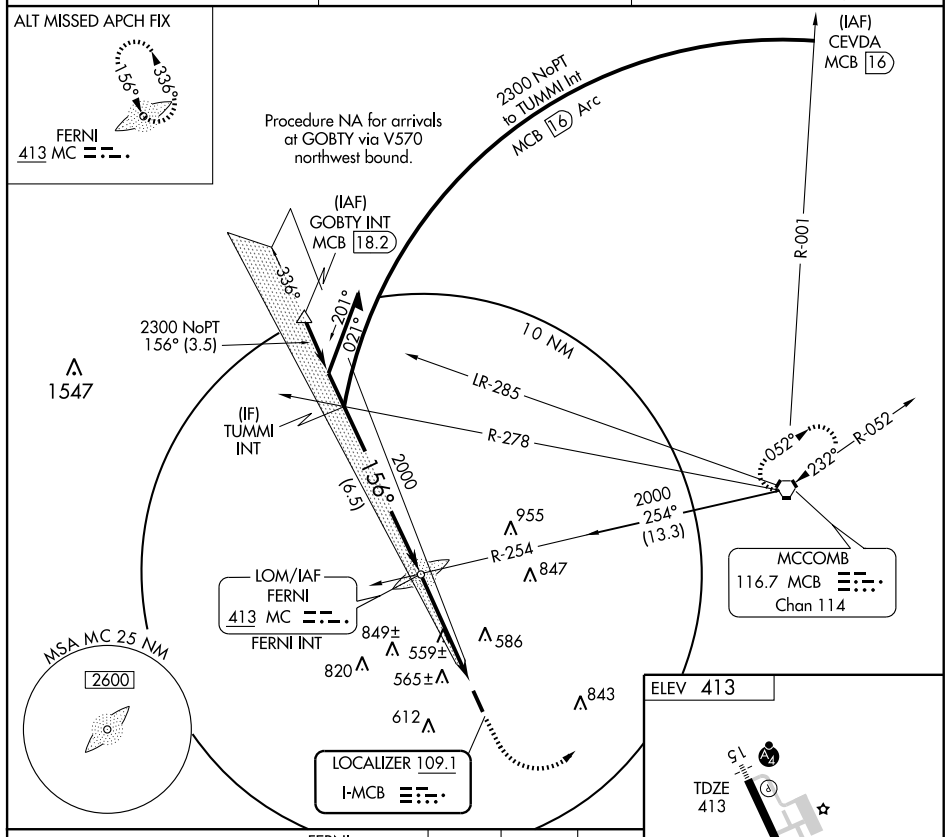
MCCOMB-PIKE COUNTY-JOHN E. LEWIS FIELD (MCB)

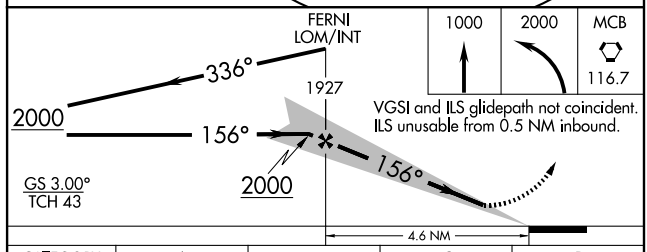
Inoperative table does not apply to S-LOC-15 Cat C. When local altimeter setting not received, use Natchez altimeter setting and increase all DA 135 feet, and all MDA 140 feet and increase S-ILS 15 all Cats visibility ½ mile, S-LOC 15 Cat C visibility ¼ mile, and Cat D visibility ½ mile, and circling Cats C and D visibility ¼ mile.

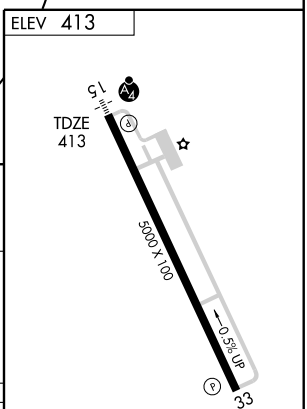
MALSF

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct MCB VORTAC and hold.

ASOS	HOUSTON CENTER	UNICOM
119.025	126.8 327.8	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 15	613-¾ 200 (200-¾)			
S-LOC 15	820-¾ 407 (500-¾)		820-1¼ 407 (500-1¼)	
CIRCLING	880-1 467 (500-1)		880-1½ 467 (500-1½)	980-2 567 (600-2)

MIRL Rwy 15-33 L

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

SC-4, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5000
153°	TDZE	413
	Apt Elev	413

RNAV (GPS) RWY 15

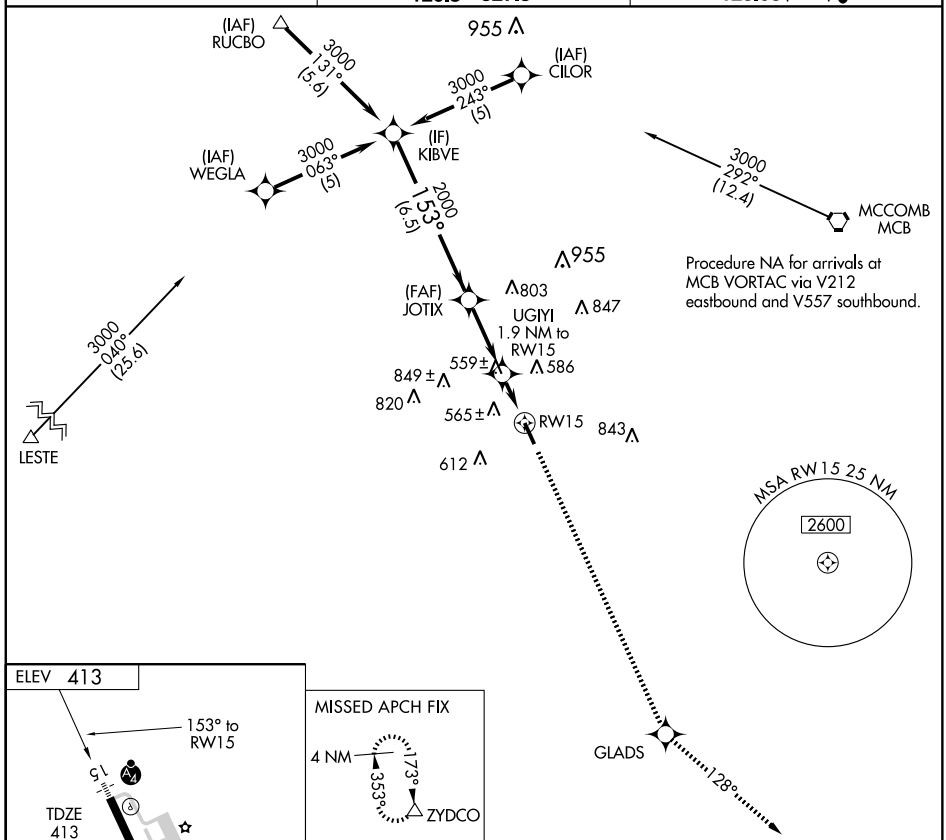
MCCOMB-PIKE COUNTY-JOHN E. LEWIS FIELD (MCB)

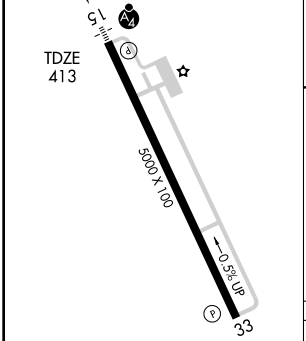
Inoperative table does not apply. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Natchez altimeter setting and increase all MDA 140 feet and LNAV visibility Cat C ¼ mile, Cat D ½ mile, Circling Cat C and D ¼ mile.

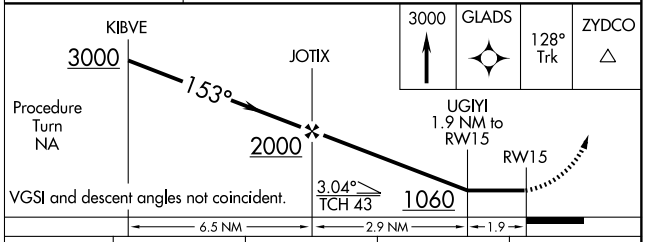
MALSF

MISSED APPROACH: Climb to 3000 direct GLADS and via 128° track to ZYDCO and hold.

ASOS	HOUSTON CENTER	UNICOM
119.025	126.8 327.8	123.05 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	820-1	407 (500-1)	820-1¼	407 (500-1¼)
CIRCLING	920-1	507 (600-1)	920-1½ 507 (600-1½)	980-2 567 (600-2)

MIRL Rwy 15-33 L

SC-4, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5000
CH 77808	333°	TDZE	407
W33A		Apt Elev	413

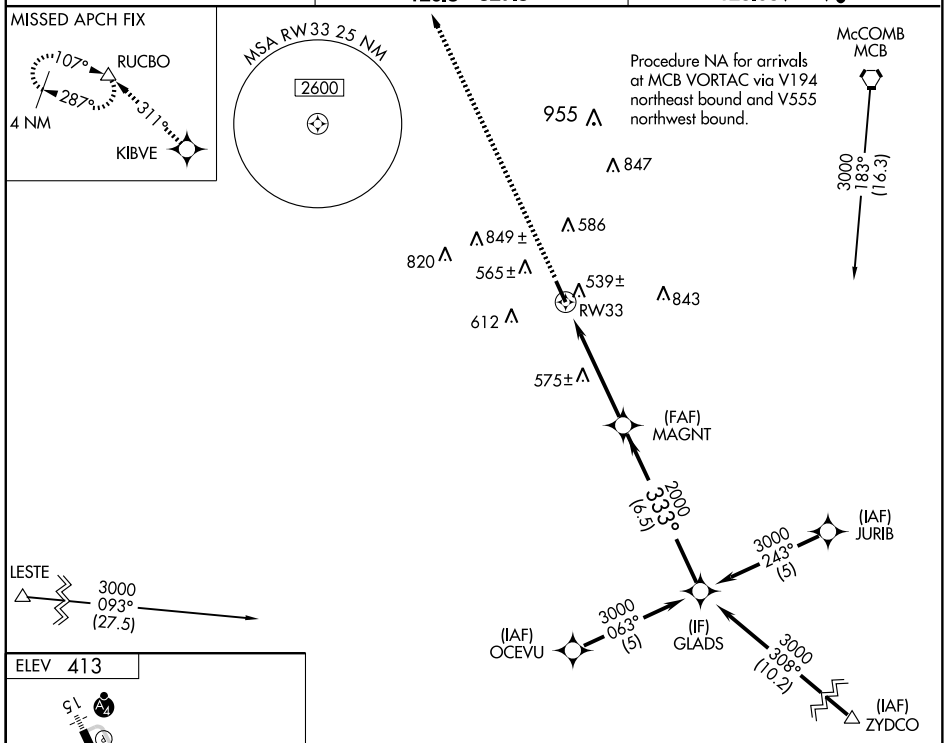
RNAV (GPS) RWY 33

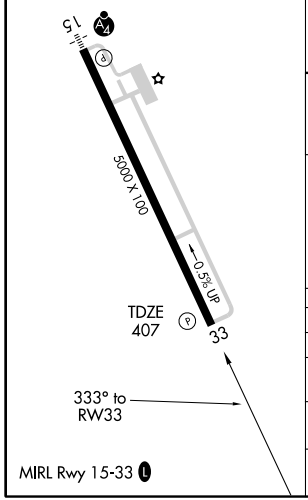
MCCOMB-PIKE COUNTY-JOHN E. LEWIS FIELD (MCB)

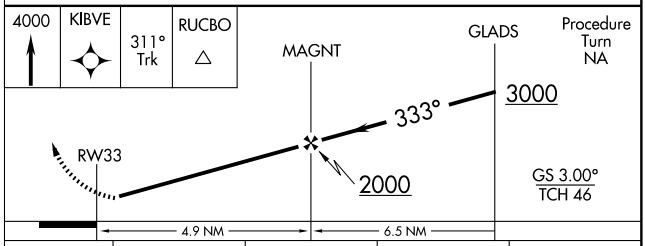
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Natchez altimeter setting and increase all DA/MDA 140 feet and visibility LPV ½ mile all Cats, LNAV/VNAV ½ mile all Cats, LNAV Cat C and D ¼ mile, Circling Cat C and D ¼ mile. Baro-VNAV NA when using Natchez altimeter setting.

MISSED APPROACH: Climb to 4000 direct KIBVE and via 311° track to RUCBO and hold.

ASOS	HOUSTON CENTER	UNICOM
119.025	126.8 327.8	123.05 (CTAF) L







CATEGORY	A	B	C	D
LPV DA		765-1¼	358 (400-1¼)	
LNAV/VNAV DA		809-1½	402 (400-1½)	
LNAV MDA	840-1 433 (500-1)		840-1¼ 433 (500-1¼)	840-1½ 433 (500-1½)
CIRCLING	920-1 507 (600-1)		920-1½ 507 (600-1½)	980-2 567 (600-2)

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VORTAC MCB	APP CRS	Rwy Idg	N/A
116.7	233°	TDZE	N/A
Chan 114		Apt Elev	413

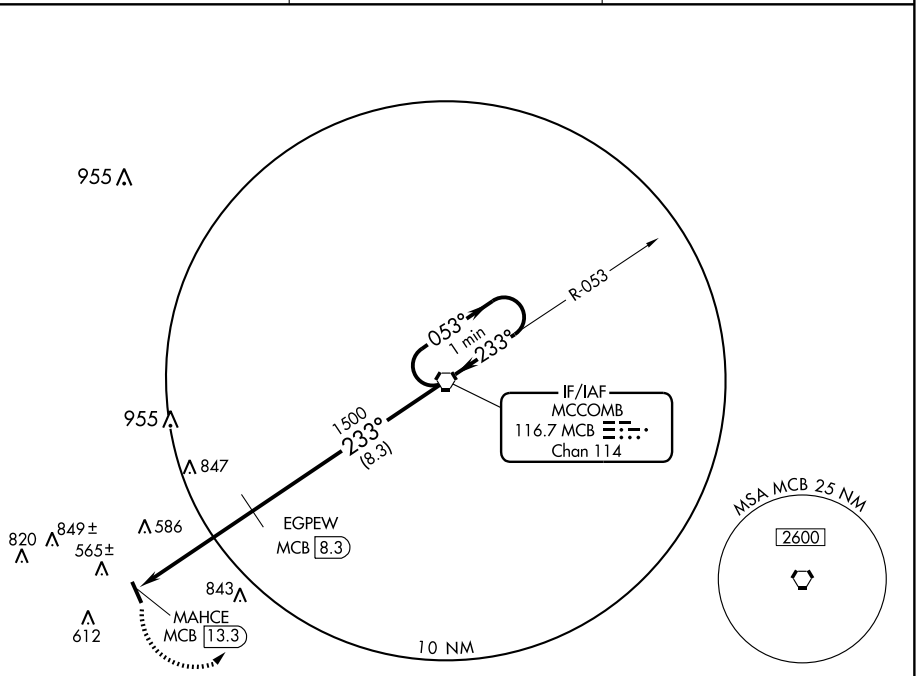
VOR/DME-A

MCCOMB-PIKE COUNTY-JOHN E. LEWIS FIELD (MCB)

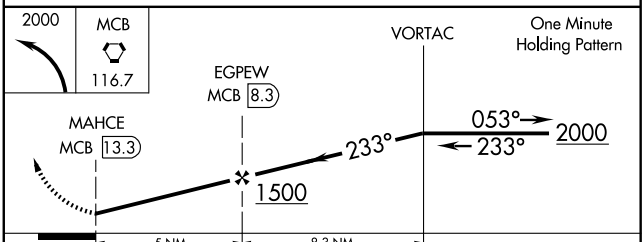
When local altimeter setting not received, use Natchez altimeter setting and increase MDA 140 feet and Cat C and D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2000 direct MCB VORTAC and hold

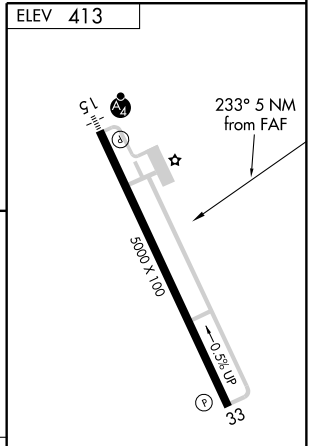
ASOS	HOUSTON CENTER	UNICOM
119.025	126.8 327.8	123.05 (CTAF) L



NoPT for arrival on MCB VORTAC airway radials 345 CW 145.



CATEGORY	A	B	C	D
CIRCLING	920-1	507 (600-1)	920-1½ 507 (600-1½)	980-2 567 (600-2)



SC-4, 08 APR 2010 to 06 MAY 2010

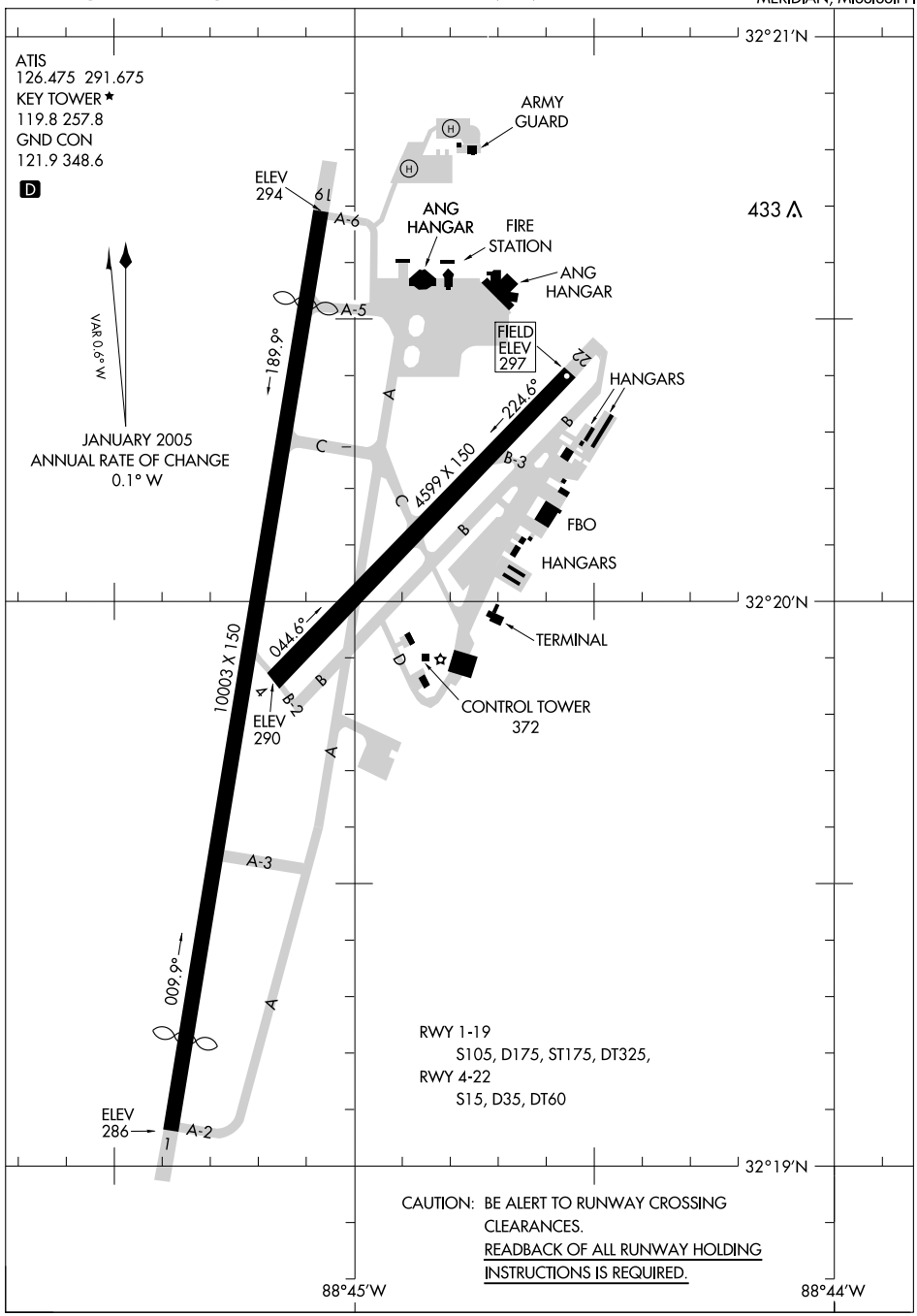
09071

AIRPORT DIAGRAM

AL-254 (FAA)

MERIDIAN/ KEY FIELD (MEI)

MERIDIAN, MISSISSIPPI



SC-4, 08 APR 2010 to 06 MAY 2010

HI-TACAN or VOR/DME-B

VORTAC MEI 117.0 Chan 117	APCH CRS 320°	Rwy ldg N/A TDZE N/A Arpt Elev 297

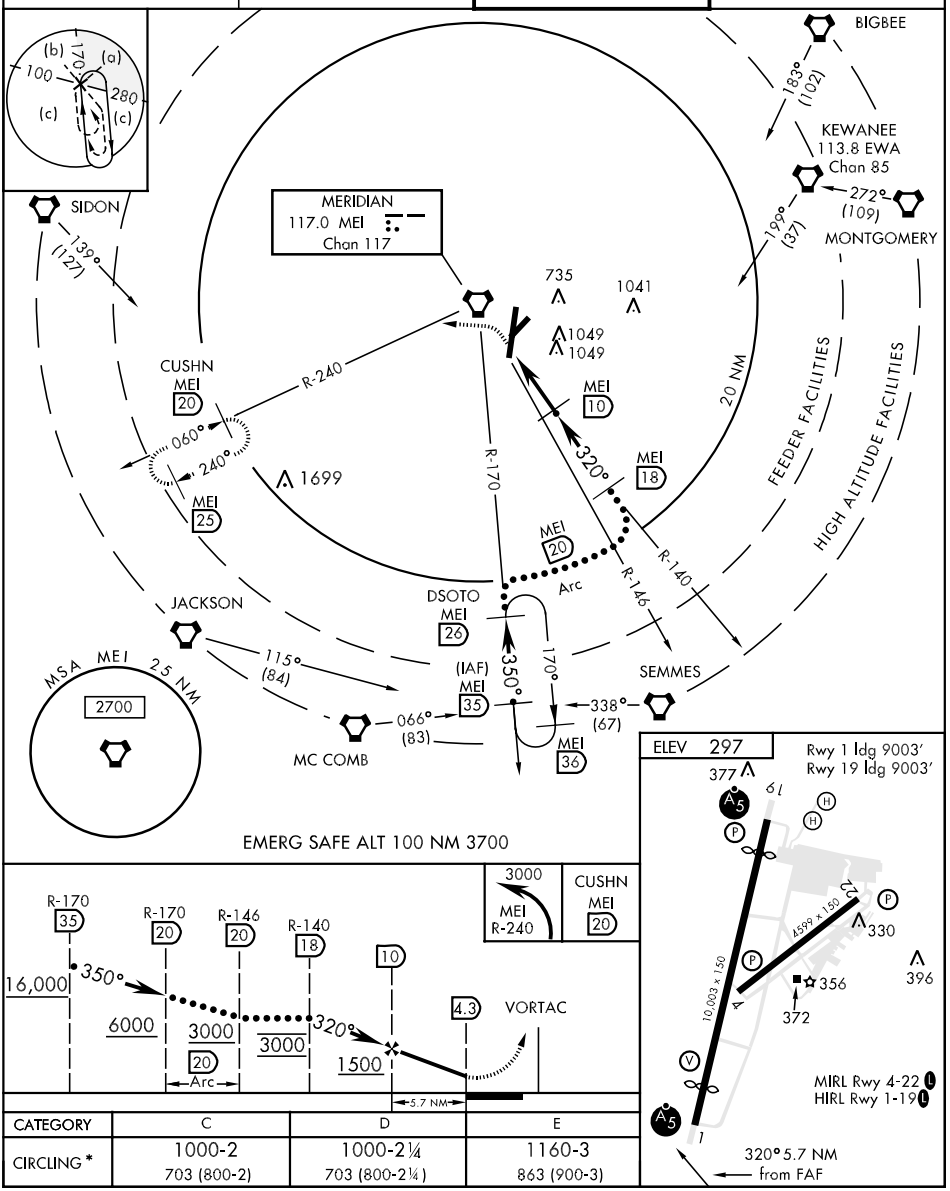
JAL-254 [USAF]

MERIDIAN/KEY FIELD (KMEI)

* Circling not authorized E of Rwy 1-19.

MISSED APPROACH: Climbing left turn to 3000 via MEI R-240 to CUSHN 20 DME and hold.

ATIS	MERIDIAN APP CON	KEY TOWER ★	GND CON
126.475 291.675	120.5 269.6	119.8 (CTAF) L 257.8	121.9 348.6



CATEGORY	C	D	E
CIRCLING *	1000-2 703 (800-2)	1000-2¼ 703 (800-2¼)	1160-3 863 (900-3)

ILS or LOC RWY 1

MERIDIAN/KEY FIELD (MEI)

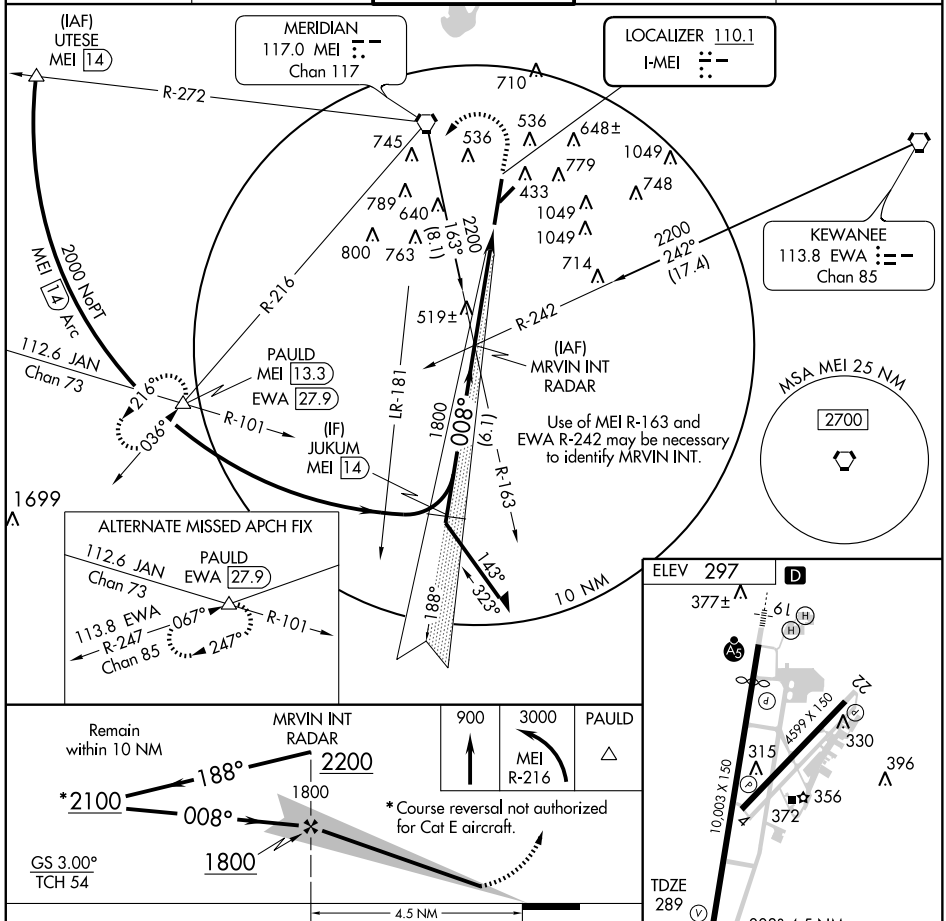
LOC I-MEI	APP CRS	Rwy Idg	9003
110.1	008°	TDZE	289
		Apt Elev	297

Circling NA SE of Rwys 1 and 22. DME Required. When local altimeter setting not received, use Hattiesburg-Laurel Rgnl altimeter setting and increase all DA 138 feet and all MDA 140 feet, S-ILS 1 all Cats visibility to RVR 4000, S-LOC 1 Cat C visibility to RVR 6000, Cat D and E visibility ½ mile, and Circling Cats C and D visibility ½ mile. For inoperative MALSR, when using Hattiesburg-Laurel Rgnl altimeter setting, increase S-ILS 1 all Cats visibility to RVR 6000, and S-LOC 1 Cat E visibility to 2¼ mile. **RVR 1800 authorized with the use of FD or AP or HUD to DA. For inoperative MALSR, increase S-ILS 1 Cat E visibility to RVR 4000 and S-LOC 1 Cat E to 1¾ miles.

MALSR

MISSED APPROACH: Climb to 900 then climbing left turn to 3000 via MEI VORTAC R-216 to PAULD/MEI 13.3 DME and hold.

ATIS	MERIDIAN APP CON ★	KEY TOWER ★	GND CON	UNICOM
126.475 291.675	120.5 269.6	119.8 (CTAF) L 257.8	121.9 348.6	122.95



CATEGORY	A	B	C	D	E
S-ILS 1	**489/24 200 (200-½)				
S-LOC 1	780/24 491 (500-½)		780/40 491 (500-¾)	780/50 491 (500-1)	780/60 491 (500-1¼)
CIRCLING	860-1 563 (600-1)	880-1 583 (600-1)	880-1½ 583 (600-1½)	940-2 643 (700-2)	1160-3 863 (900-3)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SC-4, 08 APR 2010 to 06 MAY 2010

LOC/DME I-IKQ	APP CRS	Rwy Idg 9003
111.35	188°	TDZE 293
Chan 50 (Y)		Apt Elev 297

ILS or LOC RWY 19

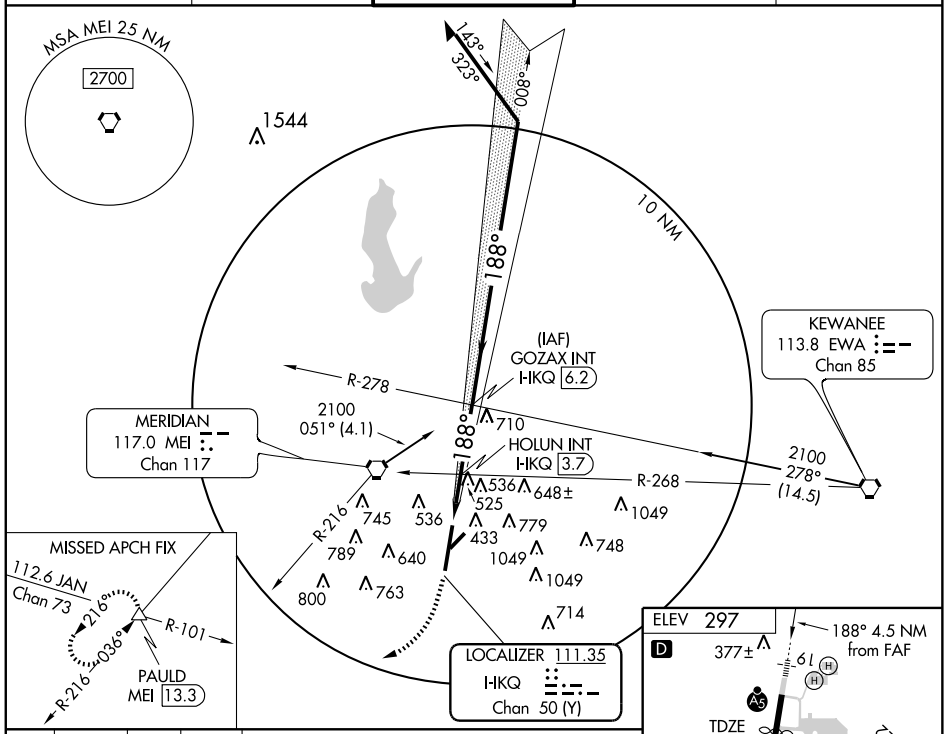
MERIDIAN/KEY FIELD (MEI)

T A ASR — DME Required. Visibility reduction by helicopters NA. Circling NA SE of Rwys 1 and 4. If local altimeter setting not received, use Hattiesburg/Laurel altimeter setting and increase all DAs/MDAs 140 feet. VDP NA when using Hattiesburg/Laurel altimeter setting.

MALSR (A5)

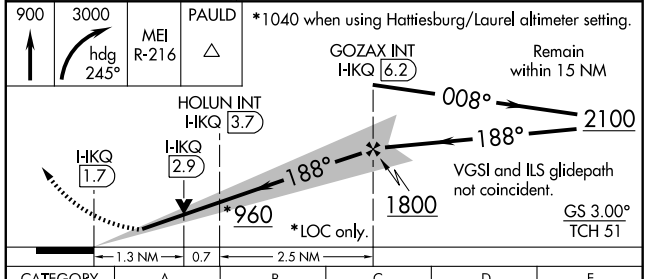
MISSED APPROACH: Climb to 900 then climbing right turn to 3000 via heading 245° and MEI VORTAC R-216 to PAULD/MEI 13.3 DME and hold.

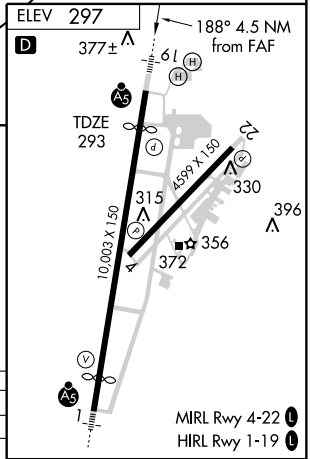
ATIS	MERIDIAN APP CON*	KEY TOWER *	GND CON	UNICOM
126.475 291.675	120.5 269.6	119.8 (CTAF) (L) 257.8	121.9 348.6	122.95



900	3000	MEI	PAULD
	hdg 245°	R-216	

*1040 when using Hattiesburg/Laurel altimeter setting.





CATEGORY	A	B	C	D	E
S-ILS 19	599-1 306 (400-1)				
S-LOC 19	760-1 467 (500-1)		760-1¼ 467 (500-1¼)	760-1½ 467 (500-1½)	760-1¾ 467 (500-1¾)
CIRCLING	860-1 563 (600-1)	880-1 583 (600-1)	880-1½ 583 (600-1½)	940-2 643 (700-2)	1120-3 823 (900-3)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SC-4, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 1

MERIDIAN/KEY FIELD (MEI)

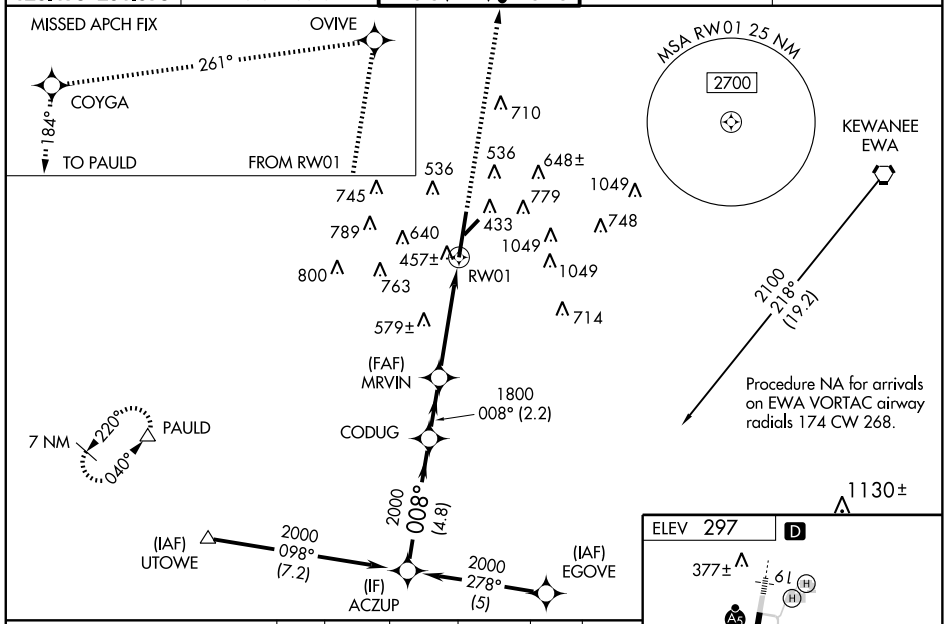
WAAS	APP CRS	Rwy Idg	9003
CH 86500	008°	TDZE	289
W01A		Apt Elev	297

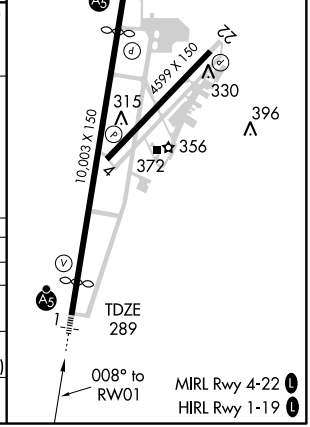
Baro-VNAV NA when using Hattiesburg-Laurel Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Circling NA SE of Rwys 1 and 22. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hattiesburg-Laurel Rgnl altimeter setting and increase all DA 138 feet and all MDA 140 feet, LPV all Cats visibility to RVR 4000, LNAV/VNAV all Cats visibility to 2¼ mile and LNAV Cats C, D, and E visibility ½ mile, and Circling Cats C and D visibility ½ mile. For inoperative MALSR increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 2¼ miles and LNAV Cat E visibility to 2 miles.
For inoperative MALSR when using Hattiesburg-Laurel Rgnl altimeter setting increase LPV all Cats visibility to RVR 6000, LNAV/VNAV Cat E visibility to 2¾ miles, and LNAV Cat E visibility to 2½ miles.

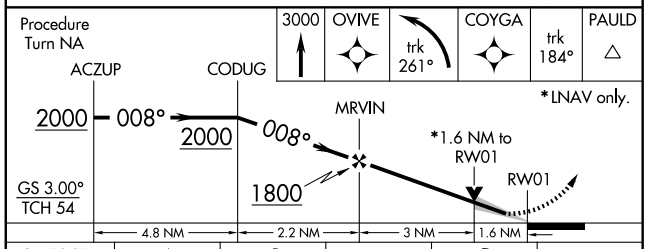
MALSR

MISSED APPROACH: Climb to 3000 direct OVIVE and left turn via track 261° to COYGA and via track 184° to PAULD and hold.

ATIS	MERIDIAN APP CON ★	KEY TOWER ★	GND CON	UNICOM
126.475 291.675	120.5 269.6	119.8 (CTAF) 257.8	121.9 348.6	122.95







CATEGORY	A	B	C	D	E
LPV DA	489/24 200 (200-½)				
LNAV/VNAV DA	909-1¾ 620 (700-1¾)				
LNAV MDA	840/24 551 (600-½)		840/50 551 (600-1)	840/60 551 (600-1¼)	840-1½ 551 (600-1½)
CIRCLING	860-1 563 (600-1)	880-1 583 (600-1)	880-1½ 583 (600-1½)	940-2 643 (700-2)	1160-3 863 (900-3)

SC-4, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4599
043°	TDZE	295
	Apt Elev	297

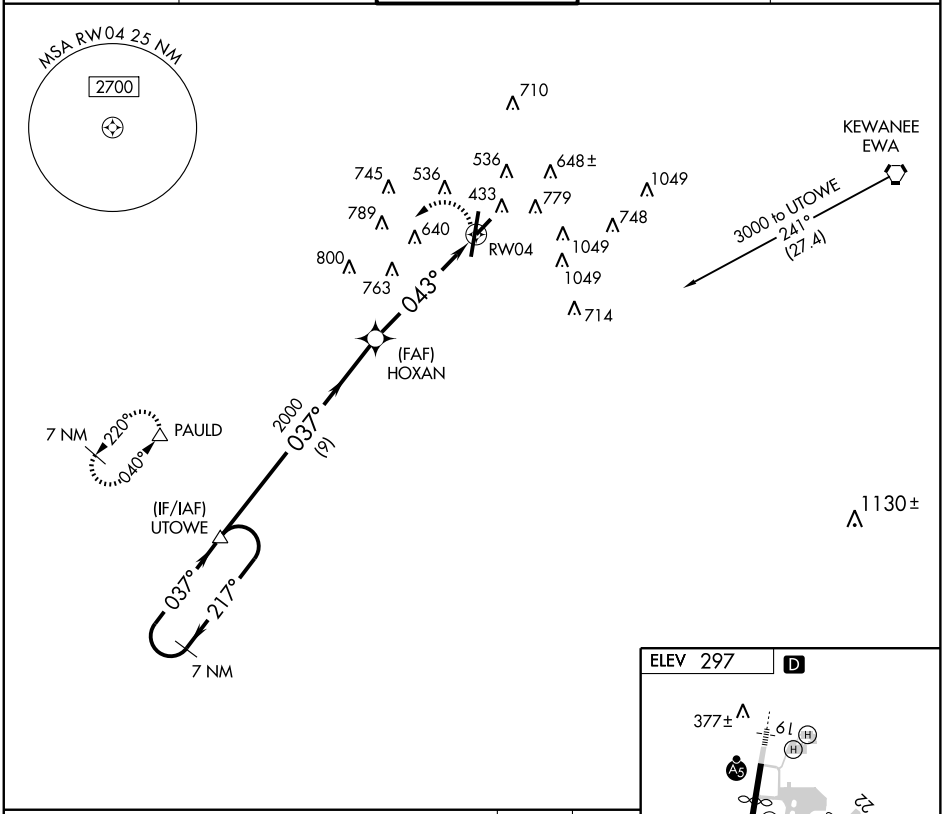
RNAV (GPS) RWY 4

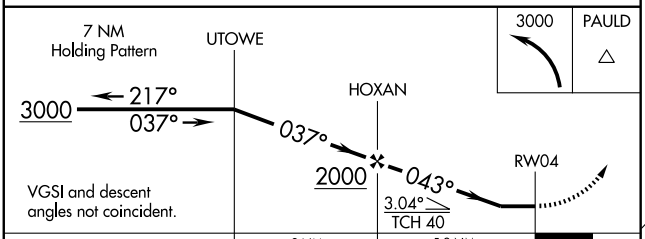
MERIDIAN/KEY FIELD (MEI)

DME/DME RNP-0.3 NA. Circling NA SE of Rwys 1 and 4. If local altimeter setting not received, use Hattiesburg/Laurel altimeter setting and increase all MDAs 140 feet. When VGSI inoperative, Straight-in/Circling Rwy 4 and Circling Rwy 22 NA at night.

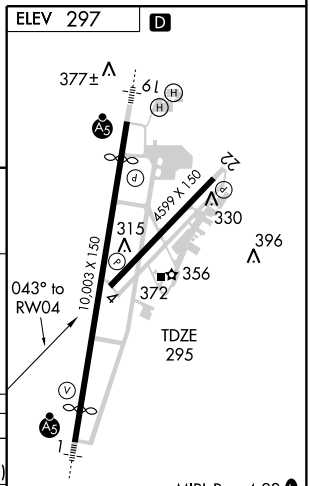
MISSED APPROACH: Climbing left turn to 3000 direct PAULD and hold.

ATIS	MERIDIAN APP CON ★	KEY TOWER ★	GND CON	UNICOM
126.475 291.675	120.5 269.6	119.8 (CTAF) L 257.8	121.9 348.6	122.95





CATEGORY	A	B	C	D	E
LNAV MDA	920-1	625 (700-1)	920-1¾ 625 (700-1¾)	920-2 625 (700-2)	920-2¼ 625 (700-2¼)
CIRCLING	920-1	623 (700-1)	920-1¾ 623 (700-1¾)	940-2 643 (700-2)	1120-3 823 (900-3)



SC-4, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	9003
CH 61003	188°	TDZE	293
W19A		Apt Elev	297

RNAV (GPS) RWY 19

MERIDIAN/KEY FIELD (MEI)

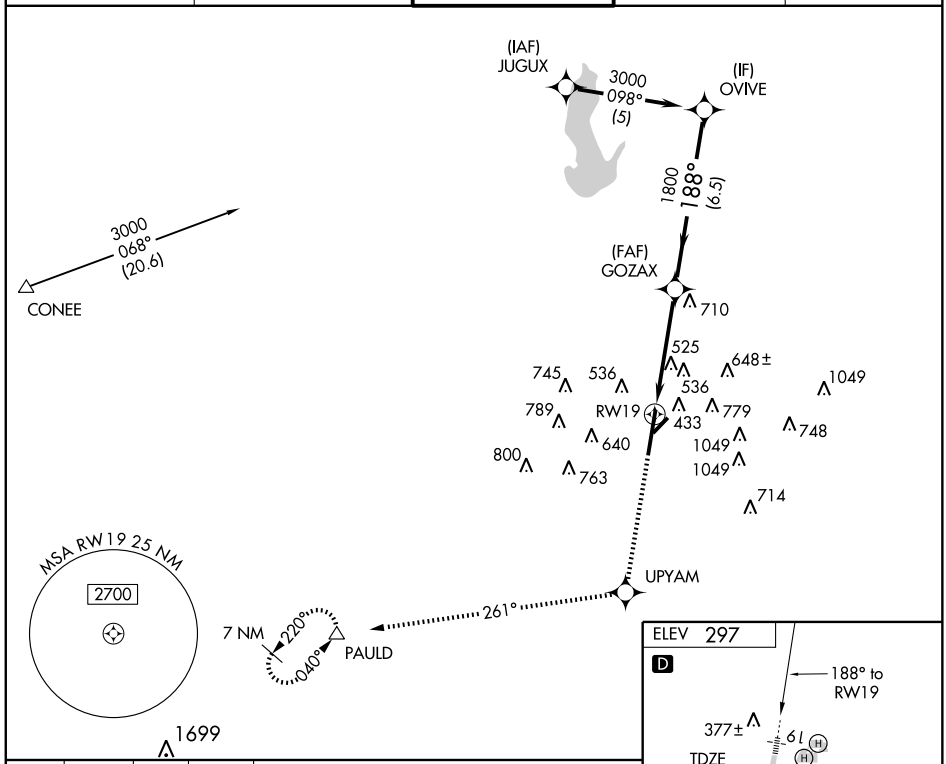
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling NA SE of Rwys 1 and 4. If local altimeter setting not received, use Hattiesburg/Laurel altimeter setting and increase all DAs/MDAs 140 feet. VDP NA when using Hattiesburg/Laurel altimeter setting.

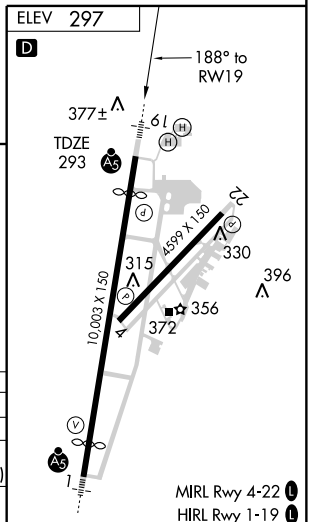
ASR

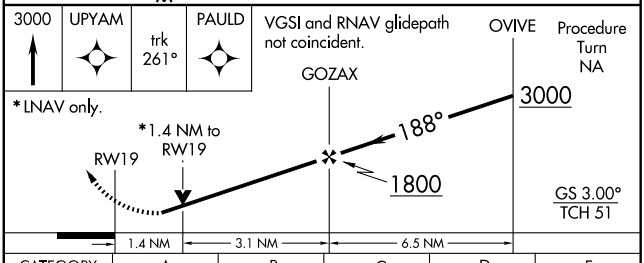
MALSR

MISSED APPROACH: Climb to 3000 direct UPYAM and via 261° track to PAULD and hold.

ATIS	MERIDIAN APP CON*	KEY TOWER*	GND CON	UNICOM
126.475 291.675	120.5 269.6	119.8 (CTAF) L 257.8	121.9 348.6	122.95







CATEGORY	A	B	C	D	E
LPV DA	635-1¼ 342 (400-1¼)				
LNAV MDA	780- 1 487 (500-1)		780-1¼ 487 (500-1¼)	780-1½ 487 (500-1½)	780-1¾ 487 (500-1¾)
CIRCLING	860-1¼ 563 (600-1¼)	880-1¼ 583 (600-1¼)	880-1½ 583 (600-1½)	940-2 643 (700-2)	1120-3 823 (900-3)

SC-4, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4599
223°	TDZE	297
	Apt Elev	297

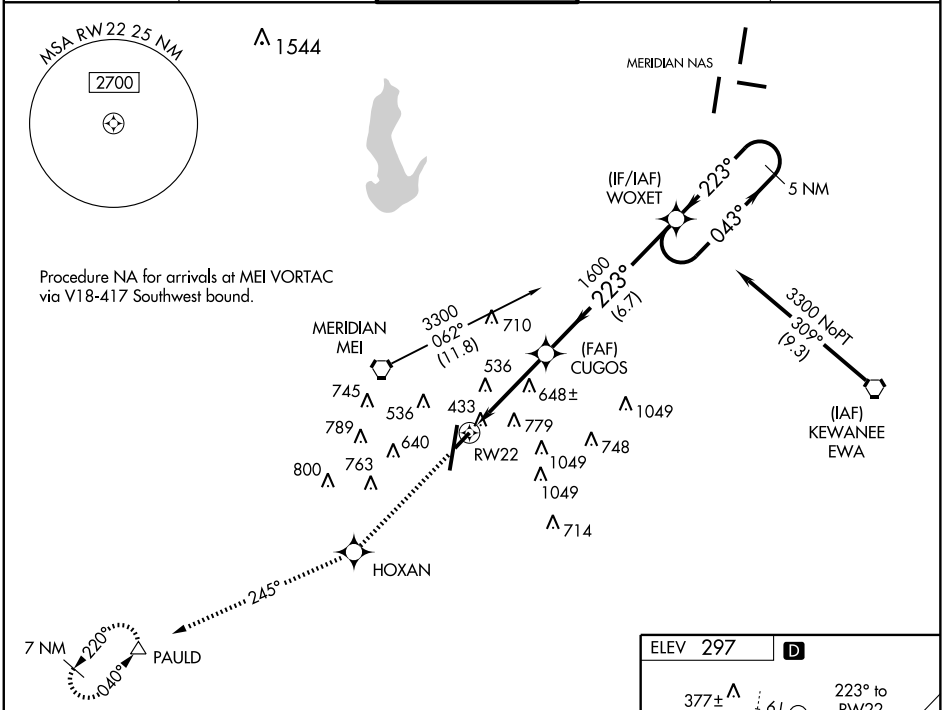
RNAV (GPS) RWY 22

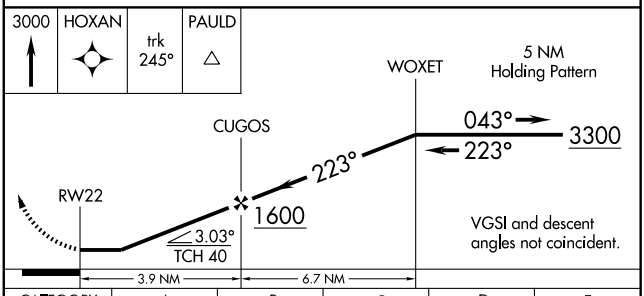
MERIDIAN/KEY FIELD (MEI)

DME/DME RNP-0.3 NA. Circling NA SE of Rwys 1 and 4. If local altimeter setting not received, use Hattiesburg/Laurel altimeter setting and increase all MDAs 140 feet. When VGSI inoperative, Straight-in/Circling Rwy 22 NA at night.

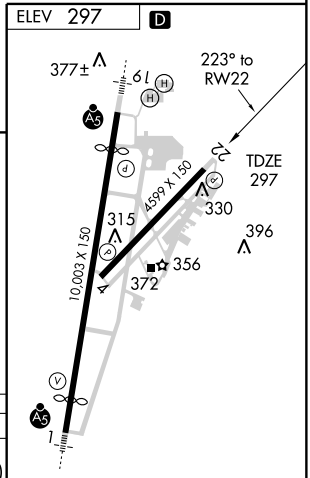
MISSED APPROACH: Climb to 3000 direct HOXAN and via 245° track to PAULD and hold.

ATIS	MERIDIAN APP CON ★	KEY TOWER ★	GND CON	UNICOM
126.475 291.675	120.5 269.6	119.8 (CTAF) L 257.8	121.9 348.6	122.95





CATEGORY	A	B	C	D	E
LNAV MDA	940-1	643 (700-1)	940-1¾ 643 (700-1¾)	940-2 643 (700-2)	940-2¼ 643 (700-2¼)
CIRCLING	940-1	643 (700-1)	940-1¾ 643 (700-1¾)	940-2 643 (700-2)	1120-3 823 (900-3)



SC-4, 08 APR 2010 to 06 MAY 2010

VORTAC MEI	APP CRS	Rwy Idg	N/A
117.0	130°	TDZE	N/A
Chan 117		Apt Elev	297

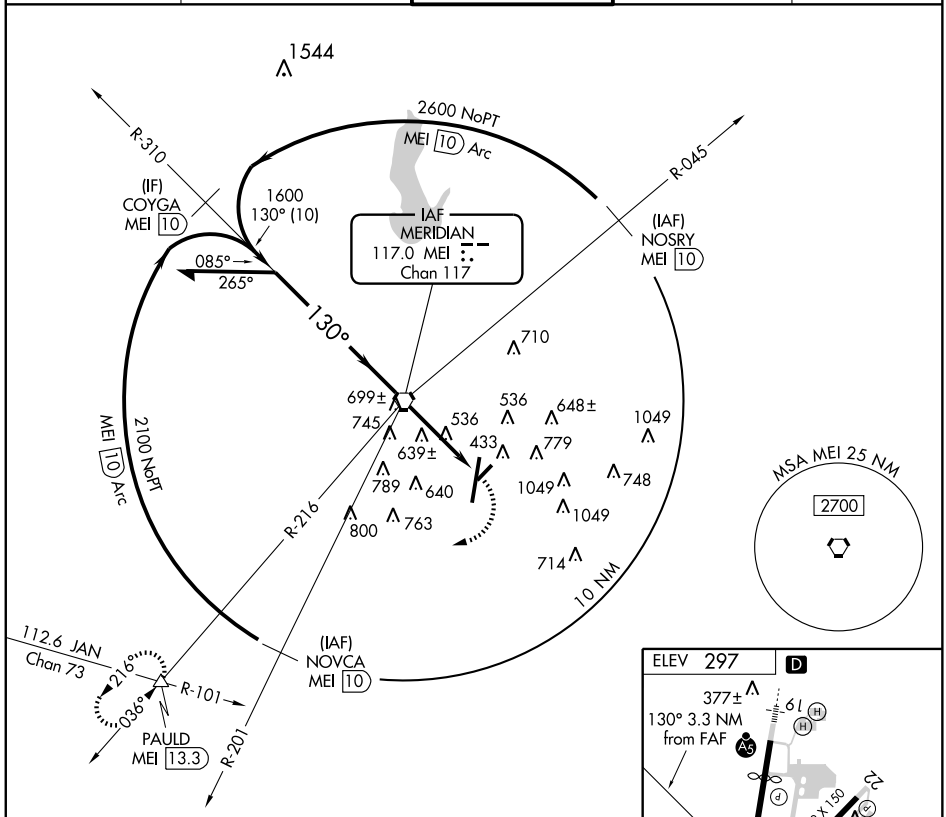
VOR-A

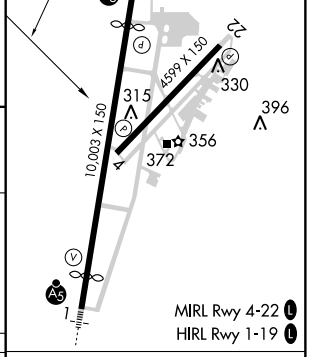
MERIDIAN/KEY FIELD (MEI)

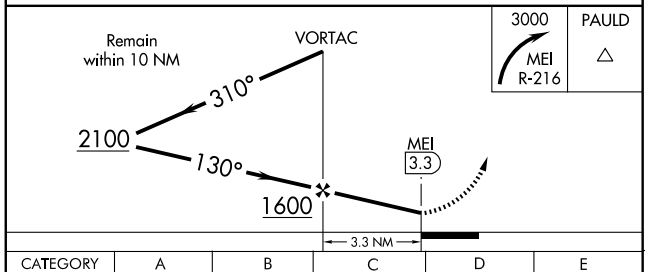
Circling not authorized SE of Rwys 1 and 4. If local altimeter setting not received, use Hattiesburg/Laurel altimeter setting and increase all MDAs 140 feet. DME Required. Procedure turn NA for Cat E.

MISSED APPROACH: Climbing right turn to 3000 via MEI R-216 to PAULD/MEI 13.3 DME and hold.

ATIS	MERIDIAN APP CON ★	KEY TOWER ★	GND CON	UNICOM
126.475 291.675	120.5 269.6	119.8 (CTAF) L 257.8	121.9 348.6	122.95



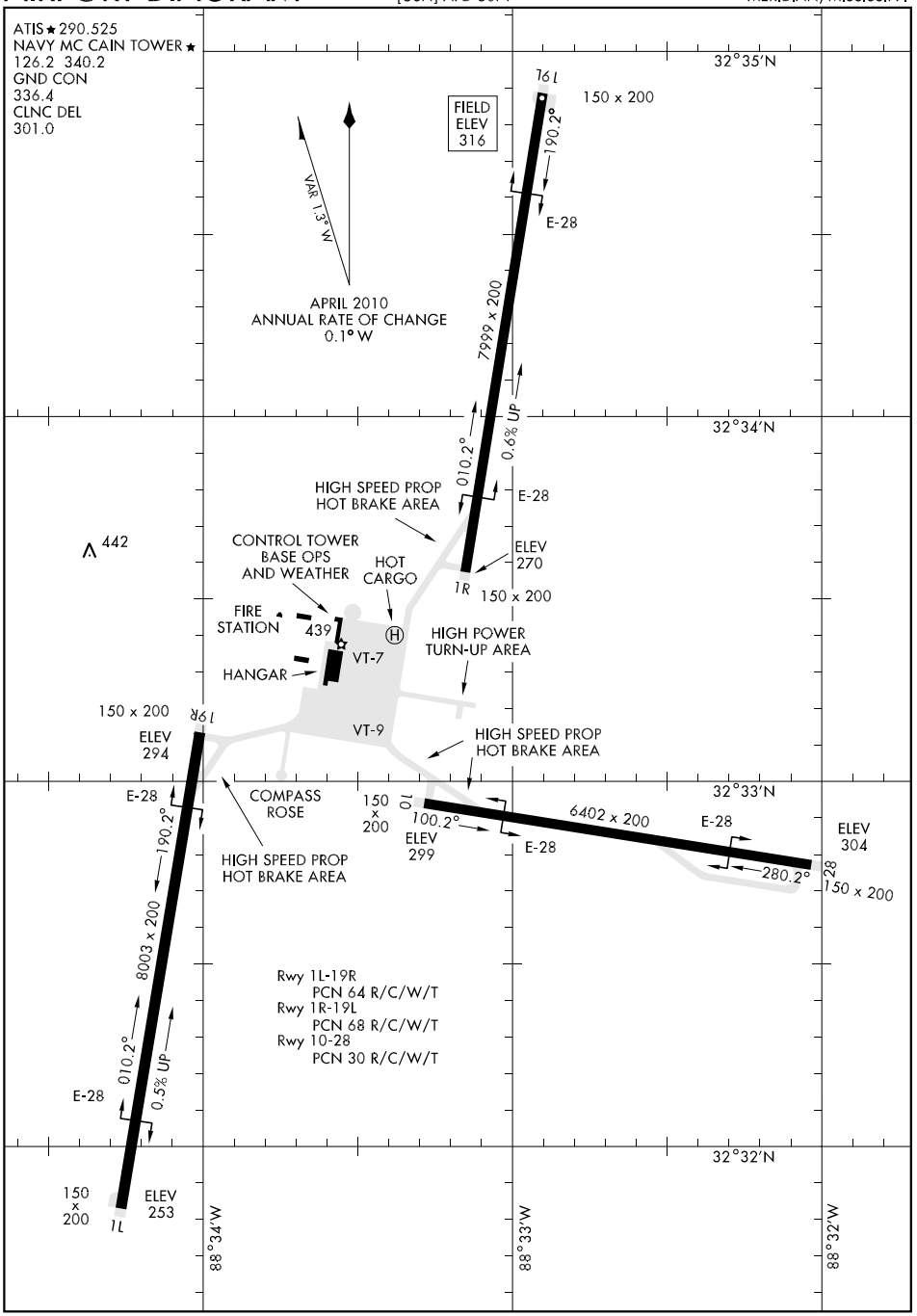




CATEGORY	A	B	C	D	E
CIRCLING	900-1	603 (700-1)	900-1¾ 603 (700-1¾)	940-2 643 (700-2)	1120-3 823 (900-3)

FAF to MAP 3.3 NM					
Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06

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HI-ILS OR LOC/DME RWY 19L

LOC I-NMM	APCH CRS	Rwy ldg 7999 / TDZE 316 / Arpt Elev 316
109.7	188°	

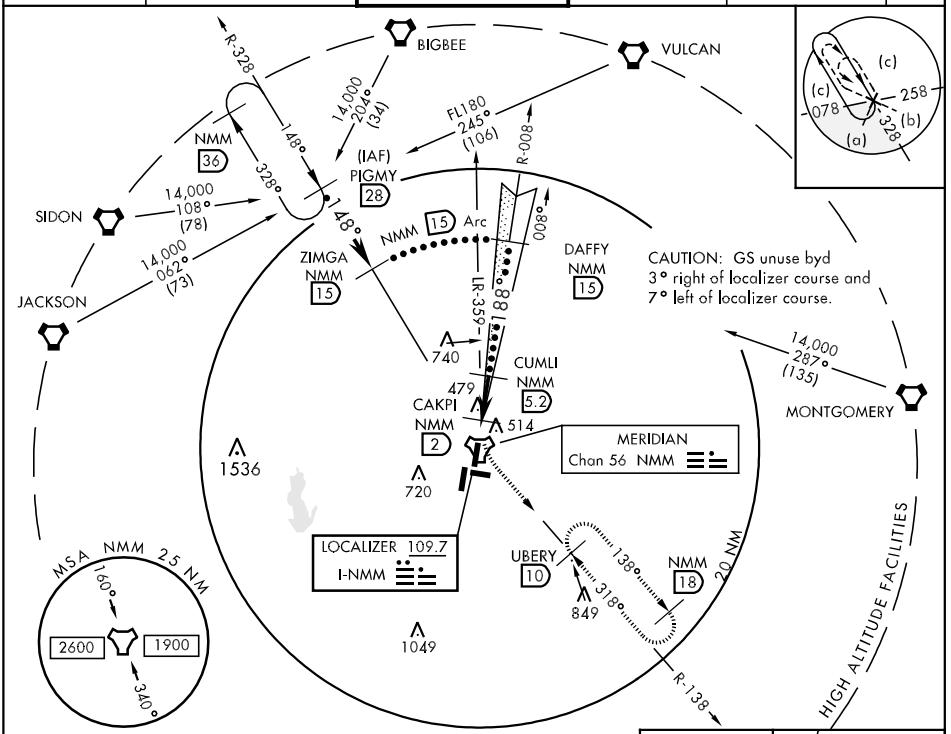
JAL-5079 [USN] MERIDIAN NAS (MC CAIN FIELD) (KNMM)

* When ALS inop, increase CAT CDE vis to ¾ mile.
** When ALS inop, increase CAT C vis to 1 mile, CAT DE to 1¼ miles.

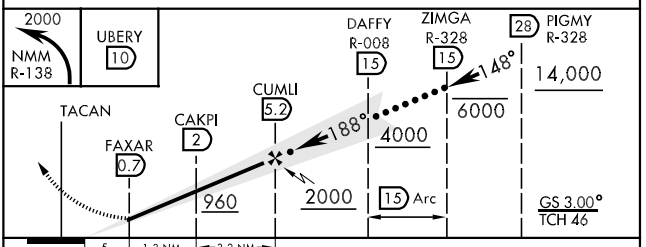
SSALR A3

MISSED APPROACH: Climbing left turn to 2000 via NMM R-138 to UBERY and hold.

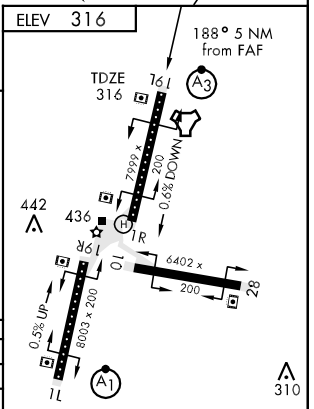
ATIS *	MERIDIAN APP CON	NAVY MC CAIN TOWER *	GND CON	CLNC DEL	ASR/PAR
290.525	120.95 276.4	126.2 340.2	336.4	301.0	



EMERG SAFE ALT 100 NM 3500



CATEGORY	C	D	E
S-ILS 19L *	516- ½	200	(200-½)
S-LOC 19L**	700- ¾	384	(400-¾)
CIRCLING	820-1½ 504 (600-1½)	880-2 564 (600-2)	1060-2¾ 744 (800-2¾)



HIRL Rwy 1R-19L and 1L-19R and 10-28

SC-4, 08 APR 2010 to 06 MAY 2010

HI-TACAN RWY 1L

TACAN NMM Chan 56	APCH CRS 022°	Rwy ldg 8003 TDZE 253 Arpt Elev 316

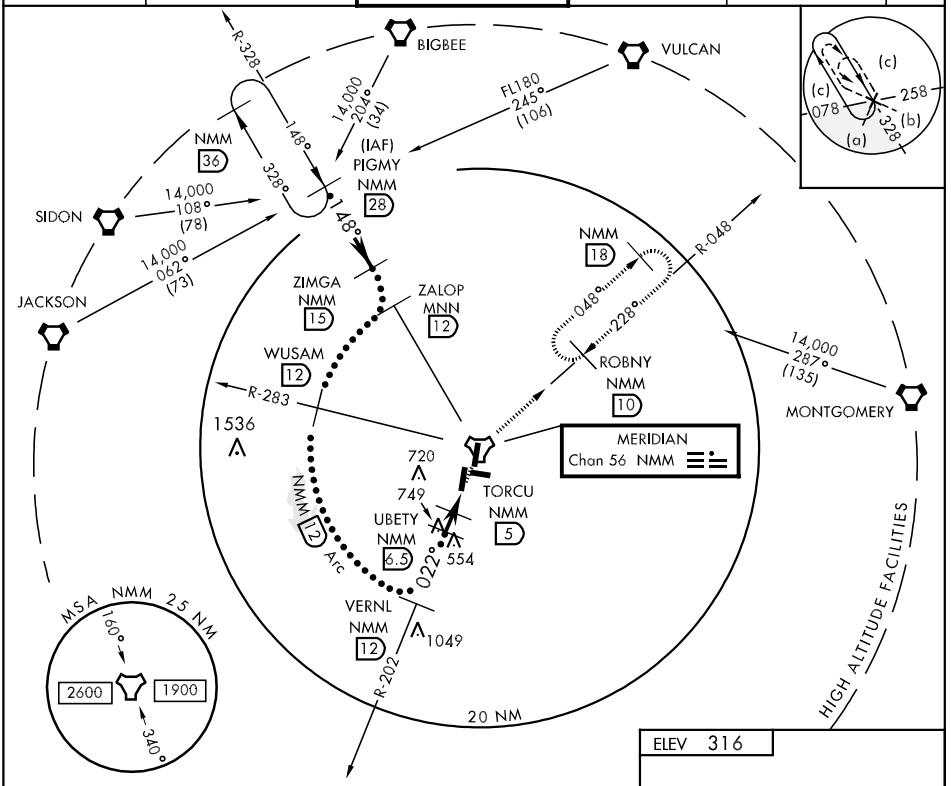
JAL-5079 [USN] MERIDIAN NAS (MC CAIN FIELD) (KNMM)

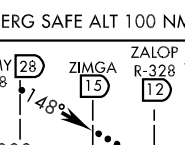
* When ALS inop, increase CAT C vis to 1½ miles, CAT DE to 1¾ miles.

ALSF-1

MISSED APPROACH: Climb to 2000 via NMM R-202 to NMM TACAN then via R-048 to ROBNY and hold.

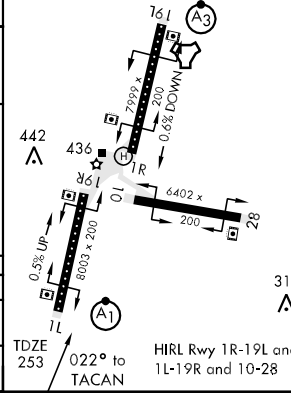
ATIS *	MERIDIAN APP CON	NAVY MC CAIN TOWER *	GND CON	CLNC DEL	ASR/ PAR
290.525	120.95 276.4	126.2 340.2	336.4	301.0	





EMERG SAFE ALT 100 NM 3500

CATEGORY	C	D	E
S- 1L *	780-1 527 (500-1)	780-1¼ 527 (500-1¼)	
CIRCLING	820-1½ 504 (600-1½)	880-2 564 (600-2)	1060-2¾ 744 (800-2¾)



HI-TACAN RWY 19L

TACAN	APCH CRS	Rwy ldg	7999
NMM Chan 56	178°	TDZE	316
		Arpt Elev	316

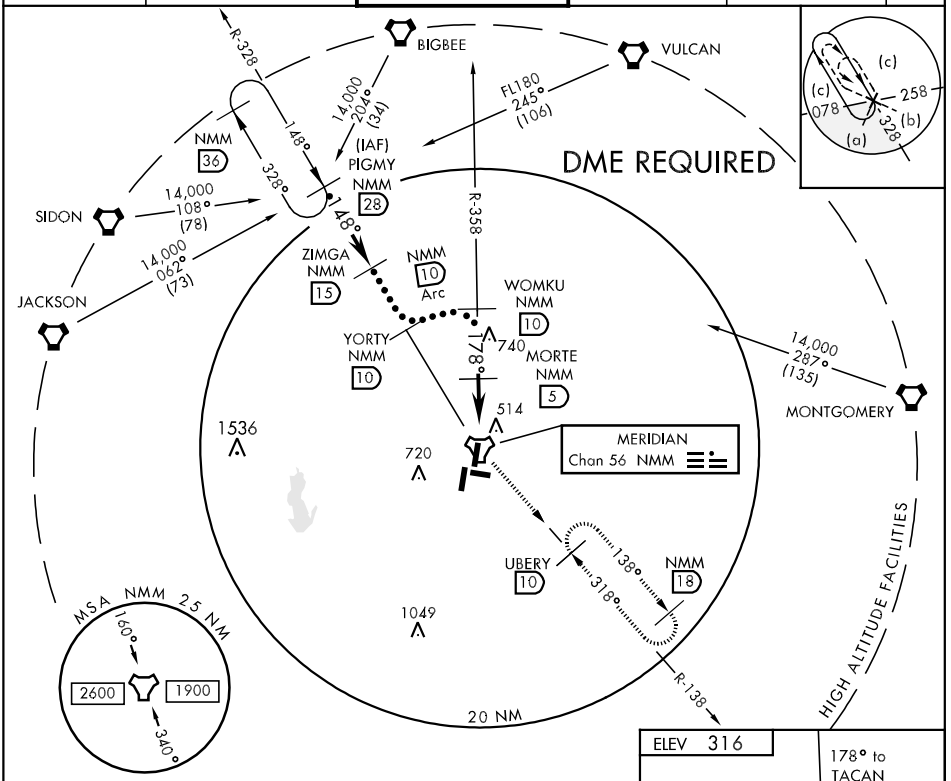
JAL-5079 [USN] MERIDIAN NAS (MC CAIN FIELD) (KNMM)

▼ * When ALS inop, increase CAT C vis to 1¼ miles, CAT D to 1½ miles, CAT E to 1¾ miles.

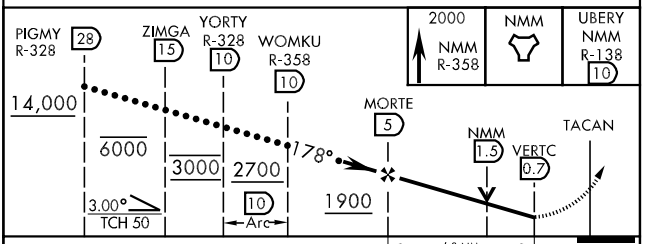
SSALR (A3)

MISSED APPROACH: Climb to 2000 via NMM R-358 to TACAN then via R-138 to UBERY and hold.

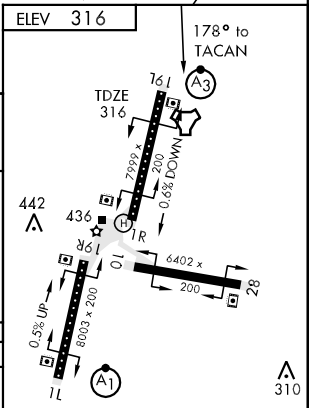
ATIS ★	MERIDIAN APP CON	NAVY MC CAIN TOWER ★	GND CON	CLNC DEL	ASR/PAR
290.525	120.95 276.4	126.2 340.2	336.4	301.0	



EMERG SAFE ALT 100 NM 3500



CATEGORY	C	D	E
S- 19L *	780-¾ 464 (500-¾)	780-1 464 (500-1)	780-1¼ 464 (500-1¼)
CIRCLING	820-1½ 504 (600-1½)	880-2 564 (600-2)	1060-2¾ 744 (800-2¾)



HIRL Rwy 1R-19L and 1L-19R and 10-28

ILS or LOC/DME RWY 19L

LOC I-NMM	APCH CRS	Rwy ldg 7999 / TDZE 316 / Arpt Elev 316
109.7	188°	

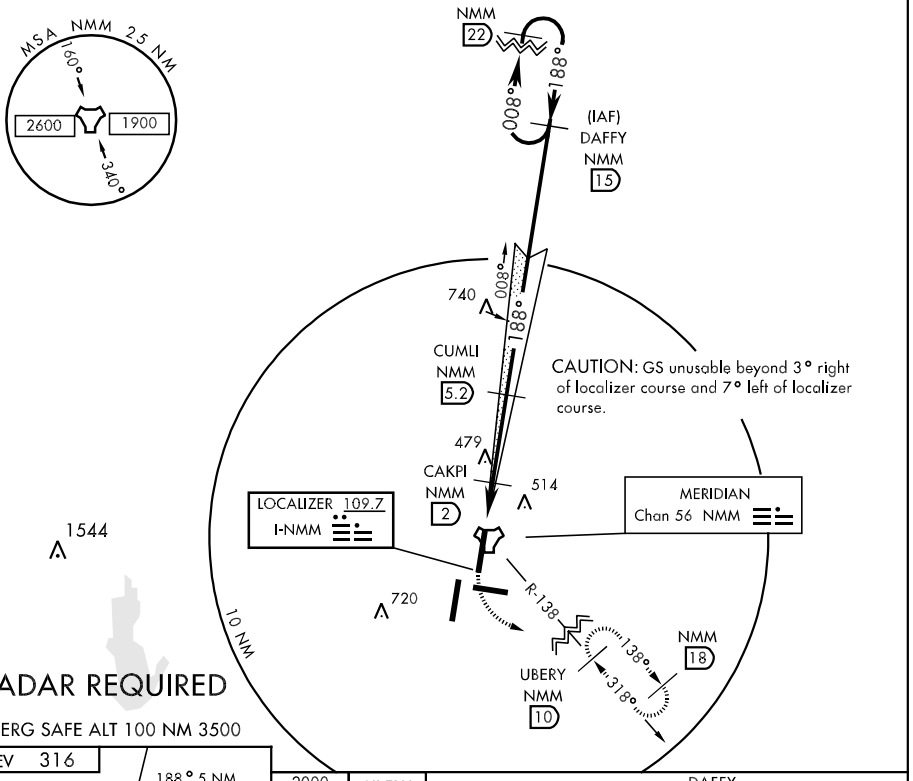
AL-5079 [USN] MERIDIAN NAS (MC CAIN FIELD) (KNMM)

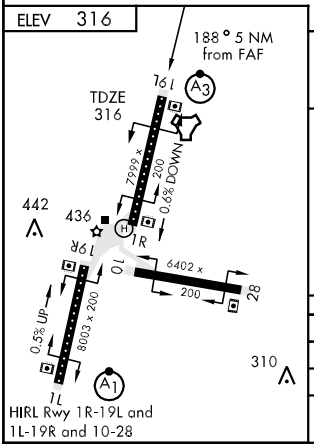
* When ALS inop, increase All CAT vis to ¾ mile.
** When ALS inop, increase CAT ABC vis to 1 mile, CAT D to 1¼ miles.

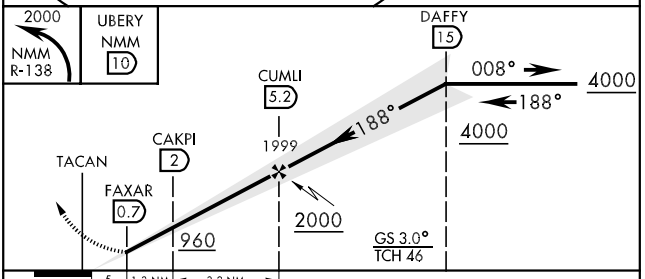
SSALR (A3)

MISSED APPROACH: Climbing left turn to 2000 via NMM R-138 to UBERY and hold.

ATIS ★	MERIDIAN APP CON	NAVY MC CAIN TOWER ★	GND CON	CLNC DEL	ASR/PAR
290.525	120.95 276.4	126.2 340.2	336.4	301.0	







CATEGORY	A	B	C	D
S-ILS 19L *	516-½ 200 (200-½)			
S-LOC 19L **	700-½ 384 (400-½)		700-¾ 384 (400-¾)	
CIRCLING	820-1 504 (600-1)		820-1 ½ 504 (600-1 ½)	880-2 564 (600-2)

RNAV (GPS) RWY 1L

APCH CRS	Rwy ldg	8003
008°	TDZE	253
	Arpt Elev	316

AL-5079 [USN] MERIDIAN NAS (MC CAIN FIELD) (KNMM)

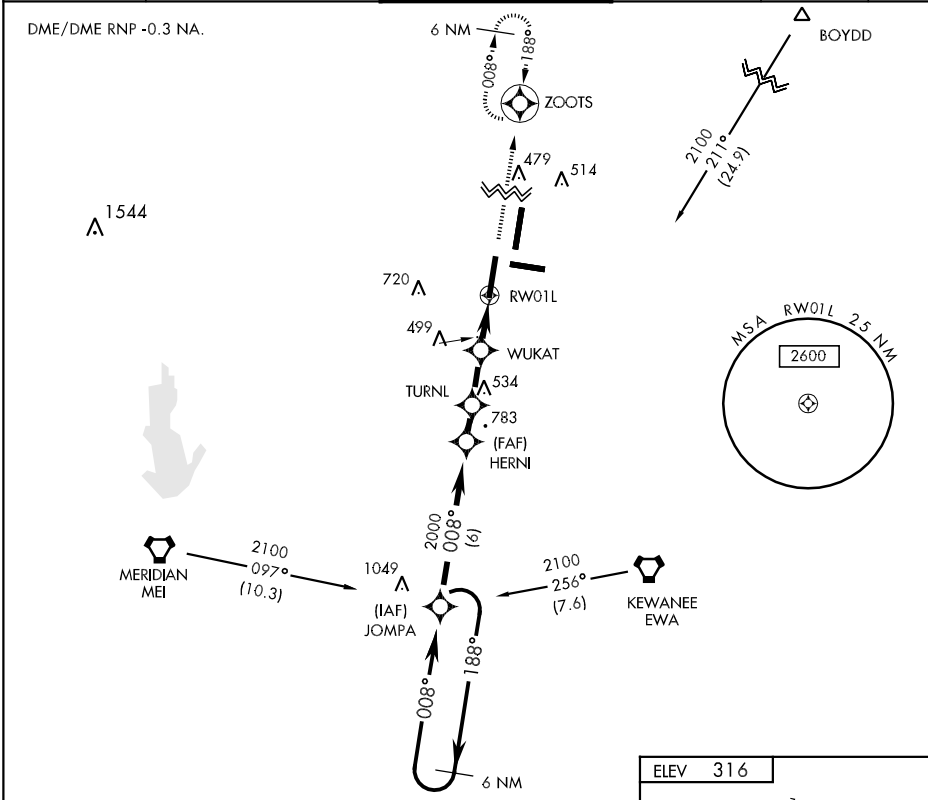
▼ * When ALS inop, increase CAT AB vis to 1 mile, CAT CD to 1½ miles, CAT E to 1¾ miles.

ALSF-1

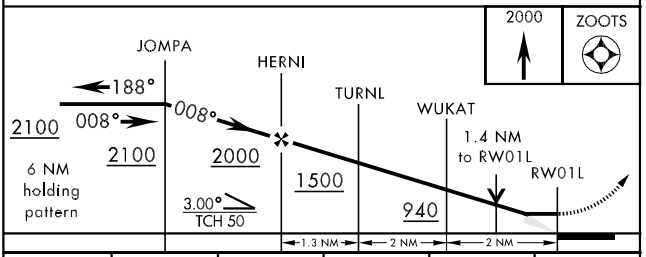
MISSED APPROACH: Climb to 2000 direct ZOOTS and hold.

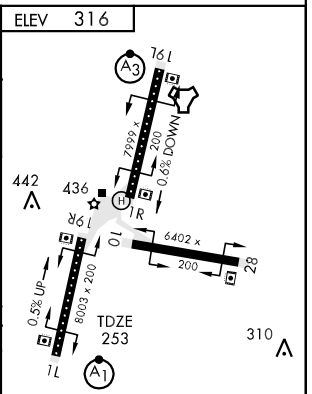
ATIS ★	MERIDIAN APP CON	NAVY MC CAIN TOWER ★	GND CON	CLNC DEL	ASR/PAR
290.525	120.95 276.4	126.2 340.2	336.4	301.0	

DME/DME RNP -0.3 NA.



EMERG SAFE ALT 100 NM 3500





CATEGORY	A	B	C	D	E
LNAV MDA*	760-½ 507 (500-½)		760-1 507 (500-1)		760-1¼ 507 (500-1¼)
CIRCLING	820-1 504 (600-1)		820-1½ 504 (600-1½)	880-2 564 (600-2)	1060-2¾ 744 (800-2¾)

SC-4, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 19L

APCH CRS	Rwy ldg	7999
188°	TDZE	316
	Arpt Elev	316

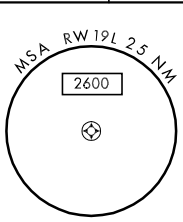
AL-5079 [USN] MERIDIAN NAS (MC CAIN FIELD) (KNMM)

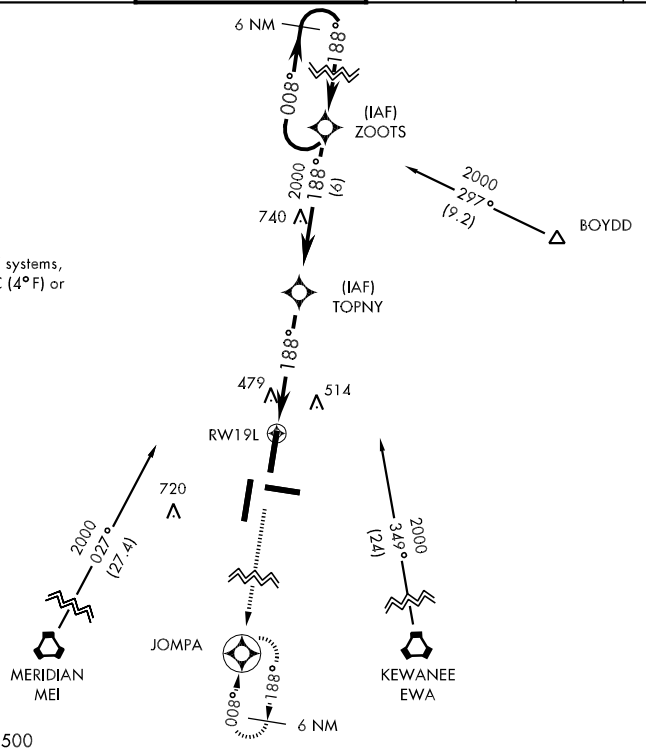
▼ * When ALS inop, increase CAT AB vis to 1 mile, CAT C to 1¼ miles, CAT DE to 1½ miles.
** When ALS inop, increase All CAT vis to 1¾ miles.

SSALR (A3)

MISSED APPROACH: Climb to 2100 direct JOMPA and hold.

ATIS ★	MERIDIAN APP CON	NAVY MC CAIN TOWER ★	GND CON	CLNC DEL	ASR/PAR
290.525	120.95 276.4	126.2 340.2	336.4	301.0	

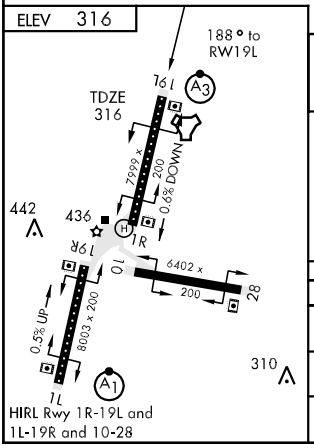


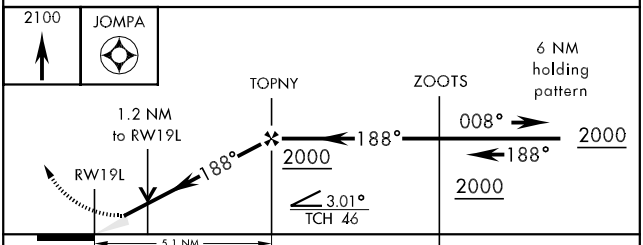


For uncompensated BaroVNAV systems, LNAV/VNAV NA below -15° C (4° F) or above 41°C (107°F).

DME/DME RNP -0.3 NA.

EMERG SAFE ALT 100 NM 3500





CATEGORY	A	B	C	D	E
LNAV MDA *	760-½ 444 (500-½)		760-¾ 444 (500-¾)	760-1 444 (500-1)	
LNAV/VNAV DA**	820-1¼ 504 (600-1¼)				
CIRCLING	820-1 504 (600-1)		820-1½ 504 (600-1½)	880-2 564 (600-2)	1060-2¾ 744 (800-2¾)

SC-4, 08 APR 2010 to 06 MAY 2010

LOC I-HEZ	APP CRS	Rwy Idg	6500
111.35	133°	TDZE	266
		Apt Elev	272

NATCHEZ/
HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

ILS or LOC RWY 13

When local altimeter setting not received, use Vicksburg Tallulah Rgnl altimeter setting: increase all DAs to 599 feet and all visibilities to 1¼ miles; increase all MDAs 140 feet and S-LOC 13 Cat C visibility to 1½ miles, Cat D to 2 miles and circling Cat C visibility to 1¾ miles, Cat D to 2¼ miles. Inoperative table does not apply when using Vicksburg Tallulah Rgnl altimeter setting.

NA

MALSR

MISSED APPROACH: Climb to 2000 then left turn direct HEZ VOR/DME and hold.

AWOS-3	HOUSTON CENTER	UNICOM
124.675	120.97 299.6	122.8 (CTAF) L

ALTERNATE MISSED APCH FIX
ADF Required.
359° - 179°
NATCHEZ-ADAMS CO
388 HAH

LR-323
313°
1900 to Zutki Int 133° (6.2)
1900 NoPT HEZ 11.4 Arc
LR-302
(IF) CASDU HEZ 11.4
088°
268°
(IAF) ZUTKI INT HEZ 5.2
133°
078°
NATCHEZ-ADAMS CO 388 HAH
R-044
(IAF) NIFSO HEZ 11.4
1900 NoPT HEZ 11.4 Arc
1900 to Zutki Int 312° (5.2)
419±
852
NATCHEZ 110.0 HEZ Chan 37
133°
313°
10 NM
486
440±
451
500
R-248
LOCALIZER 111.35 I-HEZ
728
R-133
MSA HEZ 25 NM
2300
(IAF) NIFTE HEZ 11.4
1207
840

ADF or DME REQUIRED

ELEV 272
133° 4.9 NM from FAF
338±
339±
TDZE 266
6500 X 150
5000 X 150
353
18
36
31
HIRL Rwy 13-31
MIRL Rwy 18-36 L
325±

Remain within 10 NM
ZUTKI INT HEZ 5.2
313°
1900
CASDU HEZ 11.4
1900
133°
133°
HEZ 0.4
GS 3.00°
TCH 54
1900
6.2 NM
4.9 NM

2000	HEZ 110.0

CATEGORY	A	B	C	D
S-ILS 13	466-½	200 (200-½)		
S-LOC 13	680-½ 414 (500-½)		680-¾ 414 (500-¾)	
CIRCLING	740-1 468 (500-1)		780-1½ 508 (600-1½)	840-2 568 (600-2)

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

SC-4, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg 6500
CH 50505	133°	TDZE 266
W13A		Apt Elev 272

RNAV (GPS) RWY 13

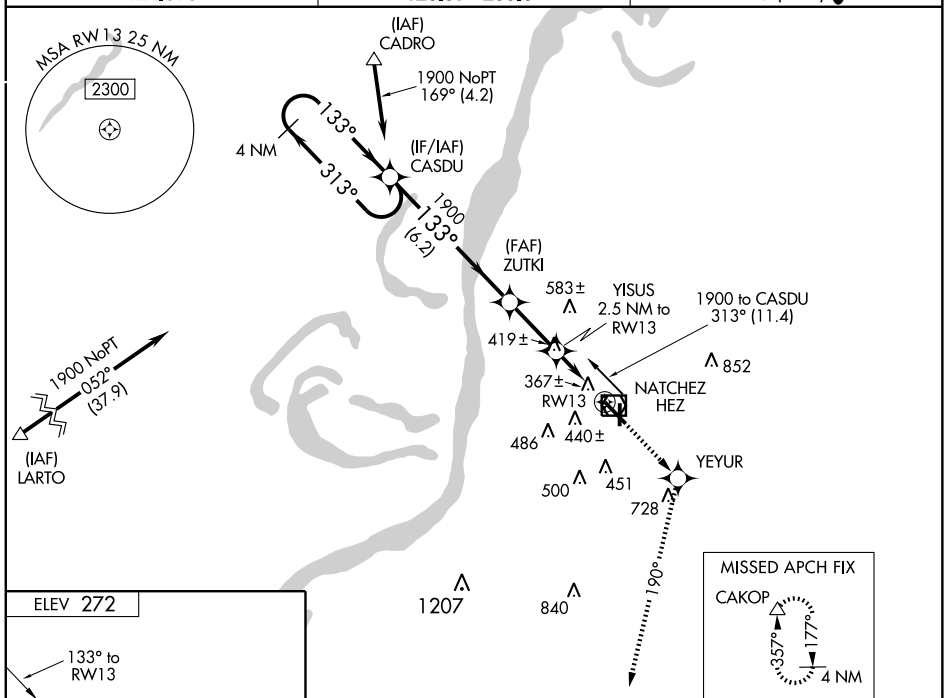
NATCHEZ/
HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

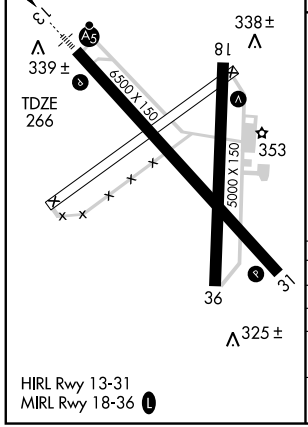
For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. BARO VNAV and VDP NA when using Vicksburg Tallulah Rgnl altimeter setting. When local altimeter setting not received, use Vicksburg Rgnl altimeter setting: increase all LPV DAs to 655 and all visibilities to 1¼ miles; all LNAV/VNAVs DA to 785 and all visibilities to 1¾ miles; all MDAs 140 feet and LNAV Cat C visibility to 1½ miles, Cat D to 2 miles and circling Cat C visibility to 1¾ miles, Cat D to 2¼ miles. Inoperative table does not apply when using Vicksburg Tallulah Rgnl altimeter setting. For inoperative MALSR, increase LNAV Cat D visibility ¼ mile.

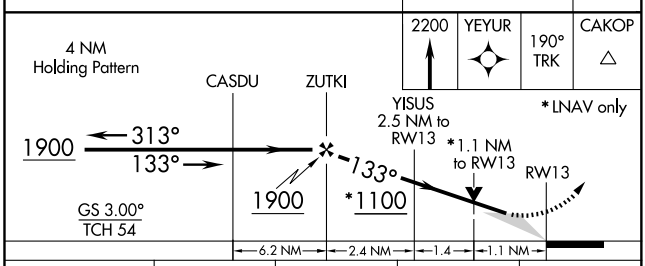
MALSR

MISSED APPROACH: Climb to 2200 direct YEYUR and via 190° track to CAKOP and hold.

AWOS-3	HOUSTON CENTER	UNICOM
124.675	120.97 299.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA		522-½	256 (300-½)	
LNAV/VNAV DA		652-¾	386 (400-¾)	
LNAV MDA	680-½ 414 (500-½)		680-¾ 414 (500-¾)	680-1 414 (500-1)
CIRCLING	740-1 468 (500-1)		780-1½ 508 (600-1½)	840-2 568 (600-2)

SC-4, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5000
178°	TDZE	272
	Apt Elev	272

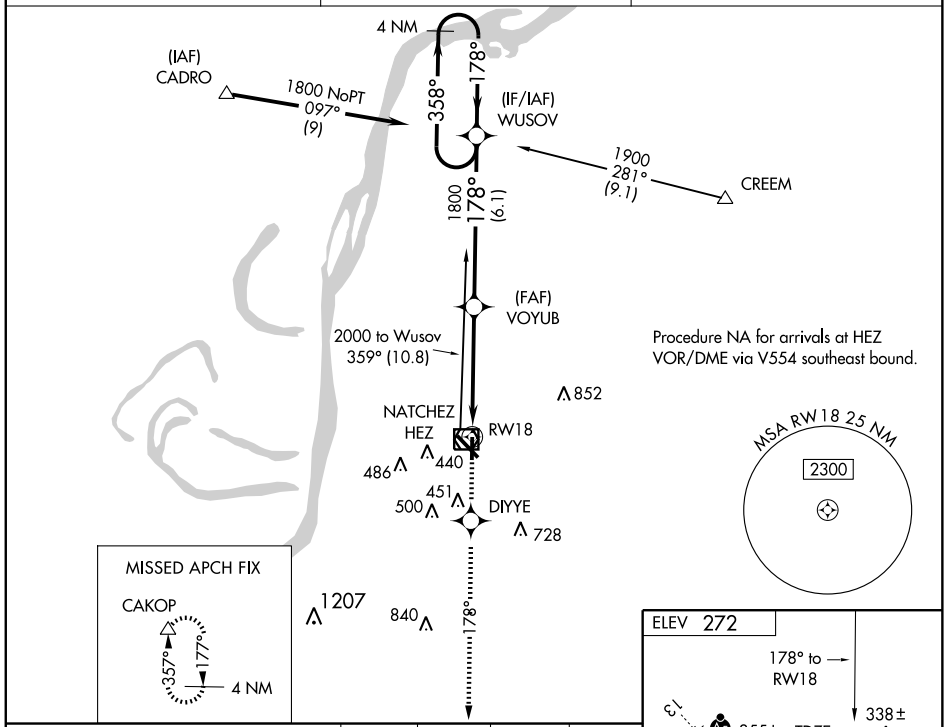
RNAV (GPS) RWY 18

NATCHEZ/ HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

When local altimeter setting not received, use Vicksburg Tallulah Rgnl altimeter setting and increase all MDAs 140 feet, and increase visibility Cats C and D ¼ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2200 direct DIYYE and via 178° track to CAKOP and hold.

AWOS-3	HOUSTON CENTER	UNICOM
124.675	120.97 299.6	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	620-1 348 (400-1)			620-1¼ 348 (400-1¼)
CIRCLING	740-1 468 (500-1)		780-1½ 508 (600-1½)	840-2 568 (600-2)

HIRL Rwy 13-31
MIRL Rwy 18-36 L

SC-4, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	6500
313°	TDZE	272
	Apt Elev	272

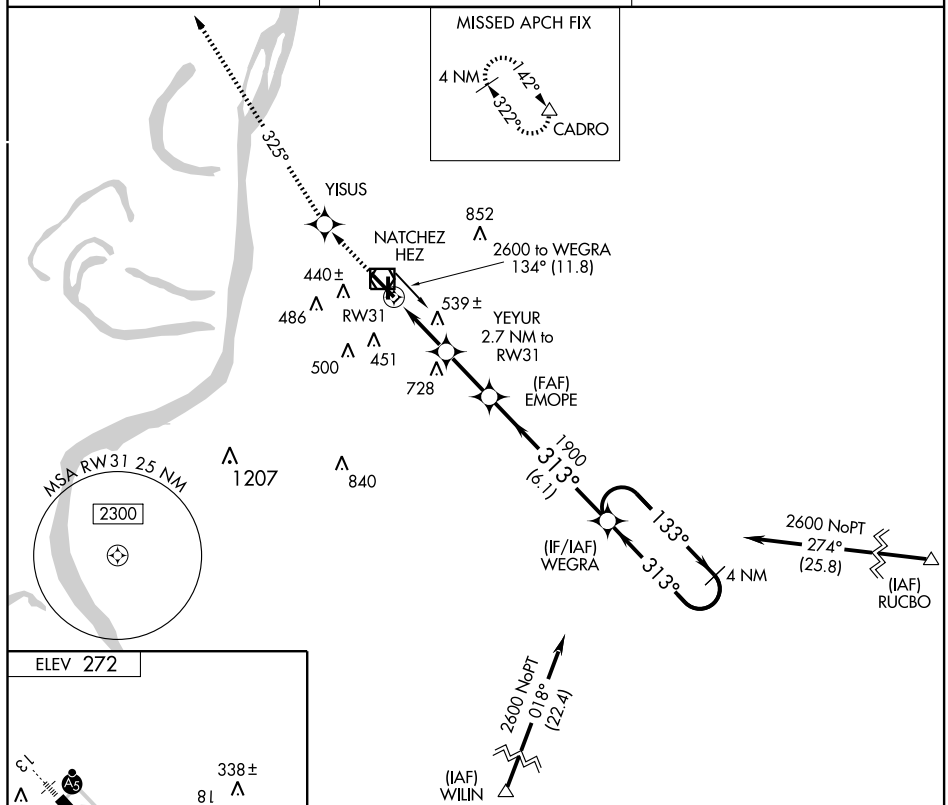
RNAV (GPS) RWY 31

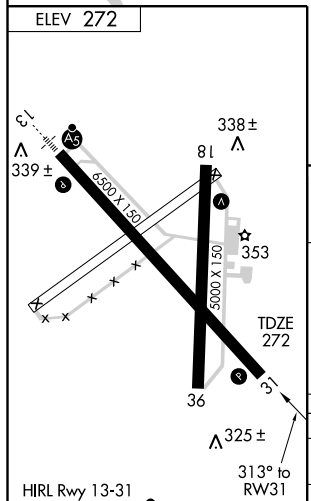
NATCHEZ/ HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

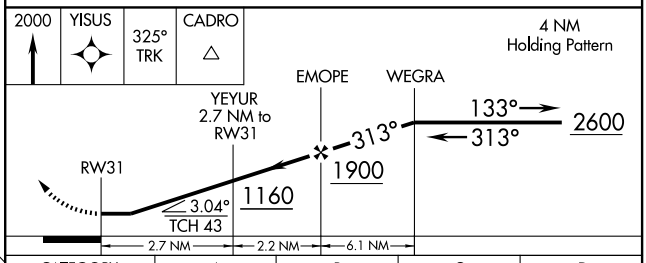
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When VGSI inoperative, straight-in minimums NA at night. When local altimeter setting not received, use Vicksburg Tallulah Rgnl altimeter setting and increase all MDAs 140 feet and visibility Cats C and D ¼ mile.

MISSED APPROACH: Climb to 2000 direct YISUS and via 325° track to CADRO and hold.

AWOS-3	HOUSTON CENTER	UNICOM
124.675	120.97 299.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	800-1 528 (600-1)		800-1½ 528 (600-1½)	800-1¾ 528 (600-1¾)
CIRCLING	800-1 528 (600-1)		800-1½ 528 (600-1½)	840-2 568 (600-2)

SC-4, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5000
005°	TDZE	272
	Apt Elev	272

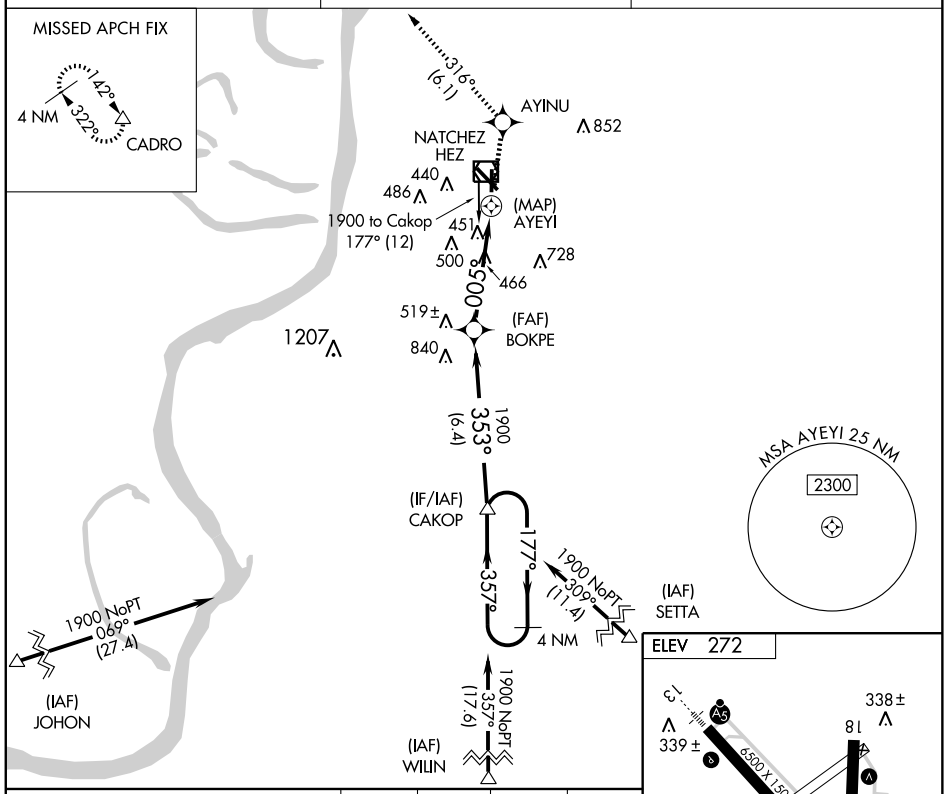
RNAV (GPS) RWY 36

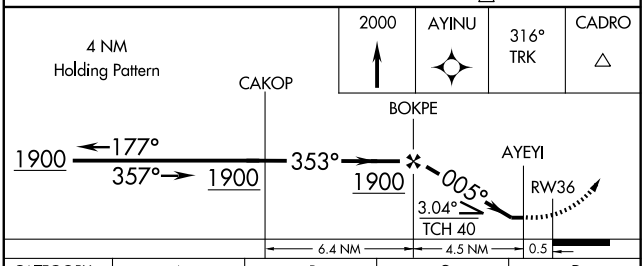
NATCHEZ/ HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

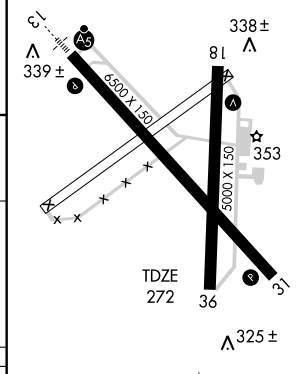
When local altimeter setting not received, use Vicksburg Tallulah Rgnl altimeter setting and increase all MDAs 140 feet, and visibility Cat C ¼ mile and Cat D ½ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Straight-in minimums NA at night.

MISSED APPROACH: Climb to 2000 direct AYINU and via 316° track to CADRO and hold.

AWOS-3	HOUSTON CENTER	UNICOM
124.675	120.97 299.6	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	780-1 508 (600-1)		780-1½ 508 (600-1½)	
CIRCLING	780-1 508 (600-1)		780-1½ 508 (600-1½)	840-2 568 (600-2)

SC-4, 08 APR 2010 to 06 MAY 2010

NATCHEZ, MISSISSIPPI

VOR/DME HEZ	APP CRS	Rwy Idg	6500
110.0	124°	TDZE	266
Chan 37		Apt Elev	272

AL-967 (FAA)
NATCHEZ/
HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

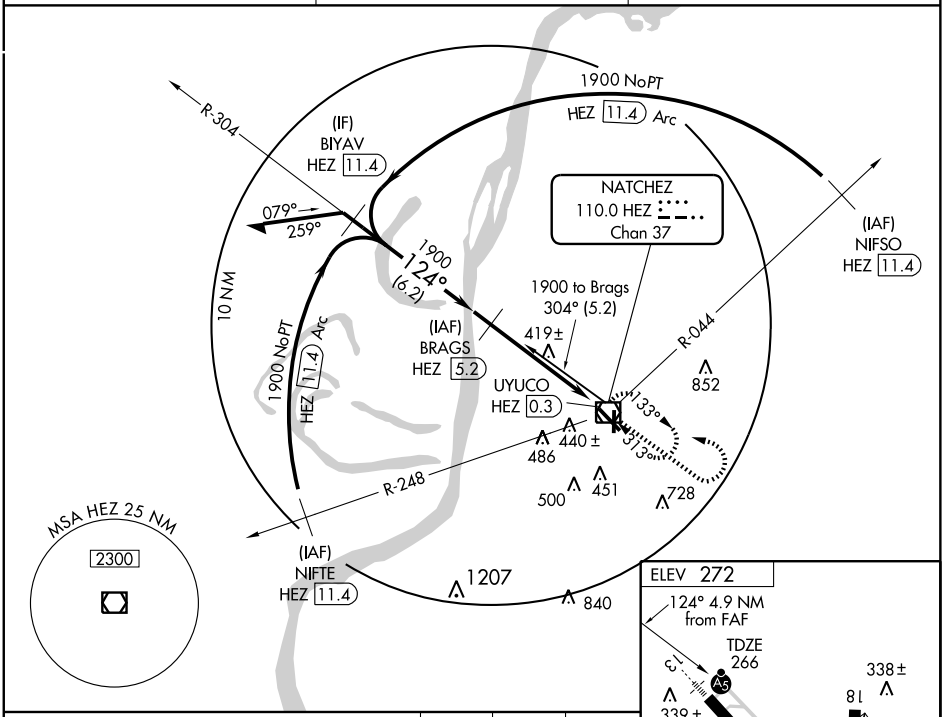
VOR/DME RWY 13

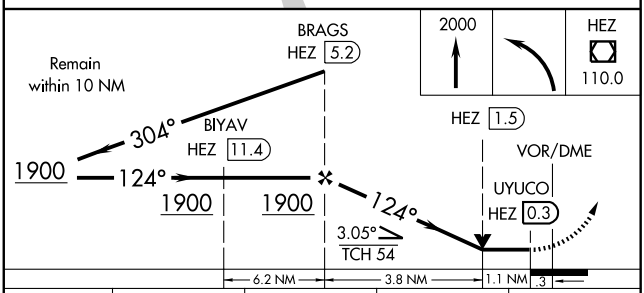
If local altimeter setting not received, use Vicksburg Tallulah Rgnl altimeter setting and increase all MDAs 140 feet, and increase S-13 Cats A and B visibility to 1 mile, Cat C to 1½ miles, Cat D to 1¾ miles, and circling Cat C visibility to 1¾ miles, Cat D to 2¼ miles. Visibility reduction by helicopters NA. VDP NA when using Vicksburg Tallulah Rgnl altimeter setting. Inoperative table does not apply when using Vicksburg Tallulah Rgnl altimeter setting. For inoperative MALSR, increase S-13 Cats A and B visibility to 1 mile.

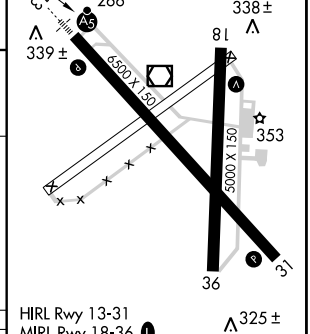
MALSR

MISSED APPROACH: Climb to 2000 then left turn direct HEZ VOR/DME and hold.

AWOS-3	HOUSTON CENTER	UNICOM
124.675	120.97 299.6	122.8 (CTAF)







CATEGORY	A	B	C	D
S-13	680-¾ 414 (500-¾)			
CIRCLING	740-1 468 (500-1)		780-1½ 508 (600-1½)	840-2 568 (600-2)

Knots	60	90	120	150	180
Min:Sec					

SC-4, 08 APR 2010 to 06 MAY 2010

NATCHEZ, MISSISSIPPI

AL-967 (FAA)

VOR/DME HEZ	APP CRS	Rwy Idg	5000
110.0	197°	TDZE	272
Chan 37		Apt Elev	272

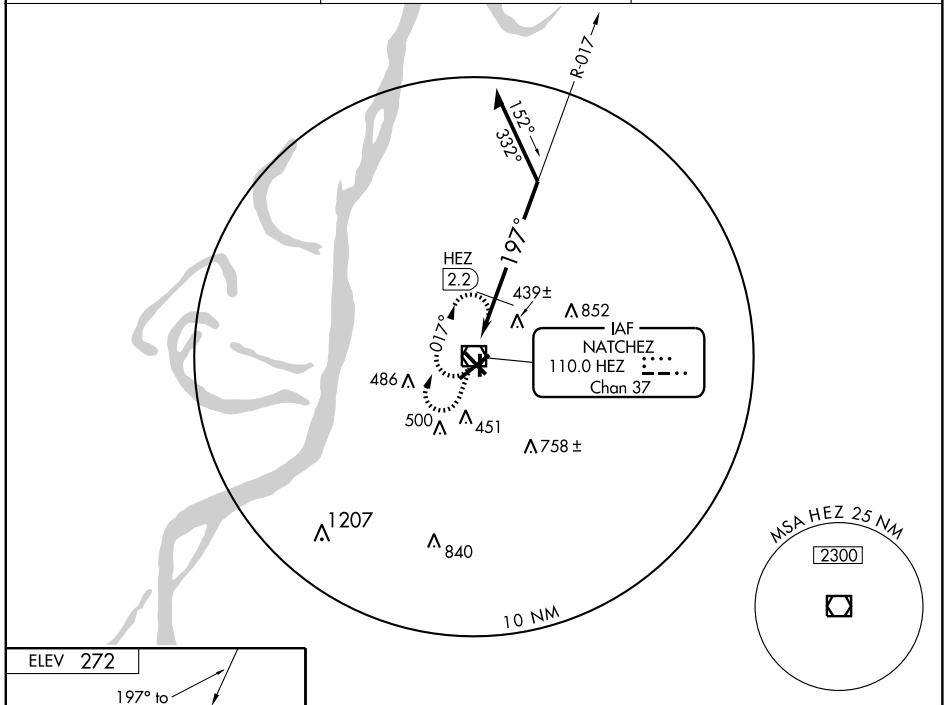
VOR RWY 18

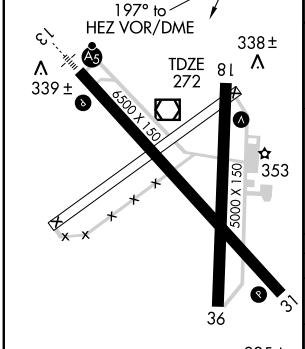
NATCHEZ/
HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

NA Inoperative table does not apply.

MISSED APPROACH: Climb to 1000 then climbing right turn to 1900 in HEZ VOR/DME holding pattern.

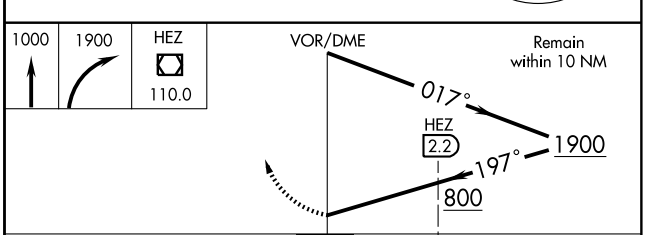
AWOS-3	HOUSTON CENTER	UNICOM
124.675	120.97 299.6	122.8 (CTAF) L





HIRL Rwy 13-31
MIRL Rwy 18-36 L

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-18	800-1 528 (600-1)		800-1½ 528 (600-1½)	800-1¾ 528 (600-1¾)
CIRCLING	800-1 528 (600-1)		800-1½ 528 (600-1½)	840-2 568 (600-2)
DME MINIMUMS				
S-18	700-1 428 (500-1)		700-1¼ 428 (500-1¼)	700-1½ 428 (500-1½)
CIRCLING	720-1 448 (500-1)	740-1 468 (500-1)	780-1½ 508 (600-1½)	840-2 568 (600-2)

SC-4, 08 APR 2010 to 06 MAY 2010

NEW ALBANY, MISSISSIPPI AL-10266 (FAA)

APP CRS	Rwy Idg	3903
177°	TDZE	413
	Apt Elev	413

RNAV (GPS) RWY 18

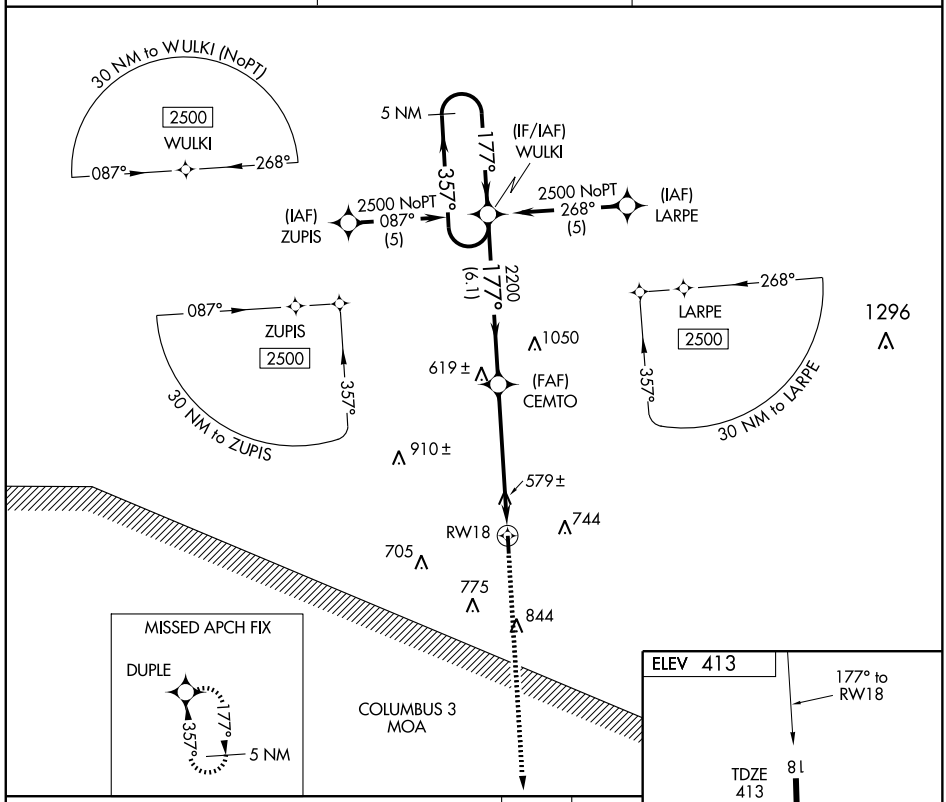
NEW ALBANY-UNION CO (M72)

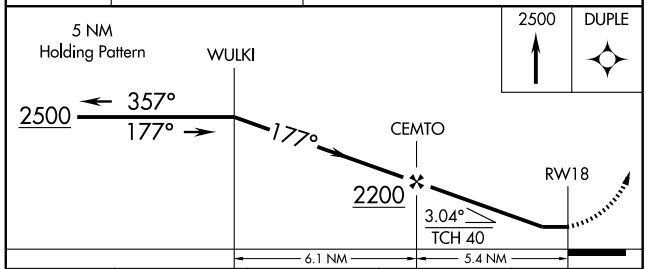
T
NA

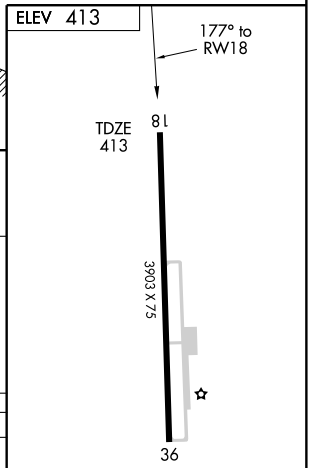
Use Tupelo altimeter setting, if not received, use Oxford altimeter setting and increase all MDAs 20 feet. Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 direct DUPLE and hold.

TUPELO ASOS	MEMPHIS CENTER	UNICOM
133.525	135.9 273.55	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	900-1	487 (500-1)	900-1¼ 487 (500-1¼)	NA
CIRCLING	940-1	527 (600-1)	940-1½ 527 (600-1½)	NA

MIRL Rwy 18-36 L

SC-4, 08 APR 2010 to 06 MAY 2010

NEW ALBANY, MISSISSIPPI AL-10266 (FAA)

APP CRS		
357°	Rwy Idg	3903
	TDZE	413
	Apt Elev	413

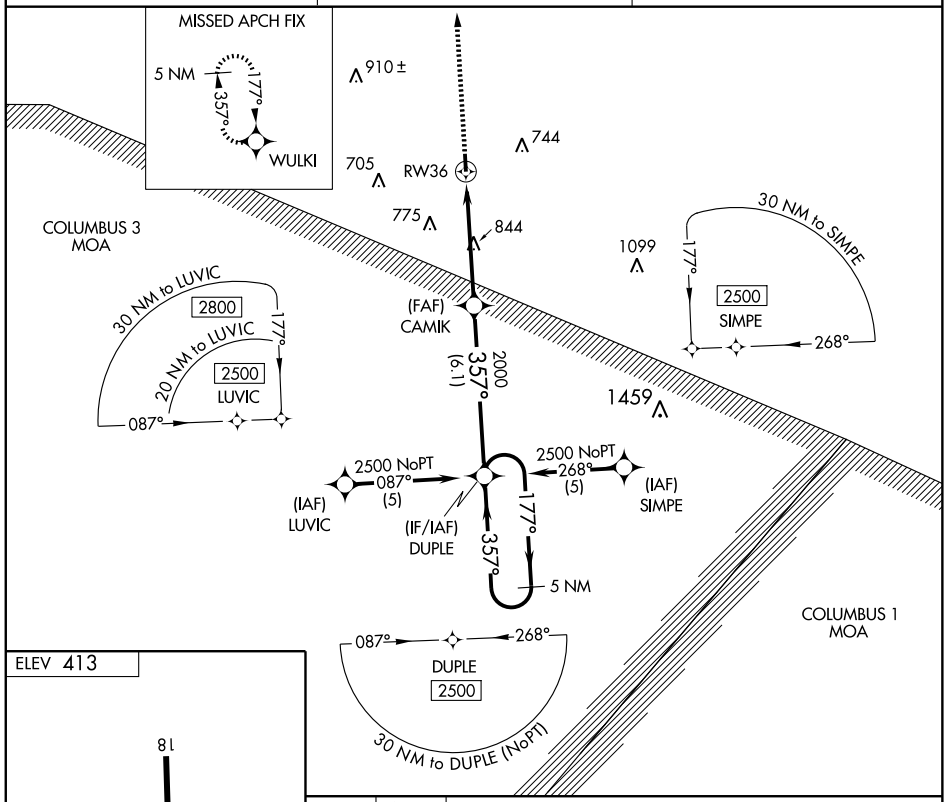
RNAV (GPS) RWY 36

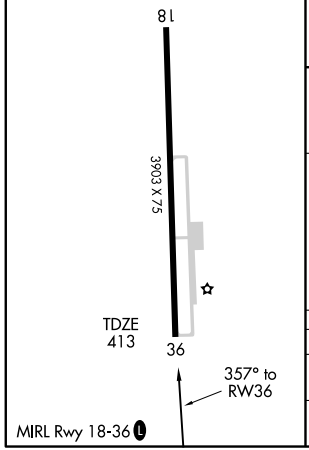
NEW ALBANY-UNION CO (M72)

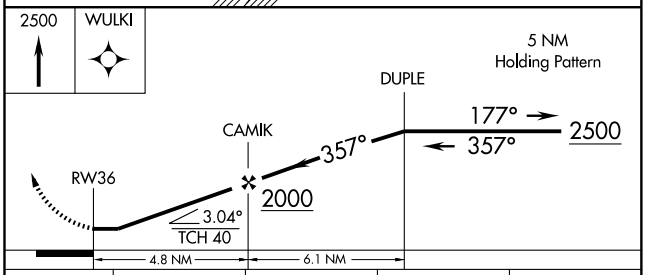
T NA — Use Tupelo altimeter setting, if not received, use Oxford altimeter setting and increase all MDAs 20 feet. Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 direct WULKI and hold.

TUPELO ASOS	MEMPHIS CENTER	UNICOM
133.525	135.9 273.55	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1220-1 807 (900-1)	1220-1¼ 807 (900-1¼)	1220-2¼ 807 (900-2¼)	NA
CIRCLING	1220-1 807 (900-1)	1220-1¼ 807 (900-1¼)	1220-2¼ 807 (900-2¼)	NA

SC-4, 08 APR 2010 to 06 MAY 2010

OKOLONA, MISSISSIPPI

AL-6780 (FAA)

09351

RNAV (GPS) RWY 18

OKOLONA MUNI-RICHARD STOVALL FIELD (5A4)

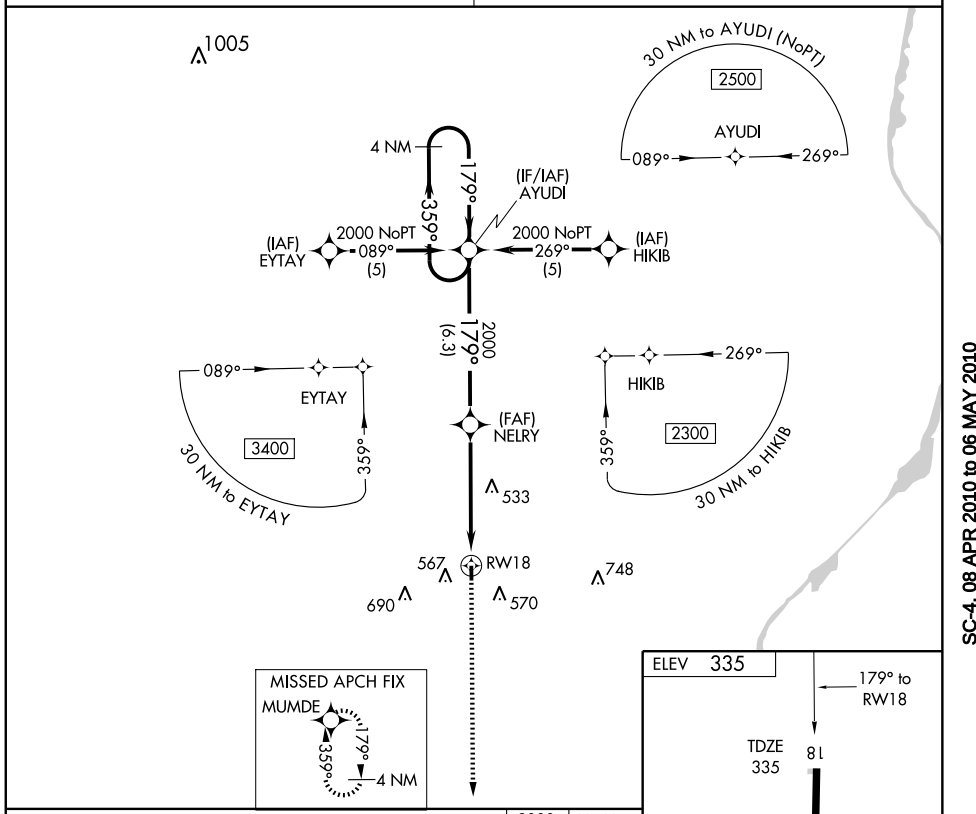
APP CRS	Rwy Idg	3200
179°	TDZE	335
	Apt Elev	335

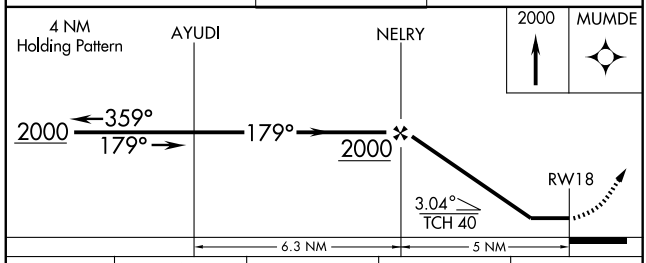
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. Use Tupelo altimeter setting; when not received, use Columbus Air Force Base altimeter setting and increase all MDA 40 feet and all Cat C visibility ¼ mile.

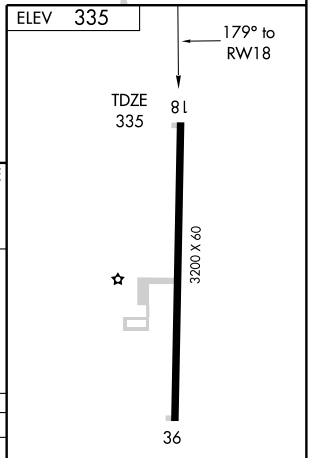
NA

MISSED APPROACH: Climb to 2000 direct MUMDE and hold.

COLUMBUS APP CON *	CTAF
126.075 229.15	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	820-1 485 (500-1)		820-1¼ 485 (500-1¼)	NA
CIRCLING	920-1 585 (600-1)		920-1½ 585 (600-1½)	NA

MIRL Rwy 18-36 L

SC-4, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 36

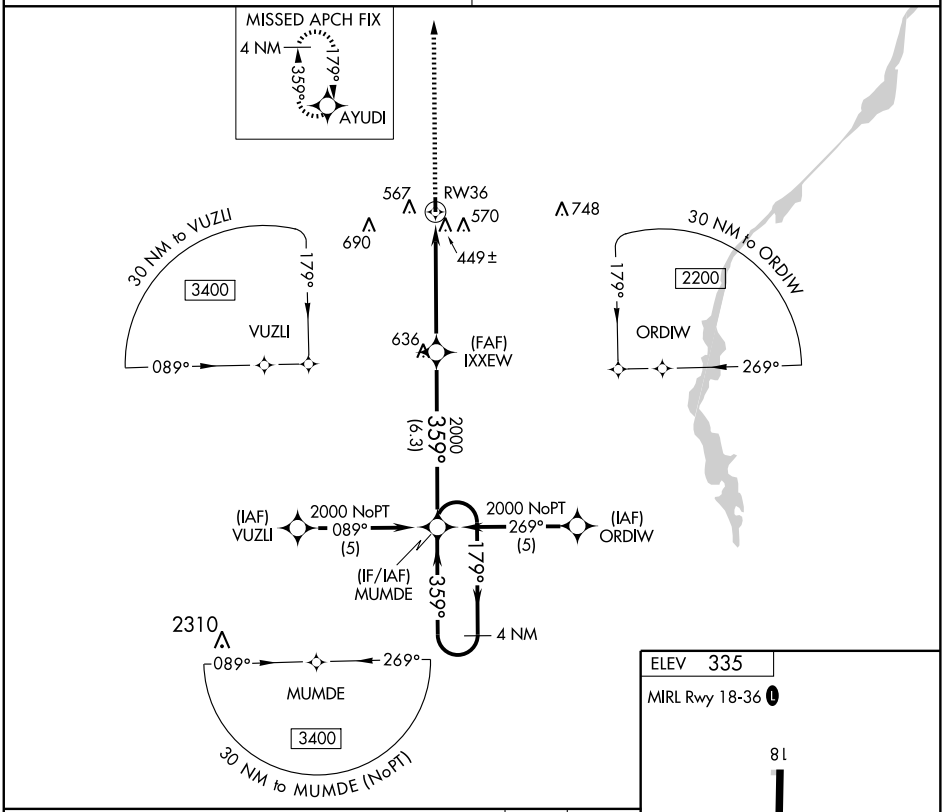
OKOLONA MUNI-RICHARD STOVALL FIELD (5A4)

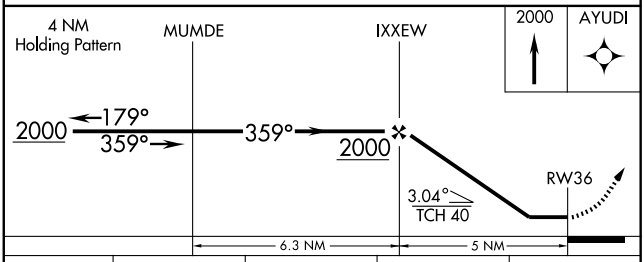
APP CRS	Rwy Idg	3200
359°	TDZE	335
	Apt Elev	335

DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
Use Tupelo altimeter setting; when not received, use Columbus Air Force Base altimeter setting and increase all MDA 40 feet and Circling Cat C visibility ¼ mile.

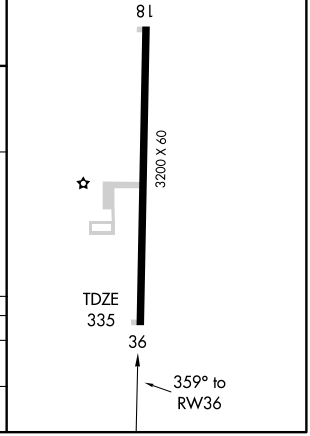
MISSED APPROACH: Climb to 2000 direct AYUDI and hold.

COLUMBUS APP CON *	CTAF
126.075 229.15	122.9 L





CATEGORY	A	B	C	D
LNAV MDA	860-1	525 (600-1)	860-1½ 525 (600-1½)	NA
CIRCLING	920-1	585 (600-1)	920-1½ 585 (600-1½)	NA



SC-4, 08 APR 2010 to 06 MAY 2010

LOC/DME I-OLV	APP CRS	Rwy Idg	6000
109.3	179°	TDZE	402
Chan 30		Apt Elev	402

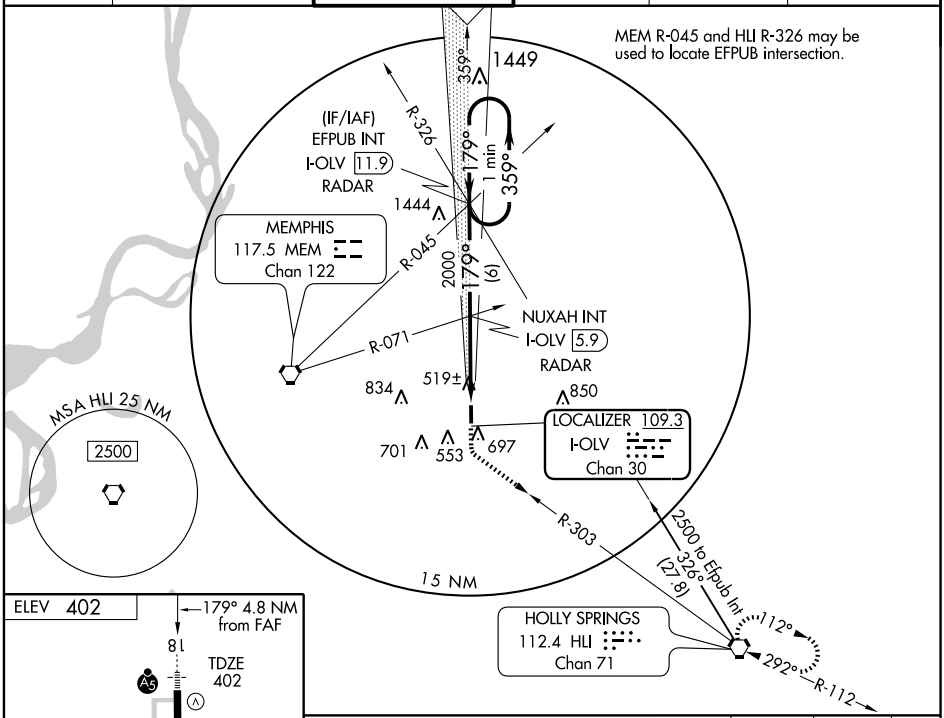
ILS or LOC RWY 18
OLIVE BRANCH (OLV)

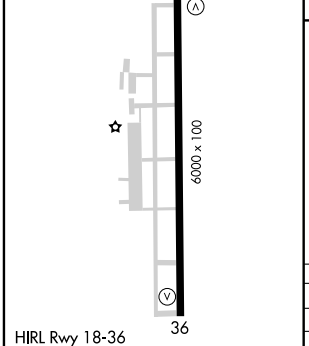
When local altimeter setting not received, use Memphis Intl altimeter setting and increase all DAs/MDAs 40 feet, and circling Cats C and D visibility ¼ mile. For inoperative MALSR, increase S-LOC 18 Cats A, B, C visibility to 1 mile. When using Memphis Intl altimeter setting; for inoperative MALSR, increase S-ILS 18, all Cats and S-LOC 18 Cats A and B visibility ¼ mile. Inoperative table does not apply to S-ILS 18. Visibility reduction by helicopters NA.

MALSR

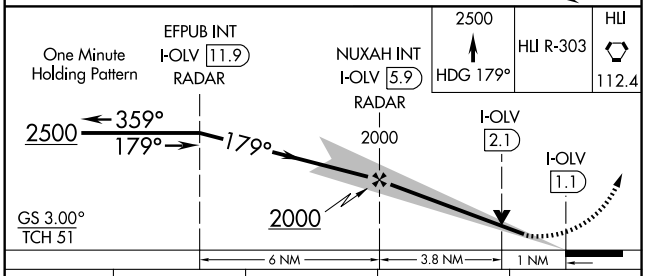
MISSED APPROACH: Climb to 2500 via heading 179° and HLI R-303 to HLI VORTAC and hold.

ATIS	MEMPHIS APP CON	OLIVE BRANCH TOWER	GND CON	CLNC DEL	UNICOM
119.925	121.0 125.8 338.3	125.275 (CTAF) L	121.2	121.2	122.7





FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36



CATEGORY	A	B	C	D
S-ILS 18	652-¾ 250 (300-¾)			
S-LOC 18	780-¾ 378 (400-¾)			
CIRCLING	1060-1 658 (700-1)		1060-1¾ 658 (700-1¾)	1060-2 658 (700-2)

SC-4, 08 APR 2010 to 06 MAY 2010

WAAS CH 61199 W18A	APP CRS 179°	Rwy Idg 6000 TDZE 402 Apt Elev 402

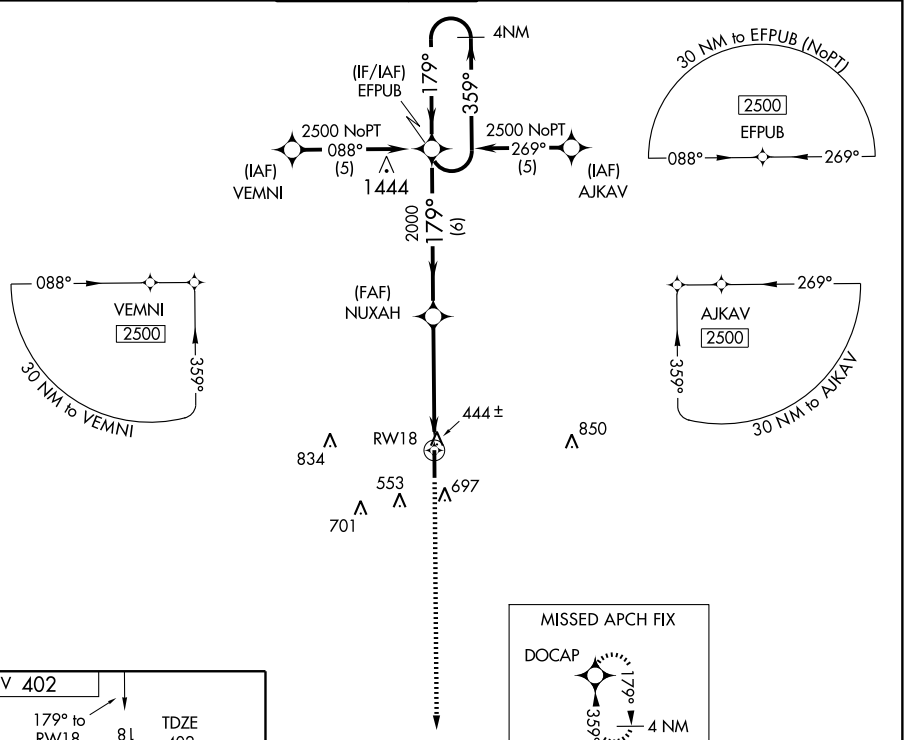
RNAV (GPS) RWY 18
OLIVE BRANCH (OLV)

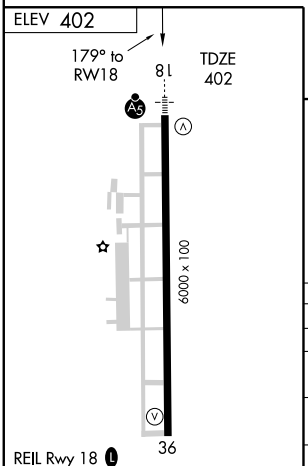
If local altimeter setting not received, use Memphis Intl altimeter setting and increase all DAs/MDAs 40 feet. BARO-VNAV and VDP NA when using Memphis Intl altimeter setting. BARO-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA.

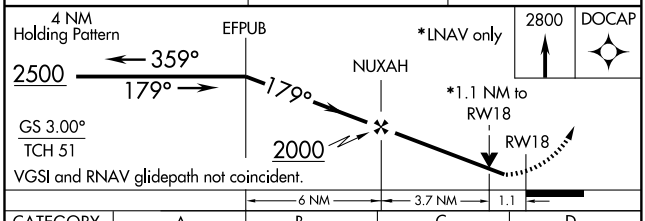
MALSR

MISSED APPROACH: Climb to 2800 direct DOCAP and hold.

ATIS	MEMPHIS APP CON	OLIVE BRANCH TOWER	GND CON	CLNC DEL	UNICOM
119.925	121.0 125.8 338.3	125.275 (CTAF) L	121.2	121.2	122.7







CATEGORY	A	B	C	D
LPV DA	652-¾ 250 (300-¾)			
LNAV/VNAV DA	702-1 300 (300-1)			
LNAV MDA	780-1 378 (400-1)			780-1¼ 378 (400-1¼)
CIRCLING	1060-1 658 (700-1)		1060-1¾ 658 (700-1¾)	1060-2 658 (700-2)

SC-4, 08 APR 2010 to 06 MAY 2010

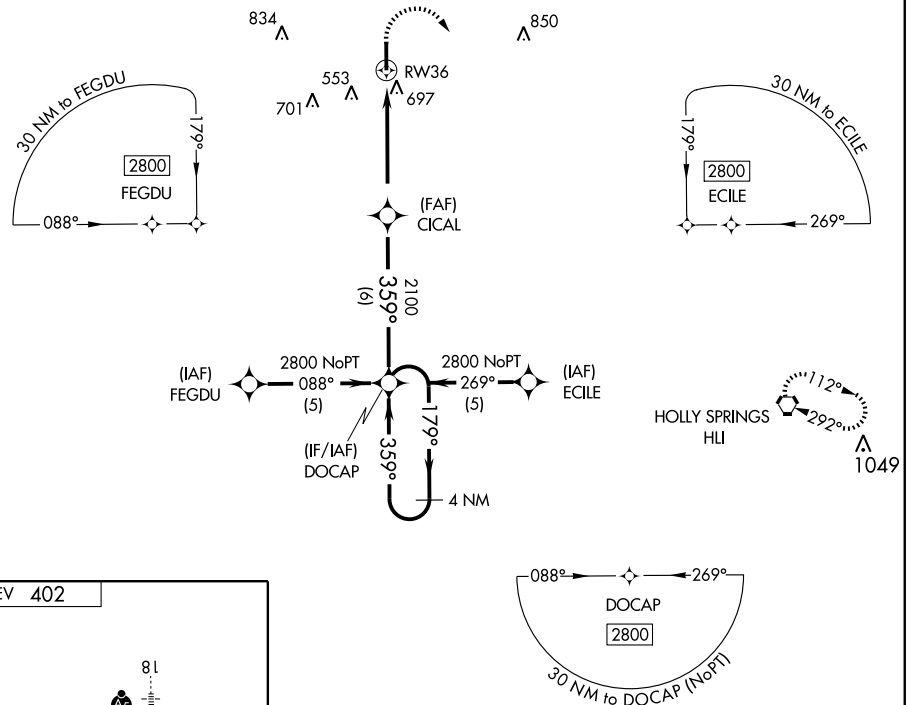
APP CRS	Rwy Idg	6000
359°	TDZE	401
	Apt Elev	402

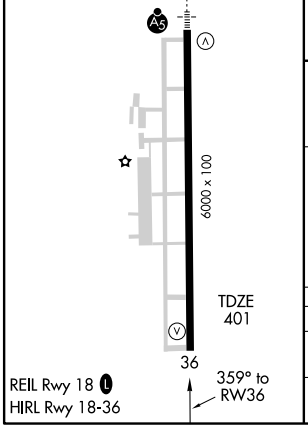
RNAV (GPS) RWY 36
OLIVE BRANCH (OLV)

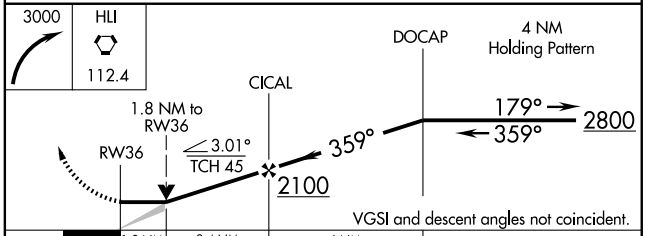
If local altimeter setting not received, use Memphis Intl altimeter setting and increase all MDAs 40 feet.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
VDP NA with Memphis Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 direct HLI VORTAC and hold.

ATIS	MEMPHIS APP CON	OLIVE BRANCH TOWER	GND CON	CLNC DEL	UNICOM
119.925	121.0 125.8 338.3	125.275 (CTAF) L	121.2	121.2	122.7







CATEGORY	A	B	C	D
LNAV MDA	1000-1	599 (600-1)	1000-1½ 599 (600-1½)	1000-1¾ 599 (600-1¾)
CIRCLING	1060-1	658 (700-1)	1060-1¾ 658 (700-1¾)	1060-2 658 (700-2)

SC-4, 08 APR 2010 to 06 MAY 2010

LOC I-UVD	APP CRS	Rwy Idg	5600
111.7	090°	TDZE	418
		Apt Elev	452

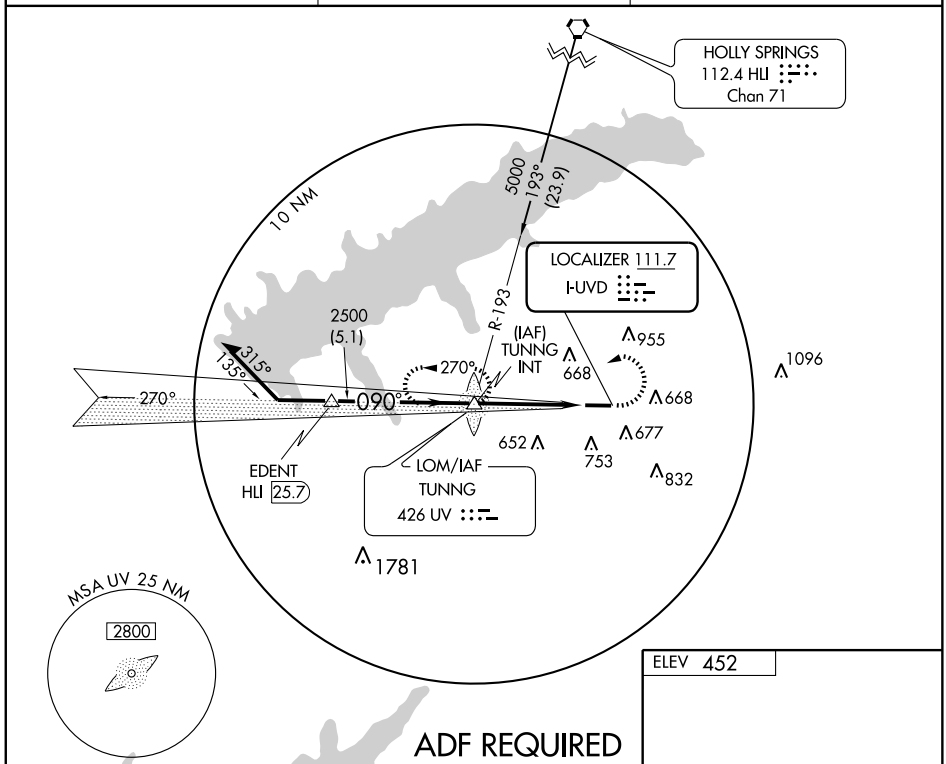
LOC RWY 9

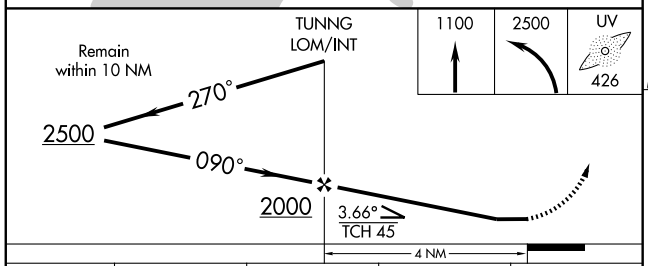
OXFORD/ UNIVERSITY-OXFORD (UOX)

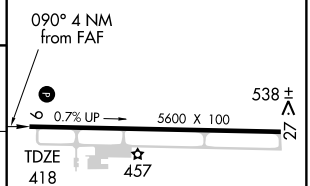
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1100 then climbing left turn to 2500 direct TUNNG LOM/Int and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
132.725	128.5 381.4	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-9	840-1 422 (400-1)		840-1¼ 422 (400-1¼)	
CIRCLING	980-1 528 (600-1)		1060-1¾ 608 (700-1¾)	1060-2 608 (700-2)

MIRL Rwy 9-27 L
REIL Rwy 27

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

SC-4, 08 APR 2010 to 06 MAY 2010

WAAS CH 77800 W09A	APP CRS 090°	Rwy Idg 5600 TDZE 418 Apt Elev 452

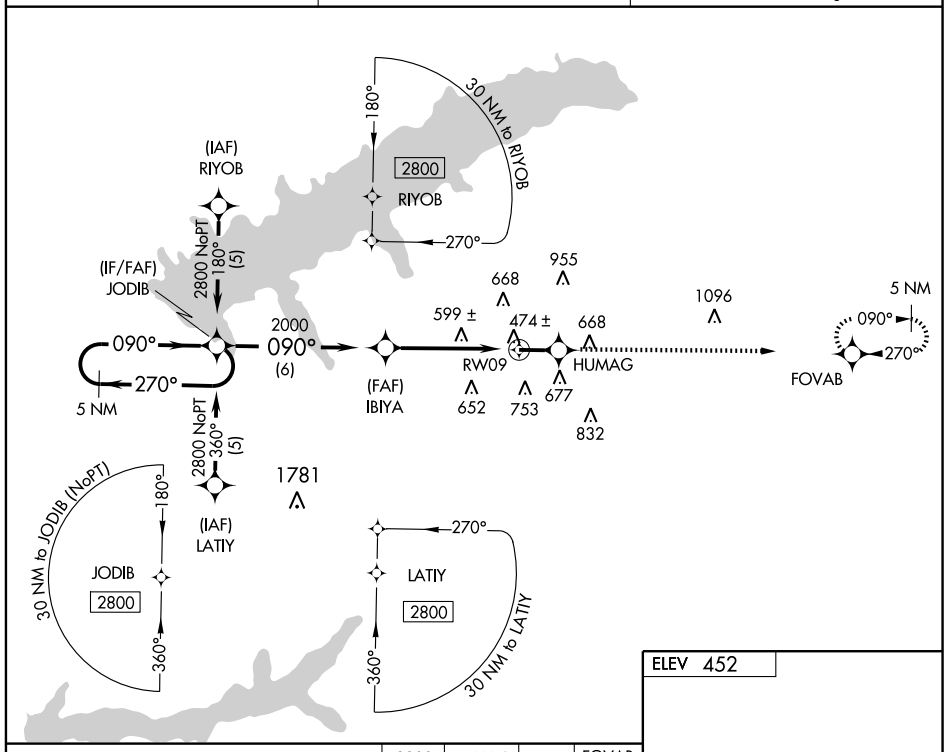
RNAV (GPS) RWY 9

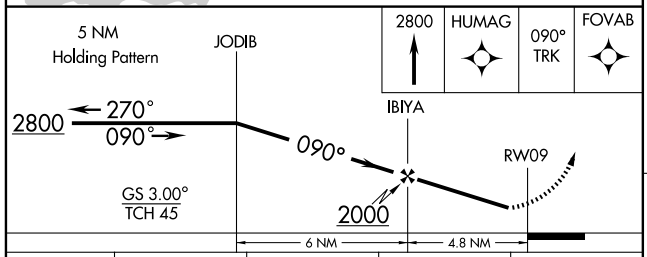
OXFORD/ UNIVERSITY-OXFORD (UOX)

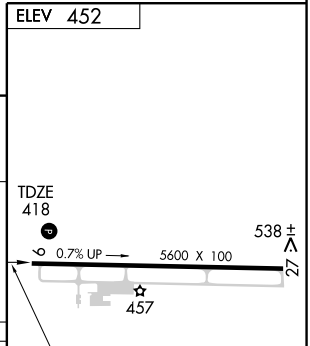
For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Olive Branch altimeter setting and increase all DAs/MDAs 100 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2800 direct HUMAG and via 090° track to FOVAB and hold, continue climb-in-hold to 2800.

AWOS-3	MEMPHIS CENTER	UNICOM
132.725	128.5 381.4	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	668-1 250 (300-1)			
LNAV/ VNAV DA	876-1¾ 458 (500-1¾)			
LNAV MDA	920-1 502 (500-1)		920-1½ 502 (500-1½)	
CIRCLING	980-1 528 (600-1)		1060-1¾ 608 (700-1¾)	1060-2 608 (700-2)

SC-4, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 27

OXFORD/ UNIVERSITY-OXFORD (UOX)

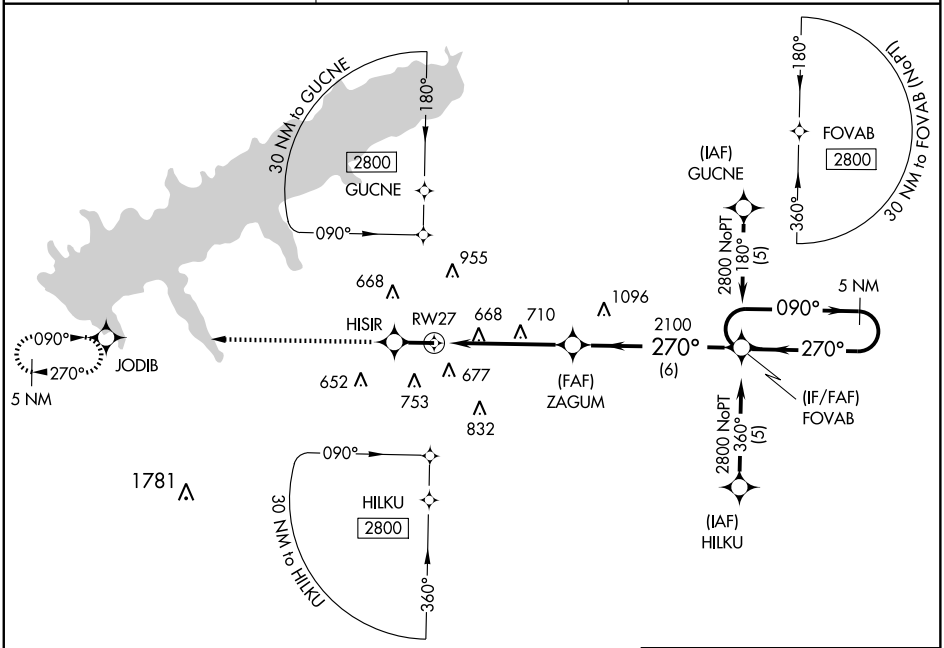
APP CRS	Rwy Idg	5600
270°	TDZE	452
	Apt Elev	452

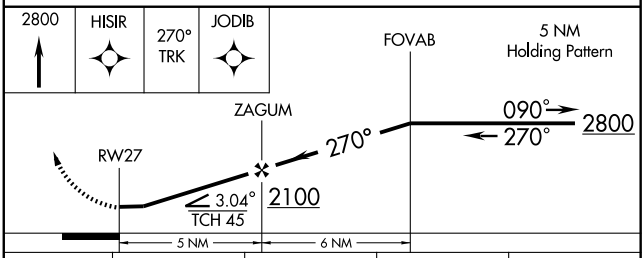
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Olive Branch altimeter setting and increase all MDAs 100 feet.

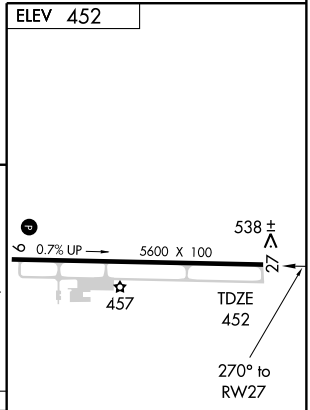
NA

MISSED APPROACH: Climb to 2800 direct HISIR and via 270° track to JODIB and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
132.725	128.5 381.4	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	960-1 508 (600-1)		960-1½ 508 (600-1½)	
CIRCLING	980-1 528 (600-1)		1060-1¾ 608 (700-1¾)	1060-2 608 (700-2)

SC-4, 08 APR 2010 to 06 MAY 2010

VORTAC HLI 112.4 Chan 71	APP CRS 182°	Rwy Idg N/A TDZE N/A Apt Elev 452

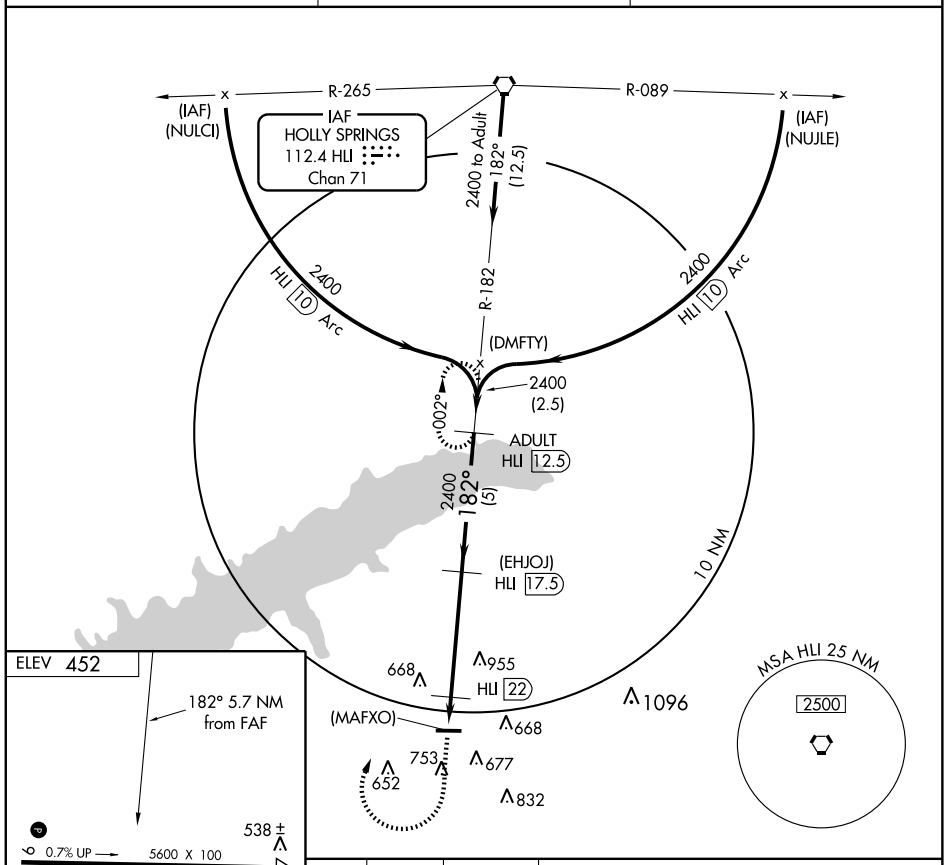
VOR/DME or GPS-A

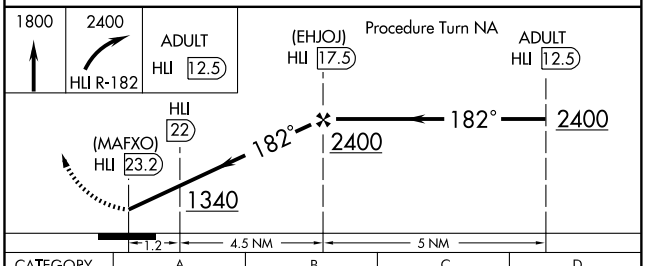
OXFORD/ UNIVERSITY-OXFORD (UOX)

NA

MISSED APPROACH: Climb to 1800 then climbing right turn to 2400 via HLI R-182 to ADULT 12.5 DME and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
132.725	128.5 381.4	123.0 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	1240-1 788 (800-1)	1240-1¼ 788 (800-1¼)	1240-2¼ 788 (800-2¼)	1240-2½ 788 (800-2½)

MIRL Rwy 9-27 L
REIL Rwy 27

SC-4, 08 APR 2010 to 06 MAY 2010

LOC I-PQL	APP CRS	Rwy Idg	6500
110.1	165°	TDZE	17
		Apt Elev	17

ILS or LOC RWY 17

PASCAGOULA/TRENT LOTT INTL (PQL)

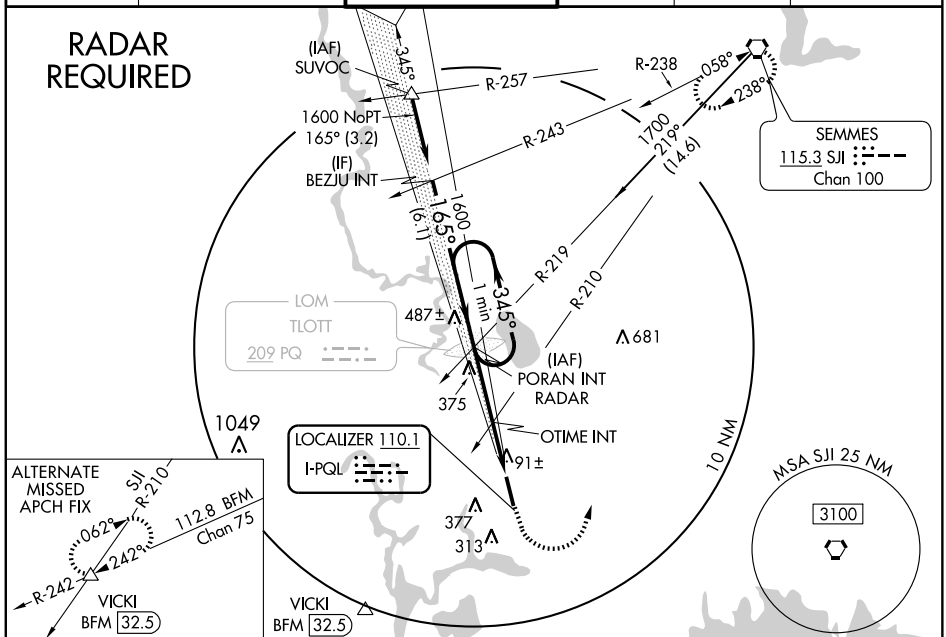
If local altimeter setting not received, use Mobile Rgnl, AL altimeter setting and increase DA to 292 and all MDAs 80 feet.

MALSR

MISSED APPROACH: Climb to 900 then climbing left turn to 2000 direct SJI VORTAC and hold.

ATIS	MOBILE APP CON *	TRENT LOTT TOWER *	GND CON	CLNC DEL	UNICOM
135.175	121.0 307.1	118.575 (CTAF) L	121.725	121.725	122.8

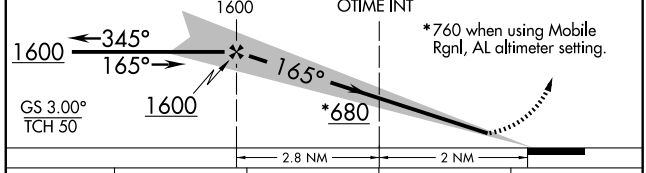
RADAR REQUIRED



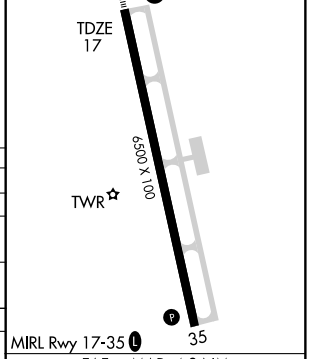
One Minute Holding Pattern

VGSI and ILS glidepath not coincident.

900	2000	SJI
		115.3



CATEGORY	A	B	C	D
S-ILS 17	217-½ 200 (200-½)			
S-LOC 17	680-½ 663 (700-½)		680-1¼ 663 (700-1¼)	680-1½ 663 (700-1½)
CIRCLING	680-1 663 (700-1)		680-1¾ 663 (700-1¾)	680-2 663 (700-2)
OTIME FIX MINIMUMS				
S-LOC 17	360-½ 343 (400-½)			360-¾ 343 (400-¾)
CIRCLING	480-1 463 (500-1)	680-1 663 (700-1)	680-1¾ 663 (700-1¾)	680-2 663 (700-2)



FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SC-4, 08 APR 2010 to 06 MAY 2010

WAAS CH 58204 W17A	APP CRS 165°	Rwy Idg 6500 TDZE 17 Apt Elev 17

RNAV (GPS) RWY 17

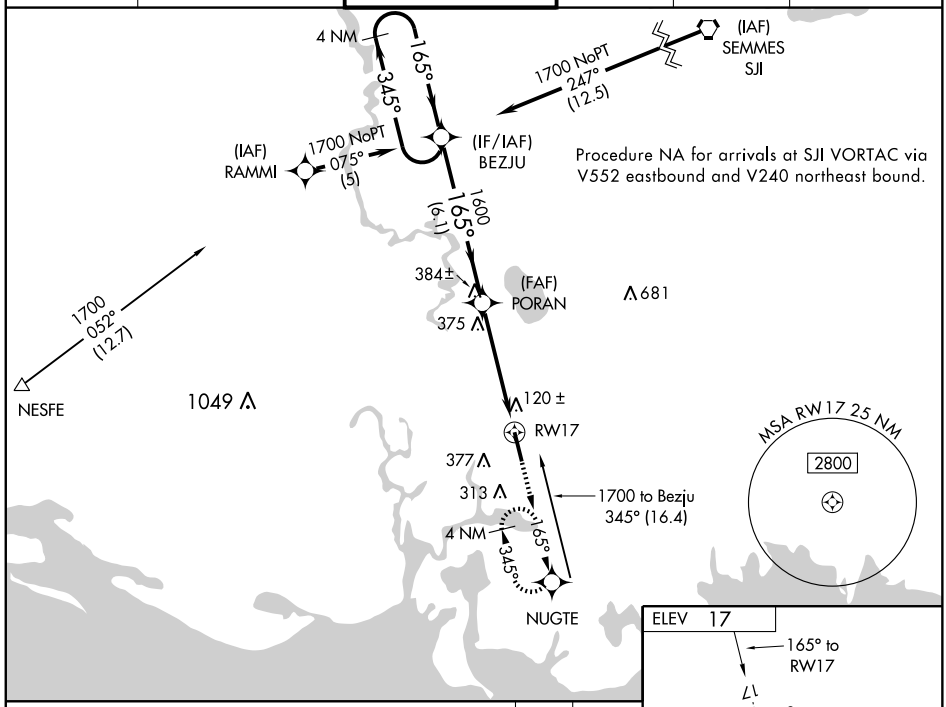
PASCAGOULA/TRENT LOTT INTL (PQL)

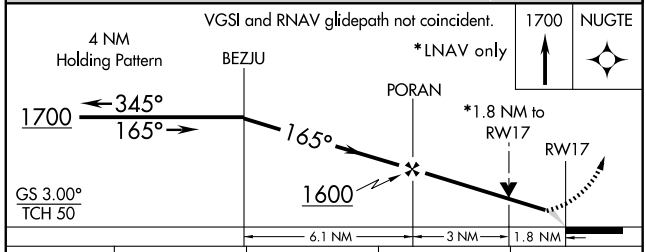
BARO-VNAV NA when using Mobile Rgnl, AL altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Mobile Rgnl, AL altimeter setting and increase LPV DA to 292, LNAV/VNAV DA to 511, and all MDAs 80 feet. VDP NA when using Mobile Rgnl, AL altimeter setting.

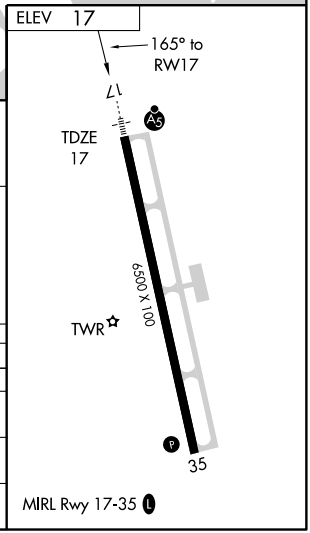
MALSR

MISSED APPROACH: Climb to 1700 direct NUGTE and hold.

ATIS	MOBILE APP CON ★	TRENT LOTT TOWER ★	GND CON	CLNC DEL	UNICOM
135.175	121.0 307.1	118.575 (CTAF) L	121.725	121.725	122.8







CATEGORY	A	B	C	D
LPV DA	217-½ 200 (200-½)			
LNAV/VNAV DA	436-1 419 (500-1)			
LNAV MDA	640-½ 623 (700-½)		640-1¼ 623 (700-1¼)	640-1½ 623 (700-1½)
CIRCLING	640-1 623 (700-1)	680-1 663 (700-1)	680-1¾ 663 (700-1¾)	680-2 663 (700-2)

SC-4, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	6500
CH 72904	345°	TDZE	17
W35A		Apt Elev	17

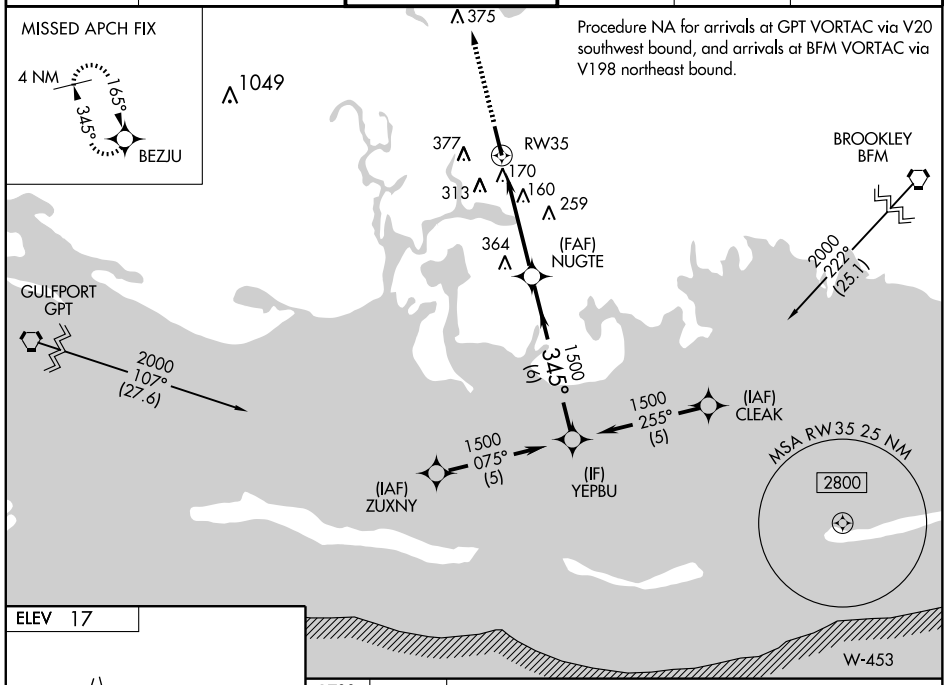
RNAV (GPS) RWY 35

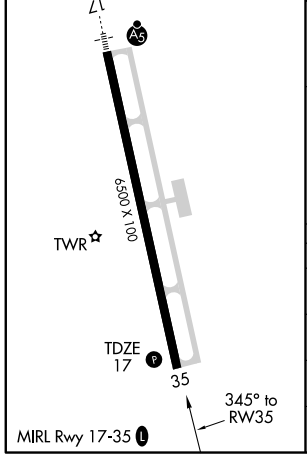
PASCAGOULA/TRENT LOTT INTL (PQL)

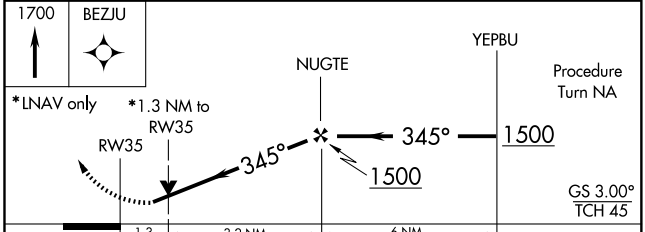
BARO-VNAV NA when using Mobile Rgnl, AL altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Mobile Rgnl, AL altimeter setting and increase LPV DA to 398, LNAV/VNAV DA to 673, and all MDAs 80 feet. VDP NA when using Mobile Rgnl altimeter setting.

MISSED APPROACH: Climb to 1700 direct BEZJU and hold.

ATIS	MOBILE APP CON ★	TRENT LOTT TOWER ★	GND CON	CLNC DEL	UNICOM
135.175	121.0 307.1	118.575 (CTAF) L	121.725	121.725	122.8







CATEGORY	A	B	C	D
LPV DA	323-1 306 (400-1)			
LNAV/ VNAV DA	598-2 581 (600-2)			
LNAV MDA	480-1 463 (500-1)		480-1¼ 463 (500-1¼)	480-1½ 463 (500-1½)
CIRCLING	480-1 463 (500-1)	680-1 663 (700-1)	680-1¾ 663 (700-1¾)	680-2 663 (700-2)

SC-4, 08 APR 2010 to 06 MAY 2010

VORTAC SJI	APP CRS	Rwy Idg	N/A
115.3	204°	TDZE	N/A
Chan 100		Apt Elev	17

VOR-A

PASCAGOULA/ TRENT LOTT INTL (PQL)

If local altimeter setting not received, use Mobile Rgnl, AL altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct SJI VORTAC and hold.

ATIS	MOBILE APP CON ★	TRENT LOTT TOWER ★	GND CON	CLNC DEL	UNICOM
135.175	121.0 307.1	118.575 (CTAF) L	121.725	121.725	122.8

Procedure NA for arrival on SJI VORTAC airway radials 219 CW 257.

IAF SEMMES 115.3 SJI Chan 100

058° 238° R-238 R-204 2000 204° (6)

(IF) PASCA INT SJI 6

R-271 112.8 BFM Chan 75

112.8 BFM Chan 75 R-256

1700 204° (6.2)

375 681 159± ALECA INT SJI 12.2

MSA SJI 25 NM 3100

1049

MAGIW SJI 17.4

377 313

10 NM

ELEV 17

204° 5.2 NM from FAF

6500 X 100

TWR

35

MIRL Rwy 17-35 L

1000 2000 SJI 115.3

PASCA INT SJI 6

ALECA INT SJI 12.2

MAGIW SJI 17.4

204° 2000 1700

Procedure Turn NA

0.5 5.2 NM 6.2 NM

CATEGORY	A	B	C	D
CIRCLING	700-1	683 (700-1)	700-2 683 (700-2)	700-2¼ 683 (700-2¼)

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

SC-4, 08 APR 2010 to 06 MAY 2010

NDB MPE	APP CRS	Rwy Idg	5001
219	180°	TDZE	454
		Apt Elev	458

NDB RWY 18

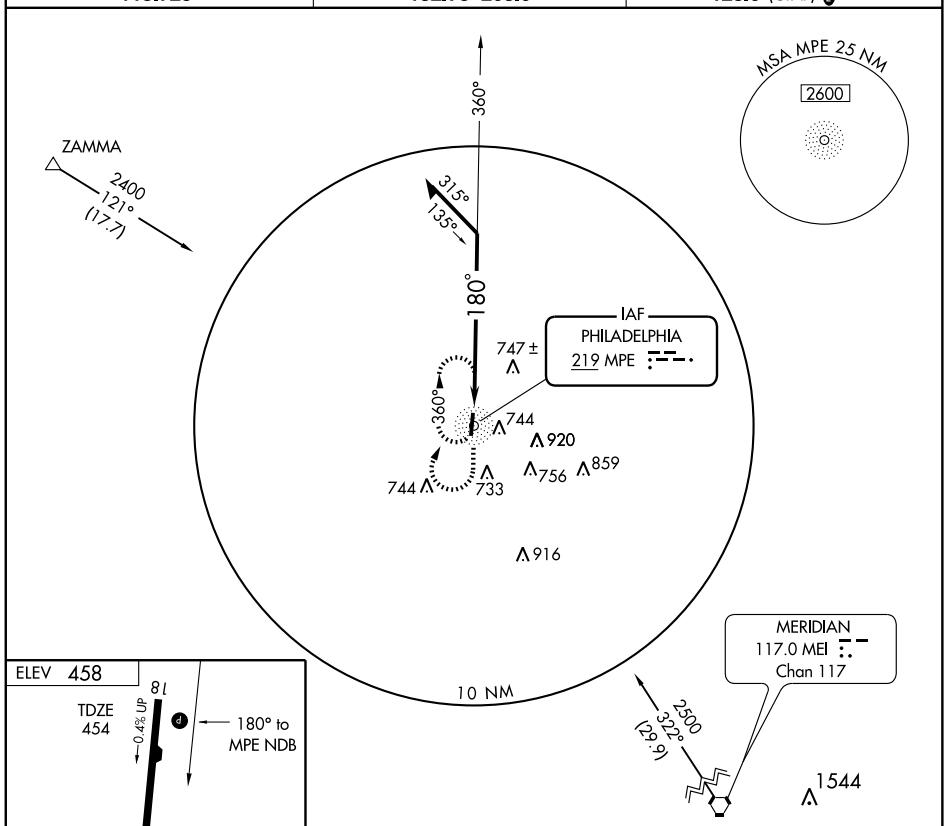
PHILADELPHIA MUNI (MPE)

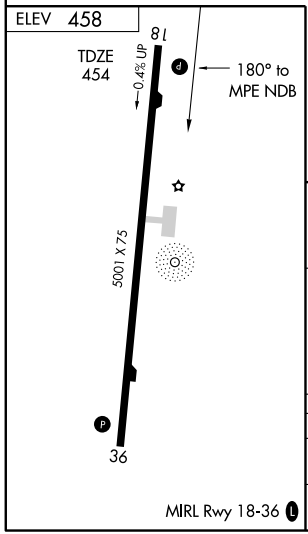
When local altimeter setting not received, use Key Field altimeter setting and increase all MDA 160 feet, and S-18 and circling Cat B visibility ¼ mile, Cat C visibility ½ mile. Visibility reduction by helicopters NA. When VGSI inoperative, procedure NA at night.

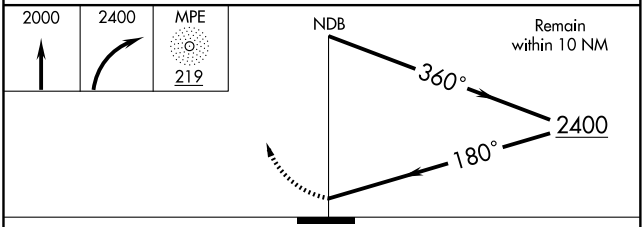
NA

MISSED APPROACH: Climb to 2000 then climbing right turn to 2400 direct MPE NDB and hold.

ASOS	MEMPHIS CENTER	UNICOM
118.725	132.75 263.0	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-18	1100-1	646 (700-1)	1100-1¾ 646 (700-1¾)	NA
CIRCLING	1100-1	642 (700-1)	1100-1¾ 642 (700-1¾)	NA

SC-4, 08 APR 2010 to 06 MAY 2010

NDB MPE	APP CRS		
219	015°	Rwy Idg	5001
		TDZE	458
		Apt Elev	458

NDB RWY 36

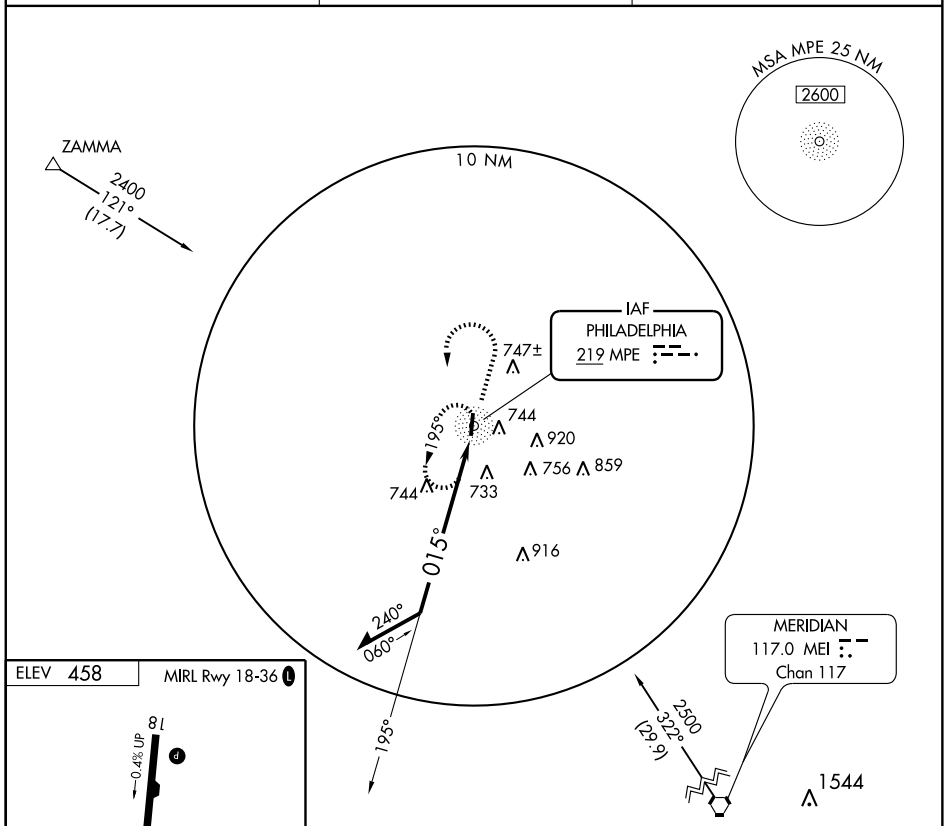
PHILADELPHIA MUNI (MPE)

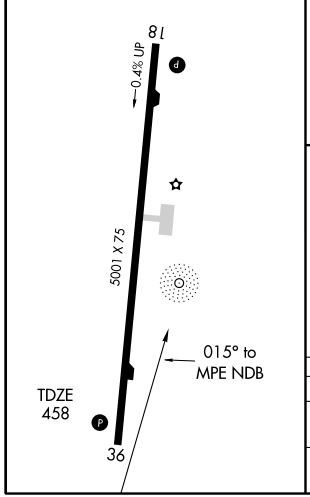
When local altimeter setting not received, use Key Field altimeter setting and increase all MDA 160 feet, and S-36 and circling Cat B visibility ¼ mile, Cat C visibility ½ mile. Visibility reduction by helicopters NA. When VGSI inoperative, procedure NA at night.

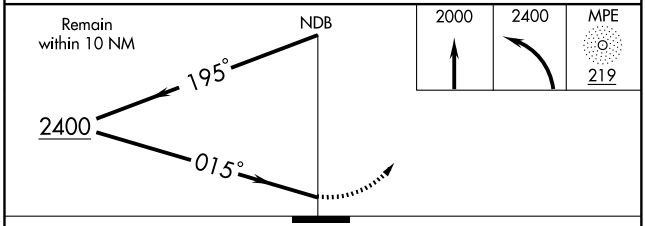
NA

MISSED APPROACH: Climb to 2000 then climbing left turn to 2400 direct MPE NDB and hold.

ASOS	MEMPHIS CENTER	UNICOM
118.725	132.75 263.0	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-36	1140-1	682 (700-1)	1140-2 682 (700-2)	NA
CIRCLING	1140-1	682 (700-1)	1140-2 682 (700-2)	NA

SC-4, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS		
CH 78115 W18A	185°	Rwy Idg 5001 TDZE 454 Apt Elev 458	

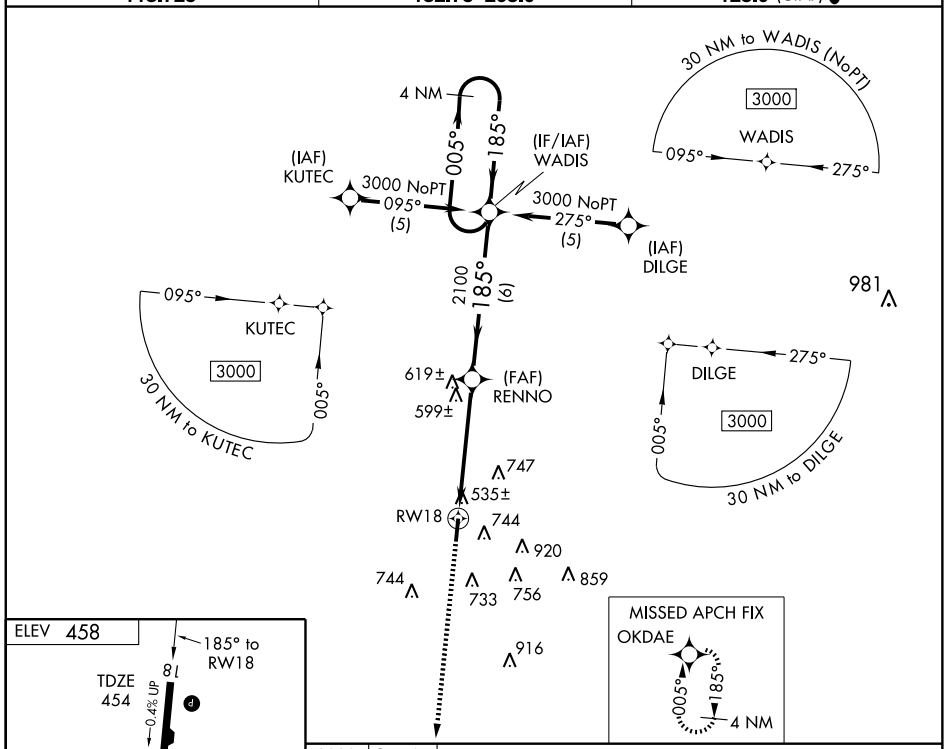
RNAV (GPS) RWY 18

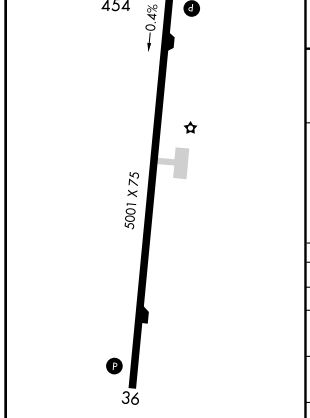
PHILADELPHIA MUNI (MPE)

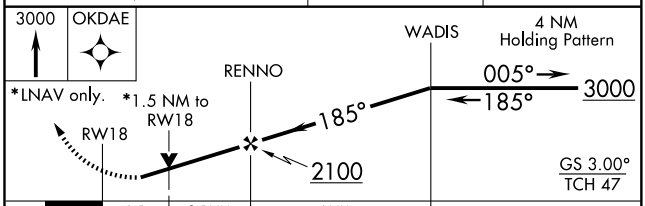
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Key Field altimeter setting and increase all DA 101 feet and all MDA 120 feet and increase LPV all Cats, LNAV Cat C and Circling Cats C and D visibility ¼ mile, increase LNAV/VNAV all Cats, LNAV Cat D visibility ½ mile. Baro-VNAV and VDP NA when using Key Field altimeter setting.

MISSED APPROACH: Climb to 3000 direct OKDAE and hold.

ASOS	MEMPHIS CENTER	UNICOM
118.725	132.75 263.0	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	774-1¼	320 (400-1¼)		
LNAV/VNAV DA	850-1½	396 (400-1½)		
LNAV MDA	960-1	506 (600-1)	960-1½	506 (600-1½)
CIRCLING	1060-1	602 (700-1)	1060-1¾ 602 (700-1¾)	1060-2 602 (700-2)

WAAS	APP CRS	Rwy Idg	5001
CH 48915	005°	TDZE	458
W36A		Apt Elev	458

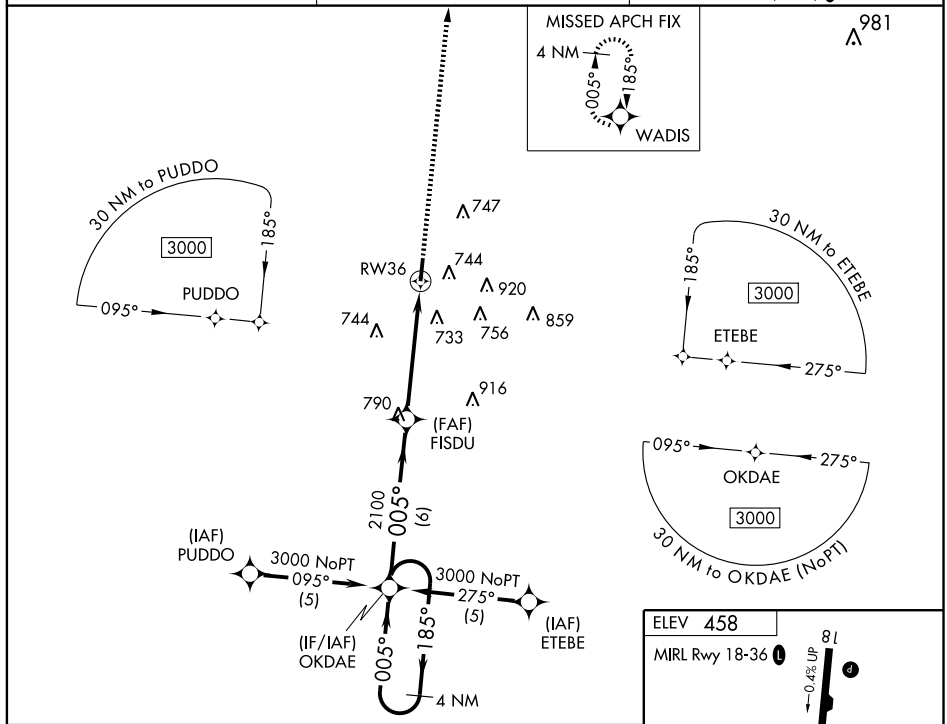
RNAV (GPS) RWY 36

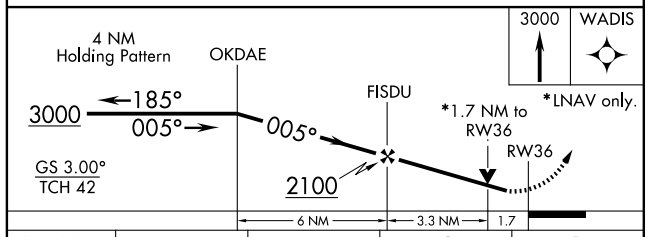
PHILADELPHIA MUNI (MPE)

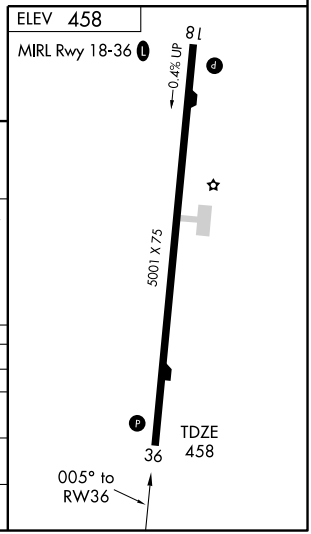
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Key Field altimeter setting and increase all DA 101 feet and all MDA 120 feet and increase LPV, LNAV/VNAV all Cats, LNAV Cats C and D visibility ½ mile, increase Circling Cats C and D visibility ¼ mile. Baro-VNAV and VDP NA when using Key Field altimeter setting.

MISSED APPROACH: Climb to 3000 direct WADIS and hold.

ASOS	MEMPHIS CENTER	UNICOM
118.725	132.75 263.0	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA		838-1¼ 380 (400-1¼)		
LNAV/ VNAV DA		1107-2¼ 649 (700-2¼)		
LNAV MDA	1040-1 582 (600-1)		1040-1½ 582 (600-1½)	1040-1¾ 582 (600-1¾)
CIRCLING	1060-1 602 (700-1)		1060-1¾ 602 (700-1¾)	1060-2 602 (700-2)

SC-4, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5000
CH 99310	179°	TDZE	55
W18A		Apt Elev	55

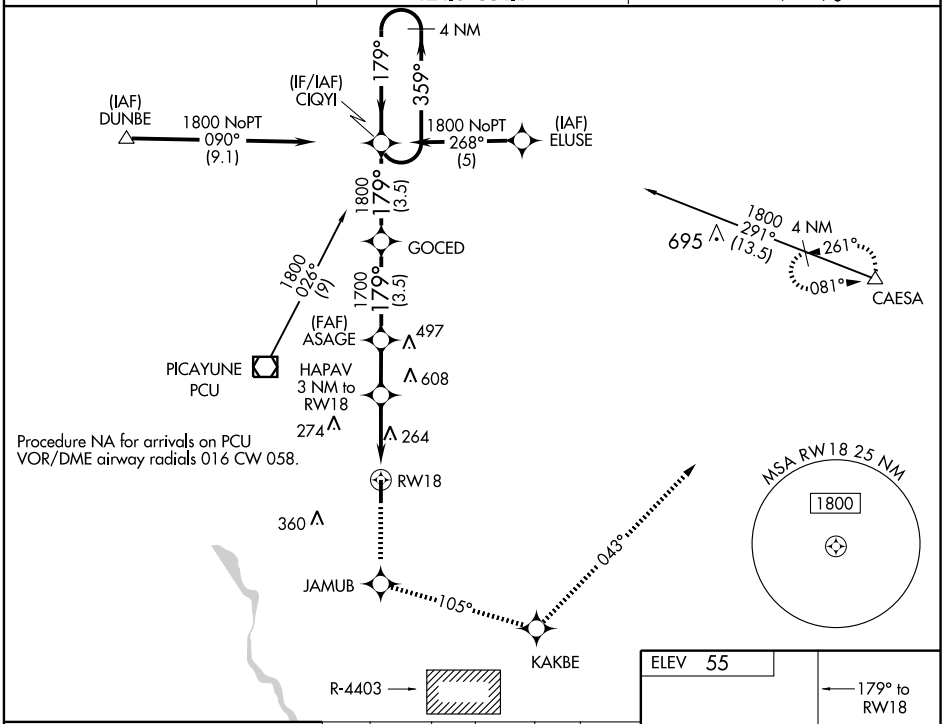
RNAV (GPS) RWY 18

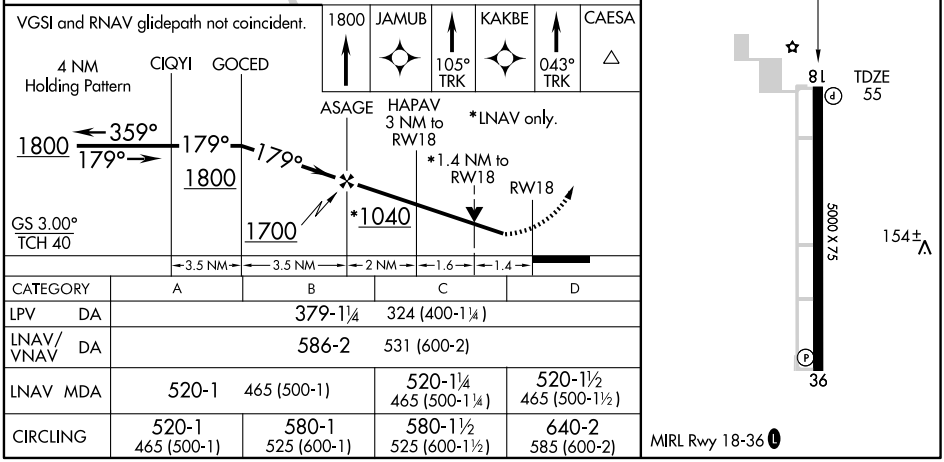
PICAYUNE MUNI (MJD)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Stennis Intl altimeter setting and increase all DA/MDA 40 feet and visibility LNAV Cat C ¼ mile. VDP and Baro-VNAV NA when using Stennis Intl altimeter setting.

MISSED APPROACH: Climb to 1800 direct JAMUB and via 105° track to KAKBE and via 043° track to CAESA and hold.

AWOS-3	GULFPORT APP CON	UNICOM
119.075	124.6 354.1	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	379-1¼	324 (400-1¼)		
LNAV/VNAV DA	586-2	531 (600-2)		
LNAV MDA	520-1	465 (500-1)	520-1¼ 465 (500-1¼)	520-1½ 465 (500-1½)
CIRCLING	520-1 465 (500-1)	580-1 525 (600-1)	580-1½ 525 (600-1½)	640-2 585 (600-2)

MIRL Rwy 18-36 L

SC-4, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5000
CH 42909	359°	TDZE	54
W36A		Apt Elev	55

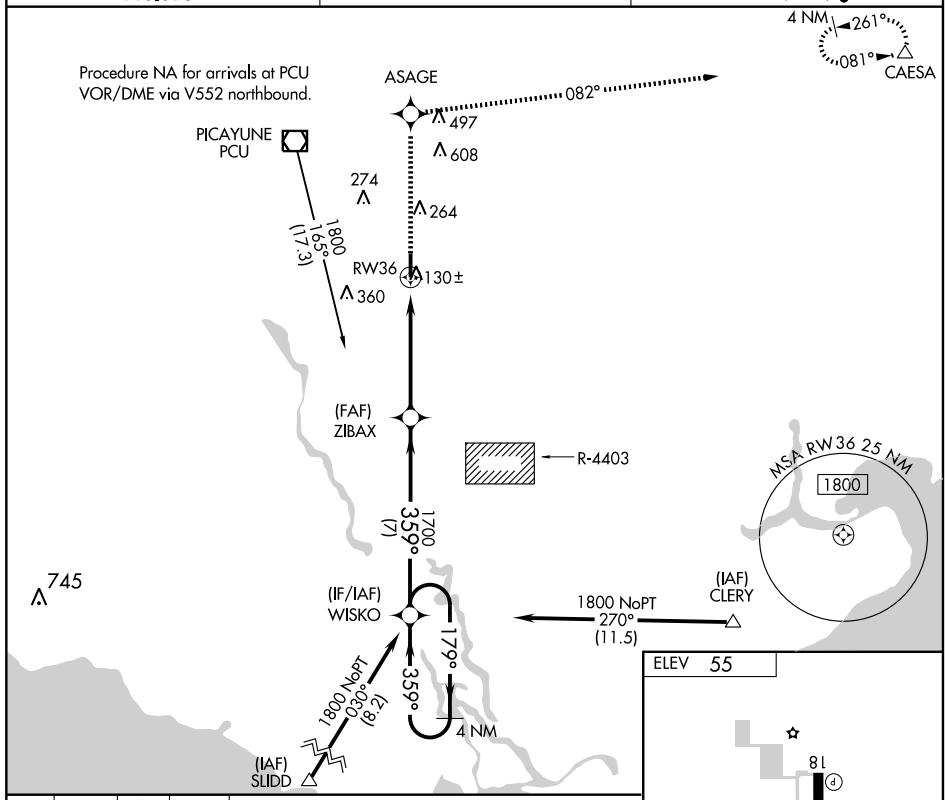
RNAV (GPS) RWY 36

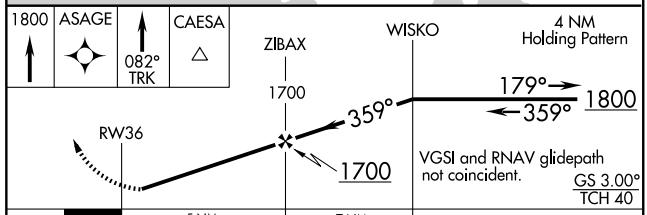
PICAYUNE MUNI (MJD)

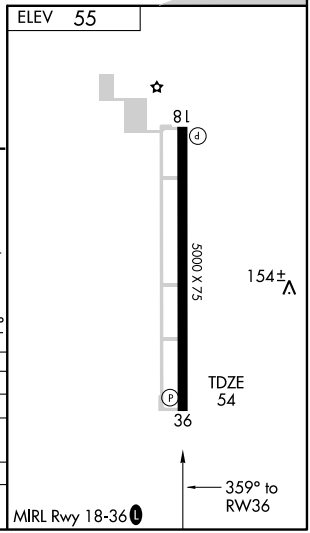
Baro-VNAV NA when using Stennis Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Stennis Intl altimeter setting and increase all DA/MDA 40 feet. Increase LNAV/VNAV visibility ¼ mile all Cats and LNAV Cat D ¼ mile.

MISSED APPROACH: Climb to 1800 direct ASAGE and via 082° track to CAESA and hold.

AWOS-3	GULFPORT APP CON	UNICOM
119.075	124.6 354.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA		304-1	250 (300-1)	
LNAV/VNAV DA		400-1¼	346 (400-1¼)	
LNAV MDA		380-1	326 (400-1)	
CIRCLING	460-1 405 (500-1)	580-1 525 (600-1)	580-1½ 525 (600-1½)	640-2 585 (600-2)

SC-4, 08 APR 2010 to 06 MAY 2010

VOR/DME PCU	APP CRS	Rwy Idg	5000
112.2	132°	TDZE	N/A
Chan 59		Apt Elev	56

VOR-A

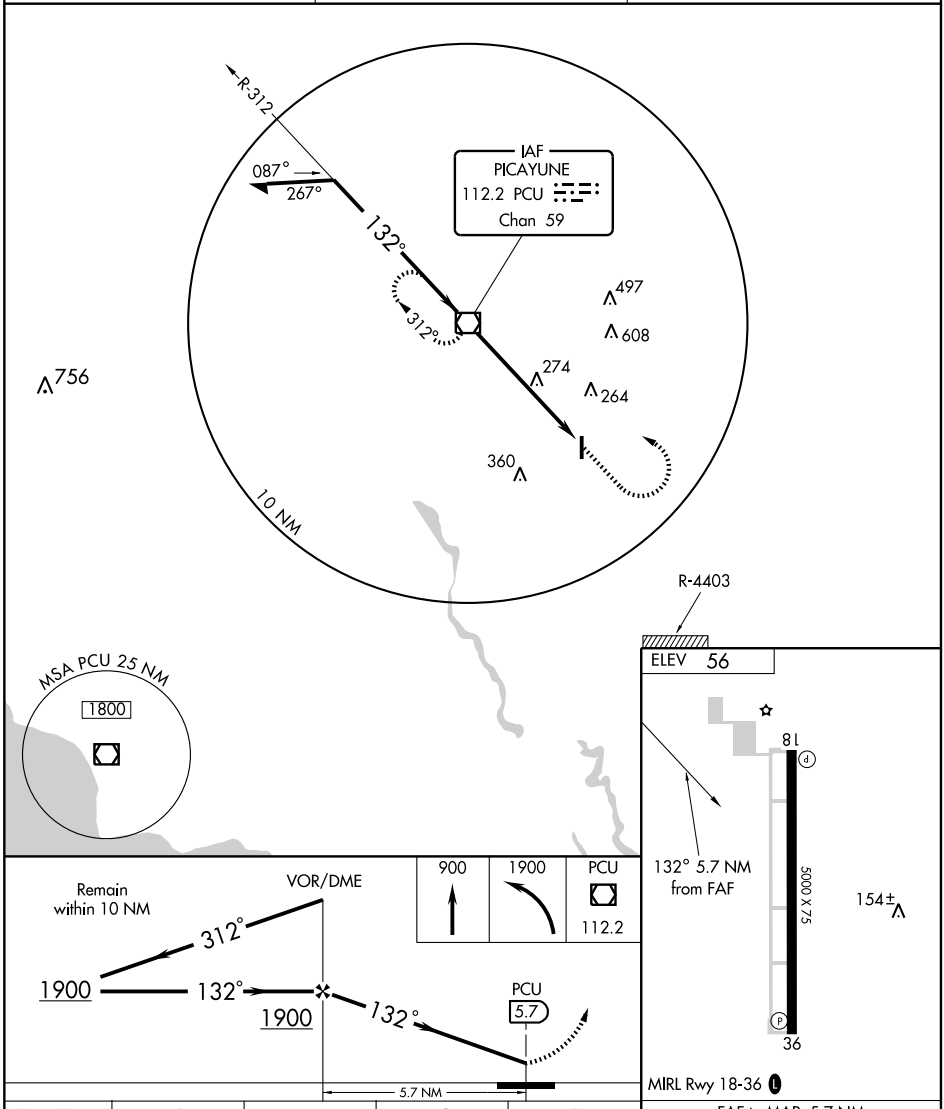
PICAYUNE MUNI (MJD)

NA

Use Stennis Intl altimeter setting.

MISSED APPROACH: Climb to 900 then climbing left turn to 1900 direct PCU VOR/DME and hold.

AWOS-3	GULFPORT APP CON	UNICOM
119.075	124.6 354.1	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	540-1 484 (500-1)	600-1 544 (600-1)	600-1½ 544 (600-1½)	620-2 564 (600-2)

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

SC-4, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	3197
CH 90408	123°	TDZE	455
W12A		Apt Elev	455

RNAV (GPS) RWY 12

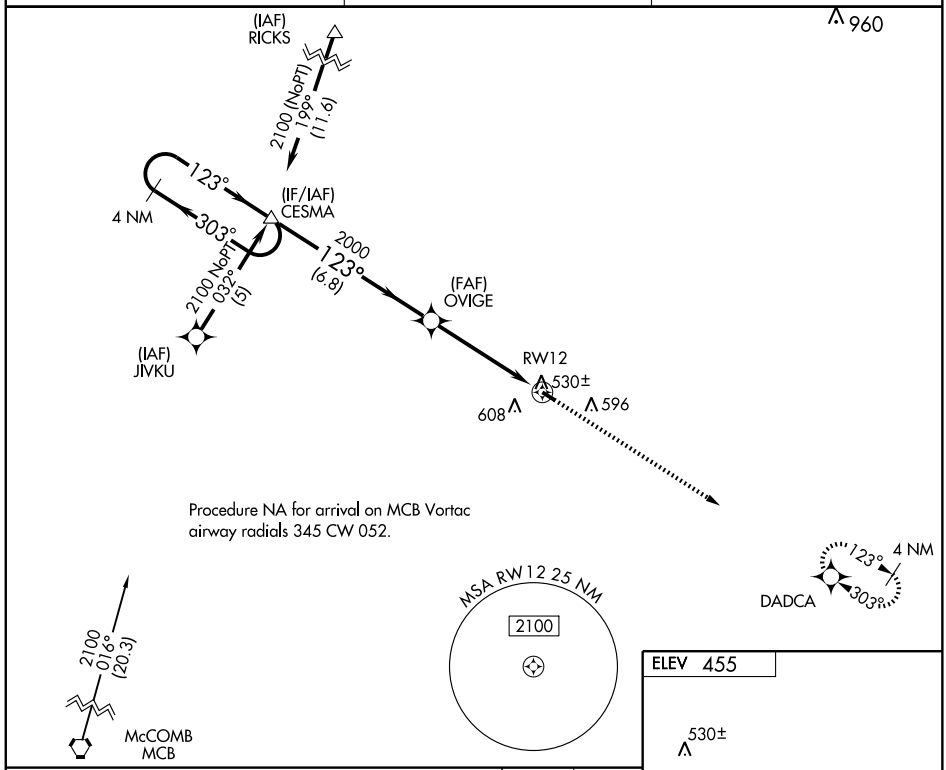
PRENTISS-JEFFERSON DAVIS COUNTY (M43)

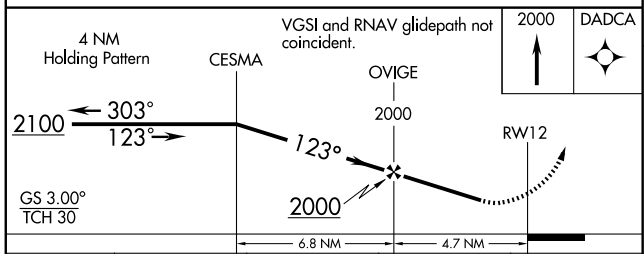
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Hattiesburg-Laurel Rgnl altimeter setting; when not received, use McComb altimeter setting.

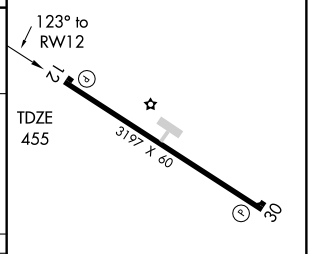
NA

MISSED APPROACH: Climb to 2000 direct DADCA and hold.

HATTIESBURG-LAUREL REGIONAL AWOS-3	HOUSTON CENTER	UNICOM
128.325	126.8 327.8	122.8 (CTAF) 121.9 L







CATEGORY	A	B	C	D
LPV DA	824-1¼ 369 (400-1¼)			NA
LNAV MDA	880-1 425 (500-1)		880-1¼ 425 (500-1¼)	NA
CIRCLING	1020-1 565 (600-1)		1020-1½ 565 (600-1½)	NA

MIRL Rwy 12-30 L

SC-4, 08 APR 2010 to 06 MAY 2010

WAAS CH 61208 W30A	APP CRS 303°	Rwy Idg 3197 TDZE 455 Apt Elev 455

RNAV (GPS) RWY 30

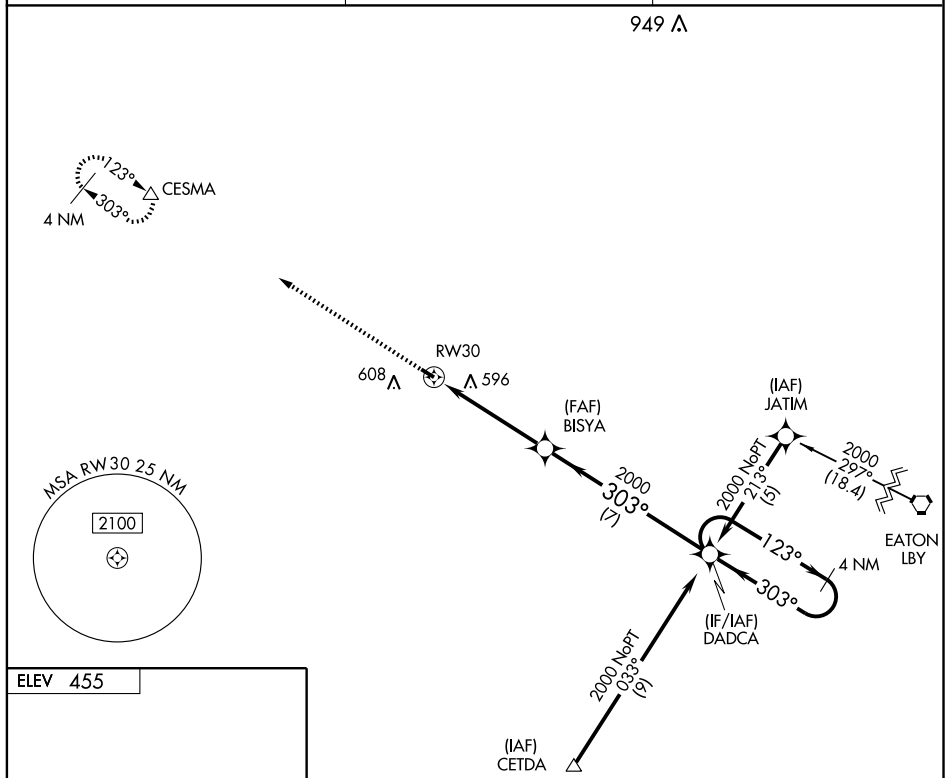
PRENTISS-JEFFERSON DAVIS COUNTY (M43)

Use Hattiesburg-Laurel Rgnl altimeter setting; when not received, use McComb altimeter setting. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

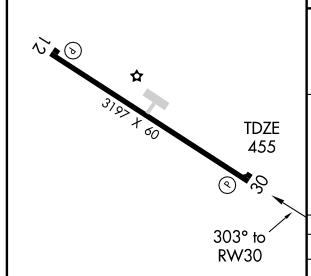
NA

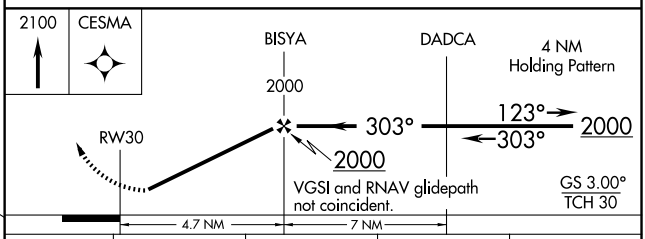
MISSED APPROACH: Climb to 2100 direct CESMA and hold.

HATTIESBURG-LAUREL REGIONAL AWOS-3 128.325	HOUSTON CENTER 126.8 327.8	UNICOM 122.8 (CTAF) 121.9 L



ELEV 455





CATEGORY	A	B	C	D
LPV DA	866-1½ 411 (500-1½)			NA
LNAV MDA	940-1 485 (500-1)		940-1¼ 485 (500-1¼)	NA
CIRCLING	1020-1 565 (600-1)		1020-1½ 565 (600-1½)	NA

MIRL Rwy 12-30 L

SC-4, 08 APR 2010 to 06 MAY 2010

NDB RYB 375	APP CRS 131°	Rwy Idg 5501 TDZE 243 Apt Elev 246

NDB RWY 12

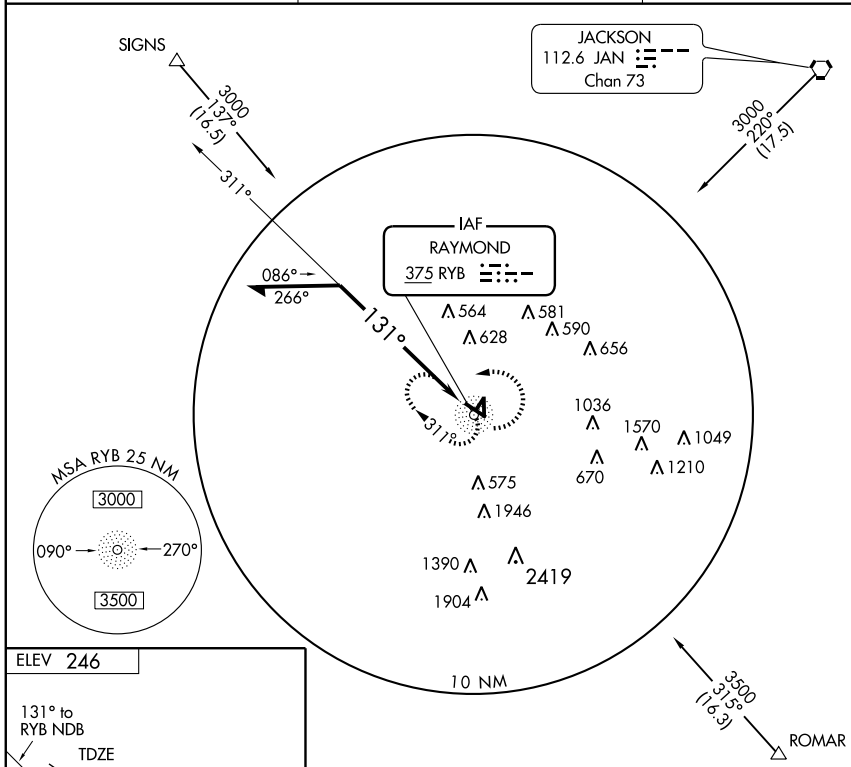
RAYMOND/ JOHN BELL WILLIAMS (M16)

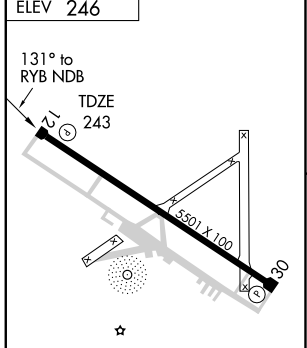
Use Jackson altimeter setting.

NA

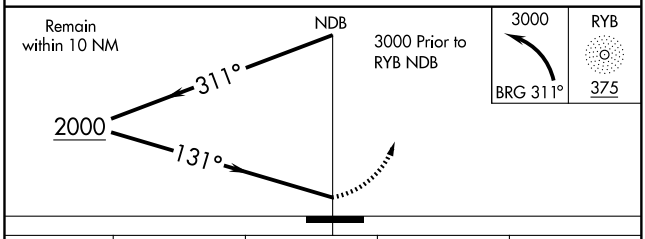
MISSED APPROACH: Climbing left turn to 3000 via 311° bearing from RYB NDB then direct RYB NDB and hold.

AWOS-3	JACKSON APP CON *	UNICOM
118.675	125.25 319.2	122.8 (CTAF) L





CAUTION: Numerous towers north, east and south of airport.



CATEGORY	A	B	C	D
S-12	940-1	697 (700-1)	940-2 697 (700-2)	940-2¼ 697 (700-2¼)
CIRCLING	940-1	694 (700-1)	940-2 694 (700-2)	1060-2¾ 814 (900-2¾)

MIRL Rwy 12-30 L

SC-4, 08 APR 2010 to 06 MAY 2010

WAAS CH 50205 W12A	APP CRS 120°	Rwy Idg 5501 TDZE 244 Apt Elev 247

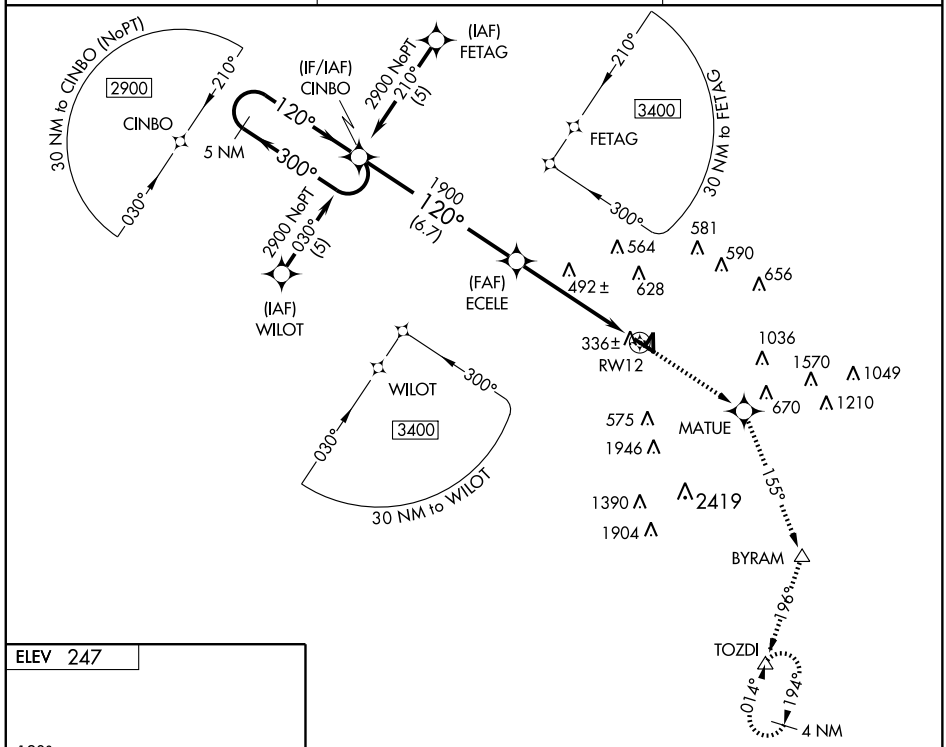
RNAV (GPS) RWY 12

RAYMOND/JOHN BELL WILLIAMS (M16)

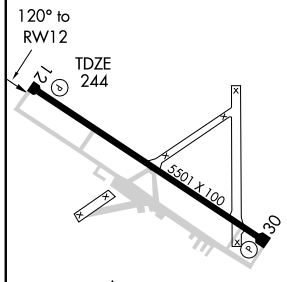
Circling to Rwy 30 NA at night. If local altimeter setting not received, use Hawkins altimeter setting and increase all DAs/MDAs 40 feet. Visibility reduction by helicopters NA. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). BARO-VNAV NA when using Hawkins altimeter setting. VDP NA when using Hawkins altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct MATUE and via 155° track to BYRAM and via 196° track to TOZDI and hold.

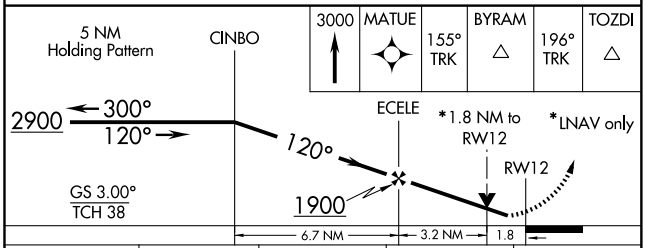
AWOS-3	JACKSON APP CON ★	UNICOM
118.675	125.25 319.2	122.8 (CTAF) L



ELEV 247



MIRL Rwy 12-30 L



CATEGORY	A	B	C	D
LPV DA	516-1	272 (300-1)		
LNAV/VNAV DA	770-2	526 (600-2)		
LNAV MDA	840-1	596 (600-1)	840-1½ 596 (600-1½)	840-1¾ 596 (600-1¾)
CIRCLING	840-1	593 (600-1)	840-1½ 593 (600-1½)	1060-2¾ 813 (900-2¾)

SC-4, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5501
301°	TDZE	247
	Apt Elev	247

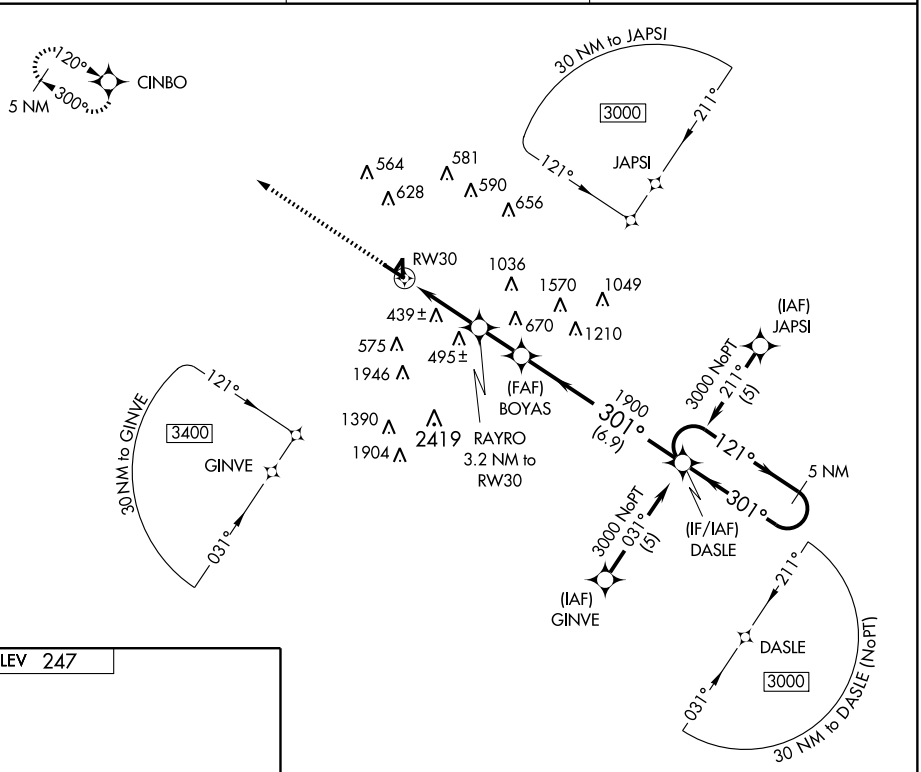
RNAV (GPS) RWY 30

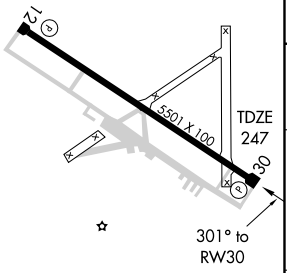
RAYMOND/JOHN BELL WILLIAMS (M16)

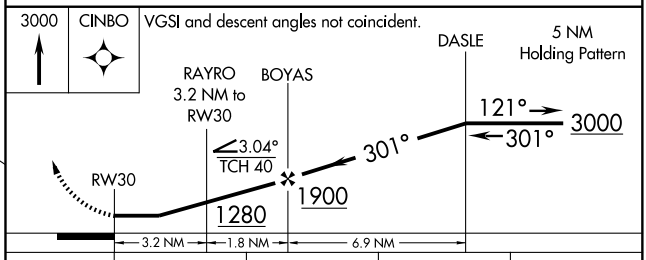
Straight in and circling to Rwy 30 NA at night. If local altimeter setting not received, use Hawkins altimeter setting and increase all MDAs 40 feet.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct CINBO and hold.

AWOS-3	JACKSON APP CON★	UNICOM
118.675	125.25 319.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	700-1	453 (500-1)	700-1¼ 453 (500-1¼)	700-1½ 453 (500-1½)
CIRCLING	800-1	553 (600-1)	800-1½ 553 (600-1½)	1060-2¾ 813 (900-2¾)

MIRL Rwy 12-30 L

SC-4, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4400
033°	TDZE	458
	Apt Elev	467

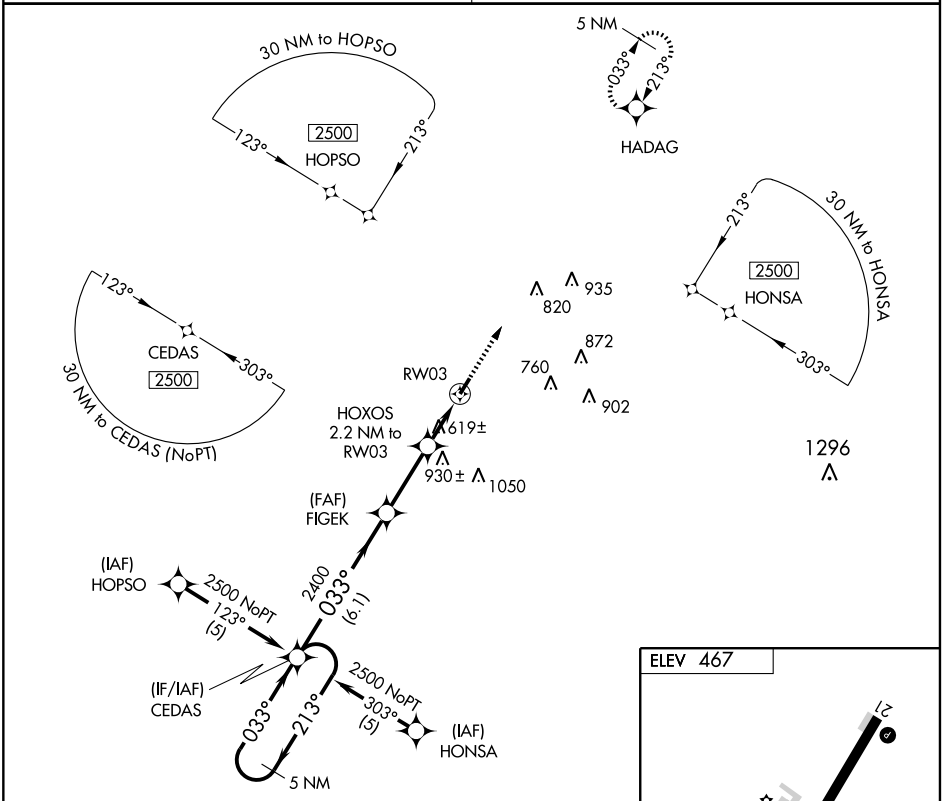
RNAV (GPS) RWY 3

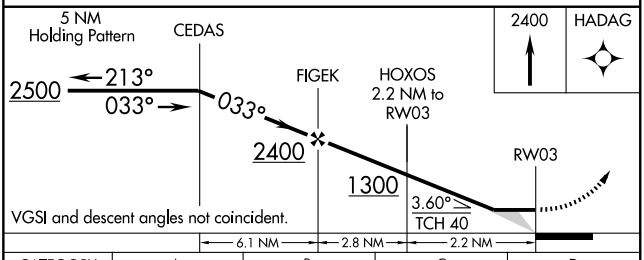
RIPLEY (25M)

▼ NA — DME/DME RNP-0.3 NA. Use Corinth altimeter setting, if not received procedure NA.

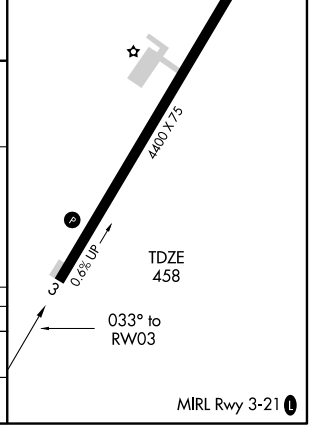
MISSED APPROACH: Climb to 2400 direct HADAG and hold.

MEMPHIS CENTER	UNICOM
135.9 260.6	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	940-1	482 (500-1)	940-1¼ 482 (500-1¼)	NA
CIRCLING	1060-1	593 (600-1)	1080-1¾ 613 (700-1¾)	NA



SC-4, 08 APR 2010 to 06 MAY 2010

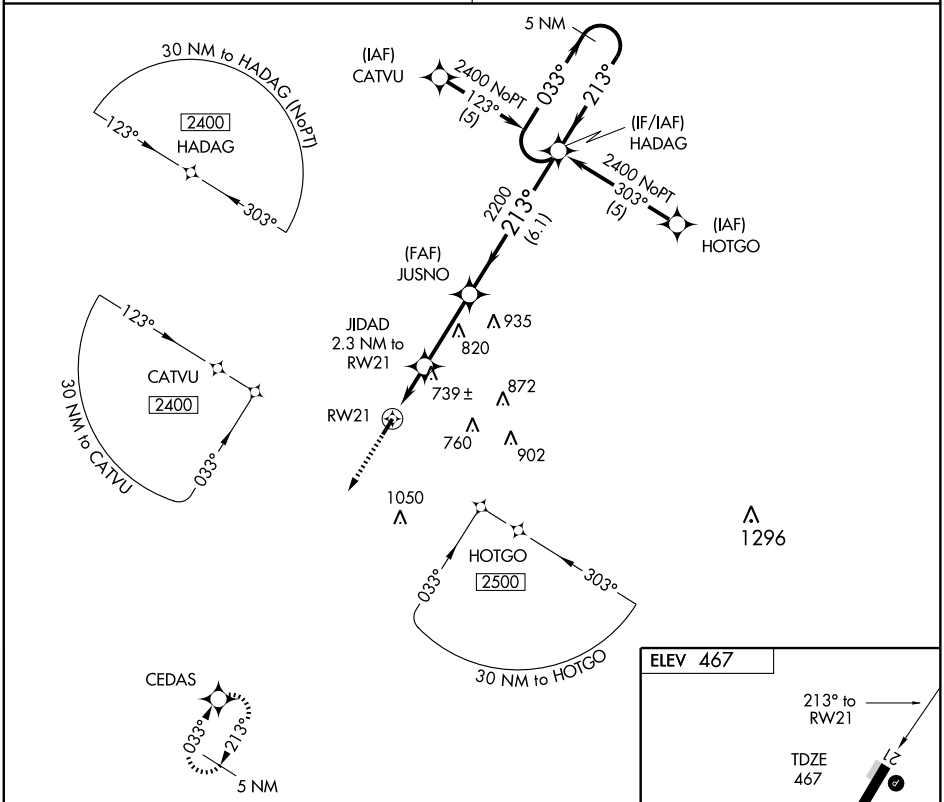
APP CRS	Rwy Idg	4400
213°	TDZE	467
	Apt Elev	467

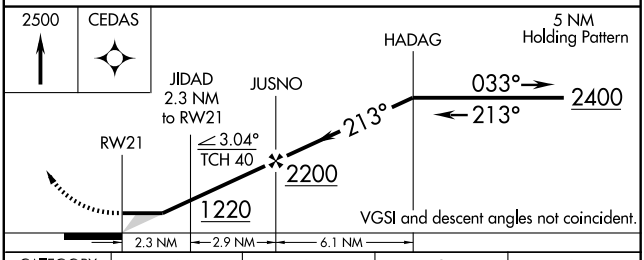
RNAV (GPS) RWY 21
RIPLEY (25M)

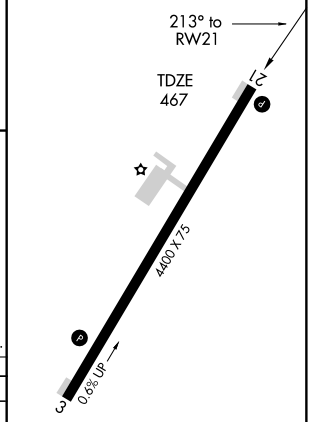
DME/DME RNP-0.3 NA. Use Corinth altimeter setting, if not received, use Tupelo altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 2500 direct CEDAS and hold.

MEMPHIS CENTER	UNICOM
135.9 260.6	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1060-1	593 (600-1)	1060-1½ 593 (600-1½)	NA
CIRCLING	1060-1	593 (600-1)	1080-1¾ 613 (700-1¾)	NA

MIRL Rwy 3-21

SC-4, 08 APR 2010 to 06 MAY 2010

VORTAC HLI 112.4 Chan 71	APP CRS 094°	Rwy Idg N/A TDZE N/A Apt Elev 467

VOR/DME-A

RIPLEY (25M)

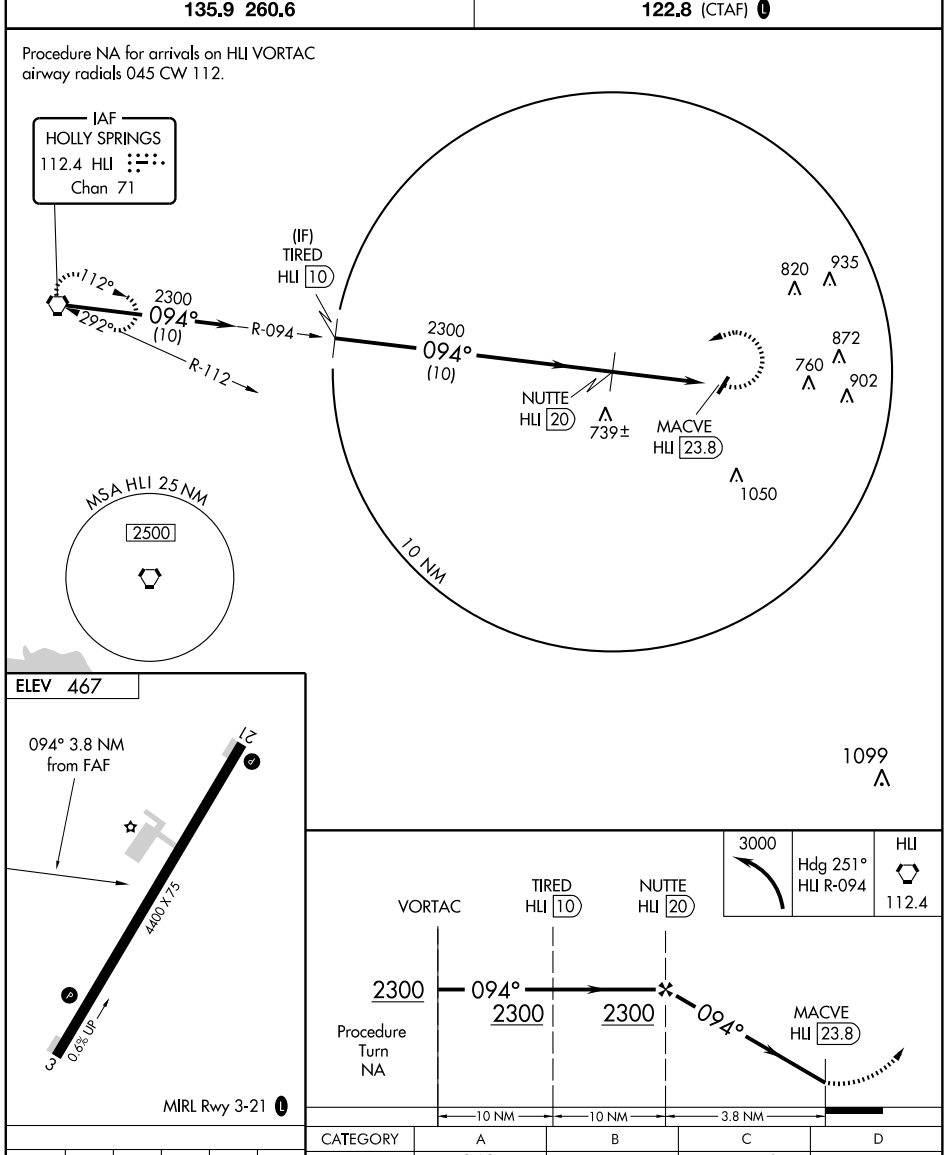
Use Corinth altimeter setting, if not received, use Tupelo altimeter setting and increase all MDAs 40 feet.

NA

MISSED APPROACH: Climbing left turn to 3000 via heading 251° and HLI VORTAC R-094 to HLI VORTAC and hold.

MEMPHIS CENTER	UNICOM
135.9 260.6	122.8 (CTAF) L

Procedure NA for arrivals on HLI VORTAC airway radials 045 CW 112.



Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	1060-1 593 (600-1)	1060-1¼ 593 (600-1¼)	1080-1¾ 613 (700-1¾)	1100-2 633 (700-2)

SC-4, 08 APR 2010 to 06 MAY 2010

VORTAC IGB 116.2 Chan 109	APP CRS 269°	Rwy Idg N/A TDZE N/A Apt Elev 250

VOR or GPS-B

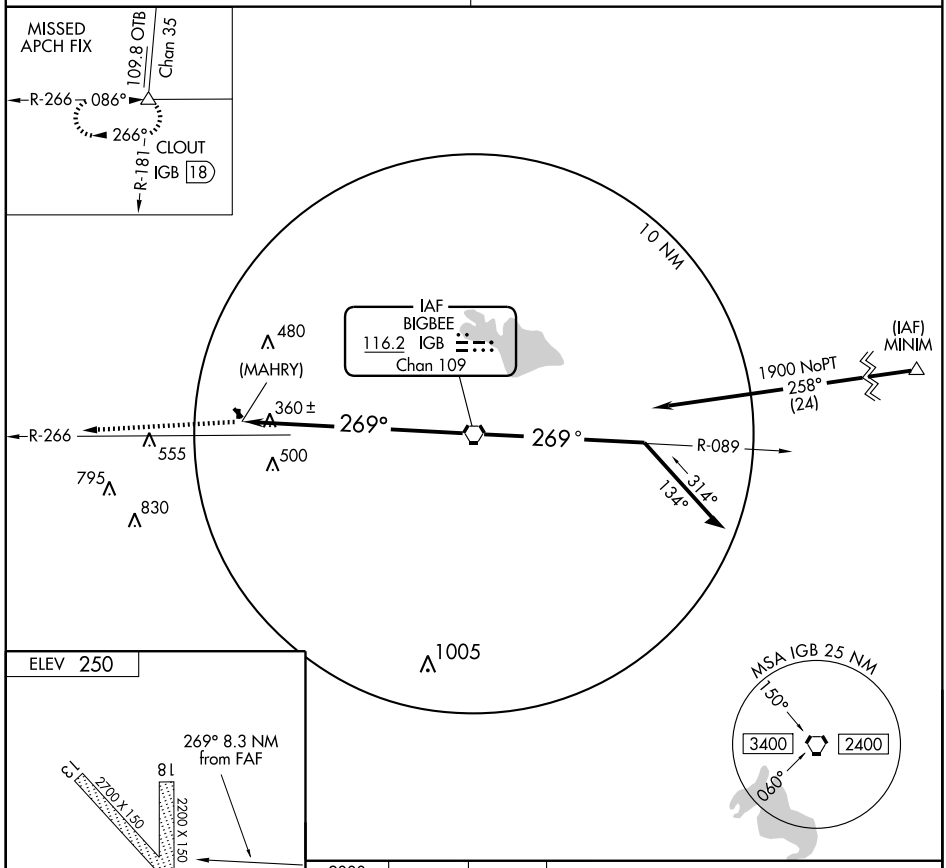
STARKVILLE/ OKTIBBEHA (M51)

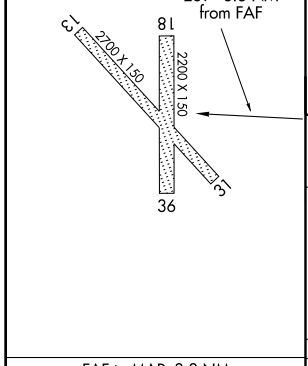
Use Columbus altimeter setting.
NA Procedure not authorized at night.

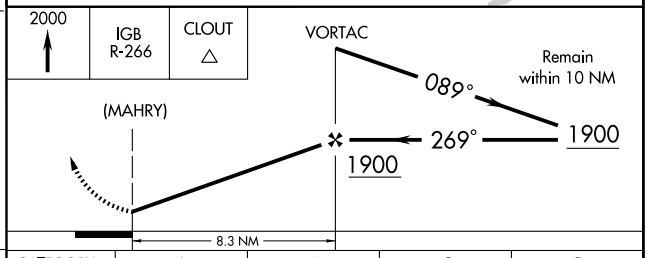
MISSED APPROACH: Climb to 2000 via IGB R-266 to CLOUT Int and hold.

COLUMBUS APP CON ★ 135.6 323.275

UNICOM 122.8 (CTAF)







FAF to MAP 8.3 NM					
Knots	60	90	120	150	180
Min:Sec	8:18	5:32	4:09	3:19	2:46

CATEGORY	A	B	C	D
CIRCLING	780-1 530 (600-1)		NA	

SC-4, 08 APR 2010 to 06 MAY 2010

LOC/DME I-STF	APP CRS	Rwy Idg	5550
109.9	360°	TDZE	326
Chan 36		Apt Elev	333

LOC/DME RWY 36

STARKVILLE/ GEORGE M. BRYAN (STF)

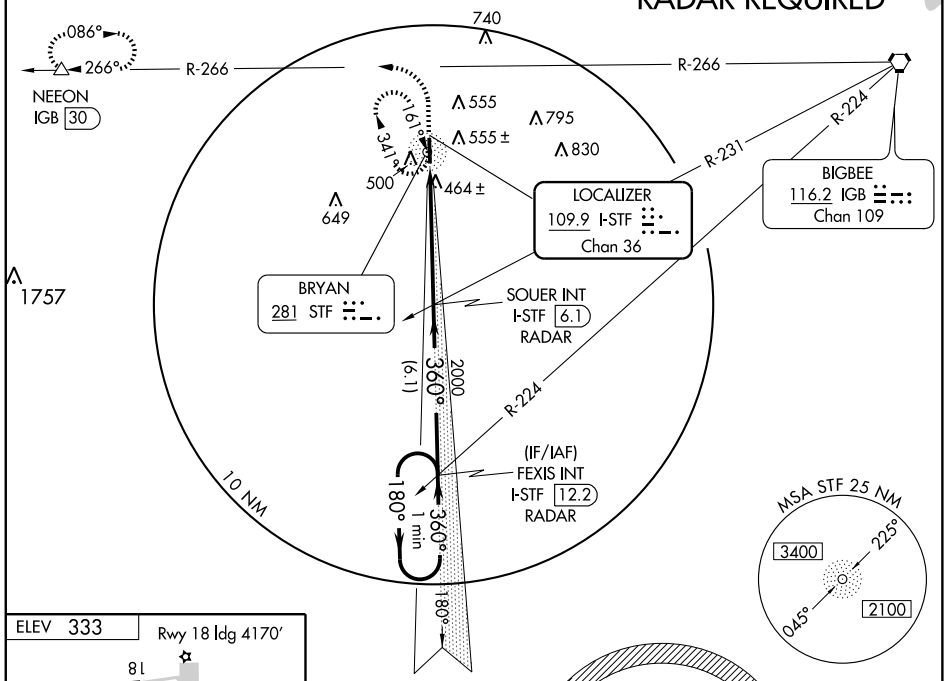
If local altimeter setting not received, use Golden Triangle Rgnl altimeter setting and increase all MDAs 40 feet. DME required. Visibility reduction by helicopters NA.

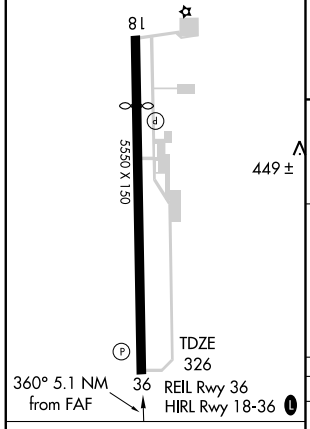
NA

MISSED APPROACH: Climb to 1000, then climbing left turn to 2400 via heading 300° and IGB R-266 to NEEON/IGB 30 DME and hold.

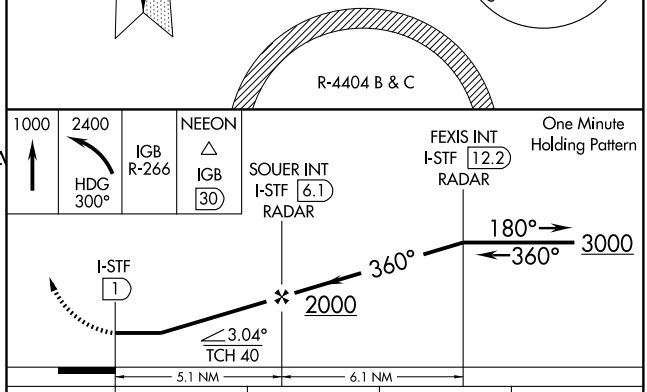
AWOS-3	COLUMBUS APP CON ★	CLNC DEL	UNICOM
118.975	135.6 323.275	126.25	122.7 (CTAF) L

RADAR REQUIRED





Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-36	720-1 394 (400-1)			720-1¼ 394 (400-1¼)
CIRCLING	920-1 587 (600-1)		920-1½ 587 (600-1½)	920-2 587 (600-2)

SC-4, 08 APR 2010 to 06 MAY 2010

NDB STF 281	APP CRS 161°	Rwy Idg N/A TDZE N/A Apt Elev 332

NDB-C

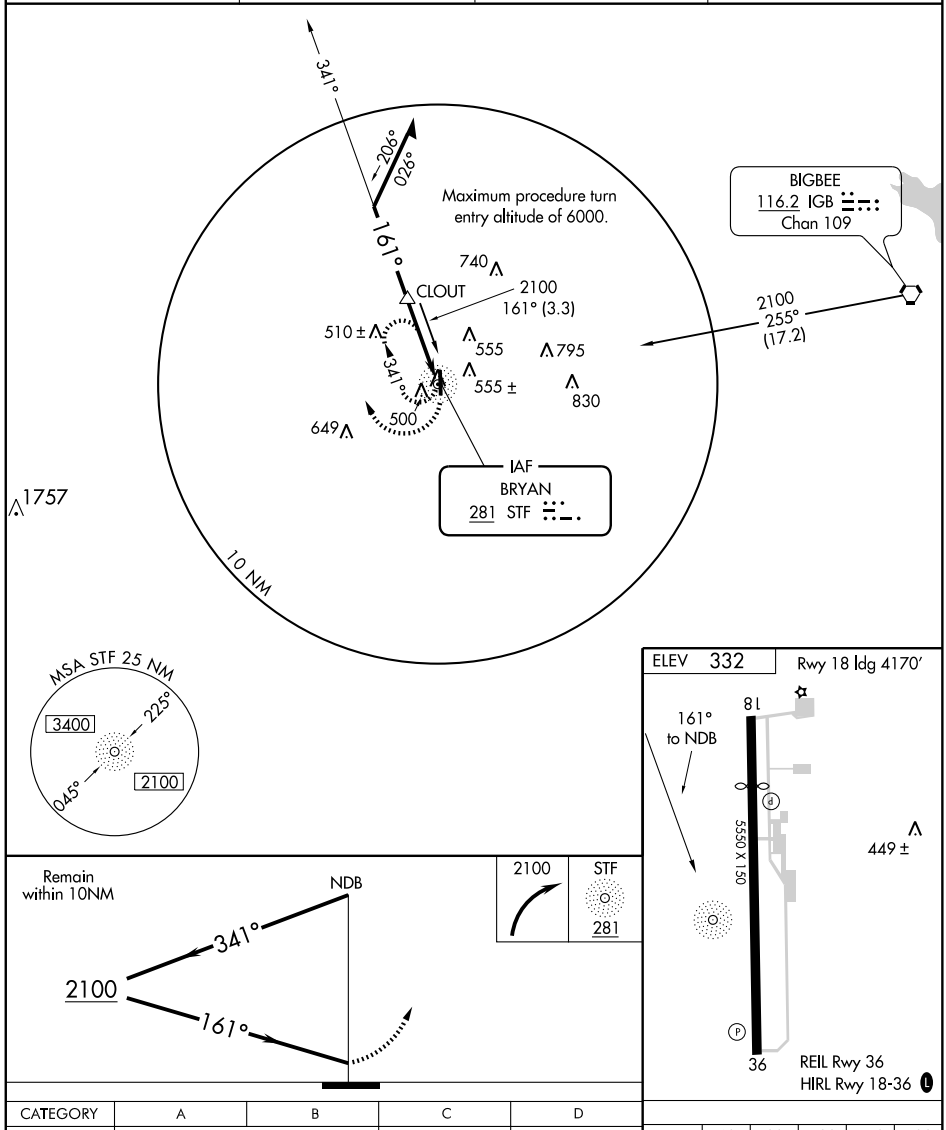
STARKVILLE/GEORGE M. BRYAN (STF)

▼ If local altimeter setting not received, use Golden Triangle Rgnl altimeter setting and increase all MDAs 40 feet.

▲ NA

MISSED APPROACH: Climbing right turn to 2100 in STF NDB holding pattern.

AWOS-3	COLUMBUS APP CON ★	CLNC DEL	UNICOM
118.975	135.6 323.275	126.25	122.7 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	920-1 588 (600-1)		920-1½ 588 (600-1½)	920-2 588 (600-2)

Knots	60	90	120	150	180
Min:Sec					

SC-4, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4170
180°	TDZE	332
	Apt Elev	332

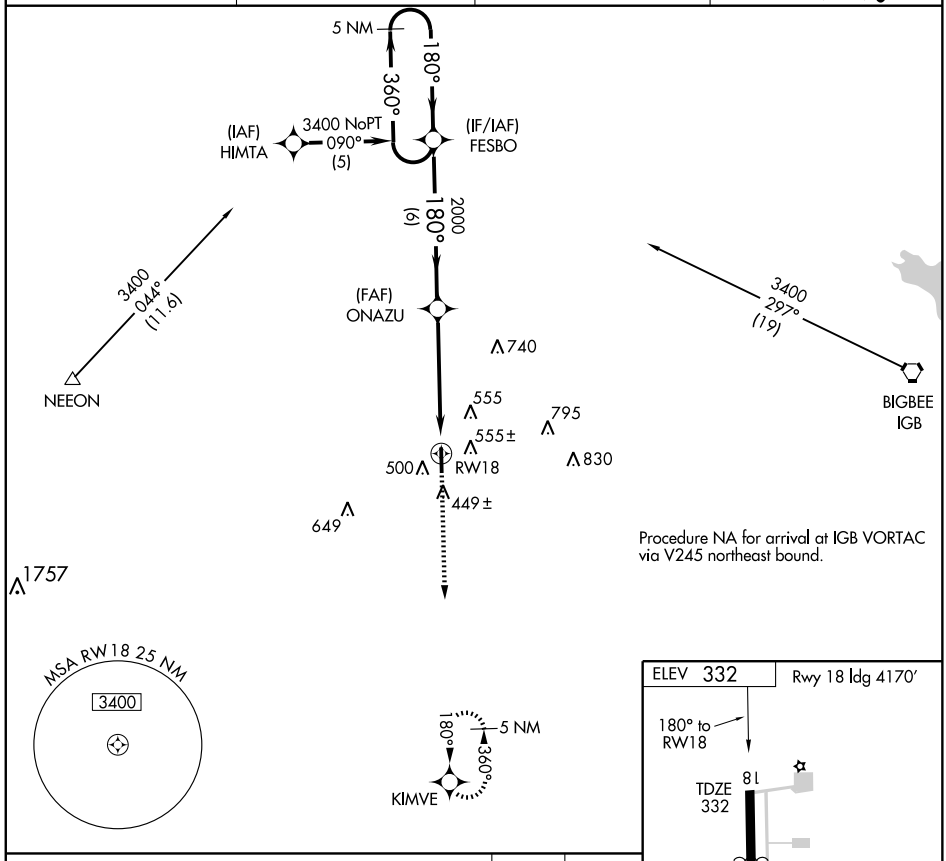
RNAV (GPS) RWY 18

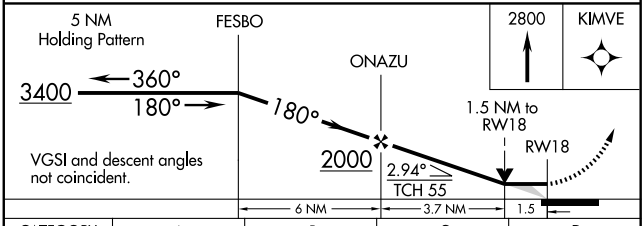
STARKVILLE/GEORGE M. BRYAN (STF)

VDP NA with Columbus AFB altimeter setting. DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Columbus AFB altimeter setting and increase all MDAs 80 feet.

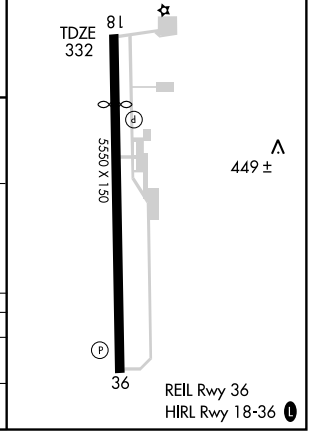
MISSED APPROACH: Climb to 2800 direct KIMVE and hold.

AWOS-3	COLUMBUS APP CON ★	CLNC DEL	UNICOM
118.975	135.6 323.275	126.25	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	820-1	488 (500-1)	820-1¼ 488 (500-1¼)	820-1½ 488 (500-1½)
CIRCLING	860-1	528 (600-1)	860-1½ 528 (600-1½)	900-2 568 (600-2)



SC-4, 08 APR 2010 to 06 MAY 2010

WAAS CH 53604 W36A	APP CRS 360°	Rwy Idg 5550 TDZE 326 Apt Elev 333

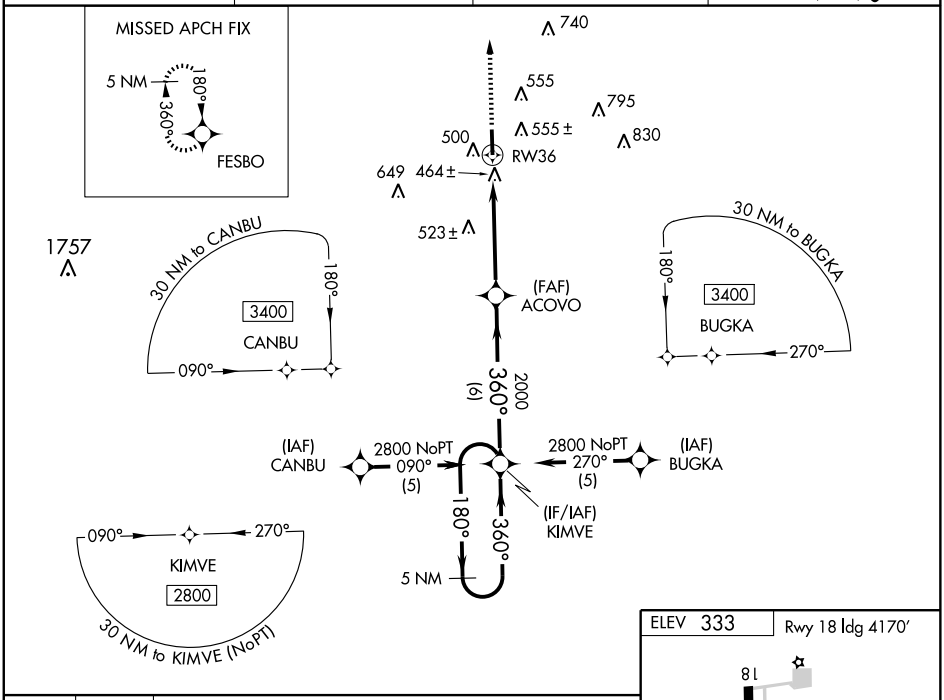
RNAV (GPS) RWY 36

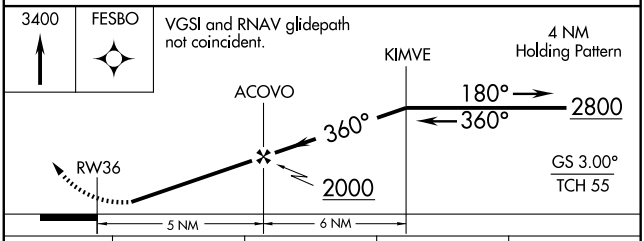
STARKVILLE/GEORGE M. BRYAN (STF)

Baro-VNAV NA when using Golden Triangle Rgnl altimeter setting. If local altimeter setting not received, use Golden Triangle Rgnl altimeter setting and increase all DAs/MDAs 40 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Golden Triangle Rgnl altimeter setting.

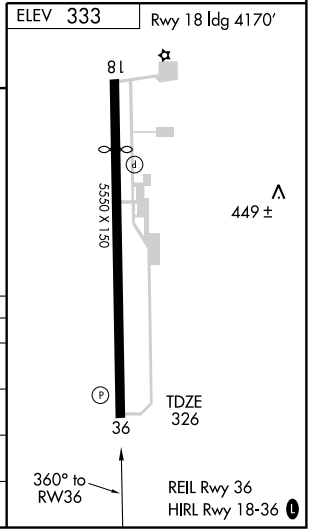
MISSED APPROACH: Climb to 3400 direct FESBO and hold, continue climb and hold to 3400.

AWOS-3	COLUMBUS APP CON ★	CLNC DEL	UNICOM
118.975	135.6 323.275	126.25	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	743-1½ 417 (500-1½)			
LNAV VNAV / DA	771-1½ 445 (500-1½)			
LNAV MDA	820-1 494 (500-1)		820-1¼ 494 (500-1¼)	820-1½ 494 (500-1½)
CIRCLING	920-1 587 (600-1)		920-1½ 587 (600-1½)	920-2 587 (600-2)



SC-4, 08 APR 2010 to 06 MAY 2010

VORTAC IGB 116.2 Chan 109	APP CRS 076°	Rwy Idg N/A TDZE N/A Apt Elev 332

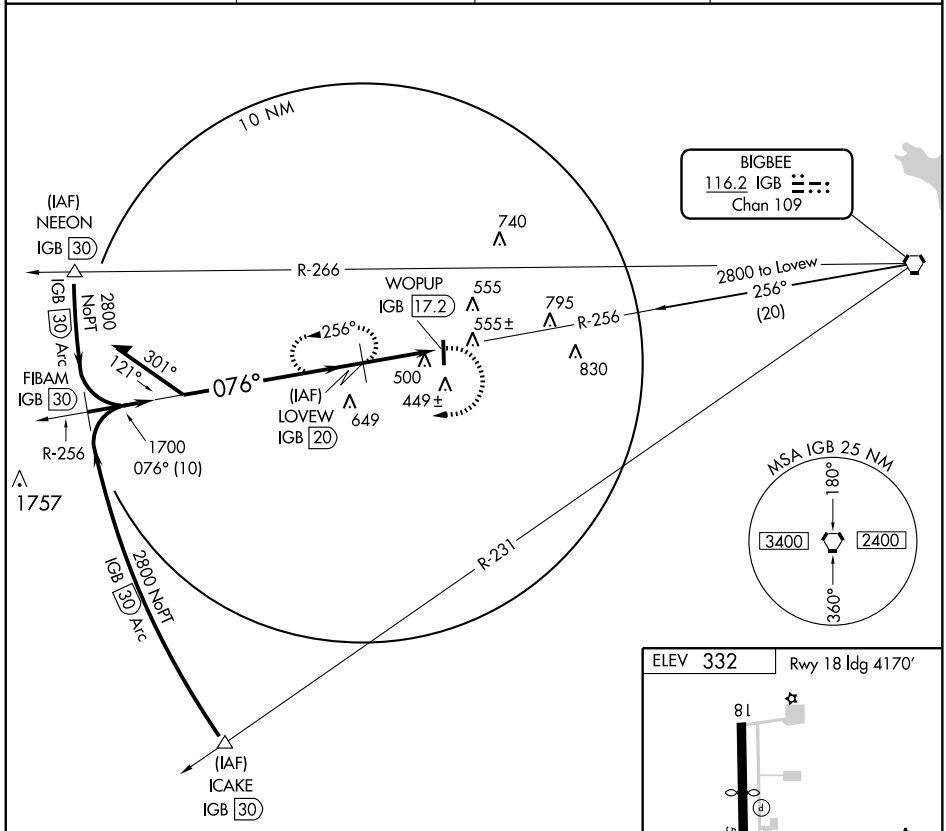
VOR/DME-A

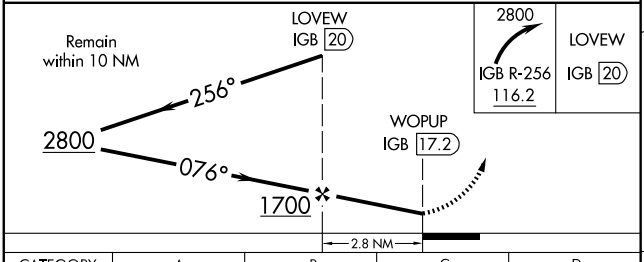
STARKVILLE/ GEORGE M. BRYAN (STF)

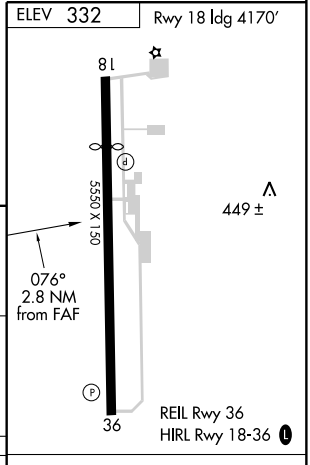
If local altimeter setting not received, use Columbus AFB altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing right turn to 2800 via IGB R-256 to LOVEW / IGB 20 DME and hold.

AWOS-3	COLUMBUS APP CON ★	CLNC DEL	UNICOM
118.975	135.6 323.275	126.25	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	860-1 528 (600-1)		860-1½ 528 (600-1½)	900-2 568 (600-2)

Knots	60	90	120	150	180
Min:Sec					

LOC/DME I-UTA	APP CRS	Rwy Idg	8500
110.95	347°	TDZE	194
Chan 46(Y)		Apt Elev	194

ILS or LOC RWY 35

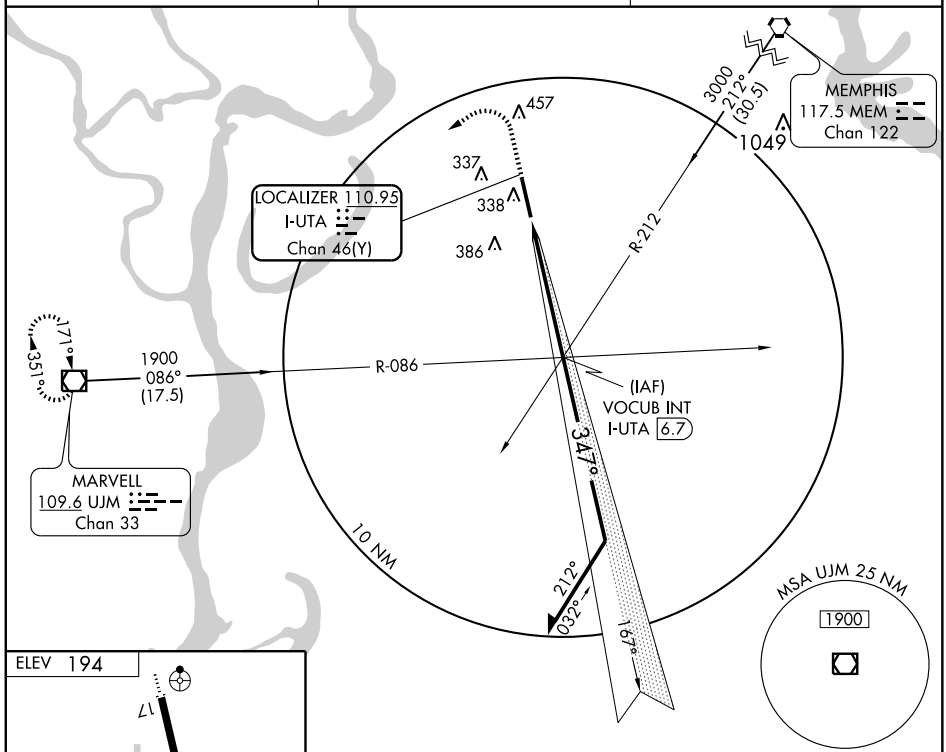
TUNICA MUNI (UTA)

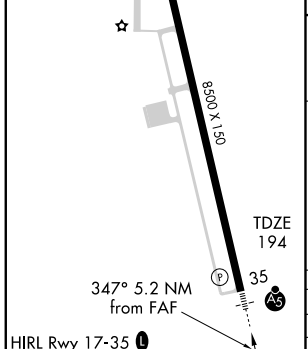
If local altimeter setting not received, use Memphis altimeter setting and increase all DH/MDAs 100 feet.
VDP NA with Memphis altimeter setting.

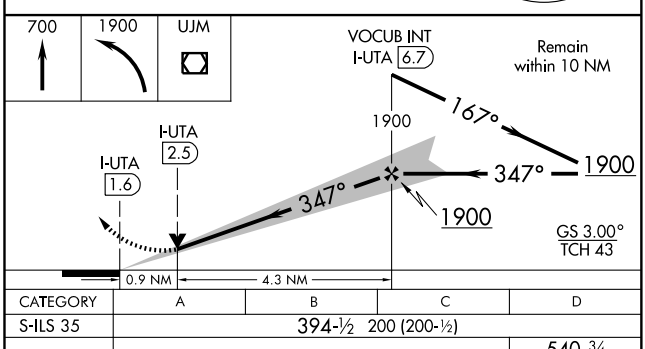
MALSR

MISSED APPROACH: Climb to 700 then climbing left turn to 1900 direct UJM VOR/DME and hold.

AWOS-3	MEMPHIS APP CON	UNICOM
118.075	119.1 291.6	123.0 (CTAF) L







FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

CATEGORY	A	B	C	D
S-ILS 35	394-½ 200 (200-½)			
S-LOC 35	540-½ 346 (400-½)			540-¾ 346 (400-¾)
CIRCLING	680-1 486 (500-1)		680-1½ 486 (500-1½)	760-2 566 (600-2)

SC-4, 08 APR 2010 to 06 MAY 2010

WAAS CH 56212 W17A	APP CRS 167°	Rwy Idg 8500 TDZE 194 Apt Elev 194

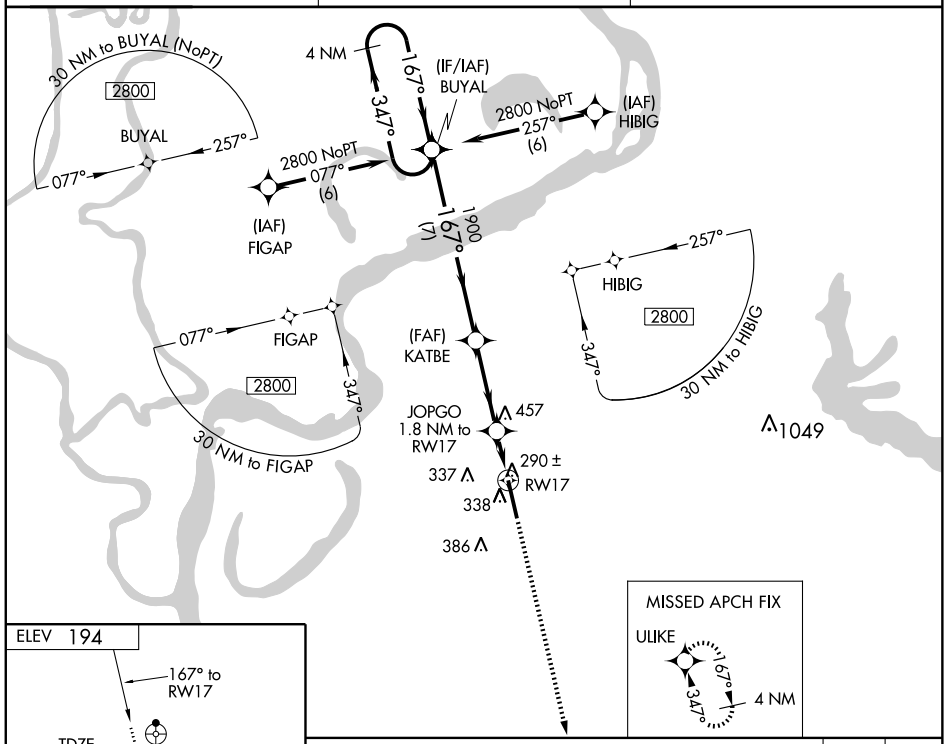
RNAV (GPS) RWY 17
TUNICA MUNI (UTA)

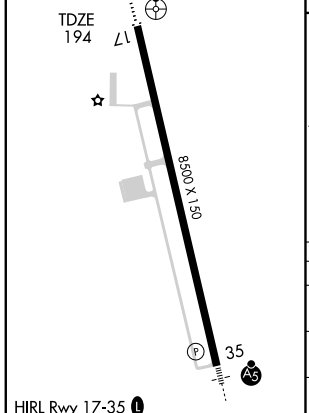
DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Memphis Intl altimeter setting and increase all DA 86 feet and all MDA 100 feet, increase LNAV Cat C and D and Circling Cat C visibility ¼ mile.
VDP NA when using Memphis Intl altimeter setting.

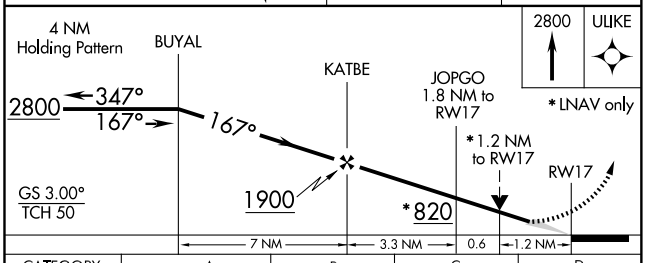
ODALS

MISSED APPROACH: Climb to 2800 direct ULIKE and hold.

AWOS-3	MEMPHIS APP CON	UNICOM
118.075	119.1 291.6	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	394-1 200 (200-1)			
LNAV MDA	640-1 446 (500-1)		640-1¼ 446 (500-1¼)	640-1½ 446 (500-1½)
CIRCLING	680-1 486 (500-1)		700-1½ 506 (600-1½)	760-2 566 (600-2)

SC-4, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	8500
CH 60912	347°	TDZE	194
W35A		Apt Elev	194

RNAV (GPS) RWY 35

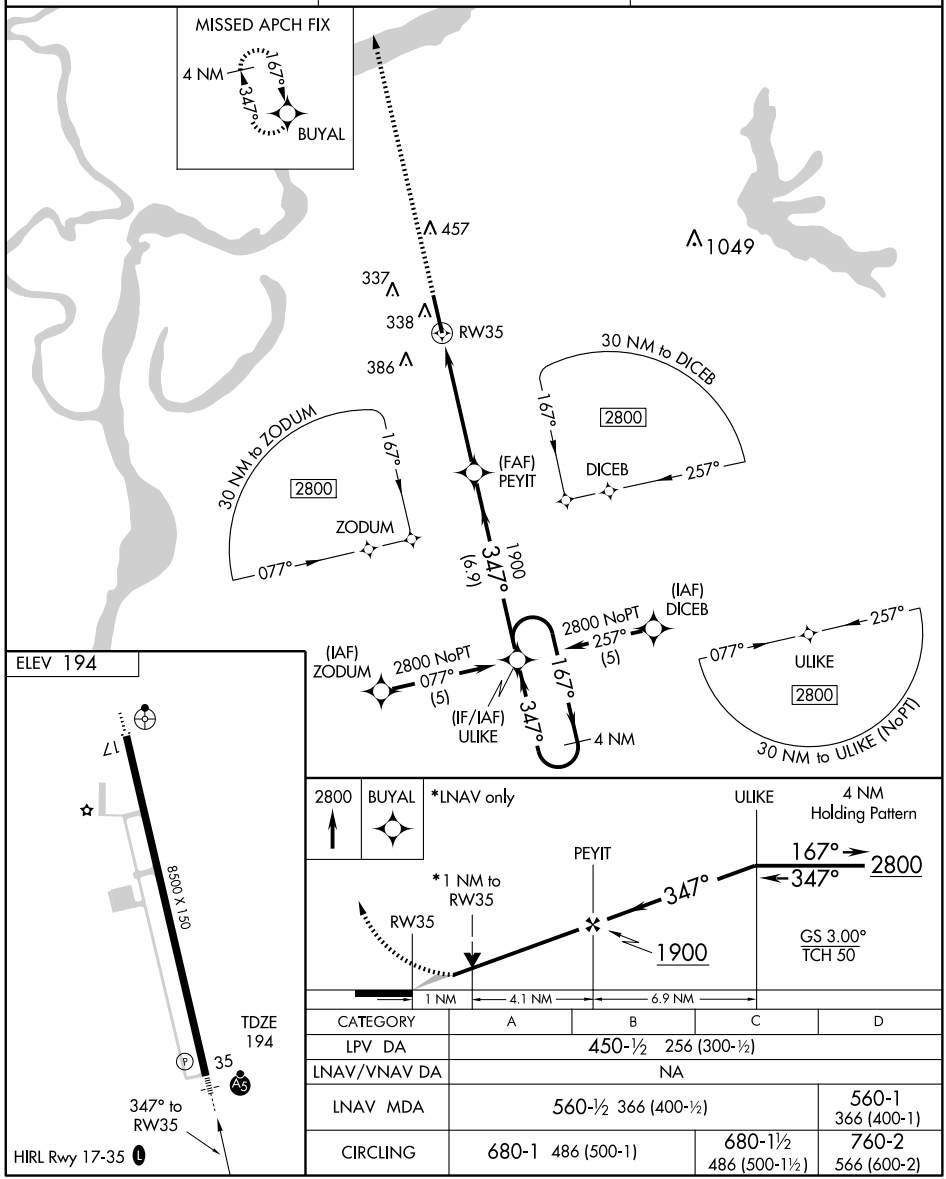
TUNICA MUNI (UTA)

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Memphis altimeter setting and increase all DA/MDAs 100 feet. VDP NA when using Memphis altimeter setting.
For inoperative MALSR, increase LPV all Cats visibility to ¾ and LNAV Cat D visibility to 1¼.

MALSR

MISSED APPROACH: Climb to 2800 direct BUYAL and hold.

AWOS-3	MEMPHIS APP CON	UNICOM
118.075	119.1 291.6	123.0 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	450-½ 256 (300-½)			
LNAV/VNAV DA	NA			
LNAV MDA	560-½ 366 (400-½)			560-1 366 (400-1)
CIRCLING	680-1 486 (500-1)		680-1½ 486 (500-1½)	760-2 566 (600-2)

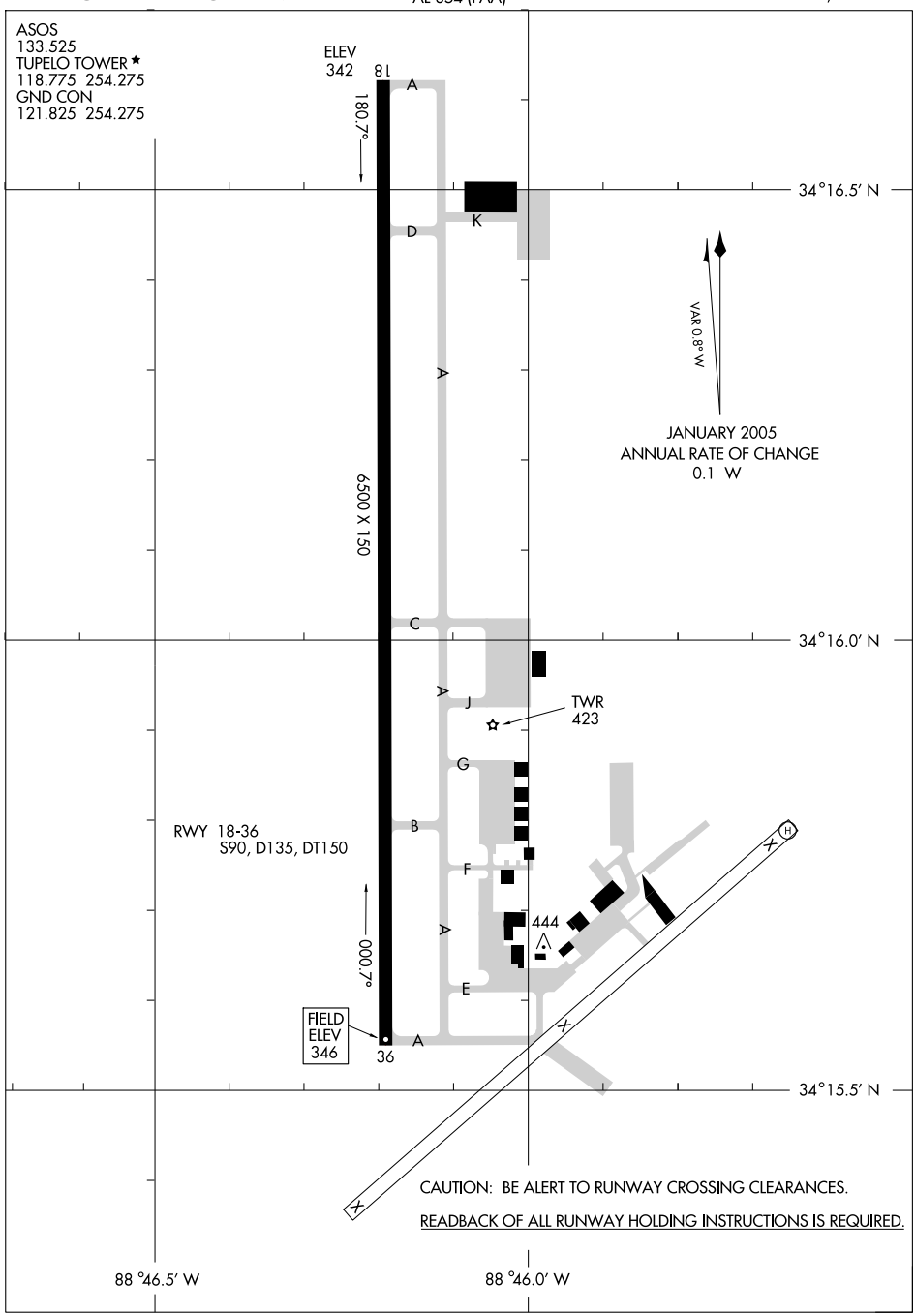
SC-4, 08 APR 2010 to 06 MAY 2010

09183

AIRPORT DIAGRAM

AL-854 (FAA)

TUPELO RGNL (TUP)
TUPELO, MISSISSIPPI



SC-4, 08 APR 2010 to 06 MAY 2010

COPTER VOR 061°

VOR/DME OTB	APCH CRS	Rwy Idg	N/A
109.8	061°	TDZE	N/A
Chan 35		Arpt Elev	346

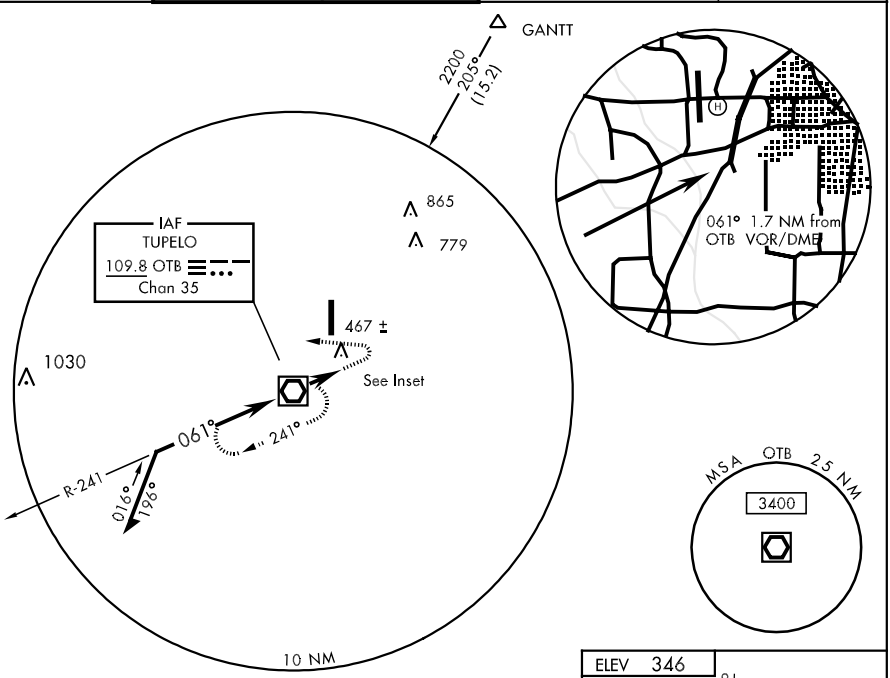
AL-854 [USA]

TUPELO REGIONAL (KTUP)

NA

MISSED APPROACH: Climbing left turn to 2200 direct to OTB VOR/DME and hold.

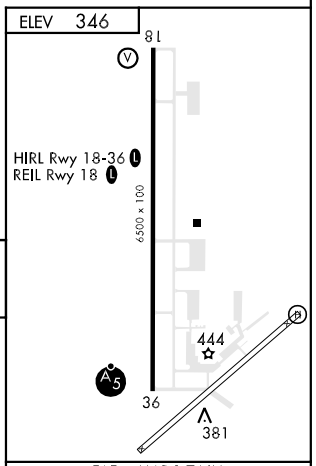
MEMPHIS CENTER	TUPELO TOWER ★	GND CON	ASOS
128.5 279.55	118.775 (CTAF) L 254.275	121.825 254.275	133.525

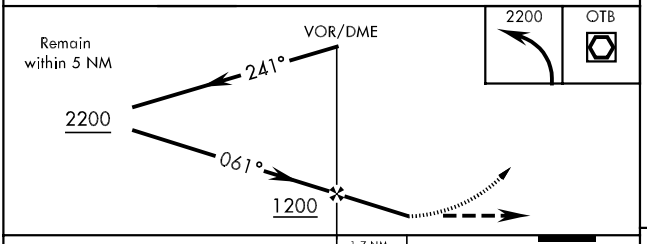


RADAR REQUIRED

COPTER ONLY

From MAP proceed visually Northeast along NATCHEZ TRACE PARKWAY to airport





FAF to MAP 1.7 NM

CATEGORY	COPTER	Knots	45	60	75	90	105
H-061°	740-1 370 (400-1)	Min:Sec	2:16	1:42	1:22	1:08	:59

LOC I-TUP	APP CRS	Rwy Idg	6500
108.5	359°	TDZE	346
Chan 22		Apt Elev	346

ILS or LOC RWY 36

TUPELO RGNL (TUP)

⚠ ADF or RADAR REQUIRED. When local altimeter setting not received, use Columbus AFB altimeter setting and increase all DA/MDA 120 feet, and increase S-LOC 36 Cats. C and D visibility ½ mile and Circling Cat. D ¼ mile. For inoperative MALSR when using Columbus AFB altimeter setting, increase S-ILS 36 all Cats. visibility ½ mile.

MALSR A5

MISSED APPROACH: Climb to 1000 then climbing left turn to 2200 direct OTB VOR/DME and hold.

ASOS	MEMPHIS CENTER	TUPELO TOWER ★	GND CON
133.525	128.5 279.55	118.775 (CTAF) L 254.275	121.825 254.275

ADF or DME REQUIRED

1459

ICAVY HLI 38.9

GANTT HAB 35

2000 178° (16.4)

2000 199° (16.9)

695 865 774 600 486

TUPELO 109.8 OTB Chan 35

LOCALIZER 108.5 I-TUP Chan 22

MM 479± 754 681 770

061° R-241 241°

LOM/IAF VERON 420 TU I-TUP 6

2000 235° (12)

2000 147° (3)

(IAF) CEVSI OTB 12

R-235

2000 NoPT OTB 12 Arc

359°

10 NM

2000 359° (9.3)

224° 044°

MSA TU 25 NM 3400

LR-179 179°

(IF) GAGYE OTB 12

ALTERNATE MISSED APCH FIX VERON 420 TU I-TUP 6 358° 178°

SC-4, 08 APR 2010 to 06 MAY 2010

1000 2200 OTB 109.8

VERNON LOM I-TUP 6

Remain within 10 NM

179° 1924 359° 2000 2000

I-TUP 1.3 I-TUP 2.3 MM

GS 3.00° TCH 55

0.4 0.6 3.7 NM

ELEV 346

HIRL Rwy 18-36 L

REIL Rwy 18 L

8L 424± 6500 X 150 TWR 423 444 TDZE 346 36 402±

359° 4.7 NM from FAF

CATEGORY	A	B	C	D
S-ILS 36	546-½ 200 (200-½)			
S-LOC 36	740-½ 394 (400-½)			740-¾ 394 (400-¾)
CIRCLING	800-1 454 (500-1)		800-1½ 454 (500-1½)	900-2 554 (600-2)

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

LOM TU	APP CRS	Rwy Idg	6500
420	358°	TDZE	346
		Apt Elev	346

NDB RWY 36

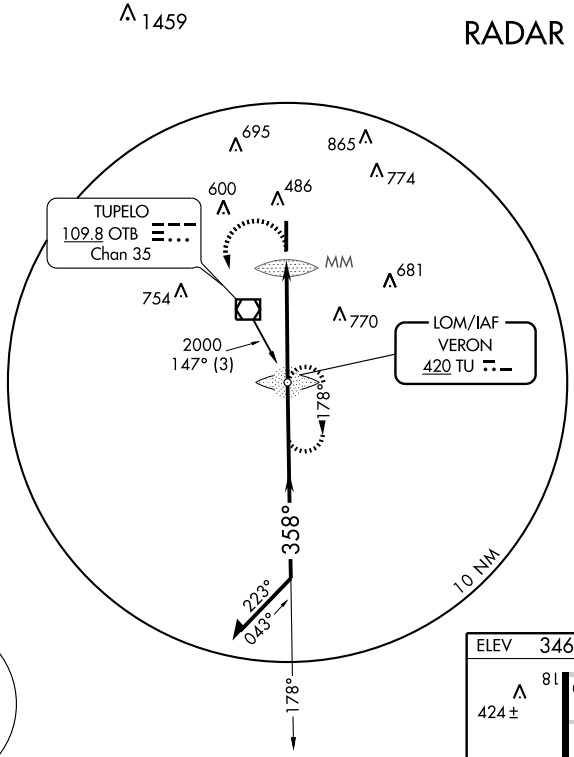
TUPELO RGNL (TUP)

MALSR

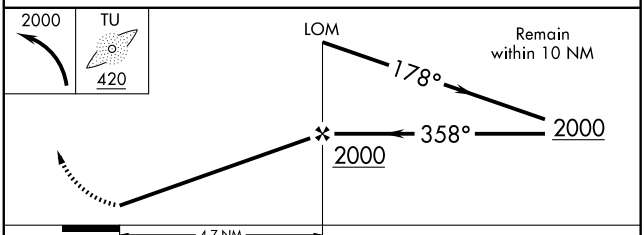
MISSED APPROACH: Climbing left turn to 2000 direct TU LOM and hold.

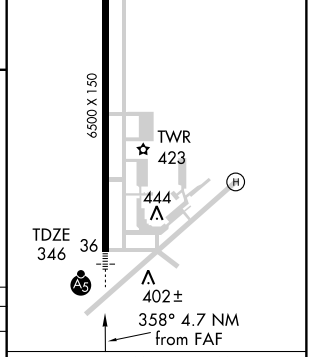
ASOS	MEMPHIS CENTER	TUPELO TOWER ★	GND CON
133.525	128.5 279.55	118.775 (CTAF) L 254.275	121.825 254.275

RADAR REQUIRED









FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

CATEGORY	A	B	C	D
S- 36	780-¾ 434 (500-¾)			780-1¼ 434 (500-1¼)
CIRCLING	800-1 454 (500-1)		800-1½ 454 (500-1½)	900-2 554 (600-2)

SC-4, 08 APR 2010 to 06 MAY 2010

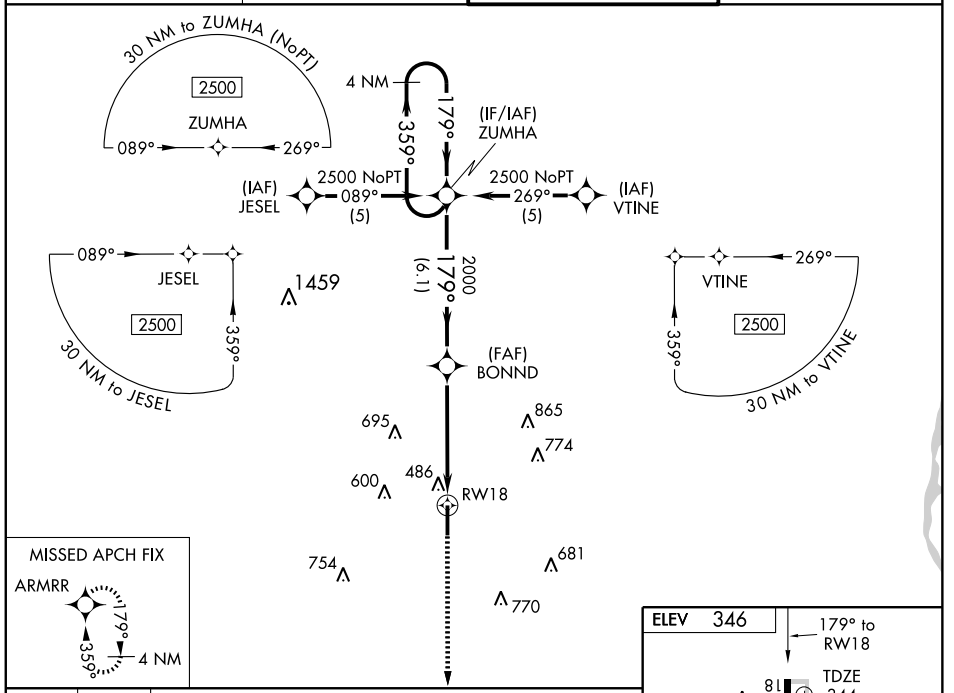
WAAS CH 77712 W18A	APP CRS 179°	Rwy Idg 6500 TDZE 344 Apt Elev 346

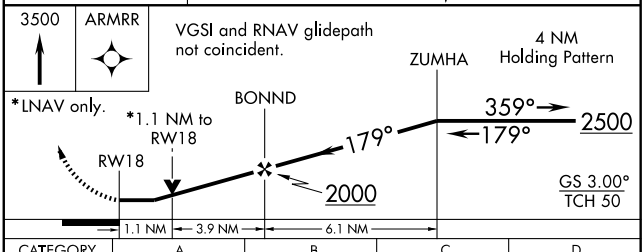
RNAV (GPS) RWY 18
TUPELO RGNL (TUP)

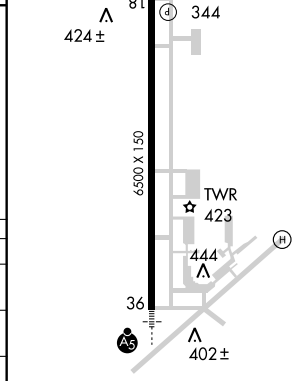
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Columbus AFB altimeter setting and increase all DA/MDA 120 feet. Increase LPV all Cats. visibility ½ mile, LNAV/VNAV all Cats. ¼ mile, LNAV Cat. C ½ mile, Cat. D ¼ mile and Circling Cat. D ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro VNAV and VDP NA when using Columbus AFB altimeter setting.

MISSED APPROACH: Climb to 3500 direct ARMRR and hold, continue climb-in-hold to 3500.

ASOS	MEMPHIS CENTER	TUPELO TOWER*	GND CON
133.525	128.5 279.55	118.775 (CTAF) L 254.275	121.825 254.275







CATEGORY	A	B	C	D
LPV DA	634-1 290 (300-1)			
LNAV/VNAV DA	757-1½ 413 (500-1½)			
LNAV MDA	740-1 396 (400-1)			740-1¼ 396 (400-1¼)
CIRCLING	800-1 454 (500-1)		800-1½ 454 (500-1½)	900-2 554 (600-2)

SC-4, 08 APR 2010 to 06 MAY 2010

WAAS CH 93712 W36A	APP CRS 359°	Rwy Idg 6500 TDZE 346 Apt Elev 346

RNAV (GPS) RWY 36

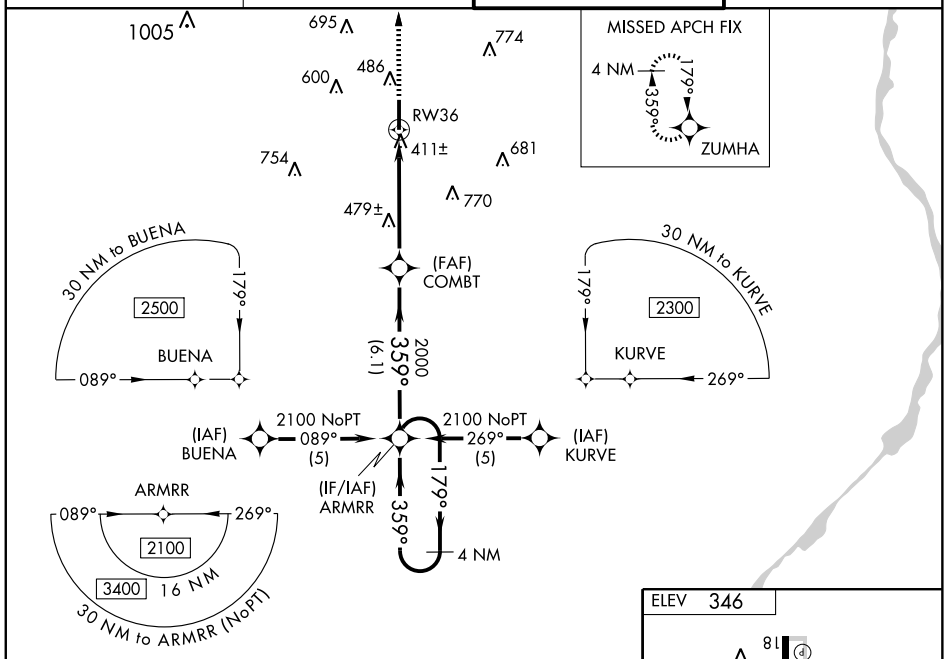
TUPELO RGNL (TUP)

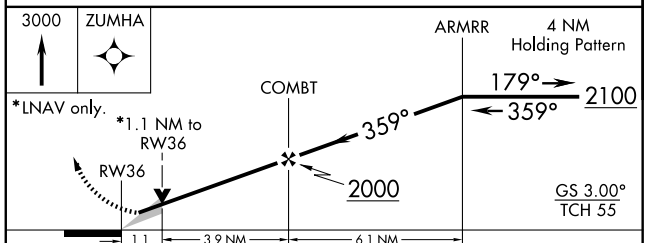
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Columbus AFB altimeter setting and increase all DA/MDA 120 feet. Increase LNAV/VNAV all Cats. visibility ¼ mile, LNAV Cat. C ½ mile, Cat. D ¼ mile and Circling Cat. D ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV and VDP NA when using Columbus AFB altimeter setting. For inoperative MALSR when using Columbus AFB altimeter setting, increase LPV all Cats. visibility ½ mile, and LNAV Cat. D visibility ¼ mile.

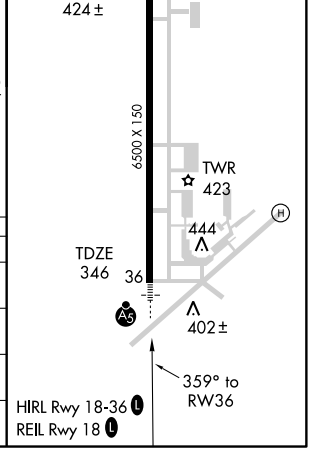
MALSR

MISSED APPROACH: Climb to 3000 direct ZUMHA and hold.

ASOS	MEMPHIS CENTER	TUPELO TOWER *	GND CON
133.525	128.5 279.55	118.775 (CTAF) L 254.275	121.825 254.275







CATEGORY	A	B	C	D
LPV DA	546-½ 200 (200-½)			
LNAV/VNAV DA	692-¾ 346 (400-¾)			
LNAV MDA	740-½ 394 (400-½)			740-1 394 (400-1)
CIRCLING	800-1 454 (500-1)		800-1½ 454 (500-1½)	900-2 554 (600-2)

SC-4, 08 APR 2010 to 06 MAY 2010

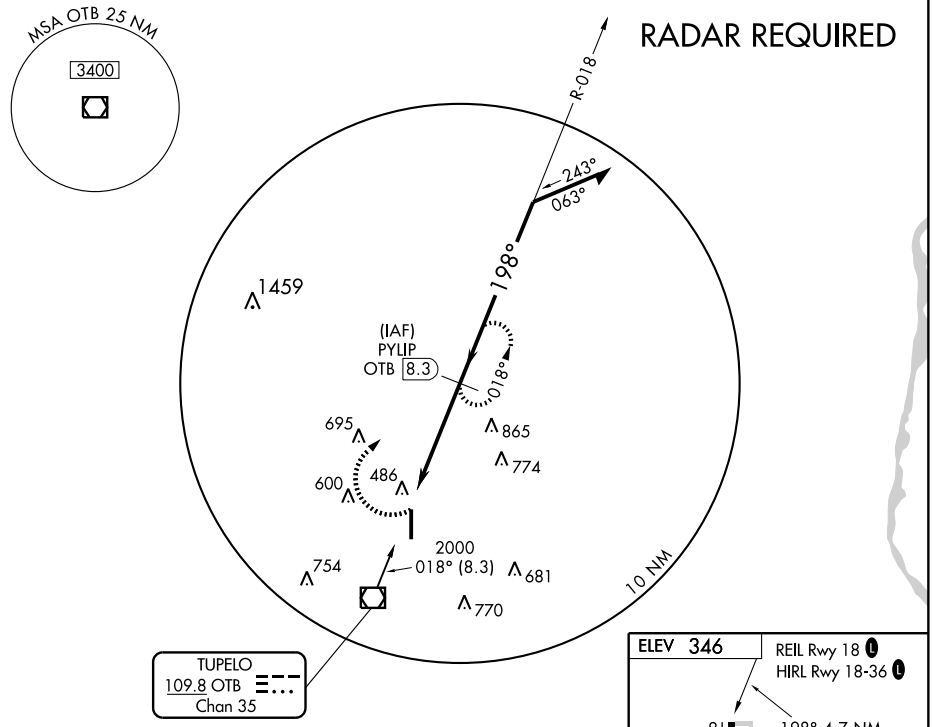
VOR/DME OTB 109.8 Chan 35	APP CRS 198°	Rwy Idg 6500 TDZE 345 Apt Elev 346

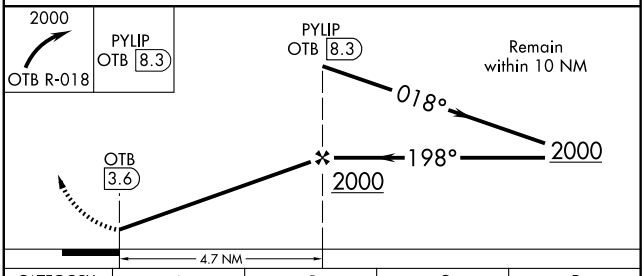
VOR/DME RWY 18

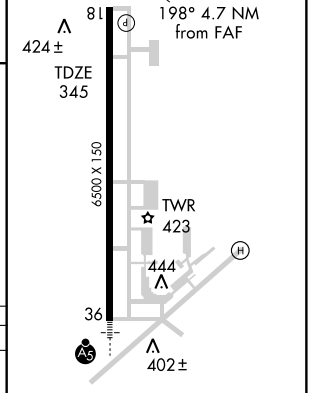
TUPELO RGNL (TUP)

MISSED APPROACH: Climbing right turn to 2000 via OTB R-018 to PYLIP 8.3 DME and hold.

ASOS	MEMPLEX CENTER	TUPELO TOWER ★	GND CON
133.525	128.5 279.55	118.775 (CTAF) L 254.275	121.825 254.275







CATEGORY	A	B	C	D
S-18	740-1 395 (400-1)			740-1¼ 395 (400-1¼)
CIRCLING	800-1 454 (500-1)		800-1½ 454 (500-1½)	900-2 554 (600-2)

SC-4, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4700
005°	TDZE	103
	Apt Elev	106

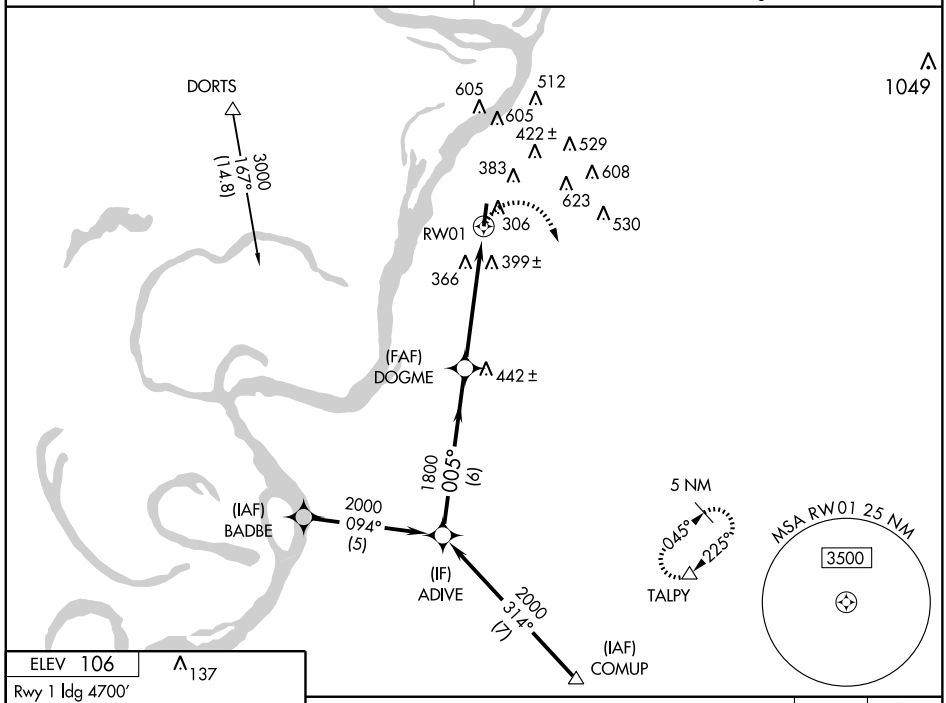
RNAV (GPS) RWY 1
VICKSBURG MUNI (VKS)

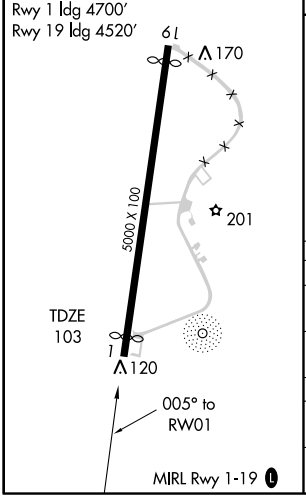
DME/DME RNP-0.3 NA. VDP NA when using Vicksburg Tallulah Regional altimeter setting. Obtain local altimeter setting on CTAF; when not received, use Vicksburg Tallulah Regional altimeter setting.

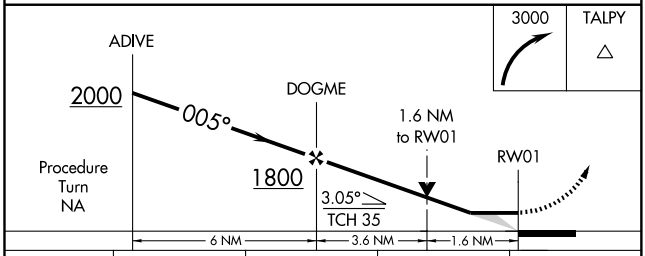
NA

MISSED APPROACH: Climbing right turn to 3000 direct TALPY and hold.

MEMPHIS CENTER	UNICOM
132.5 259.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	660-1	557 (600-1)	660-1½ 557 (600-1½)	660-1¾ 557 (600-1¾)
CIRCLING	700-1	594 (600-1)	700-1½ 594 (600-1½)	1060-3 954 (1000-3)
VICKSBURG TALLULAH REGIONAL ALTIMETER SETTING MINIMUMS				
LNAV MDA	680-1	577 (600-1)	680-1½ 577 (600-1½)	680-1¾ 577 (600-1¾)
CIRCLING	740-1	634 (700-1)	740-1¾ 634 (700-1¾)	1100-3 994 (1000-3)

SC-4, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3458
180°	TDZE	205
	Apt Elev	205

RNAV (GPS) RWY 18

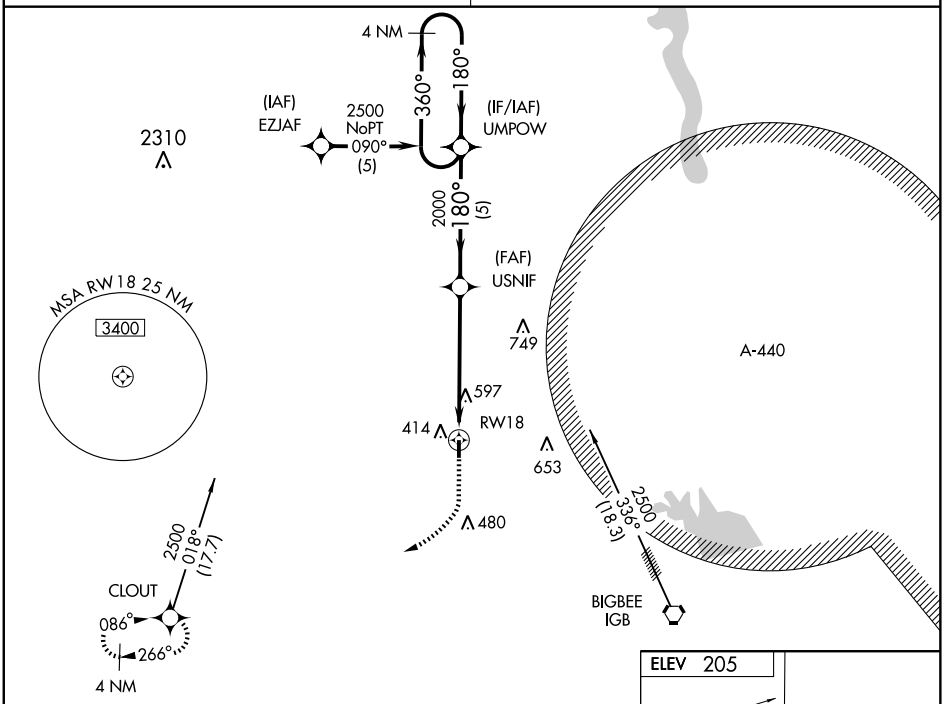
WEST POINT/MCCHAREN FIELD (M83)

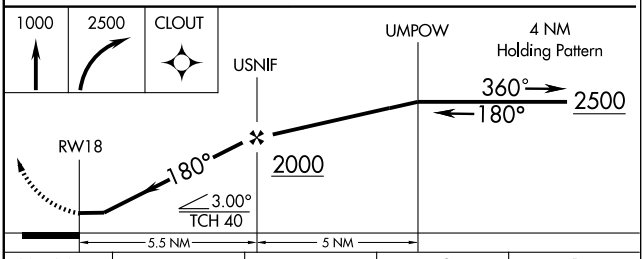
Use Columbus AFB altimeter setting.
GPS or RNP-0.3 required.
NA DME/DME RNP-0.3 NA.

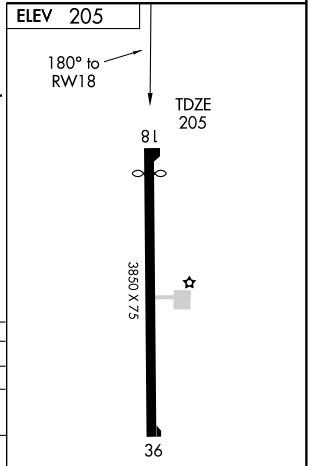
MISSED APPROACH: Climb to 1000 then climbing right turn to 2500 direct CLOUT and hold.

COLUMBUS APP CON★
135.6 323.275

CTAF
122.9 L







CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	980-1 *775 (800-1)*	980-1¼ *775 (800-1¼)*	980-2½ *775 (800-2½)*	NA
CIRCLING	980-1 *775 (800-1)*	1020-1¼ *815 (900-1¼)*	1020-2½ *815 (900-2½)*	NA

MIRL Rwy 18-36 L

SC-4, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3850
360°	TDZE	203
	Apt Elev	205

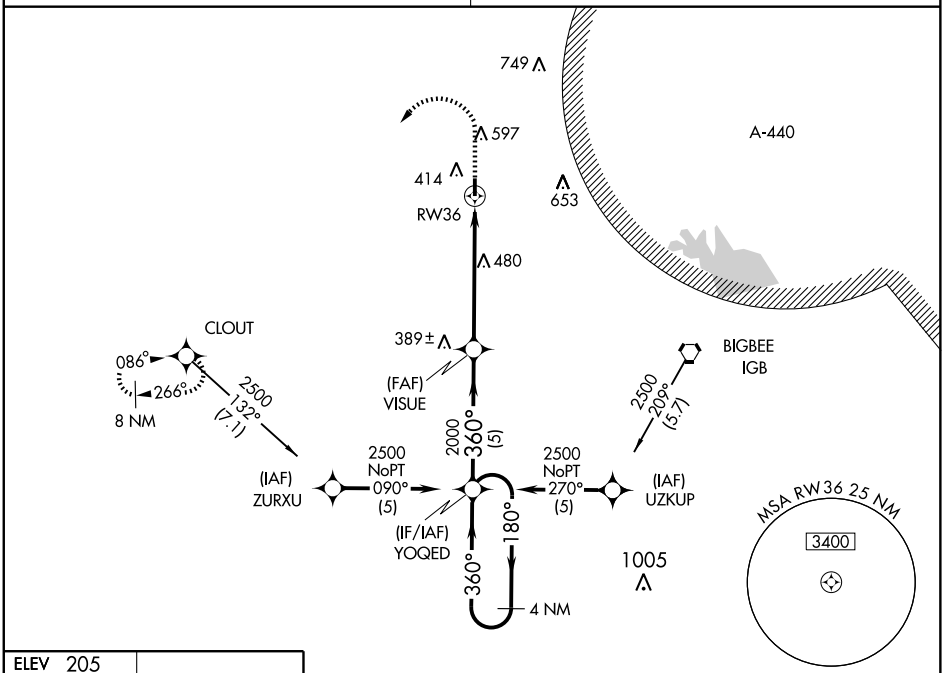
RNAV (GPS) RWY 36

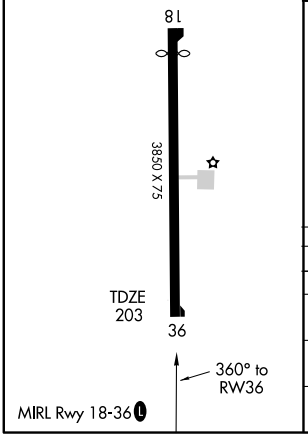
WEST POINT/MCCHAREN FIELD (M83)

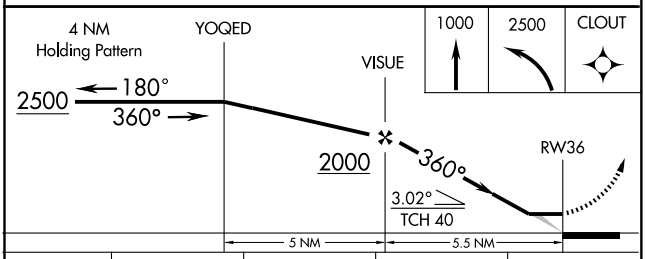
Use Columbus AFB altimeter setting.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2500 direct CLOUT and hold.

COLUMBUS APP CON ★	CTAF
135.6 323.275	122.9 L







CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/ VNAV DA	NA			
LNAV MDA	760-1 557 (600-1)		760-1½ 557 (600-1½)	NA
CIRCLING	920-1 715 (800-1)	1020-1¼ 815 (900-1¼)	1020-2½ 815 (900-2½)	NA

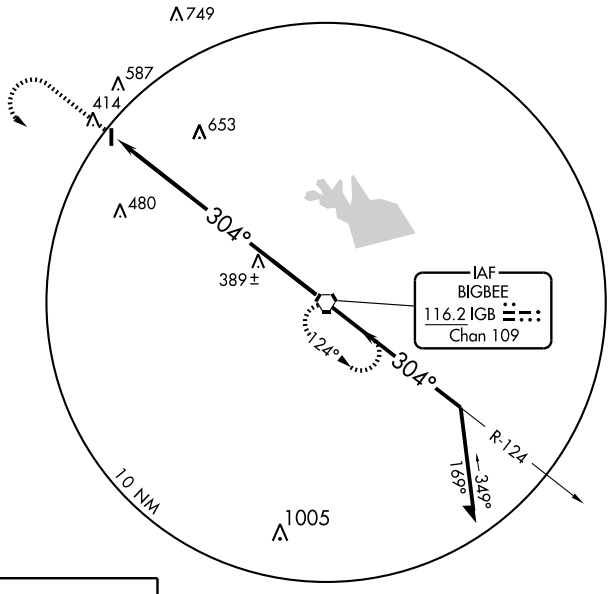
SC-4, 08 APR 2010 to 06 MAY 2010

VORTAC IGB 116.2 Chan 109	APP CRS 304°	Rwy Idg N/A TDZE N/A Apt Elev 205

VOR-A

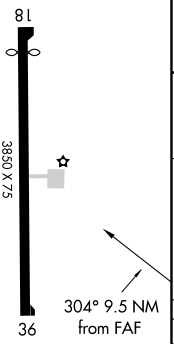
WEST POINT/MCCHAREN FIELD (M83)

▼ NA Obtain local altimeter setting on CTAF; when not received, use Golden Triangle Rgnl altimeter setting.	MISSED APPROACH: Climb to 1400 then climbing left turn to 2100 direct IGB VORTAC and hold.
COLUMBUS APP CON ★ 135.6 323.275	CTAF 122.9 L



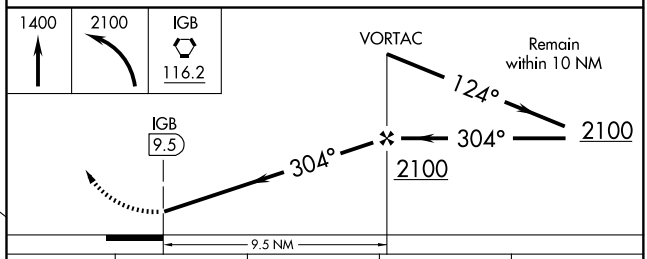


ELEV 205



MIRL Rwy 18-36 L

FAF to MAP 9.5 NM					
Knots	60	90	120	150	180
Min:Sec	9:30	6:20	4:45	3:48	3:10



CATEGORY	A	B	C	D
CIRCLING	1000-1 795 (800-1)	1000-1¼ 795 (800-1¼)	1000-2¼ 795 (800-2¼)	NA
GOLDEN TRIANGLE RGNL ALTIMETER SETTING MINIMUMS				
CIRCLING	1040-1 835 (900-1)	1040-1¼ 835 (900-1¼)	1040-2½ 835 (900-2½)	NA

SC-4, 08 APR 2010 to 06 MAY 2010

VORTAC IGB 116.2 Chan 109	APP CRS 124°	Rwy Idg N/A TDZE N/A Apt Elev 205

VOR/DME-B

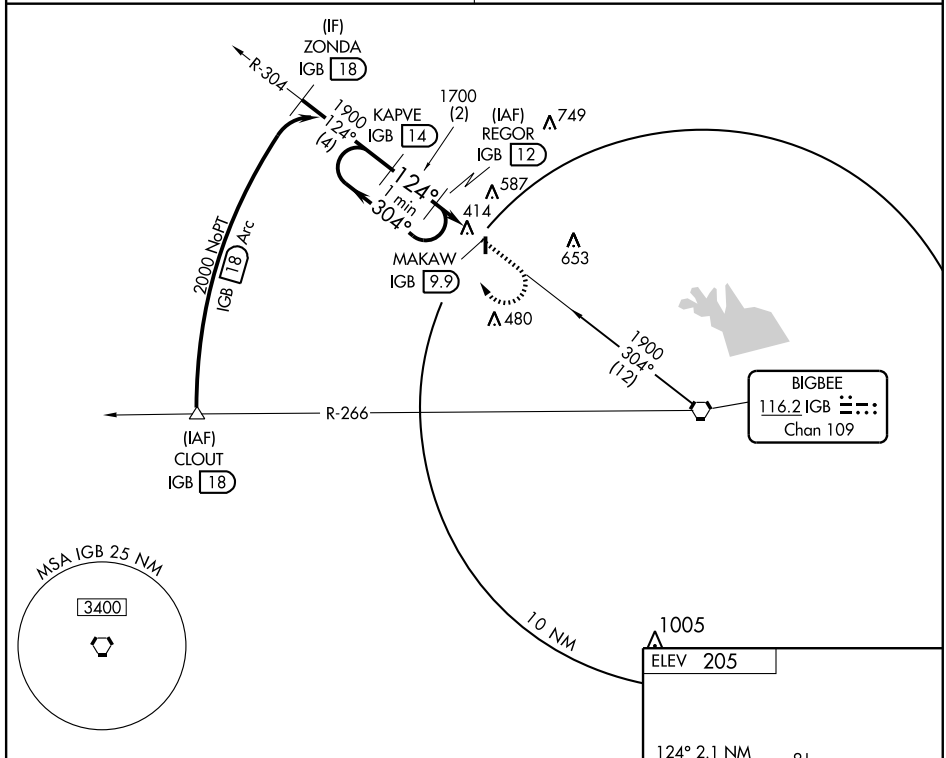
WEST POINT/MCCHAREN FIELD (M83)

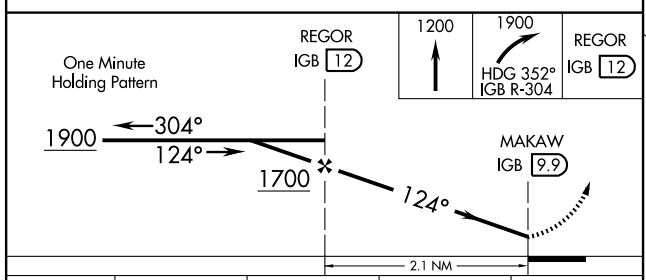
▼ Obtain local altimeter setting on CTAF; when not received, use Golden Triangle Rgnl altimeter setting.
NA

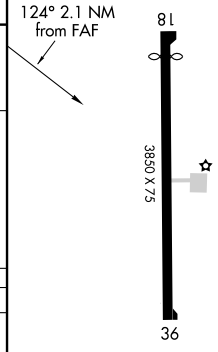
MISSED APPROACH: Climb to 1200 then climbing right turn to 1900 heading 352° and via IGB R-304 to REGOR IGB 12 DME and hold.

COLUMBUS APP CON ★ 135.6 323.275

CTAF 122.9 (L)







CATEGORY	A	B	C	D
CIRCLING	880-1 675 (700-1)	900-1 695 (700-1)	900-2 695 (700-2)	NA
GOLDEN TRIANGLE RGNL ALTIMETER SETTING MINIMUMS				
CIRCLING	920-1 715 (800-1)		920-2 715 (800-2)	NA

MIRL Rwy 18-36 (L)

SC-4, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4000
030°	TDZE	360
	Apt Elev	364

RNAV (GPS) RWY 3

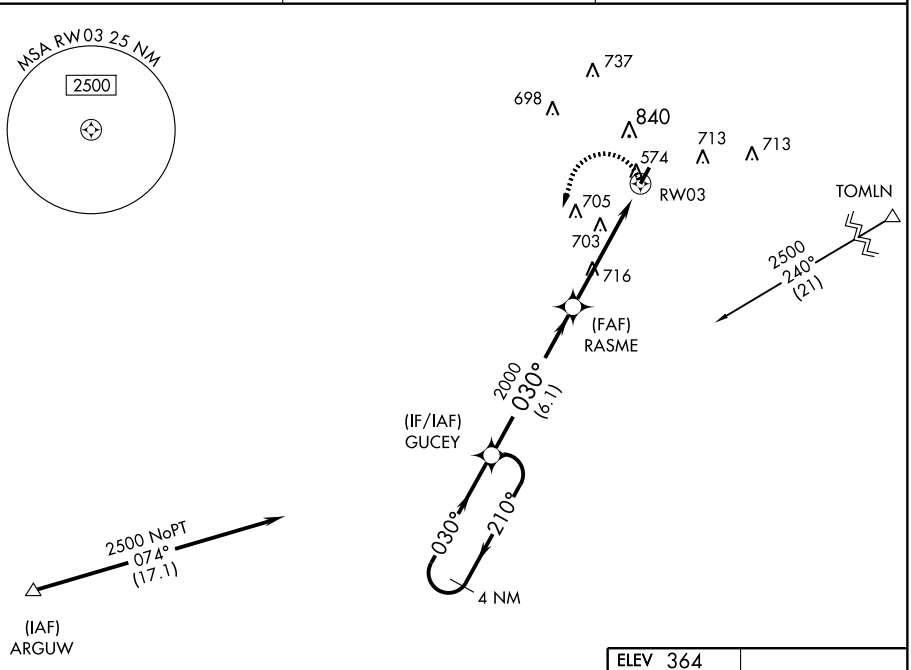
WINONA-MONTGOMERY COUNTY (5A6)

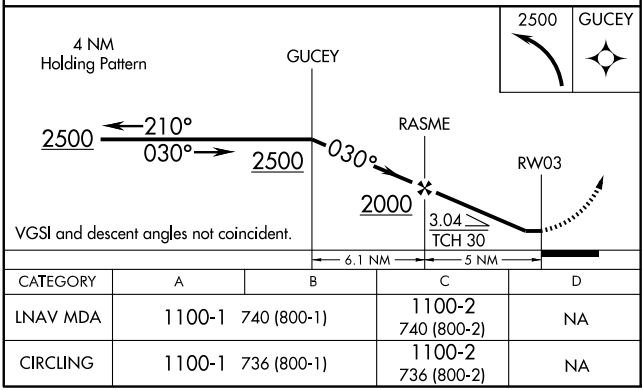
Use Grenada altimeter setting, when not received use Greenwood altimeter setting. Visibility reduction by helicopters NA. Procedure NA at night. Circling NA NW of Rwy 3-21.

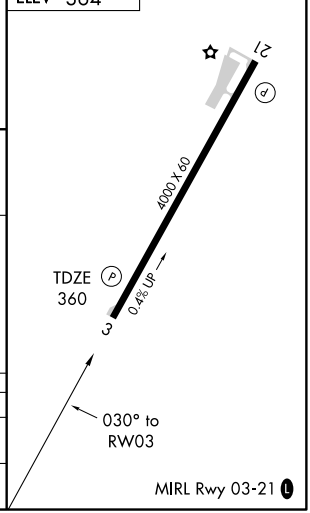
NA

MISSED APPROACH: Climbing left turn to 2500 direct GUCEY and hold.

GRENADA AWOS	MEMPHIS CENTER	CTAF
118.025	128.5 279.55	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	1100-1 740 (800-1)		1100-2 740 (800-2)	NA
CIRCLING	1100-1 736 (800-1)		1100-2 736 (800-2)	NA

SC-4, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4000
210°	TDZE	364
	Apt Elev	364

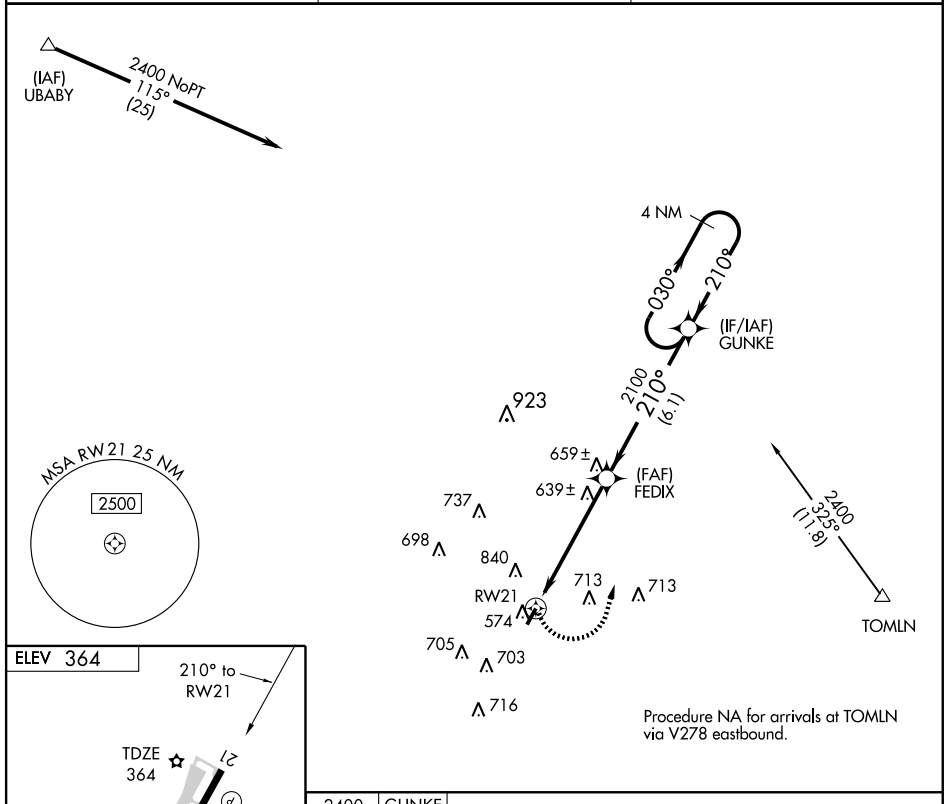
RNAV (GPS) RWY 21

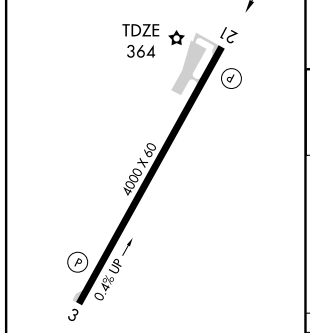
WINONA-MONTGOMERY COUNTY (5A6)

Use Grenada altimeter setting, when not received use Greenwood altimeter setting. Visibility reduction by helicopters NA. Procedure NA at night. Circling NA NW of Rwy 3-21.

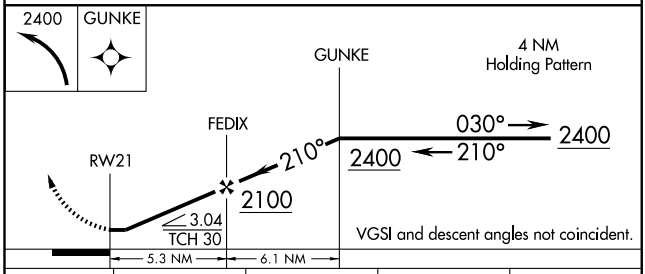
MISSED APPROACH: Climbing left turn to 2400 direct GUNKE and hold.

GRENADA AWOS	MEMPHIS CENTER	CTAF
118.025	128.5 279.55	122.9 L





MIRL Rwy 03-21 L



CATEGORY	A	B	C	D
LNAV MDA	980-1	616 (700-1)	980-1¾ 616 (700-1¾)	NA
CIRCLING	980-1	616 (700-1)	980-1¾ 616 (700-1¾)	NA

APP CRS	Rwy Idg	5000
172°	TDZE	104
	Apt Elev	104

AL-6977 (FAA)

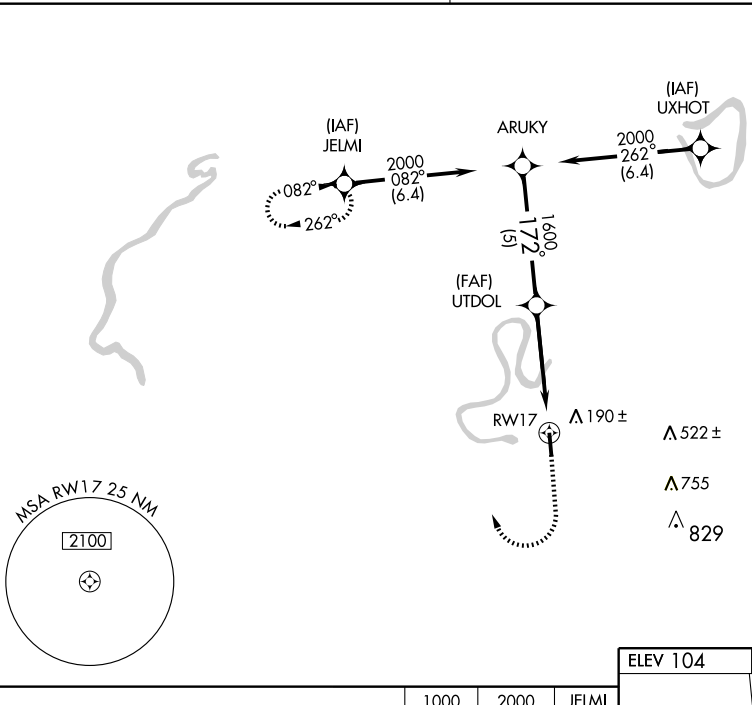
GPS RWY 17

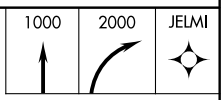
YAZOO COUNTY (87I)

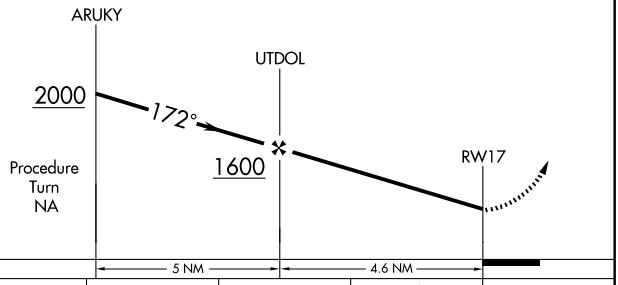
NA Use Jackson altimeter setting.

MISSED APPROACH: Climb to 1000, then climbing right turn to 2000 direct JELMI WP and hold.

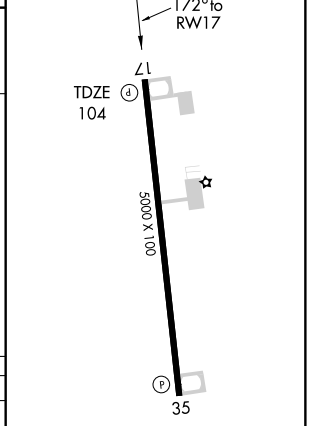
MEMPHIS CENTER	UNICOM
132.5 259.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-17	600-1 496 (500-1)		600-1¼ 496 (500-1¼)	NA
CIRCLING	640-1 536 (600-1)		640-1½ 536 (600-1½)	NA



MIRL Rwy 17-35 L

SC-4, 08 APR 2010 to 06 MAY 2010

YAZOO CITY, MISSISSIPPI

APP CRS	Rwy Idg	5000
352°	TDZE	104
	Apt Elev	104

AL-6977 (FAA)

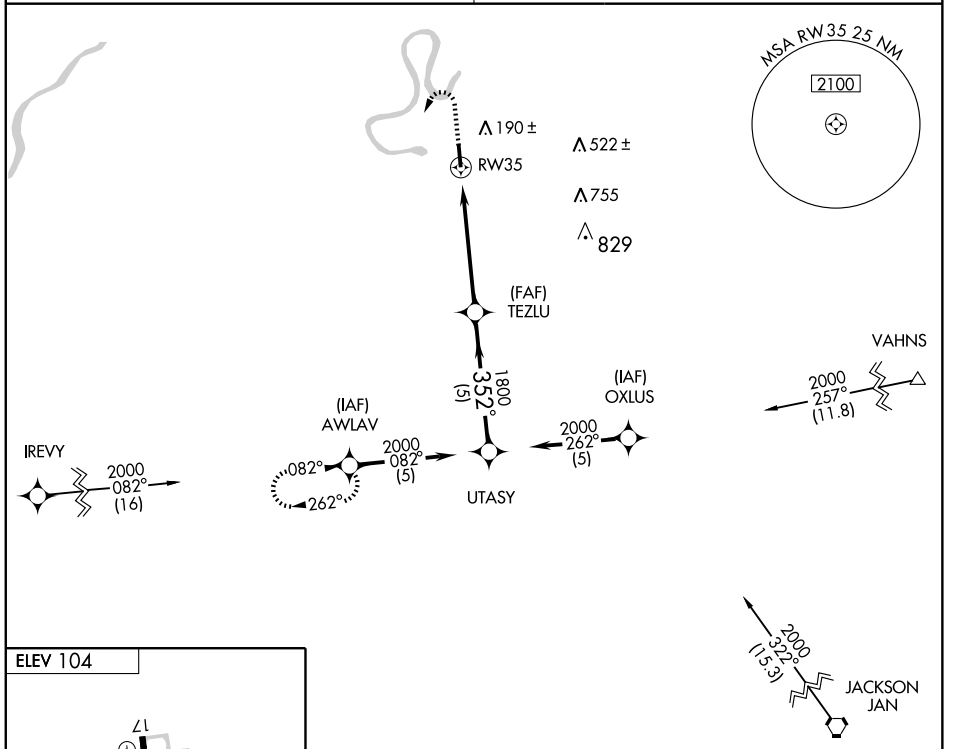
GPS RWY 35

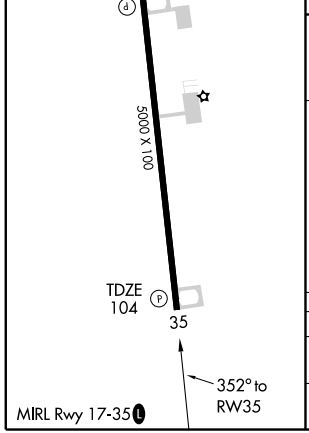
YAZOO COUNTY (87I)

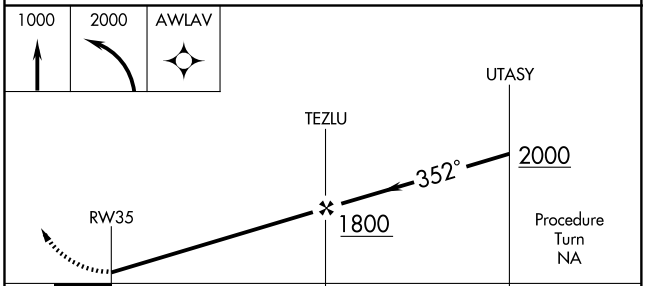
NA Use Jackson altimeter setting.

MISSED APPROACH: Climb to 1000, then climbing left turn to 2000 direct AWLAV WP and hold.

MEMPHIS CENTER	UNICOM
132.5 259.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-35	780-1 676 (700-1)		780-2 676 (700-2)	NA
CIRCLING	780-1 676 (700-1)		780-2 676 (700-2)	NA

SC-4, 08 APR 2010 to 06 MAY 2010

YAZOO CITY, MISSISSIPPI

VORTAC JAN	APP CRS	Rwy Idg	5000
112.6	141°	TDZE	104
Chan 73		Apt Elev	104

AL-6977 (FAA)

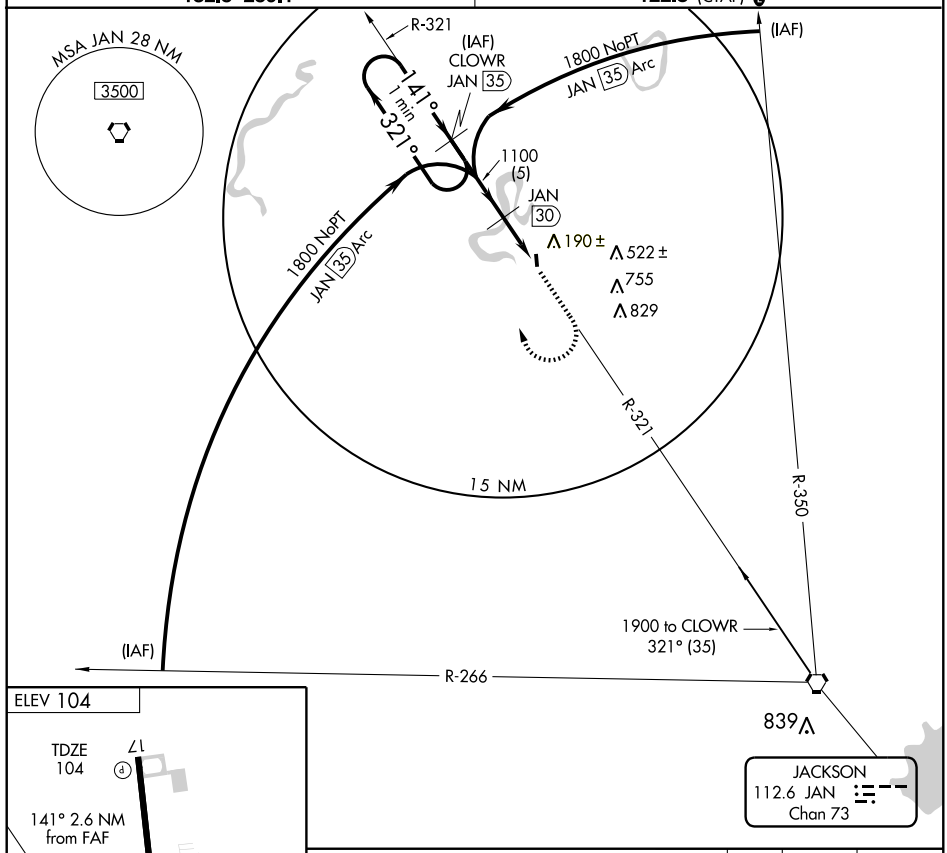
VOR/DME RWY 17

YAZOO COUNTY (87I)

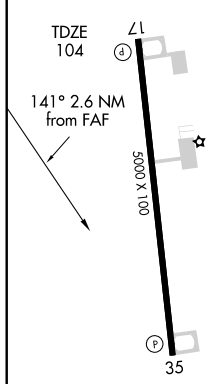
NA Use Jackson altimeter setting.

MISSED APPROACH: Climb to 1000 then climbing right turn to 1800 via JAN R-321 to CLOWR 35 DME and hold.

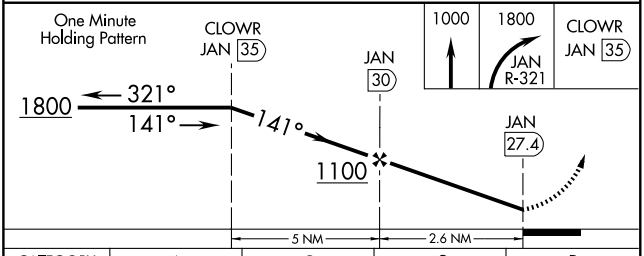
MEMPHIS CENTER	UNICOM
132.5 259.1	122.8 (CTAF) L



ELEV 104



MIRL Rwy 17-35 L



CATEGORY	A	B	C	D
S-17	700-1 596 (600-1)	700-1¼ 596 (600-1¼)	700-1½ 596 (600-1½)	700-2 596 (600-2)
CIRCLING	700-1 596 (600-1)	700-1¼ 596 (600-1¼)	700-1½ 596 (600-1½)	700-2 596 (600-2)

SC-4, 08 APR 2010 to 06 MAY 2010

YAZOO CITY, MISSISSIPPI

VORTAC JAN 112.6 Chan 73	APP CRS 321°	Rwy Idg 5000 TDZE 104 Apt Elev 104

AL-6977 (FAA)

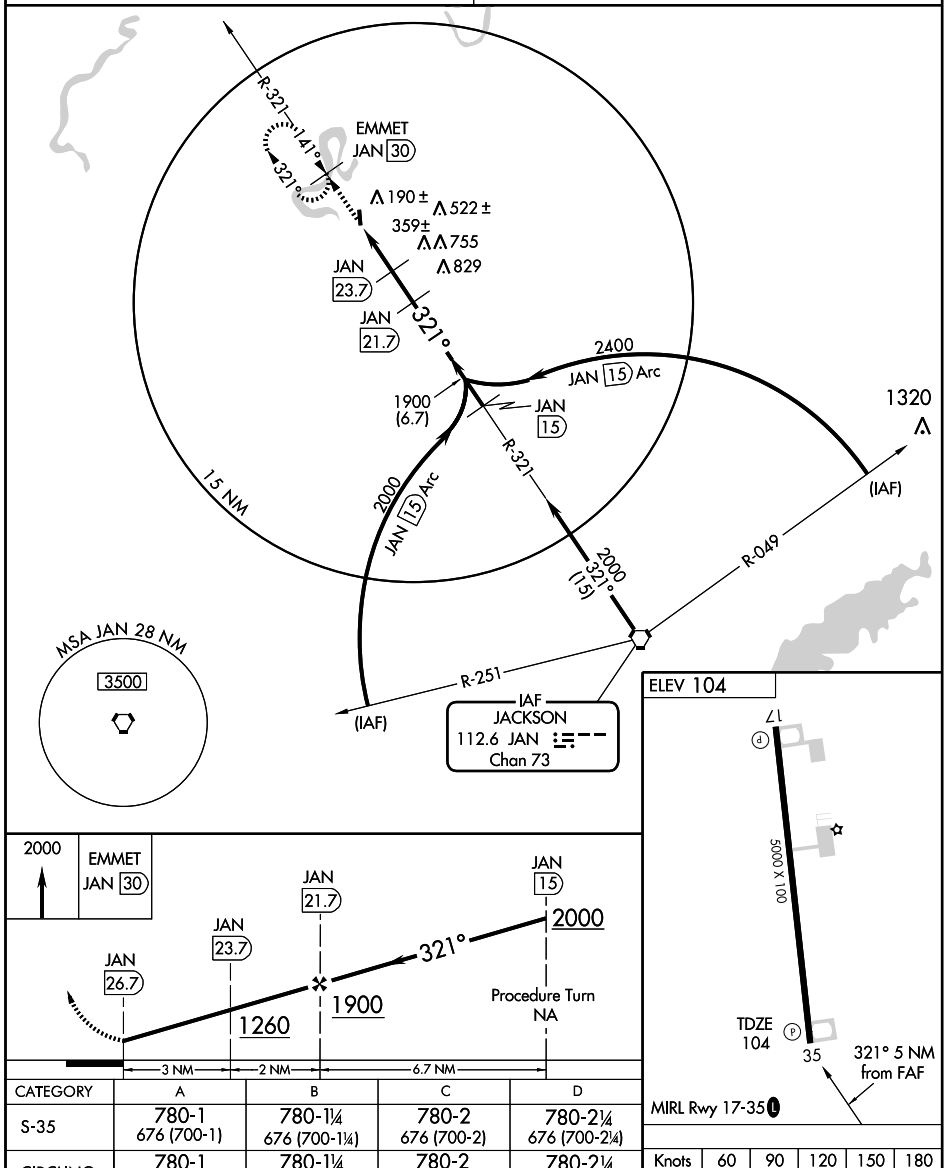
VOR/DME RWY 35

YAZOO COUNTY (87I)

NA Use Jackson altimeter setting.

MISSED APPROACH: Climb to 2000 direct EMMET 30 DME and hold.

MEMPHIS CENTER	UNICOM
132.5 259.1	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-35	780-1 676 (700-1)	780-1¼ 676 (700-1¼)	780-2 676 (700-2)	780-2¼ 676 (700-2¼)
CIRCLING	780-1 676 (700-1)	780-1¼ 676 (700-1¼)	780-2 676 (700-2)	780-2¼ 676 (700-2¼)

Knots	60	90	120	150	180
Min:Sec					

SC-4, 08 APR 2010 to 06 MAY 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME — ALTERNATE MINIMUMS

ADA, OK

ADA MUNI ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.

ALTUS, OK

ALTUS/QUARTZ
MOUNTAIN RGNL ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR-A
VOR-B[1]
NA when local weather not available.
[1]NA when KLTS ATCT closed.

ARDMORE, OK

ARDMORE MUNI ..... **ILS or LOC Rwy 31**[13]
VOR-B[2]
[1]ILS,Category B, 700-2; Category C, 800-2; Category D, 800-2½. LOC, Category D, 800-2½.
[2]Category D, 800-2½.
[3]NA when control tower closed.

BARTLESVILLE, OK

BARTLESVILLE MUNI ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR Rwy 17
VOR/DME Rwy 35
NA when local weather not available.
Category D, 800-2¼.

BATESVILLE, AR

BATESVILLE RGNL ..... **RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 25
NA when local weather not available.

NAME — ALTERNATE MINIMUMS

BLYTHEVILLE, AR

ARKANSAS INTL ..... **ILS Rwy 18**
VOR Rwy 18
VOR Rwy 36
NA when using Blytheville Muni altimeter setting.

BLYTHEVILLE MUNI ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
NA when local weather not available.

CLAREMORE, OK

CLAREMORE RGNL ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.

CLINTON, OK

CLINTON-SHERMAN .... **ILS or LOC Rwy 17R**[12]
RNAV (GPS) Rwy 17R[34]
RNAV (GPS) Rwy 35L[34]
VOR Rwy 35L[15]
[1]NA when control tower closed.
[2]ILS, Category E, 700-2¼. LOC, Category E, 800-2¾.
[3]Category E, 800-2½.
[4]NA when local weather not available.
[5]Category E, 800-2¾.

CLINTON RGNL ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR/DME-A
NA when local weather not available.

CUSHING, OK

CUSHING MUNI ..... **NDB Rwy 36**
RNAV (GPS) Rwy 36
NA when local weather not available.

NAME ALTERNATE MINIMUMS

DEQUEEN, AR
J. LYNN HELMS
SEVIER COUNTY ..... **RNAV (GPS) Rwy 8**
NA when local weather not available.

EL DORADO, AR
SOUTH ARKANSAS RGNL AT
GOODWIN FIELD ..... **VOR Rwy 22**
NA when control zone not in effect.

EL RENO, OK
EL RENO RGNL ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR/DME Rwy 35
NA when local weather not available.

ENID, OK
ENID
WOODRING RGNL ..... **ILS or LOC Rwy 35**[1]
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35
VOR Rwy 17
VOR Rwy 35
NA when local weather not available.
[1]NA when control tower closed.

FAYETTEVILLE, AR
DRAKE FIELD ..... **LDA/DME Rwy 34**[1][3][4]
LOC Rwy 16[2][3]
RNAV (GPS) Rwy 16[2][4]
RNAV (GPS) Rwy 34[4][5]
VOR-A[2][4]
VOR/DME-B[2]
[1]LDA/GS,Category A,B, 800-2; Category C, 800-2½. LDA, Category C, 800-2½.
[2]Category C, 800-2¼; Category D, 1100-3.
[3]NA when control tower closed.
[4]NA when local weather not available.
[5]Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1100-3.

FAYETTEVILLE/SPRINGDALE/ ROGERS, AR
NORTHWEST
ARKANSAS RGNL .... **ILS or LOC/DME Rwy 16**
ILS or LOC/DME Rwy 34
RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 34
NA when local weather not available.

NAME ALTERNATE MINIMUMS

FLIPPIN, AR
MARION COUNTY
RGNL ..... **RNAV (GPS) Rwy 4**[1]
RNAV (GPS) Rwy 22
VOR-A
NA when local weather not available.
[1]Categories A, B, 900-2; Category C, 900-2½.

FORT SMITH, AR
FORT SMITH RGNL ..... **ILS or LOC Rwy 7**[1]
ILS or LOC Rwy 25[1]
NDB Rwy 25[2]
RADAR-1[3]
RNAV (GPS) Rwy 1[2][4]
VOR/DME or TACAN Rwy 7[3]
VOR or TACAN Rwy 25[3]
NA when control tower closed.
[1]ILS, Categories A,B,C, 700-2; Category D, 700-2¼; Category E, 800-2½. LOC, Category D, 800-2¼; Category E, 800-2½.
[2]Category D, 800-2¼.
[3]Category D, 800-2¼; Category E, 800-2½.
[4]NA when local weather not available.

GUTHRIE, OK
GUTHRIE-EDMOND
RGNL ..... **RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34
NA when local weather not available.

HARRISON, AR
BOONE COUNTY ..... **RNAV (GPS) Rwy 36**
NA when local weather not available.

HOBART, OK
HOBART RGNL ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR Rwy 35
NA when local weather not available.

HOT SPRINGS, AR
MEMORIAL FIELD ..... **VOR Rwy 5**[1]
ZAPLE VOR Rwy 5
NA when local weather not available.
[1]Categories A,B, 1100-2; Categories C,D, 1100-3.

JONESBORO, AR
JONESBORO MUNI ..... **ILS or LOC Rwy 23**
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 31
VOR Rwy 23
NA when local weather not available.

NAME ALTERNATE MINIMUMS

LAWTON, OK

LAWTON-FORT SILL RGNL ..... **ILS or LOC Rwy 35**
VOR Rwy 35

NA when control tower closed.

LITTLE ROCK, AR

ADAMS FIELD ..... **ILS or LOC Rwy 4L[1]**
ILS or LOC Rwy 4R[2]
ILS or LOC Rwy 22R[1,4]
ILS or LOC Rwy 22L[1,4]
RADAR-1[3]
RNAV (GPS) Rwy 4L[3,4]
RNAV (GPS) Rwy 4R[3,4]
RNAV (GPS) Rwy 22L[3,4]
RNAV (GPS) Rwy 22R[3,4]
VOR-A[3]

[1]ILS, Category C, 700-2; Category D, 1000-3. LOC, Category D, 1000-3.
[2]ILS, Categories A,B,C, 700-2; Category D, 1000-3. LOC, Category D, 1000-3.
[3]Category D, 1000-3.
[4]NA when local weather not available.

MC ALESTER, OK

MC ALESTER RGNL ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20

NA when local weather not available.

MONTICELLO, AR

MONTICELLO MUNI/ ELLIS FIELD ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21
VOR-A

NA when local weather not available.

MOUNTAIN HOME, AR

OZARK RGNL ..... **ILS or LOC/DME Rwy 5**
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23
VOR-A

NA when local weather not available.

MUSKOGEE, OK

DAVIS FIELD ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 13[1]
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 31[1]

NA when local weather not available.
[1]Category E, 1000-3.

NAME ALTERNATE MINIMUMS

NEWPORT, AR

NEWPORT MUNI ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36

NA when local weather not available.

NORMAN, OK

UNIVERSITY OF OKLAHOMA WESTHEIMER ..... **ILS or LOC Rwy 17[1]**
NDB Rwy 3[2,3]
NDB Rwy 35[2,3]
RNAV (GPS) Rwy 3[2]
RNAV (GPS) Rwy 17[2]

[1]NA when control tower closed.
[2]NA when local weather not available.
[3]Category D, 800-2¼.

OKLAHOMA CITY, OK

CLARENCE E. PAGE MUNI ..... **RNAV (GPS) Rwy 17R**
RNAV (GPS) Rwy 35L
VOR-B

NA when local weather not available.

WILEY POST ..... **ILS Rwy 17L[1]**
RNAV (GPS) Rwy 17L[2]

[1]NA when control tower closed.
[2]NA when local weather not available.

WILLROGERS WORLD .. **ILS or LOC Rwy 17L[1]**
ILS or LOC Rwy 17R[1]
ILS Rwy 35R[1]
ILS or LOC/DME Rwy 35L[1]
RADAR-1[1]
VOR Rwy 17L[2]

[1]Category E, 1000-3.
[2]Categories A,B, 1100-2; Categories C,D,E, 1100-3.

OKMULGEE, OK

OKMULGEE RGNL ..... **RNAV (GPS) Rwy 18**

NA when local weather not available.

PONCA CITY, OK

PONCA CITY RGNL ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35

NA when local weather not available.

ROGERS, AR

ROGERS MUNI-CARTER FIELD ..... **RNAV (GPS) Rwy 20[1]**
VOR Rwy 2[2]

[1]NA when local weather not available.
[2]Category C, 800-2¼; Category D, 800-2½.

NAME ALTERNATE MINIMUMS

RUSSELLVILLE, AR

RUSSELLVILLE RGNL ..... **RNAV (GPS) Rwy 7**
Category D, 900-2¾.

SEARCY, AR

SEARCY MUNI ..... **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19
NA when local weather not available.

SEMINOLE, OK

SEMINOLE MUNI ..... **RNAV (GPS) Rwy 16**
NA when local weather not available.

SILOAM SPRINGS, AR

SMITH FIELD ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
VOR-A
NA when local weather not available.

STILLWATER, OK

STILLWATER RGNL ..... **ILS or LOC Rwy 17[1]**
NDB Rwy 17[2]
RNAV (GPS) Rwy 17[2]
RNAV (GPS) Rwy 35[2]
VOR Rwy 17[2]
VOR/DME Rwy 35[2]
[1]NA when control tower closed.
[2]NA when local weather not available.

STUTTGART, AR

STUTTGART MUNI ..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 27
RNAV (GPS) Rwy 36
NA when local weather not available.

TAHLEQUAH, OK

TAHLEQUAH MUNI ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.

TEXARKANA, AR

TEXARKANA RGNL/
WEBB FIELD ..... **ILS or LOC Rwy 22[1][2]**
LOC BC Rwy 4[1]
RNAV (GPS Rwy 4
RNAV (GPS Rwy 13
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 31
VOR Rwy 13
NA when local weather not available.
[1]NA when control tower closed.
[2]ILS,Category D, 700-2.

NAME ALTERNATE MINIMUMS

TULSA, OK

RICHARD LLOYD
JONES,JR. ..... **ILS or LOC Rwy 1L[1]**
RNAV (GPS) Rwy 1L
VOR/DME-A
NA when local weather not available.
[1]ILS, 700-2. ILS,LOC, NA when control tower closed.

TULSA INTL ..... **ILS or LOC Rwy 18L[1]**
ILS or LOC Rwy 18R[2]
ILS or LOC Rwy 36R[3]
RNAV (GPS) Rwy 18L[4]
RNAV (GPS) Rwy 18R[4]
RNAV (GPS) Rwy 26[4]
RNAV (GPS) Rwy 36R[4]
VOR or TACAN Rwy 26[4]
[1]ILS, Category D, 700-2; Category E, 700-2¼. LOC, Category E, 800-2¼.
[2]ILS, Category D, 700-2.
[3]ILS, Categories A, B, C, D, 700-2. LOC, Category E, NA.
[4]Category E, 800-2¼.

WEST MEMPHIS, AR

WEST MEMPHIS MUNI .... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.

WOODWARD, OK

WEST WOODWARD ..... **RNAV (GPS) Rwy 17[1][2]**
RNAV (GPS) Rwy 35[1][2]
VOR/DME-A[2]
[1]NA when local weather not available.
[2]Category D, 800-2¼.

ALTUS AFB (KLTS), OK (Amdt 2, 09267 USAF) ELEV 1382

RADAR[1] - Ctc APP CON **(E)** 125.1 257.725

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR[2]	17R[3,4]		AB	**1740**/24	361	(400-½)
			CDE	**1740**/40	361	(400-¾)
	17L[3,4]		AB	**1740**/24	358	(400-½)
			CDE	**1740**/40	358	(400-¾)
	35R[4]		AB	**1740**/24	378	(400-½)
			CDE	**1740**/40	378	(400-¾)
	35L[5]		AB	**1760**/24	407	(400-½)
			CD	**1760**/40	407	(400-¾)
			E	**1760**/50	407	(400-1)
CIR[6]	All Rwy		A	**1780**-1	398	(400-1)
			B	**1840**-1	458	(500-1)
			C	**1840**-1½	458	(500-1½)
			D	**1940**-2	558	(600-2)
			E	**1980**-2	598	(600-2)

[1]Opr 1600-0600Z++ wkd,clsd wkend and hol. [2]No-NOTAM preventive maint sked: ASR 1100-1315++ Mon-Fri. [3]Stepdown fix 2 NM fr rwy thld. [4]When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles. [5]When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles. [6]Circling not authorized W of Rwy 17R-35L.

FAYETTEVILLE, AR Orig-A, APR 21, 1997 (FAA) ELEV 1251

DRAKE FIELD

RADAR- 121.0 244.57

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	16		A	**2060**-1	809	(900-1)	B	**2060**-1¼	809	(900-1¼)
			C	**2060**-2¼	809	(900-2¼)	D	**2060**-2½	809	(900-2½)
CIRCLING			A	**2060**-1	809	(900-1)	B	**2060**-1¼	809	(900-1¼)
			C	**2060**-2¼	809	(900-2¼)	D	**2300**-3	1049	(1100-3)

Circling NA East of runway 16-34.
Inoperative table does not apply.

FORT SMITH, AR Amdt 8B, AUG 28, 2008 (FAA) ELEV 469

FORT SMITH RGNL

RADAR - 120.9 343.75 ▽ ⚠

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	25		AB	**1040**/24	594	(600-½)	C	**1040**/50	594	(600-1)
			D	**1040**/60	594	(600-1¼)	E	**1040**-1½	594	(600-1½)
	1		AB	**1140**-1	692	(700-1)	C	**1140**-2	692	(700-2)
			D	**1140**-2¼	692	(700-2¼)	E	**1140**-2½	692	(700-2½)
	7		AB	**1200**-½	731	(800-½)	C	**1200**-1½	731	(800-1½)
			D	**1200**-1¾	731	(800-1¾)	E	**1200**-2	731	(800-2)
CIRCLING			AB	**1200**-1	731	(800-1)	C	**1200**-2	731	(800-2)
			D	**1200**-2¼	731	(800-2¼)	E	**1200**-2½	731	(800-2½)

When control tower closed ASR not authorized. Circling to Rwy 1 NA at night.
Circling Cat E NA when R-2401B active.

HENRY POST AAF (KFSI), OK (Fort Sill) (Amdt 12, 08297 USA) ELEV 1187

RADAR - (E) 120.55 322.4 ⚠ NA

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	35	3.0°/48/918	AB	**1388**/24	200	(200-½)
			CDE	**1388**/40	200	(200-¾)
	17	3.0°/42/809	ABCDE	**1388**-¾	200	(200-¾)
ASR	35		ABC	**1540**/40	352	(400-¾)
			DE	**1540**/50	352	(400-1)
	17		AB	**1660**-1	472	(500-1)
			C	**1660**-1¼	472	(500-1¼)
			D	**1660**-1½	472	(600-1½)
			E	**1660**-1¾	472	(500-1¾)
CIR[1]	17-35		AB	**1680**-1	492	(500-1)
			C	**1680**-1½	492	(500-1½)
			D	**1740**-2	552	(600-2)
			E	**1780**-2	592	(600-2)

[1]Cat E cir not auth W of Rwy 17-35.

LAWTON, OK AMDT.4A, JAN 10, 2000 (FAA) ELEV 1110

LAWTON-FORT SILL RGNL

RADAR 1 - 120.55 322.4

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	35		ABC	**1560**-¾	471	(500-¾)	D	**1560**-1	471	(500-1)
CIRCLING			AB	**1600**-1	490	(500-1)	C	**1620-**1½	510	(600-1½)
			D	**1680**-2	570	(600-2)				

LAWTON, OK

Amdt. 1B, JUN 25, 2002 (FAA) ELEV **1110**

LAWTON-FORT SILL RGNL

RADAR 2 - 120.55 322.4

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	17		AB	**1620**-1	510	(600-1)	CD	**1620**-1½	510	(600-1½)
CIRCLING			AB	**1620**-1	510	(600-1)	C	**1620**-1½	510	(600-1½)
			D	**1680**-2	570	(600-2)				

LITTLE ROCK, AR

Amdt 17, JUL 2, 2009 (FAA) ELEV **262**

ADAMS FIELD

RADAR-1 - 135.4 291.775 353.6 ▽ A

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	4R		ABC	**720**/40	460	(500-¾)	D	**720**/50	460	(500-1)
	4L		AB	**780**/40	522	(500-¾)	C	**780**/50	522	(600-1)
			D	**780**/60	522	(600-1¼)				
	18		AB	**720**-1	462	(500-1)	C	**720**-1¼	462	(500-1¼)
			D	**720**-1½	462	(700-1½)				
	22R		AB	**740**/24	478	(500-½)	C	**740**/40	478	(500-¾)
			D	**740**/50	478	(500-1)				
	22L		AB	**740**/40	480	(500-¾)	C	**740**/60	480	(500-1¼)
			D	**740**-1½	480	(500-1½)				
	36		AB	**780**-1	523	(600-1)	C	**780**-1½	523	(600-1½)
			D	**780**-1¾	523	(600-1¾)				
CIRCLING			AB	**780**-1	518	(600-1)	C	**880**-1¾	618	(700-1¾)
			D	**1180**-3	918	(1000-3)				

For inoperative MALSR increase S-4R and S-4L Cats A/B visibility to RVR 5000. Inoperative table does not apply to S-22L Cat C. Visibility reductions for helicopters NA.

OKLAHOMA CITY, OK

Amdt. 2, FEB 9, 1989 (FAA) ELEV **1299**

WILEY POST

RADAR - 124.6 266.8 ▽

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	35R		AB	**1840**-1	541	(600-1)	C	**1840**-1½	541	(600-1½)
			D	**1840**-1¾	541	(600-1¾)				
CIRCLING			AB	**1840**-1	541	(600-1)	C	**1840**-1½	541	(600-1½)
			D	**1880**-2	581	(600-2)				

OKLAHOMA CITY, OK Amdt. 20A, OCT 30, 2002 (FAA) ELEV 1295

WILL ROGERS WORLD

RADAR - 124.6 266.8 ⚠

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	35R		ABC	**1680**/40	386	(400-¾)	DE	**1680**/50	386	(400-1)
	17L		ABCDE	**1680**/60	394	(400-1¼)				
	17R		ABC	**1680**-¾	398	(400-¾)	DE	**1680**-1	398	(400-1)
	35L		ABCDE	**1680**-1¼	403	(400-1¼)				
CIRCLING			AB	**1760**-1¼	465	(500-1¼)	C	**1760**-1½	465	(500-1½)
			D	**1860**-2	565	(600-2)	E	**2240**-3	945	(1000-3)

Category D,E S-17R visibility increased ¼ mile for inoperative MALSR.
Category D,E S-35R visibility increased to RVR 6000 for inoperative ALSF.

TINKER AFB (KTIK), (Oklahoma City) OK (08157 USAF) ELEV 1291

RADAR - Ctc OKLAHOMA CITY APP CON (E) 118.95 118.3 323.1 273.525 ▽

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	35[1]		A	**1940**/24	649	(700-½)
			B	**1940**/40	649	(700-¾)
			C	**1940**/60	649	(700-1¼)
			D	**1940**-1½	649	(700-1½)
			E	**1940**-1¾	649	(700-1¾)
	17[2]		A	**2000**/40	733	(800-¾)
			B	**2000**/50	733	(800-1)
			C	**2000**-1¾	733	(800-1¾)
			D	**2000**-2	733	(800-2)
			E	**2000**-2¼	733	(800-2¼)
CIR[3]	35		A	**1940**-1	649	(700-1)
			B	**1940**-1¼	649	(700-1¼)
			C	**1940**-1¾	649	(700-1¾)
			D	**1980**-2¼	689	(700-2¼)
			E	**2040**-2¾	749	(800-2¾)
	17		A	**2000**-1	709	(800-1)
			B	**2000**-1¼	709	(800-1¼)
			C	**2000**-2	709	(800-2)
			D	**2000**-2¼	709	(800-2¼)
			E	**2040**-2¾	749	(800-2¾)

[1]When ALS inop, increase Cat A RVR to 50 and vis to 1 mile, CAT B RVR to 60 and vis to 1¼ miles, CAT C vis to 1¾ miles, CAT D vis to 2 miles, CAT E vis to 2¼ miles. [2]When ALS inop, increase CAT A RVR to 50 and vis to 1 mile, CAT B RVR to 60 and vis to 1¼ miles, CAT C vis to 2 miles, CAT D vis to 2¼ miles, and CAT E vis to 2½ miles. [3]CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35.

TULSA, OK
Amdt.17D, MAY 16, 2000 (FAA) ELEV **677**

TULSA INTL

RADAR - 124.0 338.3

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	26		AB	**1060**-1	409	(400-1)	CD	**1060**-1¼	409	(400-1¼)
			E	**1060**-1½	409	(400-1½)				
	18R		AB	**1080**-1	413	(500-1)	CD	**1080**-1¼	413	(500-1¼)
			E	NA						
	18L		AB	**1080**/24	439	(500-½)	C	**1080**/40	439	(500-¾)
			DE	**1080**/50	439	(500-1)				
	8		AB	**1120**-1	449	(500-1)	C	**1120**-1¼	449	(500-1¼)
			DE	**1120**-1½	449	(500-1½)				
	36R		AB	**1140**/24	490	(500-½)	C	**1140**/40	490	(500-¾)
			DE	**1140**/50	490	(500-1)				
	36L		AB	**1180**-1	503	(600-1)	CD	**1180**-1½	503	(600-1½)
			E	NA						
CIRCLING			AB	**1180**-1	503	(600-1)	C	**1180**-1½	503	(600-1½)
			D	**1300**-2	623	(700-2)	E	**1300**-2¼	623	(700-2¼)

Category E circling not authorized south of runway 8-26.

INSTRUCTION APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

ADA, OK

ADA MUNI (ADH)
AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13,** 300-1¼ or std. w/ min. climb of 307' per NM to 1300. **Rwy 17,** 300-1¼ or std. w/ min. climb of 326' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 174° to 1600 before proceeding on course.

NOTE: **Rwy 13,** bush 316' from DER, 43' right of centerline, 9' AGL/988' MSL. Tower 5477' from DER, 872' left of centerline, 120' AGL/1117' MSL. Post 123' from DER, 73' right of centerline, 3' AGL/982' MSL. Tower 1.08 NM from DER, 9' left of centerline, 160' AGL/1160' MSL. **Rwy 17,** tower 1.02 NM from DER, 1411' right of centerline, 165' AGL/1165' MSL. Pole 1017' from DER, 449' left of centerline, 90' AGL/1053' MSL. Trees beginning 83' from DER, 272' left of centerline, up to 82' AGL/1041' MSL. Trees beginning 32' from DER, 100' right of centerline, up to 58' AGL/1037' MSL. **Rwy 31,** trees beginning 2179' from DER, 988' right of centerline, up to 64' AGL/1083' MSL. Obstruction light on amom 703' from DER, 548' right of centerline, 6' AGL/1042' MSL. **Rwy 35,** trees beginning 75' from DER, 72' left of centerline, up to 56' AGL/1065' MSL. Trees beginning 132' from DER, 261' right of centerline, up to 51' AGL/1050' MSL.

NAME	TAKE-OFF MINIMUMS

ALTUS, OK

ALTUS/QUARTZ MOUNTAIN RGNL (AXS)
ORIG 09267 (FAA)

NOTE: **Rwy 35,** terrain 51' from DER, 410' right of centerline, 1435' MSL. Trees beginning 1215' from DER, 765' left of centerline, up to 40' AGL/1470' MSL.

ALTUS AFB (KLTS)

ALTUS, OK 09295

TAKE-OFF OBSTACLES: 174° Assault Strip, Aircraft taxiing 87' from DER, 360' left of centerline, 65' AGL/1425' MSL, aircraft taxiing between 1038' and 2525' from DER, 717' left of centerline, 65' AGL/1425' MSL.

ALVA, OK

ALVA RGNL

DEPARTURE PROCEDURE: **Rwys 8, 35**, climb on runway heading to 2000 before turning.

ARDMORE, OK

ARDMORE DOWNTOWN EXECUTIVE (1F0)
AMDT 2 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35**, 300-1¼ or std. with a min. climb of 344' per NM to 1200.

NOTE: **Rwy 17,** vehicles on road, 658' from DER, left and right of centerline up to 15' AGL/862' MSL. Trees beginning 25' from DER 258' left of centerline up to 61' AGL/880' MSL. Trees beginning 239' from DER, 180' right of centerline up to 32' AGL/886' MSL. **Rwy 35,** hopper 5781' from DER, 1444' left of centerline, 214' AGL/1091' MSL. Multiple trees and poles beginning 82' from DER, 34' left of centerline, up to 78' AGL/941' MSL. Multiple trees and poles beginning 256' from DER, 40' right of centerline, up to 99' AGL/941' MSL.

ARDMORE MUNI (ADM)
AMDT 1A 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31,** 300-2¼ or std. with a min. climb of 230' per NM to 1600. **Rwy 35,** 500-2¼ or std. with a min. climb of 300' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 35,** climb heading 354° to 1400 before proceeding on course.

NOTE: **Rwy 17,** trees beginning 1692' from DER 288' left of centerline, up to 100' AGL/789' MSL. Trees 527' from DER, 362' right of centerline, up to 100' AGL/248' MSL. Trees beginning 1910' from DER, 184' right of centerline, up to 100' AGL/777' MSL. **Rwy 13,** trees beginning 760' from DER, 385' right of centerline, up to 100' AGL/795' MSL. Trees beginning 807' from DER, 649' left of centerline, up to 100' AGL/776' MSL. Trees 3339' from DER, 876' left of centerline, up to 100' AGL/819' MSL.

ARKADELPHIA, AR

DEXTER B. FLORENCE MEMORIAL FIELD

NOTES: **Rwy 4,** multiple towers, trees, and railroad beginning 20' from departure end of runway, 282' left of centerline, up to 85' AGL/320' MSL. Multiple trees 79' from departure end of runway, 500' right of centerline, up to 54' AGL/184' MSL. **Rwy 22,** railroad 274' from departure end of runway, 434' right of centerline, 23' AGL/212' MSL.

ASH FLAT, AR

SHARP COUNTY RGNL

NOTE: **Rwy 4,** numerous trees beginning 1151' from departure end of runway, 576' right of centerline, up to 100' AGL/839' MSL. **Rwy 22,** numerous trees beginning 548' from departure end of runway, 83' left of centerline, up to 100' AGL/759' MSL.

BARTLESVILLE, OK

BARTLESVILLE MUNI (BVO)
ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy17,** 200-1 or std. w/ a min climb of 257' per NM to 1000, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2200' prior to departure end of runway. **Rwy 35,** 400-2¾ or std. w/ a min. climb of 300' per NM to 1200, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway.

NOTE: **Rwy 17,** multiple trees beginning 916' from departure end of runway, 169' right of centerline, up to 100' AGL/869' MSL. **Rwy 35,** tree 2216' from departure end of runway, 441' left of centerline, 52' AGL/743' MSL. Multiple trees and powerline pylons beginning 1.1 NM from departure end of runway, 180' right of centerline, up to 100' AGL/1059' MSL.

BATESVILLE, AR

BATESVILLE RGNL

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1¾ or std. with a min. climb of 215' per NM to 800. **Rwy 25,** std. with a min. climb of 230' per NM to 1500, or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 25,** for climb in visual conditions: cross Batesville Rgnl Airport at or above 1300.

NOTE: **Rwy 7,** tree 1.3 NM from departure end of runway, 844' right of centerline, 100' AGL/679' MSL.

BENTON, AR

SALINE COUNTY RGNL (SUZ)
ORIG 07354 (FAA)

NOTE: **Rwy 2,** road plus vehicles beginning 185' from departure end of runway, 331' left of centerline, 10' AGL/394' MSL. Multiple trees beginning 357' from departure end of runway, 354' left of centerline, up to 75' AGL/474' MSL. Multiple trees beginning 69' from departure end of runway, 147' right of centerline, up to 35' AGL/454' MSL. **Rwy 20,** multiple trees 1221' from departure end of runway, 15' left of centerline, up to 59' AGL/438' MSL. Multiple trees and pole beginning 1315' from departure end of runway, 10' right of centerline, up to 69' AGL/448' MSL.

BENTONVILLE, AR

BENTONVILLE MUNI/LOUISE M. THADEN FIELD

TAKE-OFF MINIMUMS: **Rwy 36**, 300-2¼ or std. with a min. climb of 270' per NM to 1700.

NOTE: **Rwy 36,** tower 1.92NM from departure end of runway, 1607' left of centerline, 345' AGL/1595' MSL. Multiple t-line towers 2048' from departure end of runway, 81' AGL/1356' MSL.

BLYTHEVILLE, AR

ARKANSAS INTL (BYH)
ORIG 08101 (FAA)

NOTE: **Rwy 36,** tree 3301' from departure end of runway, 1188' left of centerline, 88' AGL/337' MSL.

BLYTHEVILLE, AR (CON'T)

BLYTHEVILLE MUNI (HKA)

ORIG 08157 (FAA)

NOTE: **Rwy 18,** tree 487' from departure end of runway, 345' left of centerline, 100' AGL/364' MSL. Tree 1780' from departure end of runway, 748' right of centerline, 100' AGL/364' MSL. **Rwy 36,** tree 2393' from departure end of runway, 825' right of centerline, 100' AGL/359' MSL.

BOISE CITY, OK

BOISE CITY (17K)

ORIG 09295 (FAA)

NOTE: **Rwy 22,** hangars 243' from DER, 226' right of centerline, 35' AGL/4212' MSL. Vehicle on road 566' from DER, right and left of centerline, up to 15' AGL/4192' MSL.

BRISTOW, OK

JONES MEMORIAL (3F7)

AMDT 4A 10098 (FAA)

NOTE: **Rwy 17,** T-L tower 3133' from DER, 686' right of centerline, 70' AGL/960' MSL.

CARLISLE, AR

CARLISLE MUNI (4M3)

ORIG 08157 (FAA)

NOTE: **Rwy 9,** trees 2966' from departure end of runway, 1135' right of centerline, 100' AGL/339' MSL. Building 82' from departure end of runway, 331' left of centerline, 20' AGL/264' MSL. Building 781' from departure end of runway, 565' right of centerline, 30' AGL/269' MSL. **Rwy 18,** trees 306' from departure end of runway, across centerline, up to 100' AGL/344' MSL. Road 674' from departure end of runway, across centerline, 17' AGL/262' MSL. **Rwy 27,** trees 2668' from departure end of runway, 516' right of centerline, 100' AGL/344' MSL. **Rwy 36,** road 396' from departure end of runway, across centerline, 15' AGL/259' MSL.

CHANDLER, OK

CHANDLER RGNL

NOTE: **Rwy 35,** tree 1000' from departure end of runway, on centerline, 67' AGL/1029' MSL.

CLAREMORE, OK

CLAREMORE RGNL (GCM)

ORIG 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35,** 300-1½ or std. w/ min. climb of 300' per NM to 1100.

NOTE: **Rwy 17,** terrain 207' from DER, 385' left of centerline, 749' MSL. Ground 451' from DER, 505' left of centerline, 753' MSL. Terrain 208' from DER, 106' right of centerline, 739' MSL. **Rwy 35,** tree 6601' from DER, 1918' left of centerline, 100' AGL/949' MSL. Tree 473' from DER, 342' left of centerline, 19' AGL/719' MSL. Tree 1103' from DER, 510' right of centerline, 27' AGL/729' MSL. Tree 1571' from DER, 558' right of centerline, 42' AGL/739' MSL. Tree 1149' from DER, 479' left of centerline, 38' AGL/727' MSL. Tree 1510' from DER, 242' right of centerline, 46' AGL/735' MSL.

CLARKSVILLE, AR

CLARKSVILLE MUNI

TAKE-OFF MINIMUMS: **Rwy 9**, 400-2

DEPARTURE PROCEDURE: **Rwys 9, 27**, climb on runway heading to 3500 prior to turning northbound.

CLINTON, AR

HOLLEY MOUNTAIN AIRPARK (2A2)

ORIG 08325 (FAA)

NOTE: **Rwy 5,** numerous trees left and right of centerline, beginning 2' from departure end of runway, up to 100' AGL/1399' MSL. **Rwy 23,** numerous trees left and right of centerline, beginning 38' from departure end of runway, up to 100' AGL/1359' MSL.

CLINTON, OK

CLINTON RGNL

TAKE-OFF MINIMUMS: **Rwys 13, 31,** NA-obstacles. **Rwy 35,** 300-1 or std. w/ min. climb of 408' per NM to 2000.

NOTE: **Rwy 35,** tower 4403' from departure end of runway, 1625' left of centerline, 230' AGL/1780' MSL.

CLINTON-SHERMAN (CSM)

ORIG 08325 (FAA)

NOTE: **Rwy 17L,** tree 655' from departure end of runway, 317' left of centerline, 23' AGL/1932' MSL. **Rwy 17R,** tree 1275' from departure end of runway, 620' right of centerline, 35' AGL/1954' MSL. **Rwy 35R,** control tower 2797' from departure end of runway, 188' right of centerline, 66' AGL/1985' MSL. Tower 2981' from departure end of runway, 289' right of centerline, 76' AGL/1995' MSL.

CONWAY, AR

DENNIS F. CANTRELL FIELD (CWS)

AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8,26,** NA at night. **Rwy 26,** 200-1 or std. w/ min. climb of 346' per NM to 600. **Rwy 36,** 400-2½ or std. w/ min. a minimum climb of 289' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 36,** climb heading 358° to 900 before proceeding on course.

NOTE: **Rwy 8,** trees, tower, poles and a building beginning 355' from departure end of runway, 10' right of centerline, up to 100' AGL/399' MSL. Trees, buildings, poles, sign, and a vehicle on roadway beginning 65' from departure end of runway, 18' left of centerline, up to 100' AGL/399' MSL. **Rwy 18,** silo 2222' from departure end of runway, 64' right of centerline, 100' AGL/413' MSL. Trees beginning 2370' from departure end of runway, 888' right of centerline, up to 100' AGL/399' MSL. **Rwy 26,** antenna 2003' from departure end of runway, 932' right of centerline, 140' AGL/449' MSL. Tank 3636' from departure end of runway, 1178' left of centerline, 165' AGL/475' MSL. Terrain beginning 27' from departure end of runway, 83' right of centerline, up to 0' AGL/325' MSL. **Rwy 36,** tower 11088' from departure end of runway, 3152' right of centerline, 150' AGL/650' MSL. Tower 11231' from departure end of runway, 3894' right of centerline, 186' AGL/687'. Trees beginning 2016' from departure end of runway, 340' right of centerline, up to 100' AGL/ 409' MSL. Trees and towers beginning 4368' from departure end of runway, 964' left of centerline, up to 119' AGL/428' MSL.

CUSHING, OK

CUSHING MUNI

TAKE-OFF MINIMUMS: **Rwys 2, 8, 11, 20, 26, 29,** NA. **Rwy 36,** 400-2 or std. with a min. climb of 210' per NM to 1400.

DEPARTURE PROCEDURES: **Rwy 36,** climb via heading 360° to 1400' before turning left.

NOTE: **Rwy 36,** tower 2.16 NM from departure end of runway, 5370' left of centerline, 250' AGL/1263' MSL.

DE QUEEN, AR

J. LYNN HELMS SEVIER COUNTY

TAKE-OFF MINIMUMS: **Rwy 8**, 400-2 or std. with a min. climb of 310' per NM to 800.

DECATUR, AR

CRYSTAL LAKE

TAKE-OFF MINIMUMS: **Rwy 13**, NA-obstacles.

NOTE: **Rwy 31,** railroad 208' from departure end of runway, on centerline, 23' AGL/1202' MSL, multiple trees beginning 228' from departure end of runway, left of centerline up to 1231' MSL.

DUMAS, AR

BILLY FREE MUNI

TAKE-OFF MINIMUMS: **Rwy 36**, 300-1.

DUNCAN, OK

HALLIBURTON FIELD

TAKE-OFF MINIMUMS: **Rwy 35,** 400-2, or std. with a min. climb of 220' per NM to 1600.

EL DORADO, AR

SOUTH ARKANSAS RGNL AT GOODWIN FIELD

TAKE-OFF MINIMUMS: **Rwys 13,22,31,35,** 300-1.

DEPARTURE PROCEDURE: **Rwy 17**, climb runway heading to 600, then climb on course.

EL RENO, OK

EL RENO RGNL (RQO)

ORIG 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18, 36,** NA-Environmental. **Rwy 35,** 200-1 or std. w/ min. climb of 300' per NM to 1700.

NOTE: **Rwy 17,** vehicle on road 444' from departure end of runway, on centerline, 17' AGL/1436' MSL. **Rwy 35,** powerlines, 1800' from departure end of runway, on centerline, 80' AGL/1519' MSL.

ELK CITY, OK

ELK CITY RGNL BUSINESS

NOTE: **Rwy 35,** multiple trees beginning 43' from departure end of runway, 225' left of centerline, up to 100' AGL/2119' MSL. Multiple trees beginning 44' from departure end of runway, 22' right of centerline, up to 100' AGL/2119' MSL.

ENID, OK

ENID WOODRING RGNL (WDG)

AMDT 3A 09267 (FAA)

NOTE: **Rwy 13,** trees beginning 107' from DER, 182' right of centerline, up to 100' AGL/1269' MSL. Trees beginning 872' from DER, 308' left of centerline, up to 100' AGL/1289' MSL. **Rwy 35,** fence 218' from DER, 491' right of centerline, 8' AGL/1175' MSL. Vehicle on road beginning 253' from DER, 388' right of centerline, 15' AGL/1187' MSL. Train on railroad tracks beginning 369' from DER, left and right of centerline, 23' AGL/1190' MSL.

FAIRVIEW, OK

FAIRVIEW MUNI

TAKE-OFF MINIMUMS: **Rwy 17**, 400-2 or std. with a min. climb of 270' per NM to 1700.

FAYETTEVILLE, AR

DRAKE FIELD (FYV)

AMDT 5 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** std. w/ min. climb of 501' per NM to 1800 or 400-1¼ w/ min. climb of 360' per NM to 1900 or 1600-2½ for climb in visual conditions. **Rwy 34,** 300-1 or std. w/ min. climb of 648' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 16,** climb heading 164° to 2700 before turning right, climb heading 164° to 3400 before turning left. For climb in visual conditions cross Drake Field at or above 2800 before proceeding on course. **Rwy 34,** climb heading 344° to 2700 before proceeding on course.

NOTE: **Rwy 16,** multiple trees, road, fence, light poles, terrain, buildings beginning 72' from departure end of runway, 21' left of centerline, 114' AGL/1623' MSL. Multiple trees beginning 825' from departure end of runway, 13' right of centerline, up to 105' AGL/1438' MSL. **Rwy 34,** multiple trees, road, fence, light poles, terrain beginning 1' from departure end of runway, 102' left of centerline, up to 85' AGL/1343' MSL. Multiple trees, road, fence, light poles, terrain beginning 570' from departure end of runway, 319' right of centerline, up to 59' AGL/1540' MSL.

FAYETTEVILLE/SPRINGDALE/ROGERS, AR

NORTHWEST ARKANSAS RGNL

TAKE-OFF MINIMUMS: **Rwy 34,** 500-2 ¾ or std. with a min. climb of 227' per NM to 1900.

NOTES: **Rwy 16,** trees 1985' from departure end of runway, 1020' right of centerline, up to 100' AGL/1321' MSL. **Rwy 34,** tower 1.99 NM from departure end of runway, 1.29 NM left of centerline, 309' AGL/1729' MSL.

FLIPPIN, AR

MARION COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 4**, 300-1.

DEPARTURE PROCEDURE: **Rwy 4**, turn right, direct FLP VOR, then climb on course. **Rwy 22**, climb runway heading to 900, turn left, proceed direct FLP VOR, then climb on course.

FORREST CITY, AR

FORREST CITY MUNI

TAKE-OFF MINIMUMS: **Rwy 36**, 500-3 or std. with a min. climb of 290' per NM to 900.

FORT SMITH, AR

FORT SMITH RGNL

TAKE-OFF MINIMUMS: **Rwy 1**, 300-1 or std. with a min. climb of 353' per NM to 800. **Rwy 7**, 300-1½ or std. with a min. climb of 261' per NM to 800. **Rwy 19,** 200-1¼ or std. w/ a min. climb of 226' per NM to 700, or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway. **Rwy 25,** 300-1 or std. w/ a min. climb of 351' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 016° to 2400 before turning left. **Rwy 25**, climb heading 256° to 1100 before turning right.

NOTE: **Rwy 1,** terrain 56' from departure end of runway, 218' right of centerline, 0' AGL/449' MSL. Terrain 159' from departure end of runway, 354' left of centerline, 0' AGL/449' MSL. Light pole 1086' from departure end of runway, 287' left of centerline, 36' AGL/485' MSL. Tree 1495' from departure end of runway, 364' left of centerline, 60' AGL/509' MSL. Towers beginning 4315' from departure end of runway, 79' left of centerline, up to 109' AGL/619' MSL. Trees beginning 5136' from departure end of runway, 924' right of centerline, up to 100' AGL/679' MSL. **Rwy 7,** terrain 835' from departure end of runway, 678' left of centerline, 0' AGL/479' MSL. Trees beginning 3910' from departure end of runway, 1032' left of centerline, up to 57' AGL/556' MSL. Trees beginning 1.2 NM from departure end of runway, 1416' right of centerline, up to 100' AGL/699' MSL. Pole 1.2 NM from departure end of runway, 1572' right of centerline, 41' AGL/640' MSL.

Rwy 19, vehicle and road 200' from departure end of runway, 200' left of centerline, 15' AGL/462' MSL. Railroad, 639' from departure end of runway, 313' left of centerline, 20' AGL/449' MSL. Tank 704' from departure end of runway, 518' left of centerline, 31' AGL/480' MSL. Railroad 751' from departure end of runway, 2' right of centerline, 22' AGL/471' MSL. Trees beginning 930' from departure end of runway, 211' left of centerline, up to 48' AGL/627' MSL. Tree 941' from departure end of runway, 97' right of centerline, 25' AGL/474' MSL. Pole 1949' from departure end of runway, 439' left of centerline, 42' AGL/501' MSL. Elevator 2106' from departure end of runway, 969' right of centerline, 86' AGL/536' MSL. **Rwy 25,** pole 1642' from departure end of runway, 734' right of centerline, 24' AGL/513' MSL. Trees beginning 1848' from departure end of runway, 690' right of centerline, up to 100' AGL/629' MSL. Tower 4981' from departure end of runway, 1376' left of centerline, 125' AGL/623' MSL. Tank 5628' from departure end of runway, 208' left of centerline, 101' AGL/610' MSL.

GOLDSBY, OK

DAVID JAY PERRY

NOTE: **Rwy 13,** trees beginning 751' from departure end of runway, 481' left of centerline, up to 50' AGL/1209' MSL. Tree 982' from departure end of runway, 730' right of centerline, 50' AGL/1189' MSL. Terrain 101' from departure end of runway, 369' right of centerline, 1159' MSL. **Rwy 31,** tree 1624' from departure end of runway, 550' right of centerline, 50' AGL/1219' MSL. **Rwy 35,** tree 930' from departure end of runway, 45' left of centerline, 50' AGL/1199' MSL. Road 905' from departure end of runway, 18' left of centerline, 15' AGL/1194' MSL.

GROVE, OK

GROVE MUNI (GMJ)

ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 200-1¼ or std. w/ min. climb of 271' per NM to 1100.

NOTE: **Rwy 18,** building 308' from departure end of runway, 321' left of centerline, 13' AGL/842' MSL. Multiple buildings beginning 11' from departure end of runway, 325' right of centerline, 22' AGL/851' MSL. Windsock 118' from departure end of runway, 325' right of centerline, 22' AGL/851' MSL. Light 165' from departure end of runway, 420' left of centerline, 24' AGL/863' MSL. Vehicle on road 598' from departure end of runway, 619' left of centerline, 15' AGL/854' MSL. Vehicle on road 590' from departure end of runway, 499' right of centerline, 15' AGL/844' MSL. Trees and poles beginning 33' from departure end of runway, 12' left of centerline, up to 100' AGL/1019' MSL. Trees and poles beginning 252' from departure end of runway, 13' right of centerline, up to 40' AGL/869' MSL. **Rwy 36,** rising terrain beginning 30' from departure end of runway, 277' left of centerline, up to 826' MSL. Pole 316' from departure end of runway, 521' left of centerline, 20' AGL/859' MSL. Trees beginning 151' from departure end of runway, 54' left of centerline, up to 100' AGL/939' MSL. Trees beginning 109' from departure end of runway, 49' right of centerline, up to 85' AGL/884' MSL.

GUTHRIE, OK

GUTHRIE-EDMOND RGNL (GOK)

AMDT 1 09351 (FAA)

NOTE: **Rwy 16,** trees beginning 54' from DER, 286' right of centerline, up to 44' AGL/1087' MSL.

GUYMON, OK

GUYMON MUNI

TAKE-OFF MINIMUMS: **Rwys 6, 24**, 600-2.

DEPARTURE PROCEDURE: **Rwys 18,36**, climb runway heading to 3700 before turning.

HARRISON, AR

BOONE COUNTY

TAKE-OFF MINIMUMS: **Rwy 18**, 1400-3 or std. with a min. climb of 320' per NM to 3200.

DEPARTURE PROCEDURE: **Rwy 18**, climb via heading 182° to 2600 before turning.

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HELENA/WEST HELENA, AR

THOMPSON-ROBBINS

TAKE-OFF MINIMUMS: **Rwy 8,** 400-2 or std. with a min. climb of 250' per NM to 700.

HENRY POST AAF (KFSI)

FORT SILL, OK 10098

Rwy 17, Standard

Rwy 35, Standard

DEPARTURE PROCEDURE:

Rwy 35, Climb heading 008° to 2200 before proceeding on course.

TAKE-OFF OBSTACLES: **Rwy 17:** Street light 30' AGL/1226' MSL, 1589' from DER, 862' right of centerline. Street light 30' AGL/1210' MSL, 1139' from DER, 786' right of centerline. Trees 50' AGL/1198' MSL, 951' from DER, 671' right of centerline. Trees 50' AGL/1221' MSL, 2151' from DER, 35' left of centerline. Trees 50' AGL/1229' MSL, 2488' from DER, 296' right of centerline.

HENRYETTA, OK

HENRYETTA MUNI

TAKE-OFF MINIMUMS: **Rwy 36**, 500-3 or std. with a min. climb of 270' per NM to 1500.

NOTE: **Rwy 36,** tower 13139' from DER, 885' right of centerline, 318' AGL/1273' MSL. Tower 8882' from DER, 6059' left of centerline, 330' AGL/1223' MSL.

HOBART, OK

HOBART RGNL (HBR)

AMDT 1 08073 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3, 12, 21, 30,** NA-Environmental.

NOTE: **Rwy 35,** Terrain beginning 107' from departure end of runway, 185' left of centerline, 0' AGL/1549' MSL. terrain beginning 109' from departure end of runway, 63' right of centerline, 0' AGL/1549' MSL.

HOPE, AR

HOPE MUNI (M18)

ORIG 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-Rwy closed indefinitely.

NOTE: **Rwy 16,** tree 1395' from DER, 695' left of centerline, 70' AGL/409' MSL. Tree 1307' from DER, 842' right of centerline, 70' AGL/399' MSL. Tree 2217' from DER, on centerline, 70' AGL/399' MSL. **Rwy 34,** trees beginning 504' from DER, 113' right of centerline, up to 70' AGL/460' MSL. Trees beginning 1173' from DER, 59' left of centerline, up to 70' AGL/457' MSL. Bush 39' from DER, 162' left of centerline, 10' AGL/369' MSL. Fence 154' from DER, 474' right of centerline, 11' AGL/371' MSL. Fence 410' from DER, 90' right of centerline, 11' AGL/370' MSL. Terrain 43' from DER, 448' left of centerline, 365' MSL.

HOT SPRINGS, AR

MEMORIAL FIELD

TAKE-OFF MINIMUMS: **Rwy 31**, 1100-3 or std. with a min. climb of 700' per NM to 1700. **Rwy 5**, 1100-3 or std. with a min climb of 820' per NM to 1700. **Rwy 13**, 300-1 or std. with a min. climb of 220' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 5**, climbing right turn via HOT R-065, continue climb to 1700 before departing on course. **Rwys 13,23,31**, climb on runway heading to 1700 before departing on course.

IDABEL, OK

MC CURTAIN COUNTY RGNL

NOTE: **Rwy 2,** trees 1.92 NM from departure end of runway, on centerline, 100' AGL/629' MSL.

JONESBORO, AR

JONESBORO MUNI (JBR)

AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31,** NA-obstacles.

NOTE: **Rwy 5,** multiple trees beginning 872' from departure end of runway, 459' right of centerline, up to 55' AGL/304' MSL, trees 1226' from departure end of runway, 557' left of centerline, 64' AGL/315' MSL. **Rwy 13,** multiple trees and poles beginning 356' from departure end of runway, 188' right of centerline, up to 48' AGL/304' MSL. Trees and poles beginning 694' from departure end of runway, 81' left of centerline, 45' AGL/278' MSL. Railroad 600' from departure end of runway, 9' left of centerline, up to 19' AGL/275' MSL. **Rwy 23,** multiple trees beginning 2493' from departure end of runway, 282' right of centerline, up to 66' AGL/326' MSL.

LAKE VILLAGE, AR

LAKE VILLAGE MUNI (M32)

ORIG 10042 (FAA)

NOTE: **Rwy 1,** trees beginning 1184' from DER, left and right of centerline, up to 100' AGL/229' MSL. **Rwy 19,** trees beginning 654' from DER, left and right of centerline, up to 100' AGL/229' MSL.

LAWTON, OK

LAWTON-FT SILL RGNL (LAW)

ORIG 10042 (FAA)

NOTE: **Rwy 17,** tree 1709' from DER, 870' left of centerline, 60' AGL/1119' MSL. Tree 918' from DER, 733' right of centerline, 31' AGL/1098' MSL. **Rwy 35,** tree 2377' from DER, 802' left of centerline, 60' AGL/1179' MSL.

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LITTLE ROCK, AR

ADAMS FIELD (LIT)
AMDT 8 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1½ or std. w/ min. climb of 391' per NM to 600. **Rwy 22L,** 300-1¾ or std. w/ min. climb of 216' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1500' prior to departure end of runway. **Rwy 22R,** 300-2 or std. w/ min. climb of 329' per NM to 1100.

DEPARTURE PROCEDURE**: Rwy 22R,** climb heading 225° to 1100 before turning right. **Rwy 36,** climb heading 360° to 800 before turning left.

NOTE: **Rwy 4L,** tree 1784' from departure end of runway, 787' right of centerline, 100' AGL/339' MSL. **Rwy 4R,** tree 3337' from departure end of runway, 1050' right of centerline, 100' AGL/349' MSL. **Rwy 18,** trees beginning 1147' from departure end of runway, 153' left of centerline, up to 100' AGL/401' MSL. Vehicle/road 2037' from departure end of runway, 177' left of centerline, 17' AGL/313' MSL, railroad 1264' from departure end of runway, 18' left of centerline, 23' AGL/285' MSL. Trees beginning 1473' from departure end of runway, 132' right of centerline, up to 100' AGL/479' MSL, elevator 4633' from departure end of runway, 371' right of centerline, 88' AGL/399' MSL. Train 60' from departure end of runway, 470' right of centerline, 23' AGL/282' MSL. Stack 4873' from departure end of runway, 75' right of centerline, 87' AGL/402' MSL. Railroad crossing guard 489' from departure end of runway, 545' right of centerline, 26' AGL/282' MSL. Railroad 777' from departure end of runway, 537' right of centerline, 23' AGL/277' MSL. **Rwy 22L,** trees, beginning 782' from departure end of runway, 174' left of centerline, up to 100' AGL/419' MSL. Obstruction light poles, beginning 2130' from departure end of runway, 754' left of centerline, up to 100' AGL/364' MSL. Building 1310' from departure end of runway, 820' left of centerline, 25' AGL/300' MSL. Trees, beginning 4728' from departure end of runway, 1423' right of centerline, up to 100' AGL/499' MSL. Light 982' from departure end of runway, 503' right of centerline, 100' AGL/295' MSL. **Rwy 22R,** trees beginning 1236' from departure end of runway, 407' left of centerline, up to 100' AGL/512' MSL. Railroad 969' from departure end of runway, 731' left of centerline, 26' AGL/285' MSL. Antenna 9769' from departure end of runway, 2625' left of centerline, 119' AGL/508' MSL. Train 441' from departure end of runway, 608' right of centerline, 23' AGL/282' MSL. Poles beginning 948' from departure end of runway, 101' right of centerline, up to 34' AGL/293' MSL. Building 1169' from departure end of runway, 420' right of centerline, 32' AGL/291' MSL. Trees beginning 1702' from departure end of runway, 356' right of centerline, up to 100' AGL/311' MSL. Railroad crossing guard 819' from departure end of runway, 216' right of centerline, 23' AGL/282' MSL. Antenna 349' from departure end of runway, 479' right of centerline, 18' AGL/267' MSL. **Rwy 36,** trees beginning 449' from departure end of runway, 15' left of centerline, up to 100' AGL/370' MSL. Pole 904' from departure end of runway, 386' left of centerline, 41' AGL/300' MSL. Tower 1669' from departure end of runway, 505' left of centerline, 60' AGL/313' MSL. Trees beginning 350' from departure end of runway, 408' right of centerline, up to 100' AGL/ 347' MSL. Pole 902' from departure end of runway, 25' right of centerline, 42' AGL/301' MSL.

LITTLE ROCK AFB (KLRF)

JACKSONVILLE, AR 08045

DEPARTURE PROCEDURE: **Rwy 25:** Cross DER at least 13' AGL/299 MSL. 467' (80' AGL) trees, 6528' from departure end of rwy, 2248' left of centerline.

TAKE-OFF OBSTACLES: Rwy 07: Multiple trees up to 80' AGL/367' MSL, 1045' from DER, 724' right of centerline. Multiple trees up to 80' AGL/370' MSL, 1433' from DER, 674' left of centerline. **Rwy 07** (Assault Strip): Terrain 299' MSL, 26' from DER, 337' left of centerline. Terrain 292' MSL, 32' from DER, 413' right of centerline. Multiple trees 80' AGL/384' MSL, 1882' from DER, 536' left of centerline. Multiple trees 80' AGL/ 367' MSL, 2960' from DER, 1174' right of centerline. **Rwy 25**: Multiple trees 80' AGL/364' MSL, 1006' from DER, 722' right of centerline. Multiple trees 80' AGL/ 400' MSL, 4200' from DER, 757' left of centerline. **Rwy 25** (Assault Strip): Terrain 312' MSL, 4' from DER, 372' right of centerline. Multiple trees 80' AGL/436' MSL, 1387' from DER, 840' right of centerline.

MADILL, OK

MADILL MUNI

TAKE-OFF MINIMUMS: **Rwy 18**, 1000-3 or std. with a min. climb of 325' per NM to 3000.

DEPARTURE PROCEDURE: **Rwy 36**, climb runway heading to 2600 before turning southbound. **Rwy 18**, plan departure to avoid 2584' tower 6 NM south of airport or maintain climb of 325' per NM to 3000.

MAGNOLIA, AR

MAGNOLIA MUNI

NOTE: **Rwy 18,** 100' AGL tree 1950' from departure end of runway, 350' left of centerline.

MALVERN, AR

MALVERN MUNI

NOTE: **Rwy 4,** multiple trees beginning 456' from departure end of runway, 1' left of centerline, up to 100' AGL/649' MSL. Multiple trees beginning 456' from departure end of runway, 1' right of centerline, up to 100' AGL/649' MSL. **Rwy 22,** multiple trees and powerlines beginning 241' from departure end of runway, 1' left of centerline, up to 75' AGL/604' MSL. Multiple trees and powerlines beginning 241' from departure end of runway, 1' right of centerline, up to 75' AGL/ 604' MSL.

MC ALESTER, OK

MC ALESTER RGNL (MLC)
ORIG-A 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1½ or std. w/ a min. climb of 318' per NM to 1100. **Rwy 20,** 300-2 or std. w/ a min. climb of 232' per NM to 1100 or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to DER.

NOTE: **Rwy 2,** light standard, tree and pole beginning 203' from DER, 302' right of centerline, up to 59' AGL/ 828' MSL. Pole 104' from DER, 276' left of centerline, 31' AGL/780' MSL. Tree 5344' from DER, 1912' left of centerline, 100' AGL/989' MSL. **Rwy 20,** multiple trees and poles beginning 715' from DER, 66' right and 97' left of centerline, up to 50' AGL/934' MSL. Radio mast 9021' from DER, 2565' right of centerline, 266' AGL/985' MSL.

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MELBOURNE, AR

MELBOURNE MUNI-JOHN E MILLER FIELD

TAKE-OFF MINIMUMS: **Rwy 21,** 300-1¼ or std. with a min. climb of 211' per NM to 1000.

NOTE: **Rwy 21,** water tank 1.1 NM from departure end of runway, 49' left of centerline, 105' AGL/939' MSL.

MENA, AR

MENA INTERMOUNTAIN MUNI

TAKE-OFF MINIMUMS: **Rwy 9,** std. with a min. climb of 284' per NM to 3500, or 1300-2½ for climb in visual conditions. **Rwy 17,** std. with a min. climb of 426' per NM to 3400, or 1300-2½ for climb in visual conditions. **Rwy 27,** std. with a min. climb of 408' per NM to 3500, or 1300-2½ for climb in visual conditions. **Rwy 35,** std. with a min. climb of 293' per NM to 3400, or 1300-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 9, 17, 27, 35,** for climb in visual conditions: cross Mena Intermountain Municipal Airport at or above 2300.

NOTE: **Rwy 27,** trees 2.01 NM from departure end of runway, on centerline, 100' AGL/1759' MSL.

MONTICELLO, AR

MONTICELLO MUNI/ELLIS FIELD (LLQ)

ORIG 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21,** 200-1¼ or std. w/ min. climb of 436' per NM to 600.

NOTE: **Rwy 3,** tree 278' from departure end of runway, 544' left of centerline, 100' AGL/349' MSL. Vehicle on road 625' from departure end of runway, 628' right of centerline, 15' AGL/264' MSL. **Rwy 21,** tree 3687' from departure end of runway, 819' left of centerline, 100' AGL/469' MSL. Vehicle on road 1000' from departure end of runway, 676' left of centerline, 15' AGL/294' MSL. Trees beginning 435' from departure end of runway, 607' right of centerline, up to 100' AGL/399' MSL. Powerline 5621' from departure end of runway, 994' right of centerline, 79' AGL/458' MSL. Powerline 4504' from departure end of runway, 1652' right of centerline, 79' AGL/388' MSL.

MORRILTON, AR

MORRILTON MUNI (BDQ)

ORIG-A 08129 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27,** Std. w/ min. climb of 211' per NM to 1600 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 27,** For climb in visual conditions cross Morrilton Municipal Airport at or above 1100 MSL before proceeding on course.

NOTE: **Rwy 9,** trees beginning 321' from departure end of runway, 511' right of centerline up to 100' AGL/419' MSL. Trees beginning 3378' from departure end of runway, 346' left of centerline, up to 100' AGL/449' MSL. **Rwy 27,** trees beginning 814' from departure end of runway, 317' left of centerline up to 100' AGL/399' MSL. Trees beginning 1552' from departure end of runway, 6' right of centerline up to 100' AGL/429' MSL.

PETIT JEAN PARK

TAKE-OFF MINIMUMS: **Rwy 21,** 400-2 or std. with a min. climb of 420' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 3**, climb runway heading to 1300 before turning.

MOUNTAIN HOME, AR

OZARK RGNL

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1 or std. with a min. climb of 270' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 5**, turn right. **Rwy 23,** turn left: **All aircraft** proceed direct via FLP VOR/DME then climb on course.

MOUNTAIN VIEW, AR

MOUNTAIN VIEW WILCOX MEMORIAL FIELD

TAKE-OFF MINIMUMS: **Rwy 9**, 1000-3 or std. with a min. climb of 370' per NM to 2100. **Rwy 27**, 1800-3 or std. with a min. climb of 350' per NM to 3100.

DEPARTURE PROCEDURE: **Rwy 9**, climb via heading 092° to 2100 before turning. **Rwy 27**, climb via heading 272° to 3100 before turning.

MULDROW AHP (KHMY)

LEXINGTON, OK . . . . . ORIG, 08213

TAKE-OFF OBSTACLES: **Rwy 17,** trees, poles, buildings and fence, up to 60' AGL/1149' MSL, 17' from DER, left and right of centerline. **Rwy 35,** trees, pole and NDB, up to 70' AGL/1161' MSL, 45' from DER, left and right of centerline.

MUSKOGEE, OK

DAVIS FIELD (MKO)

ORIG 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36,** NA-Environmental. **Rwy 22,** 200-1½ or std. w/ min. climb of 436' per NM to 900. **Rwy 31,** 300-1½ or std. w/ min.

DAVIS FIELD (MKO)(CONT'D)

climb of 217' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200'per NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

NOTE: **Rwy 22,** tree 3637' from departure end of runway, 985' right of centerline, 100' AGL/809' MSL. **Rwy 31,** tree 7679' from departure end of runway, 851' left of centerline, 100' AGL/819' MSL.

NEWPORT, AR

NEWPORT MUNI (M19)

ORIG 08269 (FAA)

NOTE: **Rwy 22,** building beginning 1947' from departure end of runway, 452' right of centerline, 60' AGL/299' MSL. **Rwy 36,** trees 2163' from departure end of runway, 939' left of centerline, up to 100' AGL/339' MSL.

NORMAN, OK

UNIVERSITY OF OKLAHOMA WESTHEIMER

NOTE: **Rwy 3,** multiple elevators, tower, and cement hopper beginning 1452' from departure end of runway, 358' right of centerline, up to 56' AGL/1236' MSL. **Rwy 21,** terrain 167' from departure end of runway, 506' right of centerline, 1182' MSL. **Rwy 35,** multiple poles beginning 699' from departure end of runway 518' right of centerline, up to 37' AGL/1215' MSL.

10098

TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

10098

NORTH LITTLE ROCK, AR

NORTH LITTLE ROCK MUNI

NOTE: **Rwy 5,** 80' AGL tree 360' from departure end of runway, 500' right of centerline. **Rwy 35,** 45' AGL trees 650' from departure end of runway, 300' left of centerline; 85' AGL tree 700' from departure end of runway, 600' right of centerline.

OKLAHOMA CITY, OK

CLARENCE E. PAGE MUNI

NOTE: **Rwy 17R,** multiple trees beginning 43' from departure end of runway, 331' right of centerline, 15' AGL/1348' MSL. Multiple trees beginning 260' from departure end of runway, 345' left of centerline, 37' AGL/1366' MSL. **Rwy 35L,** bush 90' from departure end of runway, 482' left of centerline, 8' AGL/1358' MSL.

SUNDANCE AIRPARK

TAKE-OFF MINIMUMS: **Rwy 17**, 400-1.

WILL ROGERS WORLD

NOTE: **Rwy 35L,** post 47' from departure end of runway, 495' left of centerline, 14' AGL/1287' MSL. **Rwy 36,** obstruction light on lighted WSK 678' from departure end of runway, 153' left of centerline, 31' AGL/1295' MSL.

WILEY POST (PWA)

AMDT 4 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17L,** 200-1 or std. with a min. climb of 310' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 13,** climb heading 127° to 2300 before turning left. **Rwys 35L,35R,** climb heading 352° to 1900 before turning right.

NOTE: **Rwy 13,** multiple trees 2032' from departure end of runway, 405' left of centerline, 50' AGL/1359' MSL. Multiple hangars 466' from departure end of runway, 465' left of centerline, 17' AGL/1316' MSL. Multiple hangars 1348' from departure end of runway, 604' right of centerline, 35' AGL/1334' MSL. **Rwy 17L,** multiple tanks 4592' to 6210' from departure end of runway, 1220' to 1385' left of centerline, up to 148' AGL/1478' MSL. Multiple trees 1292' to 1360' from departure end of runway, 645' to 727' right of centerline, up to 50' AGL/1345' MSL. **Rwy 17R,** windsock 326' from departure end of runway, 421' left of centerline, 20' AGL/1305' MSL. **Rwy 31,** road with vehicle 556' from departure end of runway, 319' left of centerline, 15' AGL/1289' MSL. **Rwy 35L,** multiple trees 706' from departure end of runway, 560' left of centerline, 50' AGL/1329' MSL. Spire 2442' from departure end of runway, 900' left of centerline, 86' AGL/1366' MSL.

OKMULGEE, OK

OKMULGEE RGNL

DEPARTURE PROCEDURE: **Rwy 36,** climb heading 356° to 1600 before proceeding on course.

NOTE: **Rwy 18,** multiple trees beginning 1303' from departure end of runway, 69' left of centerline, up to 100' AGL/779' MSL. Multiple trees beginning 1699' from departure end of runway, 12' right of centerline, up to 100' AGL 779' MSL.

OSCEOLA, AR

OSCEOLA MUNI

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1.

NOTE: **Rwy 1,** 180' AGL antenna 3003' from departure end of runway, 20' right of centerline.

OZARK, AR

OZARK-FRANKLIN COUNTY

TAKE-OFF MINIMUMS: **Rwy 4**, 400-2 or std. with a min. climb of 492' per NM to 1400. **Rwy 22,** std. with a min. climb of 282' per NM to 1400, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 4,** climbing right turn to 3000 via FSM R-064 to FSM VORTAC before proceeding on course. **Rwy 22,** climbing right turn to 3000 via FSM R-064 to FSM VORTAC before proceeding on course, or for climb in visual condtions cross Ozark-Franklin County Airport southwest bound at or above 1600 then climb to 3000 via FSM R-064 to FSM VORTAC before proceeding on course.

NOTE: **Rwy 4,** trees beginning 1906' from departure end of runway, 100' left of centerline, up to 100' AGL/959' MSL. Trees beginning 3412' from departure end of runway, 6' right of centerline, up to 100' AGL/959' MSL. Tower 1.1 NM from departure end of runway, 470' left of centerline, 205' AGL/995' MSL. **Rwy 22,** rising terrain and trees beginning 1.6 NM from departure end of runway, 1017' right of centerline, up to 100' AGL/999' MSL. Rising terrain and trees beginning 2.7 NM from departure end of runway, on centerline, up to 100' AGL/1079' MSL.

PARAGOULD, AR

KIRK FIELD

TAKE-OFF MINIMUMS: **Rwy 4,** 300-1 or std. with a min. climb of 333' per NM to 600. **Rwys 8, 26,** NA-unsurveyed turf runways. **Rwy 22,** 200-1.

NOTE: **Rwy 4,** tank 5070' from departure end of runway, 883' right of centerline, 190' AGL/470' MSL. Road 1285' from departure end of runway, on centerline, 289' MSL. Sign 1506' from departure end of runway, 135' right of centerline, 50' AGL/331' MSL. **Rwy 22,** sign 311' from departure end of runway, 285' right of centerline, 30' AGL/325' MSL. Road 300' from departure end of runway, on centerline, 295' MSL.

PONCA CITY, OK

PONCA CITY RGNL (PNC)

ORIG 07354 (FAA)

NOTE: **Rwy 17,** multiple buildings, poles, and antenna beginning 195' from departure end of runway, 303' right of centerline, up to 81' AGL/1071' MSL. Trees and pole 1304' from departure end of runway, from 400' left of centerline, 70' AGL/1061' MSL. **Rwy 35,** antenna on building 10' from departure end of runway, 437' right of centerline, 13' AGL/1013' MSL. Trees 1475' from departure end of runway, 350' right of centerline 50' AGL/1030' MSL.

POTEAU, OK

ROBERT S. KERR

DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 2500 before turning on course. **Rwy 36,** climb runway heading to 2800 before turning on course.

NOTE: **Rwy 36,** cross departure end of runway at or above 16' AGL/461' MSL.

10098

10098

PRYOR, OK

MID-AMERICA INDUSTRIAL

DEPARTURE PROCEDURE: **Rwys 18, 36,** climb to 1400 before turning on course.

ROGERS, AR

ROGERS MUNI-CARTER FIELD

NOTES: **Rwy 20**, multiple towers and trees beginning 393' from departure end of runway, 209' right of centerline, up to 122' AGL/1462' MSL. Multiple towers and trees beginning 567' from departure end of runway, 81' left of centerline, up to 108' AGL/1469' MSL.

RUSSELLVILLE, AR

RUSSELLVILLE RGNL

TAKE-OFF MINIMUMS: **Rwy 7,** 500-2 or std. with a min. climb of 490' per NM to 900. **Rwy 25,** 1800-3 or std. with a min. climb of 230' per NM to 2200.

NOTE: **Rwy 7,** building, 3192' from departure end of runway, 204' left of centerline, 50' AGL/520' MSL.

SALLISAW, OK

SALLISAW MUNI

TAKE-OFF MINIMUMS: **Rwy 17,** 400-2 or std. with a min. climb of 210' per NM to 1000. **Rwy 35,** 700-2 or std. with a min. climb of 470' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 17,** climb runway heading to 1000 before turning. **Rwy 35,** climbing left turn to 1500 on heading 180° before proceeding on course.

SAND SPRINGS, OK

WILLIAM R. POGUE MUNI (OWP)

AMDT 2 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35,** 300-1½ or std. w/ min. climb of 260' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 169° to 2500 before turning left. **Rwy 35,** climb heading 349° to 2500 before turning right.

NOTE: **Rwy 17,** trees beginning 75' from DER, 121' left and right of centerline, up to 100' AGL/940' MSL. Vehicles 83' from DER, 35' left and right of centerline, 15' AGL/905' MSL. **Rwy 35,** vehicles 83' from DER, 35' left of centerline, 15' AGL/905' MSL. Trees 1.24 NM from DER, 671' left of centerline, up to 100' AGL/1126' MSL.

SEMINOLE, OK

SEMINOLE MUNI

NOTE: **Rwy 16,** powerline 419' from departure end of runway, 403' left of centerline, 46' AGL/1025' MSL.

SILOAM SPRINGS, AR

SMITH FIELD

NOTE: **Rwy 18,** light pole 1320' from departure end of runway, 358' right of centerline, 31' AGL/1209' MSL. Trees 795' from departure end of runway, 354' left of centerline, up to 25' AGL/1197' MSL. Trees 1272' from departure end of runway, 340' right of centerline, up to 34' AGL/1212' MSL. **Rwy 36,** power pole 1185' from departure end of runway, 567' right of centerline, 31' AGL/1223' MSL. Trees 528' from departure end of runway, 424' left of centerline, up to 54' AGL/1241' MSL. Trees 532' from departure end of runway, 354' right of centerline, up to 39' AGL/1232' MSL.

SPRINGDALE, AR

SPRINGDALE MUNI

TAKE-OFF MINIMUMS: **Rwy 36**, 400-2 or std. with a min. climb of 260' per NM to 1900.

DEPARTURE PROCEDURE: **Rwys 18, 36,** climb runway heading to 1900 prior to turning on course or as directed by ATC.

NOTE: **Rwy 36,** 70' AGL/1422' MSL trees 4406' from departure end of runway, 522' right of centerline. 70' AGL/1409' MSL trees 2734' from departure end of runway, 325' right of centerline. 70' AGL/1403' MSL trees 2783' from departure end of runway, 42' right of centerline. 70' AGL/1418' MSL trees 3075' from departure end of runway, 329' right of centerline. 70' AGL/1389' MSL trees 1659' from departure end of runway, 326' right of centerline.

STUTTGART, AR

STUTTGART MUNI

NOTE: **Rwy 18,** tree 108' from departure end of runway, 286' right of centerline, 9' AGL/227' MSL. **Rwy 27,** tree 188' from departure end of runway, 152' left of centerline, 7' AGL/227' MSL.

TAHLEQUAH, OK

TAHLEQUAH MUNI (TQH)

AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35,** 300-1½ or std. w/ min. climb of 345' per NM to 1200.

NOTE: **Rwy 17,** trees beginning 80' from departure end of runway, 16' right of centerline, up to 60' AGL/911' MSL. Trees and poles beginning 139' from departure end of runway, 337' left of centerline, up to 34' AGL/855' MSL. Light 1042' from departure end of runway, 403' left of centerline, 29' AGL/878' MSL. **Rwy 35,** poles and trees beginning 23' from departure end of runway, 42' left of centerline, up to 56' AGL/1075' MSL. Poles and trees beginning 1334' from departure end of runway, 29' right of centerline, up to 40' AGL/1058' MSL. Building 4492' from departure end of runway, 889' left centerline, 24' AGL/1024' MSL.

TEXARKANA, AR

TEXARKANA RGNL-WEBB FIELD (TXK)

AMDT 4 07354 (FAA)

NOTE: **Rwy 4,** multiple trees 881' from departure end of runway, 677' left of centerline, 60' AGL/419' MSL. Multiple trees 767' from departure end of runway, 621' right of centerline, 75' AGL/434' MSL. **Rwy 13,** multiple trees 21' from departure end of runway, 372' left of centerline, 75' AGL/424' MSL. Multiple trees 1819' from departure end of runway, 133' left of centerline, 99' AGL/438' MSL. Multiple trees beginning 237' from departure end of runway, 344' right of centerline, 98' AGL/457' MSL. **Rwy 22,** multiple trees beginning 122' from departure end of runway, 276' left of centerline, 47' AGL/406' MSL. Multiple trees beginning 132' from departure end of runway, 348' right of centerline, 71' AGL/400' MSL. **Rwy 31,** vehicle on road 346' from departure end of runway, on centerline, 15' AGL/391' MSL. Multiple trees 535' from deaprture end of runway, 124' left of centerline, 60' AGL/391' MSL. Mutliple trees beginning 454' from departure end of runway, 349' right of centerline, 70' AGL/429' MSL. Multiple trees 1962' from departure end of runway, 195' left of centerline, 60' AGL/429' MSL

10098
TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

TINKER AFB (KTIK),
OKLAHOMA CITY, OK . . . . . .
09043
DEPARTURE PROCEDURE: **Rwy 30,** climb on track 306° to 4000 prior to executing a right turn, left turns may be initiated at 1800. **Rwy 35,** intercept TIK R-354 climbing to 4000 prior to executing left turn.
TAKE-OFF OBSTACLES: **Rwy 30,** Trees 47' AGL/ 1267' MSL, 1778' from DER, 927' right of centerline. Monument 41' AGL/1264' MSL, 1473' from DER, 1337' right of centerline. Trees 28' AGL/ 1245' MSL, 2862' from DER, 1641' right of centerline.

TULSA, OK
RICHARD LLOYD JONES JR (RVS)
AMDT 6 08297 (FAA)
TAKE-OFF MINIMUMS: **Rwy 31,** 300-1¾ or std. w/ min. climb of 470' per NM to 1100.
DEPARTURE PROCEDURE: **Rwys 1L, 1R,** climb heading 007° to 1400 before proceeding on course. **Rwy 13,** climb heading 127° to 1400 before proceeding on course. **Rwys 19L, 19R,** climb heading 187° to 1400 before proceeding on course. **Rwy 31,** climb heading 307° to 1700 before proceeding on course.
NOTE: **Rwy 1L,** tree 1492' from departure end of runway, 627' right of centerline, 81' AGL/700' MSL **Rwy 1R,** railroad 163' from departure end of runway, 226' right of centerline, 23' AGL/669' MSL. Tree 250' from departure end of runway, 236' right of centerline, 45' AGL/669' MSL. Pole 582' from departure end of runway, 330' right of centerline, 49' AGL/673' MSL. Pole 992' from departure end of runway, 117' right of centerline, 40' AGL/664' MSL. Tree 1844' from departure end of runway, 74' left of centerline, 81' AGL/ 700' MSL. **Rwy 13,** building 717' from departure end of runway, 514' right of centerline, 25' AGL/641' MSL. Tree 1961' from departure end of runway, 92' left of centerline, 50' AGL/679' MSL. Tree 2021' from departure end of runway, 461' right of centerline, 76' AGL/695' MSL. Tree 2287' from departure end of runway, 102' right of centerline,
79' AGL/698' MSL. Tree 2438' from departure end of runway, 31' left of centerline, 80' AGL/699' MSL. Tree 2697' from departure end of runway, 323' right of centerline, 90' AGL/709' MSL. Trees beginning 2292' from departure end of runway, 655' right of centerline, up to 100' AGL/729' MSL. **Rwy 19L,** tree 791' from departure end of runway, 311' left of centerline, 46' AGL/665' MSL. Tree 1379' from departure end of runway, 457' left of centerline, 64' AGL/683' MSL. Trees beginning 3858' from departure end of runway, 620' left of centerline, up to 100' AGL/719' MSL. **Rwy 19R,** tree 2247' from departure end of runway, 1020' left of centerline, 56' AGL/685' MSL. Trees beginning 3296' from departure end of runway, 1323' left of centerline, up to 100' AGL/714' MSL. **Rwy 31,** hangar, 507' from departure end of runway, 344' right of centerline, 21' AGL/640' MSL. Trees beginning 1372' from departure end of runway, from 265' left of centerline to 248' right of centerline, up to 95' AGL/ 714' MSL. Tree 2161' from departure end of runway, 74' left of centerline, 102' AGL/721' MSL. Trees beginning 1965' from departure end of runway, 909' left of centerline, up to 100' AGL/739' MSL. Transmission line towers beginning 2732' from departure end of runway, 28' right of centerline, up to 107' AGL/773' MSL.

TULSA INTL
TAKE-OFF MINIMUMS: **Rwy 18R**, 200-1 or std. with a min. climb of 210' per NM to 900.
DEPARTURE PROCEDURE: Comply with SID or as cleared.

VANCE AFB (KEND)

ENID, OK 09323

TAKE-OFF OBSTACLES:

Rwy 17C: Barrier (when raised) 24' AGL/1321' MSL, 154' into overrun, on centerline.

Rwy 17L: Terrain, 1293' MSL, 239' from DER, 55' left of centerline. Terrain, 1295' MSL, abeam departure end of runway, 156' right of centerline. Wind sensor, 33' AGL/1325' MSL, 211' from DER, 578' right of centerline. T-1 aircraft on taxiway, 14' AGL/1298' MSL, 204' from DER, 186' right of centerline. T-1 aircraft on taxiway, 14' AGL/1303' MSL, 383' from DER, 574' left of centerline. Trees, 70' AGL/1349' MSL, 2479' from DER, 1136' left of centerline. Trees, 70' AGL/1355' MSL, 1620' from DER, 944' left of centerline.

Rwy 17R: Barrier (when raised), 24' AGL/1336' MSL, 152' into overrun, on centerline.

Rwy 35C: Barrier (when raised), 24' AGL/1301' MSL, 147' into overrun, on centerline.

Rwy 35L: Barrier (when raised), 24' AGL/1303' MSL, 149' into overrun, on centerline.

Rwy 35R: Wind sensor, 33' AGL/1299' MSL, 1884' from DER, 577' left of centerline. Vehicle on road, 10' AGL/1284' MSL, 144' from DER, 292' left of centerline. T-1 aircraft on taxiway, 14' AGL/1280' MSL, 211' from DER, 574' right of centerline.

WAGONER, OK

HEFNER-EASLEY (H68)

ORIG 08045 (FAA)

NOTE: **Rwy 36,** Multiple trees beginning 167' from departure end of runway, 544' right of centerline, up to 100' AGL/709' MSL.

WATONGA, OK

WATONGA RGNL

TAKE-OFF MINIMUMS: **Rwy 17**, 400-2 or std. with a min. climb of 315' per NM to 2000.

NOTE: **Rwy 17,** vehicle on road 165' from departure end of runway, 471' left of centerline, 15' AGL/1554' MSL. Elevator 5609' from departure end of runway, 614' left of centerline, 177' AGL/1694' MSL. **Rwy 35,** trees beginning 3318' from departure end of runway, 435' left of centerline, up to 100' AGL/1689' MSL. Vehicle on road 284' from departure end of runway, 471' right of centerline, 15' AGL/1584' MSL.

WEATHERFORD, OK

THOMAS P. STAFFORD

DEPARTURE PROCEDURE: **Rwy 17,** climb via heading 188° to 2500 before proceeding on course.

NOTE: **Rwy 17,** truck on road 682' from departure end of runway, crossing centerline, 17' AGL/1636' MSL, multiple trees beginning 2605' from departure end of runway, 652' right of centerline, up to 100' AGL/1699' MSL.**Rwy 35,** tree 1421' from departure end of runway, 413' right of centerline, 40' AGL/1649' MSL.

WEST MEMPHIS, AR

WEST MEMPHIS MUNI

TAKE-OFF MINIMUMS: **Rwy 17,** NOTE: 101' AGL trees 2155' from departure end of rwy, 196' right of centerline.

WOODWARD, OK

WEST WOODWARD

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 172° to 3100 before proceeding on course.

WAAS	APP CRS	Rwy Idg 6203
CH 61012 W17A	174°	TDZE 1016
		Apt Elev 1016

RNAV (GPS) RWY 17

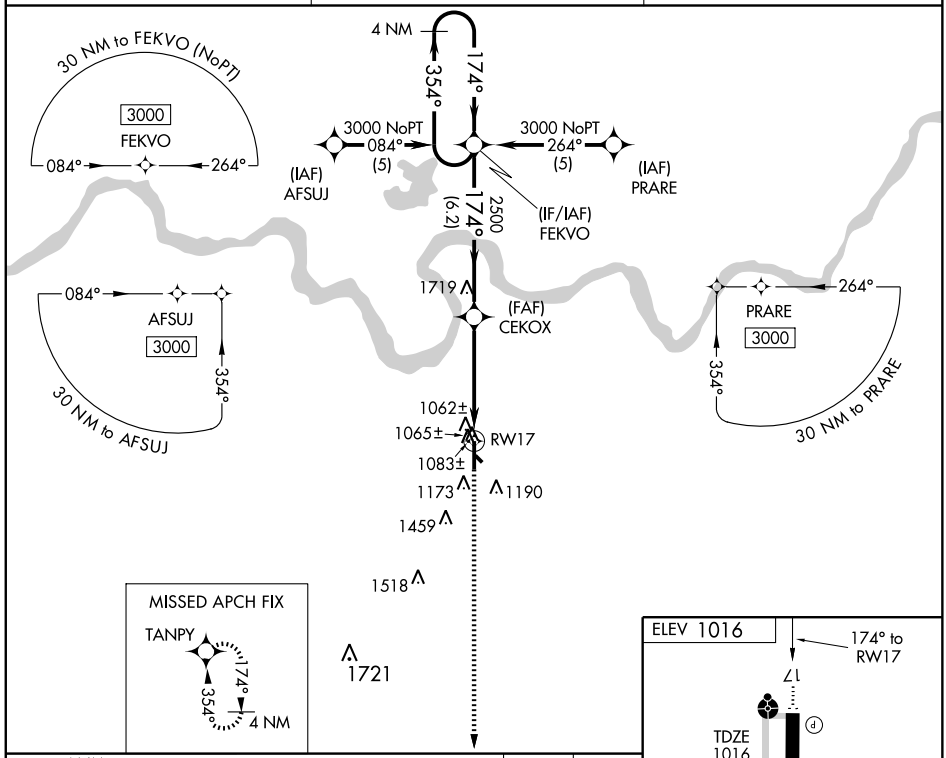
ADA MUNI (ADH)

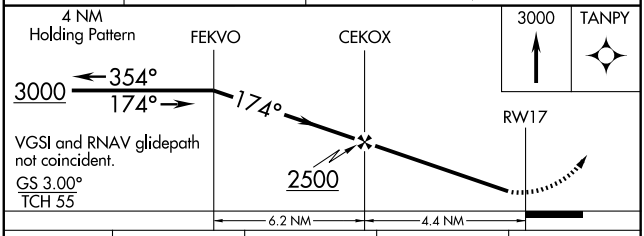
Inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling to Rwy 31 NA at night. Baro-VNAV NA when using Seminole altimeter setting. When local altimeter setting not received, use Seminole altimeter setting and increase all DA 66 feet and all MDA 80 feet, increase LPV all Cats, LNAV/VNAV all Cats, and LNAV Cat C visibility ¼ mile.

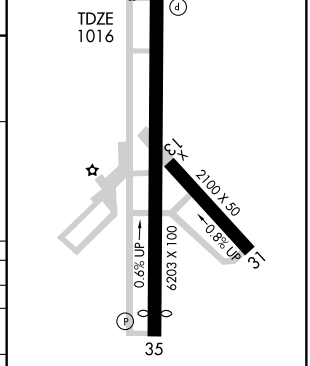
ODALS

MISSED APPROACH: Climb to 3000 direct TANPY and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.725	128.1 327.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1304-1	288 (300-1)		NA
LNAV/VNAV DA	1335-1	319 (400-1)		NA
LNAV MDA	1380-1	364 (400-1)		NA
CIRCLING	1520-1	504 (600-1)	1520-1½ 504 (600-1½)	NA

SC-1, 08 APR 2010 to 06 MAY 2010

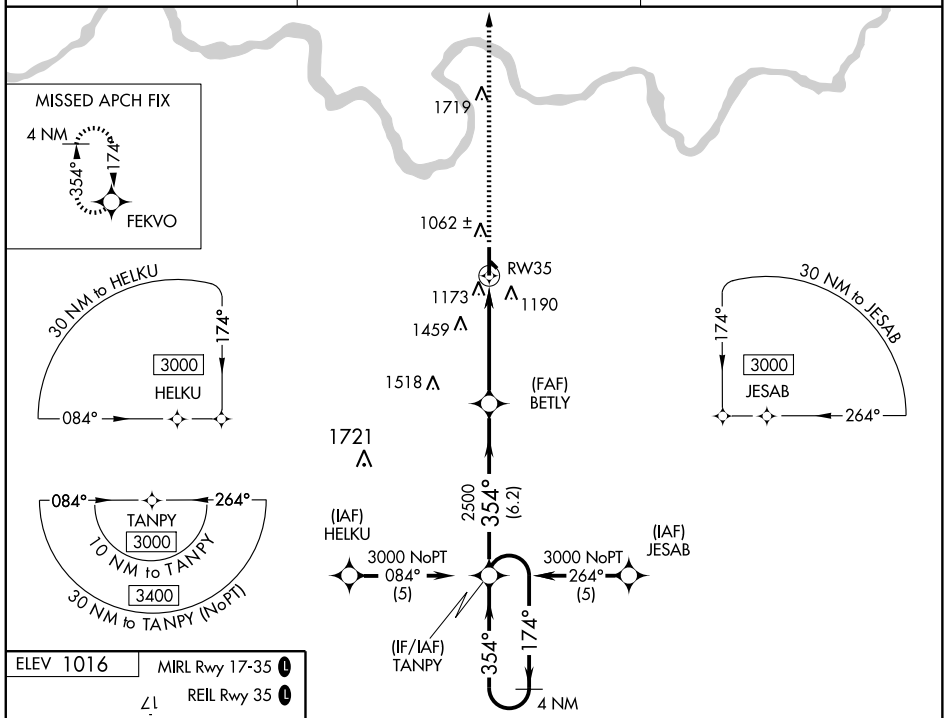
WAAS	APP CRS	Rwy Idg 6103
CH 70412	354°	TDZE 995
W35A		Apt Elev 1016

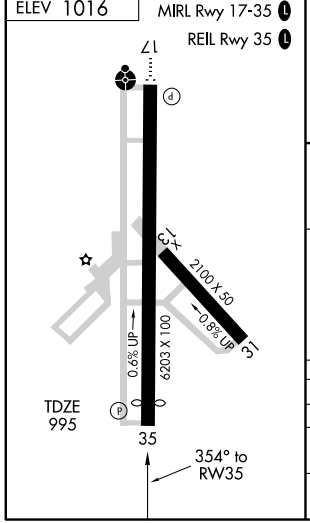
RNAV (GPS) RWY 35
ADA MUNI (ADH)

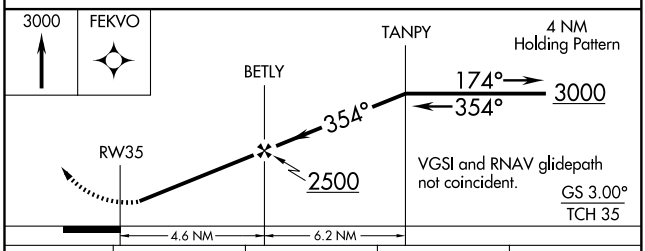
Circling to Rwy 31 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Seminole altimeter setting and increase all DA 66 feet and all MDA 80 feet, increase LPV all Cats, LNAV Cat C and circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct FEKVO and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.725	128.1 327.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1263-1 268 (300-1)			NA
LNAV MDA	1600-1 605 (600-1)		1600-1¾ 605 (600-1¾)	NA
CIRCLING	1600-1 584 (600-1)		1600-1¾ 584 (600-1¾)	NA

SC-1. 08 APR 2010 to 06 MAY 2010

VOR/DME ADH	APP CRS	Rwy Idg	N/A
117.8	351°	TDZE	N/A
Chan 125		Apt Elev	1016

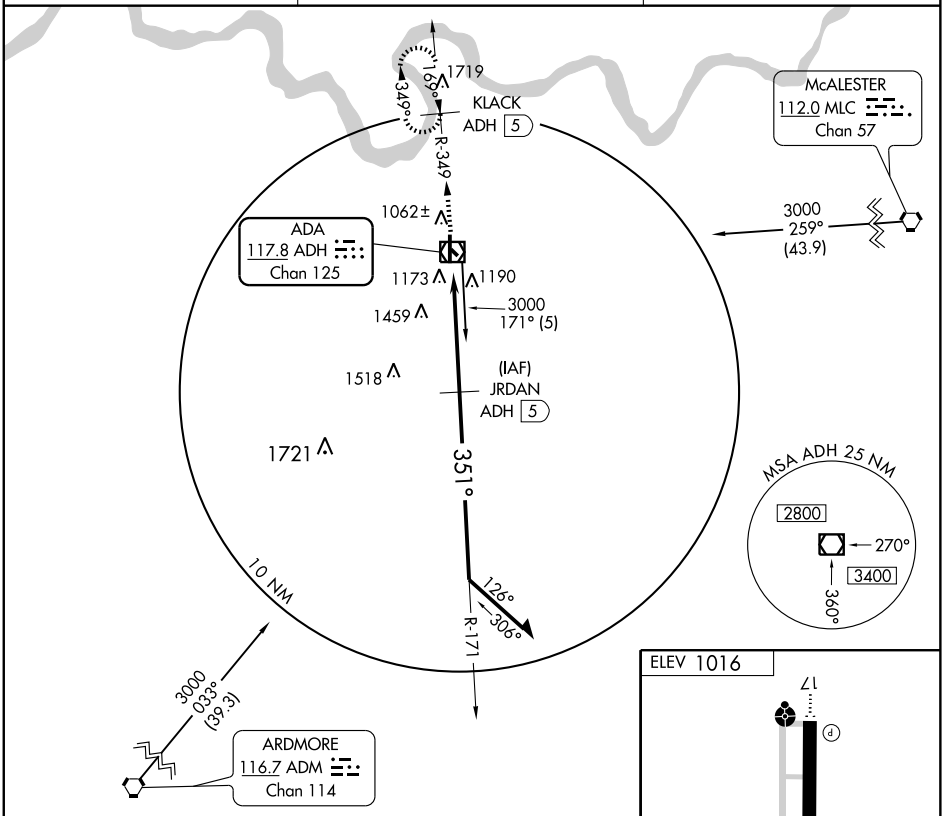
VOR/DME-A
ADA MUNI (ADH)

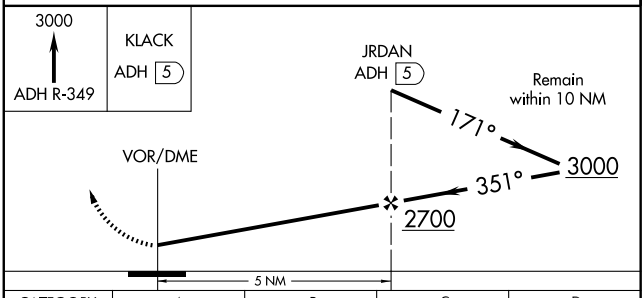
NA

Circling to Rwy 31 not authorized at night.

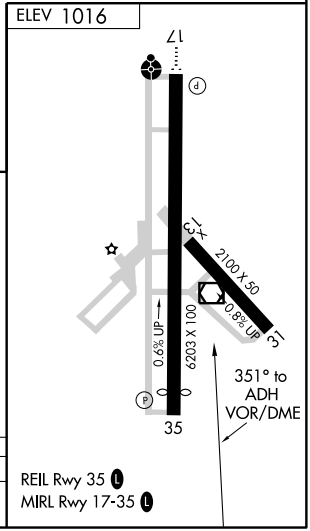
MISSED APPROACH: Climb to 3000 via ADH R-349 to KLACK/5 DME and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.725	128.1 327.15	122.8 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	1560-1	544 (600-1)	1560-1½ 544 (600-1½)	NA



REIL Rwy 35 L
MIRL Rwy 17-35 L

SC-1, 08 APR 2010 to 06 MAY 2010

VOR/DME ADH	APP CRS	Rwy Idg	6103
117.8	169°	TDZE	1016
Chan 125		Apt Elev	1016

VOR/DME RWY 17

ADA MUNI (ADH)

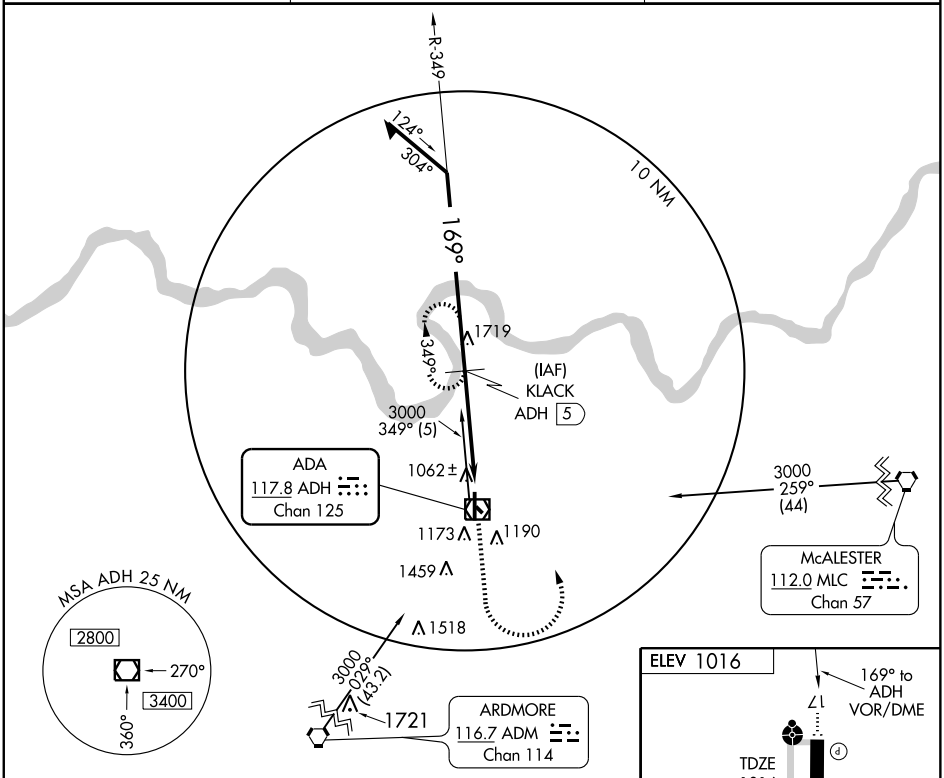
Circling to Rwy 31 not authorized at night.

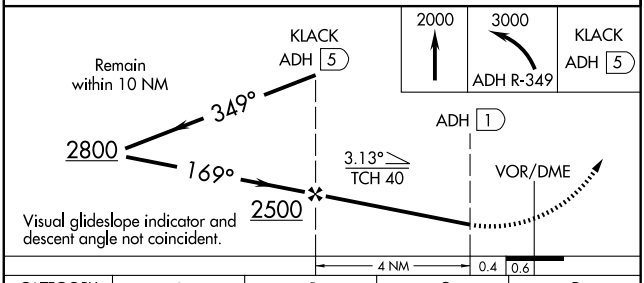
NA

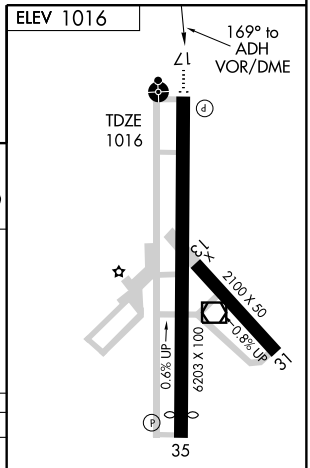
ODALS

MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 via ADH R-349 to KLACK 5 DME and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.725	128.1 327.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-17	1400-1 384 (400-1)			NA
CIRCLING	1520-1 504 (600-1)		1520-1½ 504 (600-1½)	NA

REIL Rwy 35 L

MIRL Rwy 17-35 L

SC-1, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5501
CH 86216	172°	TDZE	1433
W17A		Apt Elev	1433

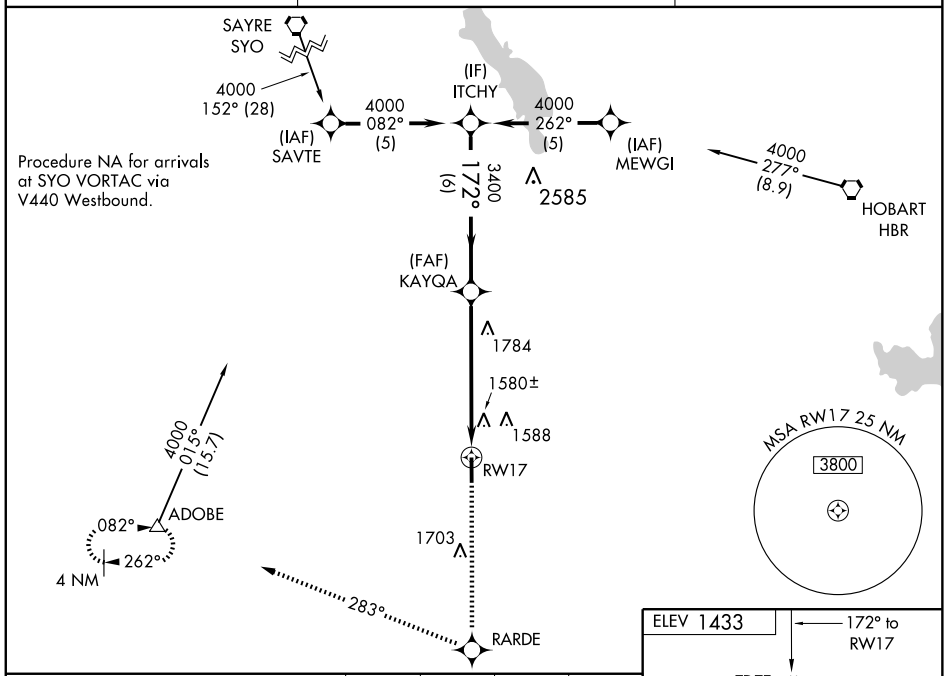
RNAV (GPS) RWY 17

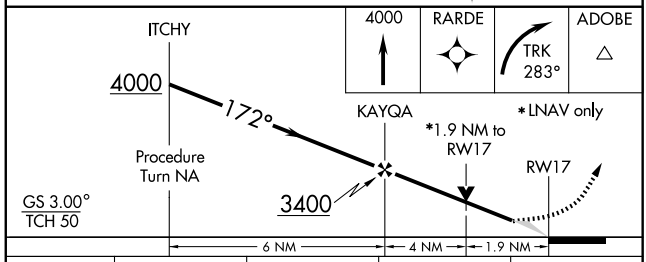
ALTUS/QUARTZ MOUNTAIN RGNL (AXS)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hobart altimeter setting and increase all DA 71 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats, LNAV Cat B and Circling Cat B visibility ¼ mile, increase LNAV Cat C and Circling Cat C visibility ½ mile. Baro-VNAV and VDP NA when using Hobart altimeter setting.

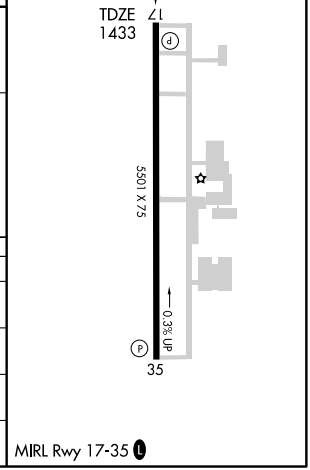
MISSED APPROACH: Climb to 4000 direct RARDE and right turn via track 283° to ADOBE and hold.

AWOS-3	ALTUS APP CON*	UNICOM
118.825	125.1 259.3	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1713-1 280 (300-1)			NA
LNAV/VNAV DA	1925-1¾ 492 (500-1¾)			NA
LNAV MDA	2100-1 667 (700-1)		2100-1¾ 667 (700-1¾)	NA
CIRCLING	2100-1 667 (700-1)		2100-1¾ 667 (700-1¾)	NA



SC-1, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5501
CH 93914	352°	TDZE	1423
W35A		Apt Elev	1433

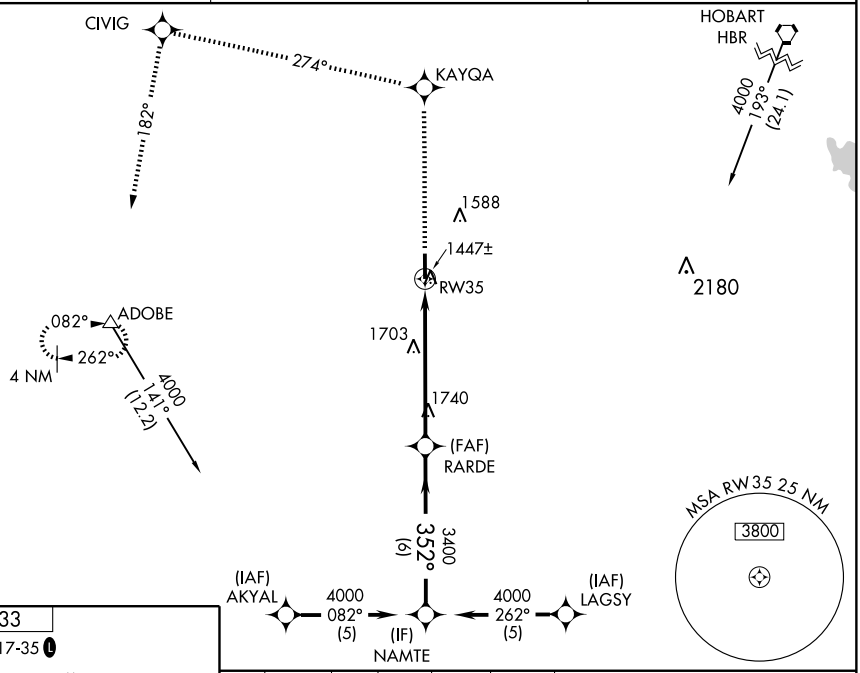
RNAV (GPS) RWY 35

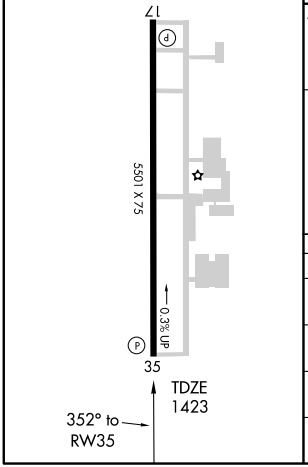
ALTUS/QUARTZ MOUNTAIN RGNL (AXS)

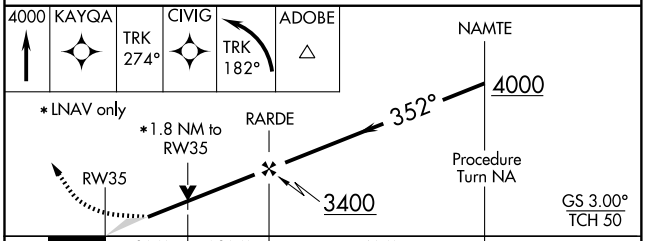
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hobart altimeter setting and increase all DA 71 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats, LNAV Cat C and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Hobart altimeter setting.

MISSED APPROACH: Climb to 4000 direct KAYQA and via track 274° to CIVIG and left turn via track 182° to ADOBE and hold.

AWOS-3	ALTUS APP CON*	UNICOM
118.825	125.1 259.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1673-1	250 (300-1)		NA
LNAV/VNAV DA	1717-1	294 (300-1)		NA
LNAV MDA	2040-1	617 (700-1)	2040-1¾ 617 (700-1¾)	NA
CIRCLING	2040-1	607 (700-1)	2040-1¾ 607 (700-1¾)	NA

SC-1, 08 APR 2010 to 06 MAY 2010

VORTAC HBR 111.8 Chan 55	APP CRS 224°	Rwy Idg N/A TDZE N/A Apt Elev 1433

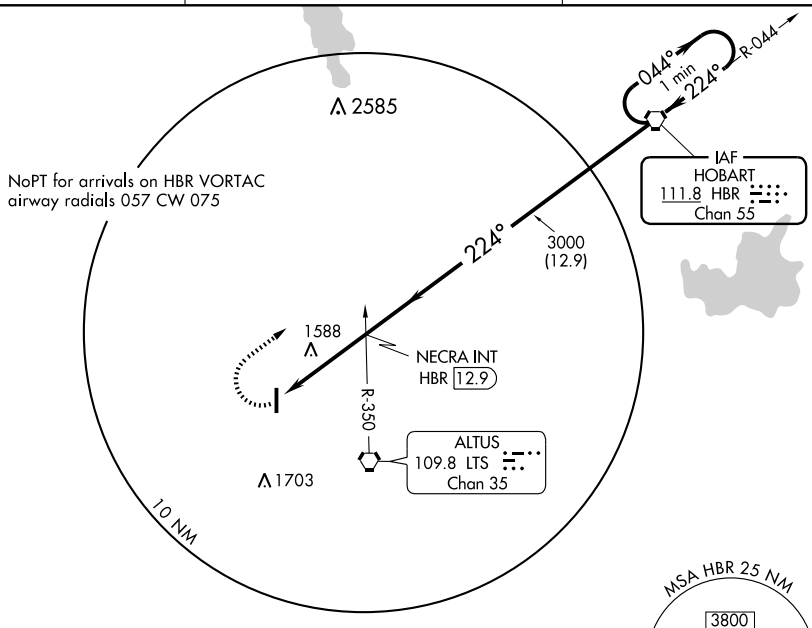
VOR-A

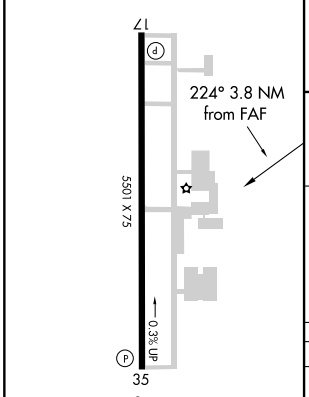
ALTUS/QUARTZ MOUNTAIN RGNL (AXS)

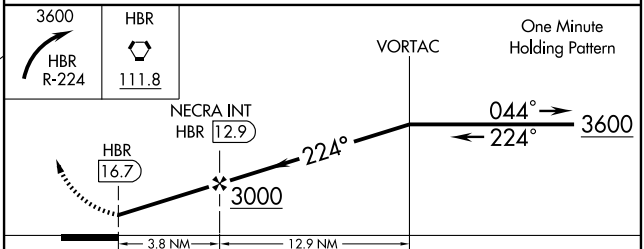
When local altimeter setting not received use Hobart altimeter setting.

MISSED APPROACH: Climbing right turn to 3600 via HBR R-224 to HBR VORTAC and hold.

AWOS-3	ALTUS APP CON★	UNICOM
118.825	125.1 259.3	122.8 (CTAF) L







FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

CATEGORY	A	B	C	D
CIRCLING	1940-1	507 (600-1)	1940-1½ 507 (600-1½)	NA
HOBART MUNI ALTIMETER SETTING MINIMUMS				
CIRCLING	2020-1	587 (600-1)	2020-1½ 587 (600-1½)	NA

SC-1, 08 APR 2010 to 06 MAY 2010

VORTAC LTS	APP CRS	Rwy Idg	N/A
109.8	119°	TDZE	N/A
Chan 35		Apt Elev	1433

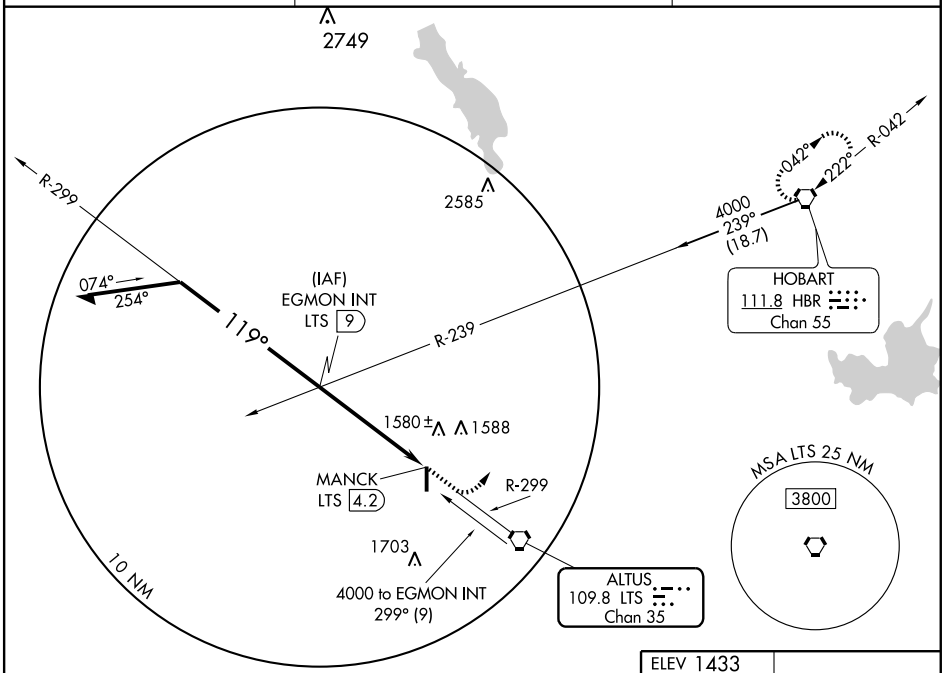
VOR-B

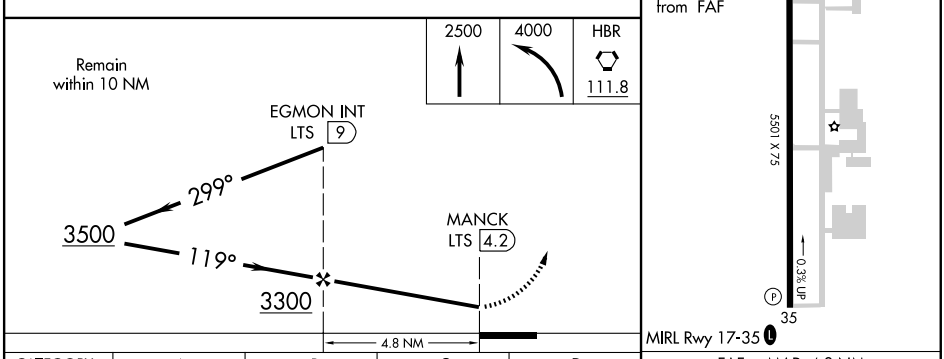
ALTUS/QUARTZ MOUNTAIN RGNL (AXS)

When local altimeter setting not received, use Hobart altimeter setting and increase MDA 80 feet.

MISSED APPROACH: Climb to 2500 then climbing left turn to 4000 direct HBR VORTAC and hold.

AWOS-3	ALTUS APP CON★	UNICOM
118.825	125.1 259.3	122.8 (CTAF) L



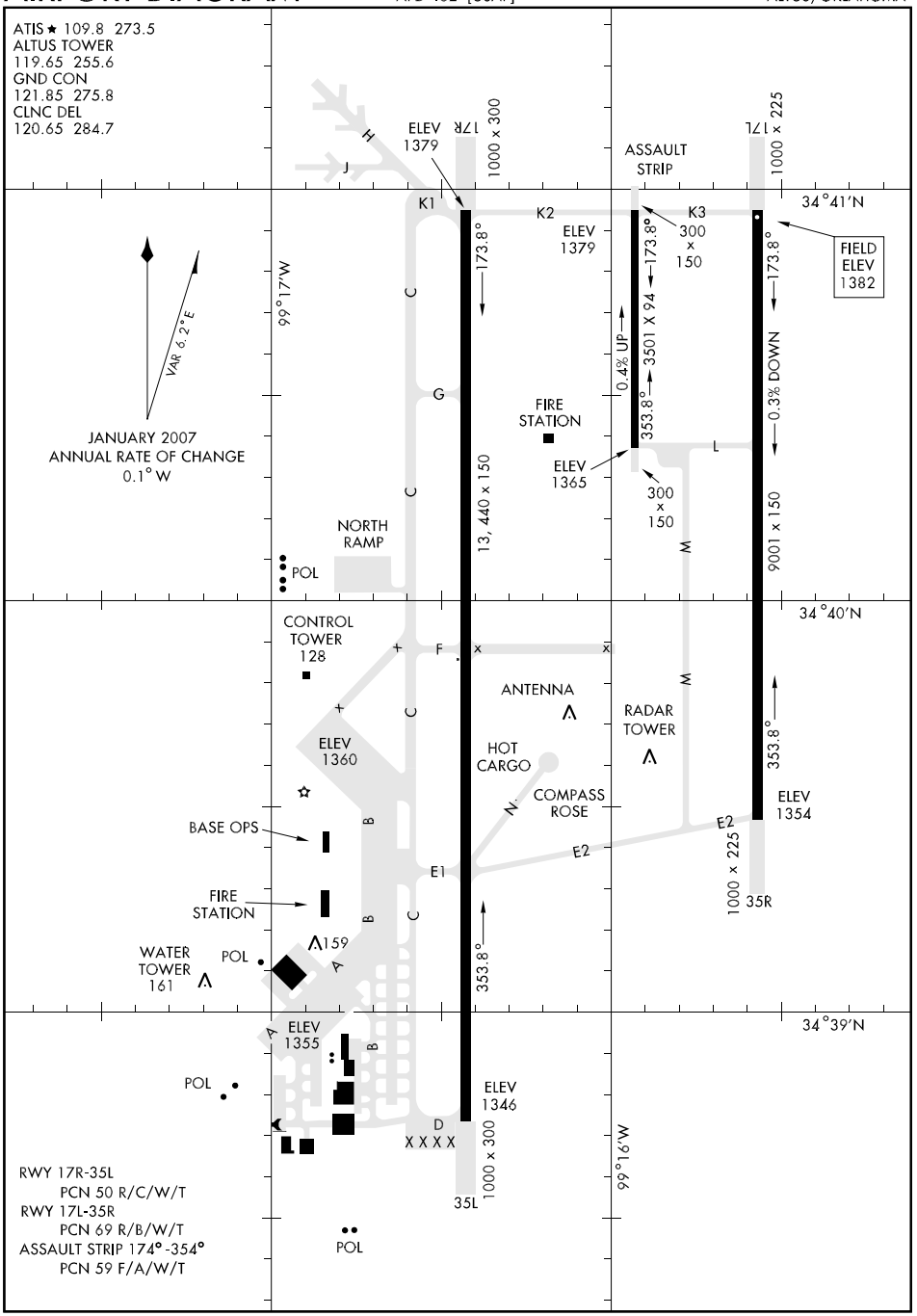


CATEGORY	A	B	C	D
CIRCLING	1940-1	507 (600-1)	1940-1½ 507 (600-1½)	NA

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SC-1, 08 APR 2010 to 06 MAY 2010



SC-1, 08 APR 2010 to 06 MAY 2010

HI-VOR/DME RWY 35L

VORTAC LTS	APCH CRS	Rwy ldg 13,440
109.8	357°	TDZE 1353
Chan 35		Arpt Elev 1382

JAL-482 [USAF]

ALTUS AFB (KLTS)

▼ * When ALS inop, increase CAT CD RVR to 60 and vis to 1¼ mile, CAT E vis to 1½ miles.
** Circling not authorized W of Rwy 17R-35L.

ALSF-1 (A1)

MISSED APPROACH: Climb to 4000, fly heading 353° to HUSLA Then via LTS VORTAC R-348 to BLAIR and hold.

ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER	GND CON	CLNC DEL	ASR
109.8 273.5	133.5 350.35	125.1 257.725	119.65 255.6	121.85 275.8	120.65 284.7	

RADAR REQUIRED

2043 R-348 2749 2138 2585 2043 2045 1792 1674 1828 1953 1664 1980

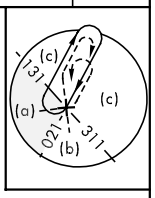
LTS 17 Max holding 230 KIAS 168° 348° BLAIR LTS 12 R-021 201° 021° HUSLA LTS 1.7 Max holding 265 KIAS

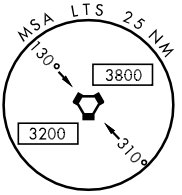
IAF ALTUS 109.8 LTS Chan 35

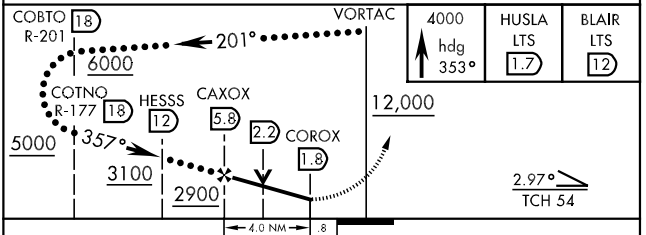
CAXOX LTS 5.8 201° 357° HESSS LTS 12 COBTO LTS 18 COTNO LTS 18 20 NM R-201 R-177

REMAIN WITHIN 23 DME of LTS VORTAC

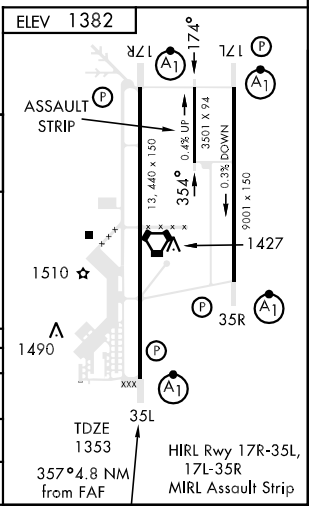
EMERG SAFE ALT 100 NM 4900







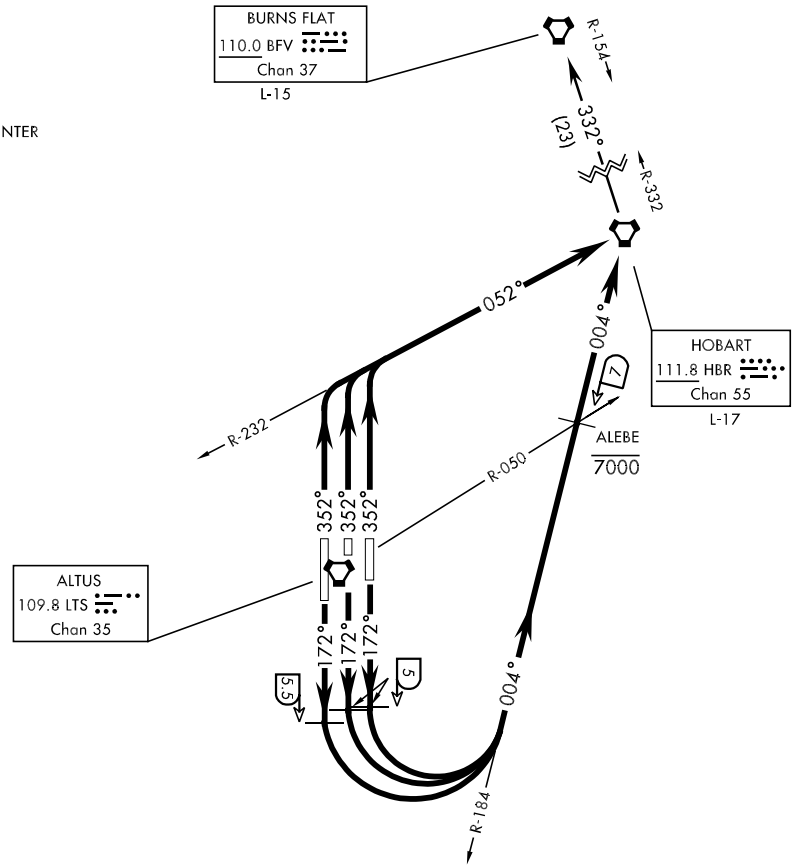
4000 hdg 353°	HUSLA LTS 1.7	BLAIR LTS 12



CATEGORY	C	D	E
S-35L *	1760/40 407 (400-¾)		1760/50 407 (400-1)
CIRCLING **	1840-1½ 458 (500-1½)	1940-2 558 (600-2)	1980-2 598 (600-2)
S-ASR 35L *	1760/40 407 (400-¾)		1760/50 407 (400-1)

HOBART THREE DEPARTURE (HBR3•HBR) SHL-482 [USAF]

ATIS ★ 109.8 273.5
CLNC DEL
120.65 284.7
GND CON
121.85 275.8
ALTUS TOWER
119.65 255.6
ALTUS DEP CON
125.1 290.9
FORT WORTH CENTER
133.5 350.35
ALTUS APP CON
125.1 257.725



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17L/174°Assault Strip: Climb on a track of 172°. At LTS VORTAC 5 DME turn left to intercept HBR VORTAC R-184 to HBR. Cross ALEBE at or below 7000. Then via Burns Flat transition or assigned route.

TAKE-OFF RWY 17R: Climb on a track of 172°. At LTS VORTAC 5.5 DME turn left to intercept HBR VORTAC R-184 to HBR. Cross ALEBE at or below 7000. Then via Burns Flat transition or assigned route.

TAKE-OFF RWY 35L/35R/354°Assault Strip: Climb on a track of 352°to intercept HBR VORTAC R-232 to HBR. Then via Burns Flat transition or assigned route.

BURNS FLAT TRANSITION (HBR3•BFV): HBR VORTAC R-332/BFV VORTAC R-154 to BFV.

ILS or LOC/DME RWY 17L

LOC I-RUK	APCH CRS	Rwy Idg / TDZE / Arpt Elev	AL-482 [USAF]	ALTUS AFB (KLTS)
110.55	172°	9001 / 1382 / 1382		

* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

ALSF-1

MISSED APPROACH: Climb to 4000 via heading 176° to OGBIE. Then via LTS VORTAC R-169 to CIPNO and hold.

ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER	GND CON	CLNC DEL	ASR
109.8 273.5	133.5 350.35	125.1 257.725	119.65 255.6	121.85 275.8	120.65 284.7	

*** Circling not authorized W of Rwy 17R-35L.

DME OR RADAR REQUIRED

LTS 17 — R-355 — 175° — 355° — 2585 — 2049

(IAF) JEPKI LTS 12 — Max holding 230 KIAS

WOTSI LTS 9 /RADAR — 172° — 352°

1792

HODGA LTS 5.8 /RADAR — 1665

1580

1504 ZEXIX LTS 3 /RADAR

ALTUS 109.8 LTS Chan 35

2110

LOCALIZER 110.55 I-RUK

1775

1720

OGBIE LTS 5 — R-169

CIPNO LTS 11 — 1664 — 10 NM — 349° — 169° — Max holding 230 KIAS

LTS 16 — Max holding alt 7000

EMERG SAFE ALT 100 NM 4900

MSA LTS 25 NM: 130° 3800; 3200 310°

ELEV 1382

172° 4.8 NM from FAF

17R 17L 174°

ASSAULT STRIP — TDZE 1382

13,440 x 150 — 0.4% UP — 3501 X 94 — 0.3% DOWN — 9001 x 150

354° — 1427 — 1510 — 1490

35R — 35L

HIRL Rwy 17R-35L, 17L-35R
MIRL Assault Strip

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

4000 hdg 176°	OGBIE LTS R-169 5	CIPNO LTS 11

† LOC only

VORTAC — † ZEXIX 3 /RADAR — HODGA 5.8 /RADAR — 2900 — WOTSI 9 /RADAR — 172° — 3500 — JEPKI R-355 12 — 4100

1980 — 2900 — GS 3.00° TCH 47

0.5 — 1.3 NM — 2.8 NM

CATEGORY	A	B	C	D	E
S-ILS 17L *	1582/24		200	(200-½)	
S-LOC 17L**	1740/24	358 (400-½)	1740/40	358	(400-¾)
CIRCLING***	1780-1 398 (400-1)	1840-1 458 (500-1)	1840-1½ 458 (500-1½)	1940-2 558 (600-2)	1980-2 598 (600-2)

ILS or LOC/DME RWY 17R

LOC I-ALT	APCH CRS	Rwy ldg 13,440 TDZE 1379 Arpt Elev 1382
111.3	172°	

AL-482 [USAF]

ALTUS AFB (KLTS)

▼ * When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

ALSF-1 (A1)

MISSED APPROACH: Climb to 4000 on heading 172° to CEBEX. Then via LTS VORTAC R-173 to OKKIE and hold.

ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER	GND CON	CLNC DEL	ASR
109.8 273.5	133.5 350.35	125.1 257.725	119.65 255.6	121.85 275.8	120.65 284.7	

*** Circling not authorized W of Rwy 17R-35L.

LTS 17 — LTS R-351

2049

2585

Max holding 230 KIAS

351°

171°

352°

(IAF) MRTHA LTS 12

WATGA LTS 9 /RADAR

172°

1744

1792

ASERE LTS /RADAR 5.7

1580

1504

JAGUG LTS 3 /RADAR

LOCALIZER 111.3 I-ALT

2110

1775

1720

ALTUS 109.8 LTS Chan 35

1764

CEBEX LTS 6

1455

R-173

10 NM

1664

OKKIE LTS 12

Max holding 230 KIAS

353°

173°

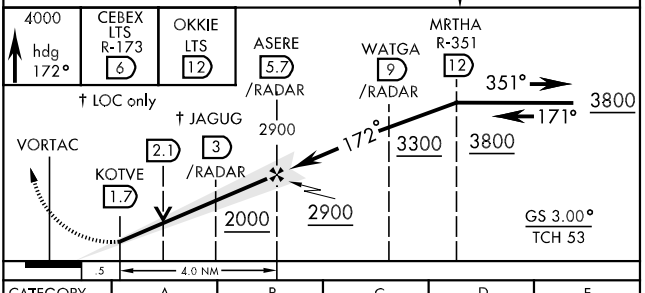
LTS 17

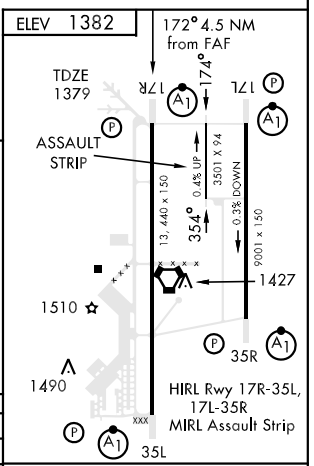
MSA LTS 25 NM

130° 3800 3200 310°

RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 4900





CATEGORY	A	B	C	D	E
S-ILS 17R *	1579/24		200	(200-½)	
S-LOC 17R **	1740/24	361 (400-½)	1740/40	361	(400-¾)
CIRCLING ***	1780-1 398 (400-1)	1840-1 458 (500-1)	1840-1½ 458 (500-1½)	1940-2 558 (600-2)	1980-2 598 (600-2)

FAF to MAP 4.0 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

SC-1, 08 APR 2010 to 06 MAY 2010

ILS or LOC/DME RWY 35L

LOC I-LTS	APCH CRS	Rwy ldg / TDZE / Arpt Elev
110.3	352°	13,440 / 1353 / 1382

AL-482 [USAF]

ALTUS AFB (KLTS)

* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ mile.

ALSF-1

MISSED APPROACH: Climb to 4000 on heading 352° to ASERE. Then via LTS VORTAC R-351 to MRTHA and hold.

ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER	GND CON	CLNC DEL	ASR
109.8 273.5	133.5 350.35	125.1 257.725	119.65 255.6	121.85 275.8	120.65 284.7	

2049 2585 LTS 17 351° 171° MRTHA LTS 12 Max holding 230 KIAS

***Circling not authorized W of Rwy 17R-35L.

† When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

R-351 1724 1792 ASERE LTS 5.7 1580 1504

LOCALIZER 110.3 I-LTS

2110 1458 1775 1720 1764

ALTUS 109.8 LTS Chan 35

CEBEX LTS 6 /RADAR

10 NM 352° 172° 1664 1523

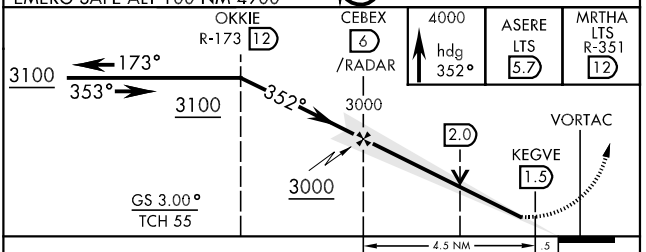
(IAF) OKKIE LTS 12 173° 353° Max holding 230 KIAS

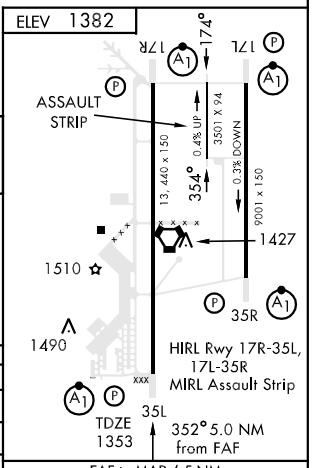
1953 R-173 LTS 17 Max holding alt 7000

EMERG SAFE ALT 100 NM 4900

MSA LTS 25 NM 130° 3800 3200 310°

RADAR or DME REQUIRED





CATEGORY	A	B	C	D	E
S-ILS 35L *	1553/24		200	(200-½)	
S-LOC 35L **	1700/24 347 (400-½)		1700/40	347 (400-¾)	
CIRCLING ***	1780-1 398 (400-1)	1840-1 458 (500-1)	1840-1½ 458 (500-1½)	1940-2 558 (600-2)	1980-2 598 (600-2)
S-ASR 35L †	1760/24 407 (400-½)		1760/40 407 (400-¾)		1760/50 407 (400-1)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

ILS or LOC/DME RWY 35R

LOC I-FNM	APCH CRS	Rwy ldg / TDZE / Arpt Elev
110.55	352°	9001 / 1362 / 1382

AL-482 [USAF]

ALTUS AFB (KLTS)

* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABCD RVR to 50 and vis to 1 mile, CAT E RVR to 60 and vis to 1¼ miles.

ALSF-1

MISSED APPROACH: Climb to 4100 on heading 349° to SOGPE. Then via LTS VORTAC R-355 to JEPKI and hold.

ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER	GND CON	CLNC DEL	ASR
109.8 273.5	133.5 350.35	125.1 257.725	119.65 255.6	121.85 275.8	120.65 284.7	

2049

*** Circling not authorized W of Rwy 17R-35L.

† When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

RADAR OR DME REQUIRED

LTS 17 — Max holding 230 KIAS

2585

355° — 175°

JEPKI LTS 12

1792

R-355 — SOGPE LTS 6

1580

2110

ALTUS 109.8 LTS Chan 35

1775

1574

LOCALIZER 110.55 I-FNM

1720

1487

HAXIV LTS /RADAR 5

352°

(IAF) CIPNO LTS 11

1664

172°

10 NM

Max holding 230 KIAS
Max holding alt 7000

349° — 169°

LTS 16

R-169

MSA LTS 25 NM
130° — 3800 — 3200 — 310°

EMERG SAFE ALT 100 NM 4900

ELEV 1382

17R — 174° — 17L

ASSAULT STRIP

13,440 x 150 — 0.4% UP

3501 X 94 — 0.3% UP

9001 x 150

354°

1427

1510

TDZE 1362

35R

1490

35L

352° 4.9 NM from FAF

HIRL Rwy 17R-35L, 17L-35R
MIRL Assault Strip

CIPNO R-169 (11) — HAXIV/RADAR (5) — 4100 hdg 349° — SOGPE LTS R-355 (6) — JEPKI LTS R-355 (11)

3100 — 352° — 2900 — VORTAC

GS 3.00° TCH 53

2900

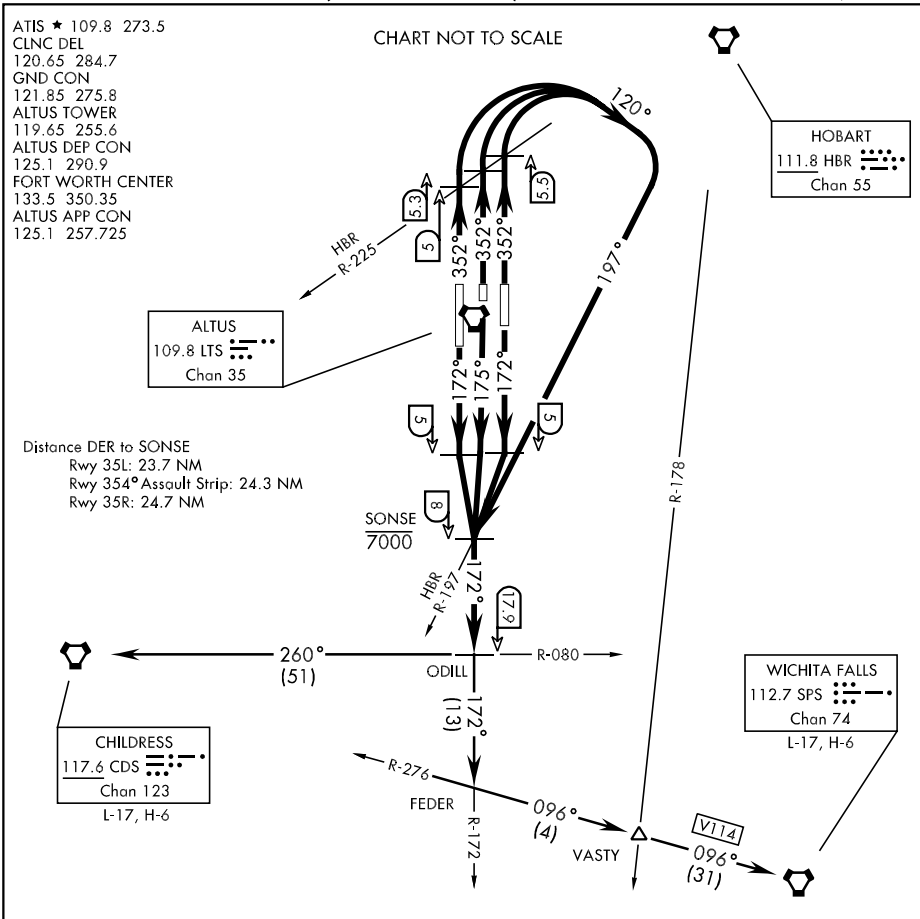
4.1 NM — 0.5

CATEGORY	A	B	C	D	E
S-ILS 35R *		1562/24	200	(200-½)	
S-LOC 35R **	1700/24	338 (400-½)	1700/40	338	(400-¾)
CIRCLING ***	1780-1 398 (400-1)	1840-1 458 (500-1)	1840-1½ 458 (500-1½)	1940-2 558 (600-2)	1980-2 598 (600-2)
S-ASR 35R †	1740/24	378 (400-½)	1740/40	378	(400-¾)

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

SC-1, 08 APR 2010 to 06 MAY 2010



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17L: Climb on a track of 172 °. At LTS VORTAC 5 DME turn right direct SONSE then via LTS R-172 to ODILL. Cross SONSE at or below 7000. Then via transition or assigned route.

TAKE-OFF RWY 174° Assault Strip: Climb on a track of 175° to intercept LTS VORTAC R-172 to SONSE then via LTS R-172 to ODILL. Cross SONSE at or below 7000. Then via transition or assigned route.

TAKE-OFF RWY 17R: Climb on a track of 172°. At LTS VORTAC 5 DME turn left direct SONSE then via LTS R-172 to ODILL. Cross SONSE at or below 7000. Then via transition or assigned route.

TAKE-OFF RWY 35L: Climb on a track of 352°. At LTS VORTAC 5 DME/HBR VORTAC R-225 turn right to a track of 120° to intercept HBR R-197 to SONSE. Cross SONSE at or below 7000. Then via LTS R-172 to ODILL. Then via transition or assigned route.

TAKE-OFF RWY 354° Assault Strip: Climb on a track of 352°. At LTS VORTAC 5.3 DME/HBR VORTAC R-225 turn right to a track of 120° to intercept HBR R-197 to SONSE. Cross SONSE at or below 7000. Then via LTS R-172 to ODILL. Then via transition or assigned route.

TAKE-OFF RWY 35R: Climb on a track of 352°. At LTS VORTAC 5.5 DME/HBR VORTAC R-225 turn right to a track of 120° to intercept HBR R-197 to SONSE. Cross SONSE at or below 7000. Then via LTS R-172 to ODILL. Then via transition or assigned route.

CHILDRESS TRANSITION (ODILL6 • CDS): CDS VORTAC R-080 to CDS.

WICHITA FALLS TRANSITION (ODILL6 • SPS): LTS R-172 to FEDER. Then via SPS VORTAC R-276 (V114) to SPS.

SC-1, 08 APR 2010 to 06 MAY 2010

RNAV (GPS)-A

APCH CRS	Rwy ldg	N/A
212°	TDZE	N/A
	Arpt Elev	1382

AL-482 [USAF]

ALTUS AFB (KLTS)

Circling NA W of Rwy 17R-35L.
Circling procedure when RW35R/354°/35L in use.
DME/DME RNP 0.3 NA.

MISSED APPROACH: Climbing left turn to 4000 direct OLIRY and hold.

ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER	GND CON	CLNC DEL	ASR
109.8 273.5	133.5 350.35	125.1 257.725	119.65 255.6	121.85 275.8	120.65 284.7	

FOR USE BY
97 AMW ACFT ONLY

RADAR
REQUIRED

2585

(IAF)
JATTU

212°
032°
4NM

Max holding
230 KIAS

2700
212°
(6)

Max holding
alt 6000

(FAF)
BOBNE

Fly visual
to the airport

212°
2.3 NM

METGE

2180

OLIRY
110°
290°
4 NM

1790

Max holding
230 KIAS

MSA METGE 25 NM
3800

EMERG SAFE ALT 100 NM METGE 4800

4000
OLIRY

JATTU
032°
4000
212°

Fly visual to the airport
212° hdg 2.3 NM

BOBNE
212°
2700

METGE

2.3 NM
2.5 NM

ELEV 1382

17R
17L
174°

ASSAULT STRIP
13,440 x 150
0.4% UP
3501 X 94
0.3% UP
9001 x 150
354°

1427
1510
1490

35R
35L

HIRL Rwy
17R-35L,
17L-35R
MIRL Assault Strip

CATEGORY	A	B	C	D	E
CIRCLING	NA			1940-2¾ 558 (600-2¾)	1980-2¾ 598 (600-2¾)

RNAV (GPS)-B

APCH CRS	Rwy ldg	N/A
290°	TDZE	N/A
	Arpt Elev	1382

AL-482 [USAF]

ALTUS AFB (KLTS)

Circling NA W of Rwy 17R-35L.
Circling procedure when RW17R/174°/17L in use.
DME/DME RNP 0.3 NA.

MISSED APPROACH: Climbing right turn to 4000 direct JATTU and hold.

ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER	GND CON	CLNC DEL	ASR
109.8 273.5	133.5 350.35	125.1 257.725	119.65 255.6	121.85 275.8	120.65 284.7	

FOR USE BY
97 AMW ACFT ONLY

RADAR
REQUIRED

2585

Max holding
230 KIAS

JATTU 212° 032° 4NM

CAUTION:
Missed approach point lies .1 NM outside CAT D circling area.

2180

OGDOE (FAF) DOBKE

290° 2.4 NM

1408

Fly visual to the airport

2700
290° (6)

Max holding
230 KIAS
Max holding
alt 6000

110° 4 NM
290°

(IAF) OLIRY

1790

MSA OGDOE 25 NM
3800

EMERG SAFE ALT 100 NM OGDOE 4800

4000 JATTU

Fly visual to the airport
290° hdg 2.4 NM

OLIRY 110° 3200
290°
DOBKE 290°
OGDOE 2700

2.4 NM 3 NM

CATEGORY	A	B	C	D	E
CIRCLING	NA			1940-2¾ 558 (600-2¾)	1980-2¾ 598 (600-2¾)

ELEV 1382

17R 174° 17L

ASSAULT STRIP

3501 X 94
0.4% UP
0.3% UP

13,440 x 150
354°
9001 x 150

1427
1510 ☆
1490

35R
35L

HIRL Rwy 17R-35L, 17L-35R
MIRL Assault Strip

SC-1, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 17L

APCH CRS	Rwy ldg	TDZE	Arpt Elev
172°	9001	1382	1382

AL-482 [USAF]

ALTUS AFB (KLTS)

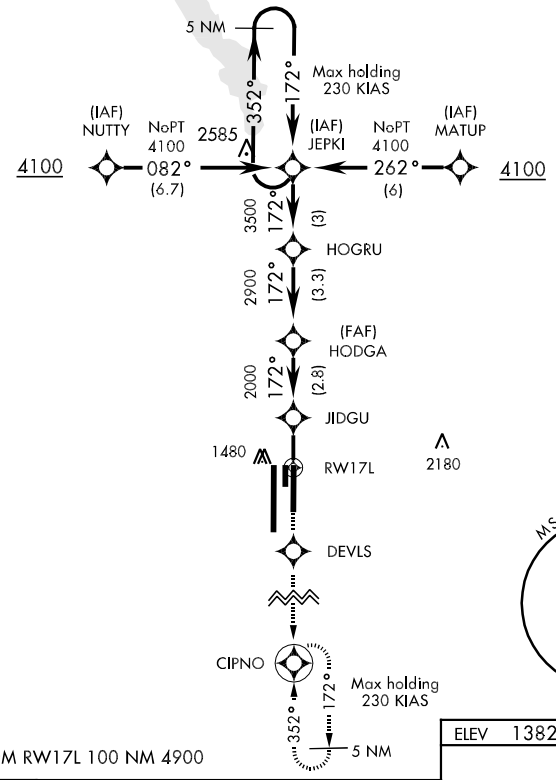
* When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.
** Circling not authorized W of Rwy 17R-35L.

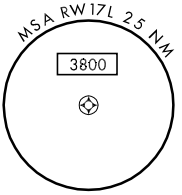
ALSF-1

MISSED APPROACH: Climb to 4000 direct DEVLS then via 172° track to CIPNO and hold.

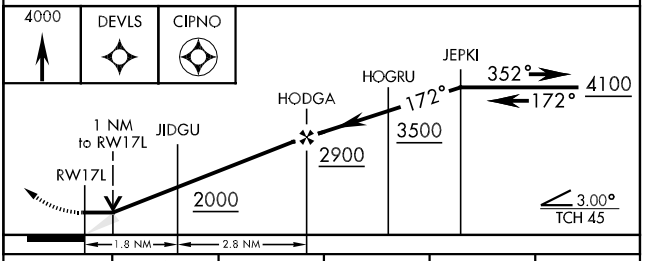
ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER	GND CON	CLNC DEL	ASR
109.8 273.5	133.5 350.35	125.1 257.725	119.65 255.6	121.85 275.8	120.65 284.7	

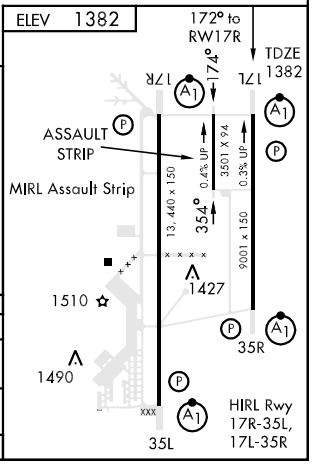
DME/DME RNP 0.3 NA.





EMERG SAFE ALT FROM RW17L 100 NM 4900





CATEGORY	A	B	C	D	E
LNAV MDA *	1740/24 358 (400-½)		1740/40 358 (400-¾)		
CIRCLING **	1780-1 398(400-1)	1840-1 458(500-1)	1840-1½ 458(500-1½)	1940-2 558(600-2)	1980-2 598 (600-2)
S-ASR 17L *	1740/24 358 (400-½)		1740/40 358 (400-¾)		

SC-1, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 17R

APCH CRS	Rwy ldg	TDZE	Arpt Elev
172°	13,440	1379	1382

AL-482 [USAF]

ALTUS AFB (KLTS)

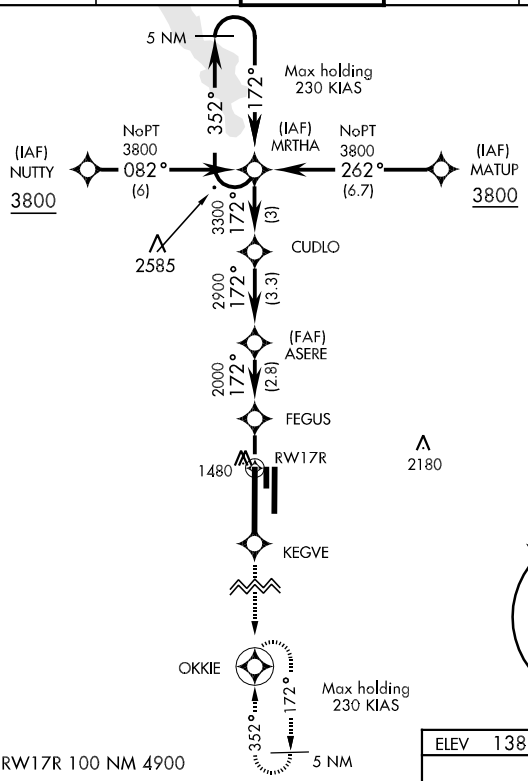
* When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.
** Circling not authorized W of Rwy 17R-35L.

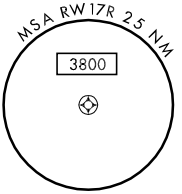
ALSF-1

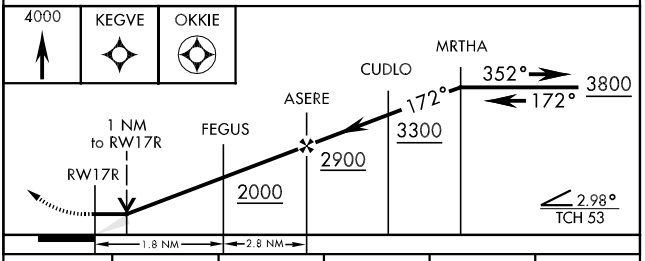
MISSED APPROACH: Climb to 4000 direct KEGVE then via 172° track to OKKIE and hold.

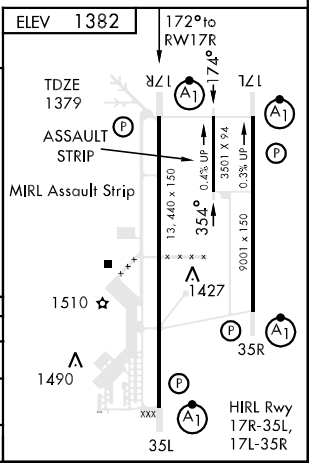
ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER	GND CON	CLNC DEL	ASR
109.8 273.5	133.5 350.35	125.1 257.725	119.65 255.6	121.85 275.8	120.65 284.7	

DME/DME RNP 0.3 NA.









CATEGORY	A	B	C	D	E
LNAV MDA *	1740/24 361 (400-½)		1740/40 361 (400-¾)		
CIRCLING **	1780-1 398(400-1)	1840-1 458(500-1)	1840-1½ 458(500-1½)	1940-2 558(600-2)	1980-2 598 (600-2)
S-ASR 17R *	1740/24 361 (400-½)		1740/40 361 (400-¾)		

RNAV (GPS) RWY 35L

APCH CRS	Rwy ldg	TDZE	Arpt Elev
352°	13,440	1353	1382

AL-482 [USAF] — ALTUS AFB (KLTS)

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles. CAT DE vis to 1½ mile.
** Circling not authorized W of Rwy 17R-35L.

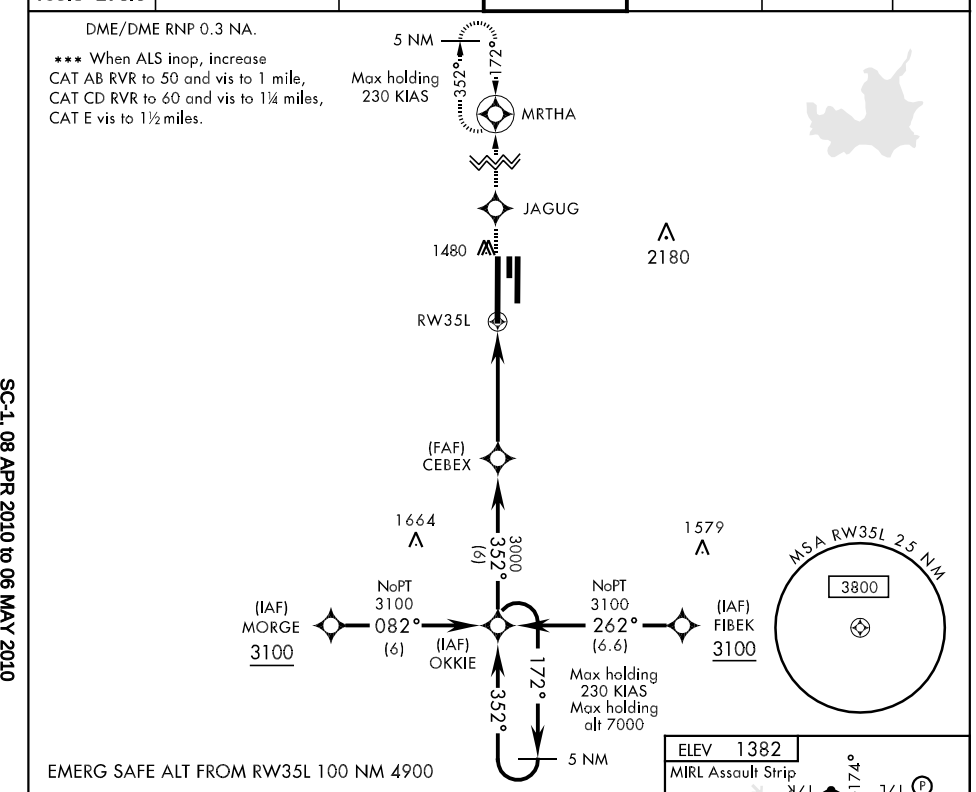
ALSF-1

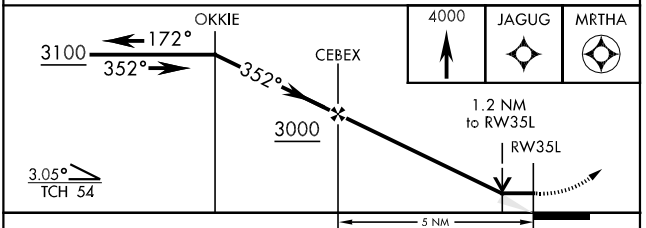
MISSED APPROACH: Climb to 4000 direct JAGUG then via 352° track to MRTHA and hold.

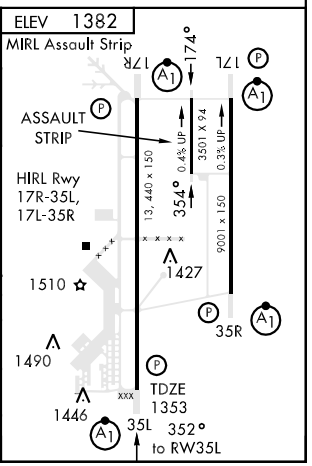
ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER	GND CON	CLNC DEL	ASR
109.8 273.5	133.5 350.35	125.1 257.725	119.65 255.6	121.85 275.8	120.65 284.7	

DME/DME RNP 0.3 NA.

*** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.







CATEGORY	A	B	C	D	E
LNAV MDA *	1780/24 427 (400-½)		1780/40 427 (400-¾)	1780/50 427 (400-1)	
CIRCLING **	1780-1 398(400-1)	1840-1 458(500-1)	1840-1½ 458(500-1½)	1940-2 558(600-2)	1980-2 598 (600-2)
S-ASR 35L***	1760/24 407 (400-½)		1760/40 407 (400-¾)		1760/50 407 (400-1)

RNAV (GPS) RWY 35R

APCH CRS	Rwy ldg	TDZE	Arpt Elev
352°	9001	1362	1382

AL-482 [USAF]

ALTUS AFB (KLTS)

* When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT D RVR to 60 and vis to 1¼ miles. CAT E vis to 1½ mile.
** Circling not authorized W of Rwy 17R-35L.

ALSF-1

MISSED APPROACH: Climb to 4000 direct ZEXIX then via 352° track to JEPKI and hold.

ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER	GND CON	CLNC DEL	ASR
109.8 273.5	133.5 350.35	125.1 257.725	119.65 255.6	121.85 275.8	120.65 284.7	

*** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

DME/DME RNP 0.3 NA.

5 NM
352°
172°
Max holding 230 KIAS
JEPKI
ZEXIX
2180
1480
RW35R
(FAF)
HAXIV
2900
(6)
352°
1664
(IAF)
CIPNO
NoPT
3100
073°
(6.8)
NoPT
3100
272°
(6)
1579
(IAF)
MORGE
3100
(IAF)
FIBEK
3100
172°
352°
Max holding
230 KIAS
Max holding
alt 7000
5 NM

MSA RW35R 25 NM
3800

EMERG SAFE ALT FROM RW35R 100 NM 4900

4000 | ZEXIX | JEPKI

172° CIPNO
3100
352°
352°
HAXIV
2900
1.1 NM
to RW35R
RW35R
3.04°
TCH 52
4.6 NM

ELEV 1382
MIRL Assault Strip
174°
17R
17L
ASSAULT STRIP
0.4% UP
3501 X 94
0.3% UP
13,440 x 150
354°
9001 x 150
TDZE
1362
1427
1449
1510
1490
35R
HIRL Rwy
17R-35L,
17L-35R
35L
352°
to RW35R

CATEGORY	A	B	C	D	E
LNAV MDA *	1760/24 398 (400-½)		1760/40 398 (400-¾)		1760/50 398 (400-1)
CIRCLING **	1780-1 398(400-1)	1840-1 458(500-1)	1840-1½ 458(500-1½)	1940-2 558(600-2)	1980-2 598 (600-2)
S-ASR 35R***	1740/24 378 (400-½)		1740/40 378 (400-¾)		

SC-1, 08 APR 2010 to 06 MAY 2010

TACAN-C or VOR/DME-C

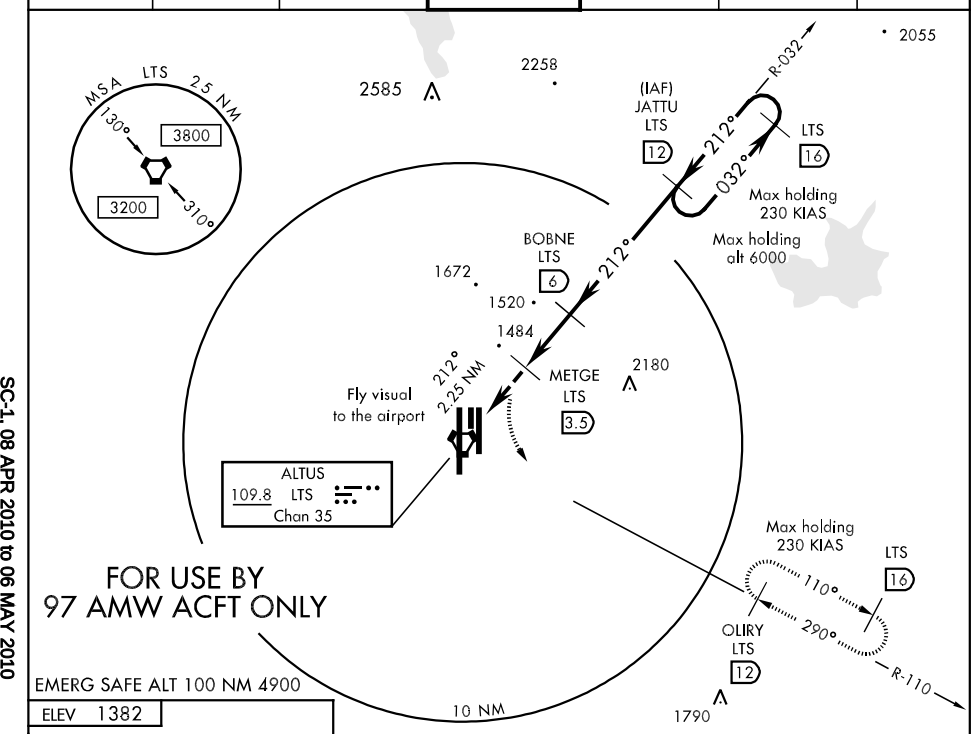
VORTAC LTS	APCH CRS	Rwy ldg	N/A
109.8	212°	TDZE	N/A
Chan 35		Arpt Elev	1382

AL-482 [USAF] — ALTUS AFB (KLTS)

Circling not authorized W of Rwy 17R-35L.
Circling procedure when Rwy 35R/354°/35L in use.

MISSED APPROACH: Climb to 2200 then climbing left turn to 4000 direct OLIRY and hold.

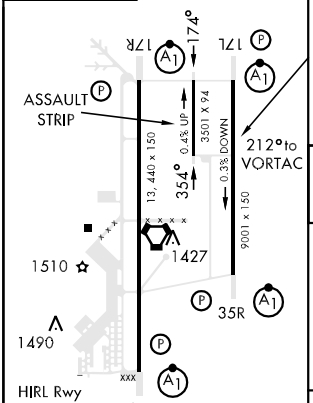
ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER	GND CON	CLNC DEL	ASR
109.8 273.5	133.5 350.35	125.1 257.725	119.65 255.6	121.85 275.8	120.65 284.7	



SC-1, 08 APR 2010 to 06 MAY 2010

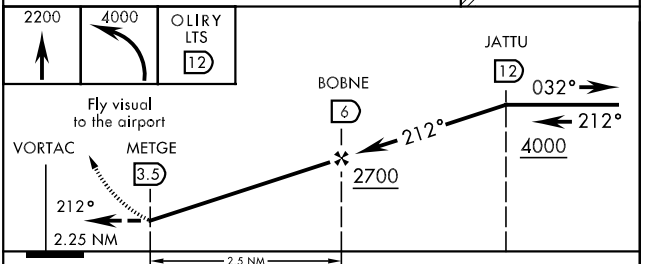
EMERG SAFE ALT 100 NM 4900

ELEV 1382



RADAR REQUIRED

A561



CATEGORY	D			E		
CIRCLING	1940-2¾	558	(600-2¾)	1980-2¾	598	(600-2¾)

TACAN-D or VOR/DME-D

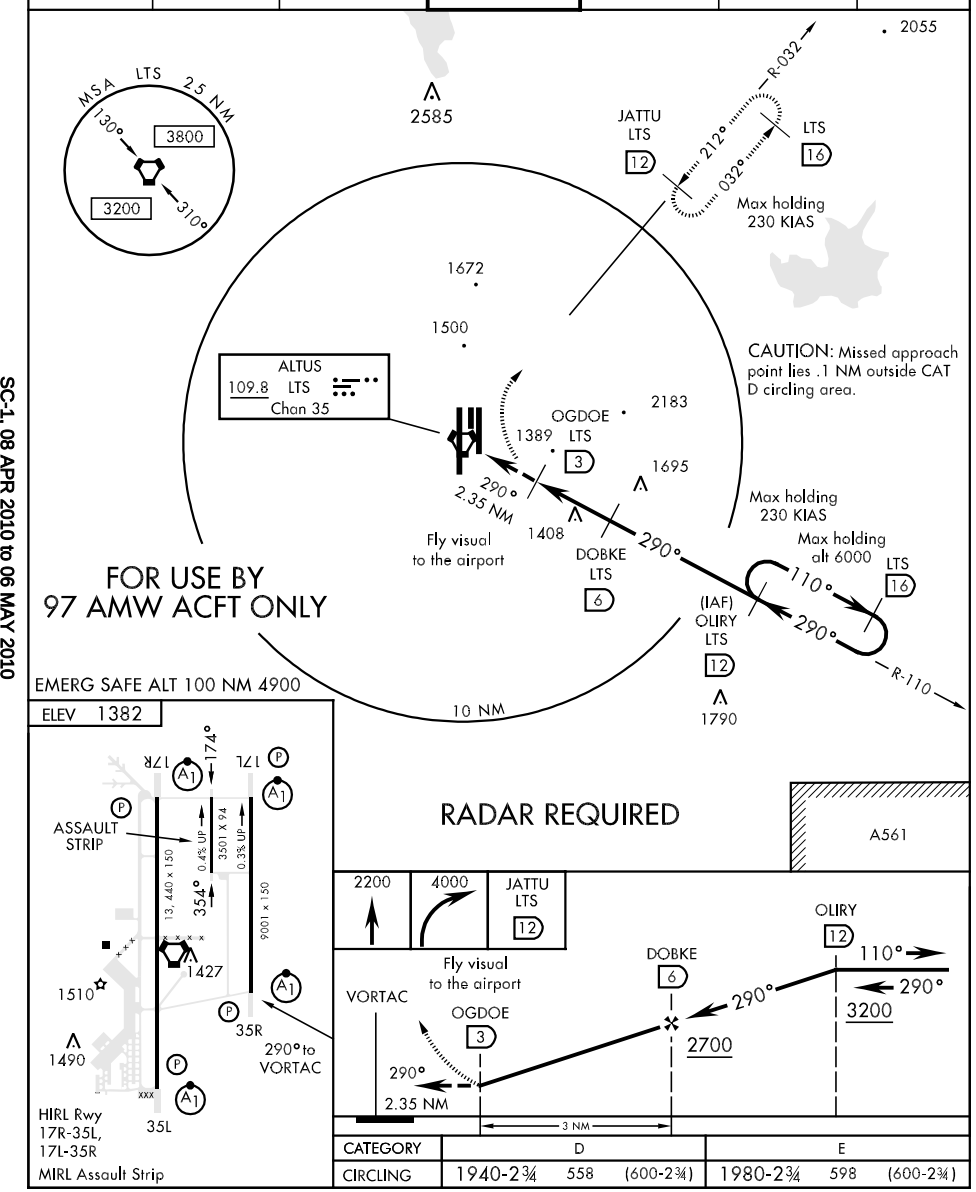
VORTAC LTS	APCH CRS	Rwy ldg	N/A
109.8	290°	TDZE	N/A
Chan 35		Arpt Elev	1382

AL-482 [USAF] — ALTUS AFB (KLTS)

Circling not authorized W of Rwy 17R-35L.
Circling procedure when Rwy 17R/174°/17L in use.

MISSED APPROACH: Climb to 2200 then climbing right turn to 4000 direct JATTU and hold.

ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER	GND CON	CLNC DEL	ASR
109.8 273.5	133.5 350.35	125.1 257.725	119.65 255.6	121.85 275.8	120.65 284.7	



CATEGORY	D			E		
CIRCLING	1940-2¾	558	(600-2¾)	1980-2¾	598	(600-2¾)

TACAN or VOR/DME RWY 17L

VORTAC LTS 109.8 Chan 35	APCH CRS 191°	Rwy ldg 9001 TDZE 1382 Arpt Elev 1382

AL-482 [USAF]

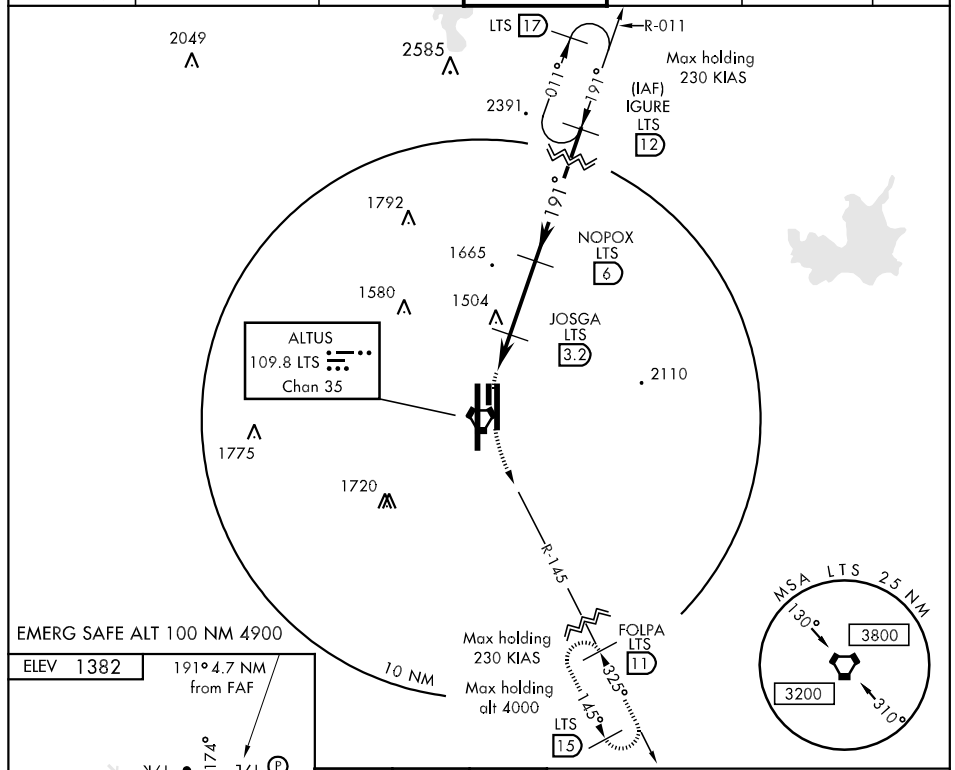
ALTUS AFB (KLTS)

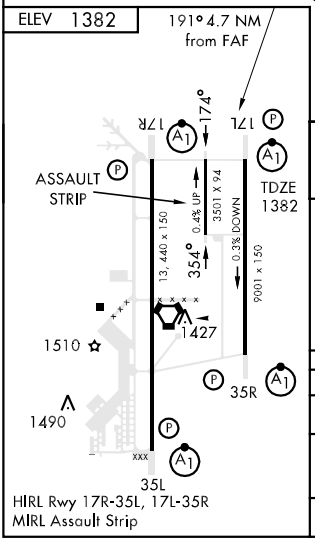
* When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.
** Circling not authorized W of Rwy 17R-35L.

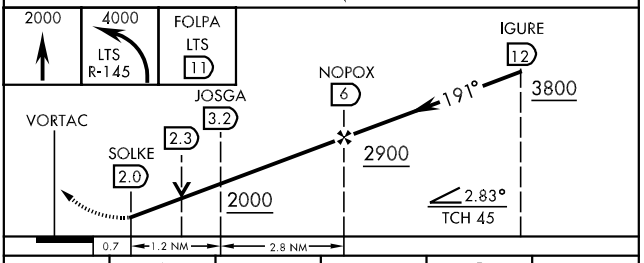
ALSF-1

MISSED APPROACH: Climb to 2000 then climbing left turn to 4000 via LTS VORTAC R-145 to FOLPA and hold.

ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER	GND CON	CLNC DEL	ASR
109.8 273.5	133.5 350.35	125.1 257.725	119.65 255.6	121.85 275.8	120.65 284.7	







CATEGORY	A	B	C	D	E
S-17L *	1760/24 378 (400-½)		1760/40 378 (400-¾)		
CIRCLING **	1780-1 398 (400-1)	1840-1 458 (500-1)	1840-1½ 458 (500-1½)	1940-2 558 (600-2)	1980-2 598 (600-2)
S-ASR 17L *	1740/24 358 (400-½)		1740/40 358 (400-¾)		

TACAN or VOR/DME RWY 17R

VORTAC LTS 109.8 Chan 35	APCH CRS 168°	Rwy ldg 13,440 TDZE 1379 Arpt Elev 1382

AL-482 [USAF]

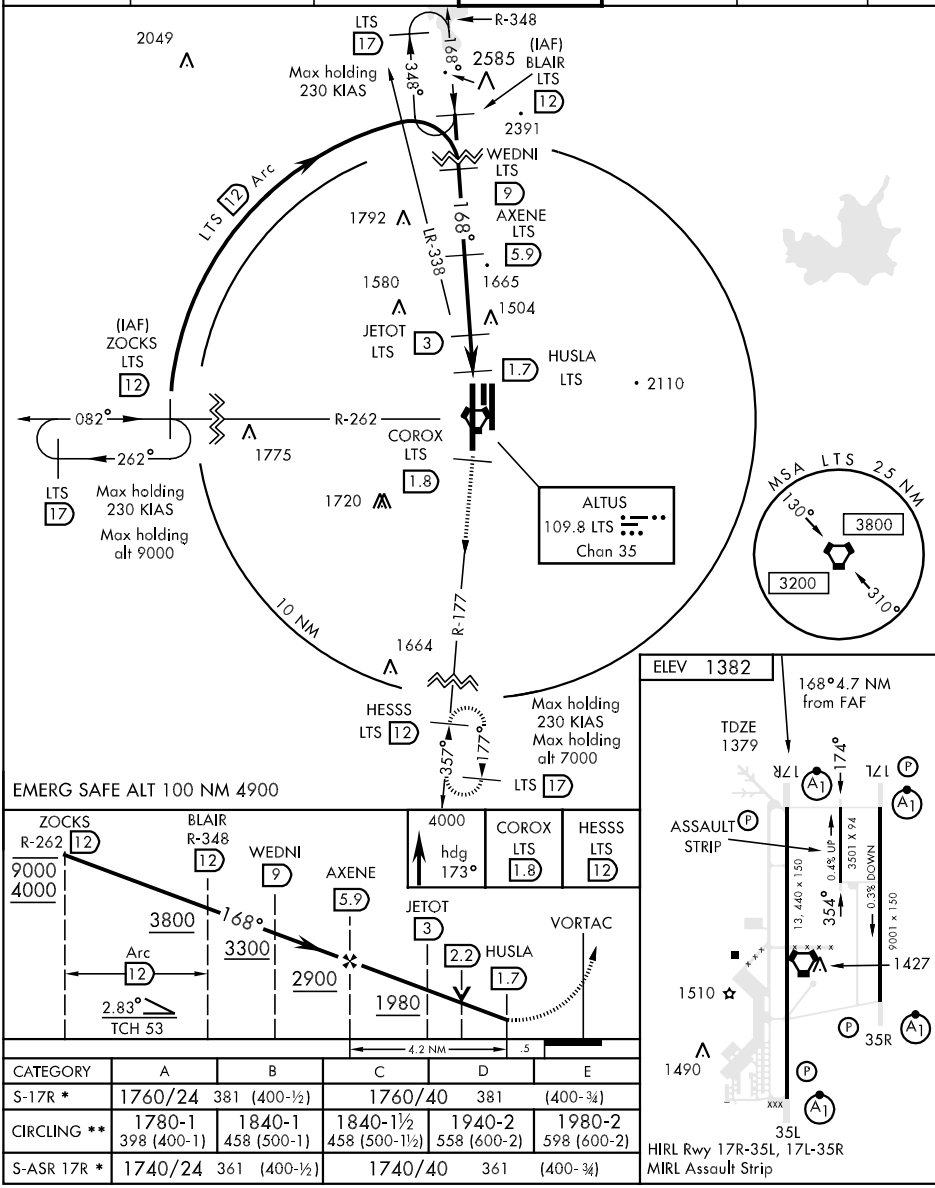
ALTUS AFB (KLTS)

▼ * When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.
** Circling not authorized W of Rwy 17R-35L.

ALSF-1

MISSED APPROACH: Climb to 4000, fly heading 173° to COROX. Then via LTS VORTAC R-177 to HESSS and hold.

ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER	GND CON	CLNC DEL	ASR
109.8 273.5	133.5 350.35	125.1 257.725	119.65 255.6	121.85 275.8	120.65 284.7	



CATEGORY	A	B	C	D	E
S-17R *	1760/24 381 (400-½)		1760/40 381 (400-¾)		
CIRCLING **	1780-1 398 (400-1)	1840-1 458 (500-1)	1840-1½ 458 (500-1½)	1940-2 558 (600-2)	1980-2 598 (600-2)
S-ASR 17R *	1740/24 361 (400-½)		1740/40 361 (400-¾)		

TACAN or VOR/DME RWY 35L

VORTAC LTS	APCH CRS	Rwy ldg 13,440
109.8	357°	TDZE 1353
Chan 35		Arpt Elev 1382

AL-482 [USAF]

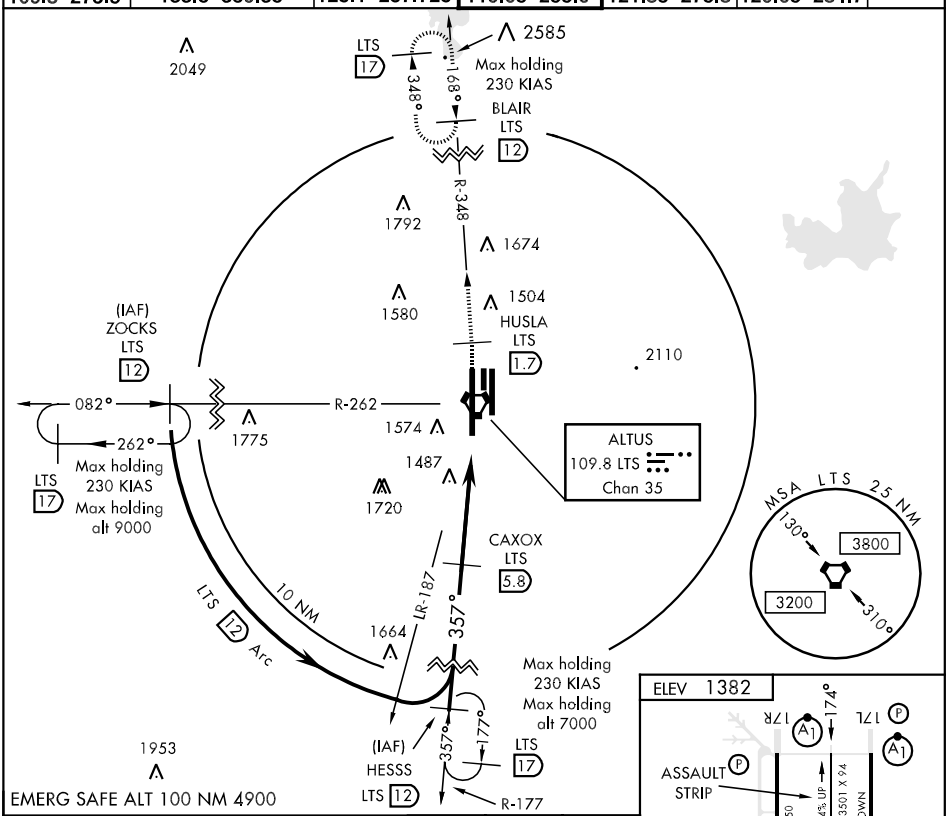
ALTUS AFB (KLTS)

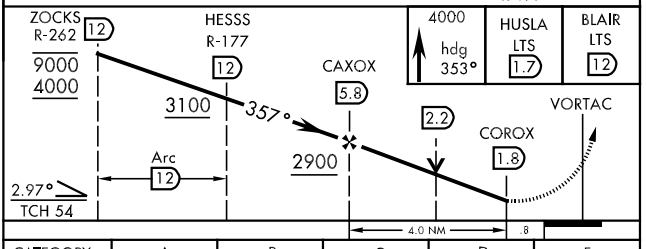
▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.
** Circling not authorized W of Rwy 17R-35L.

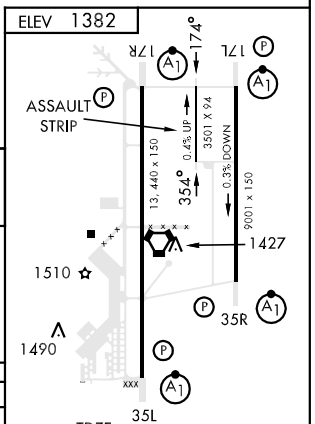
ALSF-1

MISSED APPROACH: Climb to 4000, fly heading 353° to HUSLA. Then via LTS VORTAC R-348 to BLAIR and hold.

ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER	GND CON	CLNC DEL	ASR
109.8 273.5	133.5 350.35	125.1 257.725	119.65 255.6	121.85 275.8	120.65 284.7	







CATEGORY	A	B	C	D	E
S-35L *	1760/24 407 (400-½)		1760/40 407 (400-¾)		1760/50 407 (400-1)
CIRCLING **	1780-1 398 (400-1)	1840-1 458 (500-1)	1840-1½ 458 (500-1½)	1940-2 558 (600-2)	1980-2 598 (600-2)
S-ASR 35L *	1760/24 407 (400-½)		1760/40 407 (400-¾)		1760/50 407 (400-1)

TACAN or VOR/DME RWY 35R

VORTAC LTS 109.8 Chan 35	APCH CRS 325°	Rwy ldg 9001 TDZE 1362 Arpt Elev 1382

AL-482 [USAF]

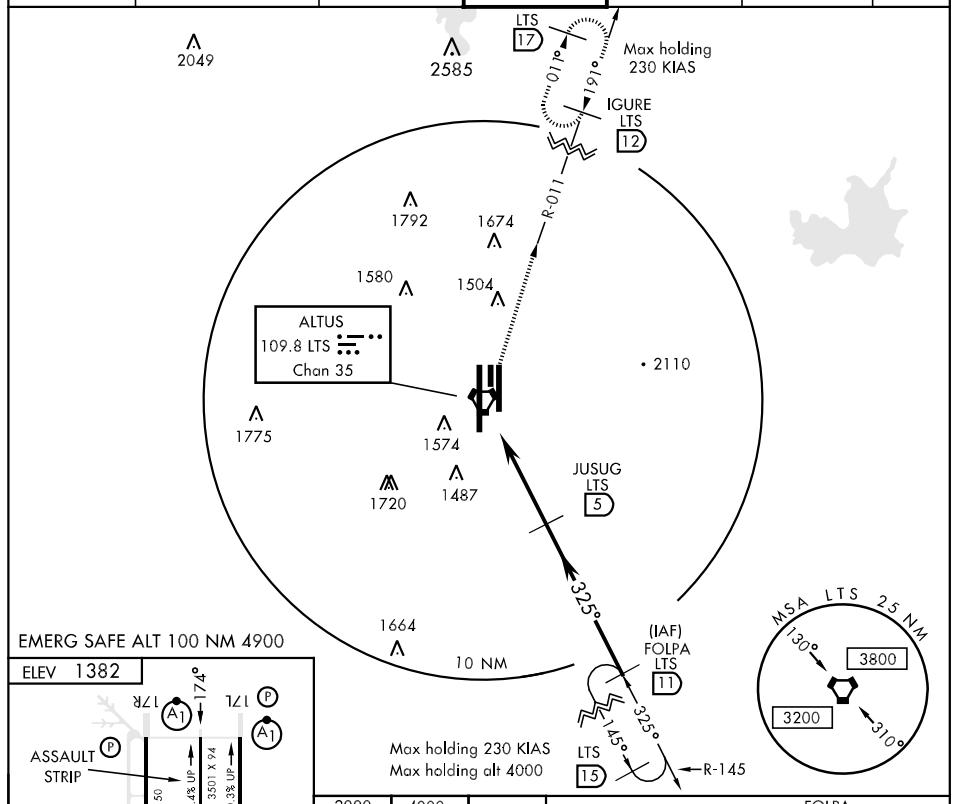
ALTUS AFB (KLTS)

* When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.
** Circling not authorized W of Rwy 17R-35L.

ALSF-1

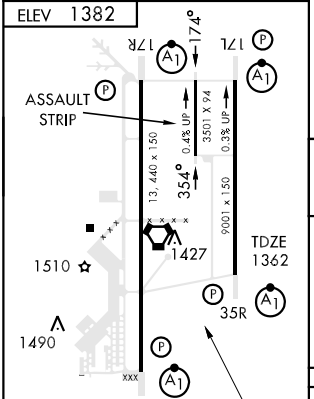
MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 via LTS VORTAC R-011 to IGURE and hold.

ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER	GND CON	CLNC DEL	ASR
109.8 273.5	133.5 350.35	125.1 257.725	119.65 255.6	121.85 275.8	120.65 284.7	

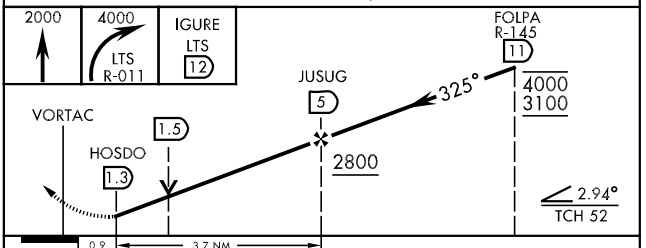


EMERG SAFE ALT 100 NM 4900

ELEV 1382



HIRL Rwy 17R-35L, 17L-35R
MIRL Assault Strip



CATEGORY	A	B	C	D	E
S-35R *	1720/24	358 (400-½)	1720/40	358	(400-¾)
CIRCLING **	1780-1 398(400-1)	1840-1 458(500-1)	1840-1½ 458(500-1½)	1940-2 558(600-2)	1980-2 598 (600-2)
S-ASR 35R *	1740/24	378 (400-½)	1740/40	378	(400-¾)

34° 40'N-99° 16'W

TACAN or VOR/DME RWY 35R

APP CRS	Rwy ldg	4241
352°	TDZE	1470
	Apt Elev	1474

RNAV (GPS) RWY 35

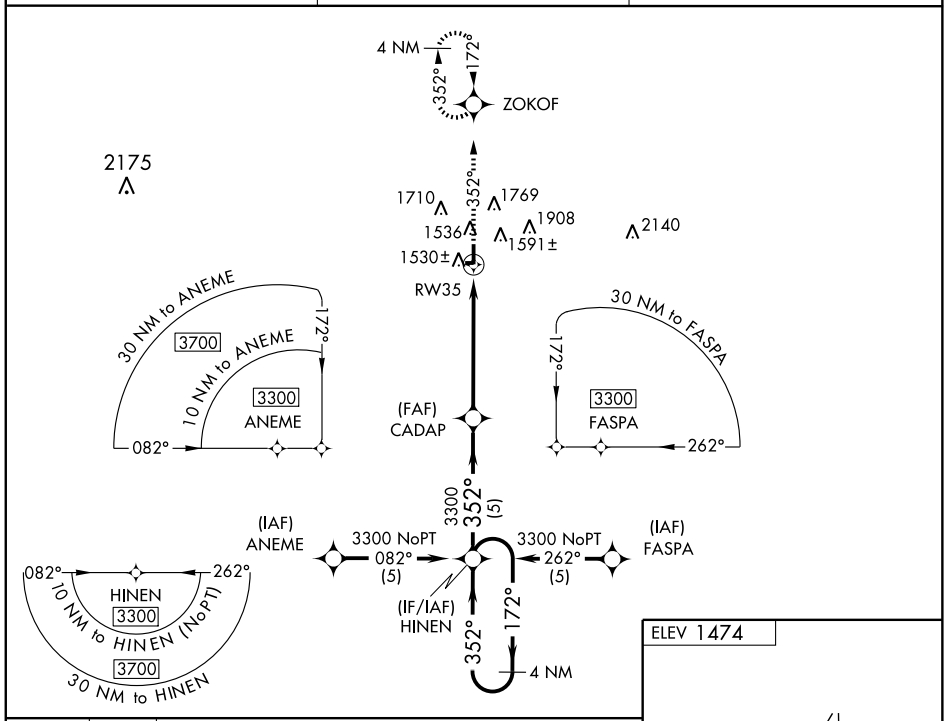
ALVA RGNL (AVK)

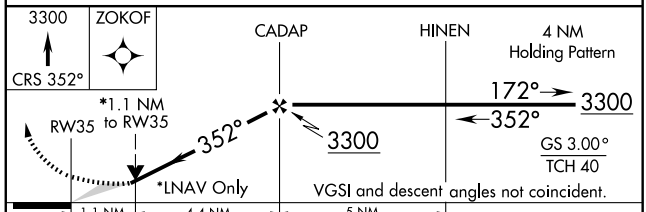
▼ ▲NA

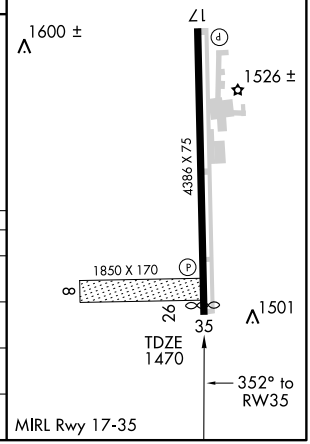
If local altimeter setting not received, use Enid altimeter setting and increase all MDAs 140 feet. When neither received, procedure NA.
GPS or RNP-0.3 required. DME/DME RNP - 0.3 NA.
BARO-VNAV NA below -17°C (+2°F).
BARO-VNAV and VDP NA when using Enid altimeter setting.

MISSED APPROACH: Climb to 3300 via 352° course to ZOKOF WP and hold.

AWOS-3	VANCE APP CON★	UNICOM
121.125	119.775 346.325	122.8 (CTAF)







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	1840-1¼ 370 (400-1¼)			NA
LNAV MDA	1840-1 370 (400-1)			NA
CIRCLING	1960-1¼ 486 (500-1¼)	2120-1¼ 646 (700-1¼)	2120-1¾ 646 (700-1¾)	NA

SC-1, 08 APR 2010 to 06 MAY 2010

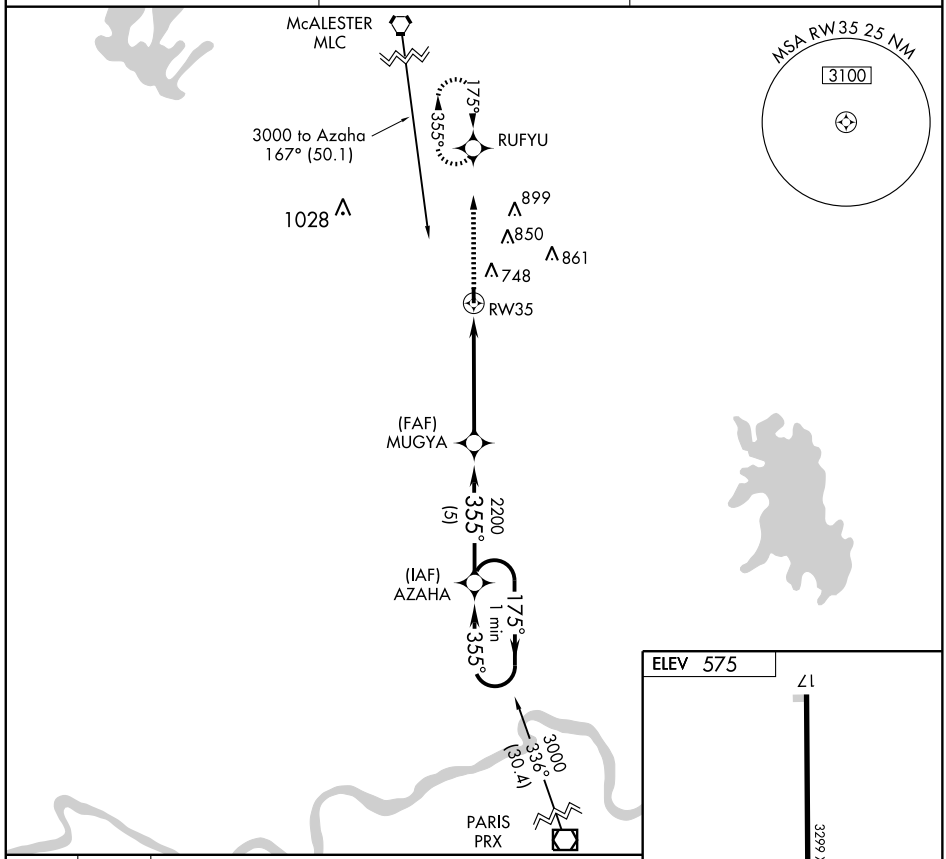
APP CRS	Rwy Idg	3299
355°	TDZE	574
	Apt Elev	575

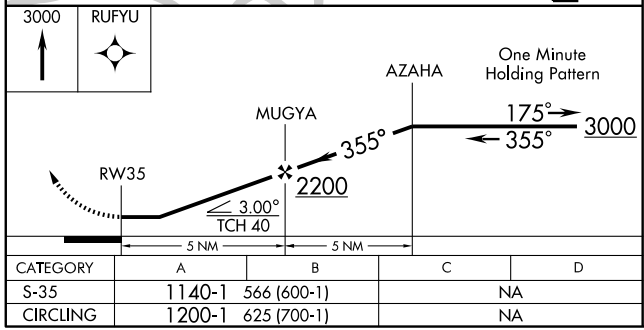
GPS RWY 35
ANTLERS MUNI (8ØF)

NA Use Paris/Cox Field altimeter setting.

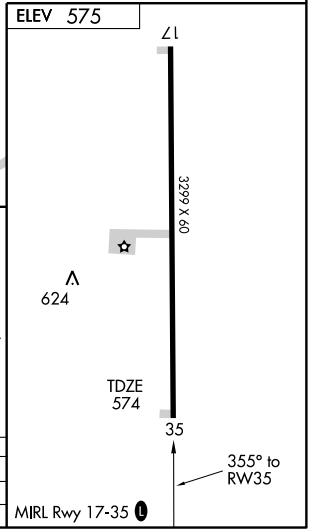
MISSED APPROACH: Climb to 3000 direct RUFYU WP and hold.

Paris/Cox Field AWOS-3	FORT WORTH CENTER	CTAF
119.675	124.875 307.2	122.9 L





CATEGORY	A	B	C	D
S-35	1140-1	566 (600-1)	NA	
CIRCLING	1200-1	625 (700-1)	NA	



SC-1, 08 APR 2010 to 06 MAY 2010

NDB AEE 391	APP CRS 347°	Rwy Idg 3299 TDZE 574 Apt Elev 575

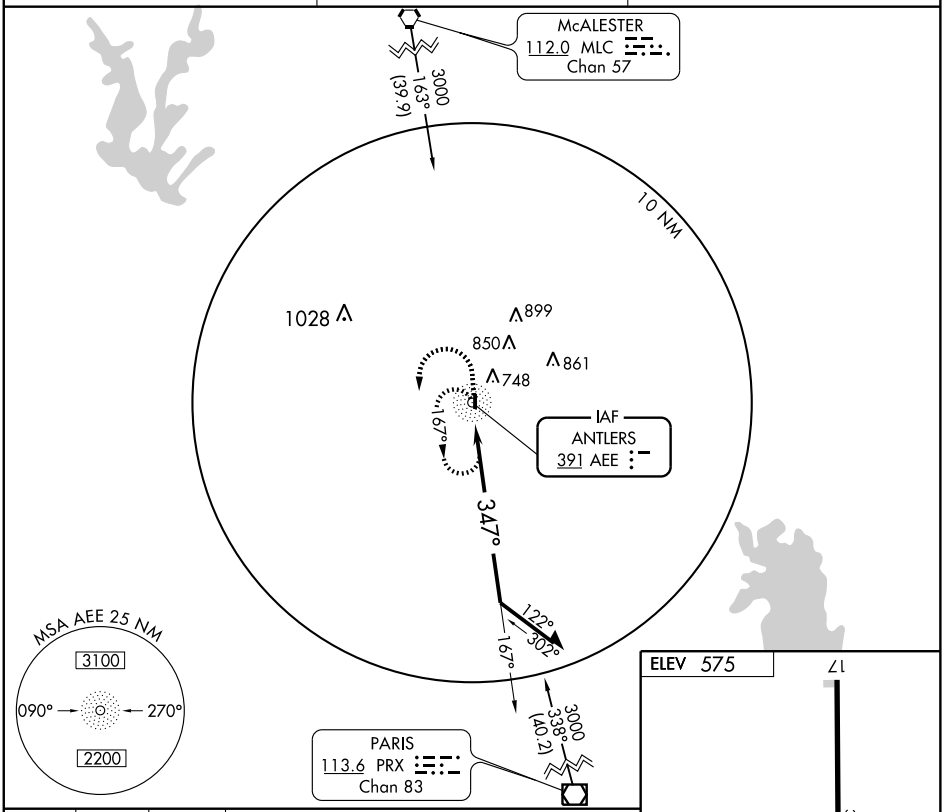
NDB RWY 35

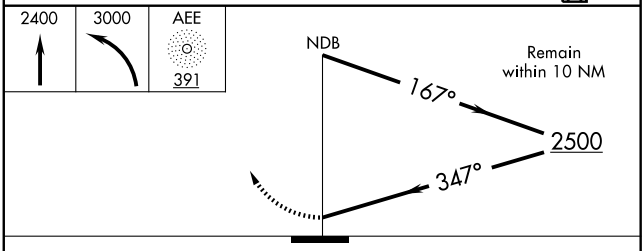
ANTLERS MUNI (8ØF)

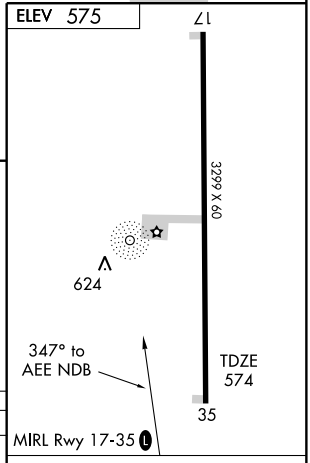
NA Use Paris/Cox Field altimeter setting.

MISSED APPROACH: Climb to 2400 then climbing left turn to 3000 direct AEE NDB and hold.

Paris/Cox Field AWOS-3	FORT WORTH CENTER	CTAF
119.675	124.875 307.2	122.9 L







CATEGORY	A	B	C	D
S-35	1320-1 746 (800-1)	1320-1¼ 746 (800-1¼)	NA	
CIRCLING	1320-1 745 (800-1)	1320-1¼ 745 (800-1¼)	NA	

Knots	60	90	120	150	180
Min:Sec					

SC-1, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5000
172°	TDZE	839
	Apt Elev	844

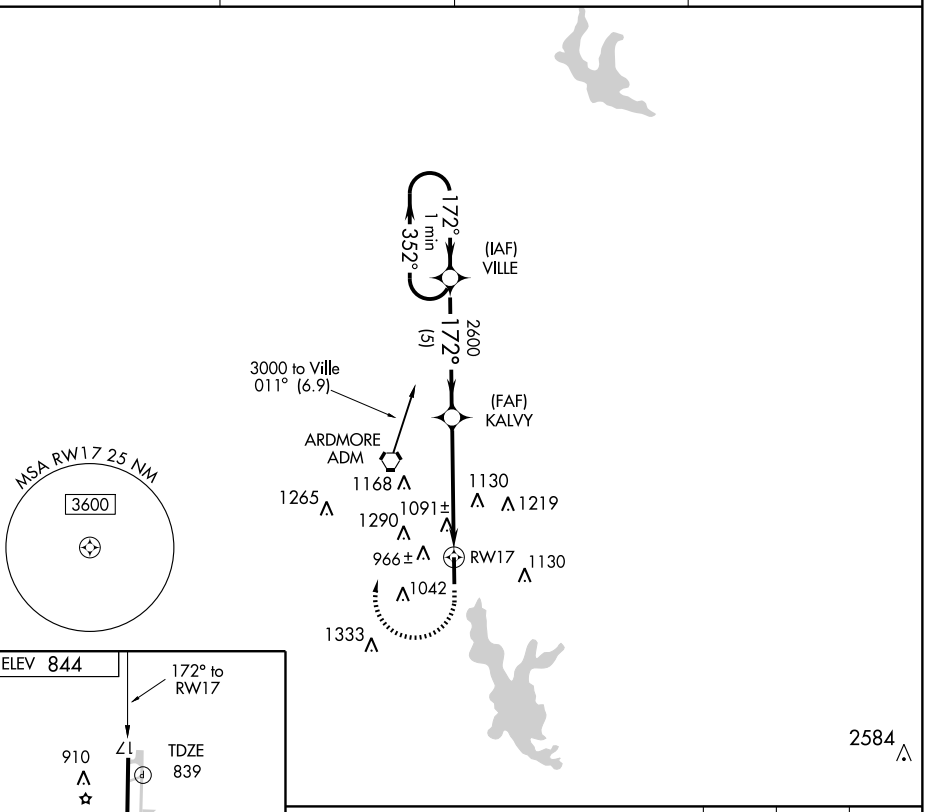
GPS RWY 17

ARDMORE DOWNTOWN EXECUTIVE (1F0)

NA

MISSED APPROACH: Climb to 1700 then climbing right turn to 3000 direct VILLE WP and hold.

AWOS-3	FORT WORTH CENTER	GCO	UNICOM
118.15	128.1 327.15	121.725	122.7 (CTAF) L



CATEGORY	A	B	C	D
S-17	1360-1	521 (600-1)	1360-1½ 521 (600-1½)	1360-1¾ 521 (600-1¾)
CIRCLING	1400-1	556 (600-1)	1400-1½ 556 (600-1½)	1640-2½ 796 (800-2½)

MIRL Rwy 17-35 L
REIL Rwy 17 and 35 L

SC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5000
352°	TDZE	842
	Apt Elev	844

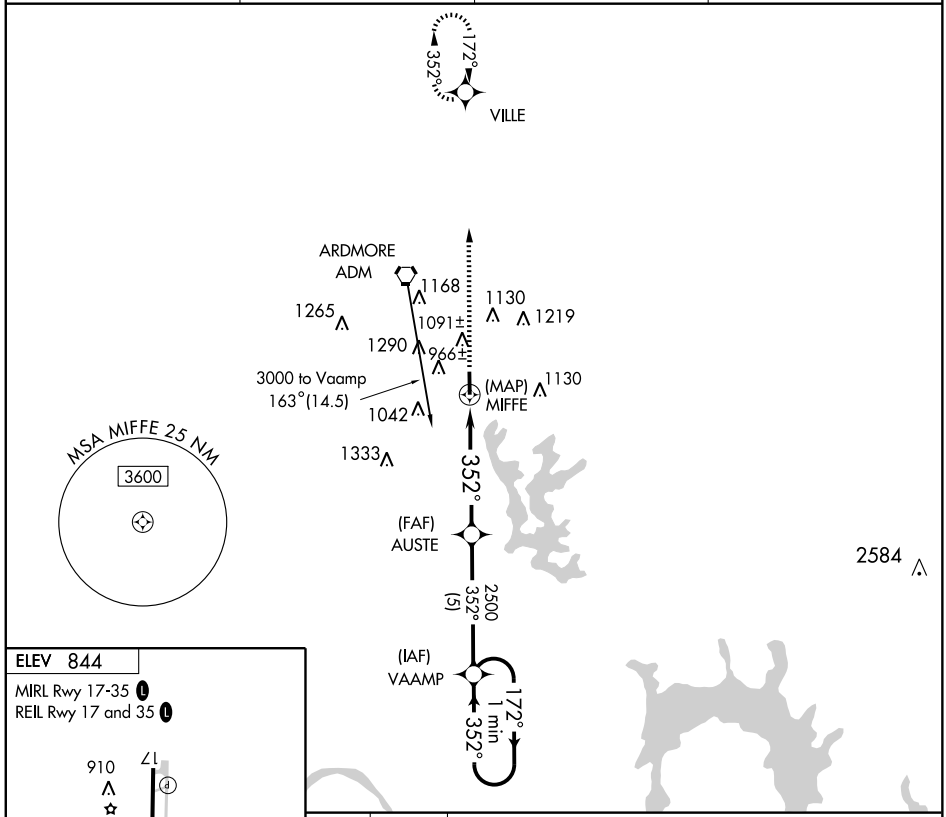
GPS RWY 35

ARDMORE DOWNTOWN EXECUTIVE (1F0)

NA

MISSED APPROACH: Climb to 3000 direct VILLE WP and hold.

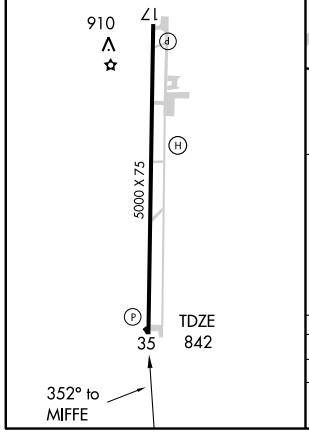
AWOS-3	FORT WORTH CENTER	GCO	UNICOM
118.15	128.1 327.15	121.725	122.7 (CTAF) L

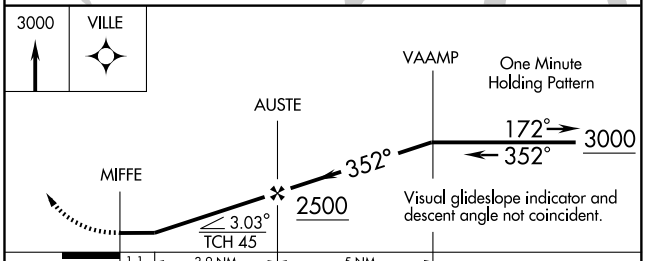


ELEV 844

MIRL Rwy 17-35 L

REIL Rwy 17 and 35 L





CATEGORY	A	B	C	D
S-35	1260-1	418 (500-1)	1260-1¼	418 (500-1¼)
CIRCLING	1420-1	578 (600-1)	1420-1½ 578 (600-1½)	1600-2½ 758 (800-2½)

SC-1. 08 APR 2010 to 06 MAY 2010

VORTAC ADM	APP CRS	Rwy Idg	N/A
116.7	144°	TDZE	N/A
Chan 114		Apt Elev	844

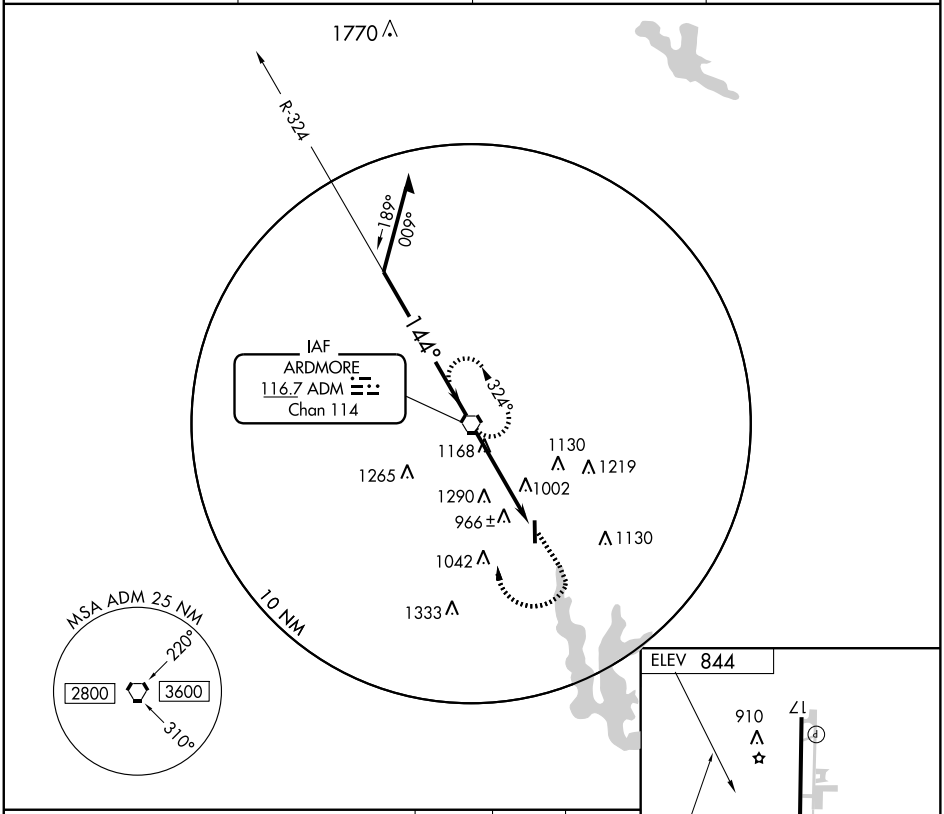
VOR-A

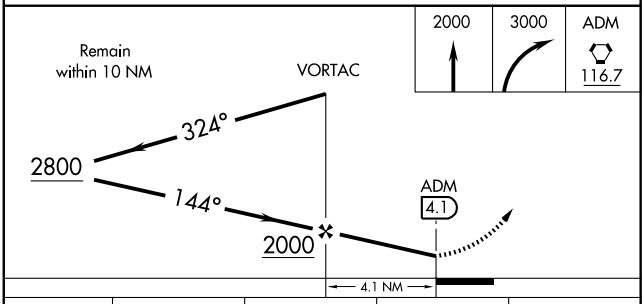
ARDMORE DOWNTOWN EXECUTIVE (1FØ)

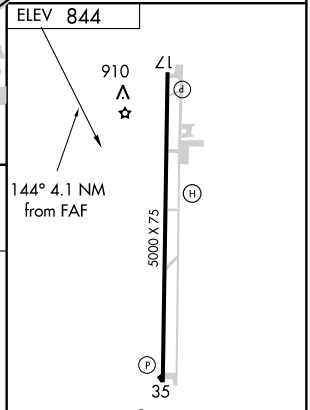
If local altimeter setting not received, use Henry Post AAF, NA FT. Sill altimeter setting and increase all MDAs 220 feet.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct ADM VORTAC and hold.

AWOS-3	FORT WORTH CENTER	GCO	UNICOM
118.15	128.1 327.15	121.725	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1540-1	698 (700-1)	1540-2	1600-2½
			698 (700-2)	758 (800-2½)

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

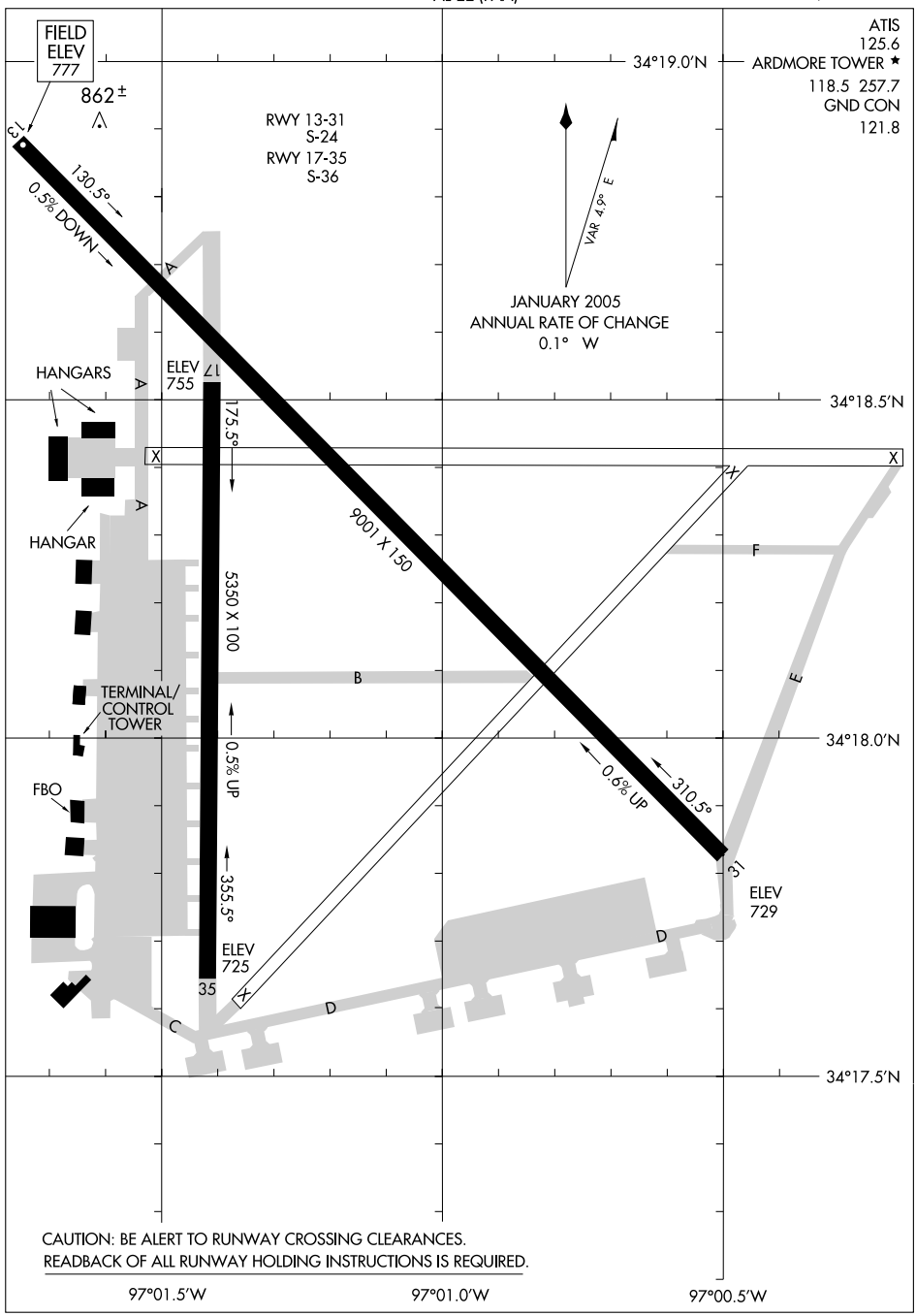
SC-1, 08 APR 2010 to 06 MAY 2010

09351

AIRPORT DIAGRAM

AL-22 (FAA)

ARDMORE MUNI (ADM)
ARDMORE, OKLAHOMA



SC-1, 08 APR 2010 to 06 MAY 2010

ARDMORE, OKLAHOMA

AL-22 (FAA)

LOC I-AIW	APP CRS	Rwy Idg	9001
108.9	309°	TDZE	732
		Apt Elev	762

ILS or LOC RWY 31

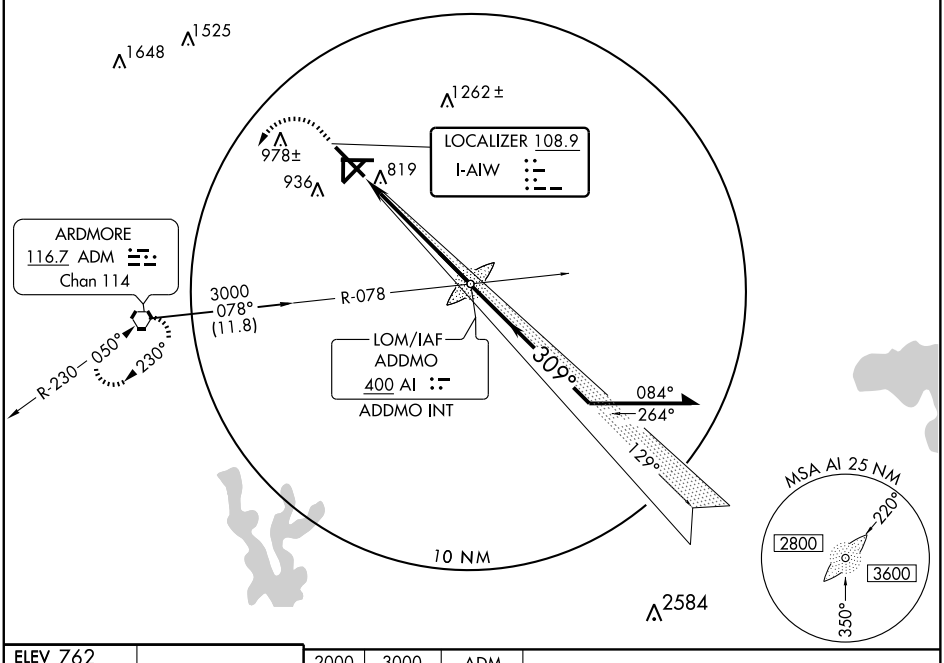
ARDMORE MUNI (ADM)

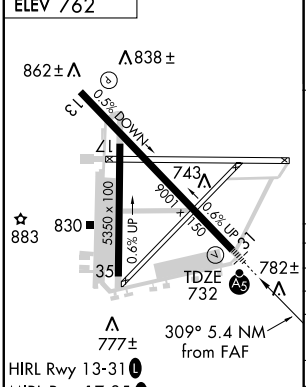
When control tower closed use Ardmore Downtown Executive altimeter setting.
For inoperative MALSR increase S-LOC 31 visibility to 1 mile Cats A/B/C.
Inoperative table does not apply to S-ILS.
Autopilot coupled approach not authorized below 1360′.

MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct ADM VORTAC and hold.

ATIS	FORT WORTH CENTER	ARDMORE TOWER★	GND CON	UNICOM
125.6	128.1 327.15	118.5 (CTAF) L 257.7	121.8	122.95

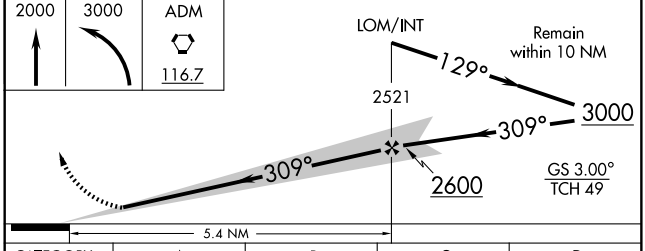




HIRL Rwy 13-31 L
MIRL Rwy 17-35 L

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48



CATEGORY	A	B	C	D
S-ILS 31	932-¾ 200 (200-¾)			
S-LOC 31	1080-¾ 348 (400-¾)			
CIRCLING	1300-1 538 (600-1)	1380-1 618 (700-1)	1500-2 738 (800-2)	1540-2½ 778 (800-2½)
ARDMORE DOWNTOWN EXECUTIVE ALTIMETER SETTING MINIMUMS				
S-ILS 31	969-¾ 237 (300-¾)			
S-LOC 31	1120-¾ 388 (400-¾)			
CIRCLING	1340-1 578 (600-1)	1420-1 658 (700-1)	1540-2¼ 778 (800-2¼)	1580-2¾ 818 (900-2¾)

SC-1, 08 APR 2010 to 06 MAY 2010

ARDMORE, OKLAHOMA

APP CRS	Rwy Idg	9001
309°	TDZE	732
	Apt Elev	762

AL-22 (FAA)

RNAV (GPS) RWY 31

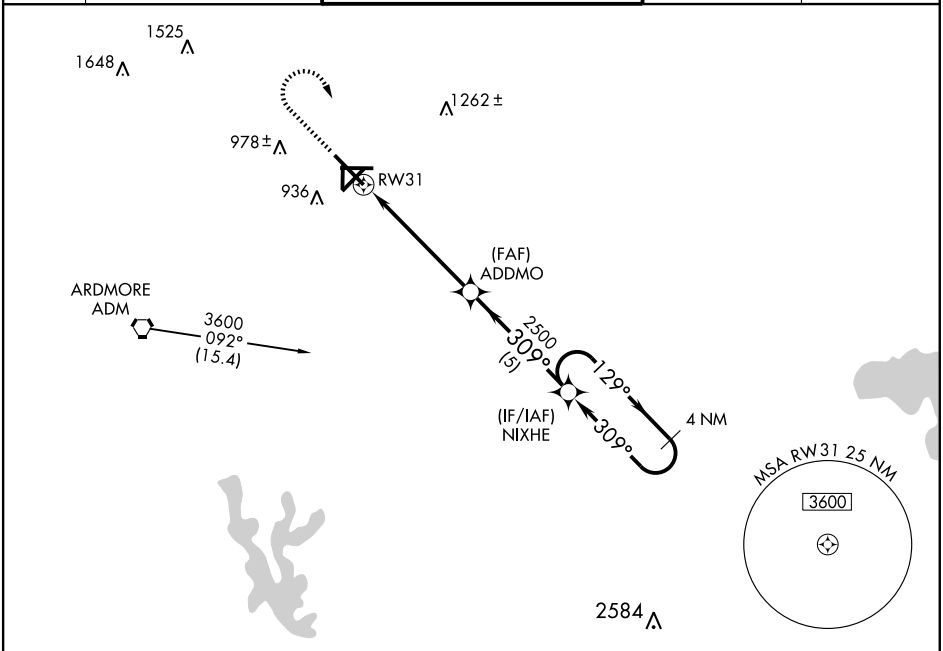
ARDMORE MUNI (ADM)

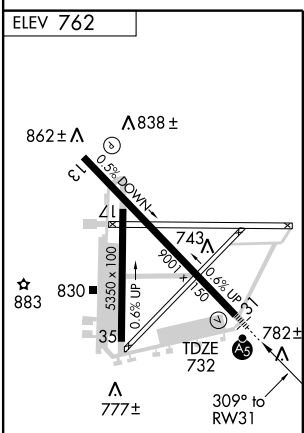
When control tower closed use Ardmore Downtown Executive altimeter setting and increase all MDAs 40 feet. VDP NA when using Ardmore Downtown Executive altimeter setting. For inoperative MALSR increase LNAV MDA Cat A and B visibility to 1 mile. GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA.

MALSR

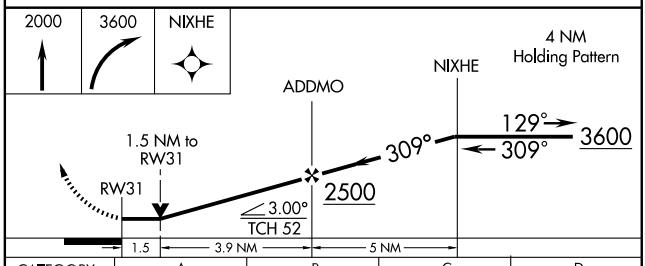
MISSED APPROACH: Climb to 2000 then climbing right turn to 3600 direct NIXHE WP and hold.

ATIS	FORT WORTH CENTER	ARDMORE TOWER ★	GND CON	UNICOM
125.6	128.1 327.15	118.5 (CTAF) L 257.7	121.8	122.95





HIRL Rwy 13-31 L
MIRL Rwy 17-35 L



CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	1260-¾ 528 (500-¾)		1260-1 528 (500-1)	1260-1¼ 528 (500-1¼)
CIRCLING	1300-1 538 (600-1)	1380-1 618 (700-1)	1500-2 738 (800-2)	1540-2½ 778 (800-2½)

SC-1, 08 APR 2010 to 06 MAY 2010

ARDMORE, OKLAHOMA

VORTAC ADM	APP CRS	Rwy Idg	N/A
116.7	050°	TDZE	N/A
Chan 114		Apt Elev	762

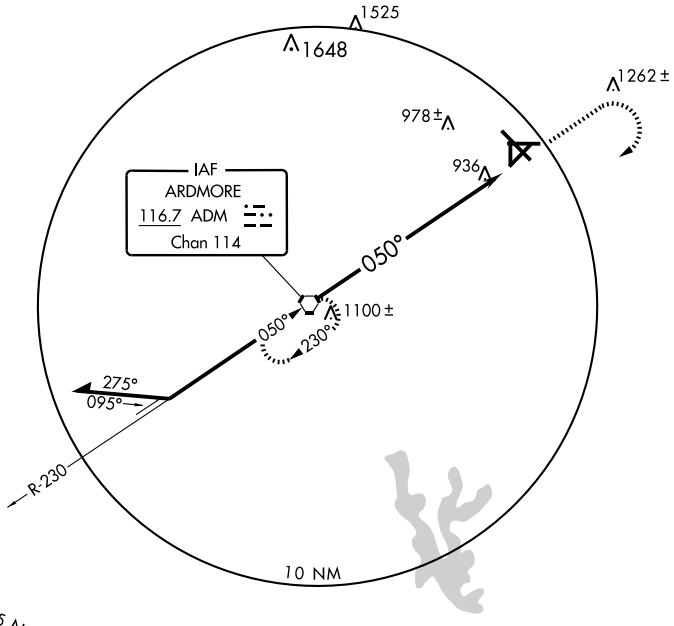
VOR-B

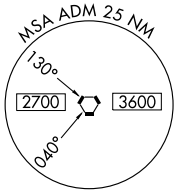
ARDMORE MUNI (ADM)

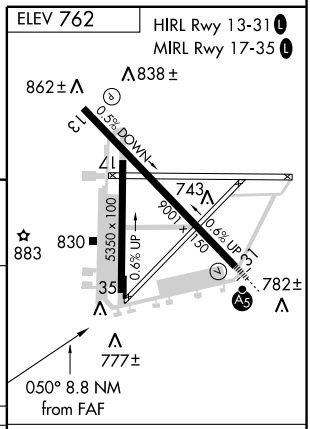
When control tower closed use Ardmore Downtown Executive altimeter setting and increase all MDAs 40 feet.

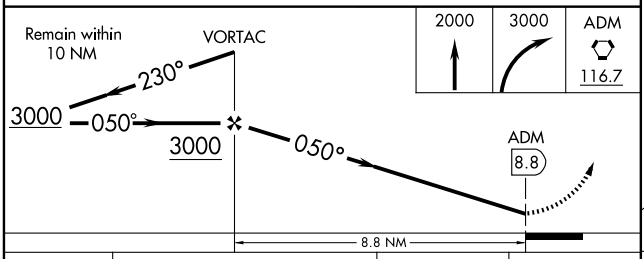
MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct ADM VORTAC and hold.

ATIS	FORT WORTH CENTER	ARDMORE TOWER★	GND CON	UNICOM
125.6	128.1 327.15	118.5 (CTAF) L 257.7	121.8	122.95









CATEGORY	A	B	C	D
CIRCLING	1340-1 578 (600-1)	1380-1 618 (700-1)	1500-2 738 (800-2)	1540-2½ 778 (800-2½)

FAF to MAP 8.8 NM					
Knots	60	90	120	150	180
Min:Sec	8:48	5:52	4:24	3:31	2:56

SC-1. 08 APR 2010 to 06 MAY 2010

LOC I-BVO	APP CRS	Rwy Idg	6200
111.3	172°	TDZE	695
		Apt Elev	711

LOC RWY 17

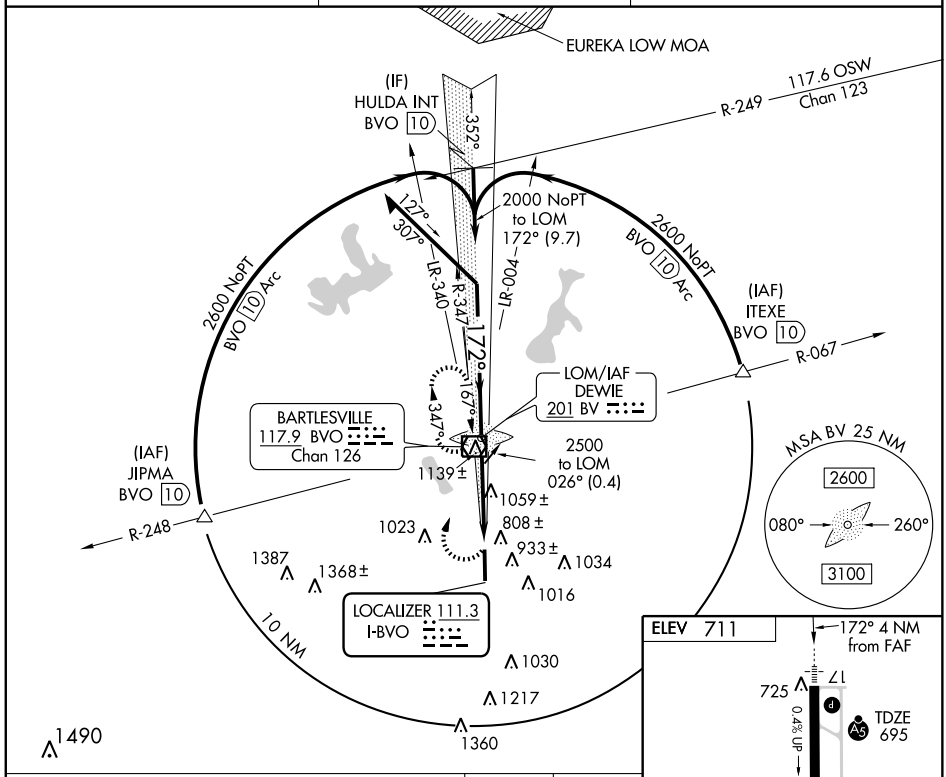
BARTLESVILLE MUNI (BVO)

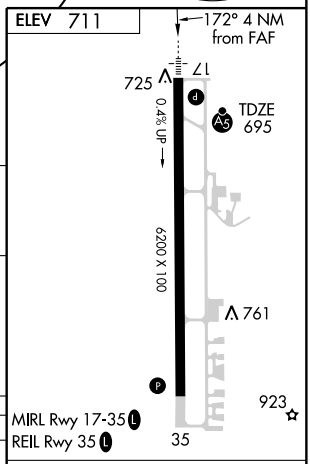
T NA — For inoperative MALSR, increase S-17 Cats A and B visibility to 1 mile. Circling NA east of Rwy 17-35. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all MDAs 100 feet and S-17 Cat C/D visibilities ¼ mile, circling Cat B/C/D visibilities ¼ mile.

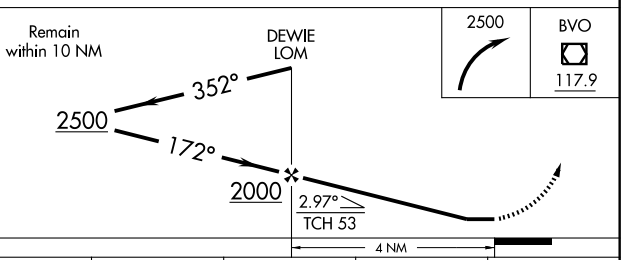
MALSR

MISSED APPROACH: Climbing right turn to 2500 direct BVO VOR/DME and hold, continue climb-in-hold to 2500.

AWOS	KANSAS CITY CENTER	UNICOM
132.675	128.8 354.1	123.0 (CTAF)







CATEGORY	A	B	C	D
S-17	1320-¾ 625 (700-¾)		1320-1¼ 625 (700-1¼)	1320-1½ 625 (700-1½)
CIRCLING	1400-1 689 (700-1)		1400-2 689 (700-2)	1400-2¼ 689 (700-2¼)

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

SC-1, 08 APR 2010 to 06 MAY 2010

WAAS Chan **58201** **W17A**	APP CRS **172°**	Rwy Idg **6200** TDZE **695** Apt Elev **711**

RNAV (GPS) RWY 17

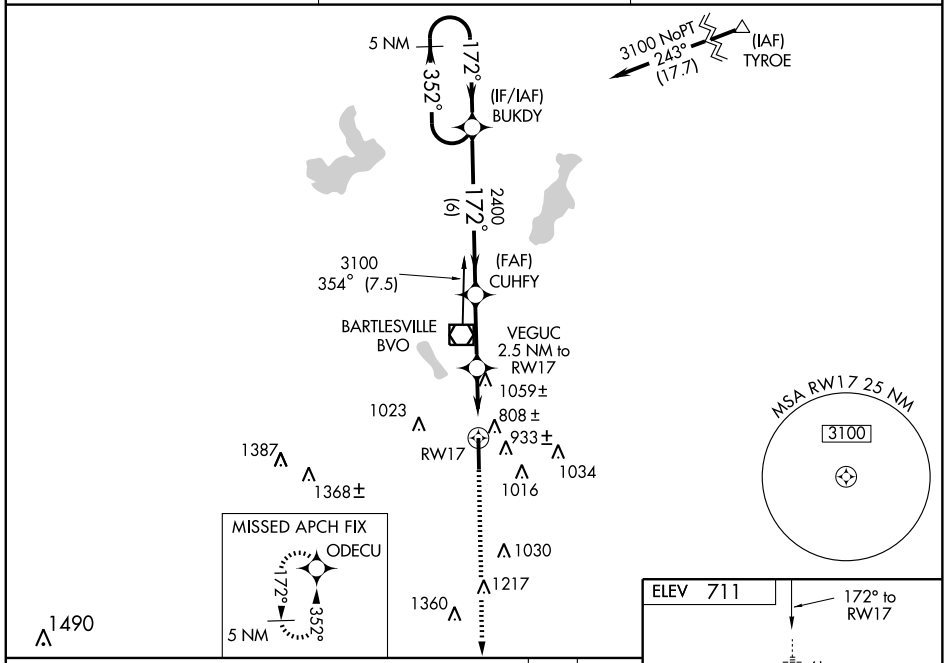
BARTLESVILLE MUNI (BVO)

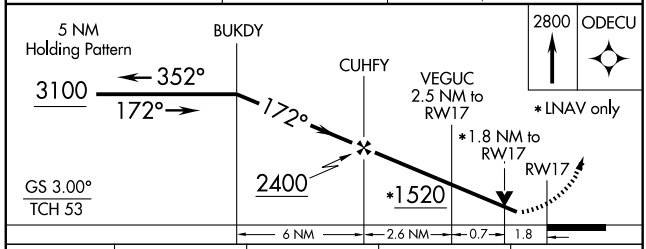
For inoperative MALSR, increase LNAV MDA Cats A and B visibility to 1 mile. Circling NA east of Rwy 17-35. Baro-VNAV NA when using Tulsa Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Tulsa Intl altimeter setting. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all DAs 84 feet and all visibilities ¼ mile; increase all MDAs 100 feet and LNAV Cat C/D visibility ¼ mile, Circling Cat B/C/D visibility ¼ mile.

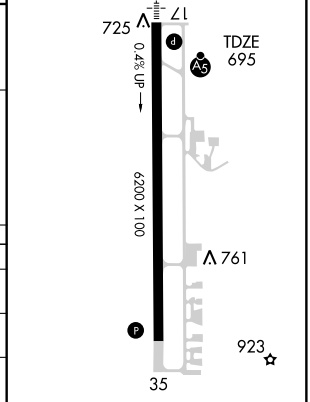
MALSR

MISSED APPROACH: Climb to 2800 direct ODECU and hold.

AWOS	KANSAS CITY CENTER	UNICOM
132.675	**128.8 354.1**	**123.0** (CTAF) L







MIRL Rwy 17-35 L
REIL Rwy 35 L

CATEGORY	A	B	C	D
LPV DA	1192-1¼ 497 (500-1¼)			
LNAV/VNAV DA	1451-2¼ 756 (800-2¼)			
LNAV MDA	1320-¾ 625 (700-¾)		1320-1¼ 625 (700-1¼)	1320-1½ 625 (700-1½)
CIRCLING	1400-1 689 (700-1)		1400-2 689 (700-2)	1400-2¼ 689 (700-2¼)

SC-1. 08 APR 2010 to 06 MAY 2010

WAAS Chan **61305** **W35A**	APP CRS **352°**	Rwy Idg **6200** TDZE **711** Apt Elev **711**

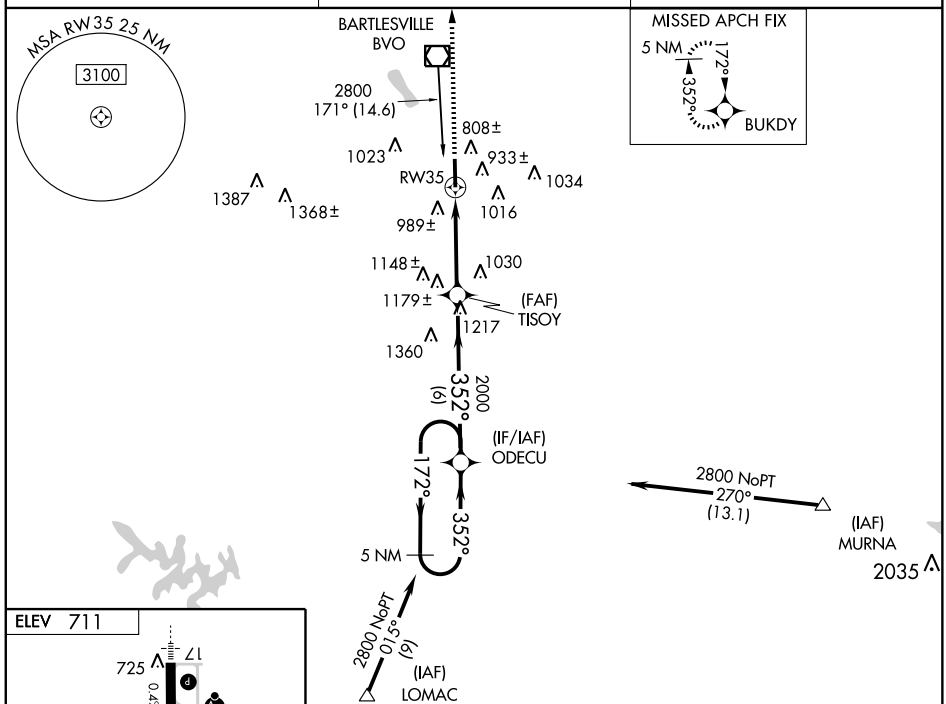
RNAV (GPS) RWY 35

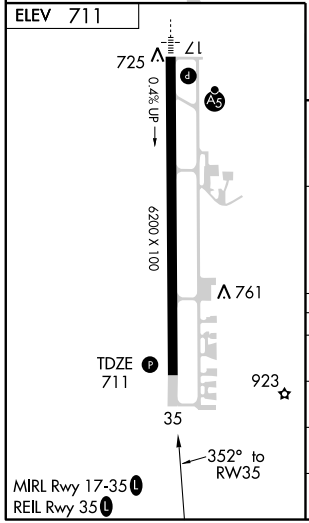
BARTLESVILLE MUNI (BVO)

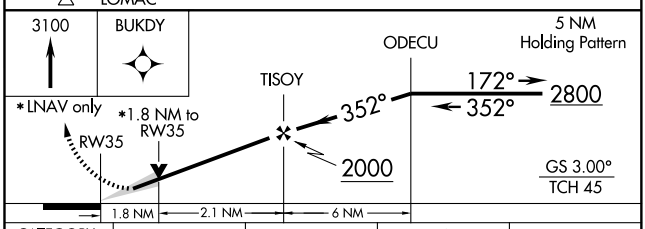
Circling NA east of Rwy 17-35. Baro-VNAV NA when using Tulsa Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. VDP NA when using Tulsa Intl altimeter setting. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all DAs 84 feet and all visibilities ¼ mile; increase all MDAs 100 feet and LNAV Cat C/D visibility ¼ mile, circling Cat B/C/D visibility ¼ mile.

MISSED APPROACH: Climb to 3100 direct BUKDY and hold.

AWOS	KANSAS CITY CENTER	UNICOM
132.675	**128.8 354.1**	**123.0** (CTAF) L







CATEGORY	A	B	C	D
LPV DA	961-1 250 (300-1)			
LNAV/VNAV DA	1327-2¼ 616 (700-2¼)			
LNAV MDA	1340-1 629 (700-1)		1340-1¾ 629 (700-1¾)	1340-2 629 (700-2)
CIRCLING	1400-1 689 (700-1)		1400-2 689 (700-2)	1400-2¼ 689 (700-2¼)

SC-1, 08 APR 2010 to 06 MAY 2010

VOR/DME BVO 117.9 Chan 126	APP CRS 348°	Rwy Idg 6200 TDZE 711 Apt Elev 711

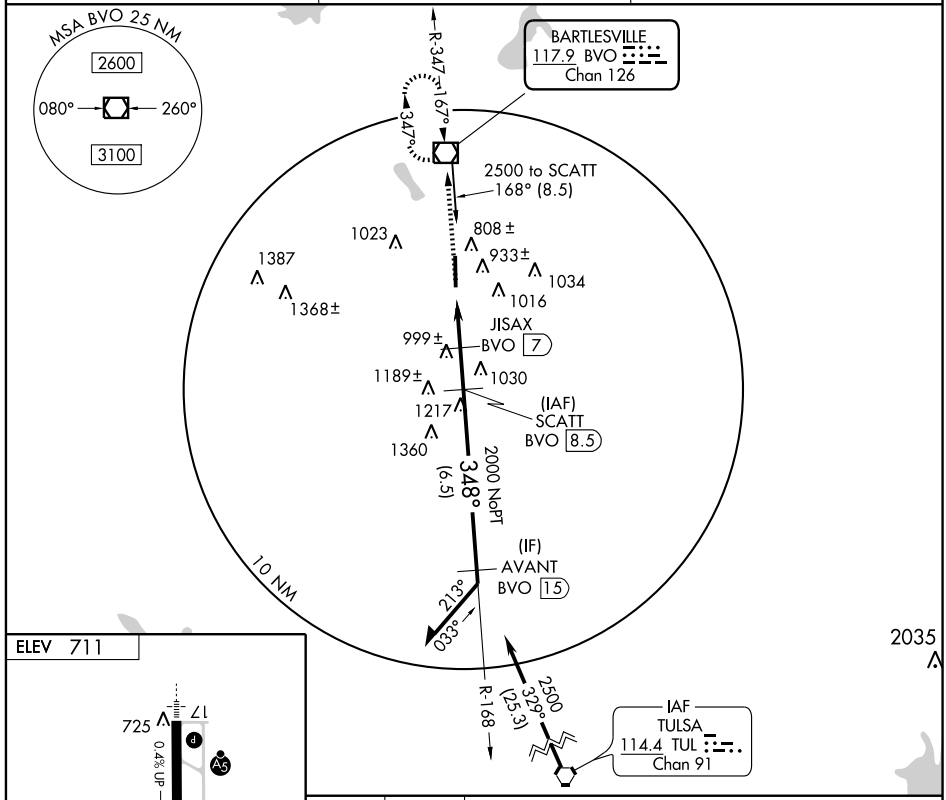
VOR/DME RWY 35

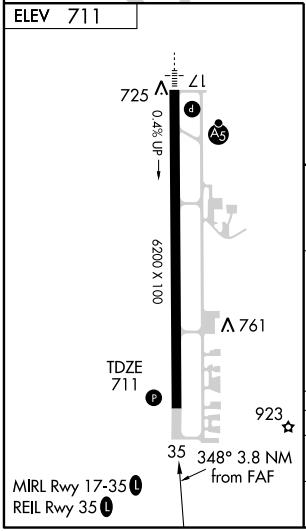
BARTLESVILLE MUNI (BVO)

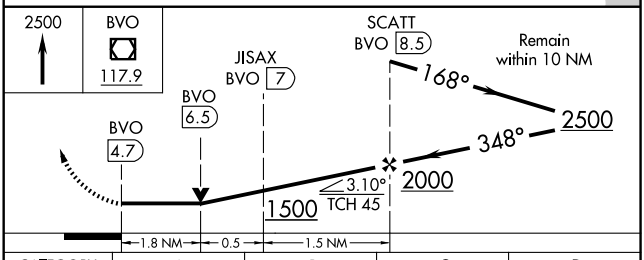
Circling NA east of Rwy 17-35. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all MDAs 100 feet and S-35 Cat C/D visibility ¼ mile, Circling Cat B/C/D visibility ¼ mile. VDP NA when using Tulsa Intl altimeter setting.

MISSED APPROACH: Climb to 2500 direct BVO VOR/DME and hold.

AWOS	KANSAS CITY CENTER	UNICOM
132.675	128.8 354.1	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-35	1320-1 609 (700-1)		1320-1¾ 609 (700-1¾)	1320-2 609 (700-2)
CIRCLING	1400-1 689 (700-1)		1400-2 689 (700-2)	1400-2¼ 689 (700-2¼)

SC-1, 08 APR 2010 to 06 MAY 2010

VOR/DME BVO 117.9 Chan 126	APP CRS 167°	Rwy Idg 6200 TDZE 695 Apt Elev 711

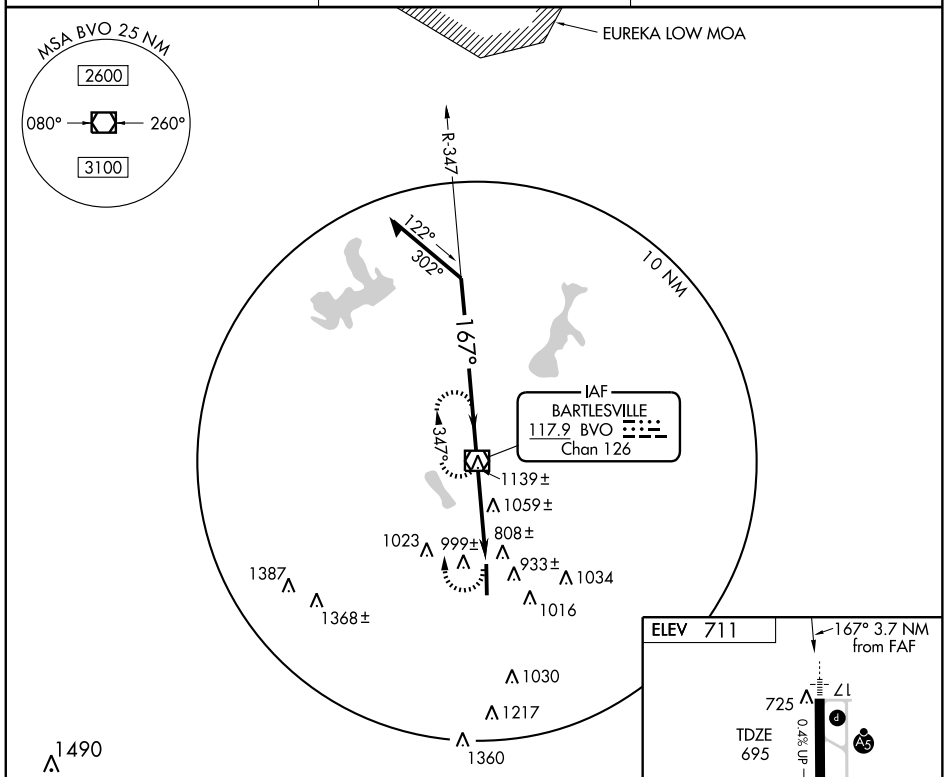
VOR RWY 17
BARTLESVILLE MUNI (BVO)

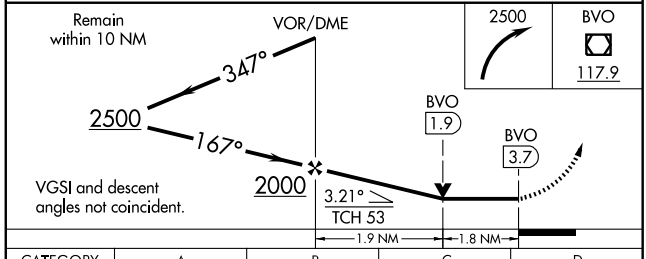
T For inoperative MALSR, increase S-17 Cats A and B visibility to 1 mile.
A Circling NA east of Rwy 17-35. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all MDAs 100 feet and S-17 Cat C/D visibility ¼ mile, Circling Cat B/C/Dvisibility ¼ mile. VDP NA when using Tulsa Intl altimeter setting.

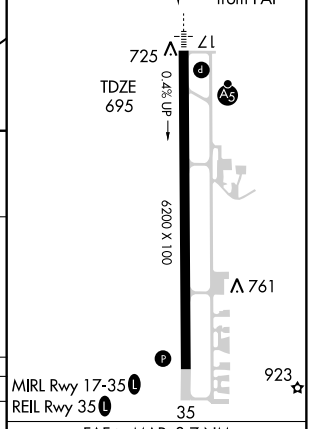
MALSR

MISSED APPROACH: Climbing right turn to 2500 direct BVO VOR/DME and hold, continue climb-in-hold to 2500.

AWOS	KANSAS CITY CENTER	UNICOM
132.675	128.8 354.1	123.0 (CTAF) L







FAF to MAP 3.7 NM

Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

CATEGORY	A	B	C	D
S-17	1320-¾ 625 (700-¾)		1320-1¼ 625 (700-1¼)	1320-1½ 625 (700-1½)
CIRCLING	1400-1 689 (700-1)		1400-2 689 (700-2)	1400-2¼ 689 (700-2¼)

SC-1, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3501
174°	TDZE	1030
	Apt Elev	1029

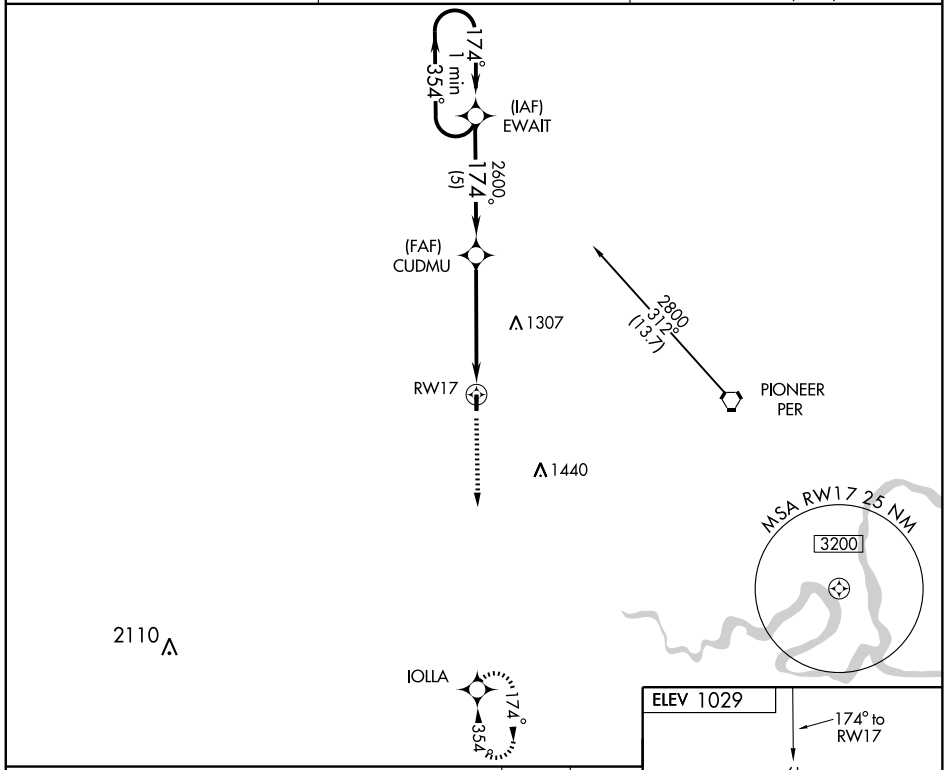
GPS RWY 17

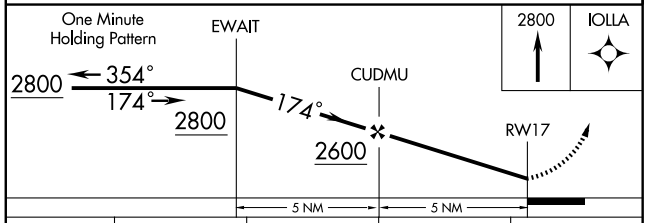
BLACKWELL-TONKAWA MUNI (BKN)

NA Use Ponca City altimeter setting; when not received, use Wichita Mid-Continent altimeter setting.

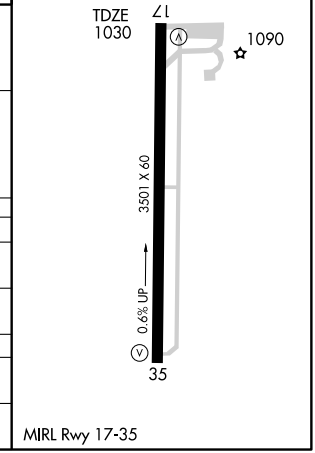
MISSED APPROACH: Climb to 2800 direct IOLLA and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
120.575	127.8 319.1	122.8 (CTAF)





CATEGORY	A	B	C	D
S-17	1560-1	531 (600-1)	1560-1½ 531 (600-1½)	NA
CIRCLING	1560-1	531 (600-1)	1560-1½ 531 (600-1½)	NA
WICHITA MID-CONTINENT ALTIMETER SETTING MINIMUMS				
S-17	1700-1	671 (700-1)	1700-2 671 (700-2)	NA
CIRCLING	1700-1	671 (700-1)	1700-2 671 (700-2)	NA



MIRL Rwy 17-35

SC-1, 08 APR 2010 to 06 MAY 2010

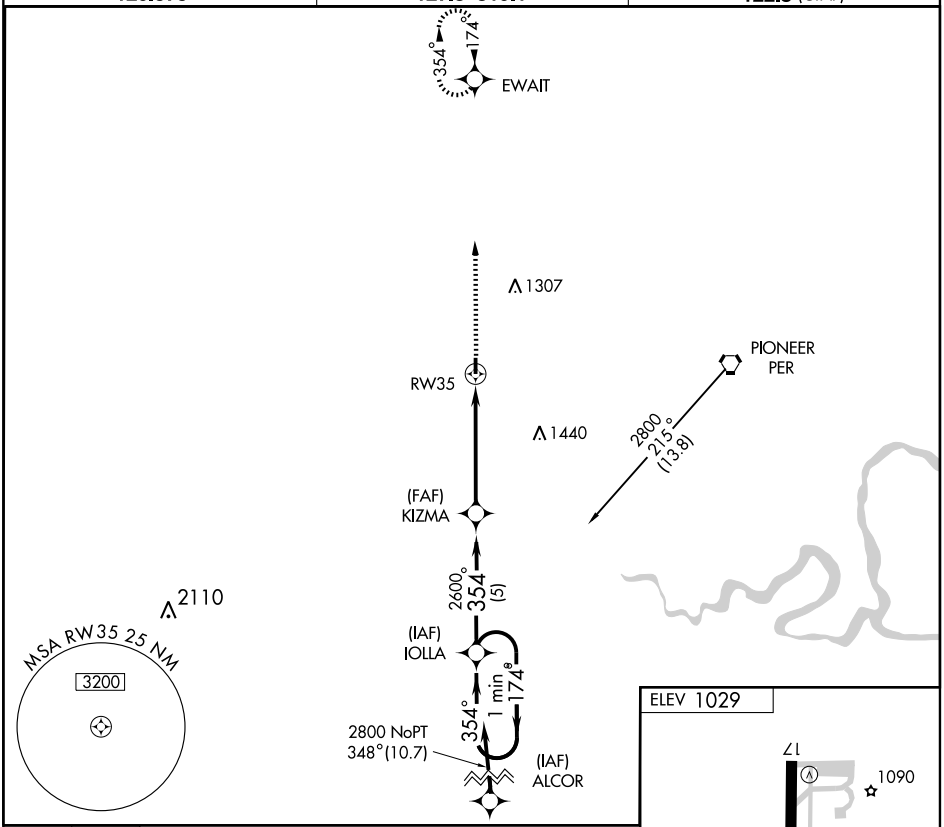
APP CRS		
354°	Rwy Idg	3501
	TDZE	1026
	Apt Elev	1029

GPS RWY 35

BLACKWELL-TONKAWA MUNI (BKN)

NA Use Ponca City altimeter setting; when not received, use Wichita Mid-Continent altimeter setting.	MISSED APPROACH: Climb to 2800 direct EWAIT and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
120.575	127.8 319.1	122.8 (CTAF)



CATEGORY	A	B	C	D
S-35	1420-1 396 (400-1)			NA
CIRCLING	1480-1 451 (500-1)		1480-1½ 451 (500-1½)	NA
WICHITA MID-CONTINENT ALTIMETER SETTING MINIMUMS				
S-35	1560-1 536 (600-1)		1560-1½ 536 (600-1½)	NA
CIRCLING	1620-1 591 (600-1)		1620-1½ 591 (600-1½)	NA

SC-1, 08 APR 2010 to 06 MAY 2010

VORTAC PER	APP CRS	Rwy Idg	N/A
113.2	263°	TDZE	N/A
Chan 79		Apt Elev	1029

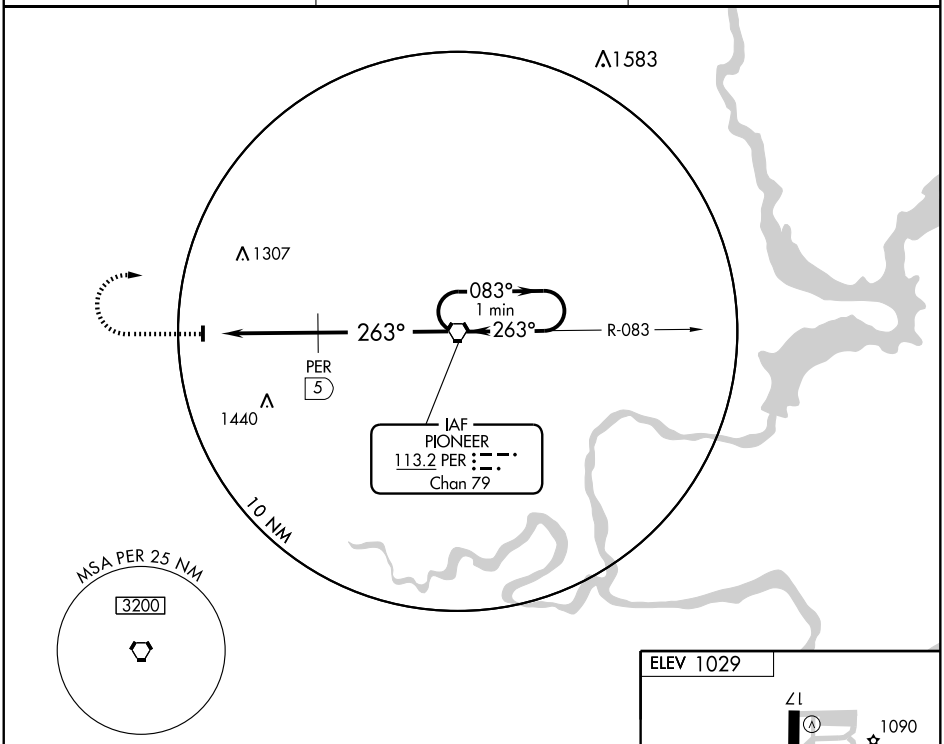
VOR-A

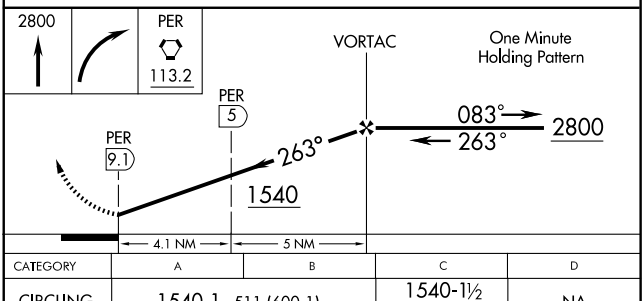
BLACKWELL-TONKAWA MUNI (BKN)

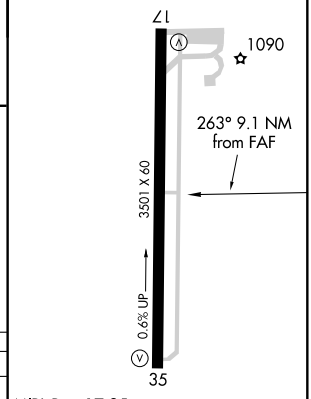
⚠ NA — Use Ponca City altimeter setting; when not received, use Wichita Mid-Continent altimeter setting and increase all MDAs 140 feet.

MISSED APPROACH: Climb to 2800 then right turn direct PER VORTAC and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
120.575	127.8 319.1	122.8 (CTAF)







MIRL Rwy 17-35

CATEGORY	A	B	C	D
CIRCLING	1540-1 511 (600-1)		1540-1½ 511 (600-1½)	NA
DME MINIMUMS				
CIRCLING	1440-1 411 (500-1)	1480-1 451 (500-1)	1480-1½ 451 (500-1½)	NA

FAF to MAP 9.1 NM

Knots	60	90	120	150	180
Min:Sec	9:06	6:04	4:33	3:38	3:02

SC-1, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4210
040°	TDZE	4178
	Apt Elev	4178

RNAV (GPS) RWY 4

BOISE CITY (17K)

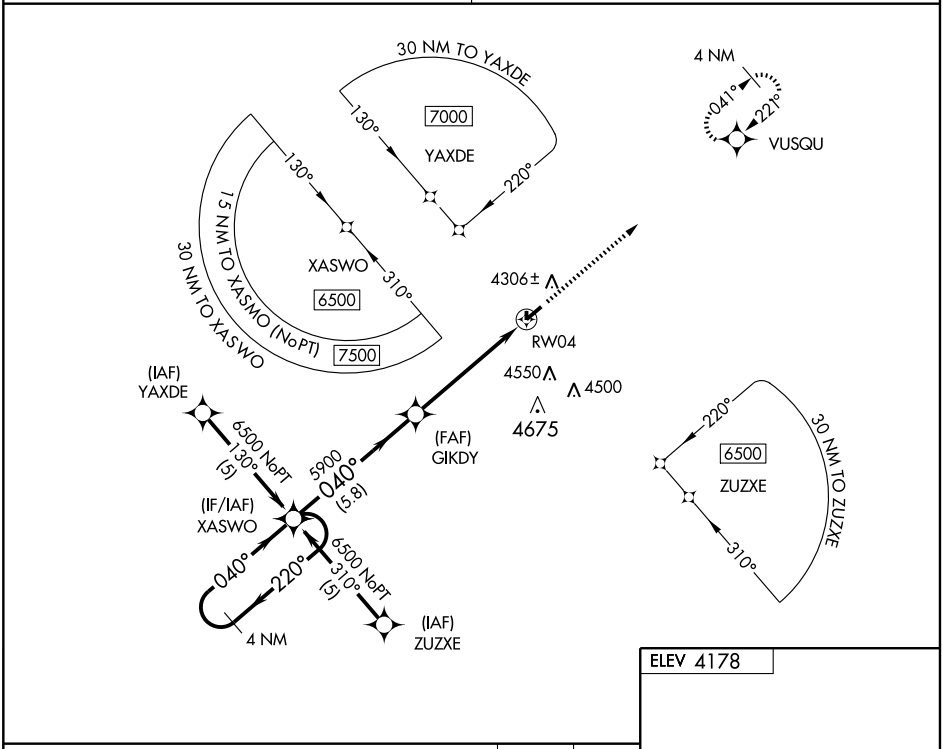
Use Dalhart, TX altimeter setting; when not received, procedure not authorized. GPS or RNP-0.3 required. DME/DME RNP-O.3 NA.

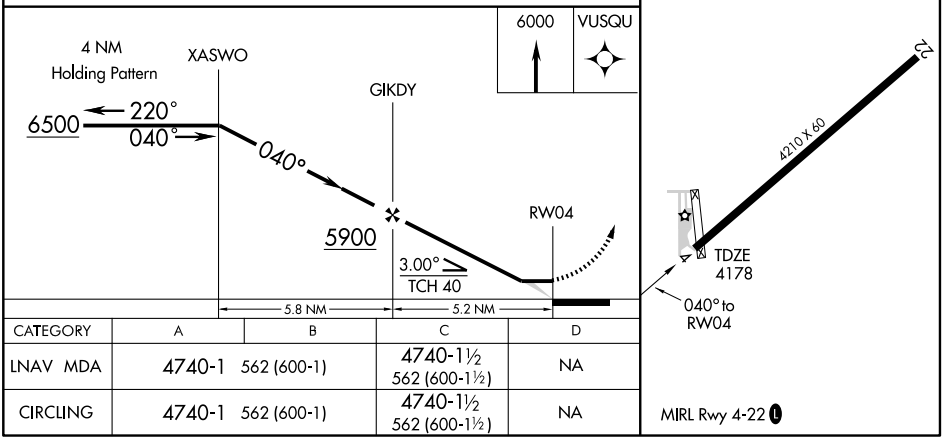
NA

MISSED APPROACH: Climb to 6000 direct VUSQU and hold.

ALBUQUERQUE CENTER
127.85 285.475

CTAF 122.9 L





CATEGORY	A	B	C	D
LNAV MDA	4740-1	562 (600-1)	4740-1½ 562 (600-1½)	NA
CIRCLING	4740-1	562 (600-1)	4740-1½ 562 (600-1½)	NA

MIRL Rwy 4-22 L

SC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3400
176°	TDZE	848
	Apt Elev	851

RNAV (GPS) RWY 17

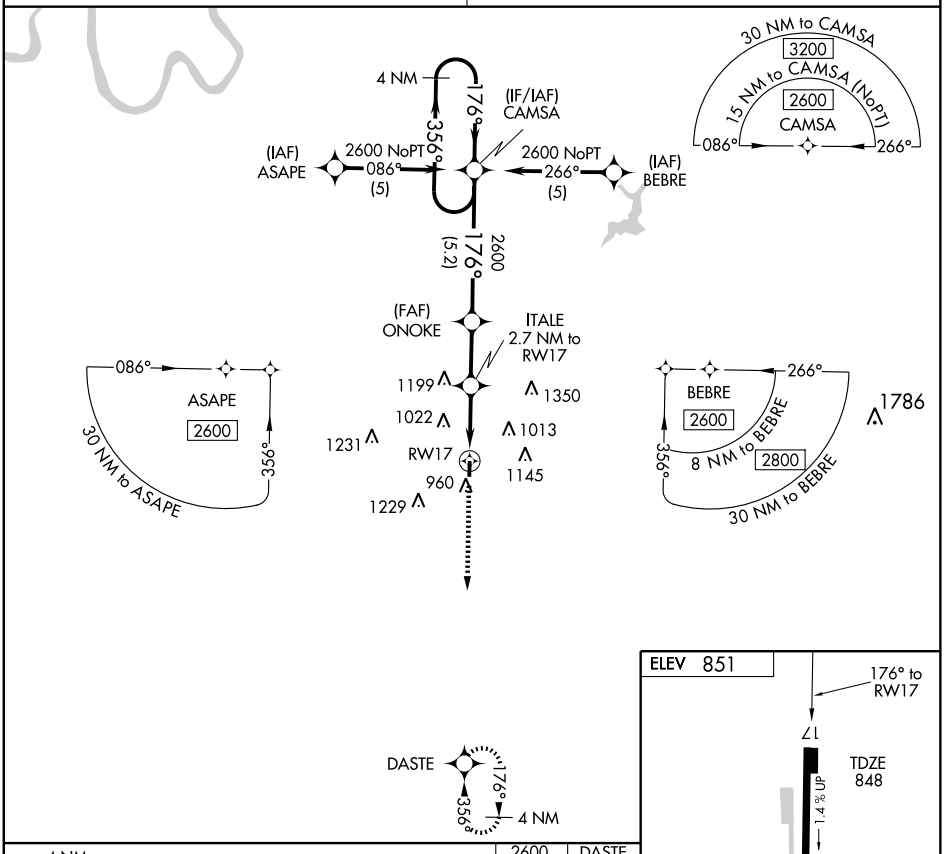
BRISTOW/JONES MEMORIAL (3F7)

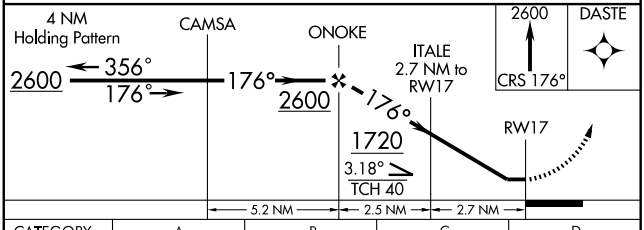
Use Tulsa International altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Procedure NA at night.

NA

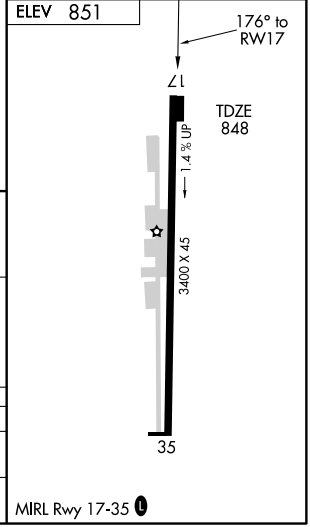
MISSED APPROACH: Climb to 2600 via 176° course to DASTE and hold.

KANSAS CITY CENTER	CTAF
128.8 354.1	122.9 L





CATEGORY	A	B	C	D
LNAV MDA	1400-1	552 (600-1)	1400-1½ 552 (600-1½)	NA
CIRCLING	1420-1	569 (600-1)	1440-1½ 589 (600-1½)	NA



MIRL Rwy 17-35 L

SC-1, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3400
356°	TDZE	851
	Apt Elev	851

RNAV (GPS) RWY 35

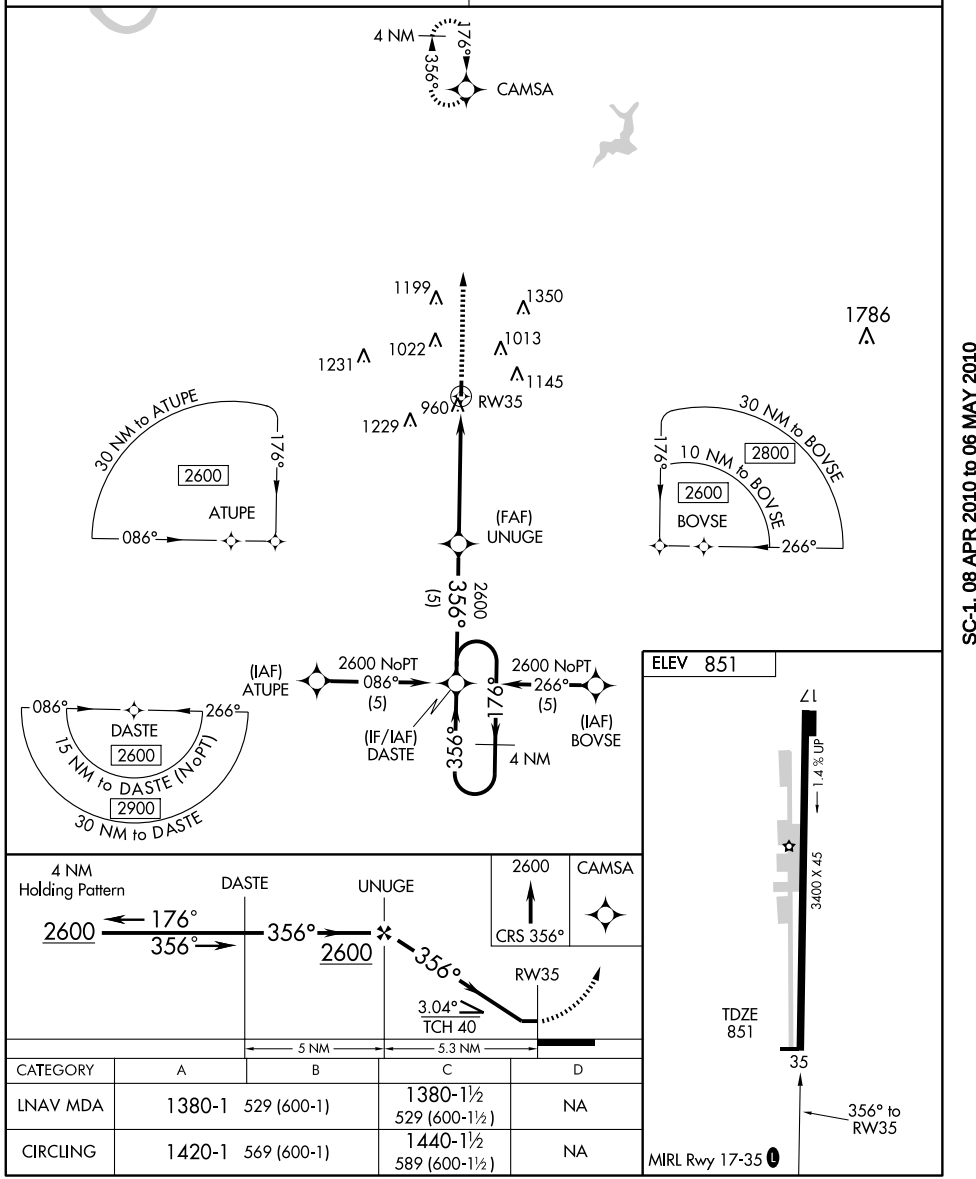
BRISTOW/ JONES MEMORIAL (3F7)

Use Tulsa International altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Procedure NA at night.

NA

MISSED APPROACH: Climb to 2600 via 356° course to CAMSA and hold.

KANSAS CITY CENTER	CTAF
128.8 354.1	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	1380-1	529 (600-1)	1380-1½ 529 (600-1½)	NA
CIRCLING	1420-1	569 (600-1)	1440-1½ 589 (600-1½)	NA

SC-1. 08 APR 2010 to 06 MAY 2010

NDB BFK 215	APP CRS 280°	Rwy Idg N/A TDZE N/A Apt Elev 1822

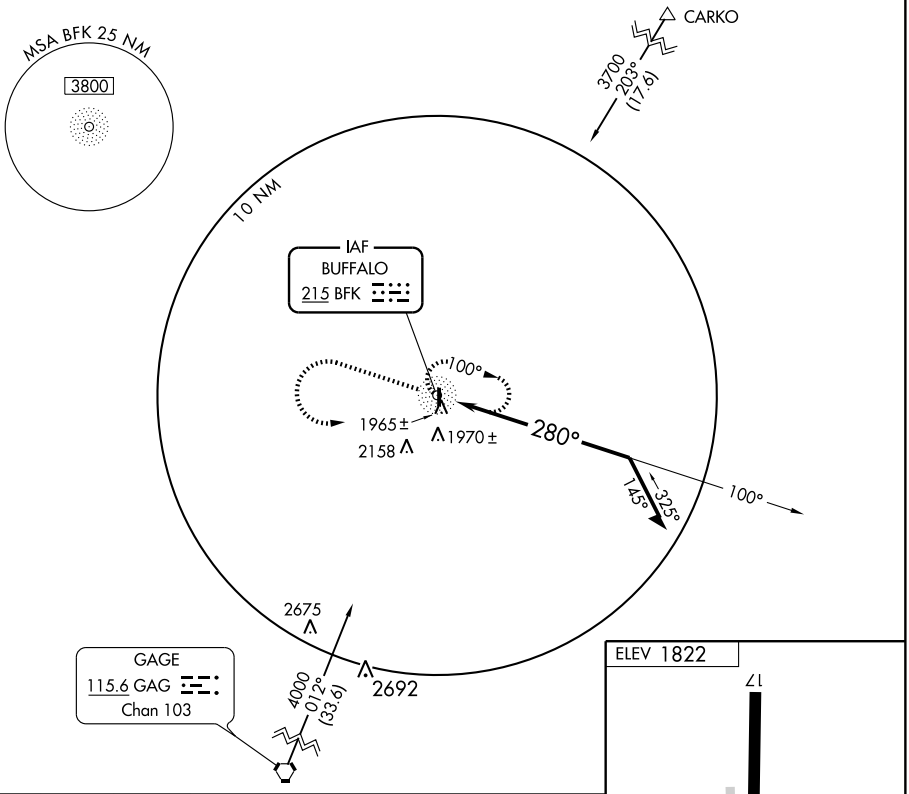
NDB-A

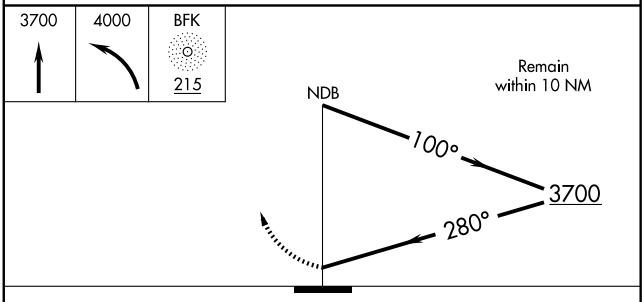
BUFFALO MUNI (BFK)

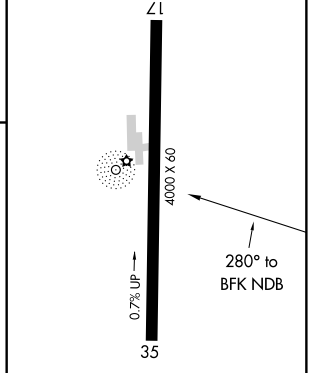
NA Use Woodward/West Woodward altimeter setting; if not received, procedure not authorized.

MISSED APPROACH: Climb to 3700 then left climbing turn to 4000 direct BFK NDB and hold.

AWOS-3	KANSAS CITY CENTER	CTAF
118.425	126.95 379.2	122.9 L







MIRL Rwy 17-35 L

CATEGORY	A	B	C	D
CIRCLING	2460-1	638 (700-1)	2460-1¾ 638 (700-1¾)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-1, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 17

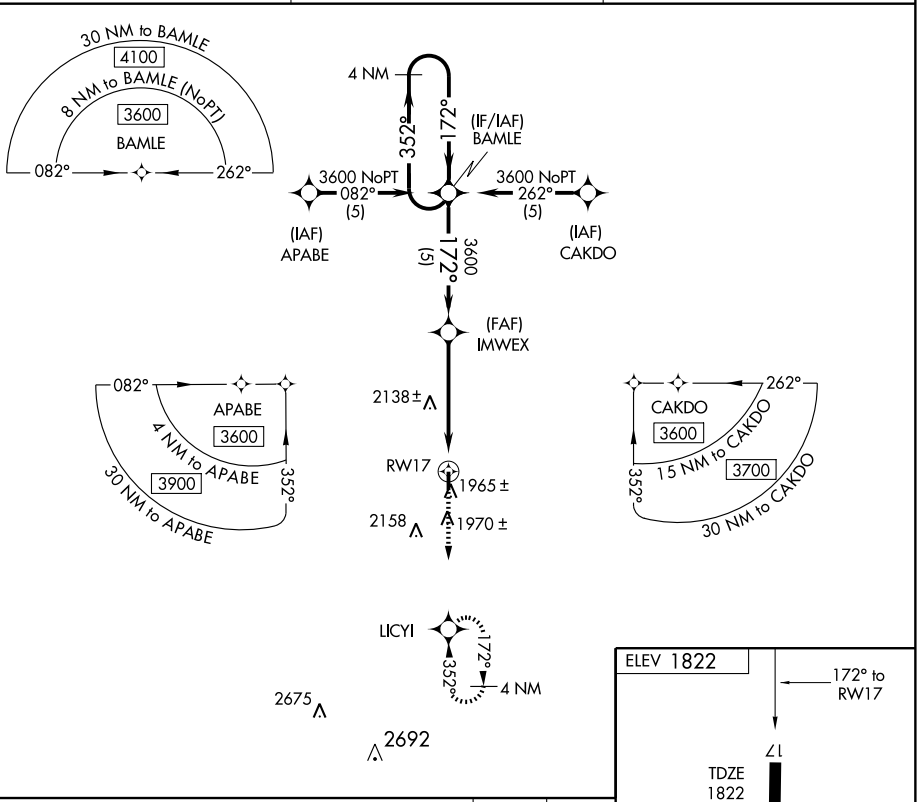
BUFFALO MUNI (BFK)

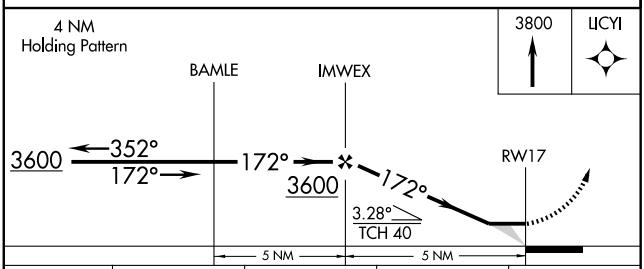
APP CRS	Rwy Idg	4000
172°	TDZE	1822
	Apt Elev	1822

NA DME/DME RNP-0.3 NA. Use Woodward/West Woodward altimeter setting; if not received, procedure not authorized.

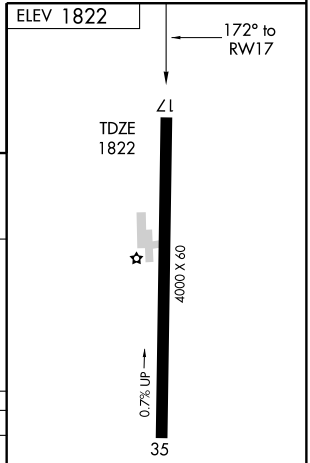
MISSED APPROACH: Climb to 3800 direct LICYI WP and hold.

AWOS-3	KANSAS CITY CENTER	CTAF
118.425	126.95 379.2	122.9 L





CATEGORY	A	B	C	D
LNAV MDA	2500-1	678 (700-1)	2500-2 678 (700-2)	NA
CIRCLING	2500-1	678 (700-1)	2500-2 678 (700-2)	NA



MIRL Rwy 17-35 L

SC-1, 08 APR 2010 to 06 MAY 2010

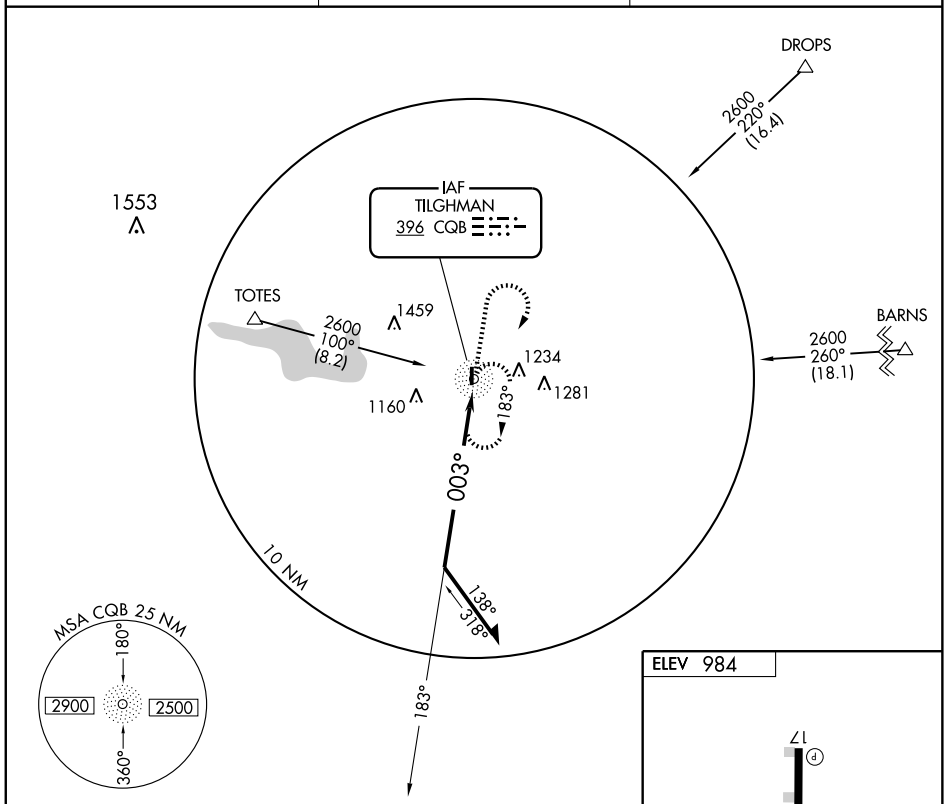
NDB CQB	APP CRS	Rwy Idg	4000
396	003°	TDZE	984
		Apt Elev	984

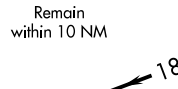
NDB RWY 35
CHANDLER RGNL (CQB)

▼ If local altimeter setting not received, use Shawnee Rgnl altimeter setting and increase all MDAs 80 feet.
▲ NA

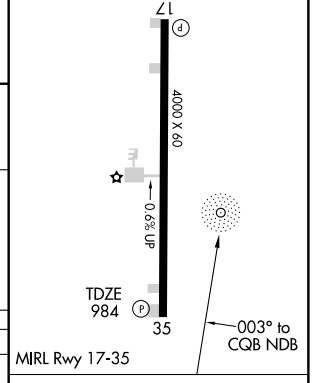
MISSED APPROACH: Climb to 2000 then climbing right turn to 2600 direct CQB NDB and hold.

AWOS-3	KANSAS CITY CENTER	CTAF
119.275	128.3 291.7	122.9





2000	2600	CQB 396



CATEGORY	A	B	C	D
S-35	1420-1 436 (500-1)		1420-1¼ 436 (500-1¼)	NA
CIRCLING	1420-1 436 (500-1)	1440-1 456 (500-1)	1540-1½ 556 (600-1½)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-1, 08 APR 2010 to 06 MAY 2010

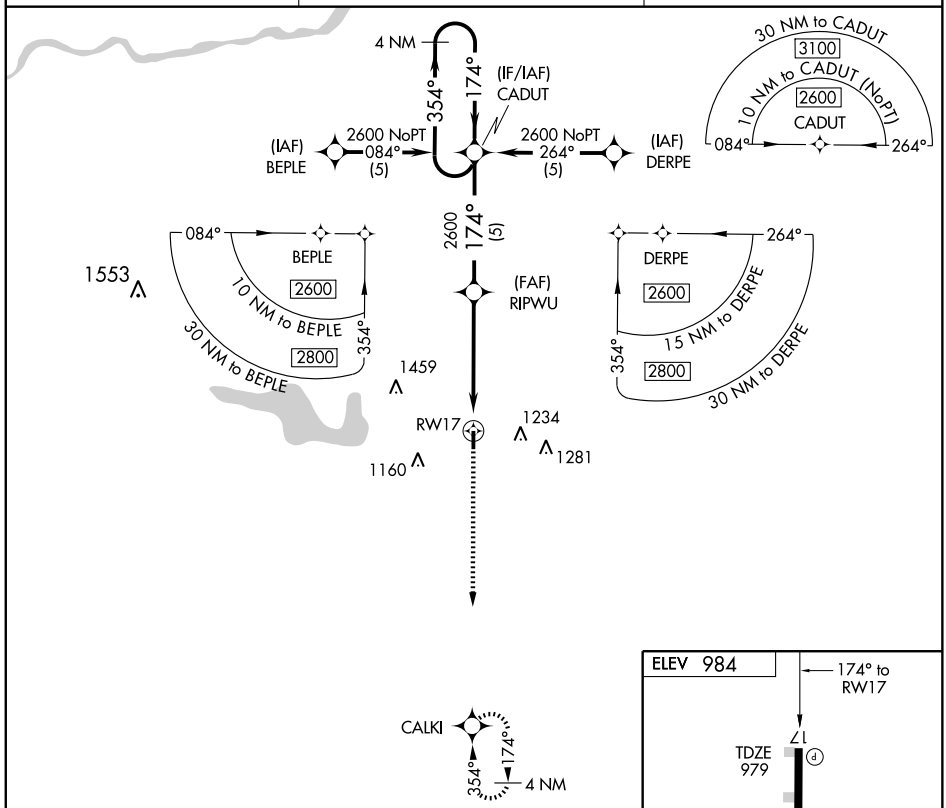
APP CRS	Rwy Idg	4000
174°	TDZE	979
	Apt Elev	984

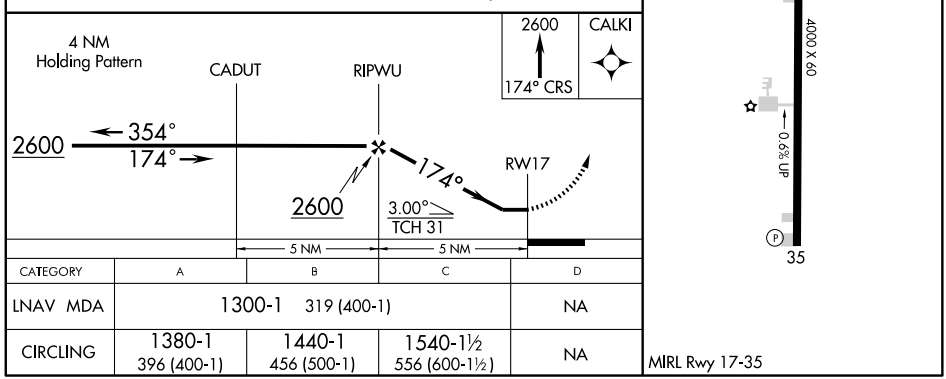
RNAV (GPS) RWY 17
CHANDLER RGNL (CQB)

If local altimeter setting not received, use Shawnee Rgnl altimeter setting and increase all MDAs 80 feet. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2600 via 174° course to CALKI WP and hold.

AWOS-3	KANSAS CITY CENTER	CTAF
119.275	128.3 291.7	122.9





CATEGORY	A	B	C	D
LNAV MDA	1300-1 319 (400-1)			NA
CIRCLING	1380-1 396 (400-1)	1440-1 456 (500-1)	1540-1½ 556 (600-1½)	NA

MIRL Rwy 17-35

SC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4000
354°	TDZE	984
	Apt Elev	984

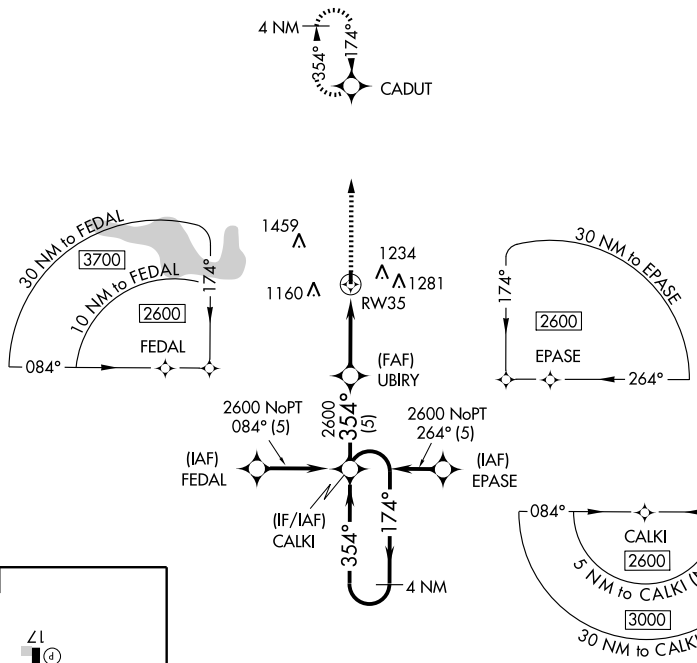
RNAV (GPS) RWY 35
CHANDLER RGNL (CQB)

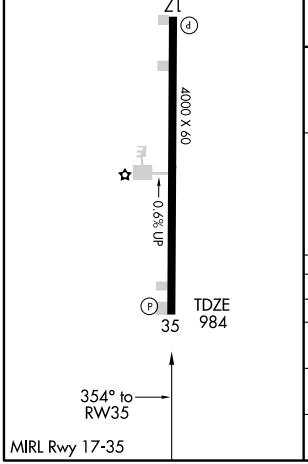
If local altimeter setting not received, use Shawnee Rgnl altimeter setting and increase all DAs/MDAs 80 feet. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA BARO-VNAV NA below -16°C (4°F). BARO VNAV and VDP NA with Shawnee Rgnl altimeter setting.

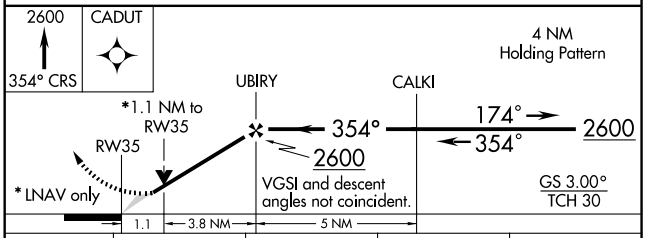
NA

MISSED APPROACH: Climb to 2600 via 354° course to CADUT WP and hold.

AWOS-3	KANSAS CITY CENTER	CTAF
119.275	128.3 291.7	122.9





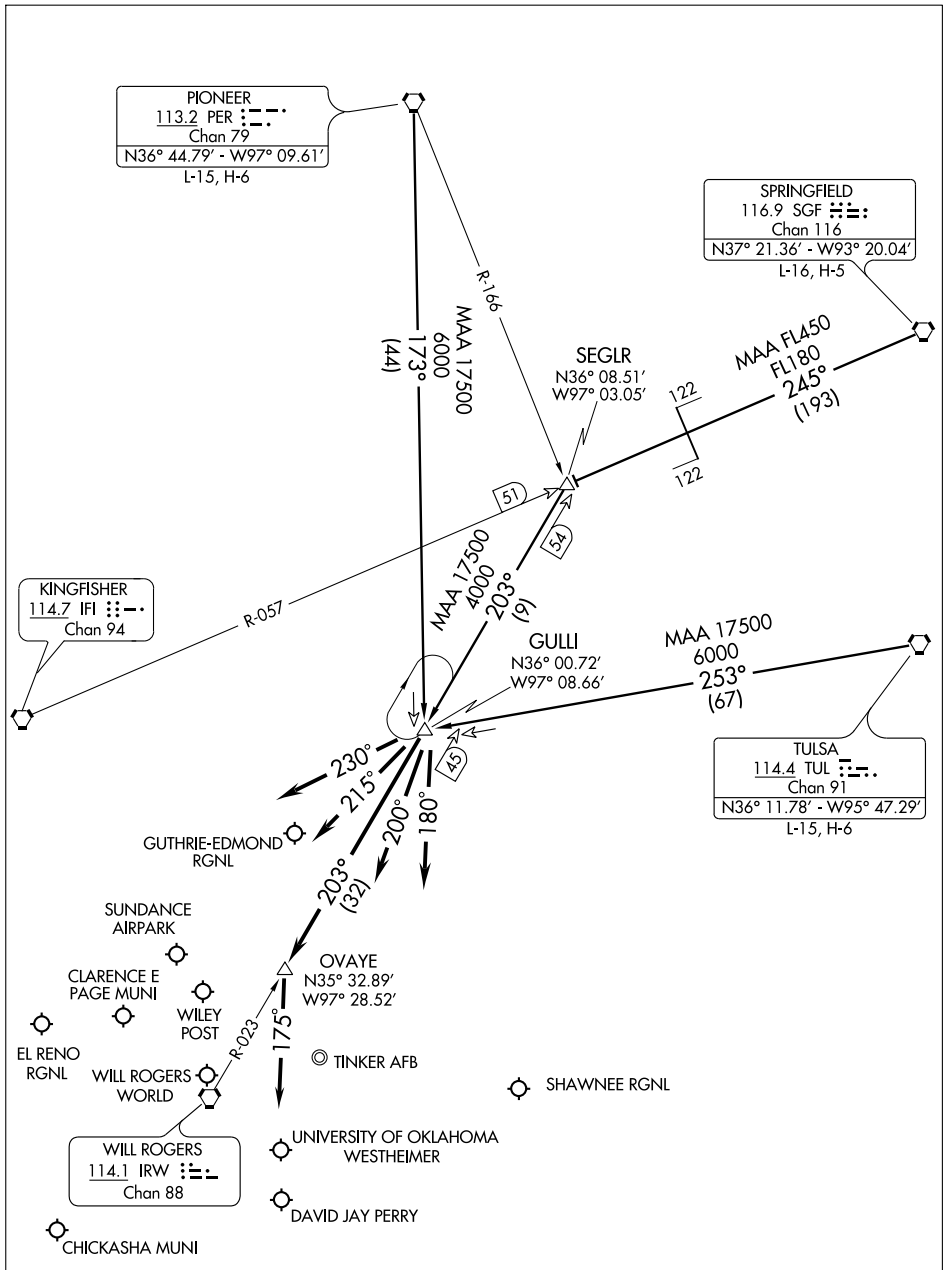


CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1300-1¼ 316 (400-1¼)			NA
LNAV MDA	1300-1 316 (400-1)			NA
CIRCLING	1380-1¼ 396 (400-1¼)	1440-1¼ 456 (500-1¼)	1540-1½ 556 (600-1½)	NA

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GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA



NOTE: RADAR required.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SC-1, 08 APR 2010 to 06 MAY 2010

GULLI ONE ARRIVAL (GULLI.GULLI1)

ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GULLI INT. Thence . . . .
SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence . . . .
TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to GULLI INT. Thence . . . .

ALL AIRCRAFT LANDING NORTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

ALL AIRCRAFT LANDING SOUTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final approach course.

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APP CRS	Rwy Idg	5101
172°	TDZE	1149
	Apt Elev	1150

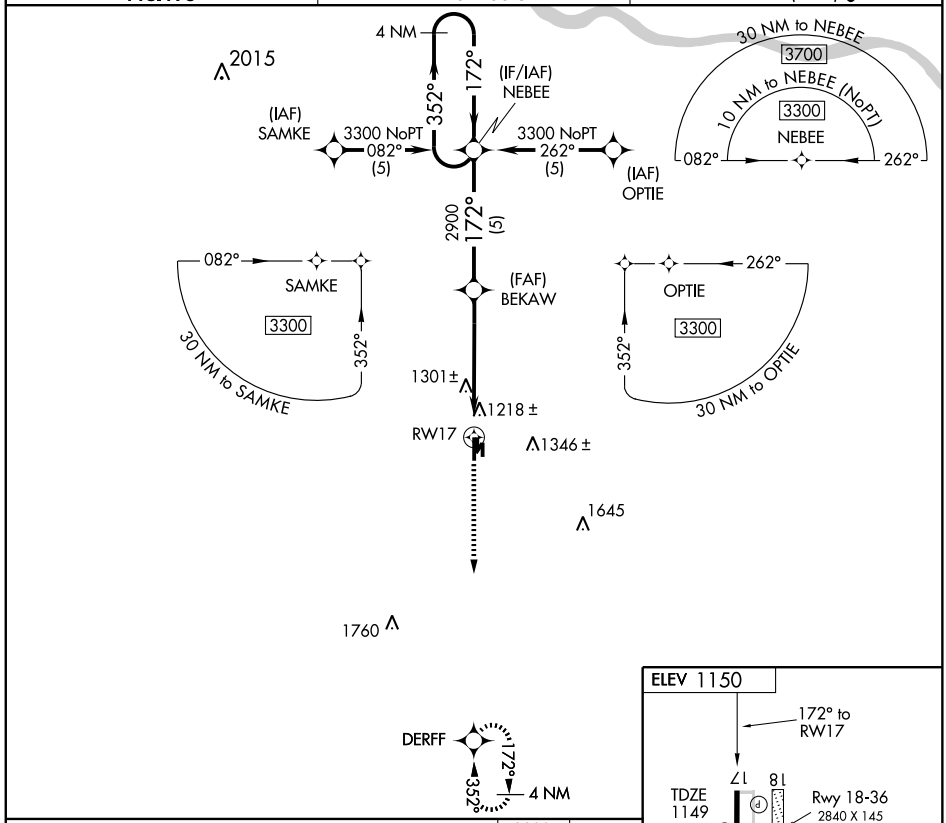
RNAV (GPS) RWY 17

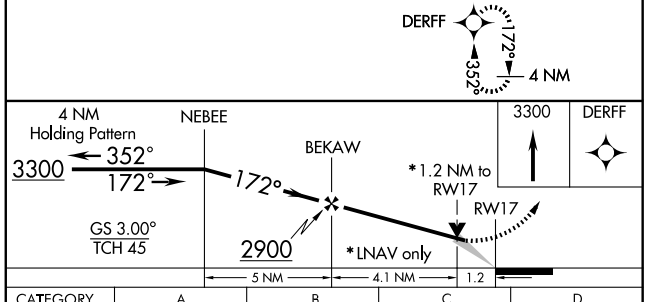
CHICKASHA MUNI (CHK)

⚠ NA BARO-VNAV NA below -17°C (+2°F). If local altimeter not received; use Oklahoma City/Will Rogers World altimeter setting and increase all DAs/MDAs 80 feet and all LNAV/VNAV visibilities ½ mile. BARO-VNAV and VDP NA when using Oklahoma City/Will Rogers World altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

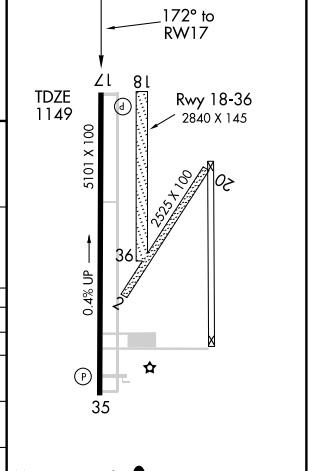
MISSED APPROACH: Climb to 3300 direct DERFF WP and hold.

AWOS-3	OKE CITY APP CON	UNICOM
118.175	124.6 266.8	123.0 (CTAF) L





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1480-1¼ 331 (400-1¼)			NA
LNAV MDA	1560-1 411 (500-1)		1560-1¼ 411 (500-1¼)	NA
CIRCLING	1560-1¼ 410 (500-1¼)	1600-1¼ 450 (500-1¼)	1620-1½ 470 (500-1½)	NA



MIRL Rwy 17-35 L

SC-1, 08 APR 2010 to 06 MAY 2010

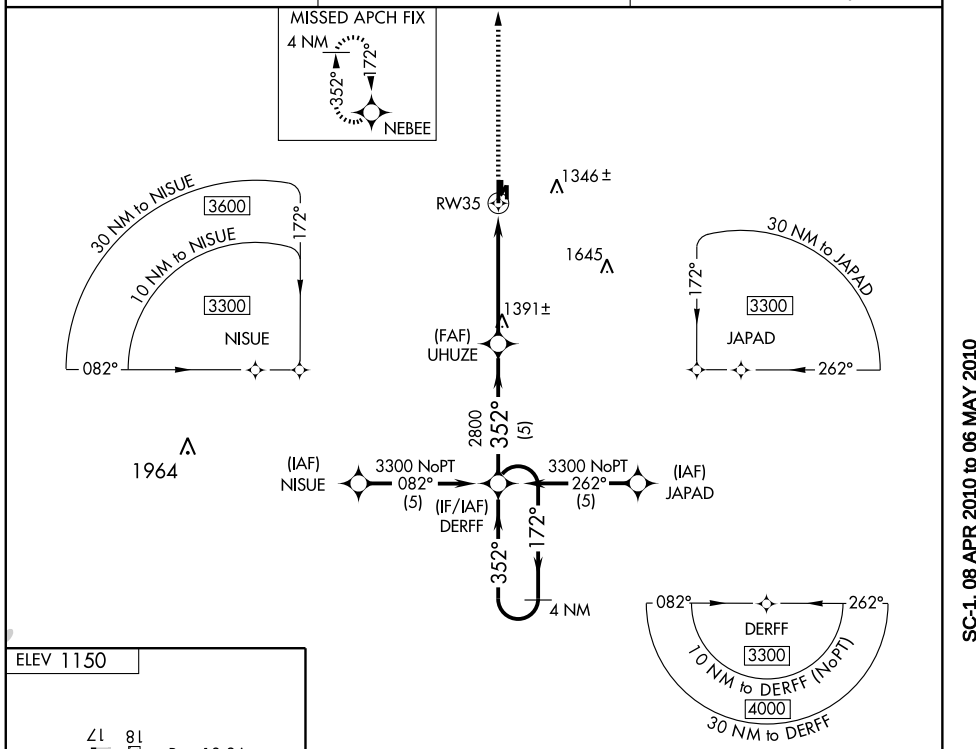
APP CRS	Rwy Idg	5101
352°	TDZE	1138
	Apt Elev	1150

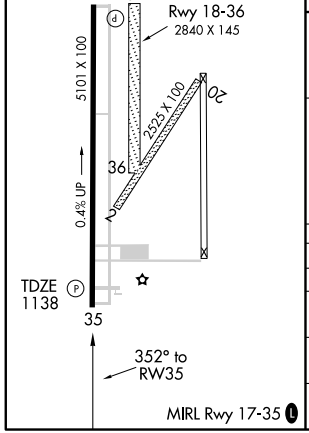
RNAV (GPS) RWY 35

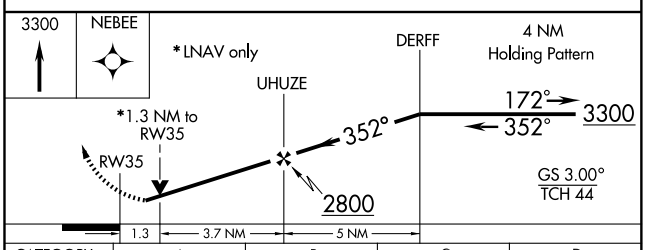
CHICKASHA MUNI (CHK)

NA	Baro-VNAV NA below -17°C (1°F). If local altimeter not received; use Oklahoma City/Will Rogers World altimeter setting and increase all DAs/MDAs 80 feet. Baro-VNAV and VDP NA when using Oklahoma City/Will Rogers World altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 3300 direct NEBEE WP and hold.

AWOS-3	OKE CITY APP CON	UNICOM
118.175	124.6 266.8	123.0 (CTAF) L







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1440-1 302 (300-1)			NA
LNAV MDA	1580-1 442 (500-1)		1580-1¼ 442 (500-1¼)	NA
CIRCLING	1580-1 430 (500-1)	1600-1 450 (500-1)	1620-1½ 470 (500-1½)	NA

SC-1, 08 APR 2010 to 06 MAY 2010

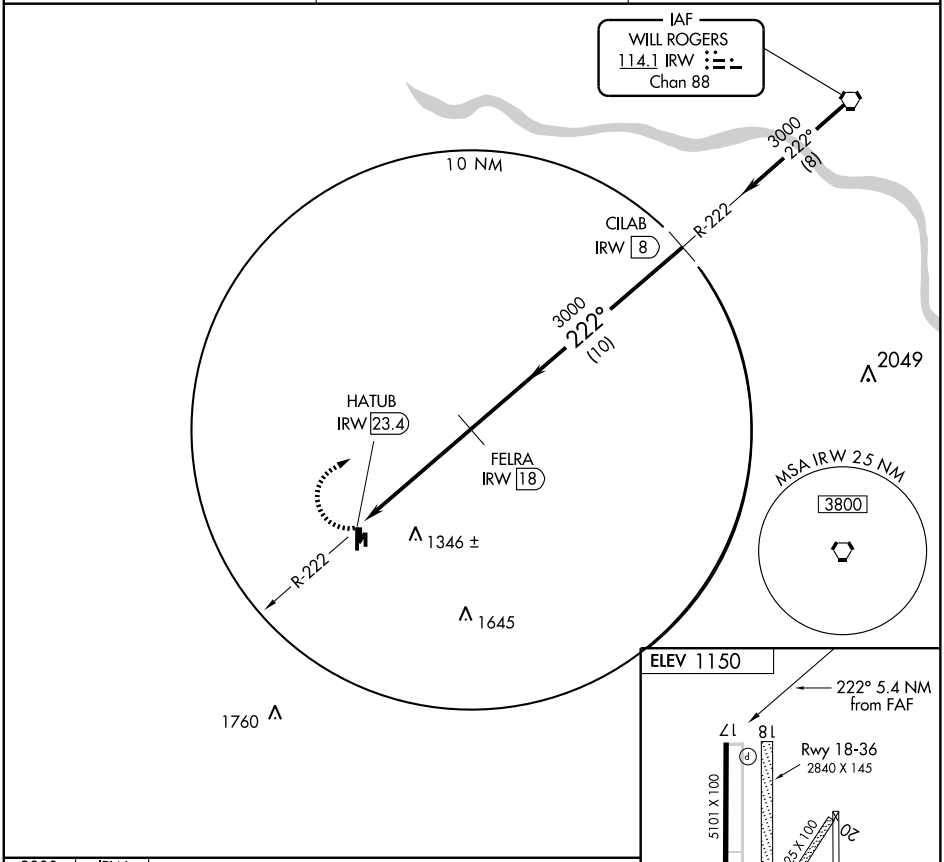
VORTAC IRW	APP CRS	Rwy Idg	N/A
114.1	222°	TDZE	N/A
Chan 88		Apt Elev	1150

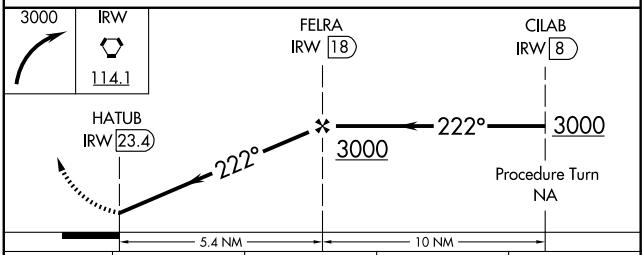
VOR/DME-A
CHICKASHA MUNI (CHK)

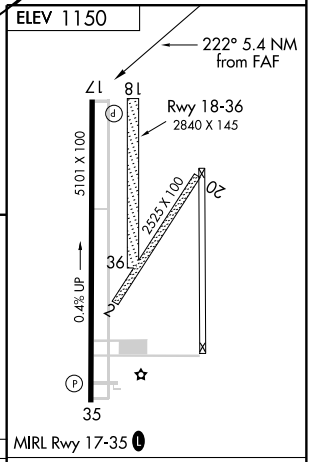
NA If local altimeter not received; use Oklahoma City/Will Rogers World altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing right turn to 3000 direct IRW VORTAC.

AWOS-3	OKE CITY APP CON	UNICOM
118.175	124.6 266.8	123.0 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1660-1 510 (600-1)	1660-1¼ 510 (600-1¼)	1660-1½ 510 (600-1½)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-1, 08 APR 2010 to 06 MAY 2010

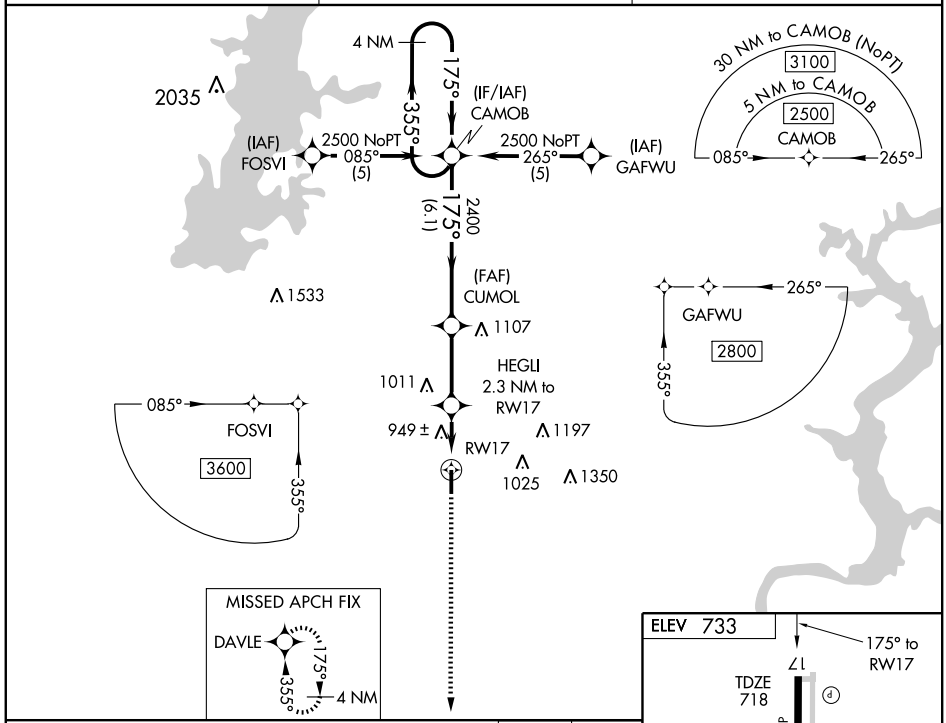
WAAS CH 63214 W17A	APP CRS 175°	Rwy Idg 5200 TDZE 718 Apt Elev 733

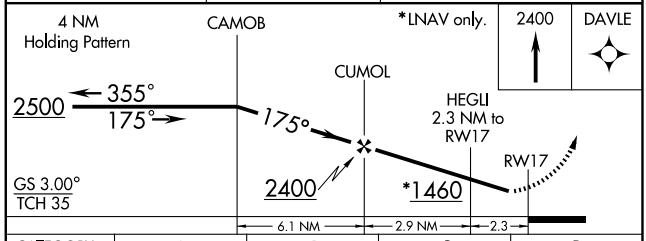
RNAV (GPS) RWY 17
CLAREMORE RGNL (GCM)

Baro-VNAV NA when using Tulsa Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all DA 56 feet and all MDA 60 feet; increase LPV all Cats, LNAV/VNAV all Cats, and LNAV Cat C visibility ¼ mile.

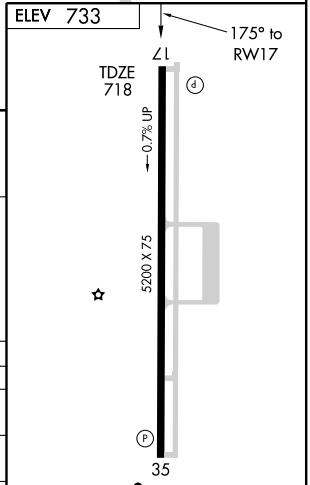
MISSED APPROACH: Climb to 2400 direct DAVLE and hold.

AWOS-3	TULSA APP CON	UNICOM
119.925	119.1 351.8	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	968-1 250 (300-1)			NA
LNAV/VNAV DA	1281-2 563 (600-2)			NA
LNAV MDA	1200-1 482 (500-1)		1200-1¼ 482 (500-1¼)	NA
CIRCLING	1260-1 527 (600-1)		1260-1½ 527 (600-1½)	NA



MIRL Rwy 17-35 L
REIL Rwys 17 and 35

SC-1, 08 APR 2010 to 06 MAY 2010

CLAREMORE, OKLAHOMA AL-9113 (FAA)

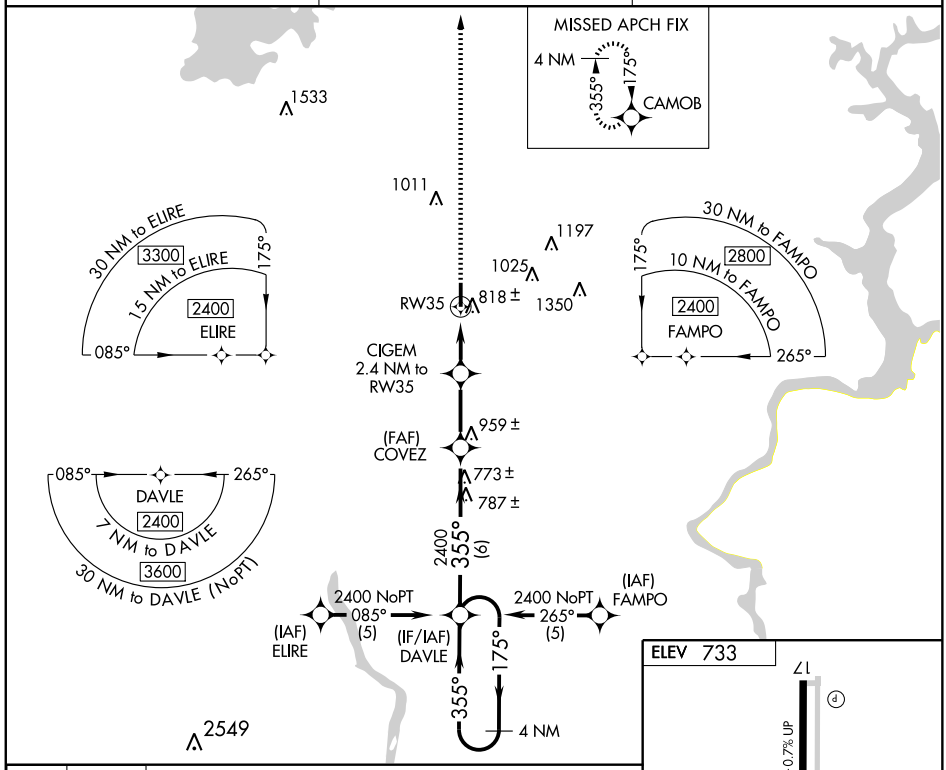
WAAS	APP CRS	Rwy Idg	5200
CH 99714	355°	TDZE	733
W35A		Apt Elev	733

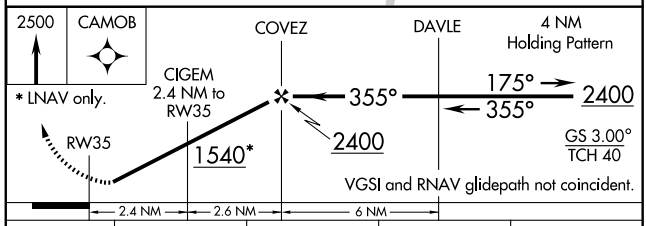
RNAV (GPS) RWY 35
CLAREMORE RGNL (GCM)

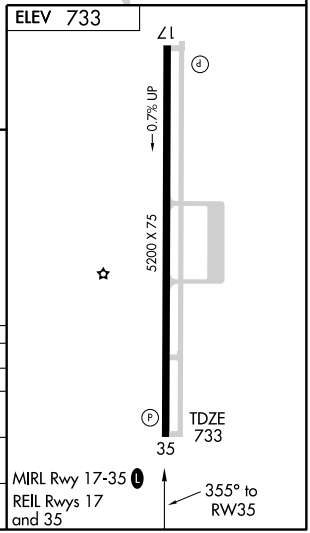
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using Tulsa Intl altimeter setting. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all DA 56 feet and all MDA 60 feet; increase LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct CAMOB and hold.

AWOS-3	TULSA APP CON	UNICOM
119.925	119.1 351.8	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	983-1 250 (300-1)			NA
LNAV/VNAV DA	1052-1¼ 319 (400-1¼)			NA
LNAV MDA	1200-1 467 (500-1)		1200-1¼ 467 (500-1¼)	NA
CIRCLING	1260-1 527 (600-1)		1260-1½ 527 (600-1½)	NA

SC-1. 08 APR 2010 to 06 MAY 2010

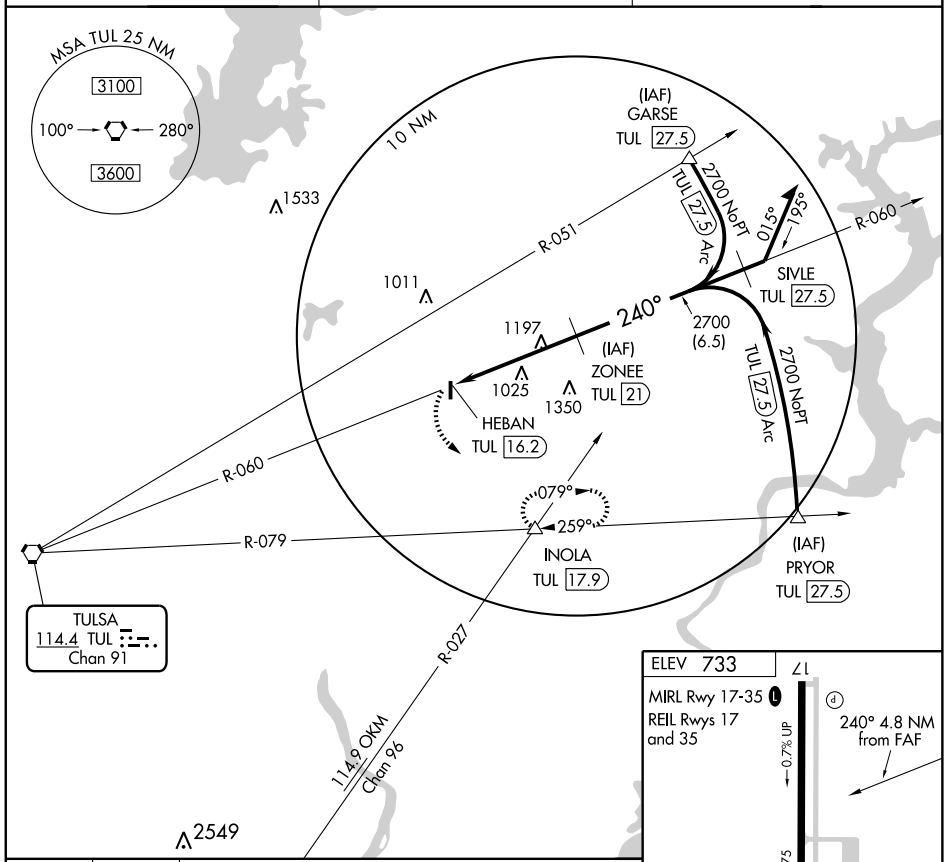
VORTAC TUL	APP CRS	Rwy Idg	N/A
114.4	240°	TDZE	N/A
Chan 91		Apt Elev	733

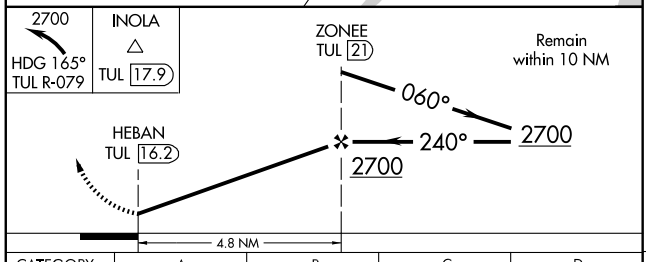
VOR/DME-A
CLAREMORE RGNL (GCM)

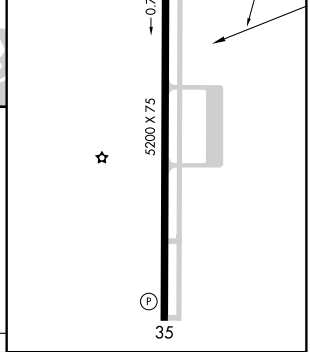
If local altimeter setting not received, use Tulsa Intl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing left turn to 2700 via heading 165° and TUL R-079 to INOLA Int/TUL 17.9 DME and hold.

AWOS-3	TULSA APP CON	UNICOM
119.925	119.1 351.8	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1620-1¼	887 (900-1¼)	1620-2¾	NA
			887 (900-2¾)	

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SC-1, 08 APR 2010 to 06 MAY 2010

VORTAC TUL 114.4 Chan 91	APP CRS 060°	Rwy Idg N/A TDZE N/A Apt Elev 733

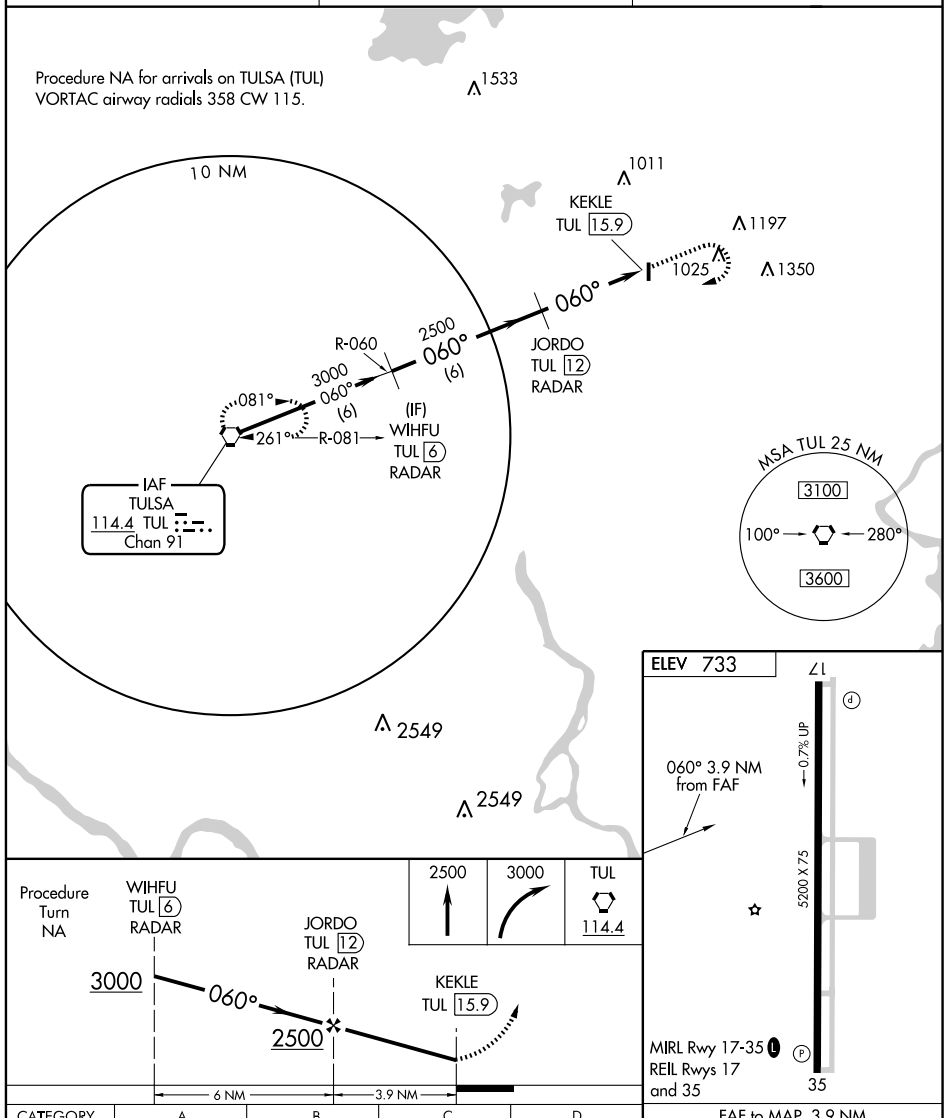
VOR/DME-B
CLAREMORE RGNL (GCM)

If local altimeter setting not received, use Tulsa Intl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 2500 then climbing right turn to 3000 direct TUL VORTAC and hold.

AWOS-3	TULSA APP CON	UNICOM
119.925	119.1 351.8	122.7 (CTAF) L

Procedure NA for arrivals on TULSA (TUL) VORTAC airway radials 358 CW 115.



CATEGORY	A	B	C	D
CIRCLING	1260-1 527 (600-1)		1260-1½ 527 (600-1½)	NA

FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

SC-1, 08 APR 2010 to 06 MAY 2010

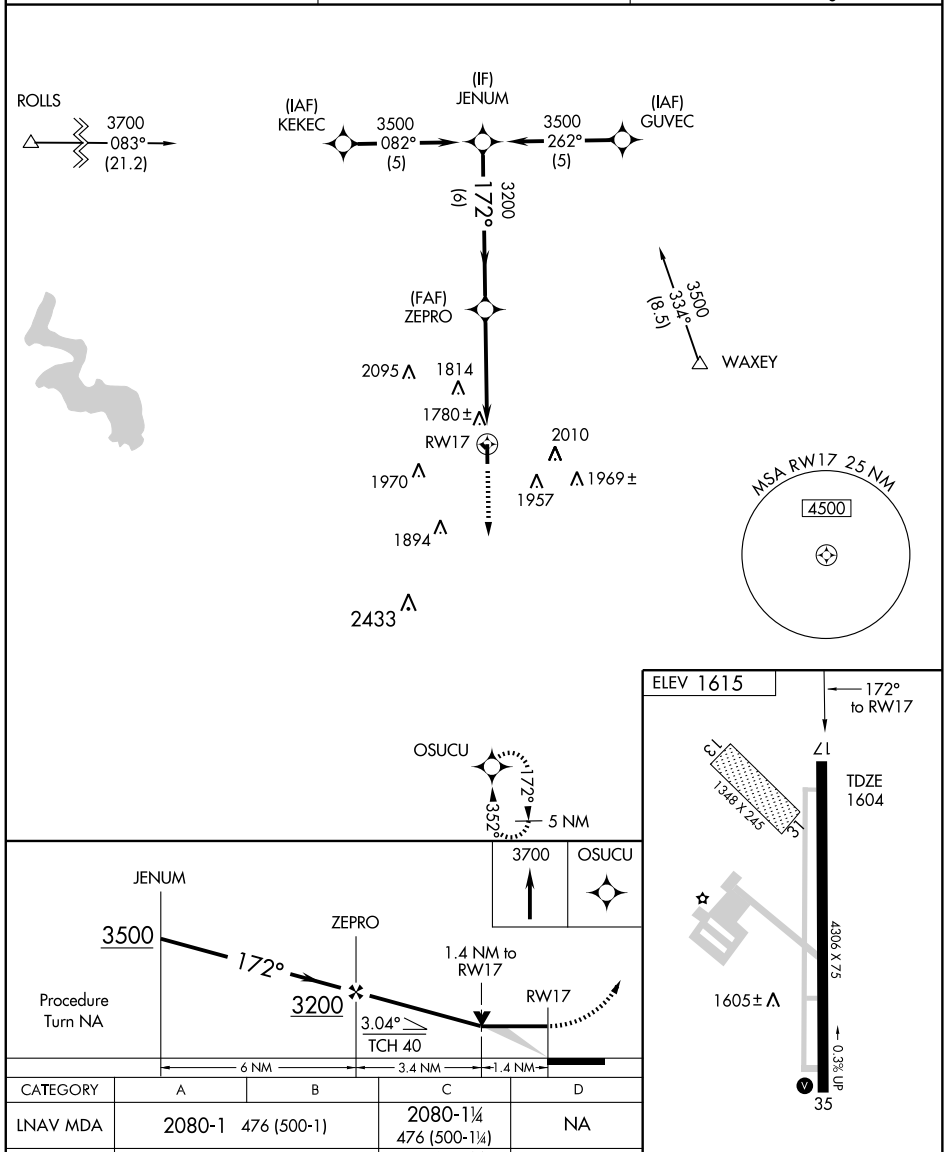
APP CRS	Rwy Idg	4306
172°	TDZE	1604
	Apt Elev	1615

RNAV (GPS) RWY 17
CLINTON RGNL (CLK)

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Hobart altimeter setting and increase all MDAs 100 feet. VDP NA with Hobart altimeter setting.

MISSED APPROACH: Climb to 3700 direct OSUCU and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
119.225	128.4 269.375	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	2080-1	476 (500-1)	2080-1¼ 476 (500-1¼)	NA
CIRCLING	2140-1	525 (600-1)	2240-1¾ 625 (700-1¾)	NA

MIRL Rwy 17-35 L

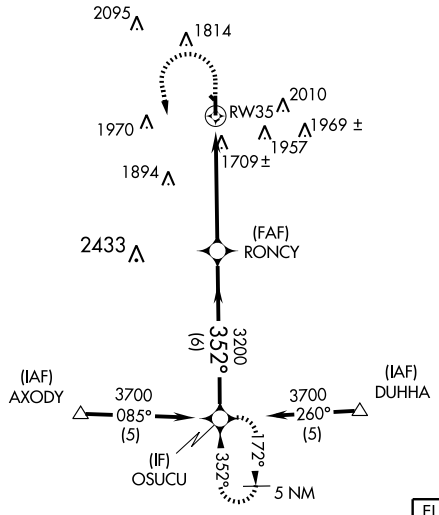
APP CRS	Rwy Idg	4306
352°	TDZE	1615
	Apt Elev	1615

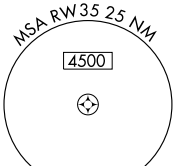
RNAV (GPS) RWY 35
CLINTON RGNL (CLK)

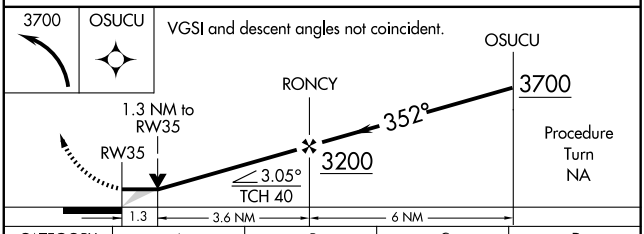
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Hobart altimeter setting and increase all MDAs 100 feet. VDP NA with Hobart altimeter setting.

MISSED APPROACH: Climbing left turn to 3700 direct OSUCU and hold.

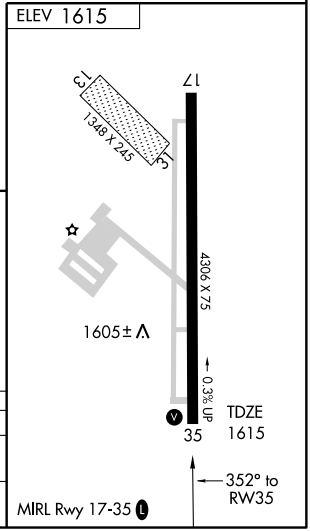
AWOS-3	FORT WORTH CENTER	UNICOM
119.225	128.4 269.375	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2020-1 405 (500-1)		2020-1¼ 405 (500-1¼)	NA
CIRCLING	2140-1 525 (600-1)		2240-1¾ 625 (700-1¾)	NA



SC-1. 08 APR 2010 to 06 MAY 2010

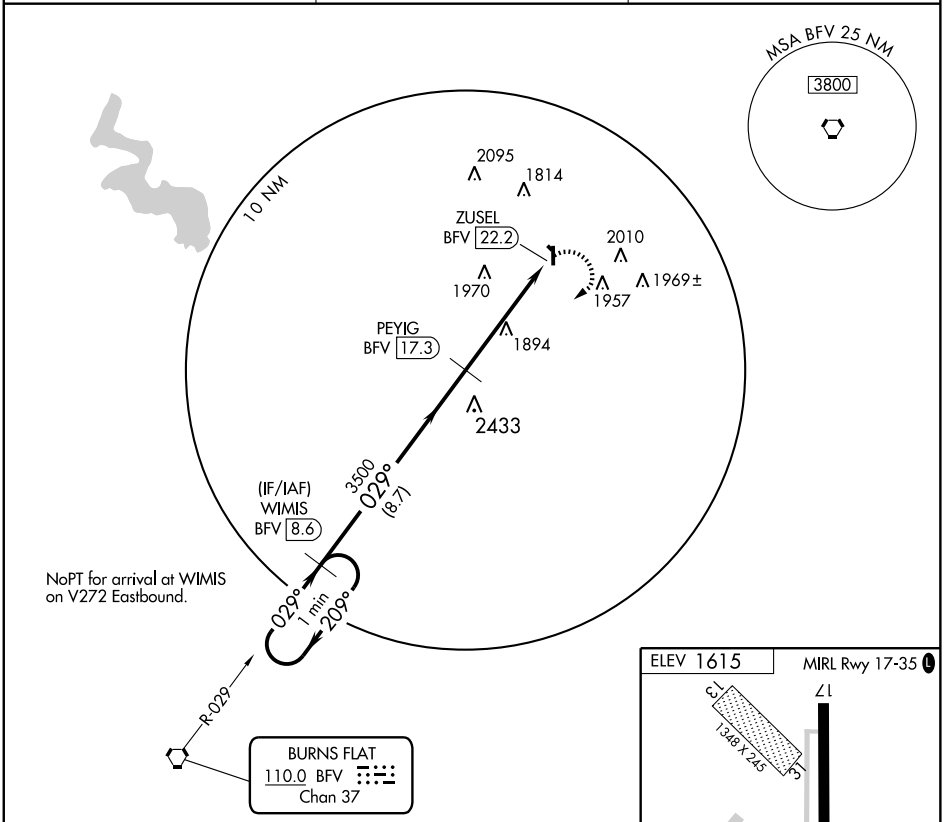
VORTAC BFV 110.0 Chan 37	APP CRS 029°	Rwy Idg N/A TDZE N/A Apt Elev 1615

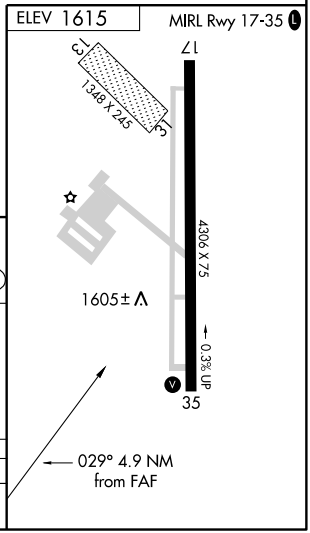
VOR/DME-A
CLINTON RGNL (CLK)

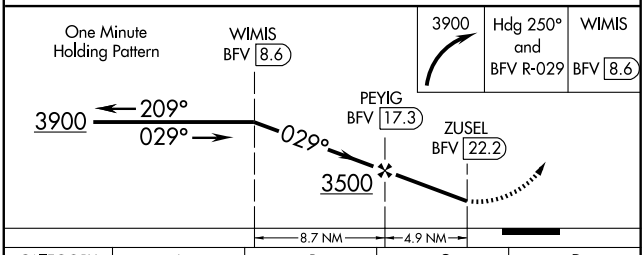
If local altimeter setting not received, use Hobart Rgnl altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climbing right turn to 3900 via heading 250° and BFV R-029 to WIMIS/BFV 8.6 DME and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
119.225	128.4 269.375	122.8 (CTAF) L







3900	Hdg 250° and BFV R-029	WIMIS BFV 8.6

CATEGORY	A	B	C	D
CIRCLING	2280-1 665 (700-1)	2280-1¼ 665 (700-1¼)	2280-1¾ 665 (700-1¾)	NA

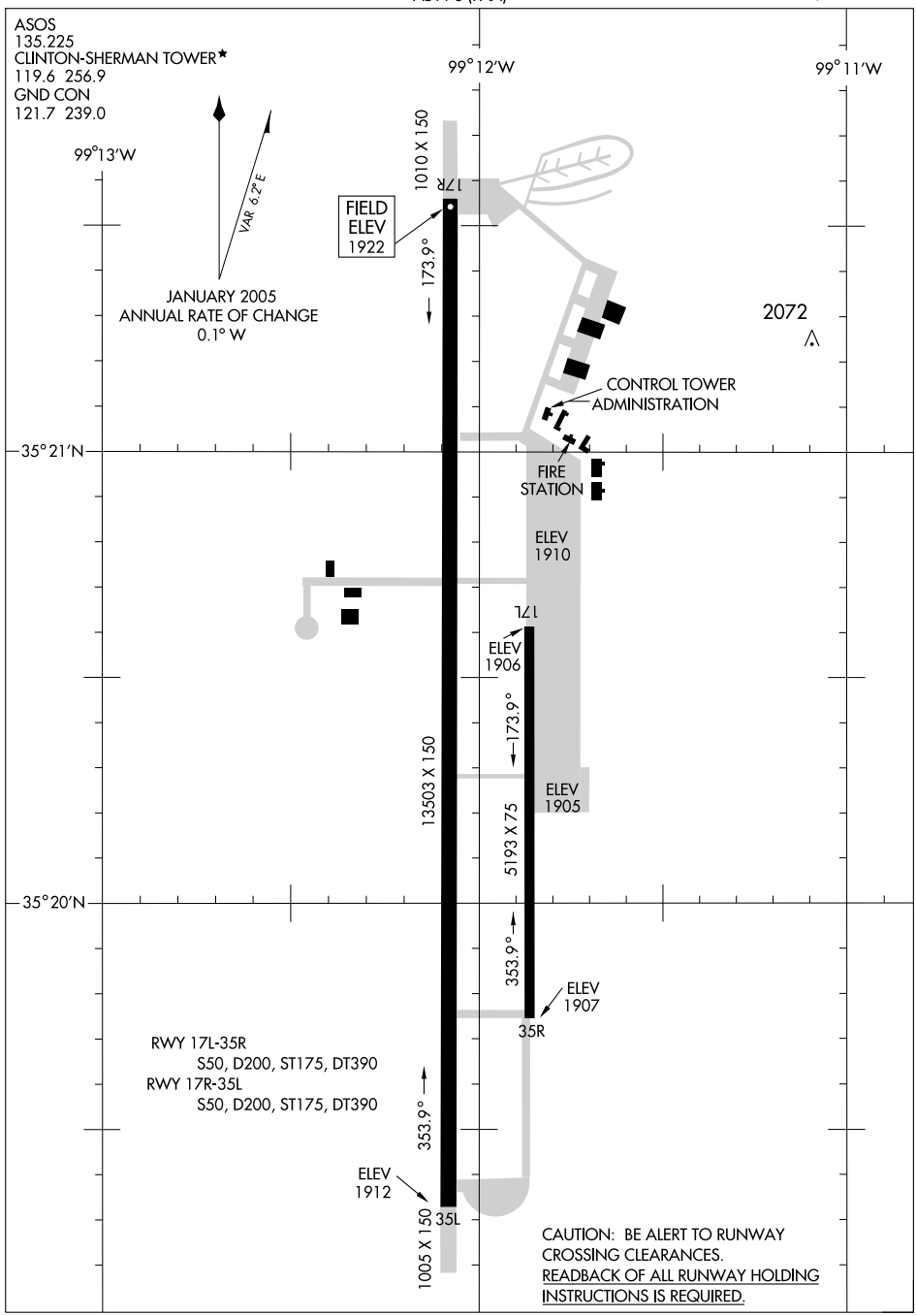
SC-1, 08 APR 2010 to 06 MAY 2010

09183

AIRPORT DIAGRAM

AL-778 (FAA)

CLINTON-SHERMAN (CSM)
CLINTON, OKLAHOMA



SC-1, 08 APR 2010 to 06 MAY 2010

HI-VOR/DME or TACAN RWY 17R

VORTAC BFV 110.0 Chan 37	APCH CRS 174°	Rwy ldg 13,503 TDZE 1922 Arpt Elev 1922

JAL-778 [USAF] — CLINTON-SHERMAN (KCSM)

Circling E of Rwy 17R-35L not authorized.

MISSED APPROACH: Climb to 2500 then climbing right turn to 5000 via heading 220° and SYO VORTAC R-125 to SASHE and hold.

FORT WORTH CENTER	CLINTON-SHERMAN TOWER ★	GND CON
128.4 269.375	119.6 256.9	121.7 239.0

† When local altimeter setting not received, use HOBART Municipal altimeter setting and increase all MDAs 120 ft. Increase S-17R CAT C vis ¼ mile, and CAT DE vis ½ mile. Increase Circling CAT D vis ¼ mile, and CAT E vis ½ mile. VDP NA when using HOBART Municipal altimeter setting.

SAYRE
115.2 SYO
Chan 99

JUPOX BFV 19 — R-354 — LR-360

OLKAE BFV 12.8 — 174°

BFV 19 Arc — R-033

WEROS BFV 19

BFV 5 — 033° — 213° — 033°

(IAF) CANTO BFV 10

2654

2259

5000 097° (22) — SASHE SYO 5 — 305° — 125° — R-125

5000 217° (30) — WAXEY

BURNS FLAT
110.0 BFV
Chan 37

All terminal routes are to BFV VORTAC

20 NM

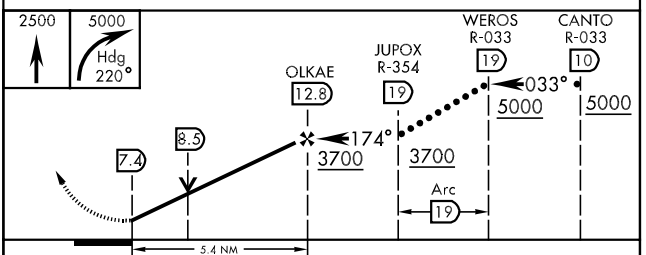
HIGH ALTITUDE FACILITIES

MSA BFV 25 NM
3800

5000 332° (23) — HOBART

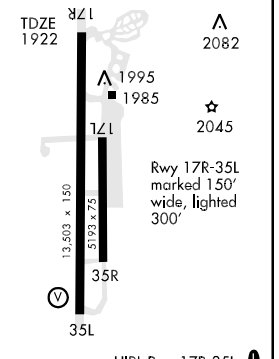
(a) 103 213 (b) 283 (c) (c)

EMERG SAFE ALT 100 NM 4800



ELEV 1922

174° to VORTAC



CATEGORY	C	D	E
S-17R †	2340-1¼ 418 (500-1¼)		2340-1½ 418 (500-1½)
CIRCLING †	2400-1½ 478 (500-1½)	2480-2 558 (600-2)	2620-2½ 698 (700-2½)

HIRL Rwy 17R-35L

LOC I-BZF	APP CRS	Rwy Idg	13503
109.5	172°	TDZE	1922
		Apt Elev	1922

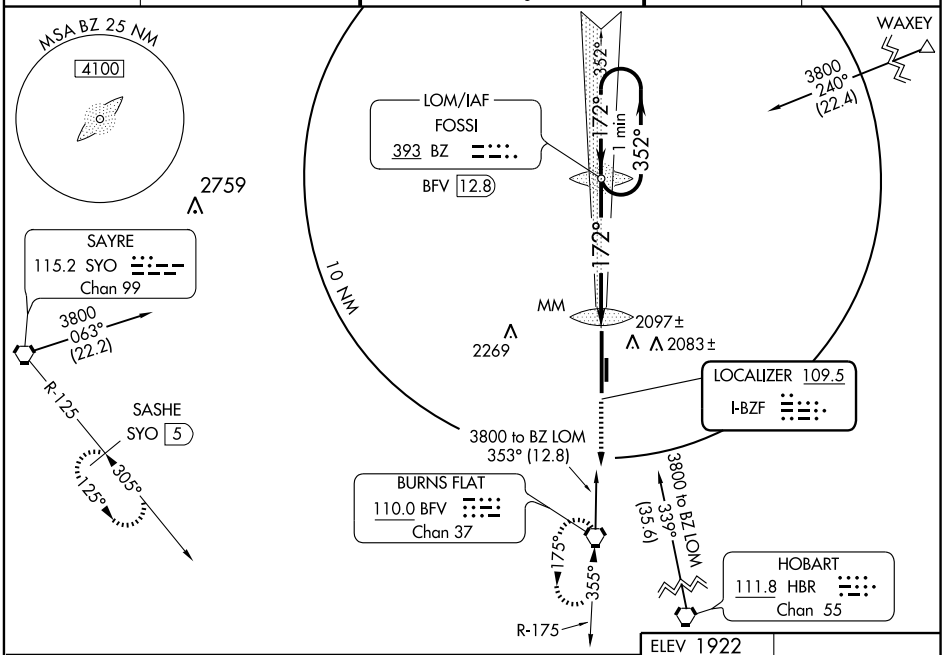
ILS or LOC RWY 17R

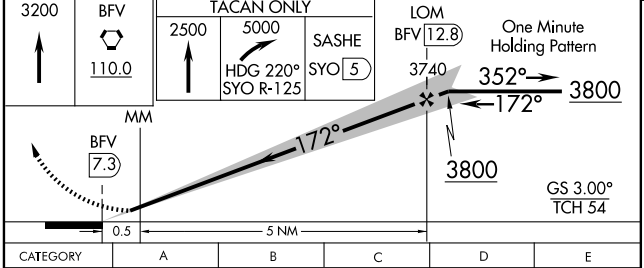
CLINTON-SHERMAN (CSM)

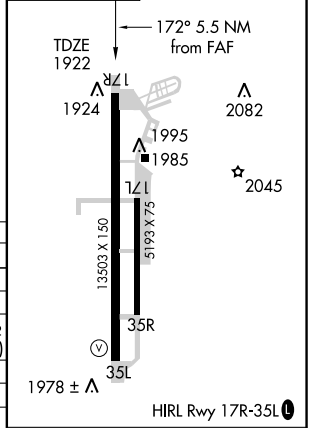
When control tower closed, use Hobart altimeter setting; when neither available, procedure not authorized. Circling not authorized east of runway 17R-35L.

MISSED APPROACH: Climb to 3200 direct BFV VORTAC and hold. (TACAN aircraft climb to 2500 then climbing right turn to 5000 via heading 220° and SYO R-125 to SASHE Int and hold SE, left turn, 305° inbound.)

ASOS	FORT WORTH CENTER	CLINTON-SHERMAN TOWER ★	GND CON	UNICOM
135.225	128.4 269.375	119.6 (CTAF) L 256.9	121.7 239.0	122.95







CATEGORY	A	B	C	D	E
S-ILS 17R	2122-¾ 200 (200-¾)				
S-LOC 17R	2240-1 318 (400-1)				
CIRCLING	2400-1 478 (500-1)		2400-1½ 478 (500-1½)	2480-2 558 (600-2)	2620-2½ 698 (700-2½)
HOBART ALTIMETER SETTING MINIMUMS					
S-ILS 17R	2223-¾ 301(400-¾)				
S-LOC 17R	2340-1 418 (500-1)		2340-1¼ 418 (500-1¼)		2340-1½ 418 (500-1½)
CIRCLING	2500-1 578 (600-1)		2500-1½ 578 (600-1½)	2500-2 578 (600-2)	2740-3 818 (900-3)

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SC-1, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	13503
CH 86717	172°	TDZE	1922
W17A		Apt Elev	1922

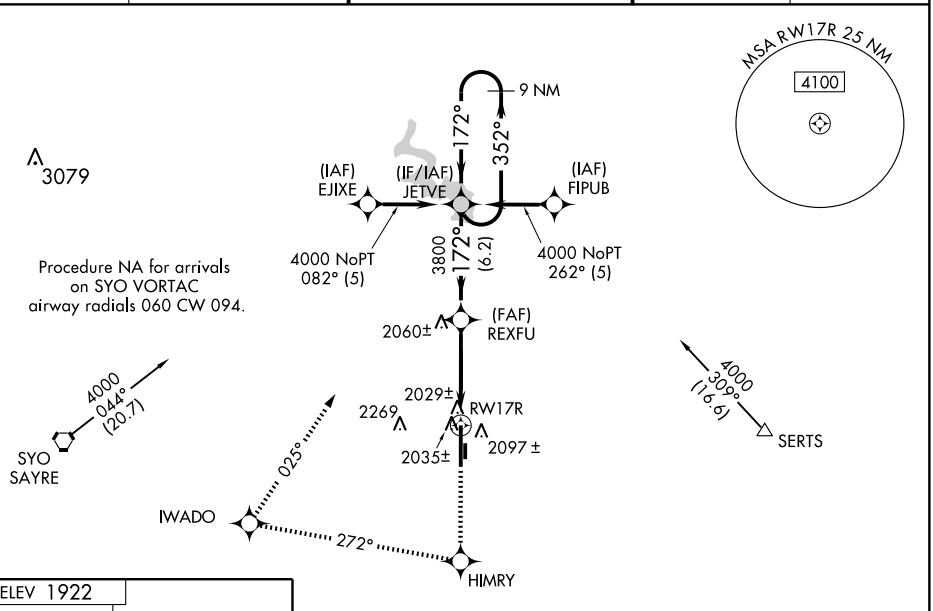
RNAV (GPS) RWY 17R

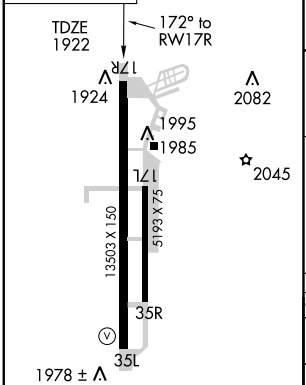
CLINTON-SHERMAN (CSM)

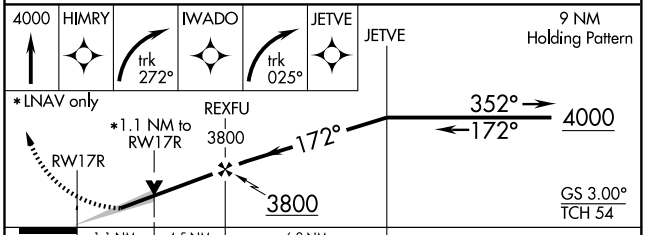
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). Circling NA east of Rwys 17R and 35L. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hobart Rgnl altimeter setting and increase all DA 102 feet and MDA 120 feet, increase LPV and LNAV/VNAV all Cats and LNAV Cat C and Circling Cat D visibility ¼ mile. Increase LNAV Cat D and E and Circling Cat E visibility ½ mile. Baro-VNAV NA when using Hobart Rgnl altimeter setting. VDP NA with Hobart Rgnl altimeter setting.

MISSED APPROACH: Climb to 4000 direct HIMRY and right turn on track 272° to IWADO and right turn on track 025° to JETVE and hold.

ASOS	FORT WORTH CENTER	CLINTON-SHERMAN TOWER *	GND CON	UNICOM
135.225	128.4 269.375	119.6 (CTAF) L 256.9	121.7 239.0	122.95







CATEGORY	A	B	C	D	E
LPV DA	2122-¾ 200 (200-¾)				
LNAV/VNAV DA	2328-1½ 406 (500-1½)				
LNAV MDA	2340-1 418 (500-1)		2340-1¼ 418 (500-1¼)		2340-1½ 418 (500-1½)
CIRCLING	2340-1 418 (500-1)	2380-1 458 (500-1)	2380-1½ 458 (500-1½)	2480-2 558 (600-2)	2620-2½ 698 (700-2½)

SC-1. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	13503
CH 40217	352°	TDZE	1913
W35A		Apt Elev	1922

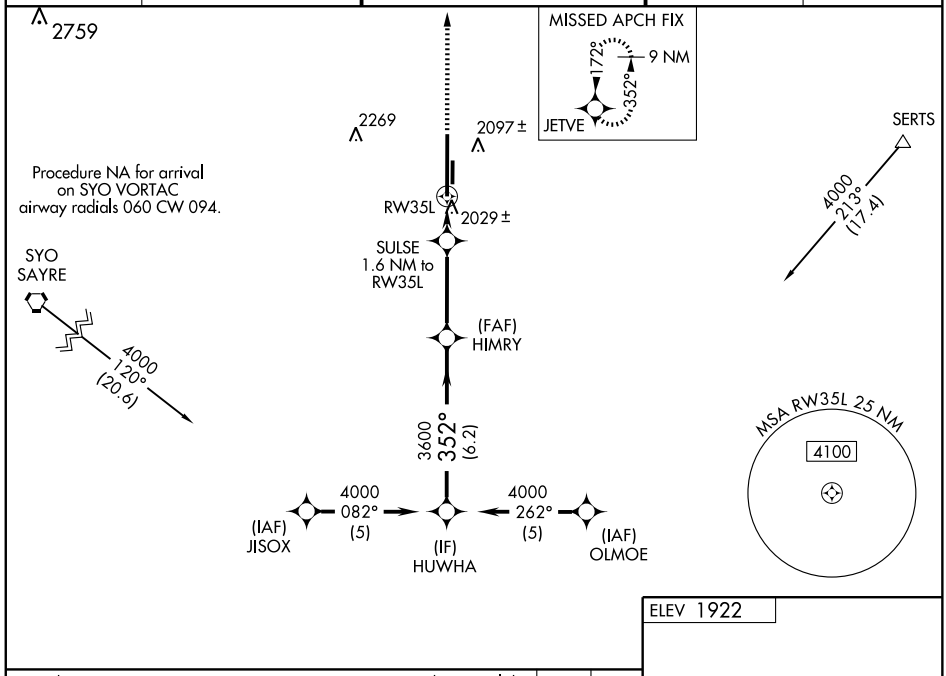
RNAV (GPS) RWY 35L

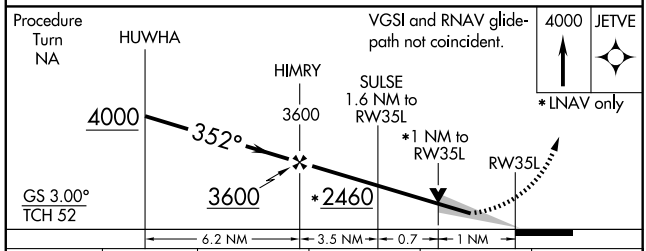
CLINTON-SHERMAN (CSM)

Circling NA east of Rwy 35L. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. When local altimeter setting not received use Hobart Rgnl altimeter setting and increase all DA 102 feet and all MDA 120 feet. Increase LPV, LNAV/VNAV all Cats and LNAV Cats C and D and Circling Cat D visibility ¼ mile. Increase LNAV and Circling Cat E visibility ½ mile. Baro-VNAV NA when using Hobart Rgnl altimeter setting. VDP NA with Hobart Rgnl altimeter setting.

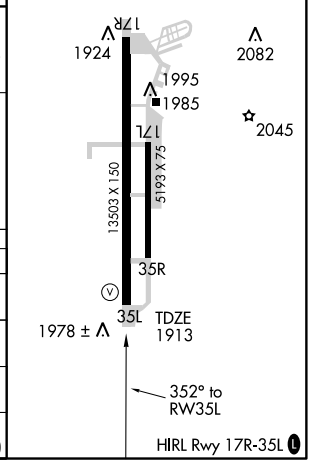
MISSED APPROACH: Climb to 4000 direct JETVE and hold.

ASOS	FORT WORTH CENTER	CLINTON-SHERMAN TOWER ★	GND CON	UNICOM
135.225	128.4 269.375	119.6 (CTAF) L 256.9	121.7 239.0	122.95





CATEGORY	A	B	C	D	E
LPV DA	2113-¾ 200 (200-¾)				
LNAV/VNAV DA	2318-1½ 405 (400-1½)				
LNAV MDA	2280-1 367 (400-1)			2280-1¼ 367 (400-1¼)	
CIRCLING	2340-1 418 (500-1)	2380-1 458 (500-1)	2380-1½ 458 (500-1½)	2480-2 558 (600-2)	2620-2½ 698 (700-2½)



SC-1. 08 APR 2010 to 06 MAY 2010

CLINTON, OKLAHOMA

AL-778 (FAA)

VORTAC BFV 110.0 Chan 37	APP CRS 355°	Rwy Idg 13503 TDZE 1913 Apt Elev 1922

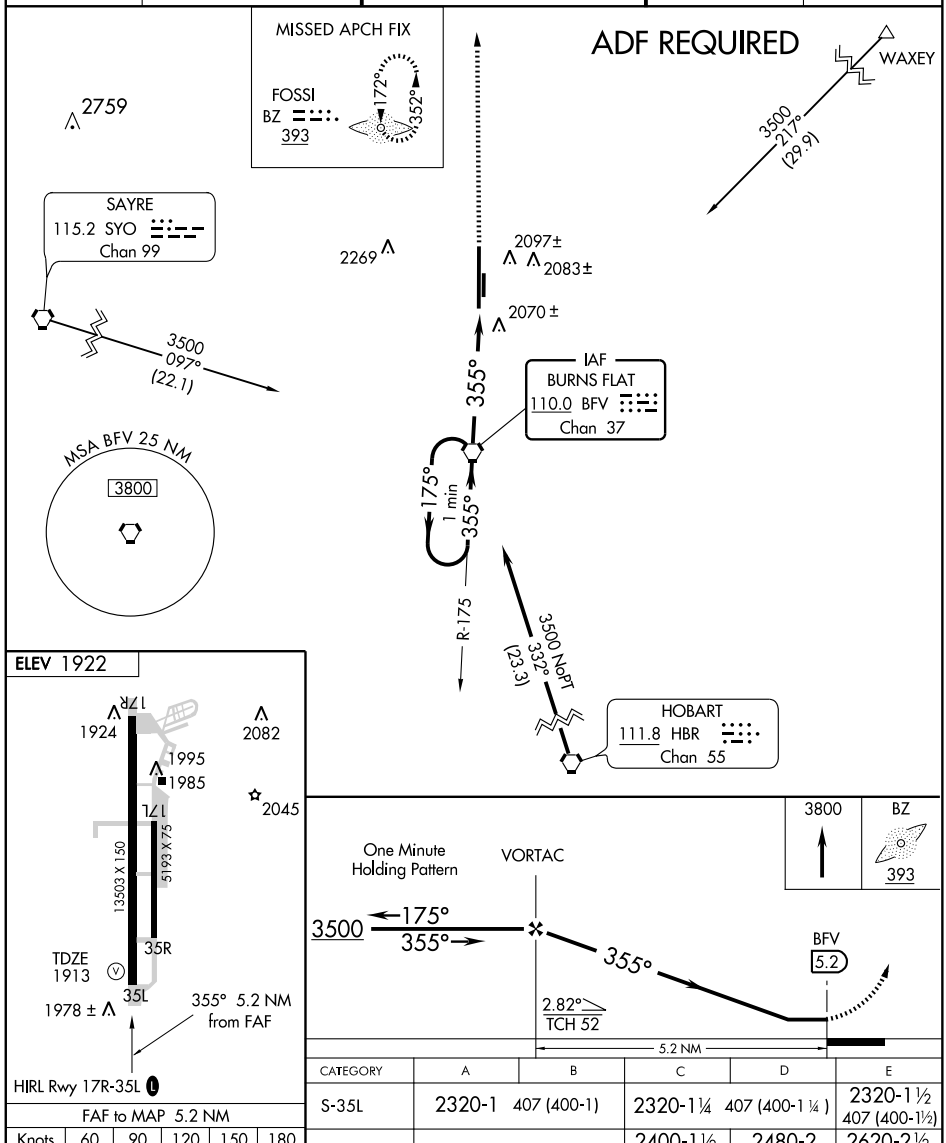
VOR RWY 35L

CLINTON-SHERMAN (CSM)

Circling not authorized east of runway 17R-35L.

MISSED APPROACH: Climb to 3800 direct BZ LOM and hold.

ASOS	FORT WORTH CENTER	CLINTON-SHERMAN TOWER ★	GND CON	UNICOM
135.225	128.4 269.375	119.6 (CTAF) L 256.9	121.7 239.0	122.95



FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

CATEGORY	A	B	C	D	E
S-35L	2320-1	407 (400-1)	2320-1¼	407 (400-1¼)	2320-1½ 407 (400-1½)
CIRCLING	2400-1	478 (500-1)	2400-1½ 478 (500-1½)	2480-2 558 (600-2)	2620-2½ 698 (700-2½)

SC-1, 08 APR 2010 to 06 MAY 2010

NDB CUH	APP CRS	Rwy Idg	4986
242	360°	TDZE	903
		Apt Elev	916

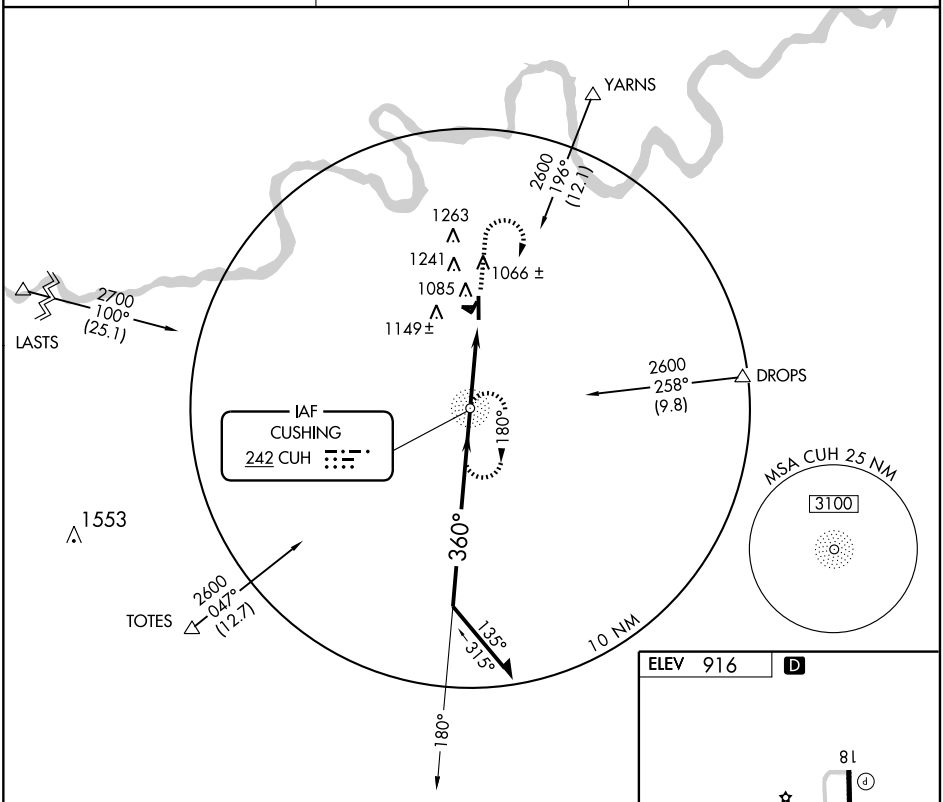
NDB RWY 36

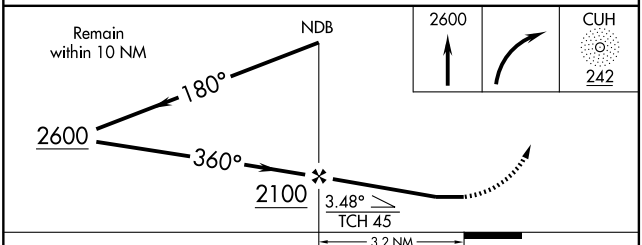
CUSHING MUNI (CUH)

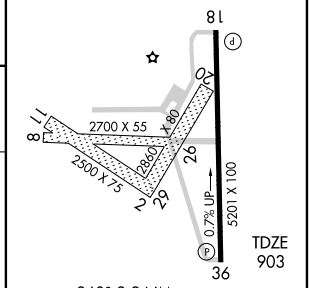
If local altimeter setting not received, use Chandler Rgnl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 2600, then right turn direct CUH NDB and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.25	128.3 291.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-36	1460-1	557 (600-1)	1460-1½ 557 (600-1½)	NA
CIRCLING	1600-1	684 (700-1)	1600-2 684 (700-2)	NA

FAF to MAP 3.2 NM

Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04

SC-1, 08 APR 2010 to 06 MAY 2010

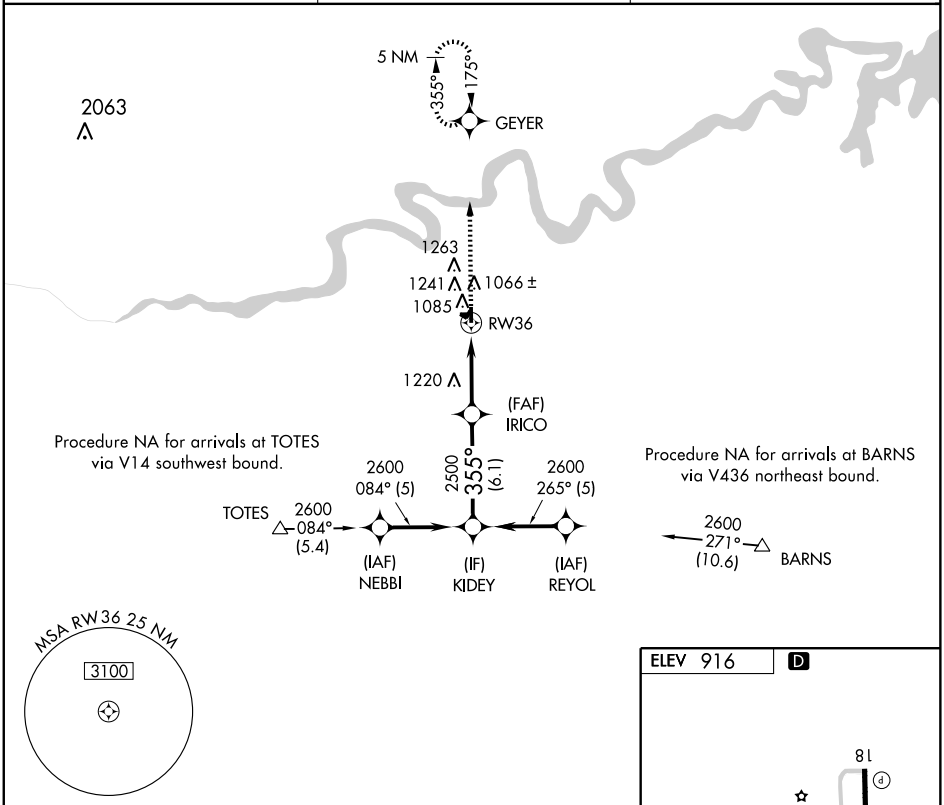
APP CRS	Rwy Idg	4986
355°	TDZE	903
	Apt Elev	916

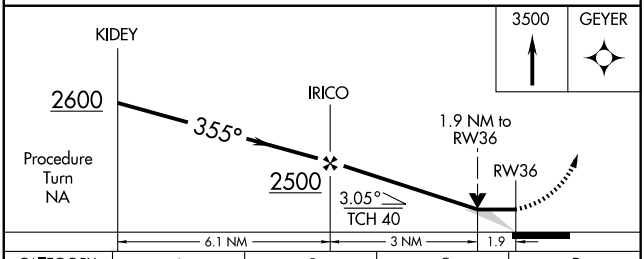
RNAV (GPS) RWY 36
CUSHING MUNI (CUH)

If local altimeter setting not received, use Chandler Rgnl altimeter setting and increase all MDAs 60 feet. DME/DME RNP-0.3 NA.
VDP NA with Chandler Rgnl altimeter setting.

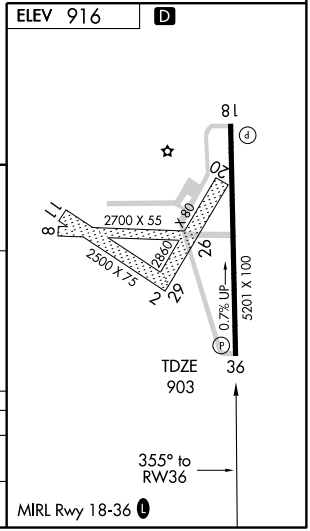
MISSED APPROACH: Climb to 3500 direct GEYER and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.25	128.3 291.7	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1520-1	617 (700-1)	1520-1¾ 617 (700-1¾)	NA
CIRCLING	1600-1	684 (700-1)	1600-2 684 (700-2)	NA



SC-1, 08 APR 2010 to 06 MAY 2010

LOC I-DUC	APP CRS	Rwy Idg	6650
111.5	352°	TDZE	1097
		Apt Elev	1113

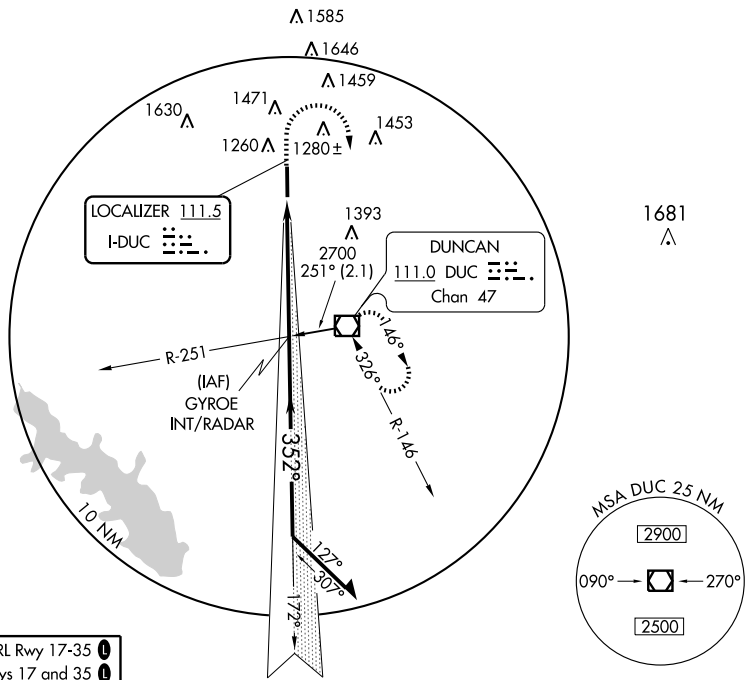
LOC RWY 35

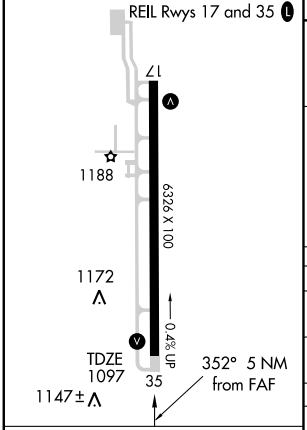
DUNCAN/ HALLIBURTON FIELD (DUC)

▼ NA — If local altimeter setting not received, use Henry Post AAF, Fort Sill altimeter setting.

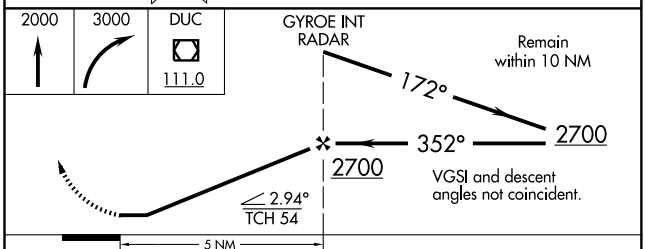
MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct DUC VOR/DME and hold.

AWOS-3	FORT SILL APP CON	CLNC DEL	UNICOM
119.075	118.6 290.375	118.4	122.8 (CTAF) L





FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-35	1520-1 423 (500-1)		1520-1¼ 423 (500-1¼)	
CIRCLING	1560-1 447 (500-1)	1580-1 467 (500-1)	1580-1½ 467 (500-1½)	1840-2¼ 727 (800-2¼)
HENRY POST AAF, FT. SILL ALTIMETER MINIMUMS				
S-35	1600-1 503 (500-1)		1600-1½ 503 (500-1½)	
CIRCLING	1640-1 527 (600-1)		1640-1½ 527 (600-1½)	1900-2½ 787 (800-2½)

SC-1, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	6650
172°	TDZE	1113
	Apt Elev	1113

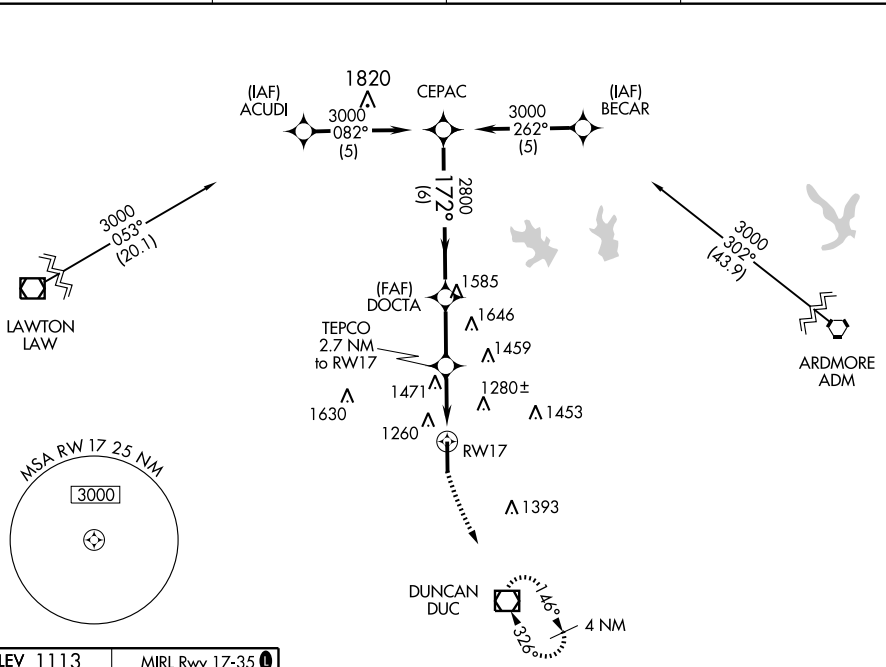
RNAV (GPS) RWY 17

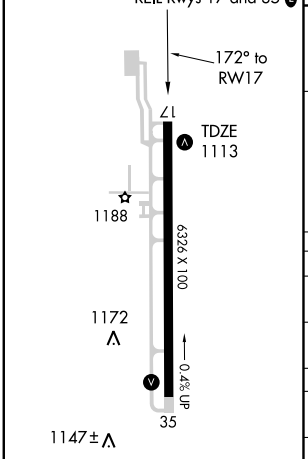
DUNCAN/ HALLIBURTON FIELD (DUC)

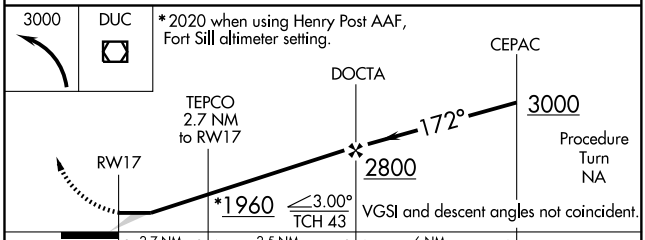
▼ ⚠ NA — If local altimeter setting not received, use Henry Post AAF, Fort Sill altimeter setting; when neither received, procedure NA. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 3000 direct DUNCAN VOR/DME and hold.

AWOS-3	FORT SILL APP CON	CLNC DEL	UNICOM
119.075	118.6 290.375	118.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1780-1	667 (700-1)	1780-1¾ 667 (700-1¾)	1780-2 667 (700-2)
CIRCLING	1780-1	667 (700-1)	1780-1¾ 667 (700-1¾)	1840-2¼ 727 (800-2¼)
HENRY POST AAF, FORT SILL ALTIMETER SETTING MINIMUMS				
LNAV MDA	1840-1	727 (800-1)	1840-2 727 (800-2)	1840-2¼ 727 (800-2¼)
CIRCLING	1840-1	727 (800-1)	1840-2 727 (800-2)	1900-2½ 787 (800-2½)

SC-1, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	6650
352°	TDZE	1097
	Apt Elev	1113

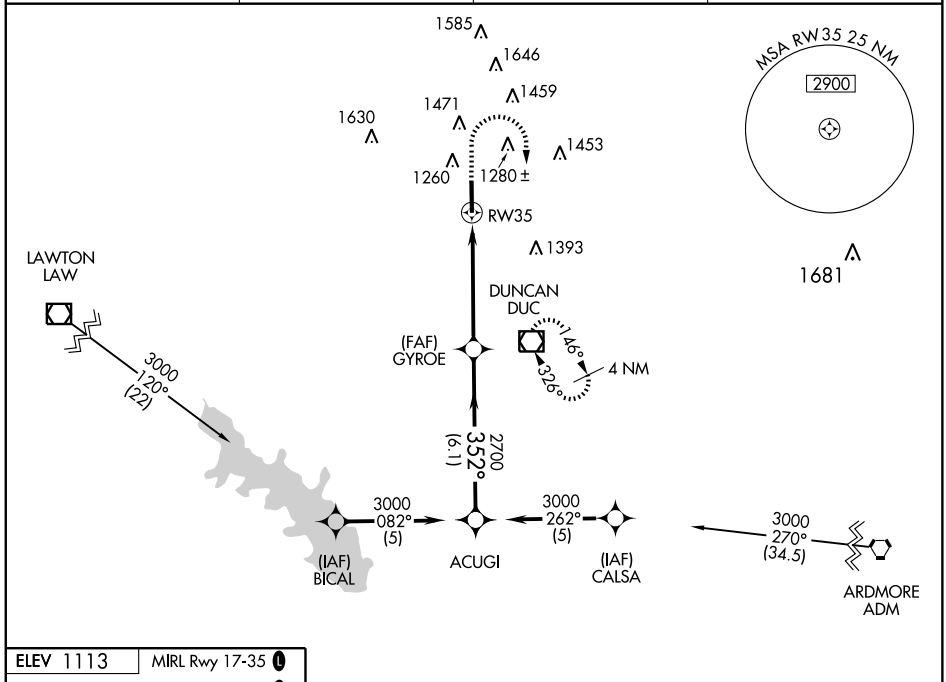
RNAV (GPS) RWY 35

DUNCAN/ HALLIBURTON FIELD (DUC)

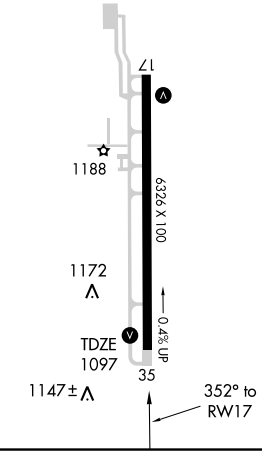
▼ If local altimeter setting not received, use Henry Post AAF, Fort Sill altimeter setting; when neither received, procedure NA.
▲ NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

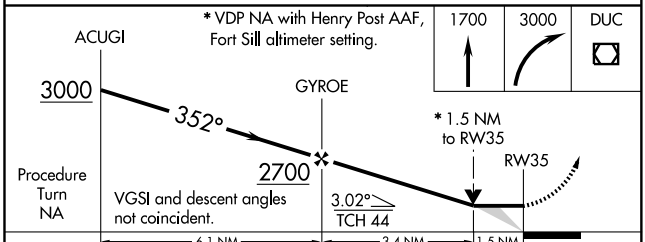
MISSED APPROACH: Climb to 1700 then climbing right turn to 3000 direct DUC VOR/DME and hold.

AWOS-3	FORT SILL APP CON	CLNC DEL	UNICOM
119.075	118.6 290.375	118.4	122.8 (CTAF) L



ELEV 1113 | MIRL Rwy 17-35 L | REIL Rwys 17 and 35 L





CATEGORY	A	B	C	D
LNAV MDA	1520-1 423 (500-1)		1520-1¼ 423 (500-1¼)	
CIRCLING	1540-1 427 (500-1)	1580-1 467 (500-1)	1580-1½ 467 (500-1½)	1840-2¼ 727 (800-2¼)
HENRY POST AAF, FT. SILL ALTIMETER SETTING MINIMUMS				
LNAV MDA	1600-1 503 (500-1)		1600-1½ 503 (500-1½)	
CIRCLING	1600-1 487 (500-1)	1640-1 527 (600-1)	1640-1½ 527 (600-1½)	1900-2½ 787 (800-2½)

SC-1, 08 APR 2010 to 06 MAY 2010

VOR/DME DUC	APP CRS	Rwy Idg	6650
111.0	326°	TDZE	1097
Chan 47		Apt Elev	1113

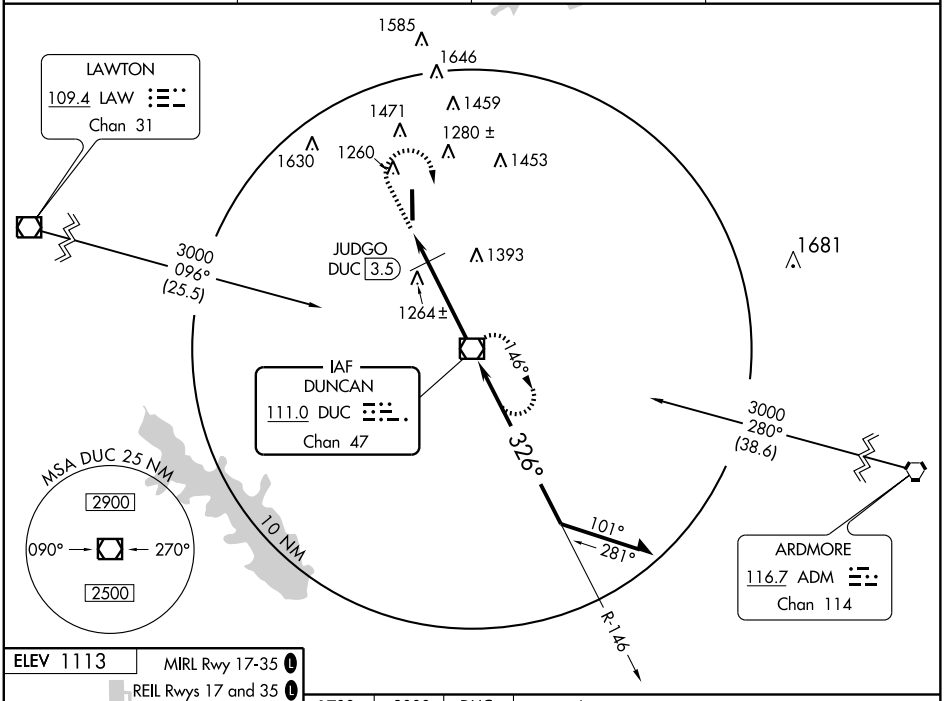
VOR RWY 35

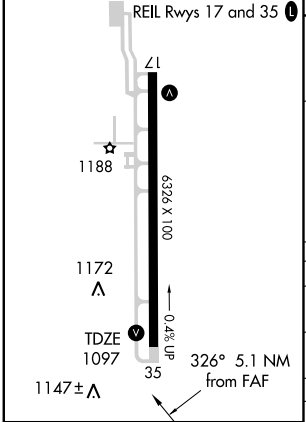
DUNCAN/ HALLIBURTON FIELD (DUC)

When local altimeter setting not received, use Henry Post AAF, Fort Sill altimeter setting and increase all MDAs 80 feet and visibility S-35 Cat D ¼ mile, DME S-35 Cat C/D ¼ mile and circling Cat D ¼ mile.

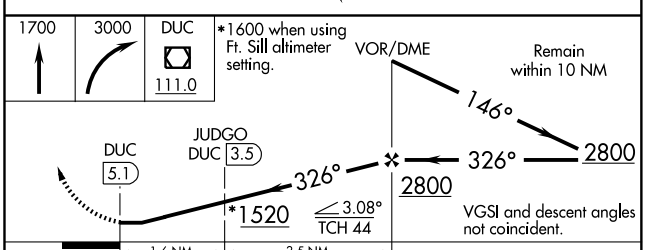
MISSED APPROACH: Climb to 1700 then climbing right turn to 3000 direct DUC VOR/DME and hold.

AWOS-3	FORT SILL APP CON	CLNC DEL	UNICOM
119.075	118.6 290.375	118.4	122.8 (CTAF) L





FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



CATEGORY	A	B	C	D
S-35	1520-1 423 (500-1)		1520-1¼ 423 (500-1¼)	
CIRCLING	1540-1 427 (500-1)	1580-1 467 (500-1)	1580-1½ 467 (500-1½)	1840-2¼ 727 (800-2¼)
JUDGO FIX MINIMUMS				
S-35	1460-1 363 (400-1)			1460-1¼ 363 (400-1¼)
CIRCLING	1540-1 427 (500-1)	1580-1 467 (500-1)	1580-1½ 467 (500-1½)	1840-2¼ 727 (800-2¼)

SC-1, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5001
175°	TDZE	698
	Apt Elev	698

RNAV (GPS) RWY 17

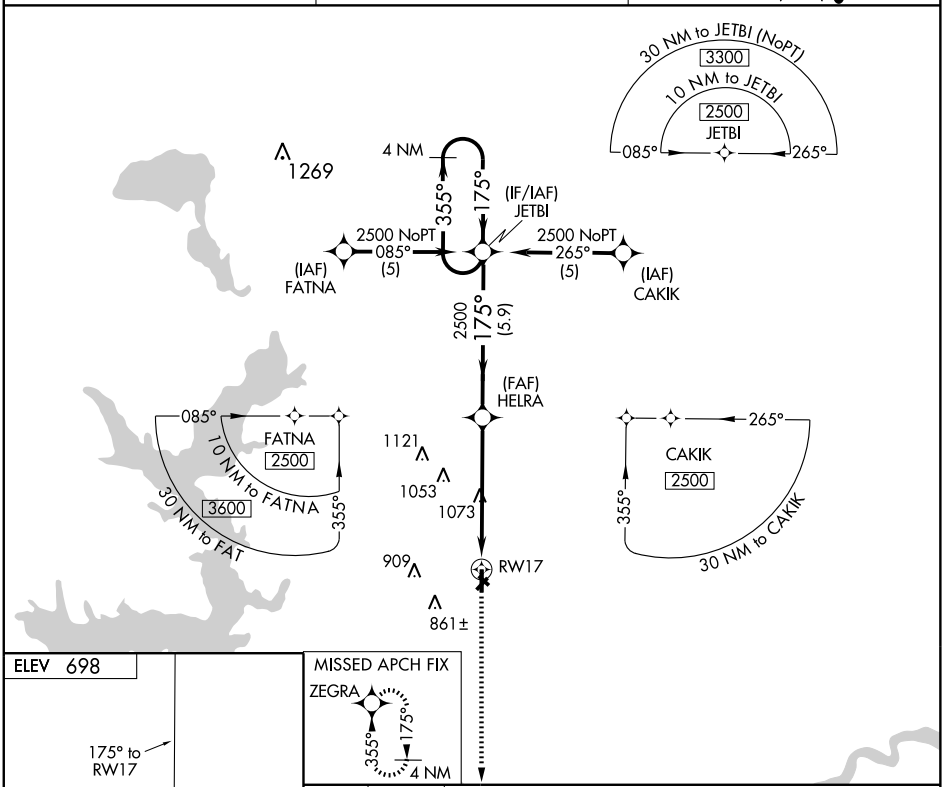
DURANT/ EAKER FIELD (DUA)

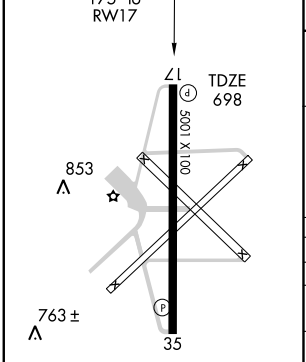
NA

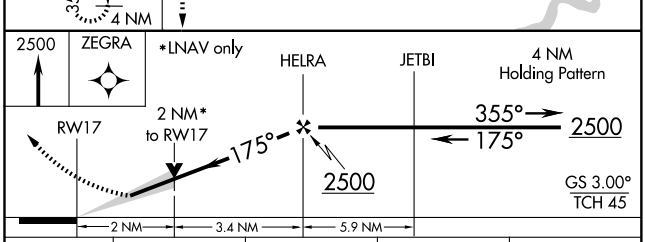
Baro-VNAV NA below -16°C (4°F). If local altimeter setting not received, use Ardmore Muni altimeter setting and increase all DAs/MDAs 100 feet. VDP and Baro-VNAV NA when using Ardmore Muni altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct ZEGRA WP and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
124.175	124.75 377.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	1040-1¼ 342 (400-1¼)			NA
LNAV MDA	1380-1 682 (700-1)		1380-2 682 (700-2)	NA
CIRCLING	1380-1¼ 682 (700-1¼)		1380-2 682 (700-2)	NA

SC-1, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5001
355°	TDZE	695
	Apt Elev	698

RNAV (GPS) RWY 35

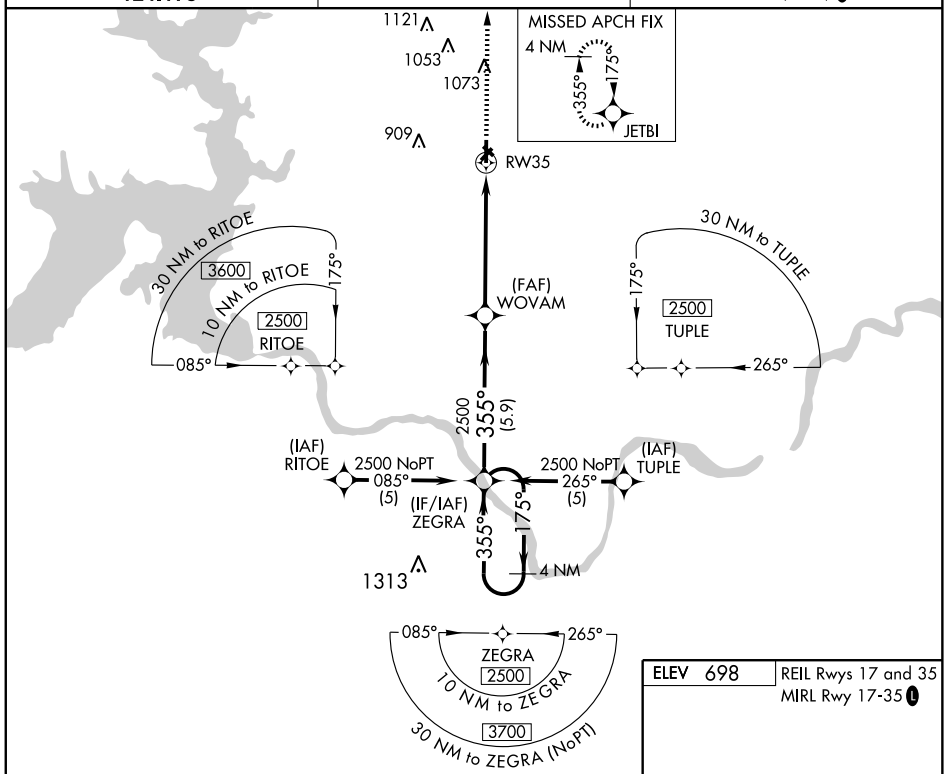
DURANT/ EAKER FIELD (DUA)

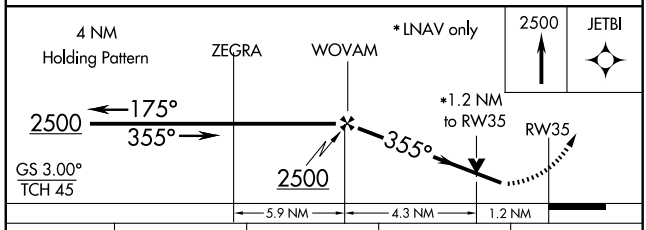
NA

If local altimeter setting not received, use Ardmore Muni altimeter setting and increase all DAs/MDAs 100 feet and Cat C visibility ¼ mile. VDP and Baro-VNAV NA when using Ardmore Muni altimeter setting. Baro-VNAV NA below -16°C (4°F). GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct JETBI WP and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
124.175	124.75 377.1	122.8 (CTAF) L



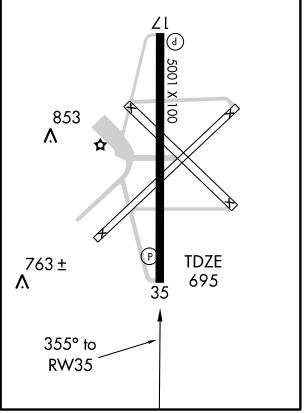


CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	1020-1¼ 325 (400-1¼)			NA
LNAV MDA	1100-1 405 (500-1)		1100-1¼ 405 (500-1¼)	NA
CIRCLING	1220-1¼ 522 (600-1¼)		1220-1½ 522 (600-1½)	NA

ELEV 698

REIL Rwys 17 and 35

MIRL Rwy 17-35 L



SC-1, 08 APR 2010 to 06 MAY 2010

VOR/DME URH	APP CRS	Rwy Idg	5001
114.3	164°	TDZE	698
Chan 90		Apt Elev	698

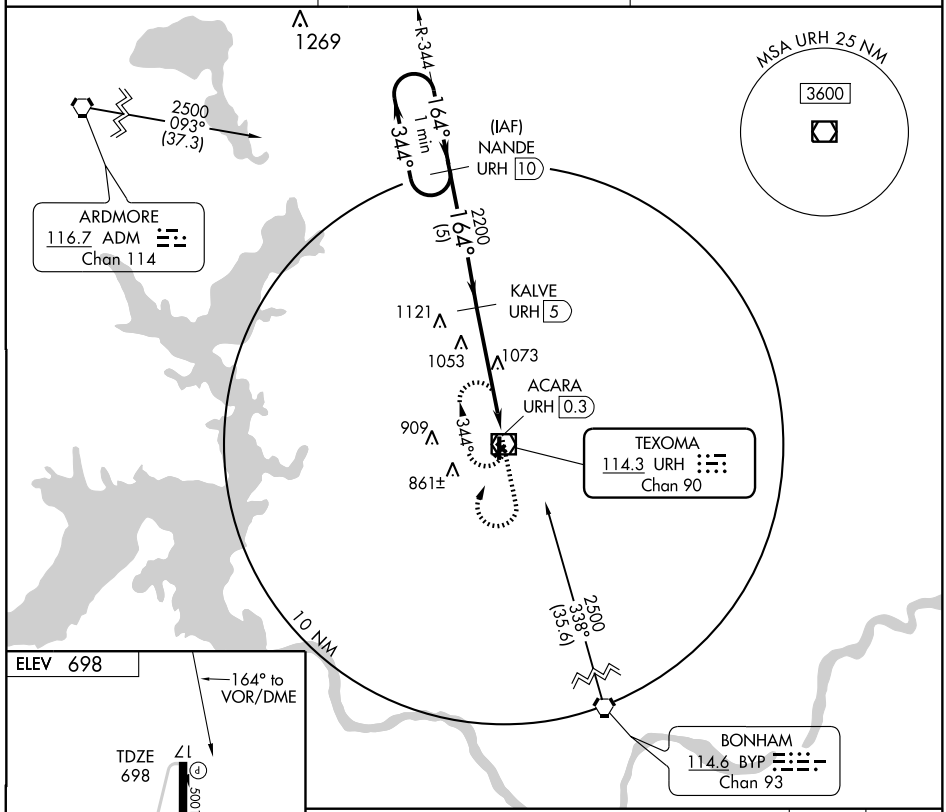
VOR/DME RWY 17

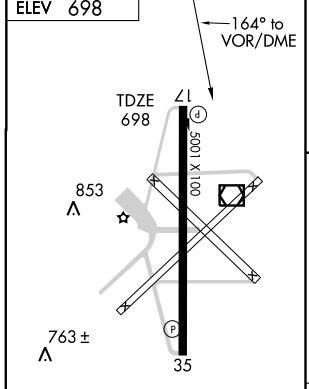
DURANT/ EAKER FIELD (DUA)

NA If local altimeter setting not received, use Ardmore Muni altimeter setting and increase all MDAs 100 feet. VDP NA when using Ardmore Muni altimeter setting.

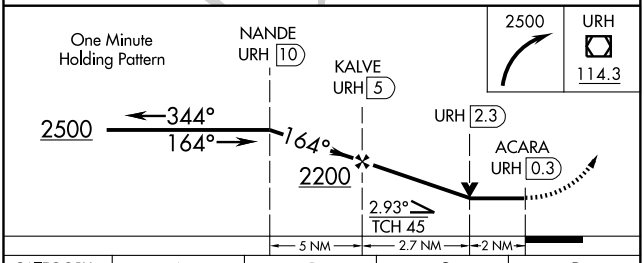
MISSED APPROACH: Climbing right turn to 2500 in URH VOR/DME holding pattern.

AWOS-3	FORT WORTH CENTER	UNICOM
124.175	124.75 377.1	122.8 (CTAF) L





REIL Rwys 17 and 35
MIRL Rwy 17-35 L



CATEGORY	A	B	C	D
S-17	1380-1	682 (700-1)	1380-2 682 (700-2)	NA
CIRCLING	1380-1	682 (700-1)	1380-2 682 (700-2)	NA

SC-1. 08 APR 2010 to 06 MAY 2010

DURANT, OKLAHOMA AL-6172 (FAA)

VOR/DME URH	APP CRS	Rwy Idg	5001
114.3	004°	TDZE	695
Chan 90		Apt Elev	698

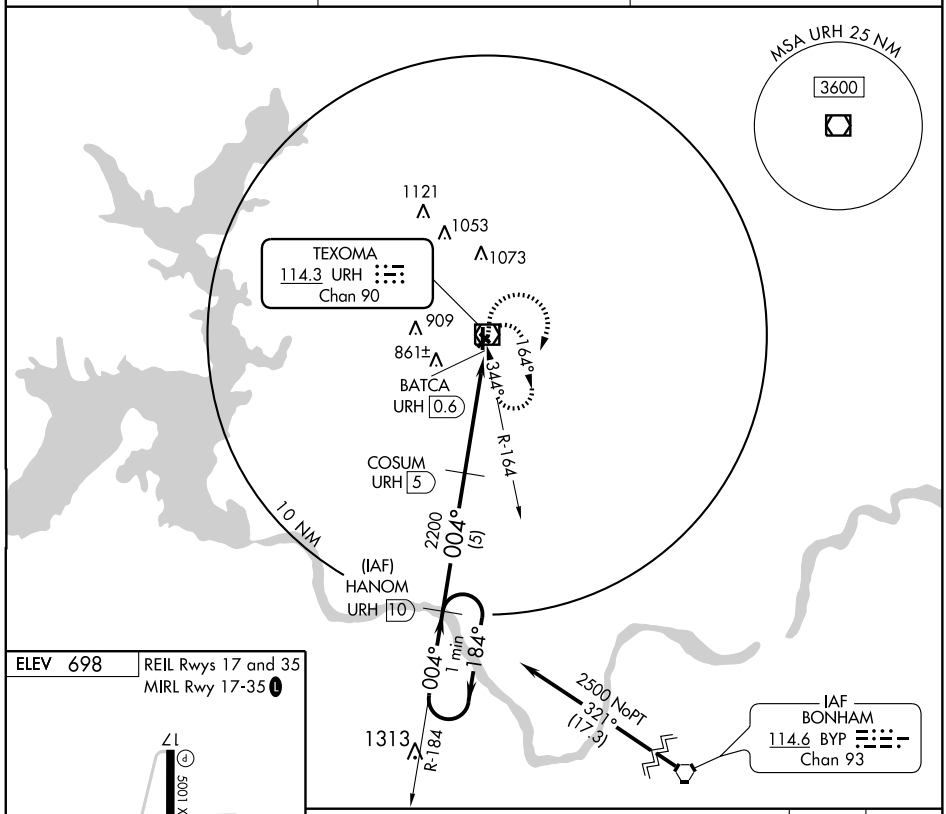
VOR/DME RWY 35

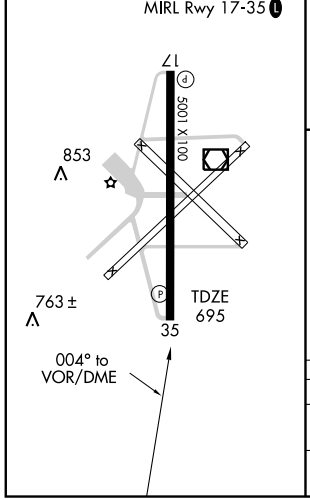
DURANT/ EAKER FIELD (DUA)

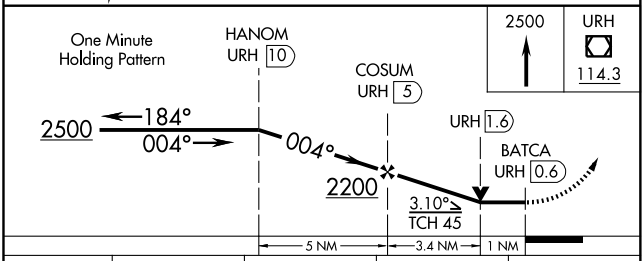
⚠ NA If local altimeter setting not received, use Ardmore Muni altimeter setting and increase all MDAs 100 feet. VDP NA when using Ardmore Muni altimeter setting.

MISSED APPROACH: Climb to 2500 in URH VOR/DME holding pattern.

AWOS-3	FORT WORTH CENTER	UNICOM
124.175	124.75 377.1	122.8 (CTAF) L





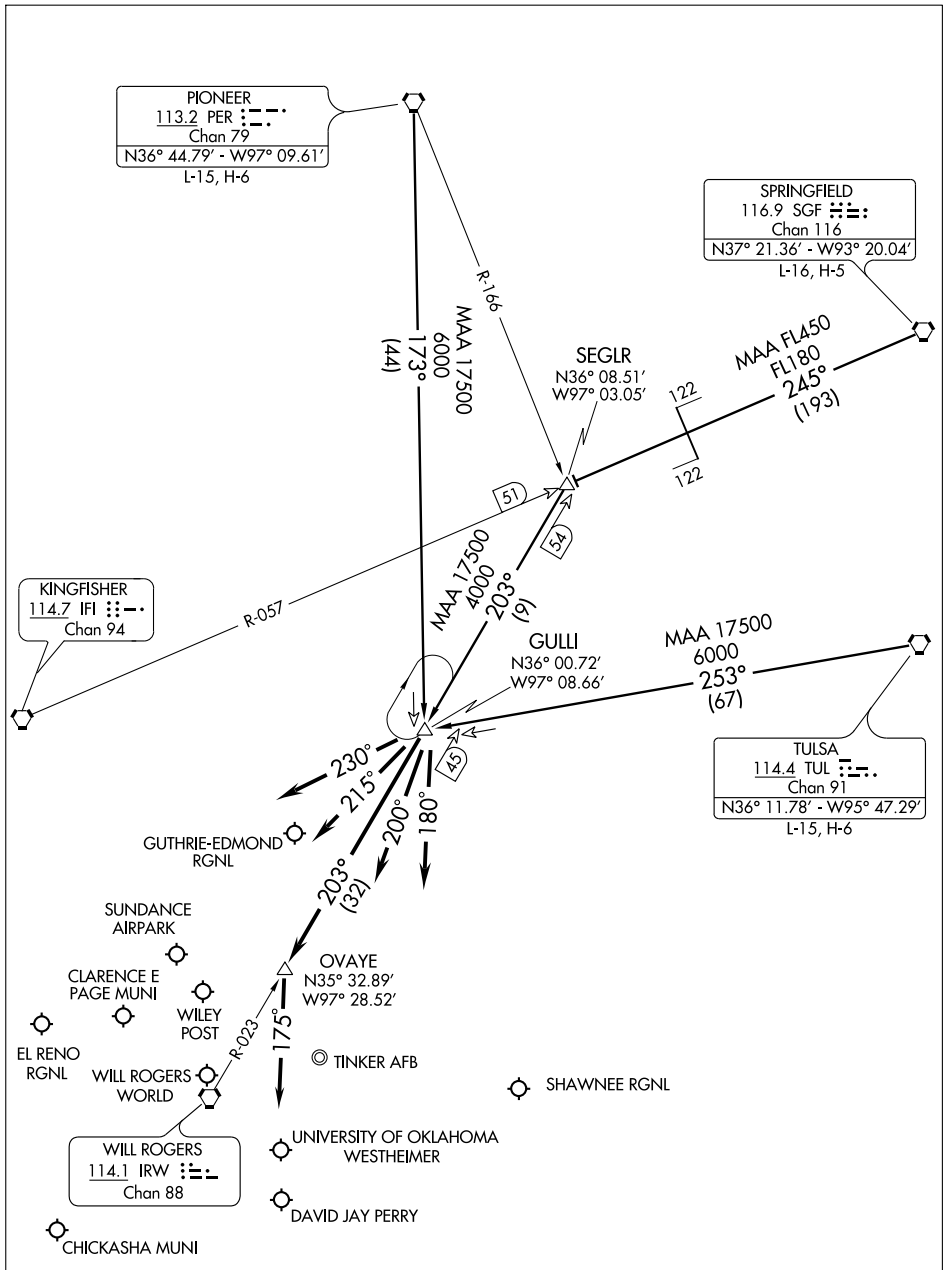


CATEGORY	A	B	C	D
S-35	1060-1 365 (400-1)			NA
CIRCLING	1160-1 462 (500-1)		1160-1½ 462 (500-1½)	NA

SC-1, 08 APR 2010 to 06 MAY 2010

GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA



NOTE: RADAR required.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SC-1, 08 APR 2010 to 06 MAY 2010

GULLI ONE ARRIVAL (GULLI.GULLI1)

ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GULLI INT. Thence . . . .
SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence . . . .
TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to GULLI INT. Thence . . . .

ALL AIRCRAFT LANDING NORTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

ALL AIRCRAFT LANDING SOUTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final approach course.

SC-1, 08 APR 2010 to 06 MAY 2010

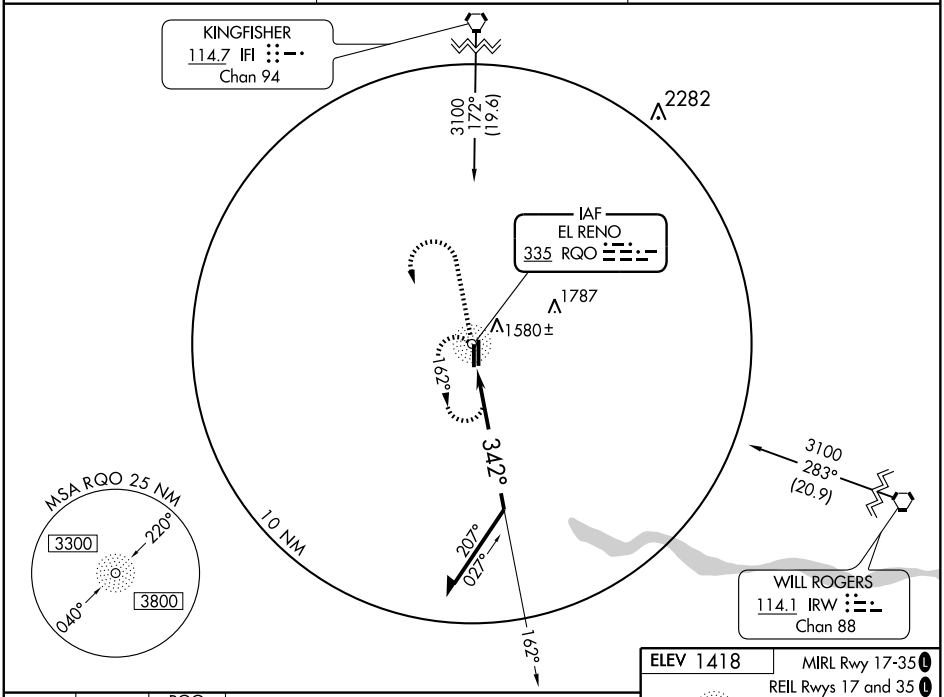
NDB RQO	APP CRS	Rwy Idg	5600
335	342°	TDZE	1418
		Apt Elev	1418

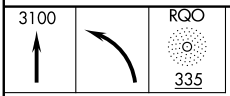
NDB RWY 35
EL RENO RGNL (RQO)

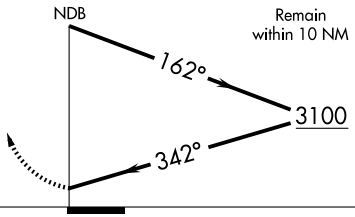
When local altimeter setting not received, use Wiley Post altimeter setting.

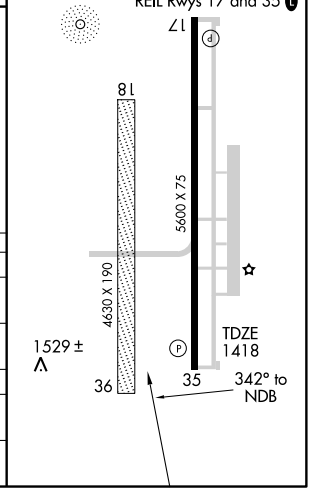
MISSED APPROACH: Climb to 3100 then left turn direct RQO NDB and hold.

AWOS-3	OKE CITY APP CON	UNICOM
118.475	124.6 266.8	122.8 (CTAF) L









CATEGORY	A	B	C	D
S-35	1960-1	542 (600-1)	1960-1½ 542 (600-1½)	NA
CIRCLING	1960-1	542 (600-1)	1960-1½ 542 (600-1½)	NA
WILEY POST ALTIMETER SETTING MINIMUMS				
S-35	2020-1	602 (700-1)	2020-1¾ 602 (700-1¾)	NA
CIRCLING	2020-1	602 (700-1)	2020-1¾ 602 (700-1¾)	NA

SC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5600
173°	TDZE	1415
	Apt Elev	1418

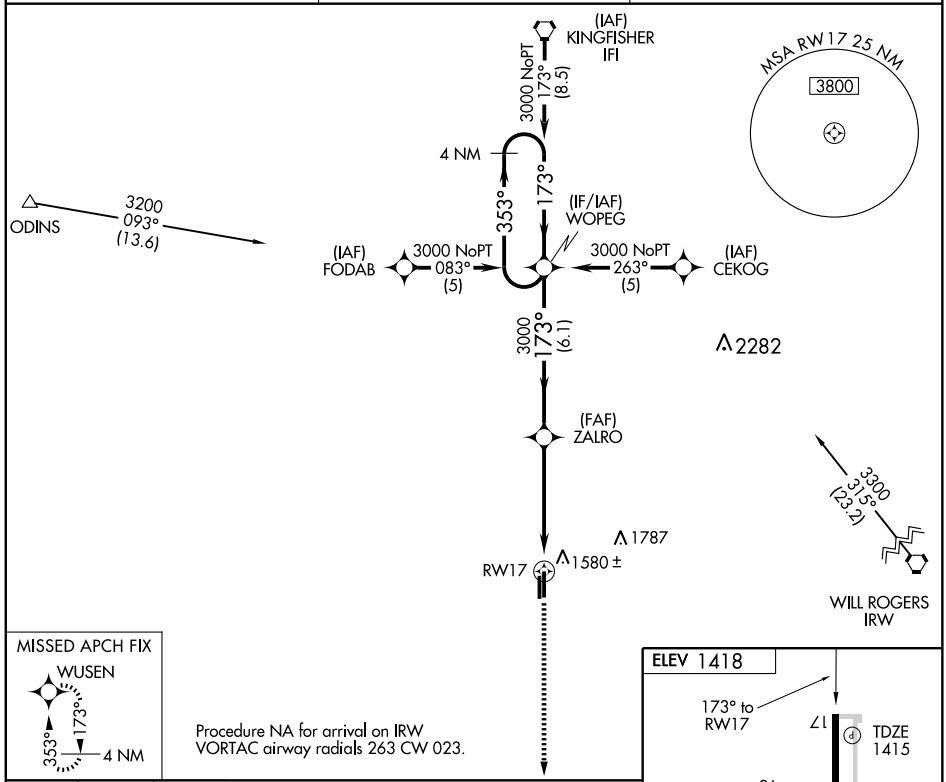
RNAV (GPS) RWY 17

EL RENO RGNL (RQO)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wiley Post altimeter setting and increase all MDAs 60 feet and LNAV visibility Cat C ¼ mile.

MISSED APPROACH: Climb to 3100 direct WUSEN and hold.

AWOS-3	OKE CITY APP CON	UNICOM
118.475	124.6 266.8	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1880-1 465 (500-1)		1880-1¼ 465 (500-1¼)	NA
CIRCLING	1940-1 522 (600-1)		1940-1½ 522 (600-1½)	NA

MIRL Rwy 17-35 L

REIL Rwys 17 and 35 L

SC-1, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5600
353°	TDZE	1418
	Apt Elev	1418

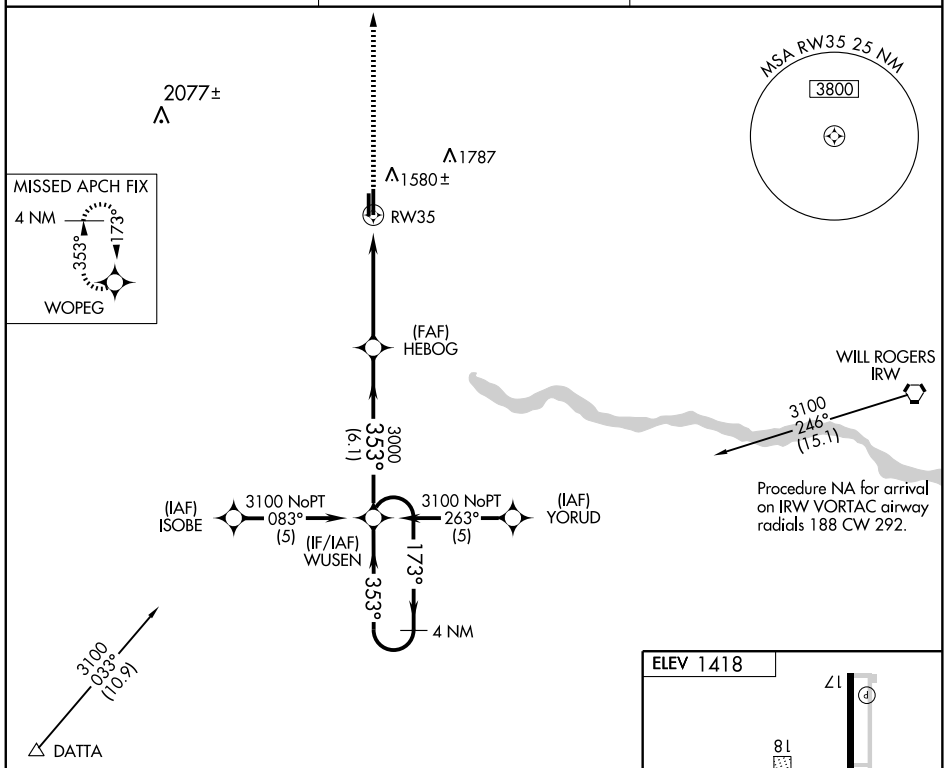
RNAV (GPS) RWY 35

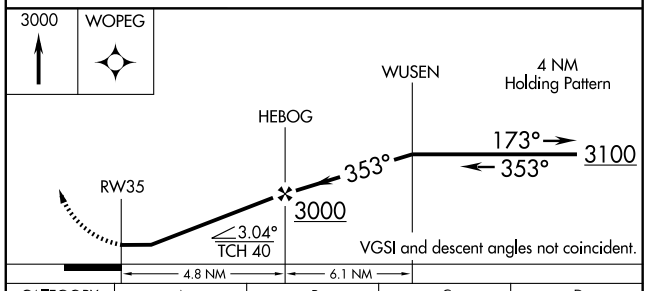
EL RENO RGNL (RQO)

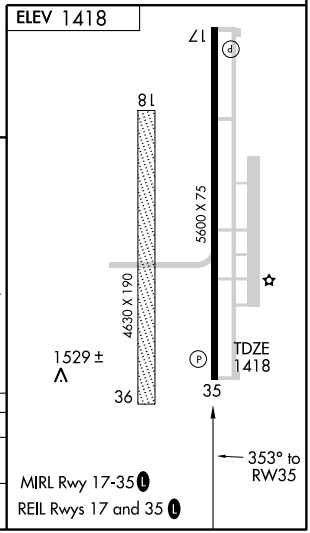
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wiley Post altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 3000 direct WOPEG and hold.

AWOS-3	OKE CITY APP CON	UNICOM
118.475	124.6 266.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1820-1	402 (500-1)	1820-1¼ 402 (500-1¼)	NA
CIRCLING	1940-1	522 (600-1)	1940-1½ 522 (600-1½)	NA

SC-1, 08 APR 2010 to 06 MAY 2010

VORTAC IFI	APP CRS	Rwy Idg	5600
114.7	351°	TDZE	1418
Chan 94		Apt Elev	1418

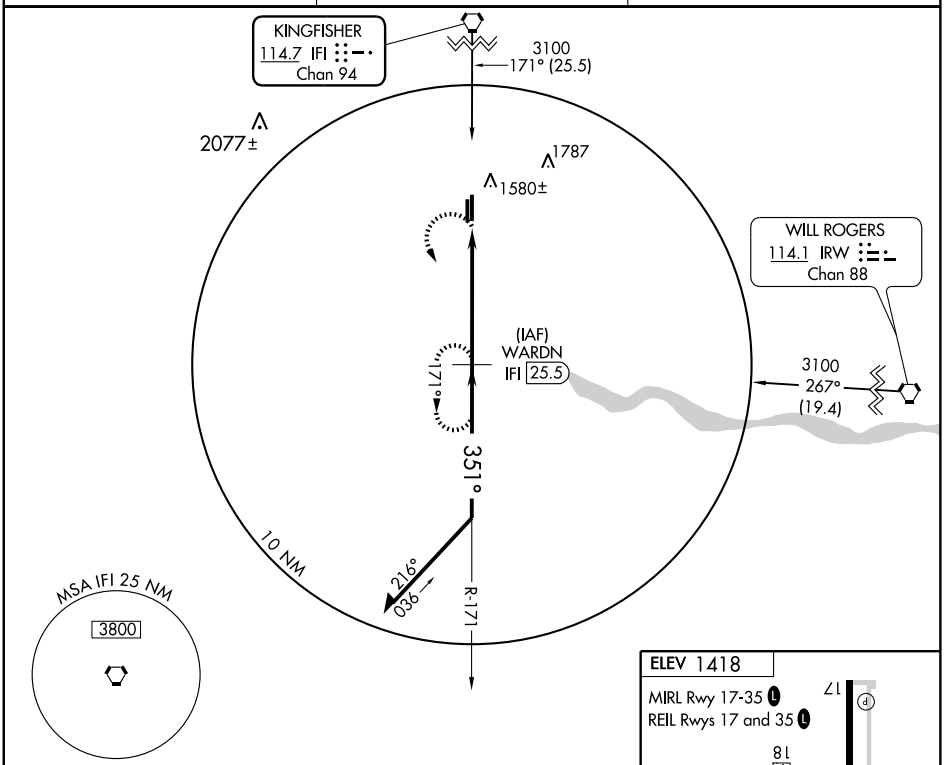
VOR/DME RWY 35

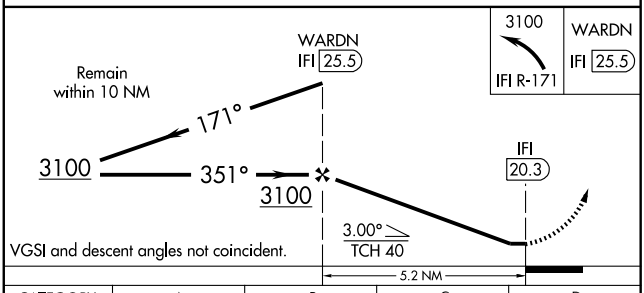
EL RENO RGNL (RQO)

Visibility reduction by helicopters NA.
When local altimeter setting not received, use Wiley Post altimeter setting and increase all MDAs 60 feet and visibilities Cat C ¼ mile.

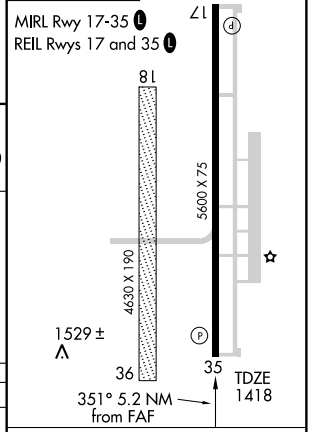
MISSED APPROACH: Climbing left turn to 3100 via IFI VORTAC R-171 to WARDN/25.5 DME and hold.

AWOS-3	OKE CITY APP CON	UNICOM
118.475	124.6 266.8	122.8 (CTAF)





3100	WARDN
IFI R-171	IFI 25.5



CATEGORY	A	B	C	D
S-35	2120-1 702 (800-1)	2120-1¼ 702 (800-1¼)	2120-2 702 (800-2)	NA
CIRCLING	2120-1 702 (800-1)	2120-1¼ 702 (800-1¼)	2120-2 702 (800-2)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-1. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5399
CH 82408	174°	TDZE	2013
W17A		Apt Elev	2013

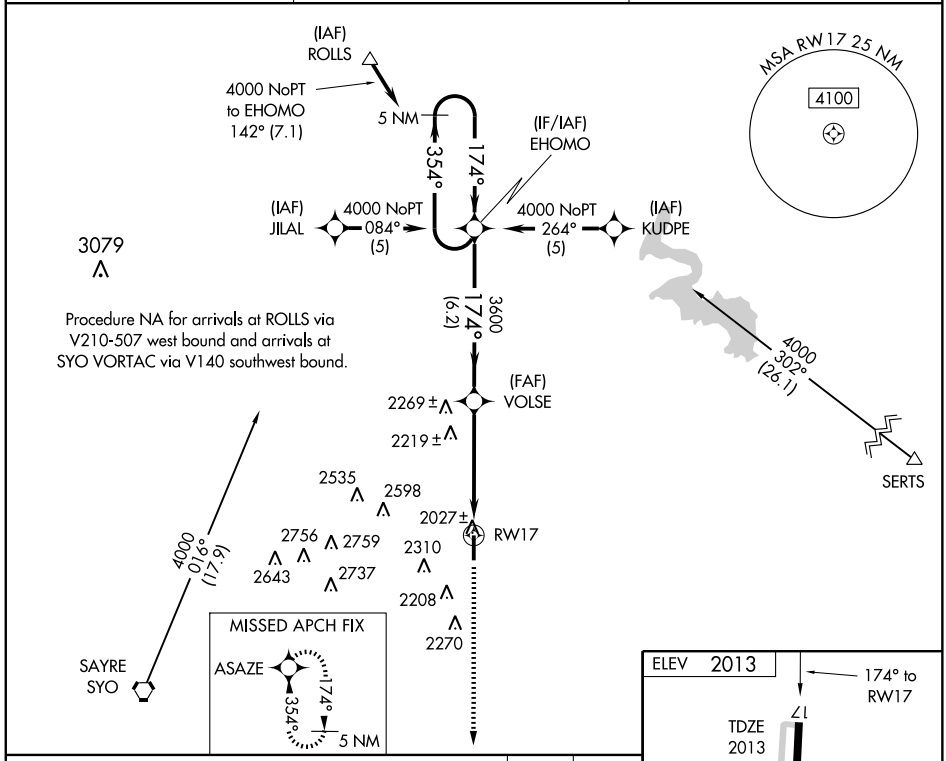
RNAV (GPS) RWY 17

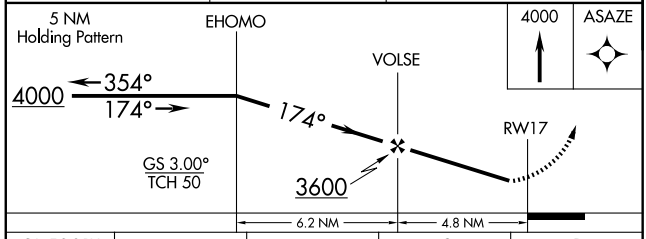
ELK CITY RGNL BUSINESS (ELK)

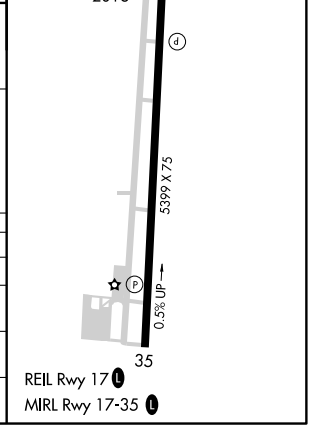
T NA — Baro-VNAV NA when using Clinton-Sherman altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Clinton-Sherman altimeter setting and increase all DA/MDA 40 feet, increase LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct ASAZE and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.225	128.4 269.375	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2263-1 250 (300-1)			NA
LNAV/VNAV LDA	2361-1¼ 348 (400-1¼)			NA
LNAV MDA	2480-1 467 (500-1)		2480-1¼ 467 (500-1¼)	NA
CIRCLING	2520-1 507 (600-1)		2520-1½ 507 (600-1½)	NA

SC-1, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS		
CH 53508	354°	Rwy Idg	5399
W35A		TDZE	1984
		Apt Elev	2013

RNAV (GPS) RWY 35

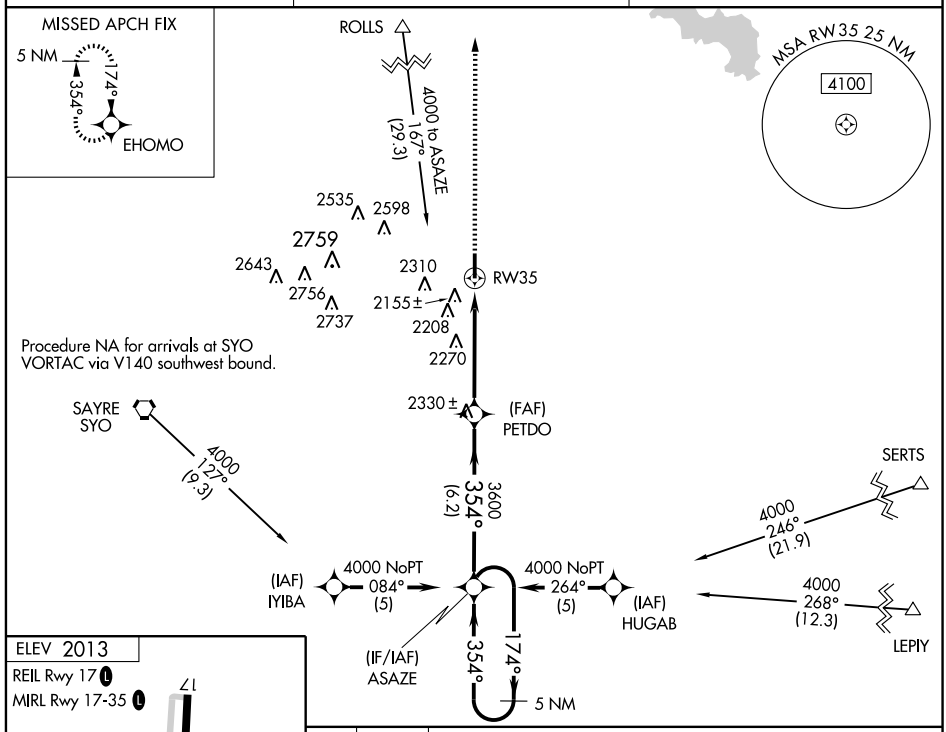
ELK CITY RGNL BUSINESS (ELK)

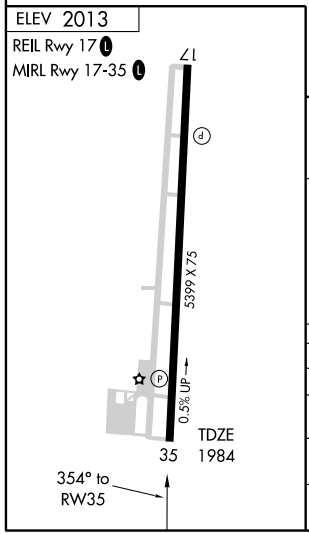
Baro-VNAV NA when using Clinton-Sherman altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Clinton-Sherman altimeter setting and increase all DA/MDA 40 feet, increase LNAV and circling Cat C visibility ¼ mile.

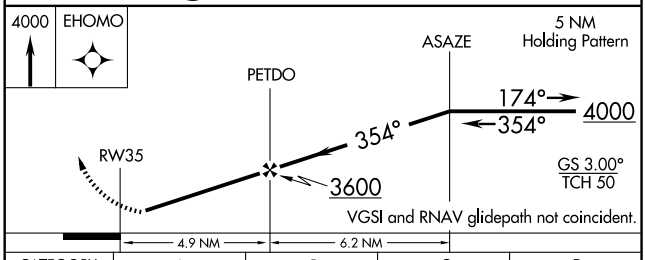
NA

MISSED APPROACH: Climb to 4000 direct EHOMO and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.225	128.4 269.375	122.8 (CTAF) L

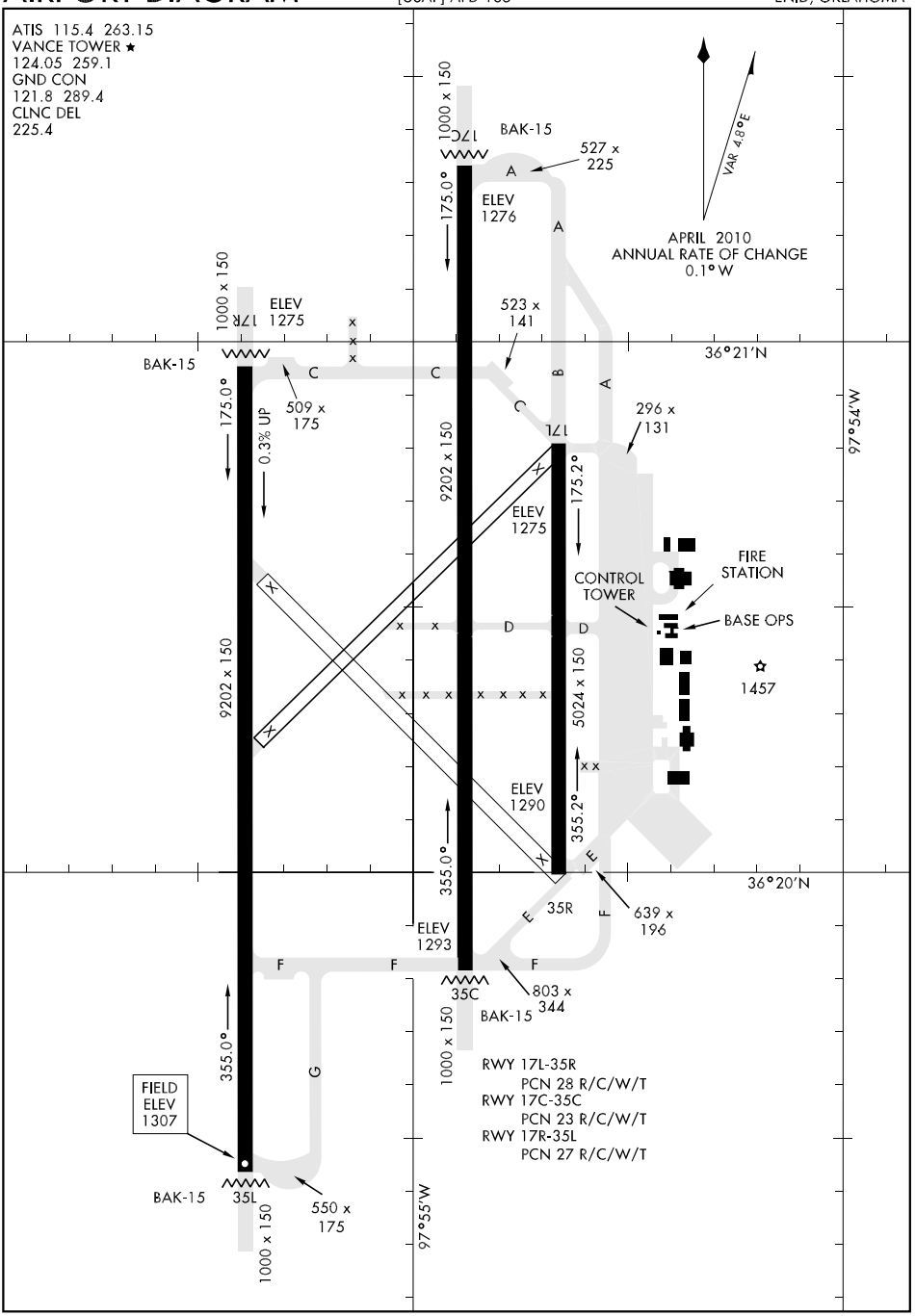






CATEGORY	A	B	C	D
LPV DA	2234-1 250 (300-1)			NA
LNAV/VNAV DA	2510-2 526 (500-2)			NA
LNAV MDA	2580-1 596 (600-1)		2580-1½ 596 (600-1½)	NA
CIRCLING	2580-1 567 (600-1)		2580-1½ 567 (600-1½)	NA

SC-1, 08 APR 2010 to 06 MAY 2010



SC-1, 08 APR 2010 to 06 MAY 2010

ANTHONY-TWO DEPARTURE (ANY 2•ANY)

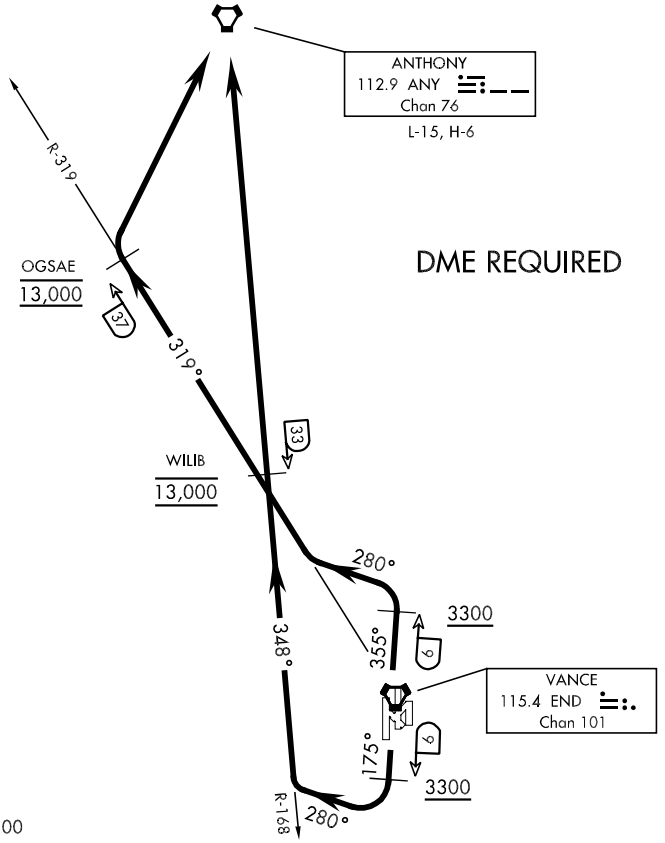
SL-135 [USAF]

ENID, OKLAHOMA

ATIS★115.4 263.15
CLNC DEL
225.4
GND CON
121.8 289.4
VANCE TOWER★
124.05 259.1
VANCE DEP CON
120.525 306.3
KANSAS CITY CENTER
127.8 319.1

Rwy	Knots	60	120	180	240
35L	V/V(fpm)	360	710	1060	1420
35C	V/V(fpm)	380	760	1140	1510
17R	V/V(fpm)	430	850	1270	1690
17C	V/V(fpm)	400	790	1180	1580

ATC Climb Rate to 13,000



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17C/R: Track 175° to END VORTAC 6 DME, cross END 6 DME at or above 3300, then turn right heading 280°. Intercept ANY VORTAC R-168 to ANY. Cross WILIB (ANY R-168/33 DME) at 13,000.

TAKE-OFF RWY 35C/L: Track 355° to END VORTAC 6 DME, cross END 6 DME at or above 3300, then turn left heading 280°. Intercept END R-319 to OGSAE (END R-319/37 DME), then direct ANY VORTAC. Cross OGSAE at 13,000.

ANTHONY-TWO DEPARTURE (ANY 2•ANY)

ENID, OKLAHOMA

ILS or LOC/DME Y RWY 17C

LOC I-LVC	APCH CRS	Rwy ldg 9202 / TDZE 1277 / Arpt Elev 1307
108.9	175°	AL-135 [USAF]

VANCE AFB (KEND)

▼ * When ALS inop, increase CAT AB RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

SALSF (A2)

MISSED APPROACH: Climb to 3000, intercept END VORTAC R-174 to ADOWS and hold.

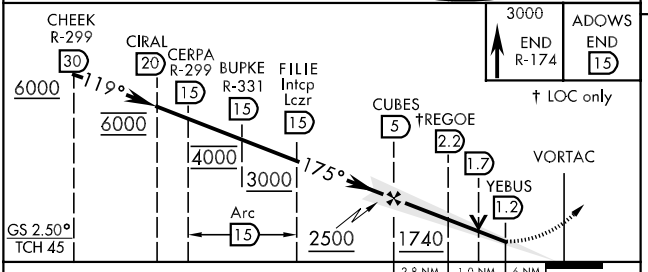
ATIS ★	VANCE APP CON	VANCE TOWER ★	GND CON	CLNC DEL
115.4 263.15	E125.45 388.2 W126.75 346.325	124.05 259.1	121.8 289.4	225.4

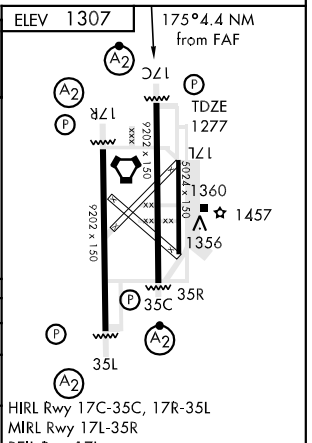
*** Circling not authorized at night to Rwy 35R.

ANTHONY
3000 195° (34)
END 38
Max holding 265 KIAS
R-299
299°
119°
GAGE
8000 066° (72)
(IAF) CHEEK END 30
CIRAL END 20
CERPA END 15
END 15 Arc
BUPKE END 15
LR-348
355°
(IAF) FILIE END 15
175°
1798
2025
R-331
1840
END 5 CUBES
1442
1498
END 1600
2.2 REGOE
1349
1346
20 NM
ENROUTE FACILITIES
VANCE 115.4 END Chan 101
LOCALIZER 108.9 I-LVC
R-174
Max holding 265 KIAS
ADOWS END 15
174°
354°
END 19
1569
VGSI TCH is more than 3' from procedure TCH
EMERG SAFE ALT 100 NM 4800

MSA END 25 NM
3600

3000 END R-174 | ADOWS END 15
† LOC only





CATEGORY	A	B	C	D	E
S-ILS 17C *	1477/24 200 (200-½)		1477/40 200 (200-¾)		
S-LOC 17C **	1620/40 343 (400-¾)			1620/50 343 (400-1)	
CIRCLING ***	1760-1 453 (500-1)		1760-1½ 453 (500-1½)	1860-2 553 (600-2)	2300-3 993 (1000-3)

ILS or LOC/DME Y RWY 35C

LOC I-END	APCH CRS	Rwy ldg / TDZE / Arpt Elev
110.1	355°	9202 / 1293 / 1307

AL-135 [USAF]

VANCE AFB (KEND)

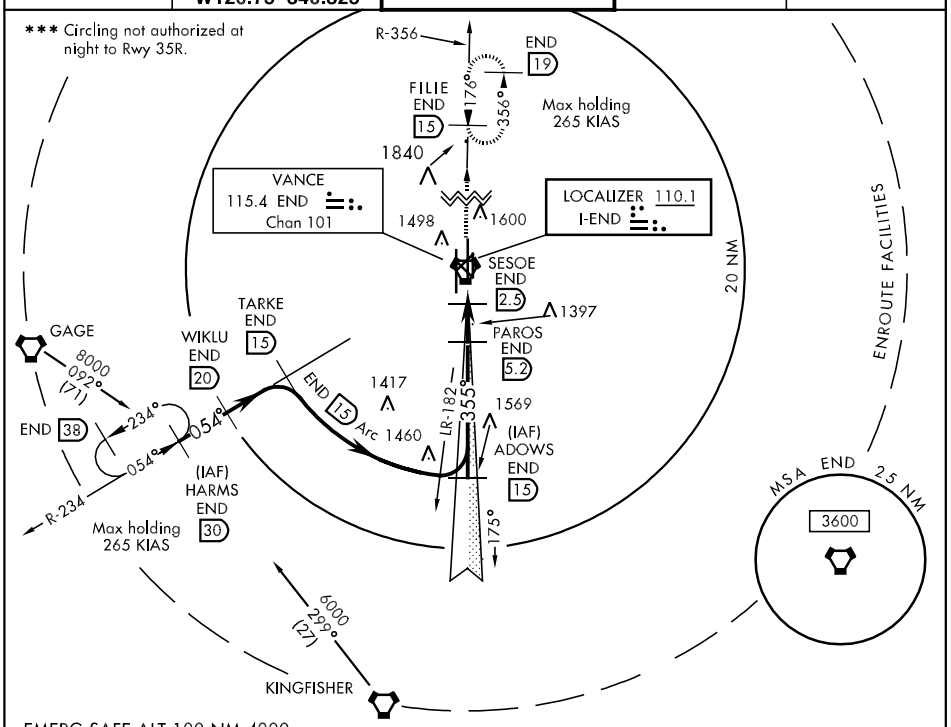
▼ * When ALS inop, increase CAT AB RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABCDE RVR to 50 and vis to 1 mile.

SALSF (A2)

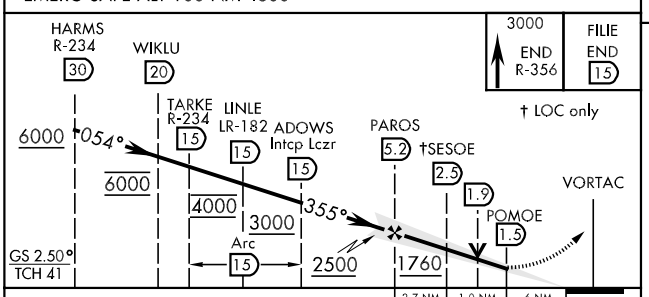
MISSED APPROACH: Climb to 3000 intercept END VORTAC R-356 to FILIE and hold.

ATIS ★	VANCE APP CON	VANCE TOWER ★	GND CON	CLNC DEL
115.4 263.15	E125.45 388.2 W126.75 346.325	124.05 259.1	121.8 289.4	225.4

*** Circling not authorized at night to Rwy 35R.

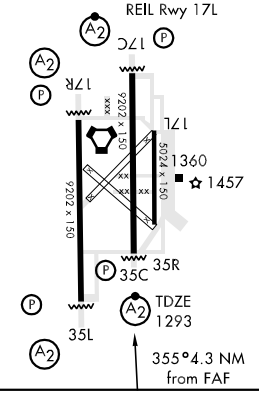


EMERG SAFE ALT 100 NM 4800



ELEV 1307

HIRL Rwy 17C-35C, 17R-35L
MIRL Rwy 17L-35R
REIL Rwy 17L



CATEGORY	A	B	C	D	E
S-ILS 35C *	1493/24 200 (200-½)		1493/40 200 (200-¾)		
S-LOC 35C **	1600/40 307 (300-¾)				
CIRCLING ***	1760-1 453 (500-1)		1760-1½ 453 (500-1½)	1860-2 553 (600-2)	2300-3 993 (1000-3)

ILS or LOC/DME Z RWY 17C

LOC I-LVC	APCH CRS	Rwy ldg 9202 / TDZE 1277 / Arpt Elev 1307
108.9	175°	

AL-135 [USAF]

VANCE AFB (KEND)

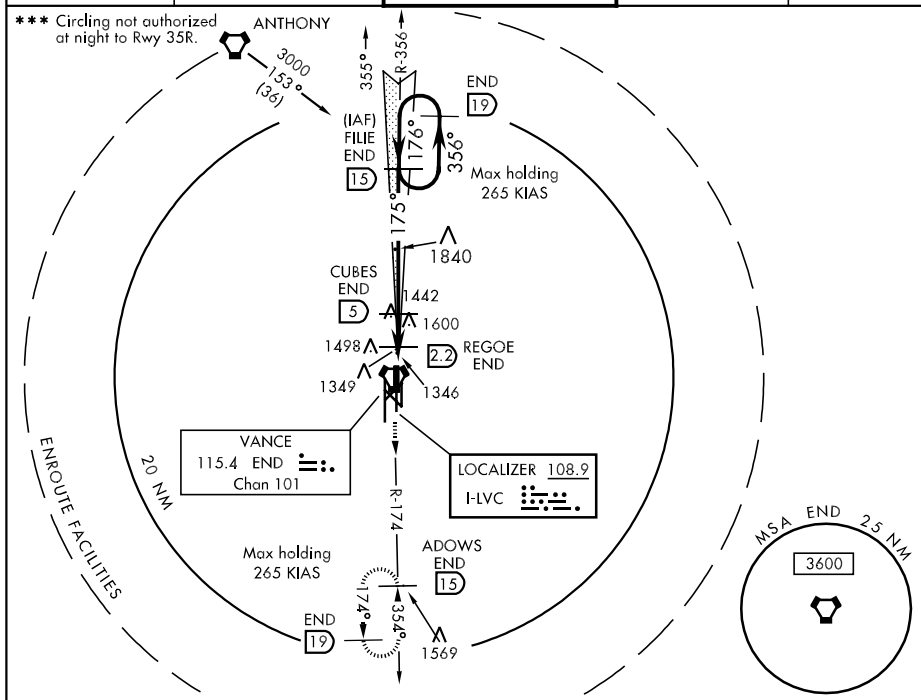
▼ * When ALS inop, increase CAT AB RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

SALSF (A2)

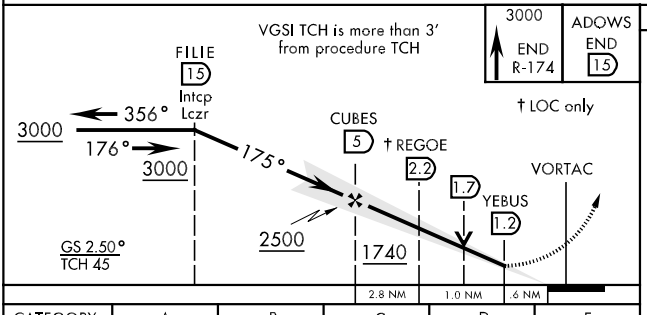
MISSED APPROACH: Climb to 3000, intercept END VORTAC R-174 to ADOWS and hold.

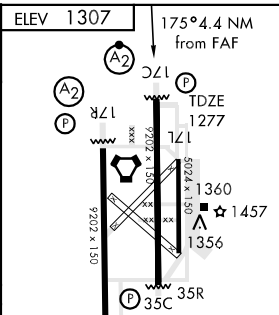
ATIS ★	VANCE APP CON	VANCE TOWER ★	GND CON	CLNC DEL
115.4 263.15	E125.45 388.2 W126.75 346.325	124.05 259.1	121.8 289.4	225.4

*** Circling not authorized at night to Rwy 35R.



EMERG SAFE ALT 100 NM 4800





CATEGORY	A	B	C	D	E
S-ILS 17C *	1477/24 200 (200-½)		1477/40 200 (200-¾)		
S-LOC 17C **	1620/40 343 (400-¾)			1620/50 343 (400-1)	
CIRCLING ***	1760-1 453 (500-1)		1760-1½ 453 (500-1½)	1860-2 553 (600-2)	2300-3 993 (1000-3)

ILS or LOC/DME Z RWY 35C

LOC I-END	APCH CRS	Rwy ldg	9202
110.1	355°	TDZE	1293
		Arpt Elev	1307

AL-135 [USAF]

VANCE AFB (KEND)

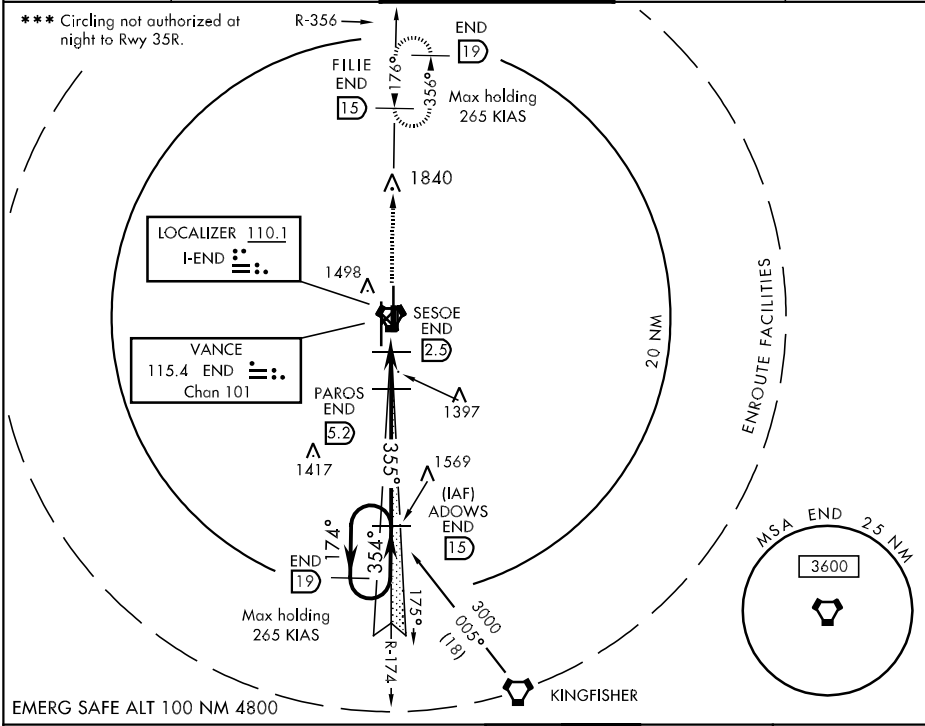
▼ * When ALS inop, increase CAT AB RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABCDE RVR to 50 and vis to 1 mile.

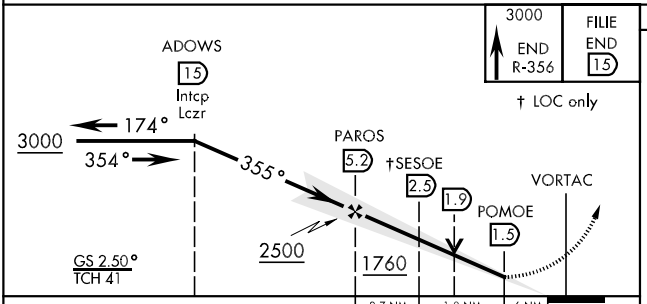
SALSF (A2)

MISSED APPROACH: Climb to 3000, intercept END VORTAC R-356 to FILIE and hold.

ATIS ★	VANCE APP CON	VANCE TOWER ★	GND CON	CLNC DEL
115.4 263.15	E125.45 388.2 W126.75 346.325	124.05 259.1	121.8 289.4	225.4

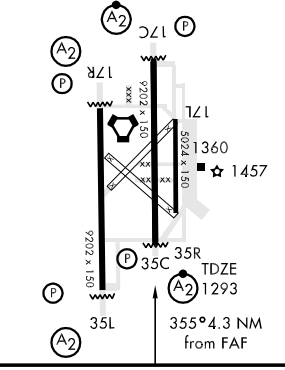
*** Circling not authorized at night to Rwy 35R.





ELEV 1307

HIRL Rwy 17C-35C, 17R-35L
MIRL Rwy 17L-35R
REIL Rwy 17L



CATEGORY	A	B	C	D	E
S-ILS 35C *	1493/24 200 (200-½)		1493/40 200 (200-¾)		
S-LOC 35C**	1600/40 307 (300-¾)				
CIRCLING***	1760-1 453 (500-1)		1760-1½ 453 (500-1½)	1860-2 553 (600-2)	2300-3 993 (1000-3)

36°20'N-97°55'W

JAYHAWKE-TWO DEPARTURE (JHK 2•IFI)

SL-135 [USAF]

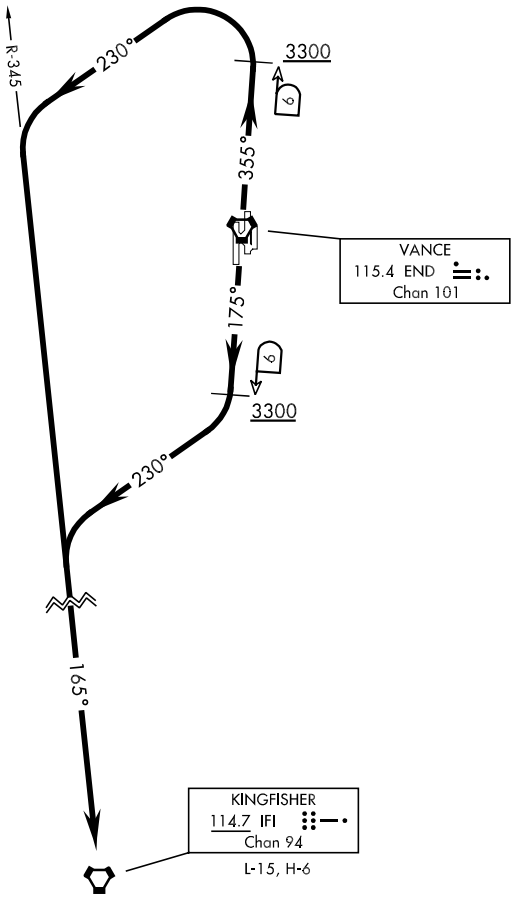
ENID, OKLAHOMA

ATIS★115.4 263.15
CLNC DEL
225.4
GND CON
121.8 289.4
VANCE TOWER★
124.05 259.1
VANCE DEP CON
120.525 306.3
FORT WORTH CENTER
128.4 290.2

Rwy	Knots	60	120	180	240
35L	V/V(fpm)	360	710	1060	1420
35C	V/V(fpm)	380	760	1140	1510
17R	V/V(fpm)	430	850	1270	1690
17C	V/V(fpm)	400	790	1180	1580

ATC Climb Rate to 3300

DME REQUIRED



EMERG SAFE ALT 100 NM 4800

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17C/R: Track 175° to END VORTAC 6 DME, cross END 6 DME at or above 3300, then turn right heading 230°, intercept IFI VORTAC R-345 to IFI.

TAKE-OFF RWY 35C/L: Track 355° to END VORTAC 6 DME, cross END 6 DME at or above 3300, then turn left heading 230°, intercept IFI VORTAC R-345 to IFI.

JAYHAWKE-TWO DEPARTURE (JHK 2•IFI)

ENID, OKLAHOMA

RNAV (GPS)-A

APCH CRS	Rwy ldg	NA
314°	TDZE	NA
	Arpt Elev	1307

AL-135 [USAF]

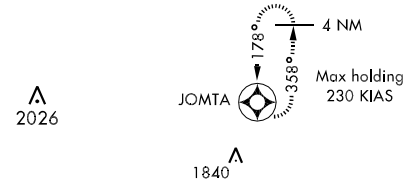
VANCE AFB (KEND)

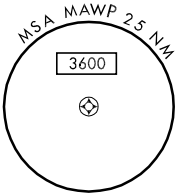
* Circle to remain East of Rwy 35R/17L extended centerline unless directed otherwise by ATC.
* Circling not authorized at night to Rwy 35R.

MISSED APPROACH: Climb direct FODOM then climbing right turn to 4000 via 358° course to JOMTA and hold.

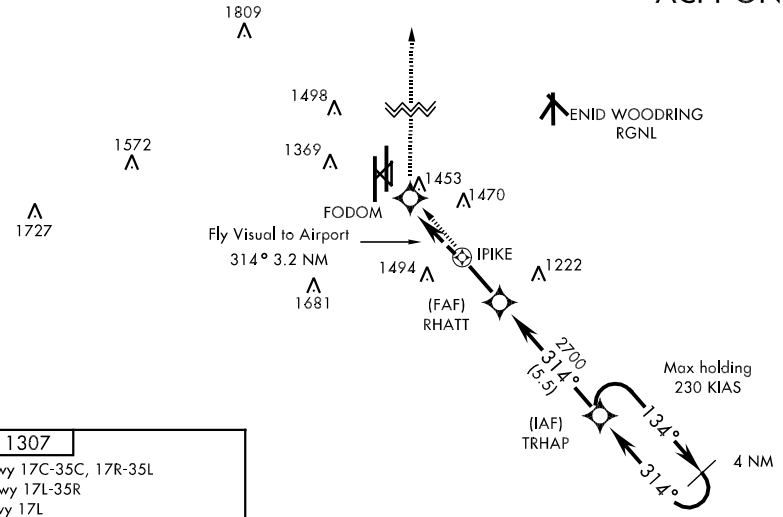
ATIS ★	VANCE APP CON	VANCE TOWER ★	GND CON	CLNC DEL
115.4 263.15	E125.45 388.2 W126.75 346.325	124.05 259.1	121.8 289.4	225.4

DME/DME RNP-0.3 NA.



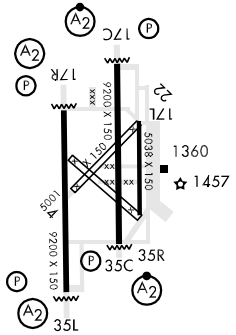


FOR USE BY 71 FTW
ACFT ONLY

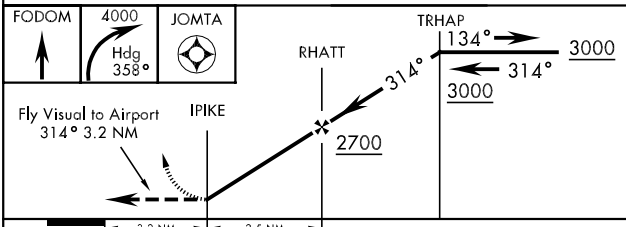


ELEV 1307

HIRL Rwy 17C-35C, 17R-35L
MIRL Rwy 17L-35R
REIL Rwy 17L



EMERG SAFE ALT 100 NM IPIKE 4800



CATEGORY	A	B	C	D	E
CIRCLING *	1760-4 453 (500-4)		NOT AUTHORIZED		

RNAV (GPS)-B

APCH CRS	Rwy ldg	NA
199°	TDZE	NA
	Arpt Elev	1307

AL-135 [USAF]

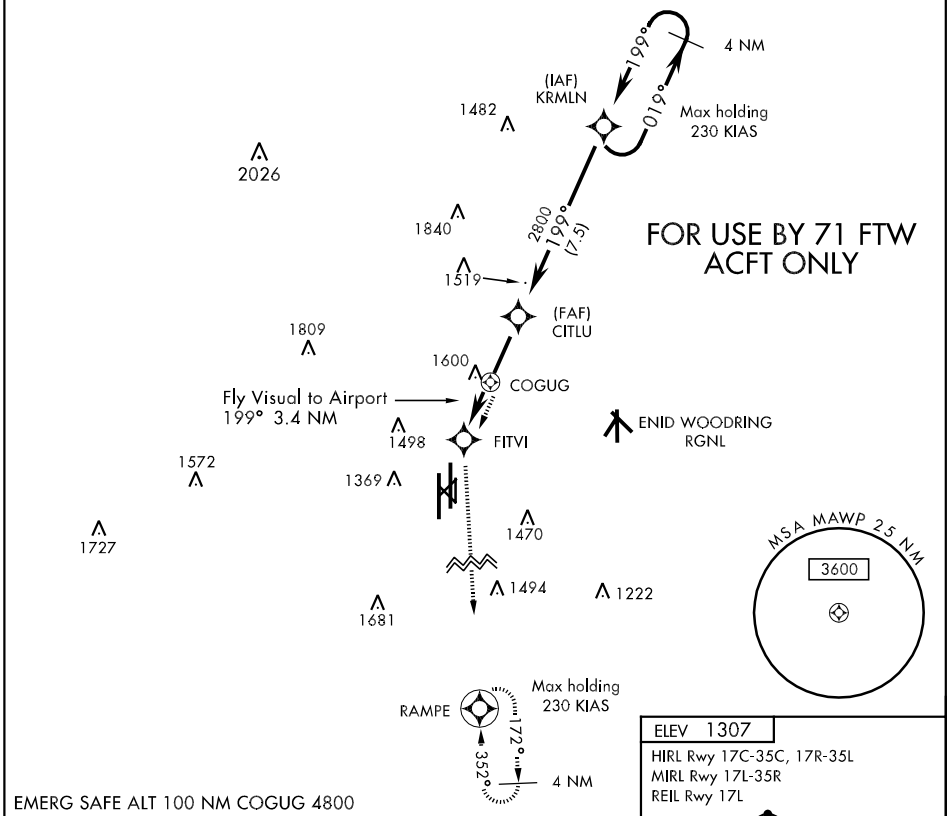
VANCE AFB (KEND)

* Circle to remain East of Rwy 35R/17L extended centerline unless directed otherwise by ATC.
* Circling not authorized at night to Rwy 35R.

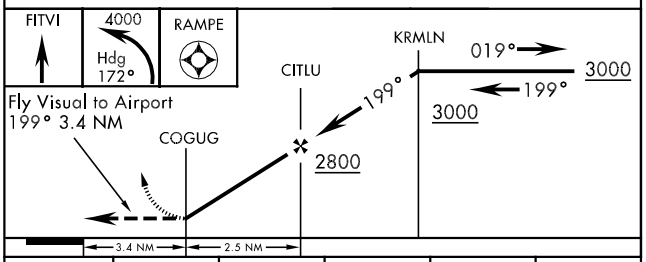
MISSED APPROACH: Climb direct FITVI then climbing left turn to 4000 via 172° course to RAMPE and hold.

ATIS ★	VANCE APP CON	VANCE TOWER ★	GND CON	CLNC DEL
115.4 263.15	E125.45 388.2 W121.3 291.1	124.05 259.1	121.8 289.4	225.4

DME/DME RNP-0.3 NA.



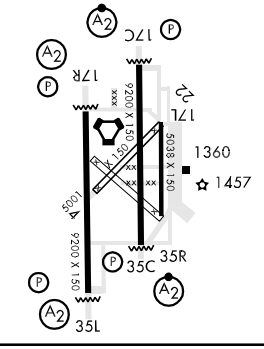
EMERG SAFE ALT 100 NM COGUG 4800



CATEGORY	A	B	C	D	E
CIRCLING *	1880-4	573 (600-4)	NOT AUTHORIZED		

ELEV 1307

HIRL Rwy 17C-35C, 17R-35L
MIRL Rwy 17L-35R
REIL Rwy 17L



RNAV (GPS) RWY 17C

APCH CRS	Rwy ldg	9202
175°	TDZE	1277
	Arpt Elev	1307

AL-135 [USAF]

VANCE AFB (KEND)

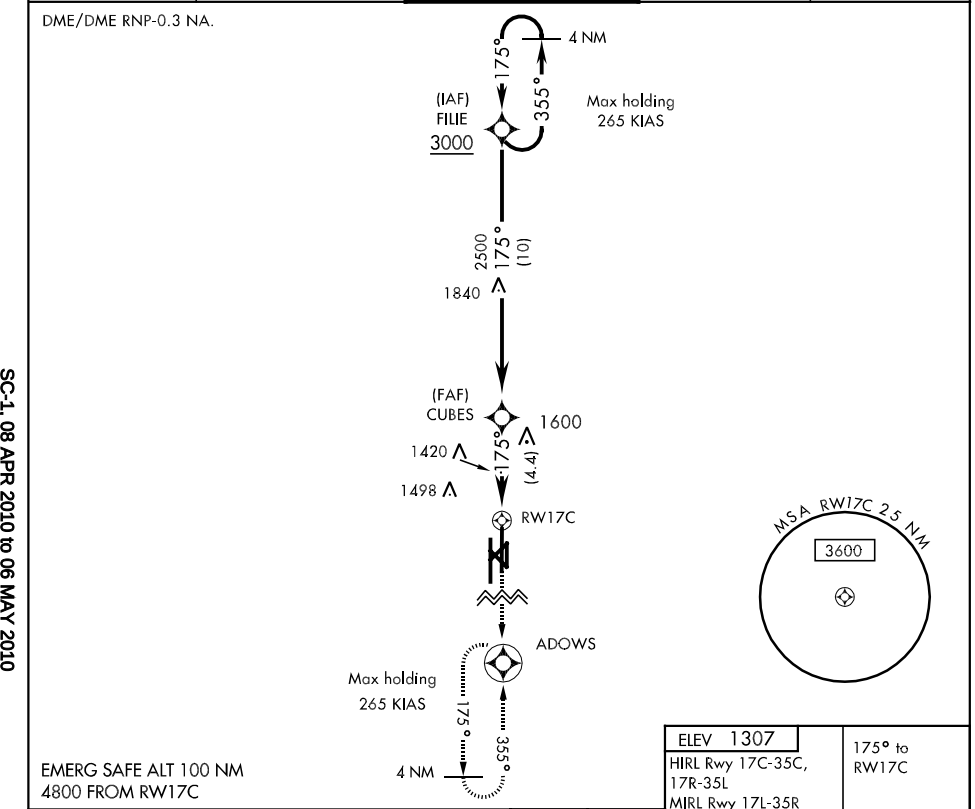
▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles , CAT E vis to 1½ miles.
** Circling not authorized at night to RWY 35R.

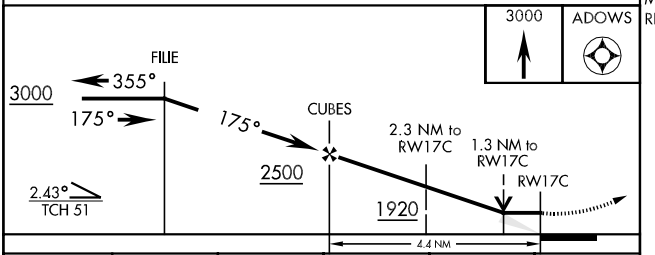
SALSF

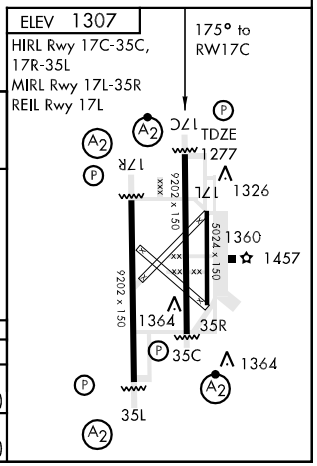
MISSED APPROACH: Climb to 3000 direct ADOWS and hold.

ATIS *	VANCE APP CON	VANCE TOWER *	GND CON	CLNC DEL
115.4 263.15	E125.45 388.2 W126.75 346.325	124.05 259.1	121.8 289.4	225.4

DME/DME RNP-0.3 NA.







CATEGORY	A	B	C	D	E
LNAV MDA *	1680/40 403 (400-¾)		1680/50 403 (400-1)		1680/60 403 (400-1¼)
CIRCLING **	1760-1 453 (500-1)		1760-1½ 453 (500-1½)	1860-2 553 (600-2)	2300-3 993 (1000-3)

RNAV (GPS) RWY 17L

APCH CRS	Rwy ldg	5024
175°	TDZE	1282
	Arpt Elev	1307

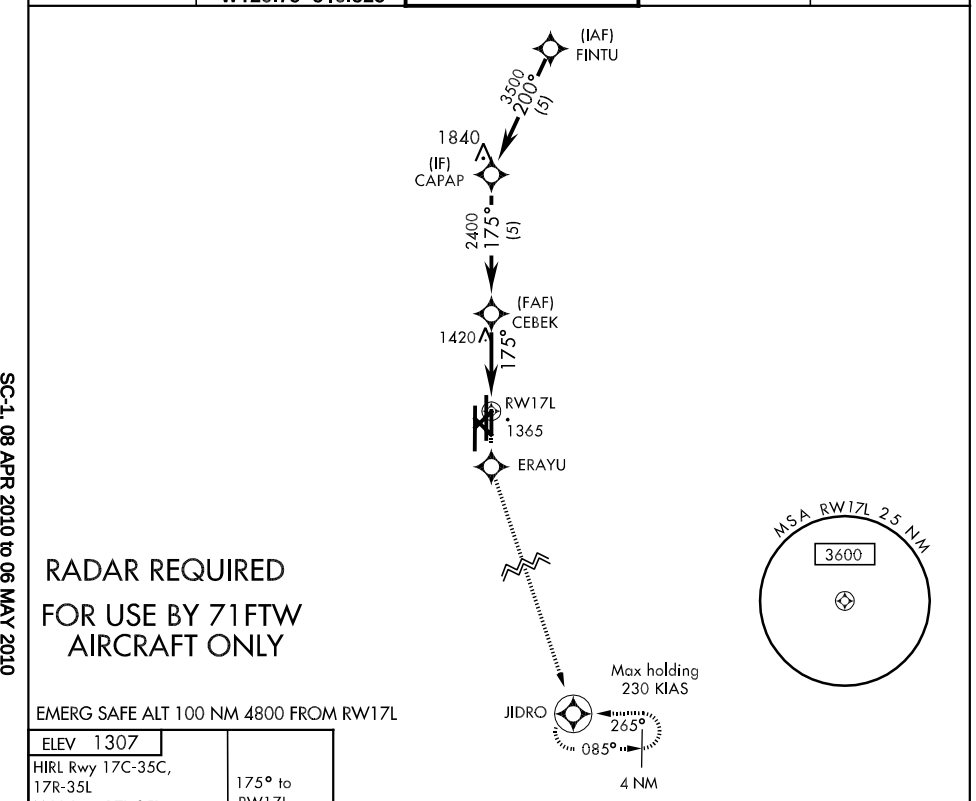
AL-135 [USAF]

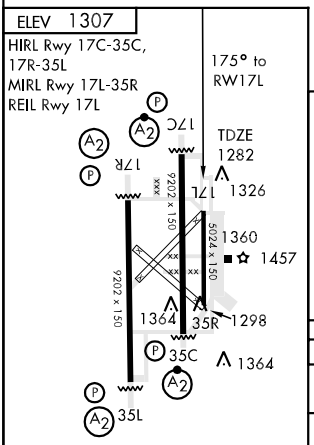
VANCE AFB (KEND)

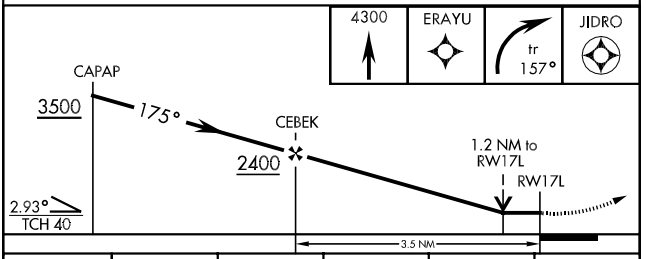
* Circling not authorized at night to RWY 35R.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4300 via direct ERAYU and 157° track to JIDRO and hold.

ATIS *	VANCE APP CON	VANCE TOWER *	GND CON	CLNC DEL
115.4 263.15	E125.45 388.2 W126.75 346.325	124.05 259.1	121.8 289.4	225.4







CATEGORY	A	B	C	D	E
LNAV MDA	1700-1 418 (400-1)		NOT AUTHORIZED		
CIRCLING *	1760-1 453 (500-1)		NOT AUTHORIZED		

RNAV (GPS) RWY 17R

APCH CRS	Rwy ldg	9202
175°	TDZE	1285
	Arpt Elev	1307

AL-135 [USAF]

VANCE AFB (KEND)

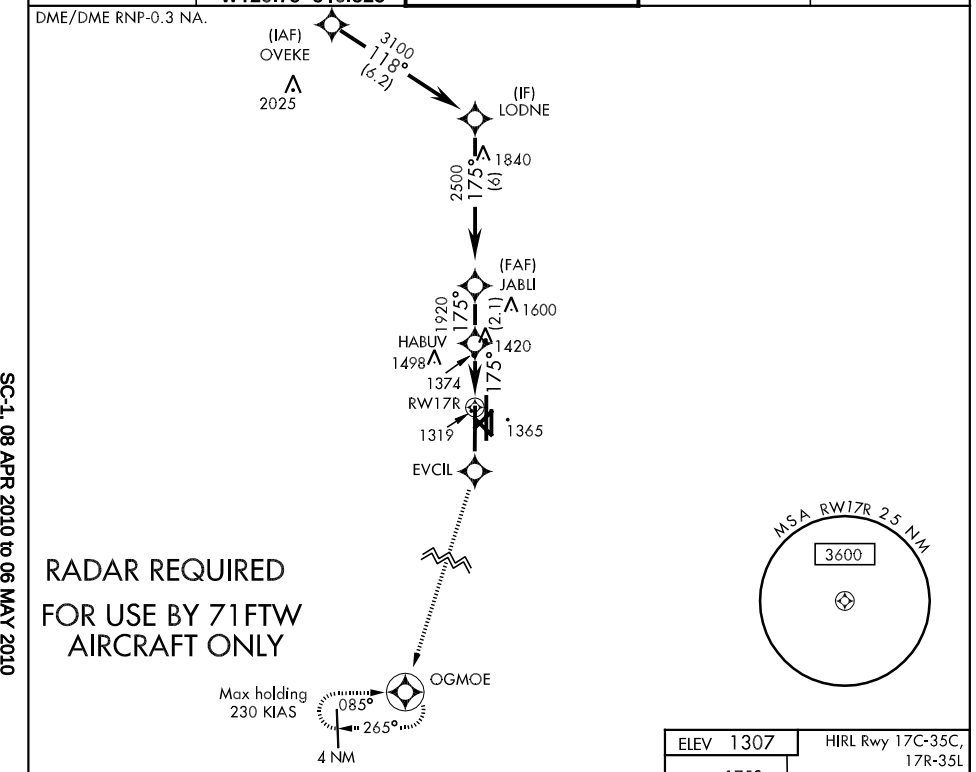
▼ *When ALS inop, increase CAT ABC vis to 1 mile, CAT D vis to 1¼ miles, CAT E vis to 1½ miles.
**Circling not authorized at night to RWY 35R.

SALS A2

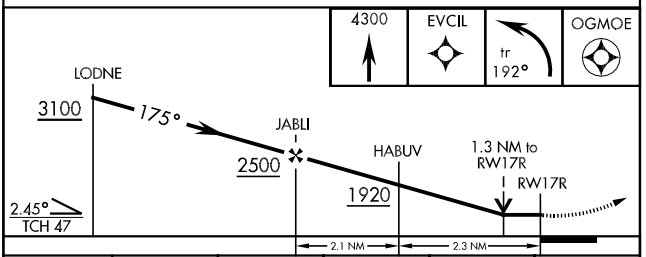
MISSED APPROACH: Climb to 4300 via direct EVCIL and 192° track to OGMOE and hold.

ATIS★	VANCE APP CON	VANCE TOWER ★	GND CON	CLNC DEL
115.4 263.15	E125.45 388.2 W126.75 346.325	124.05 259.1	121.8 289.4	225.4

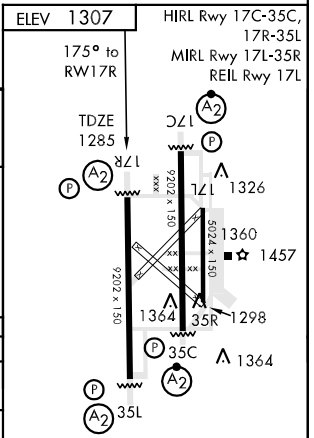
DME/DME RNP-0.3 NA.



EMERG SAFE ALT 100 NM 4800 FROM RW17R



CATEGORY	A	B	C	D	E
LNAV MDA*	1680-¾ 395 (400-¾)			1680-1 395 (400-1)	1680-1¼ 395 (400-1¼)
CIRCLING**	1760-1 453 (500-1)		1760-1½ 453 (500-1½)	1860-2 553 (600-2)	2300-3 993 (1000-3)



36°20'N-97°55'W

RNAV (GPS) RWY 17R

SC-1, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 35C

APCH CRS	Rwy ldg	9202
355°	TDZE	1293
	Arpt Elev	1307

AL-135 [USAF]

VANCE AFB (KEND)

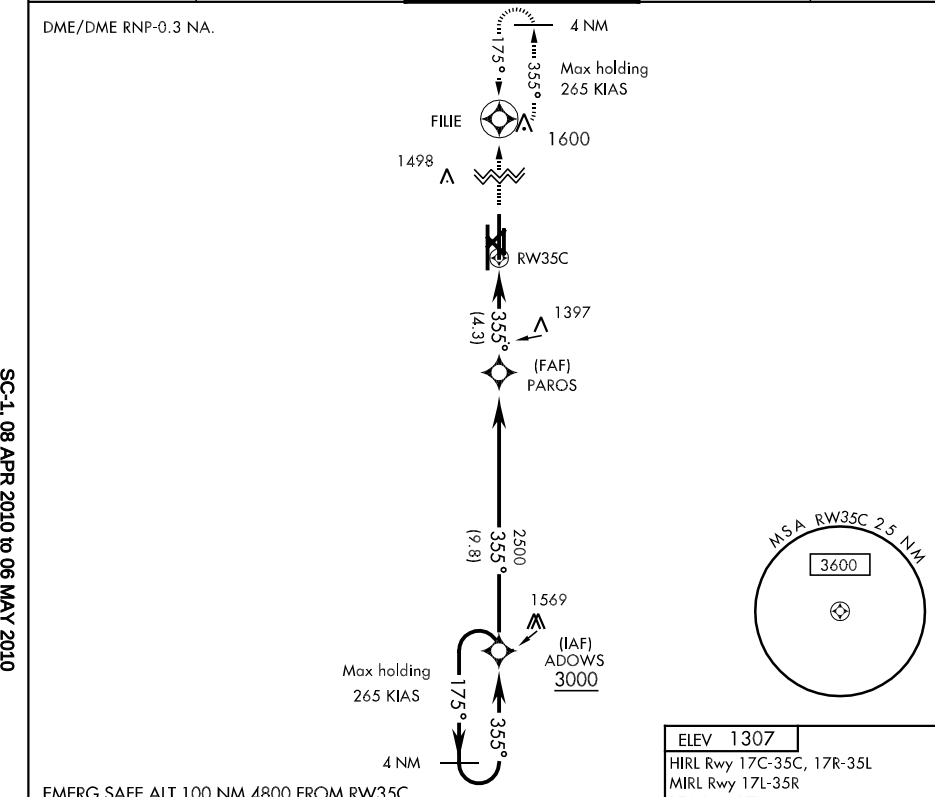
▼ * When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.
** Circling not authorized at night to RWY 35R.

SALSF (A2)

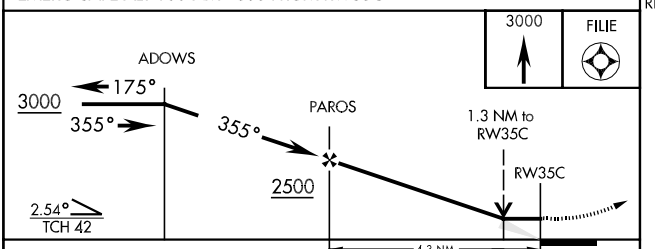
MISSED APPROACH: Climb to 3000 direct FILIE and hold.

ATIS ★	VANCE APP CON	VANCE TOWER ★	GND CON	CLNC DEL
115.4 263.15	E125.45 388.2 W126.75 346.325	124.05 259.1	121.8 289.4	225.4

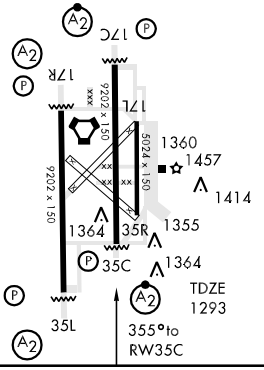
DME/DME RNP-0.3 NA.



EMERG SAFE ALT 100 NM 4800 FROM RW35C



ELEV 1307
HIRL Rwy 17C-35C, 17R-35L
MIRL Rwy 17L-35R
REIL Rwy 17L



CATEGORY	A	B	C	D	E
LNAV MDA *	1680/40 387 (400-¾)			1680/50 387 (400-1)	
CIRCLING **	1760-1 453 (500-1)		1760-1½ 453 (500-1½)	1860-2 553 (600-2)	2300-3 993 (1000-3)

RNAV (GPS) RWY 35L

APCH CRS	Rwy ldg	9202
355°	TDZE	1307
	Arpt Elev	1307

AL-135 [USAF]

VANCE AFB (KEND)

▼ * When ALS inop, increase CAT ABC vis to 1 mile, CAT DE vis to 1¼ miles.
** Circling not authorized at night to RWY 35R.

SALS (A2)

MISSED APPROACH: Climb to 4300 via direct DUGRE and 333° track to OVEKE and hold.

ATIS *	VANCE APP CON	VANCE TOWER *	GND CON	CLNC DEL
115.4 263.15	E125.45 388.2 W126.75 346.325	124.05 259.1	121.8 289.4	225.4

DME/DME RNP-0.3 NA.

4 NM 265° 085° OVEKE

Max holding 230 KIAS

1600

1498 DUGRE

1349 RW35L 1414

355° 1397

(FAF) GEDME 1538

2500 355° (6)

(IF) HOGIS

(IAF) OGMOE 3000 048° 14.9 1460

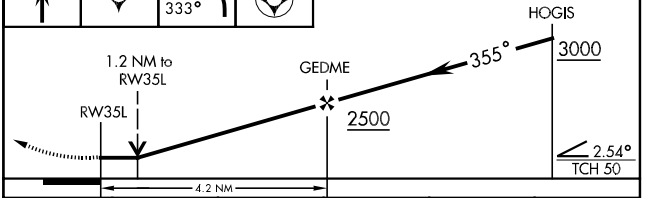
RADAR REQUIRED

FOR USE BY 71FTW AIRCRAFT ONLY

MSA RW35L 25 NM 3600

EMERG SAFE ALT 100 NM 4800 FROM RW35L

4300	DUGRE	tr 333°	OVEKE



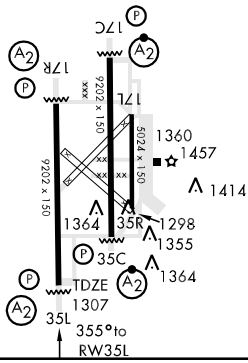
CATEGORY	A	B	C	D	E
LNAV MDA *	1680- ¾ 373 (400-¾)			1680-1 373 (400-1)	
CIRCLING **	1760-1 453 (500-1)		1760-1½ 453 (500-1½)	1860-2 553 (600-2)	2300-3 993 (1000-3)

ELEV 1307

HIRL Rwy 17C-35C, 17R-35L

MIRL Rwy 17L-35R

REIL Rwy 17L



RNAV (GPS) RWY 35R

APCH CRS	Rwy ldg	TDZE	Arpt Elev
355°	5024	1284	1307

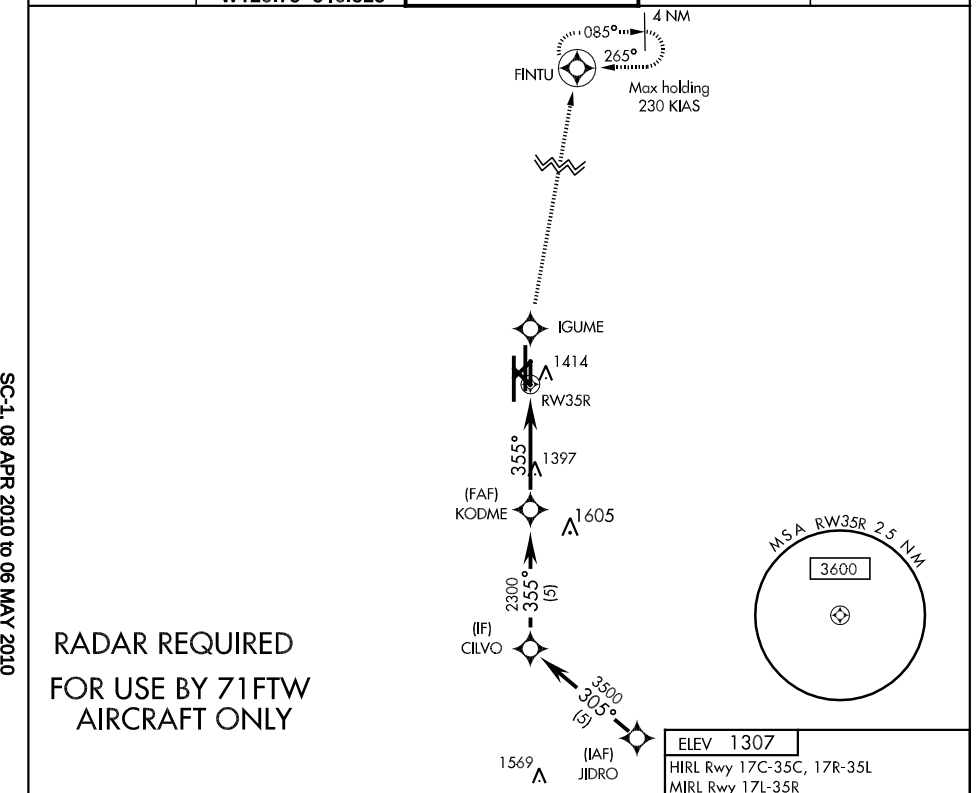
AL-135 [USAF]

VANCE AFB (KEND)

* Circling not authorized at night to RWY 35R.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4300 direct IGUME and 005° track to FINTU and hold.

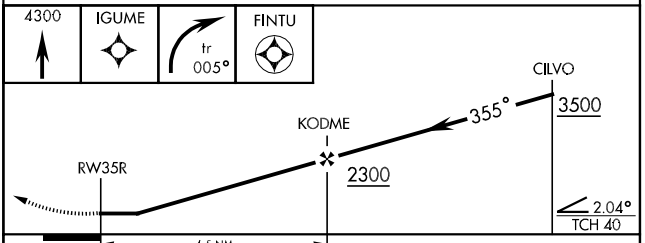
ATIS *	VANCE APP CON	VANCE TOWER *	GND CON	CLNC DEL
115.4 263.15	E125.45 388.2 W126.75 346.325	124.05 259.1	121.8 289.4	225.4

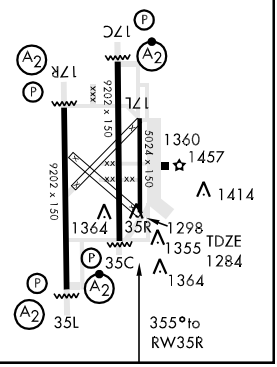


ELEV 1307

HIRL Rwy 17C-35C, 17R-35L
MIRL Rwy 17L-35R
REIL Rwy 17L

EMERG SAFE ALT 100 NM 4800 FROM RW35R



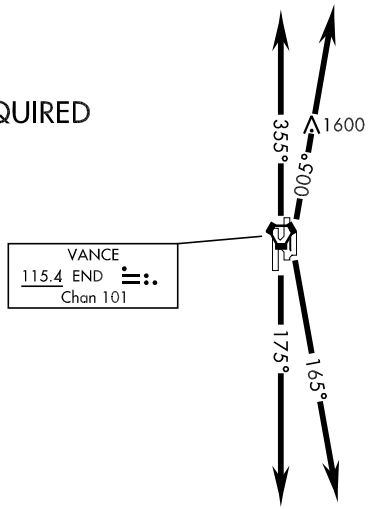


CATEGORY	A	B	C	D	E
LNAV MDA	1700-1	416 (400-1)	NOT AUTHORIZED		
CIRCLING *	1760-1	453 (500-1)	NOT AUTHORIZED		

SC-1, 08 APR 2010 to 06 MAY 2010

ATIS★ 115.4 263.15
CLNC DEL
225.4
GND CON
121.8 289.4
VANCE TOWER★
124.05 259.1
VANCE DEP CON
120.525 306.3

RADAR REQUIRED



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17C/R: Track 175° climbing to 5000 or assigned altitude...

TAKE-OFF RWY 35 C/L: Track 355° climbing to 5000 or assigned altitude...

TAKE-OFF RWY 17L: Track 165° climbing to 5000 or assigned altitude...

TAKE-OFF RWY 35R: Track 005° climbing to 5000 or assigned altitude...

Expect radar vector to assigned route. Expect further clearance to filed altitude 10 minutes after departure.

VOR/DME-A

VORTAC END 115.4 Chan 101	APCH CRS 314°	Rwy ldg NA TDZE NA Arpt Elev 1307

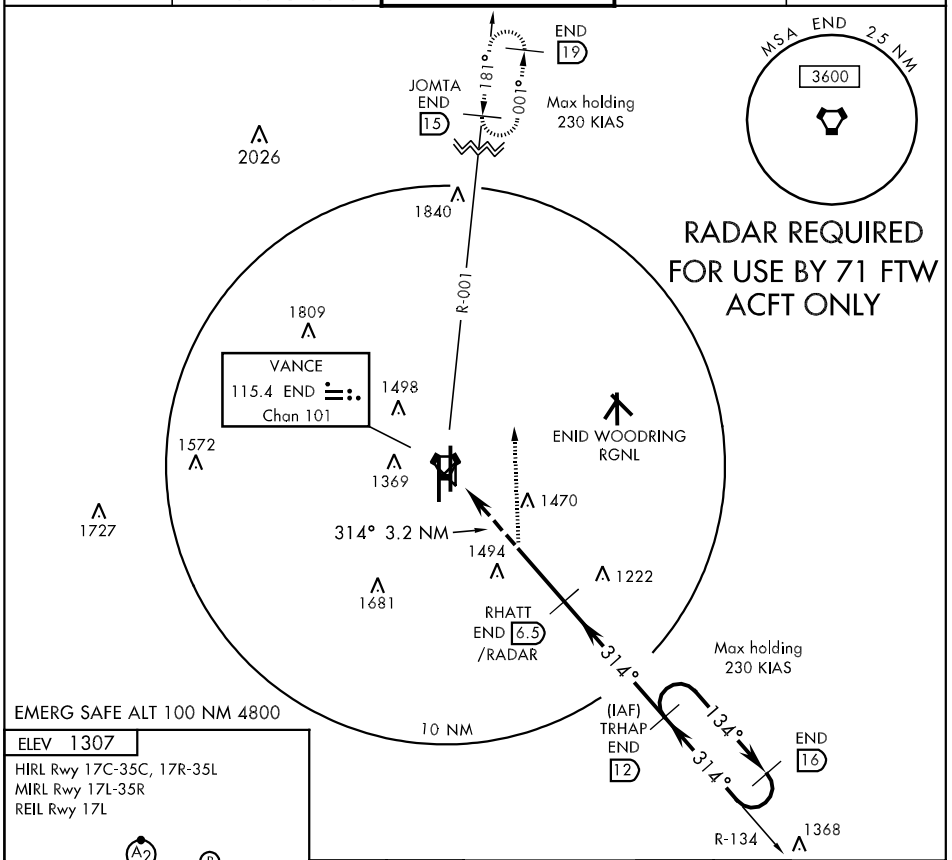
AL-135 [USAF]

VANCE AFB (KEND)

* Circle to remain East of Rwy 35R/17L extended centerline unless directed otherwise by ATC. Circling NA at night to Rwy 35R.

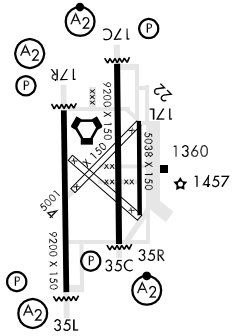
MISSED APPROACH: Immediate climbing right turn to 4000 via heading 353° to JOMTA and hold.

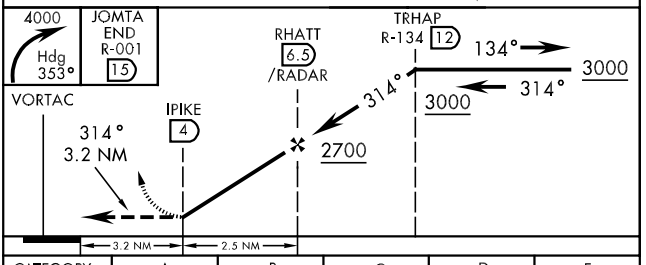
ATIS ★	VANCE APP CON	VANCE TOWER ★	GND CON	CLNC DEL
115.4 263.15	E125.45 388.2 W126.75 346.325	124.05 259.1	121.8 289.4	225.4



ELEV 1307

HIRL Rwy 17C-35C, 17R-35L
MIRL Rwy 17L-35R
REIL Rwy 17L





CATEGORY	A	B	C	D	E
CIRCLING *	1780-4	473 (500-4)	NOT AUTHORIZED		

VOR/DME-B

VORTAC END 115.4 Chan 101	APCH CRS 199°	Rwy ldg NA TDZE NA Arpt Elev 1307

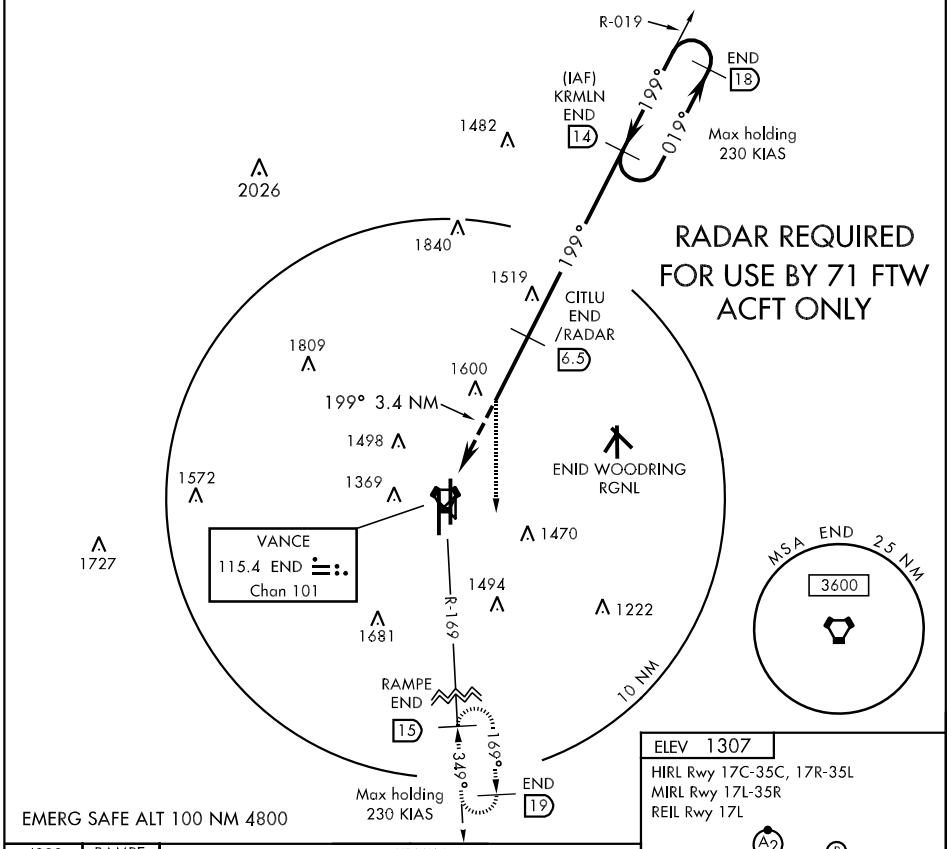
AL-135 [USAF]

VANCE AFB (KEND)

* Circle to remain East of Rwy 35R/17L extended centerline unless directed otherwise by ATC. Circling NA at night to Rwy 35R.

MISSED APPROACH: Immediate climbing left turn to 4000 via heading 175° to RAMPE and hold.

ATIS *	VANCE APP CON	VANCE TOWER *	GND CON	CLNC DEL
115.4 263.15	E125.45 388.2 W121.3 291.1	124.05 259.1	121.8 289.4	225.4



CATEGORY	A	B	C	D	E
CIRCLING *	1880-4	573 (600-4)	NOT AUTHORIZED		

VOR/DME or TACAN RWY 17C

VORTAC END	APCH CRS	Rwy ldg 9202
115.4	182°	TDZE 1277
Chan 101		Arpt Elev 1307

AL-135 [USAF]

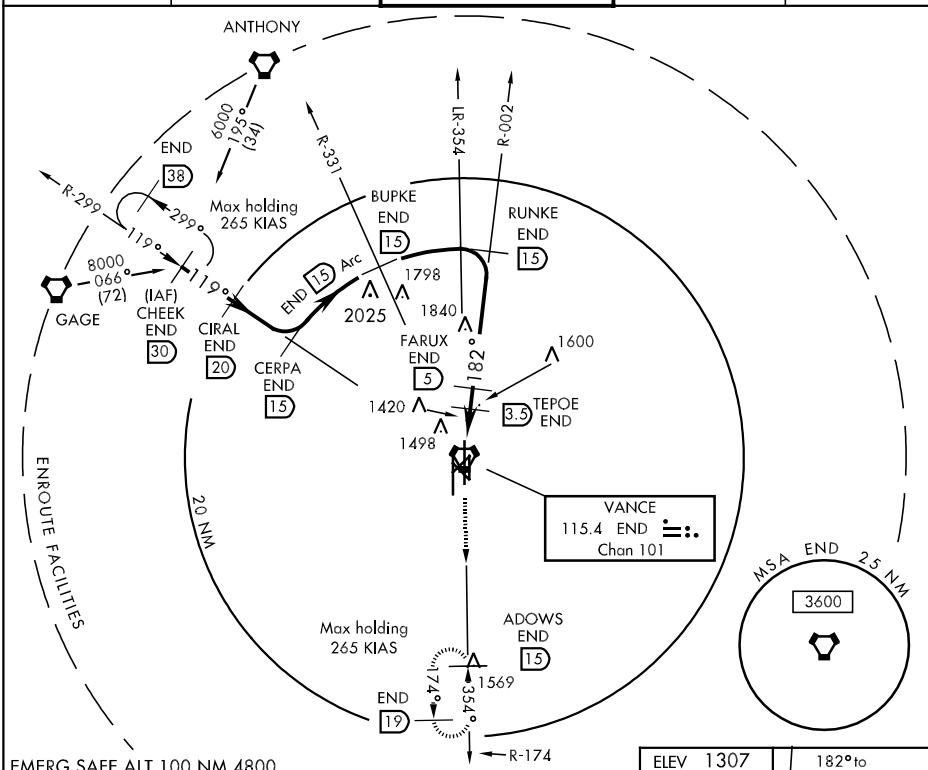
VANCE AFB (KEND)

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.
** Circling not authorized at night to Rwy 35R.

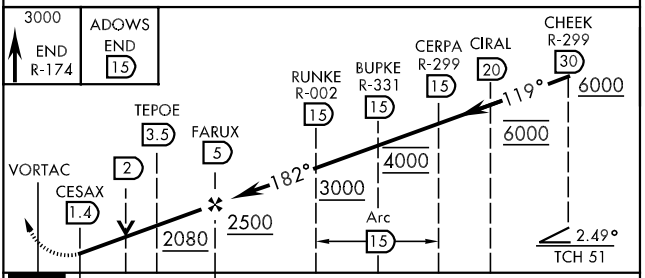
SALSF

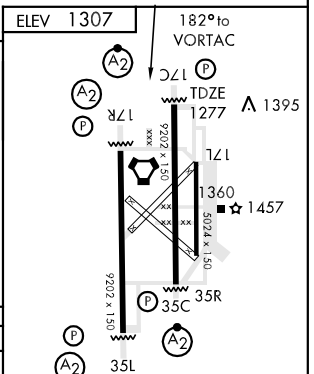
MISSED APPROACH: Climb to 3000, intercept END VORTAC R-174 to ADOWS and hold.

ATIS ★	VANCE APP CON	VANCE TOWER ★	GND CON	CLNC DEL
115.4 263.15	E125.45 388.2 W126.75 346.325	124.05 259.1	121.8 289.4	225.4



EMERG SAFE ALT 100 NM 4800





CATEGORY	A	B	C	D	E
S-17C *	1680/40	403 (400-¾)	1680/50	403 (400-1)	1680/60 403 (400-1¼)
CIRCLING **	1760-1	453 (500-1)	1760-1½ 453 (500-1½)	1860-2 553 (600-2)	2300-3 993 (1000-3)

HIRL Rwy 17C-35C, 17R-35L
MIRL Rwy 17L-35R
REIL Rwy 17L

SC-1, 08 APR 2010 to 06 MAY 2010

VOR/DME or TACAN RWY 17R

VORTAC END	APCH CRS	Rwy ldg 9202
115.4	162°	TDZE 1285
Chan 101		Arpt Elev 1307

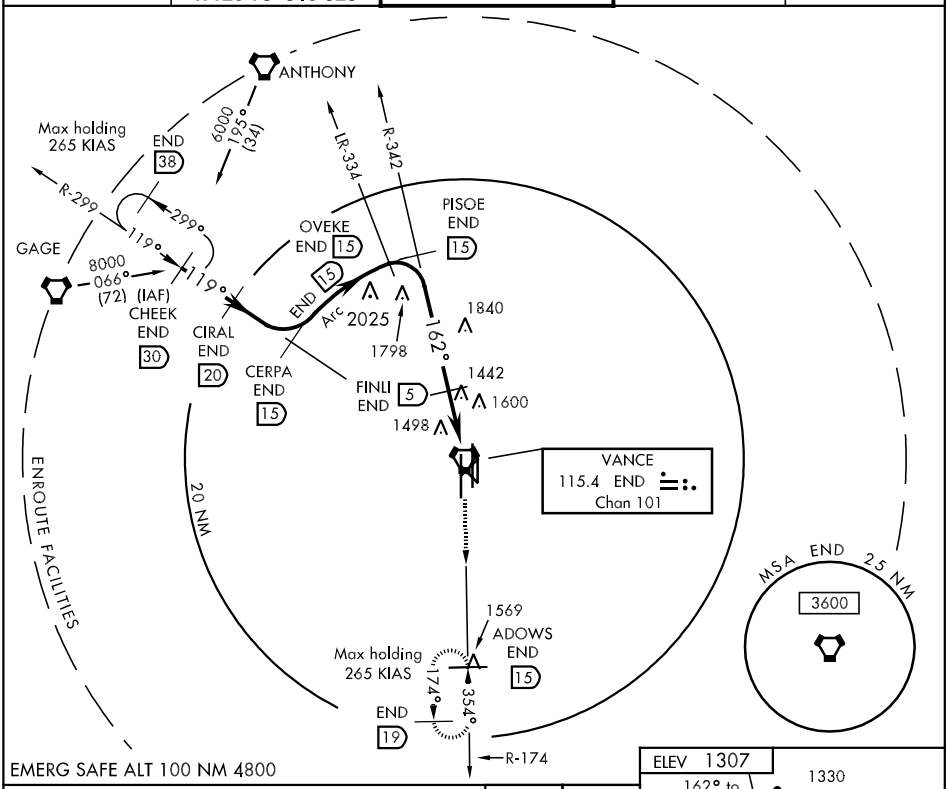
AL-135 [USAF] — VANCE AFB (KEND)

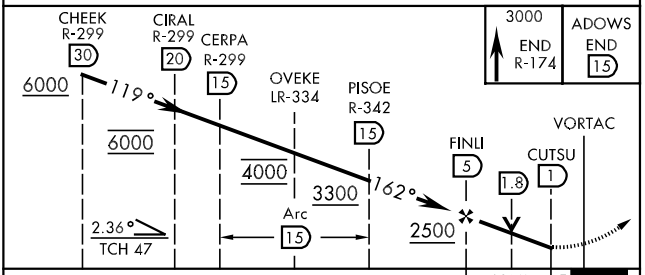
T * When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1¼ miles, CAT DE vis to 1½ miles.
** Circling not authorized at night to Rwy 35R.

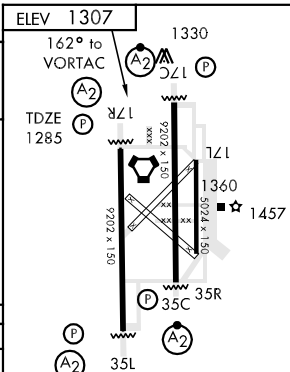
SALS A2

MISSED APPROACH: Climb to 3000, intercept END VORTAC R-174 to ADOWS and hold.

ATIS ★	VANCE APP CON	VANCE TOWER ★	GND CON	CLNC DEL
115.4 263.15	E125.45 388.2 W126.75 346.325	124.05 259.1	121.8 289.4	225.4







CATEGORY	A	B	C	D	E
S-17R *	1720-¾ 435 (500-¾)		1720-1 435 (500-1)	1720-1¼ 435 (500-1¼)	
CIRCLING **	1760-1 453 (500-1)		1760-1½ 453 (500-1½)	1860-2 553 (600-2)	2300-3 993 (1000-3)

VOR/DME or TACAN RWY 35C

VORTAC END	APCH CRS	Rwy ldg 9202
115.4	349°	TDZE 1293
Chan 101		Arpt Elev 1307

AL-135 [USAF]

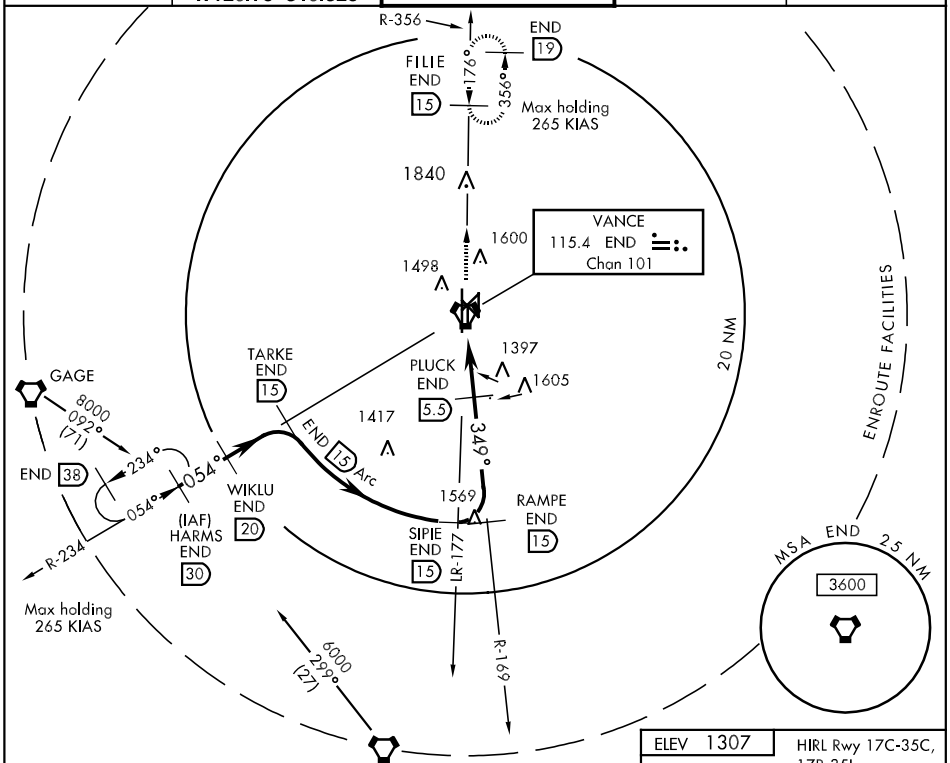
VANCE AFB (KEND)

▼ * When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.
** Circling not authorized at night to Rwy 35R.

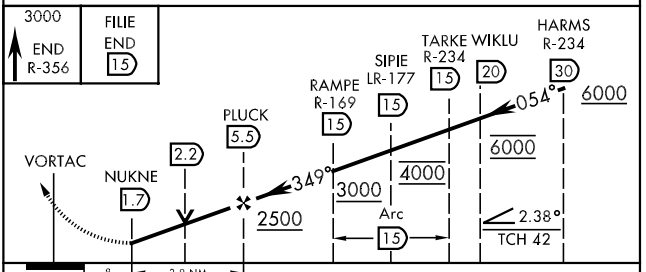
SALSF (A2)

MISSED APPROACH: Climb to 3000, intercept END VORTAC R-356 to FILIE and hold.

ATIS ★	VANCE APP CON	VANCE TOWER ★	GND CON	CLNC DEL
115.4 263.15	E125.45 388.2 W126.75 346.325	124.05 259.1	121.8 289.4	225.4

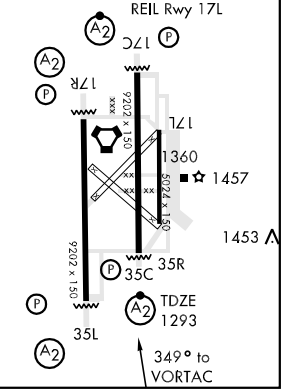


EMERG SAFE ALT 100 NM 4800



ELEV 1307

HIRL Rwy 17C-35C, 17R-35L
MIRL Rwy 17L-35R
REIL Rwy 17L



CATEGORY	A	B	C	D	E
S-35C *	1680/40 387 (400-¾)			1680/50 387 (400-1)	
CIRCLING **	1760-1 453 (500-1)		1760-1½ 453 (500-1½)	1860-2 553 (600-2)	2300-3 993 (1000-3)

SC-1, 08 APR 2010 to 06 MAY 2010

ENID, OKLAHOMA

VOR/DME or TACAN RWY 35L

VORTAC END 115.4 Chan 101	APCH CRS 003°	Rwy ldg 9202 TDZE 1307 Arpt Elev 1307

AL-135 [USAF]

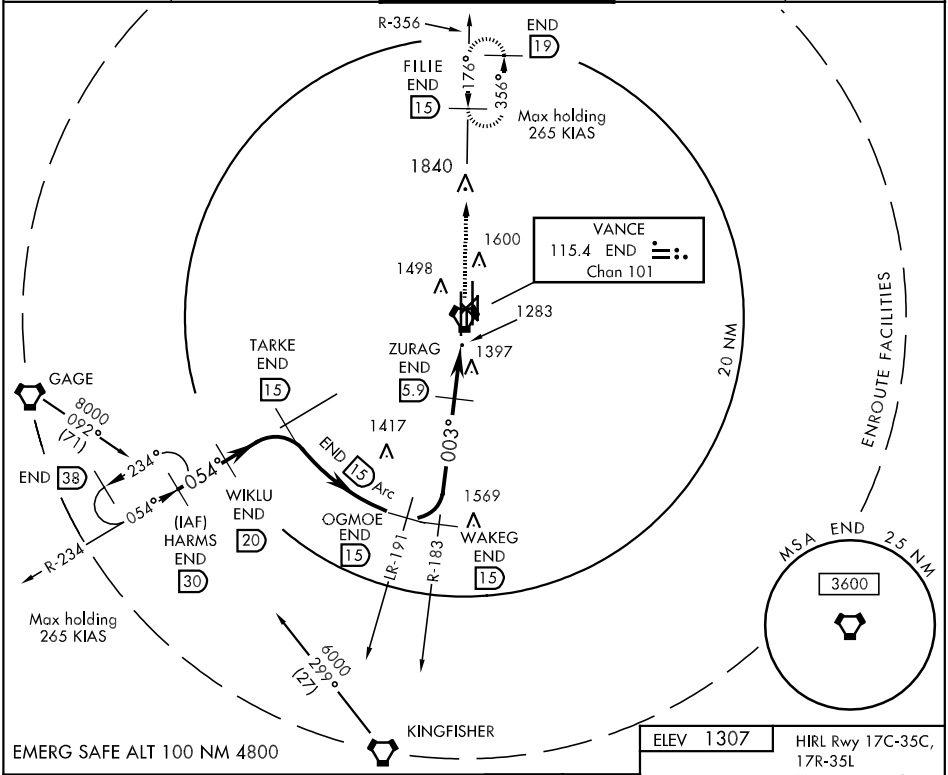
VANCE AFB (KEND)

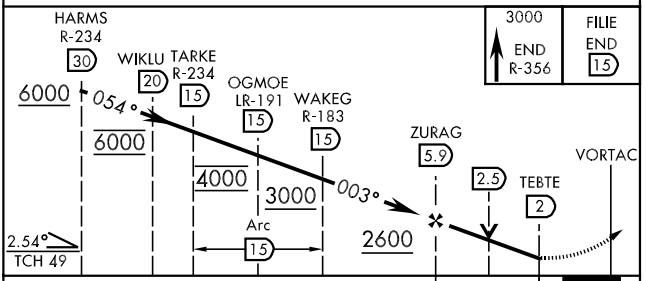
▼ * When ALS inop, increase CAT ABC vis to 1 mile, CAT DE vis to 1¼ miles.
** Circling not authorized at night to Rwy 35R.

SALS (A2)

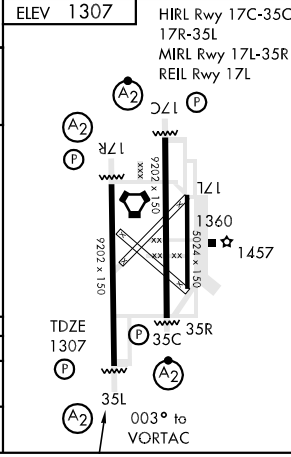
MISSED APPROACH: Climb to 3000, intercept END VORTAC R-356 to FILIE and hold.

ATIS *	VANCE APP CON	VANCE TOWER *	GND CON	CLNC DEL
115.4 263.15	E125.45 388.2 W126.75 346.325	124.05 259.1	121.8 289.4	225.4





CATEGORY	A	B	C	D	E
S-35L *	1680-¾ 373 (400-¾)			1680-1 373 (400-1)	
CIRCLING **	1760-1 453 (500-1)		1760-1½ 453 (500-1½)	1860-2 553 (600-2)	2300-3 993 (1000-3)



ENID, OKLAHOMA

36° 20'N-97° 55'W

VANCE AFB (KEND)

Orig 10098

VOR/DME or TACAN RWY 35L

SC-1, 08 APR 2010 to 06 MAY 2010

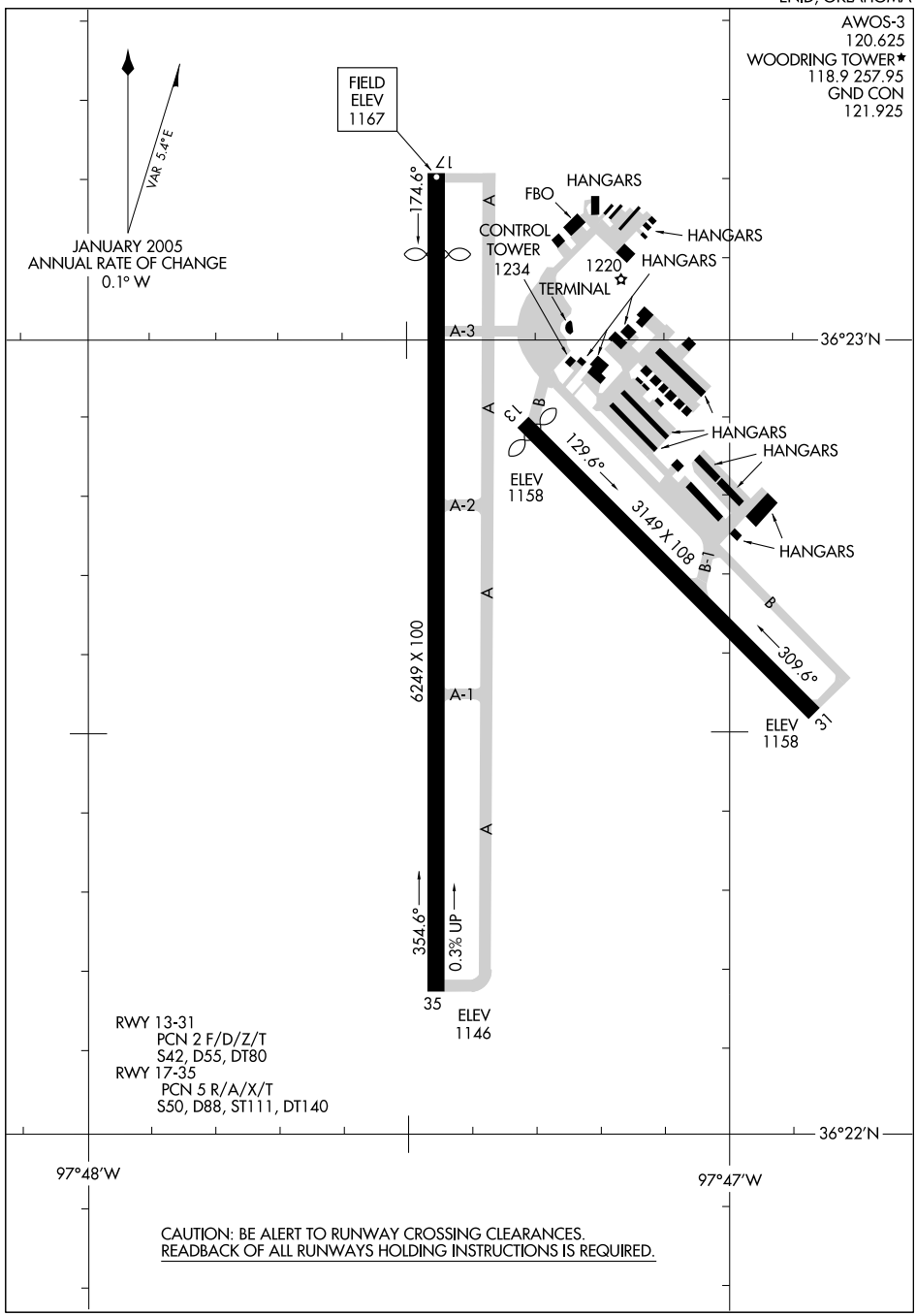
09239

AIRPORT DIAGRAM

AL-136 (FAA)

ENID WOODRING RGNL (WDG)

ENID, OKLAHOMA



SC-1, 08 APR 2010 to 06 MAY 2010

LOC I-EIU	APP CRS	Rwy Idg	6249
108.3	355°	TDZE	1152
		Apt Elev	1167

ILS or LOC RWY 35

ENID WOODRING RGNL (WDG)

ADF required. When local altimeter setting not received, use Guthrie altimeter setting and increase all DA/MDA 100 feet, S-LOC Cat C/D visibility and Circling Cat C visibility ¼ mile. For inoperative MALSR, when using Guthrie altimeter setting, increase S-ILS 35 all Cats visibility to 1 mile, S-LOC 35 Cat C visibility to 1¼ and S-LOC Cat D visibility to 1½.

MALSR

MISSED APPROACH: Climb to 2500 then climbing right turn to 3100 direct GARFY LOM and hold.

AWOS-3	VANCE APP CON ★	WOODRING TOWER ★	GND CON	UNICOM
120.625	119.775 346.325	118.9 (CTAF) L 257.95	121.925	122.95

ANTHONY 112.9 ANY Chan 76

PIONEER 113.2 PER Chan 79

3100 to LOM 154° (56)

3100 to LOM 221° (41.6)

3600 212° (29.8)

1809 1577 1480 1380 1239 1184 1460 1419 1478

(IAF) PODDS ODG 12

LOCALIZER 108.3 I-EIU

R-087

WOODRING 109.0 ODG Chan 27

3100 173° (5.9)

IFI R-025

LOM/IAF GARFY 341 EI

ODG 5.9

A-562A

355° 175° 130° 310°

3600 NoPT ODG 12 Arc

MSA EI 25 NM 3600

3100 355° (6.1)

(IF) YOBUL ODG 12

LR-163

ODG R-173

10 NM

3600 NoPT 355° (3.9)

ALTERNATE MISSED APCH FIX

109.0 ODG Chan 27

GARFY ODG 5.9

355° 175° R-175

KINGFISHER 114.7 IFI Chan 94

R-021 175°

(IAF) KJACK INT

3600 021° (20.9)

3600 342° (45.8)

WILL ROGERS 114.1 IRW Chan 88

ELEV 1167 D

1209 1184 1176 1191 1217 1234 1205 1188 1175 1167±

6249 X 100

3149 X 108

0.3% UP

TDZE 1152

35

355° 5.7 NM from FAF

REIL Rwy 17

MIRL Rwy 13-31

MIRL Rwy 17-35 L

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

2500 3100 EI 341

VGSI and ILS glidepath not coincident.

LOM ODG 5.9

Remain within 10 NM

175° 355° 3100

3042

MM 1352

3100

GS 3.00° TCH 60

0.5 5.2 NM

CATEGORY	A	B	C	D
S-ILS 35	1352-½ 200 (200-½)			
S-LOC 35	1520-½ 368 (400-½)			1520-¾ 368 (400-¾)
CIRCLING	1740-1 573 (600-1)		1740-1½ 573 (600-1½)	1740-2 573 (600-2)

SC-1, 08 APR 2010 to 06 MAY 2010

WAAS CH 50213 W17A	APP CRS 175°	Rwy Idg 5638 TDZE 1165 Apt Elev 1167

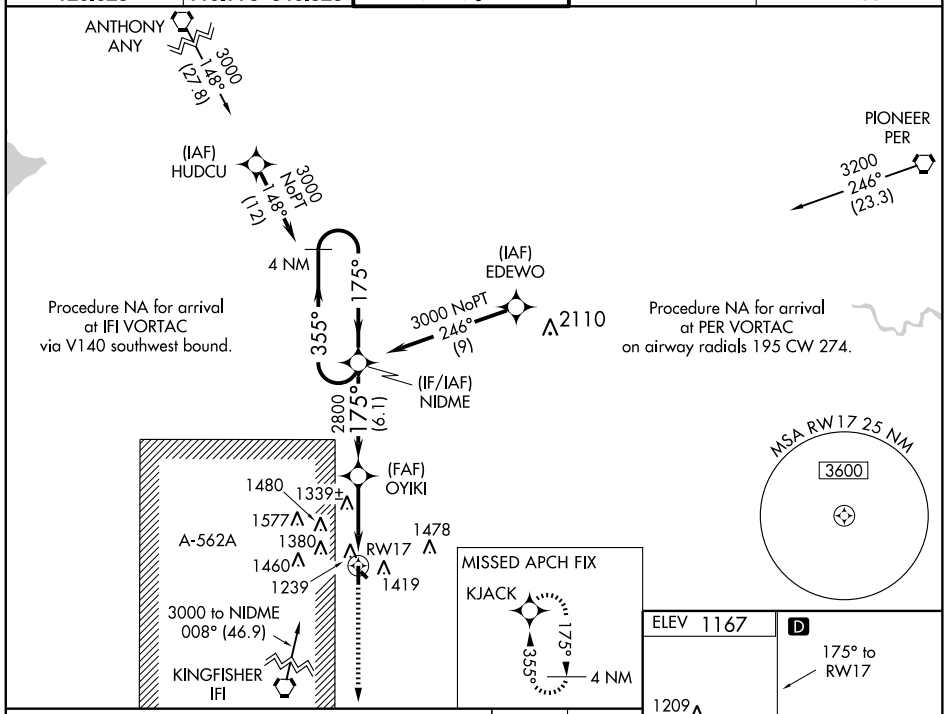
RNAV (GPS) RWY 17

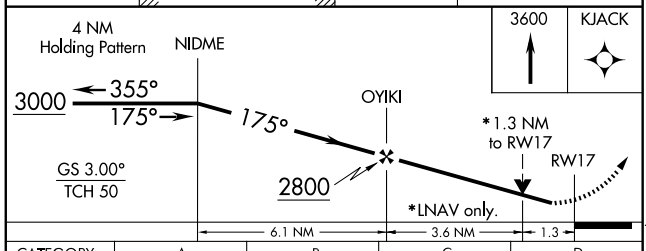
ENID WOODRING RGNL (WDG)

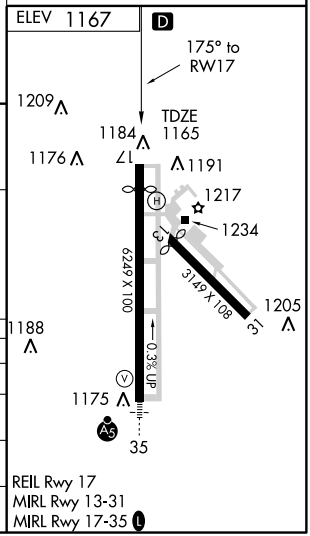
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Guthrie altimeter setting and increase all DA 98 feet and all MDA 100 feet; increase LPV all Cats visibility to 1¼ miles, LNAV/VNAV all Cats visibility to 1¾ miles, LNAV Cat C visibility to 1½ miles, LNAV Cat D visibility to 1¾ miles, Circling Cat C visibility to 2 miles and Circling Cat D visibility to 2 ¼ miles. Baro-VNAV and VDP NA when using Guthrie altimeter setting.

MISSED APPROACH: Climb to 3600 direct KJACK and hold.

AWOS-3	VANCE APP CON *	WOODRING TOWER *	GND CON	UNICOM
120.625	119.775 346.325	118.9 (CTAF) L 257.95	121.925	122.95







CATEGORY	A	B	C	D
LPV DA	1415-¾ 250 (300-¾)			
LNAV/VNAV DA	1594-1½ 429 (500-1½)			
LNAV MDA	1640-1 475 (500-1)		1640-1¼ 475 (500-1¼)	1640-1½ 475 (500-1½)
CIRCLING	1740-1 573 (600-1)		1740-1½ 573 (600-1½)	1740-2 573 (600-2)

SC-1, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	6249
CH 97413	355°	TDZE	1152
W35A		Apt Elev	1167

RNAV (GPS) RWY 35

ENID WOODRING RGNL (WDG)

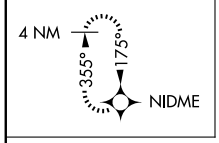
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Guthrie altimeter setting and increase all DA 98 feet and all MDA 100 feet; increase LNAV/VNAV all Cats visibility to 1¼ miles, LNAV Cat C visibility to 1 mile and Circling Cat C visibility to 1¾ miles. Baro-VNAV and VDP NA when using Guthrie altimeter setting. For inoperative MALSR, increase LNAV Cat D visibility to 1¼ miles. For inoperative MALSR, when using Guthrie altimeter setting, increase LPV all Cats visibility to 1 mile, LNAV/VNAV all Cats visibility to 1¾ miles and LNAV Cats C and D visibility to 1½ miles.

MALSR

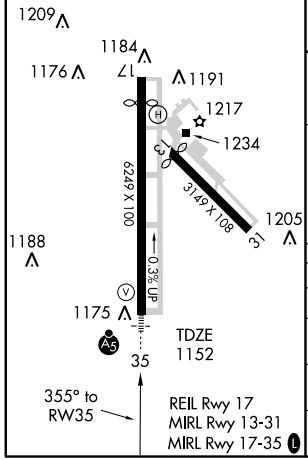
MISSED APPROACH: Climb to 3000 direct NIDME and hold.

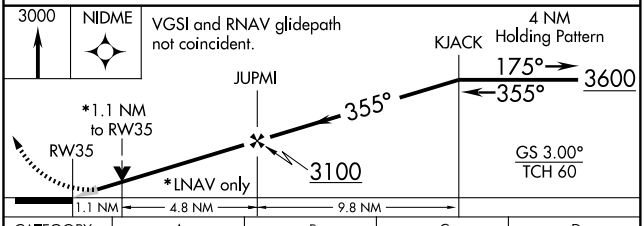
AWOS-3	VANCE APP CON *	WOODRING TOWER *	GND CON	UNICOM
120.625	119.775 346.325	118.9 (CTAF) L 257.95	121.925	122.95

MISSED APCH FIX



ELEV 1167 D





CATEGORY	A	B	C	D
LPV DA	1352-½ 200 (200-½)			
LNAV/VNAV DA	1541-¾ 389 (400-¾)			
LNAV MDA	1560-½ 408 (400-½)		1560-¾ 408 (400-¾)	1560-1 408 (400-1)
CIRCLING	1740-1 573 (600-1)		1740-1½ 573 (600-1½)	1740-2 573 (600-2)

SC-1, 08 APR 2010 to 06 MAY 2010

VOR/DME ODG	APP CRS	Rwy Idg	5638
109.0	167°	TDZE	1165
Chan 27		Apt Elev	1167

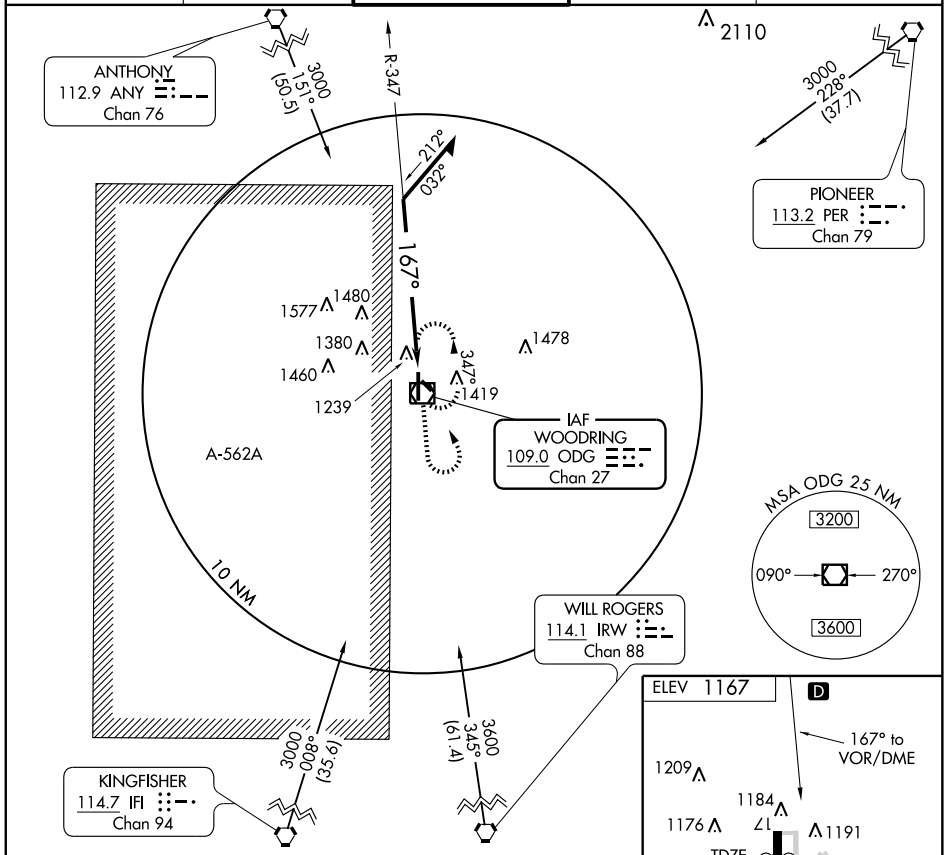
VOR RWY 17

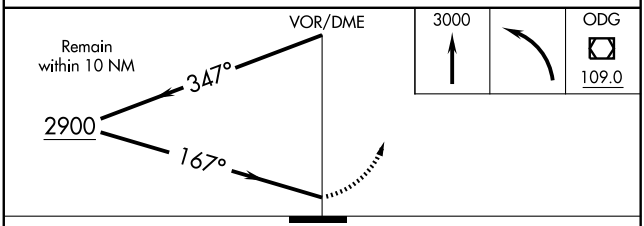
ENID WOODRING RGNL (WDG)

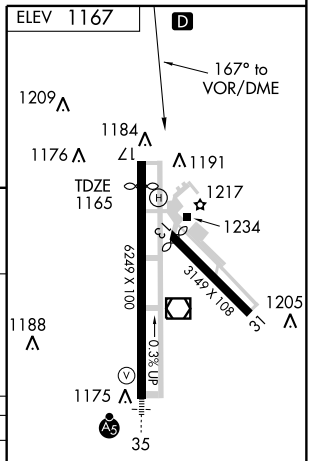
When local altimeter setting not received, use Guthrie altimeter setting and increase all MDA 100 feet, S-17 Cat C/D visibility and Circling Cat C/D visibility ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 then left turn direct ODG VOR/DME and hold.

AWOS-3	VANCE APP CON ★	WOODRING TOWER ★	GND CON	UNICOM
120.625	119.775 378.8	118.9 (CTAF) L 257.95	121.925	122.95







CATEGORY	A	B	C	D
S-17	1800-1	635 (700-1)	1800-1¾ 635 (700-1¾)	1800-2 635 (700-2)
CIRCLING	1800-1	633 (700-1)	1800-1¾ 633 (700-1¾)	1800-2 633 (700-2)

SC-1, 08 APR 2010 to 06 MAY 2010

VOR/DME ODG 109.0 Chan 27	APP CRS 357°	Rwy Idg 6249 TDZE 1152 Apt Elev 1167

VOR RWY 35

ENID WOODRING RGNL (WDG)

When local altimeter setting not received, use Guthrie altimeter setting and increase all MDA 100 feet, S-35 Cat C/D visibility and Circling Cat C visibility ¼ mile. VDP NA when using Guthrie altimeter setting.

MALSR

MISSED APPROACH: Climb to 3000 then right turn direct ODG VOR/DME and hold.

AWOS-3	VANCE APP CON ★	WOODRING TOWER ★	GND CON	UNICOM
120.625	119.775 346.325	118.9 (CTAF) L 257.95	121.925	122.95

2025

ANTHONY 112.9 ANY Chan 76

3000 151° (50.5)

3000 228° (37.7)

PIONEER 113.2 PER Chan 79

IAF WOODRING 109.0 ODG Chan 27

1239 1480 1577 1380 1460 1419 1289± 177°

A-562A

357° 132° 312°

10 NM

R-177

MSA ODG 25 NM

3200

090° 270°

3600

WILL ROGERS 114.1 IRW Chan 88

3600 345° (61.4)

3000 008° (35.6)

KINGFISHER 114.7 IFI Chan 94

ELEV 1167 D

1209 1184 1176 1191 1217 1234 6249 X 100 3149 X 108 1205 1188 0.3% UP 1175 TDZE 1152 35 357° to VOR/DME

REIL Rwy 17

MIRL Rwy 13-31

MIRL Rwy 17-35 L

VOR/DME

Remain within 10 NM

177°

ODG 1.5

2800

357°

1.3 0.2

3000 ODG 109.0

CATEGORY	A	B	C	D
S-35	1600-½ 448 (500-½)		1600-¾ 448 (500-¾)	1600-1 448 (500-1)
CIRCLING	1740-1 573 (600-1)		1740-1½ 573 (600-1½)	1740-2 573 (600-2)

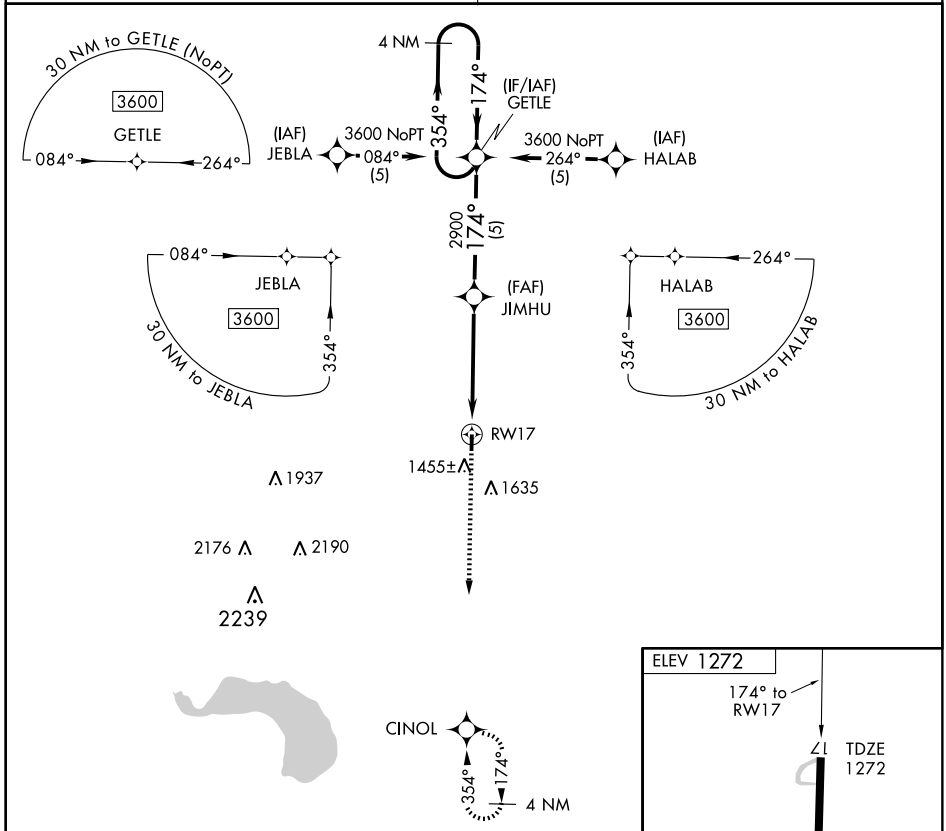
SC-1, 08 APR 2010 to 06 MAY 2010

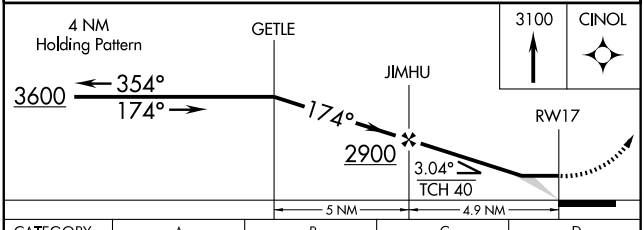
APP CRS	Rwy Idg	3620
174°	TDZE	1272
	Apt Elev	1272

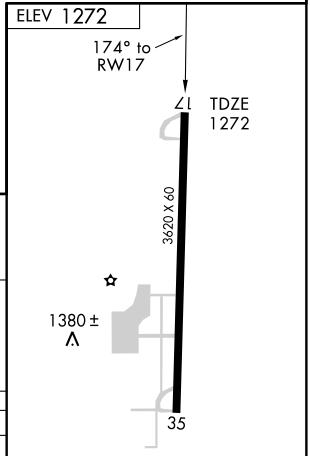
RNAV (GPS) RWY 17

FAIRVIEW MUNI (6K4)

Use Vance AFB altimeter setting. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 3100 direct CINOL WP and hold.
VANCE APP CON ★ **120.525 244.875**	UNICOM **122.8** (CTAF)



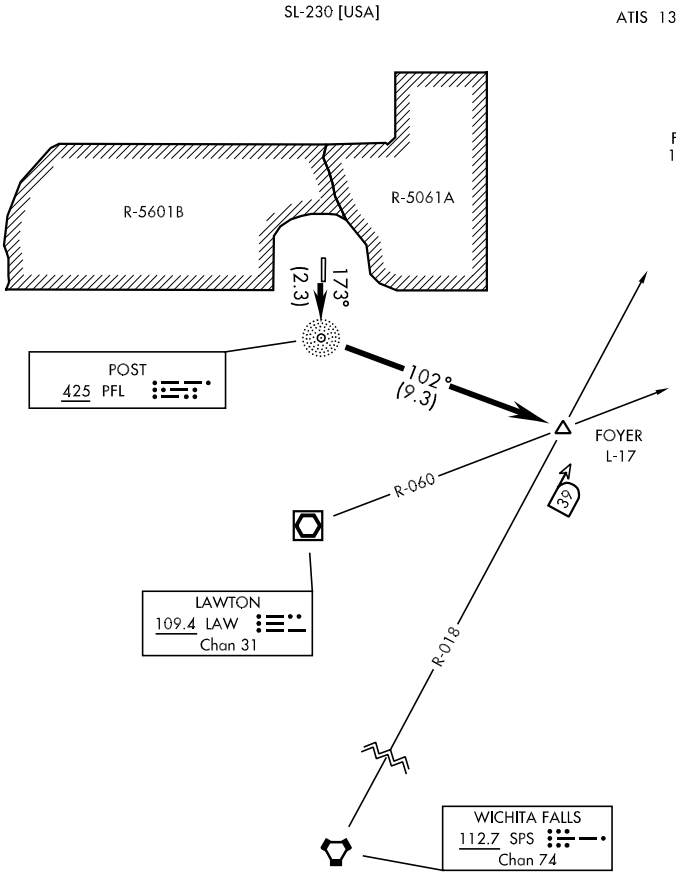




CATEGORY	A	B	C	D
LNAV MDA	1800-1	528 (600-1)	1800-1½ 528 (600-1½)	NA
CIRCLING	1880-1	608 (700-1)	2020-2¼ 748 (800-2¼)	NA

MIRL Rwy 17-35

SC-1. 08 APR 2010 to 06 MAY 2010



DEPARTURE ROUTE DESCRIPTION

Proceed direct to PFL NDB, thence via 102° mag brg from PFL NDB to FOYER INT, maintain (assigned altitude).

FOYER-TWO DEPARTURE (FOYER2•FOYER)
FORT SILL, OKLAHOMA

NDB-A

NDB PFL	APCH CRS	Rwy ldg / TDZE / Arpt Elev
425	354°	5000 / N/A / 1189

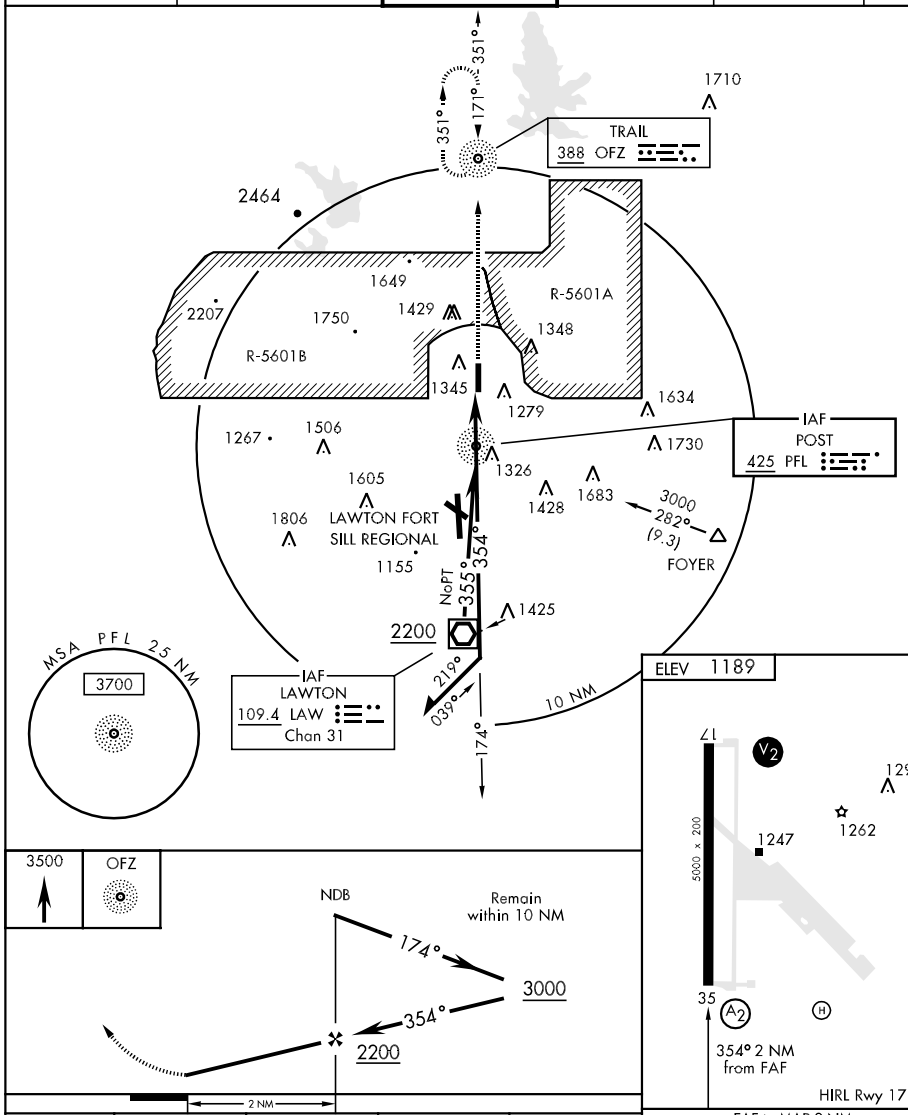
AL-230 [USA]

HENRY POST AAF (KFSI)

When local altimeter setting not received, use Lawton-Fort Sill Rgnl altimeter.

MISSED APPROACH: Climb to 3500 direct to OFZ NDB and hold.

ATIS	FORT SILL APP CON	POST TOWER ★	GND CON	CLNC DEL	ASR/PAR
135.425 354.025	N127.3 307.275 S120.55	124.95 229.4	121.7 279.575	121.7 279.575	



CATEGORY	A	B	C	D
CIRCLING	1700-1	511 (600-1)	1720-1½ 531 (600-1½)	1740-2 551 (600-2)

FAF to MAP 2 NM					
Knots	60	90	120	150	180
Min:Sec	2:00	1:20	1:00	0:48	0:40

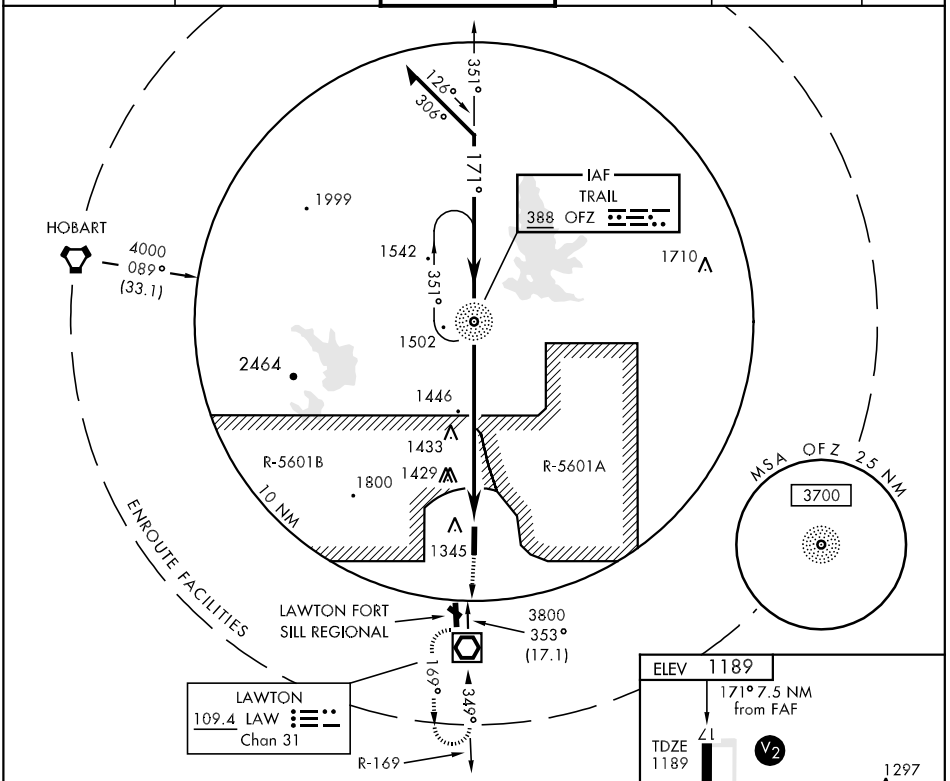
NDB RWY 17

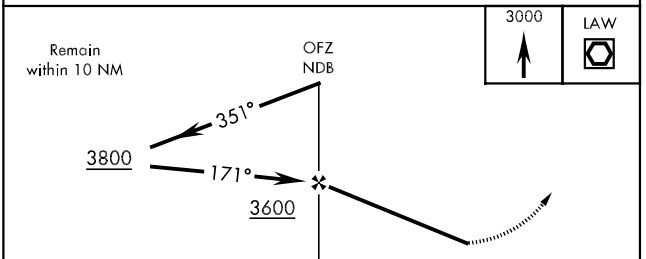
NDB OFZ	APCH CRS	Rwy Idg / TDZE / Arpt Elev	AL-230 [USA]	HENRY POST AAF (KFSI)
388	171°	5000 / 1189 / 1189		

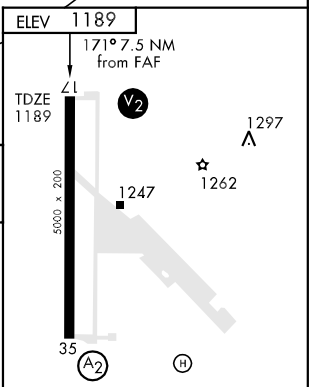
When local altimeter setting not received, use Lawton-Fort Sill Rgnl altimeter.

MISSED APPROACH: Climb straight ahead to 3000 direct to LAW VOR/DME and hold.

ATIS	FORT SILL APP CON	POST TOWER ★	GND CON	CLNC DEL	ASR/PAR
135.425 354.025	N127.3 307.275 S120.55	124.95 229.4	121.7 279.575	121.7 279.575	



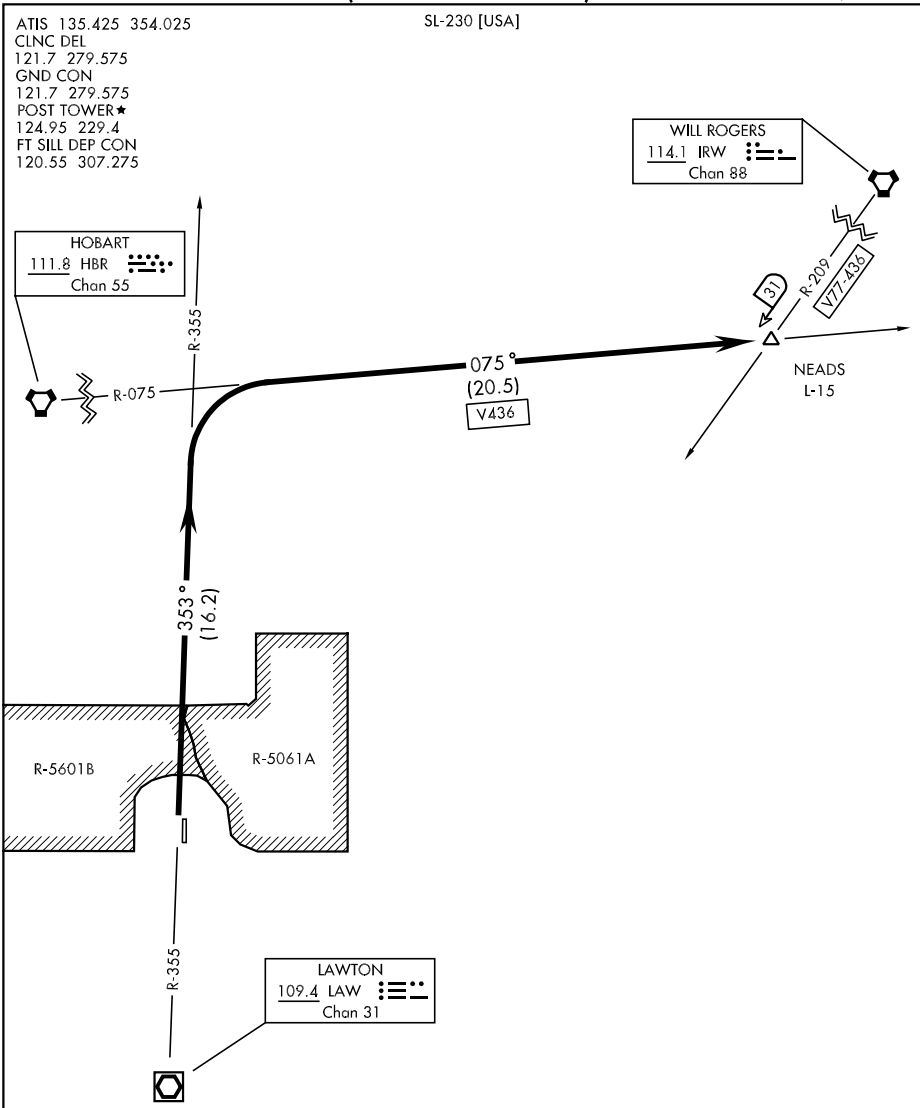




CATEGORY	A	B	C	D
S-17	1780-1	591 (600-1)	1780-1½ 591 (600-1½)	1780-1¾ 591 (600-1¾)
CIRCLING	1780-1	591 (600-1)	1780-1½ 591 (600-1½)	1780-2 591 (600-2)

HIRL Rwy 17-35

FAF to MAP 7.5 NM					
Knots	60	90	120	150	180
Min:Sec	7:30	5:00	3:45	3:00	2:30



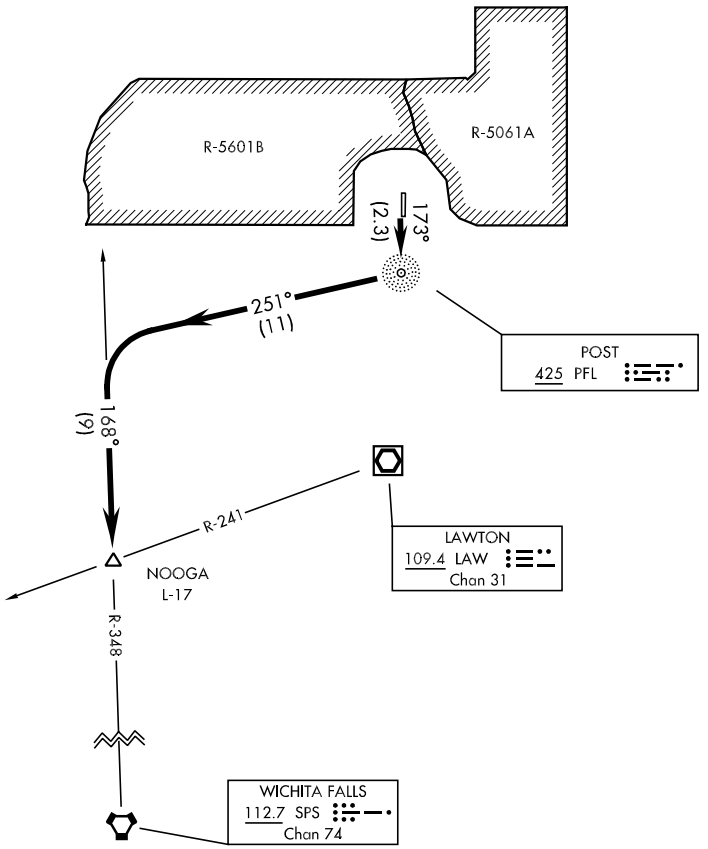
DEPARTURE ROUTE DESCRIPTION

Proceed via LAW R-353 and thence via HBR R-075 to NEADS INT, maintain (assigned altitude).

SC-1, 08 APR 2010 to 06 MAY 2010

SL-230 [USA]

ATIS 135.425 354.025
CLNC DEL
121.7 279.575
GND CON
121.7 279.575
POST TOWER★
124.95 229.4
FT SILL DEP CON
120.55 307.275



DEPARTURE ROUTE DESCRIPTION

Proceed direct to PFL NDB, thence via 251° mag brg from PFL NDB to and via SPS R-348 to NOOGA INT, maintain (assigned altitude).

SC-1, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 17

APCH CRS	Rwy ldg	5000
172°	TDZE	1189
	Arpt Elev	1189

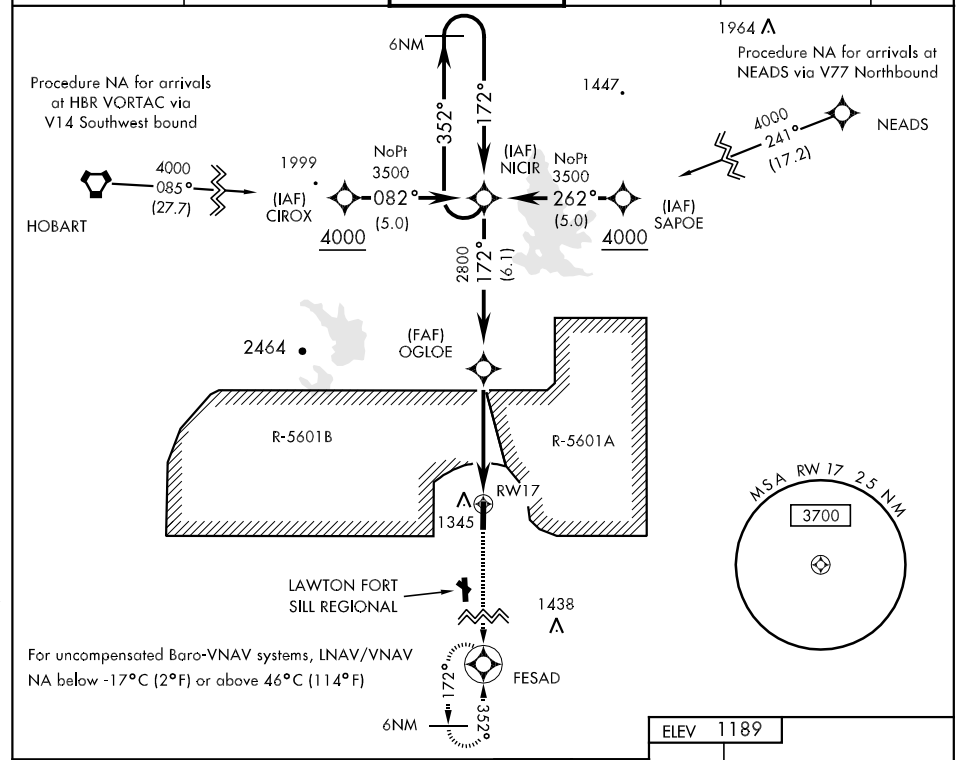
AL-230 [USA]

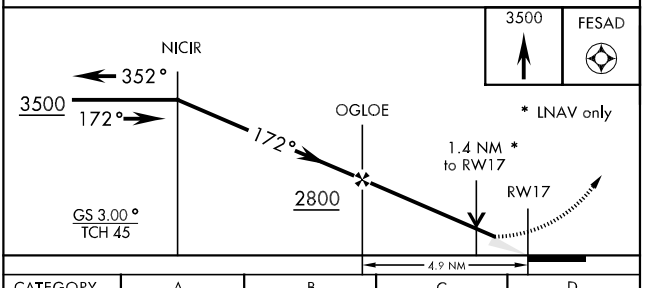
HENRY POST AAF (KFSI)

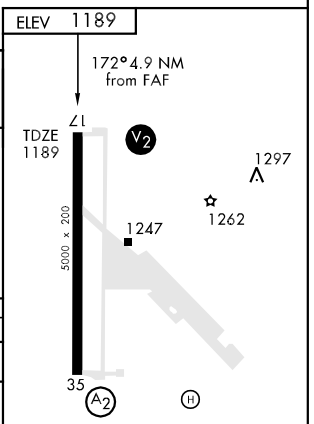
When local altimeter setting not recieved, use Lawton-Fort Sill Rgnl altimeter setting.
DME/DME RNP-0.3 NA

MISSED APPROACH: Climb to 3500 direct to FESAD and hold.

ATIS	FORT SILL APP CON	POST TOWER ★	GND CON	CLNC DEL	ASR/PAR
135.425 354.025	N127.3 307.275 S120.55	124.95 229.4	121.7 279.575	121.7 279.575	







CATEGORY	A	B	C	D
LNAV/VNAV DA	1742-2 553 (600-2)			
LNAV MDA	1680-1 491 (500-1)		1680-1¼ 491 (500-1¼)	1680-1½ 491 (500-1½)
CIRCLING	1700-1 511 (600-1)		1720-1½ 531 (600-1½)	1740-2 551 (600-2)

RNAV (GPS) RWY 35

APCH CRS	Rwy ldg	5000
352°	TDZE	1187
	Arpt Elev	1189

AL-230 [USA]

HENRY POST AAF (KFSI)

▼ * When ALS inop, increase CAT ABCD vis to 1¼ miles.
** When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1¼ miles, CAT D vis to 1½ miles.

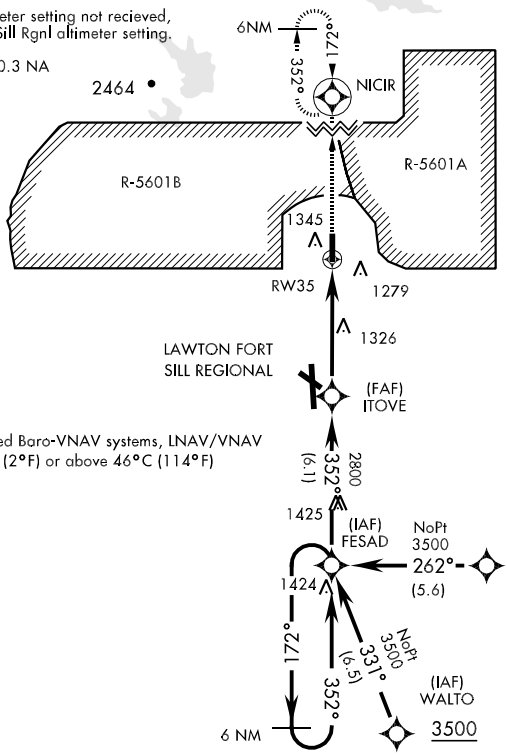
SALS (A2)

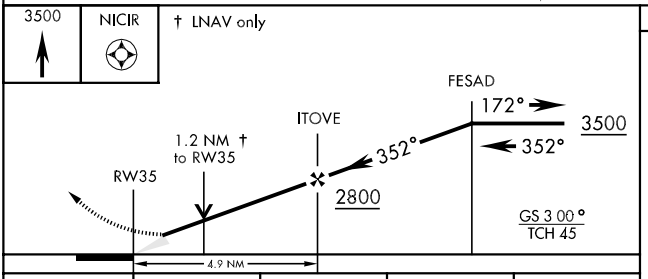
MISSED APPROACH: Climb to 3500 direct NICIR and hold.

ATIS	FORT SILL APP CON	POST TOWER ★	GND CON	CLNC DEL	ASR/PAR
135.425 354.025	N127.3 307.275 S120.55	124.95 229.4	121.7 279.575	121.7 279.575	

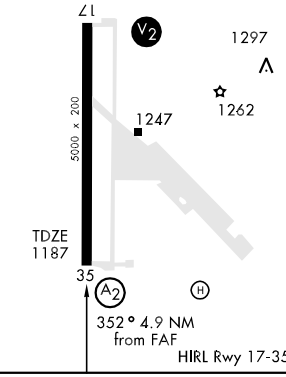
When local altimeter setting not recieved, use Lawton-Fort Sill Rgnl altimeter setting.

DME/DME RNP-0.3 NA





ELEV 1189



CATEGORY	A	B	C	D
LNAV/VNAV * DA	1512-1	325 (400-1)		
LNAV MDA **	1640-¾ 453 (500-¾)		1640-1 453 (500-1)	1640-1¼ 453 (500-1¼)
CIRCLING	1700-1 511 (600-1)		1720-1½ 531 (600-1½)	1740-2 551 (600-2)

SC-1, 08 APR 2010 to 06 MAY 2010

VOR/DME RWY 17

VOR/DME LAW 109.4 Chan 31	APCH CRS 174°	Rwy Idg 5000 TDZE 1189 Arpt Elev 1189

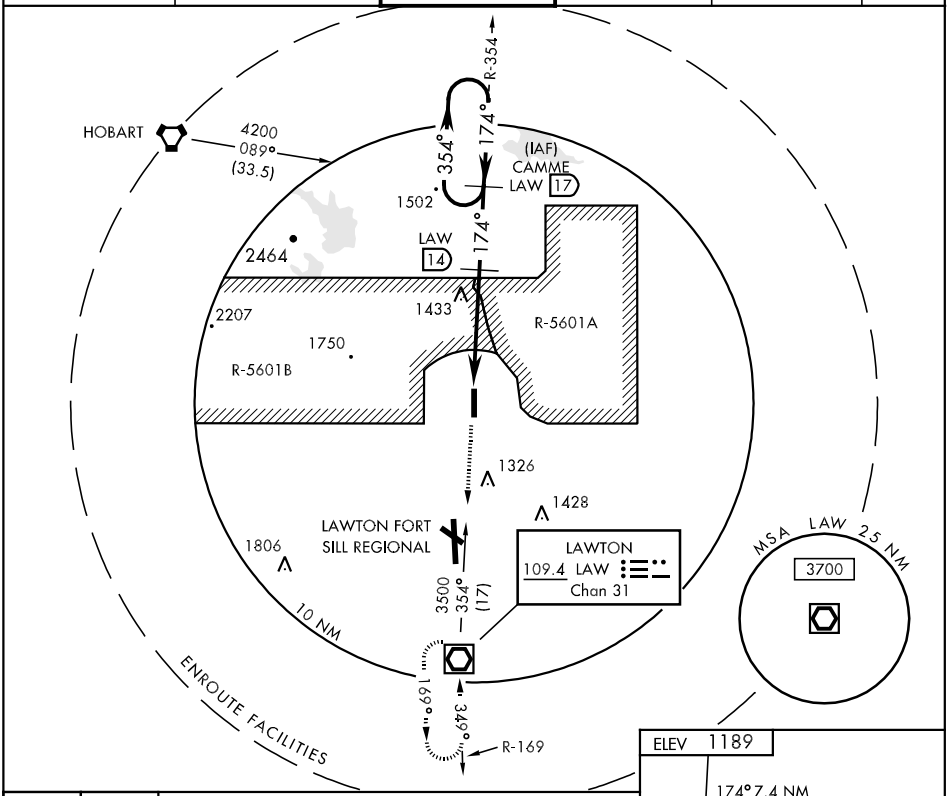
AL-230 [USA]

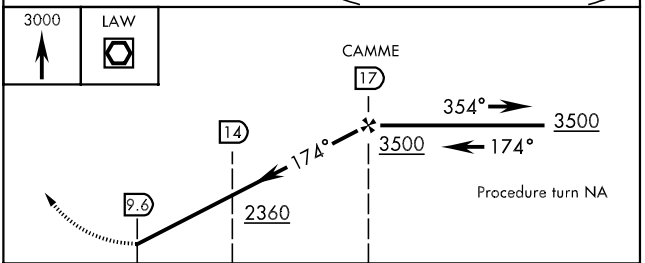
HENRY POST AAF (KFSI)

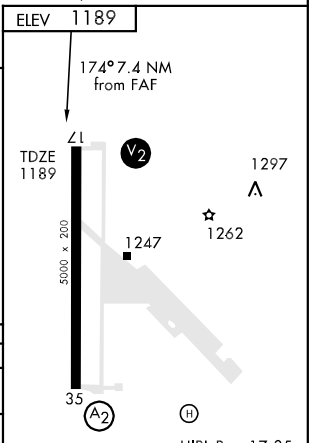
Radar required for holding above 6000', or speeds greater than 175 KIAS.

MISSED APPROACH: Climb straight ahead to 3000 direct to LAW VOR/DME and hold.

ATIS	FORT SILL APP CON	POST TOWER ★	GND CON	CLNC DEL	ASR/PAR
135.425 354.025	N127.3 307.275 S120.55	124.95 229.4	121.7 279.575	121.7 279.575	







CATEGORY	A	B	C	D
S-17	1700-1 511 (600-1)		1700-1½ 511 (600-1½)	1700-1¾ 511 (600-1¾)
CIRCLING	1700-1 511 (600-1)		1720-1½ 531 (600-1½)	1740-2 551 (600-2)

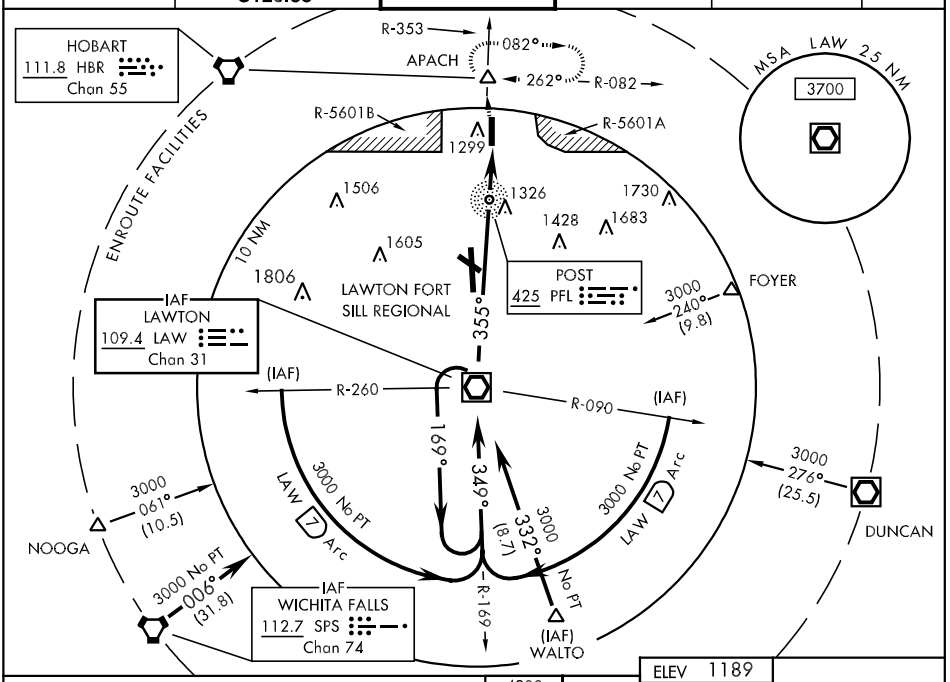
VOR RWY 35

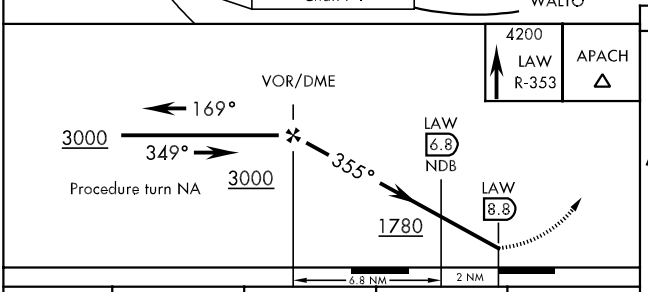
VOR/DME LAW 109.4 Chan 31	APCH CRS 355°	Rwy Idg 5000 TDZE 1187 Arpt Elev 1189	AL-230 [USA]	HENRY POST AAF (KFSI)

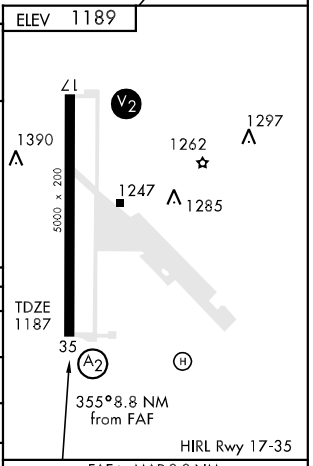
SALS (A2)

MISSED APPROACH: To 4200 out LAW VOR/DME R-353 to APACH INT and hold.

ATIS	FORT SILL APP CON	POST TOWER ★	GND CON	CLNC DEL	ASR/PAR
135.425 354.025	N127.3 307.275 S120.55	124.95 229.4	121.7 279.575	121.7 279.575	







CATEGORY	A	B	C	D
S-35	1780/40 593 (600-¾)		1780/60 593 (600-1¼)	1780-1½ 593 (600-1½)
CIRCLING	1780-1 591 (600-1)		1780-1½ 591 (600-1½)	1780-2 591 (600-2)
DME/PFL NDB MINIMUMS				
S-35	1640/40 453 (500-¾)		1640/50 453 (500-1)	1640/60 453 (500-1¼)
CIRCLING	1680-1 491 (500-1)		1680-1½ 491 (500-1½)	1740-2 551 (600-2)

FAF to MAP 8.8 NM					
Knots	60	90	120	150	180
Min:Sec	8:48	5:52	4:24	3:31	2:56

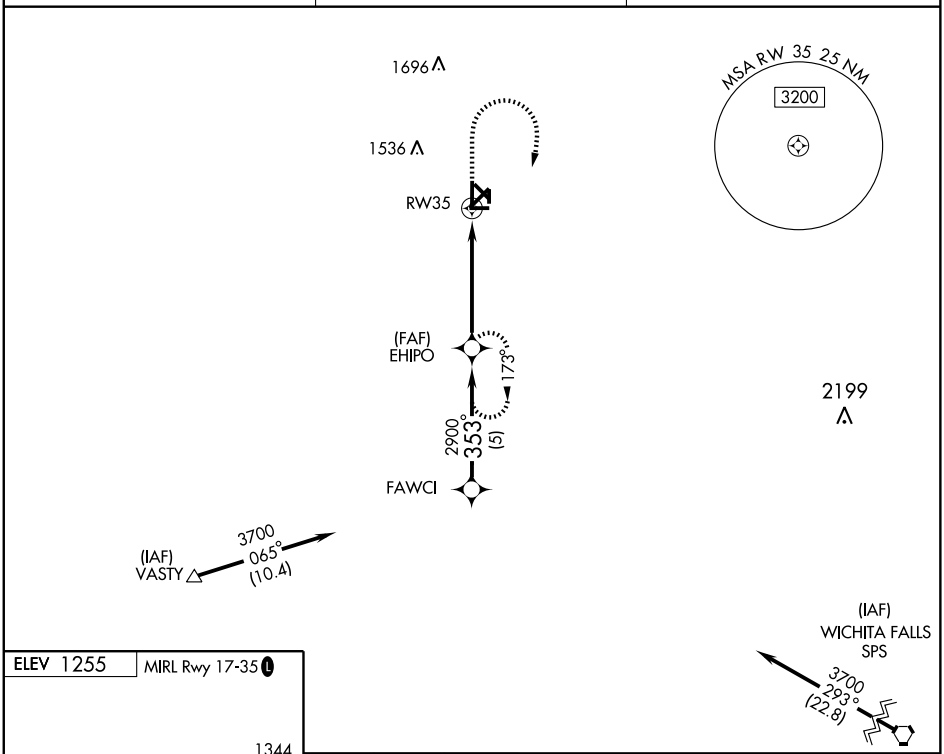
APP CRS	Rwy Idg	6099
353°	TDZE	1238
	Apt Elev	1255

GPS RWY 35
FREDERICK RGNL (FDR)

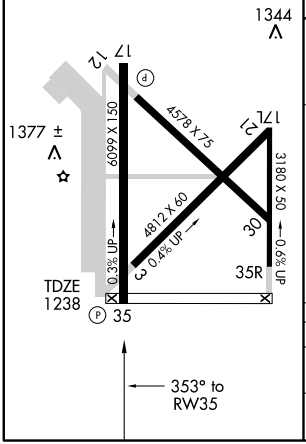
NA

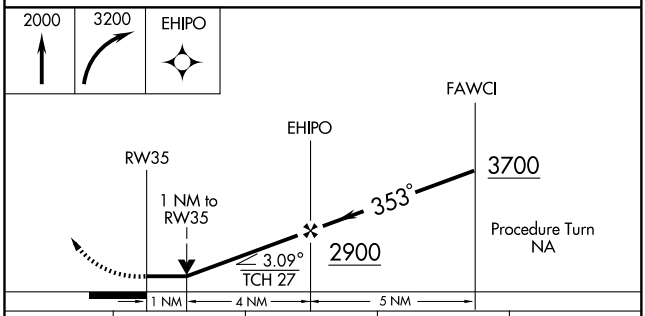
MISSED APPROACH: Climb to 2000 then climbing right turn to 3200 direct EHIPO and hold.

ASOS	ALTUS APP CON *	UNICOM
132.675	125.1 257.725	123.05 (CTAF) L



ELEV 1255 MIRL Rwy 17-35 L



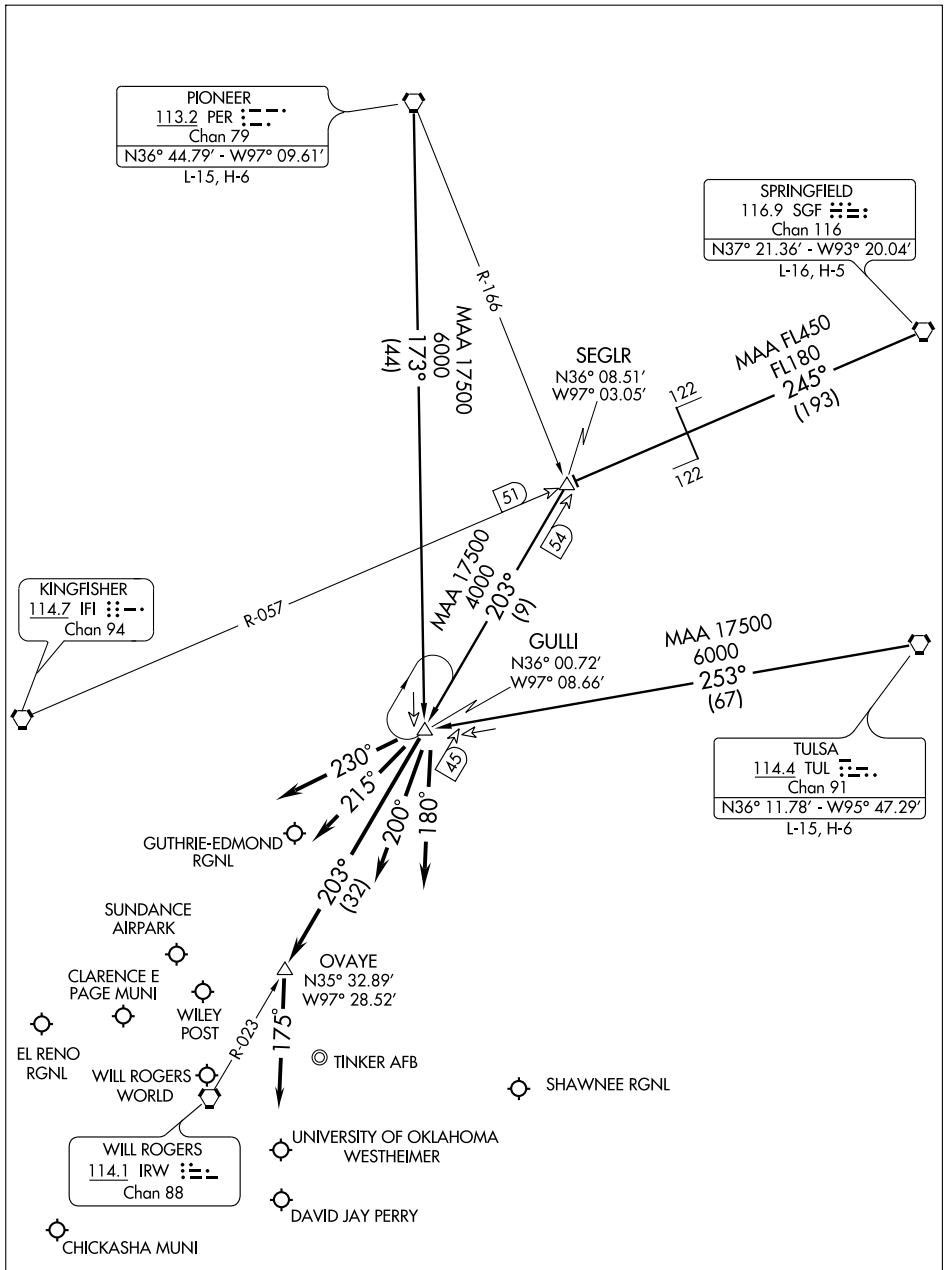


CATEGORY	A	B	C	D
S-35	1600-1 355 (400-1)			1600-1¼ 355 (400-1¼)
CIRCLING	1700-1 445 (500-1)	1720-1 465 (500-1)	1780-1½ 525 (600-1½)	1880-2 625 (700-2)

SC-1, 08 APR 2010 to 06 MAY 2010

GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA



NOTE: RADAR required.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SC-1, 08 APR 2010 to 06 MAY 2010

GULLI ONE ARRIVAL (GULLI.GULLI1)

ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GULLI INT. Thence . . . .
SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence . . . .
TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to GULLI INT. Thence . . . .

ALL AIRCRAFT LANDING NORTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

ALL AIRCRAFT LANDING SOUTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final approach course.

SC-1, 08 APR 2010 to 06 MAY 2010

GOLDSBY, OKLAHOMA AL-6391 (FAA)

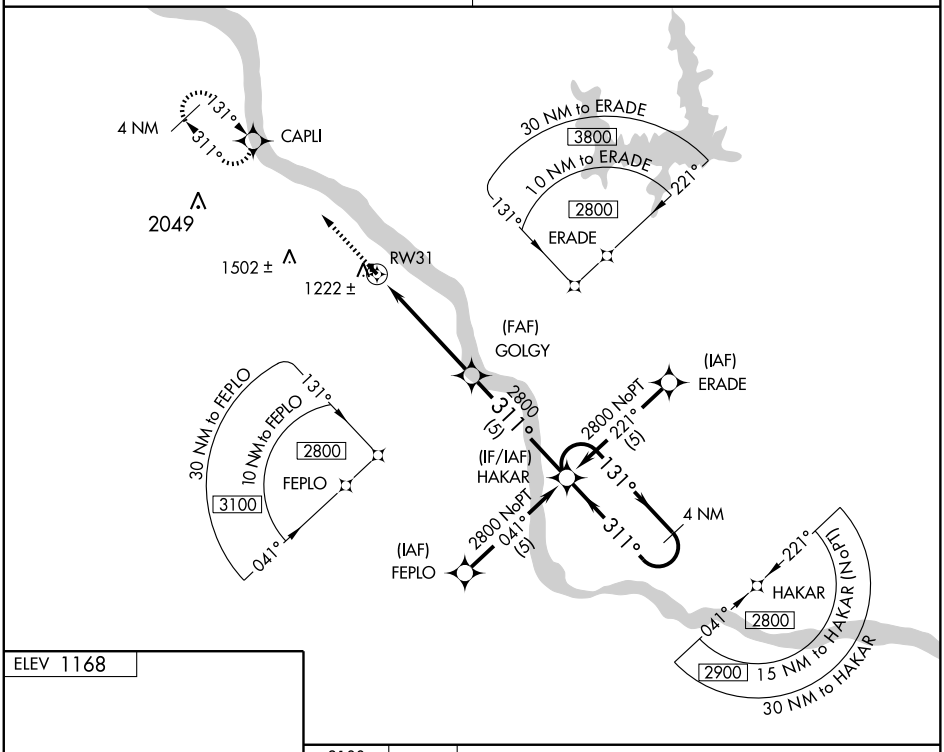
APP CRS	Rwy Idg	3006
311°	TDZE	1167
	Apt Elev	1168

RNAV (GPS) RWY 31

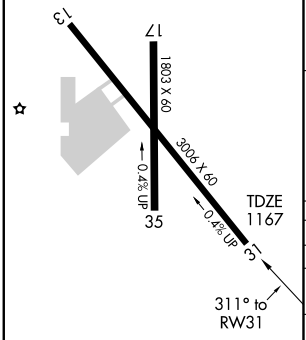
GOLDSBY/ DAVID JAY PERRY (1K4)

NA	MISSED APPROACH:
Use Will Rogers World altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. BARO VNAV NA.	Climb to 3100 via 311° course to CAPLI and hold.

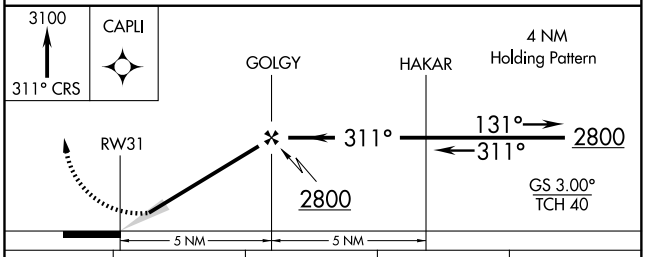
OKE CITY APP CON	UNICOM
120.45 288.325	122.7 (CTAF)



ELEV 1168



MIRL Rwy 13-31



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	1520-1¼ 353 (400-1¼)			NA
LNAV MDA	1540-1 373 (400-1)			NA
CIRCLING	1660-1¼ 492 (500-1¼)	1700-1¼ 532 (600-1¼)	1700-1½ 532 (600-1½)	NA

SC-1, 08 APR 2010 to 06 MAY 2010

VORTAC IRW 114.1 Chan 88	APP CRS 323°	Rwy Idg 3006 TDZE 1167 Apt Elev 1168

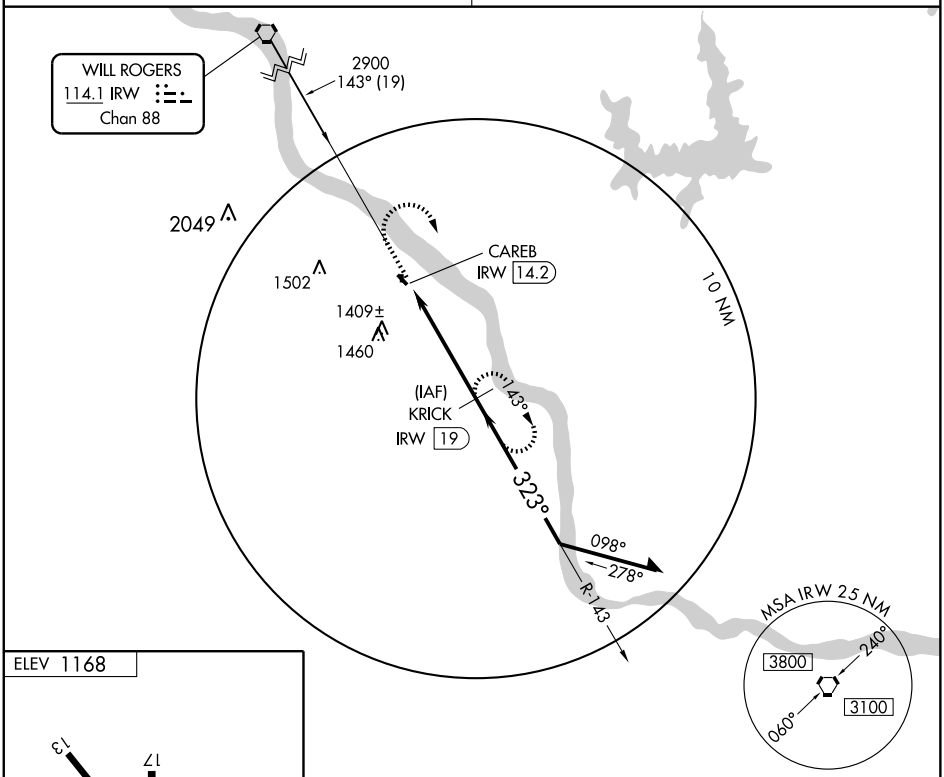
VOR/DME RWY 31

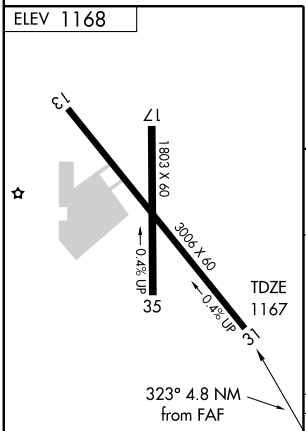
GOLDSBY/DAVID JAY PERRY (1K4)

Use Will Rogers World altimeter setting.
NA

MISSED APPROACH: Climb to 2000, then climbing right turn to 2800 via IRW VORTAC R-143 to KRICK/19 DME and hold.

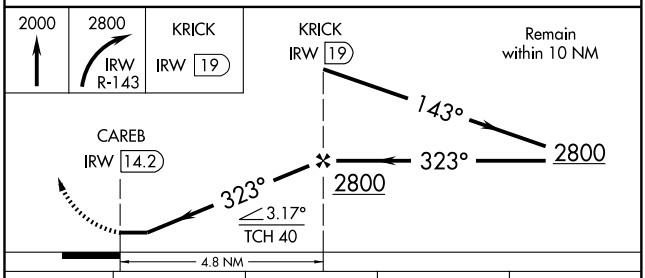
OKE CITY APP CON	UNICOM
120.45 288.325	122.7 (CTAF)





MIRL Rwy 13-31

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-31	1780-1	613 (700-1)	1780-1¾ 613 (700-1¾)	NA
CIRCLING	1780-1	612 (700-1)	1780-1¾ 612 (700-1¾)	NA

SC-1, 08 APR 2010 to 06 MAY 2010

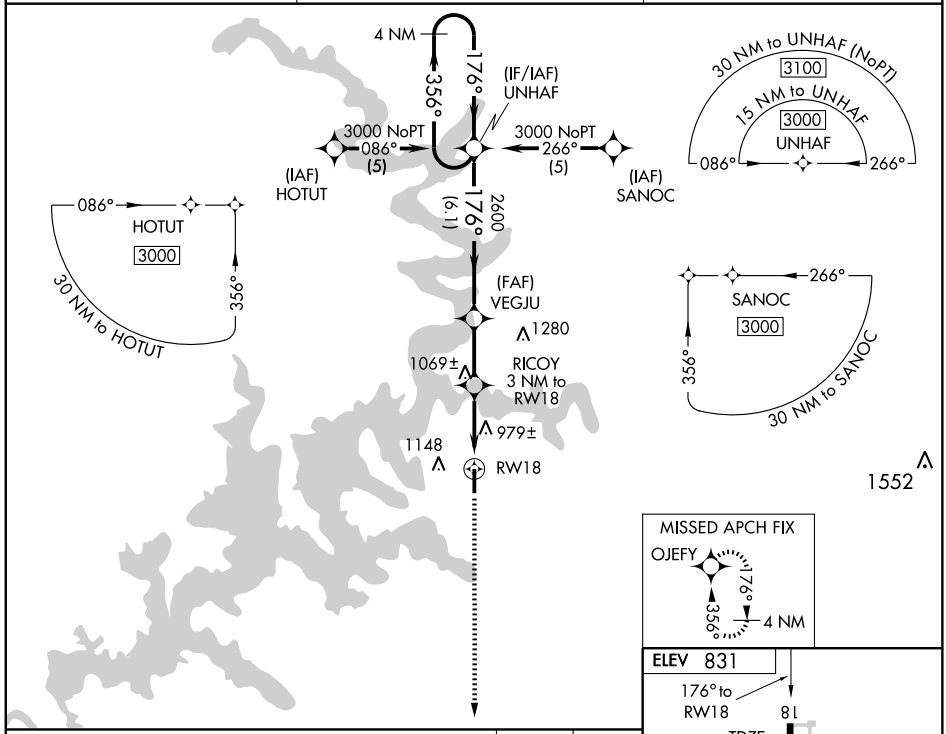
WAAS CH 58308 W18A	APP CRS 176°	Rwy Idg 5200 TDZE 826 Apt Elev 831

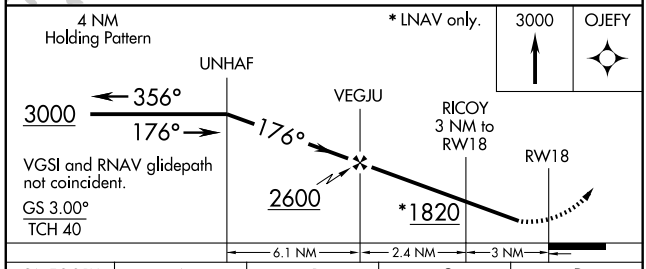
RNAV (GPS) RWY 18
GROVE MUNI (GMJ)

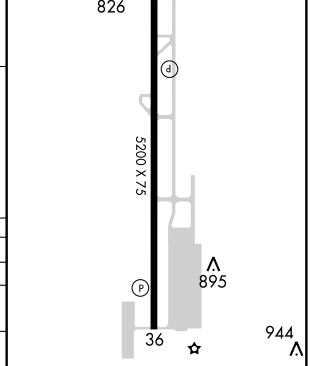
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct OJEFY and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.025	128.8 354.1	122.8 (CTAF)







CATEGORY	A	B	C	D
LPV DA	1153-1¼ 327 (400-1¼)			NA
LNAV/VNAV DA	1346-2 520 (600-2)			NA
LNAV MDA	1240-1 414 (500-1)		1240-1¼ 414 (500-1¼)	NA
CIRCLING	1500-1 669 (700-1)		1500-1¾ 669 (700-1¾)	NA

MIRL Rwy 18-36

SC-1, 08 APR 2010 to 06 MAY 2010

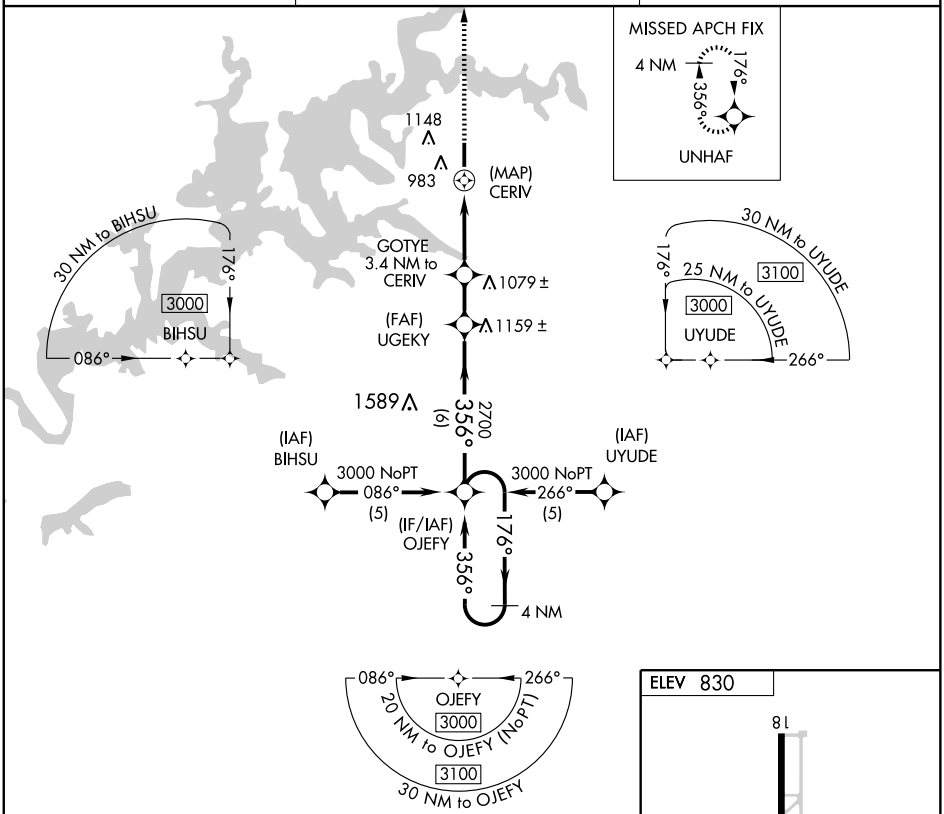
APP CRS	Rwy Idg	5200
356°	TDZE	830
	Apt Elev	830

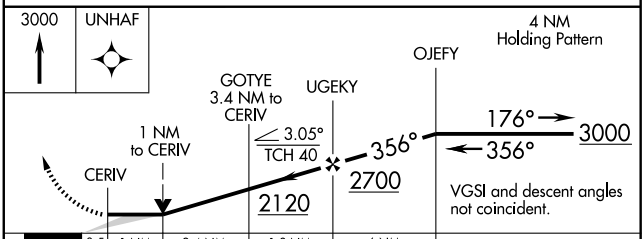
RNAV (GPS) RWY 36
GROVE MUNI (GMJ)

DME/DME RNP-0.3 NA.

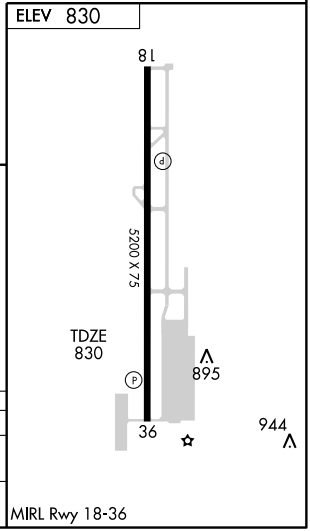
MISSED APPROACH: Climb to 3000 direct UNHAF and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.025	128.8 354.1	122.8 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	1280-1 450 (500-1)		1280-1¼ 450 (500-1¼)	NA
CIRCLING	1500-1 670 (700-1)		1500-1¾ 670 (700-1¾)	NA



SC-1, 08 APR 2010 to 06 MAY 2010

VOR/DME EOS 117.3 Chan 120	APP CRS 219°	Rwy Idg N/A TDZE N/A Apt Elev 830

VOR/DME-A
GROVE MUNI (GMJ)

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct EOS VOR/DME and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.025	128.8 354.1	122.8 (CTAF)

NoPT for arrivals on EOS VOR/DME airway radials 290 CW to 150.

1718
052°
1 min
232°
R-052
IAF
NEOSHO
117.3 EOS
Chan 120
2800
219°
(14.4)
1280
OJAYE
EOS 14.4
1148
983
ZURUN
EOS 20
10 NM
MSA EOS 25 NM
3100

ELEV 830
18
219° 5.6 NM from FAF
5200 X 75
895
36
944
MIRL Rwy 18-36

2000 | 3000 | EOS 117.3

One Minute Holding Pattern
VOR/DME
OJAYE EOS 14.4
ZURUN EOS 20
219°
2800
052°
232°
3000
5.6 NM
14.4 NM

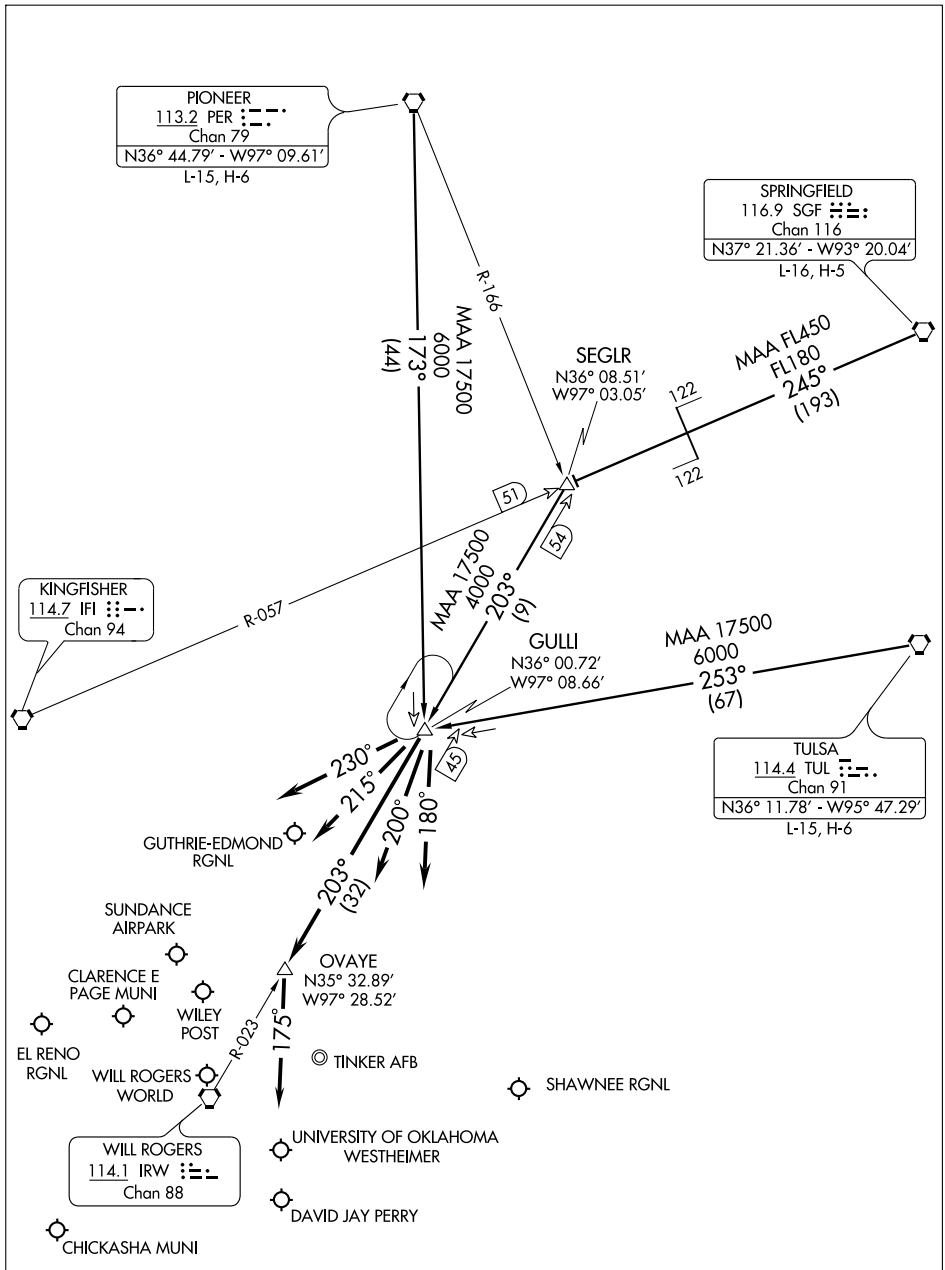
CATEGORY	A	B	C	D
CIRCLING	1500-1 670 (700-1)	1500-1¼ 670 (700-1¼)	1500-1¾ 670 (700-1¾)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-1. 08 APR 2010 to 06 MAY 2010

GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA



NOTE: RADAR required.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SC-1, 08 APR 2010 to 06 MAY 2010

GULLI ONE ARRIVAL (GULLI.GULLI1)

ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GULLI INT. Thence . . . .
SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence . . . .
TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to GULLI INT. Thence . . . .

ALL AIRCRAFT LANDING NORTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

ALL AIRCRAFT LANDING SOUTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final approach course.

SC-1, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5001
CH 56308	158°	TDZE	1069
W16A		Apt Elev	1069

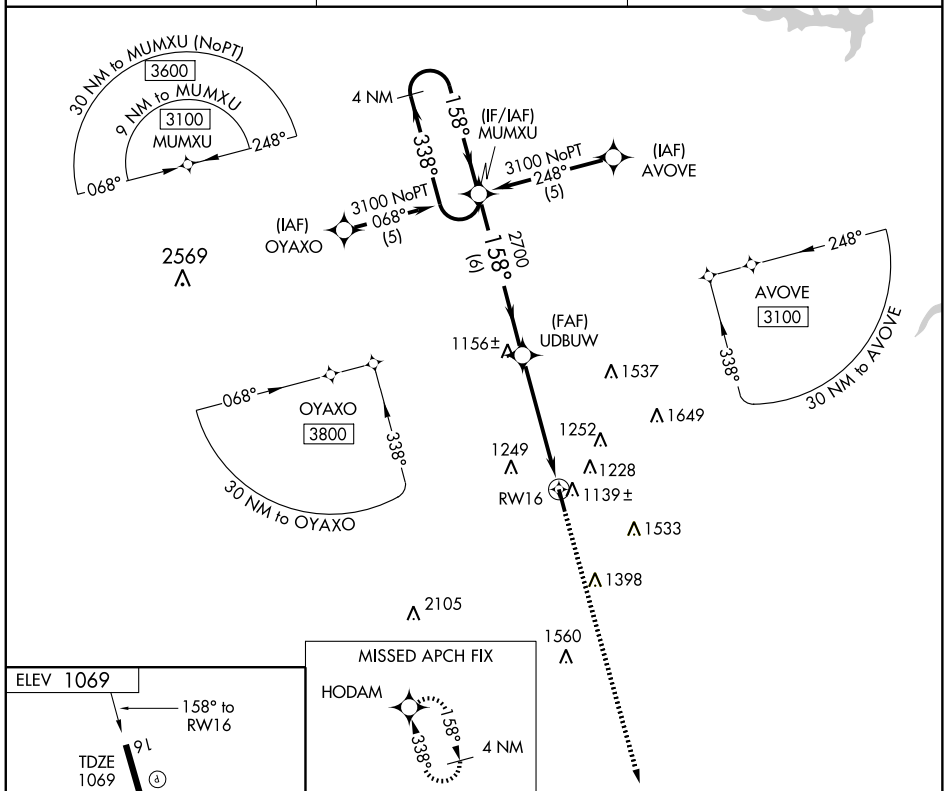
RNAV (GPS) RWY 16

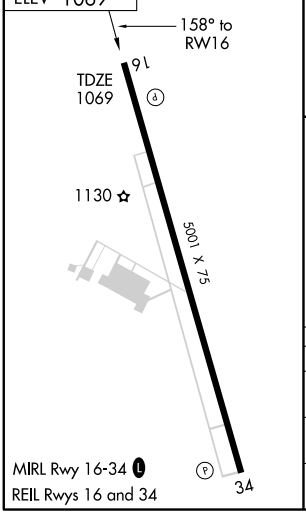
GUTHRIE-EDMOND RGNL (GOK)

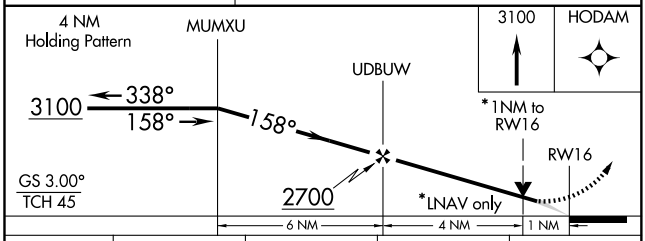
DME/DME RNP-0.3 NA. VDP NA when using Will Rogers World altimeter setting. When local altimeter setting not received, use Will Rogers World altimeter setting and increase DA/MDA 100 feet and LPV all Cats visibility ¼ mile.

MISSED APPROACH: Climb to 3100 direct HODAM and hold.

ASOS	OKE CITY APP CON	UNICOM
133.975	124.2 336.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1319-1 250 (300-1)		NA	
LNAV MDA	1420-1 351 (400-1)		NA	
CIRCLING	1540-1 471 (500-1)		NA	

SC-1, 08 APR 2010 to 06 MAY 2010

WAAS CH 56607 W34A	APP CRS 338°	Rwy Idg 5001 TDZE 1069 Apt Elev 1069

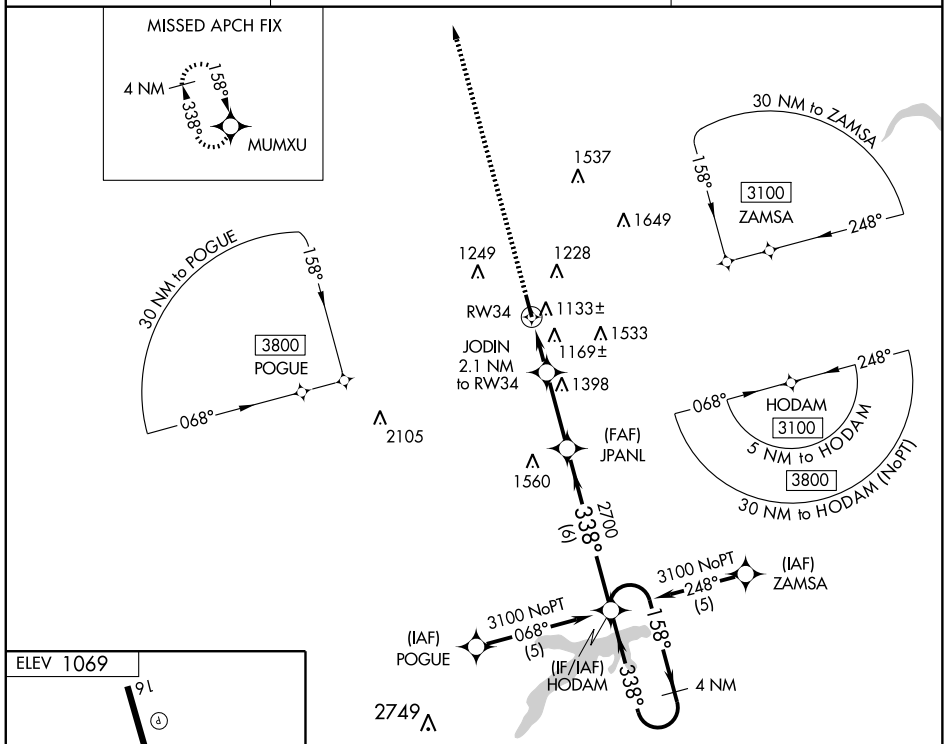
RNAV (GPS) RWY 34

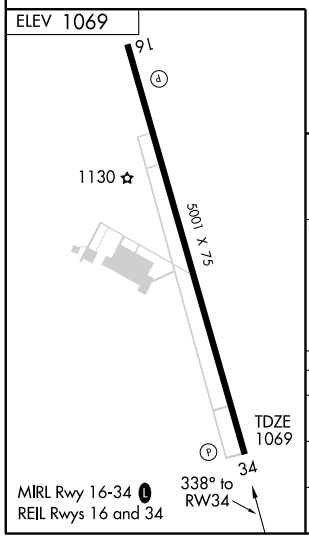
GUTHRIE-EDMOND RGNL (GOK)

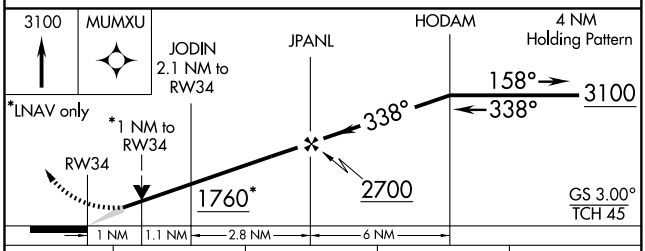
DME/DME RNP-0.3 NA. VDP NA when using Will Rogers World altimeter setting. When local altimeter setting not received, use Will Rogers World altimeter setting and increase DA/MDA 100 feet and LPV all Cats visibility ¼ mile.

MISSED APPROACH: Climb to 3100 direct MUMXU and hold.

ASOS	OKE CITY APP CON	UNICOM
133.975	124.2 336.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1319-1 250 (300-1)		NA	
LNAV MDA	1420-1 351 (400-1)		NA	
CIRCLING	1540-1 471 (500-1)		NA	

SC-1, 08 APR 2010 to 06 MAY 2010

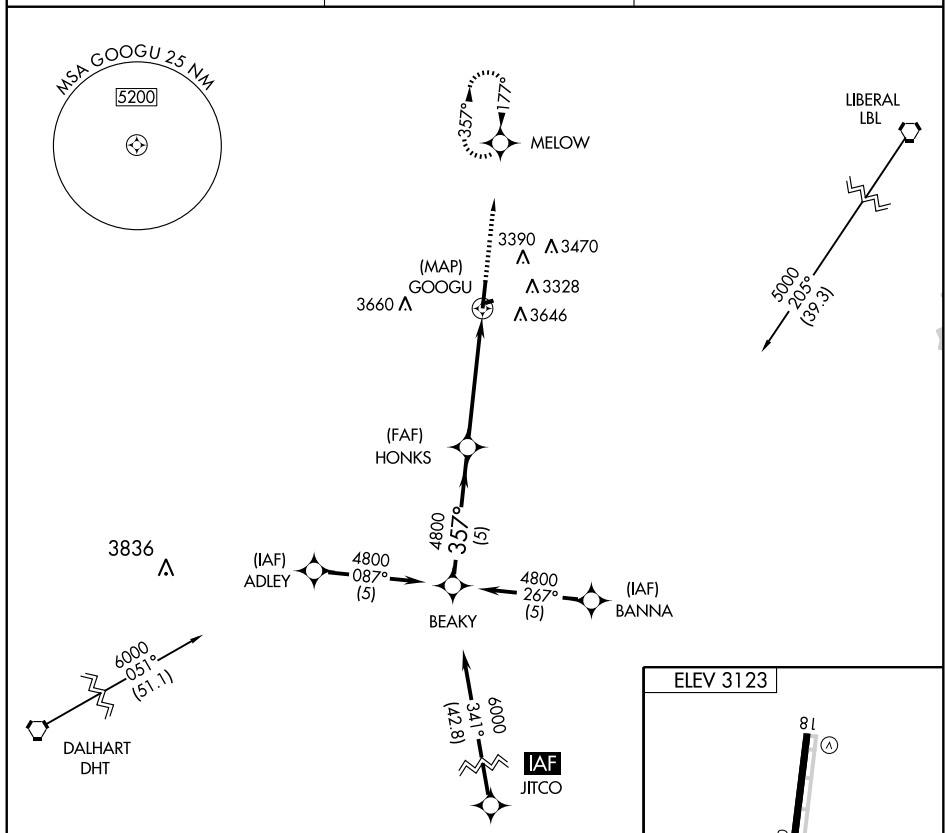
APP CRS	Rwy Idg	5900
357°	TDZE	3123
	Apt Elev	3123

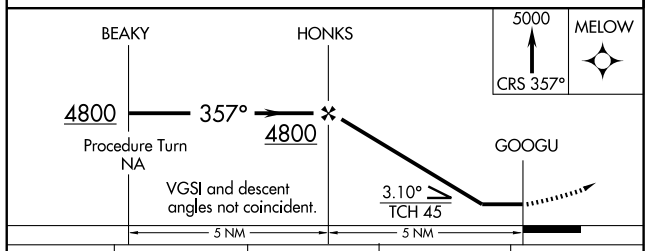
GPS RWY 36
GUYMON MUNI (GUY)

NA — Circling not authorized east of Rwy 18-36.
IAF — ARM APPROACH MODE PRIOR TO IAF.

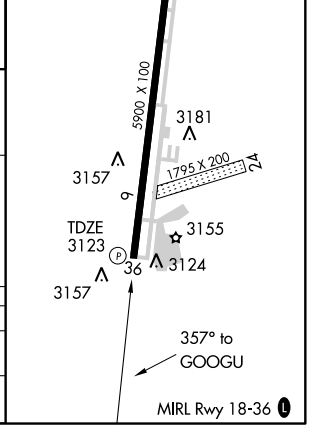
MISSED APPROACH: Climb to 5000 via 357° course to MELOW WP and hold.

ASOS	KANSAS CITY CENTER	UNICOM
119.925	134.0 290.8	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-36	3540-1	417 (500-1)	3540-1 ¼ 417 (500-1¼)	NA
CIRCLING	3580-1	457 (500-1)	3580-1 ½ 457 (500-1½)	NA



SC-1, 08 APR 2010 to 06 MAY 2010

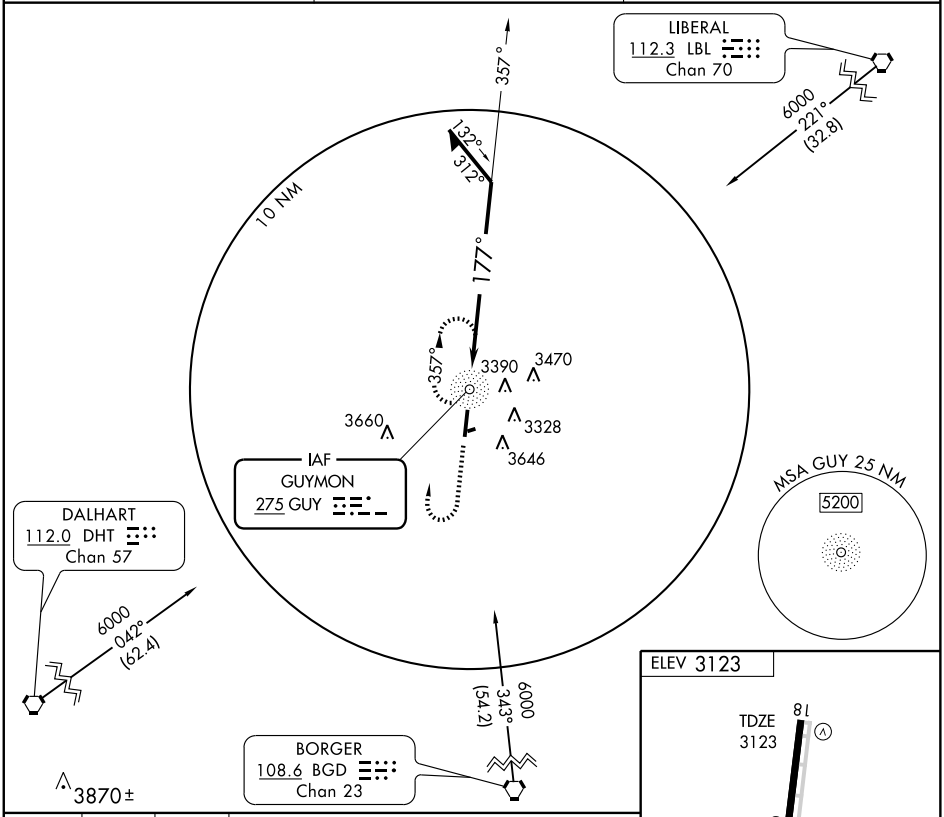
NDB GUY 275	APP CRS 177°	Rwy Idg 5900 TDZE 3123 Apt Elev 3123

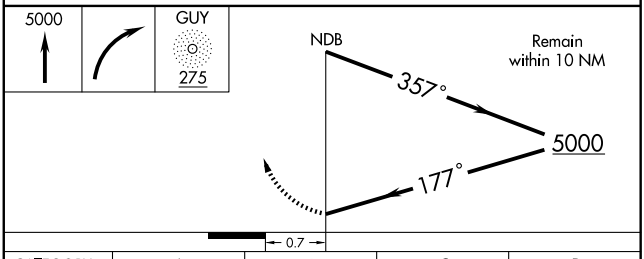
NDB RWY 18
GUYMON MUNI (GUY)

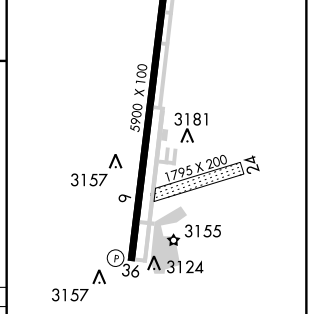
NA — Circling not authorized east of Rwy 18-36.

MISSED APPROACH: Climb to 5000 then right turn direct GUY NDB and hold.

ASOS	KANSAS CITY CENTER	UNICOM
119.925	134.0 290.8	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-18	3900-1 777 (800-1)	3900-1¼ 777 (800-1¼)	3900-2¼ 777 (800-2¼)	NA
CIRCLING	3900-1 777 (800-1)	3900-1¼ 777 (800-1¼)	3900-2¼ 777 (800-2¼)	NA

MIRL Rwy 18-36 L

SC-1. 08 APR 2010 to 06 MAY 2010

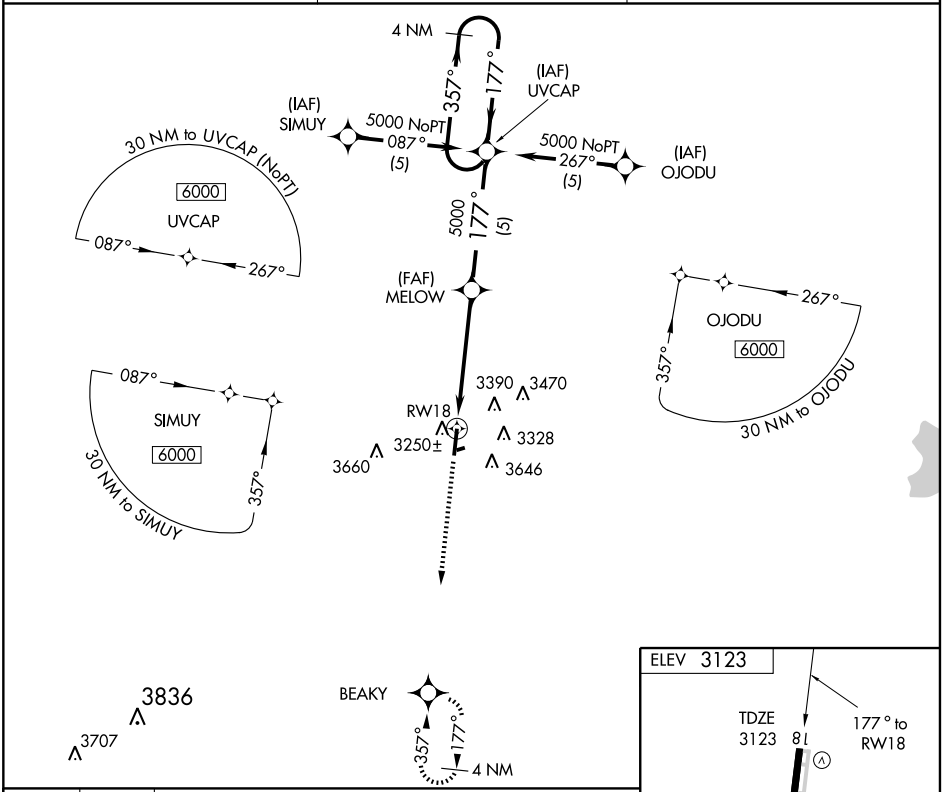
RNAV (GPS) RWY 18
GUYMON MUNI (GUY)

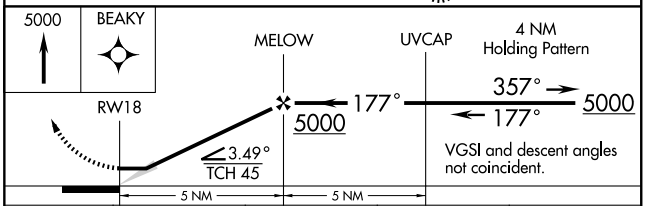
APP CRS	Rwy Idg	5900
177°	TDZE	3123
	Apt Elev	3123

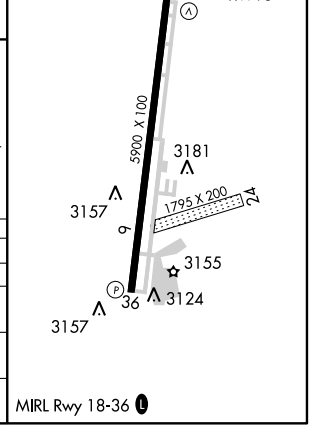
Circling not authorized east of Rwy 18-36.
GPS or RNP-0.3 required.
NA DME/DME RNP-0.3 not authorized.

MISSED APPROACH: Climb to 5000 direct BEAKY WP and hold.

ASOS	KANSAS CITY CENTER	UNICOM
119.925	134.0 290.8	122.7 (CTAF) L







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	3700-1 577 (600-1)		3700-1½ 577 (600-1½)	NA
CIRCLING	3700-1 577 (600-1)		3700-1½ 577 (600-1½)	NA

MIRL Rwy 18-36 L

SC-1, 08 APR 2010 to 06 MAY 2010

NDB HET	APP CRS	Rwy Idg	3501
267	005°	TDZE	849
		Apt Elev	849

NDB RWY 36

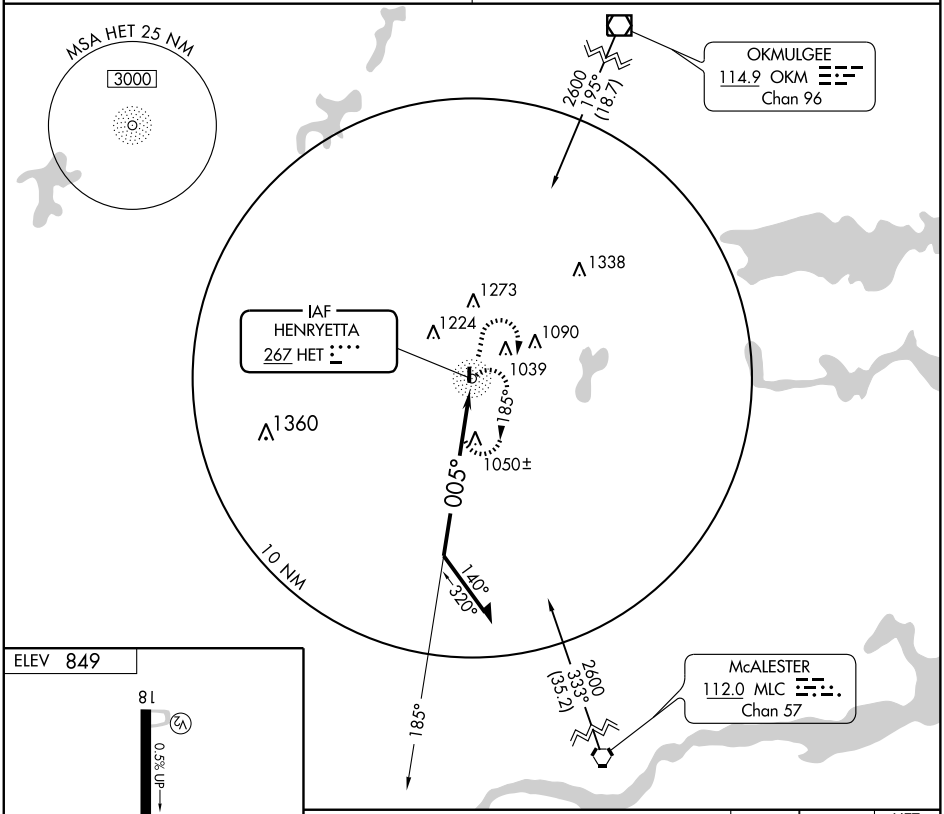
HENRYETTA MUNI (F10)

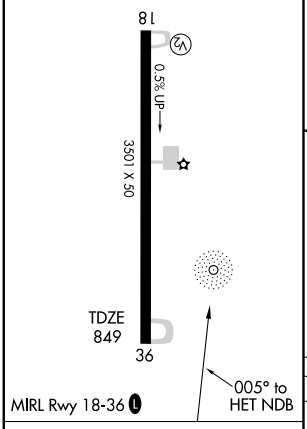
NA

Use McAlester Rgnl altimeter setting.

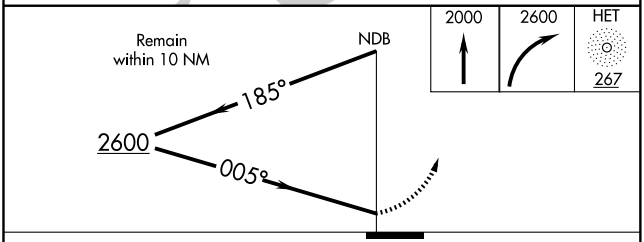
MISSED APPROACH: Climb to 2000 then climbing right turn to 2600 direct HET NDB and hold.

FORT WORTH CENTER	UNICOM
132.2 338.35	122.8 (CTAF) L





Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-36	1540-1¼ 691 (700-1¼)		1540-2 691 (700-2)	NA
CIRCLING	1540-1¼ 691 (700-1¼)		1620-2¼ 771 (800-2¼)	NA

SC-1, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 36

HENRYETTA MUNI (F10)

APP CRS	Rwy Idg	3501
356°	TDZE	849
	Apt Elev	849

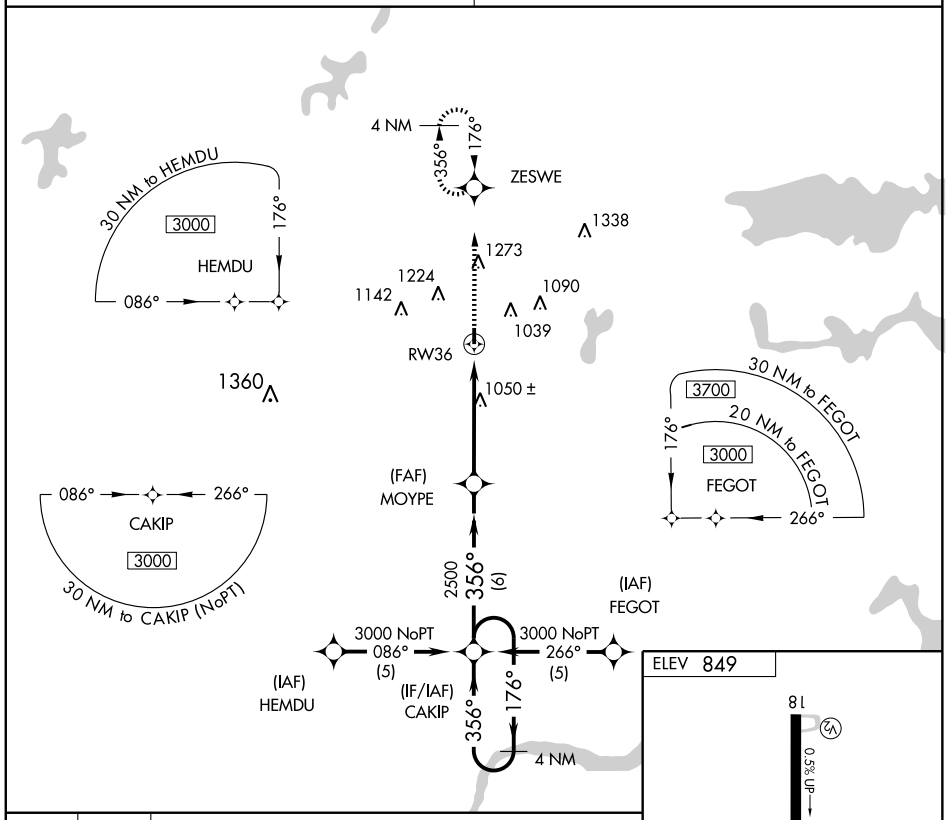
Use McAlester Rgnl altimeter setting.

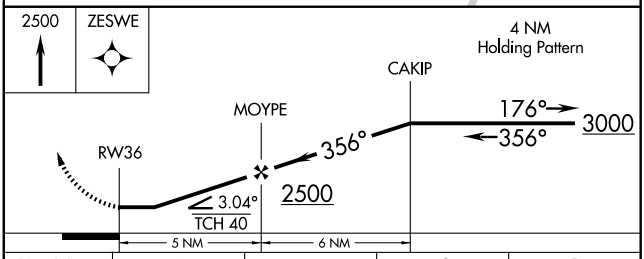
NA GPS or RNP-0.3 required, DME/DME RNP-0.3 NA.

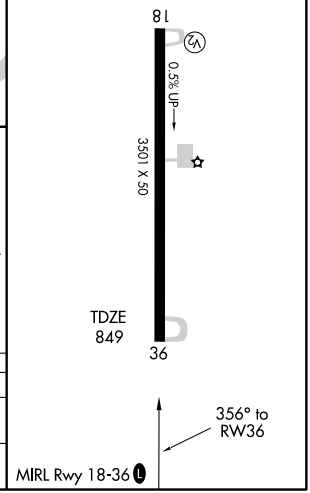
MISSED APPROACH: Climb to 2500 direct ZESWE WP and hold.

FORT WORTH CENTER
132.2 338.35

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1440-1¼	591 (600-1¼)	1440-1½ 591 (600-1½)	NA
CIRCLING	1460-1¼	611 (700-1¼)	1620-2¼ 771 (800-2¼)	NA

SC-1, 08 APR 2010 to 06 MAY 2010

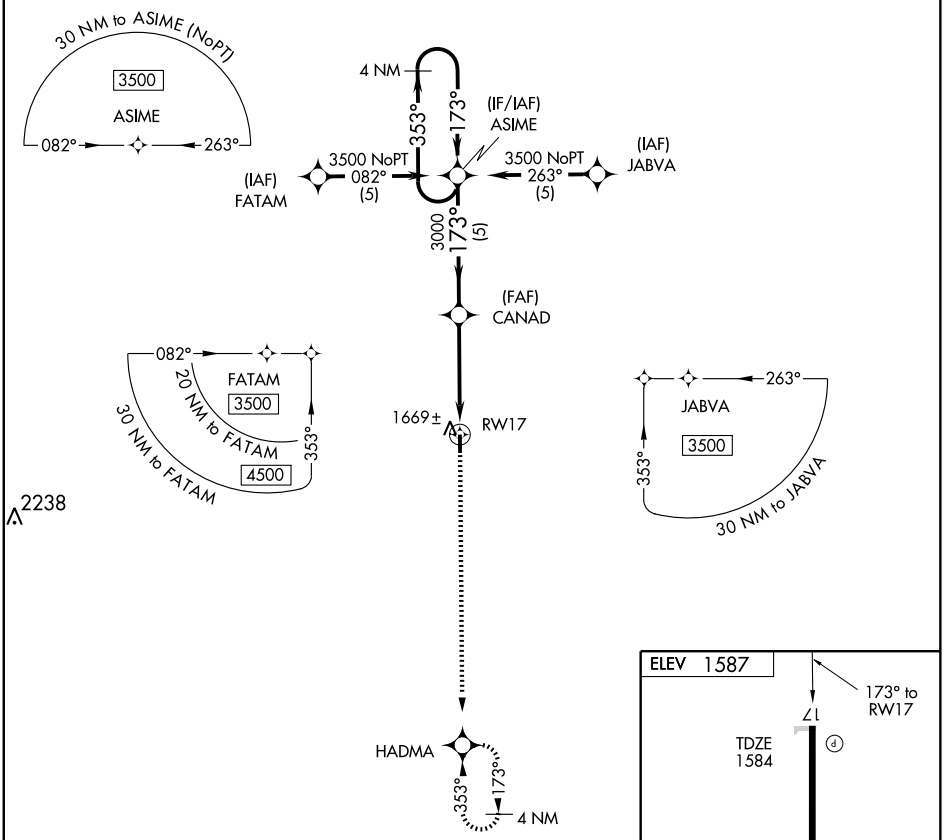
APP CRS	Rwy Idg	4000
173°	TDZE	1584
	Apt Elev	1587

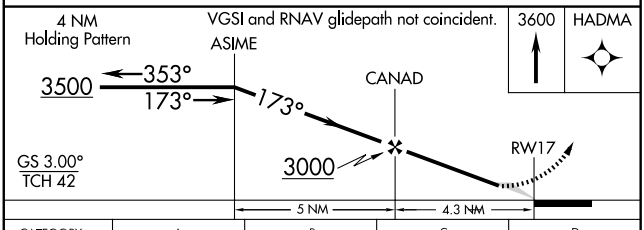
RNAV (GPS) RWY 17
HINTON MUNI (208)

NA Use Weatherford altimeter setting; when not received procedure NA. DME/DME RNP-0.3 NA. Baro-VNAV NA.

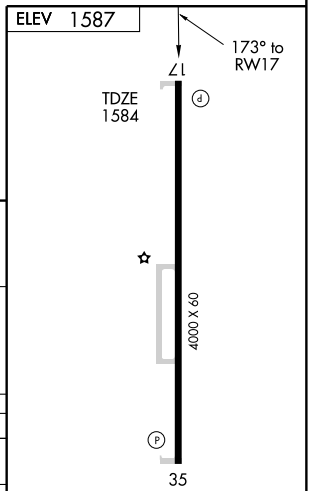
MISSED APPROACH: Climb to 3600 direct HADMA and hold.

FORT WORTH CENTER	UNICOM
128.4 269.375	123.05 (CTAF)





CATEGORY	A	B	C	D
LNAV/VNAV DA	2000-1½	416 (500-1½)	NA	
LNAV MDA	2000-1	416 (500-1)	NA	
CIRCLING	2100-1	513 (600-1)	NA	



MIRL Rwy 17-35

SC-1, 08 APR 2010 to 06 MAY 2010

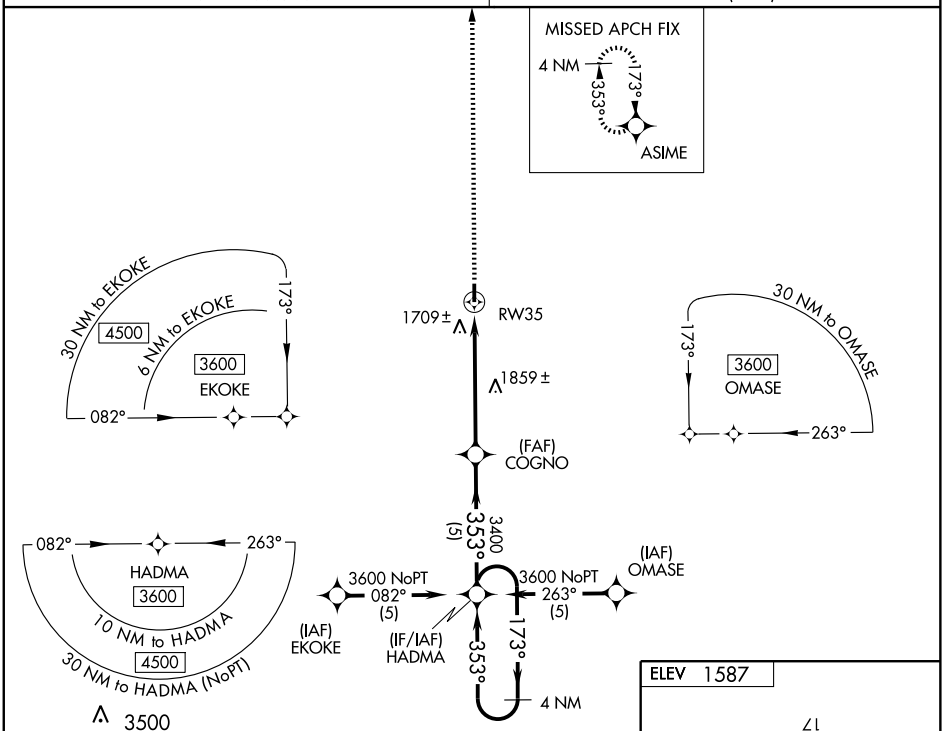
APP CRS	Rwy Idg	4000
353°	TDZE	1587
	Apt Elev	1587

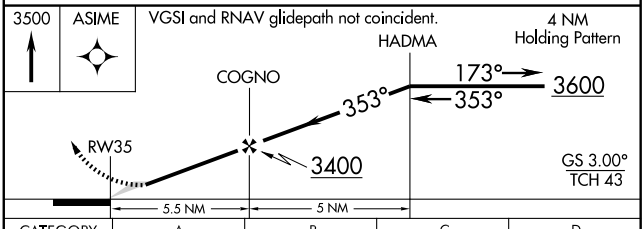
RNAV (GPS) RWY 35
HINTON MUNI (208)

NA Use Weatherford altimeter setting; when not received procedure NA. DME/DME RNP-0.3 NA. Baro-VNAV NA.

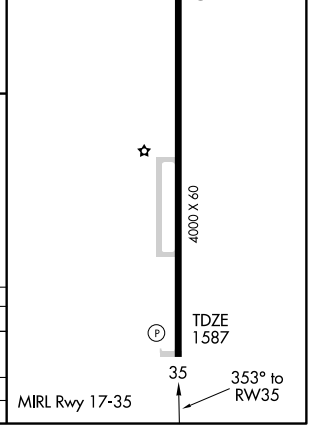
MISSED APPROACH: Climb to 3500 direct ASIME and hold.

FORT WORTH CENTER	UNICOM
128.4 269.375	123.05 (CTAF)





CATEGORY	A	B	C	D
LNAV/VNAV DA	2052-1¾	465 (500-1¾)	NA	
LNAV MDA	2160-1	573 (600-1)	NA	
CIRCLING	2160-1	573 (600-1)	NA	



WAAS	APP CRS	Rwy Idg	5507
CH 99417	173°	TDZE	1553
W17A		Apt Elev	1563

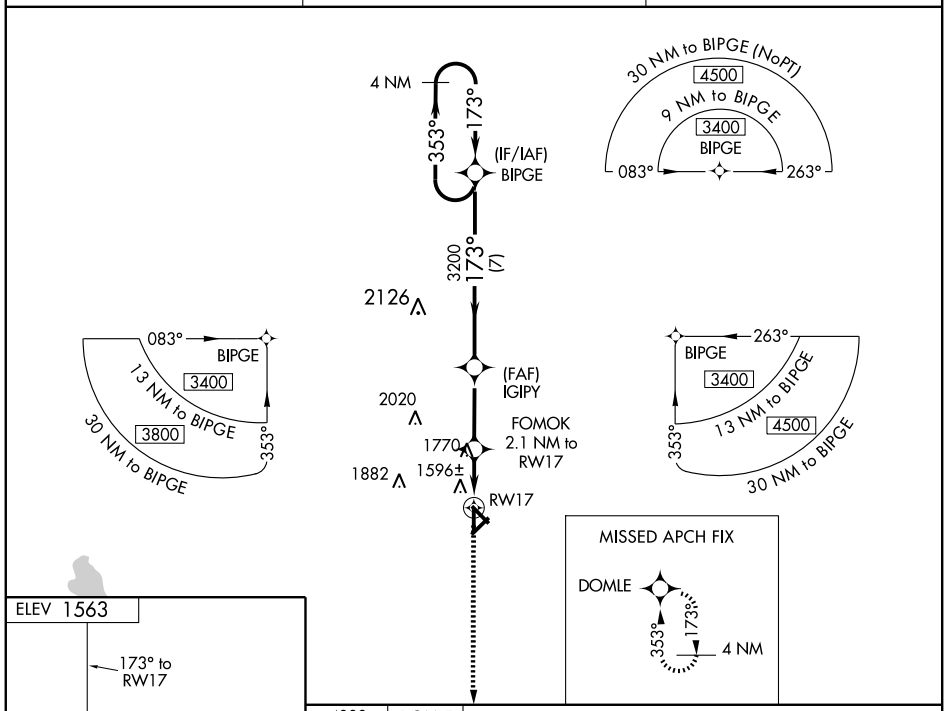
RNAV (GPS) RWY 17

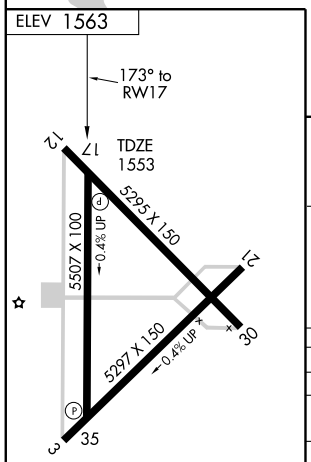
HOBART RGNL (HBR)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Altus/Quartz Mountain Rgnl altimeter setting and increase all DA 71 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats, LNAV Cats C and D and Circling Cat C visibility ¼ mile. Baro-VNAV NA when using Altus/Quartz Mountain altimeter setting. VDP NA with Altus/Quartz Mountain altimeter setting.

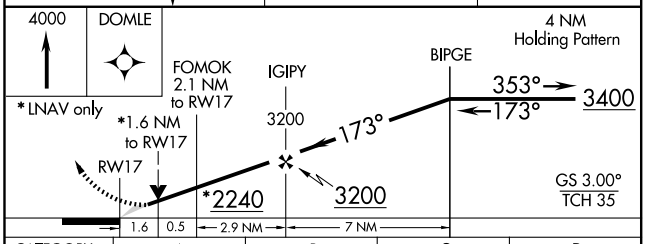
MISSED APPROACH: Climb to 4000 direct DOMLE and hold.

ASOS	ALTUS APP CON ★	UNICOM
133.325	125.1 257.725	122.8 (CTAF) L





MIRL Rwy 17-35 L



CATEGORY	A	B	C	D
LPV DA	1803-1 250 (300-1)			
LNAV/VNAV DA	1900-1¼ 347 (400-1¼)			
LNAV MDA	2080-1 527 (600-1)		2080-1½ 527 (600-1½)	2080-1¾ 527 (600-1¾)
CIRCLING	2080-1 517 (600-1)		2080-1½ 517 (600-1½)	2120-2 557 (600-2)

SC-1, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5507
CH 53417	353°	TDZE	1561
W35A		Apt Elev	1563

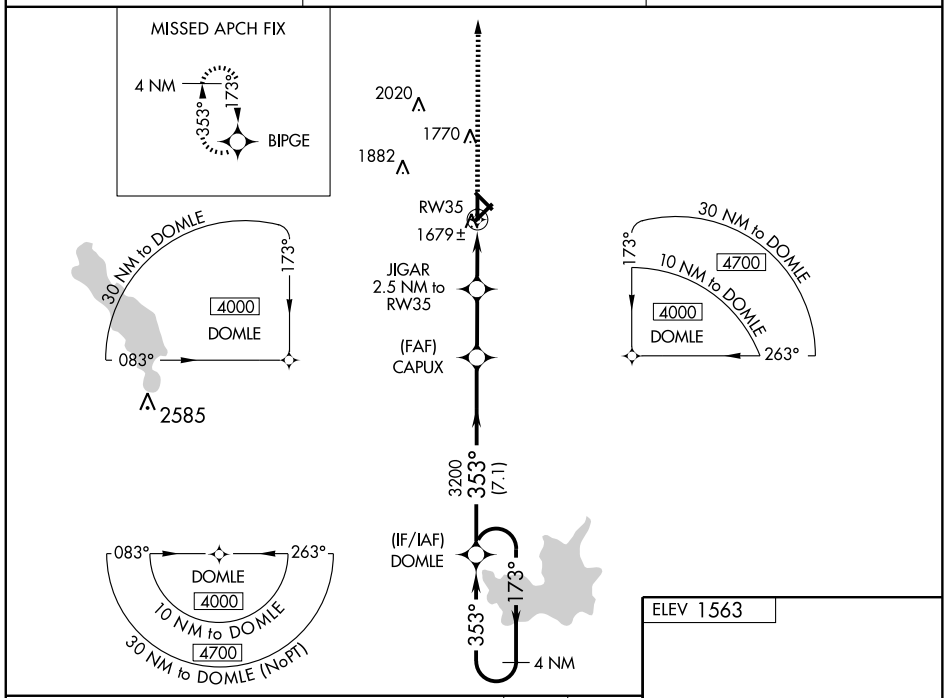
RNAV (GPS) RWY 35

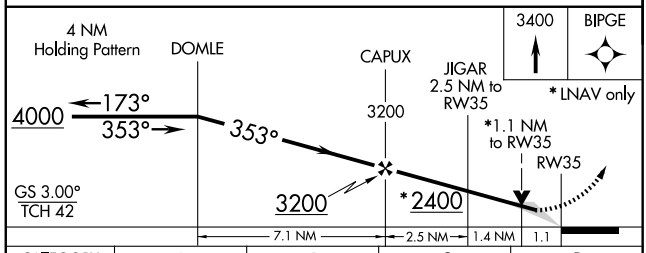
HOBART RGNL (HBR)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Altus/Quartz Mountain Rgnl altimeter setting and increase all DA 71 feet and all MDA 80 feet, increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile and LNAV Cats C and D visibility ¼ mile. Baro-VNAV NA when using Altus/Quartz Mountain Rgnl altimeter setting. VDP NA with Altus/Quartz Mountain Rgnl altimeter setting.

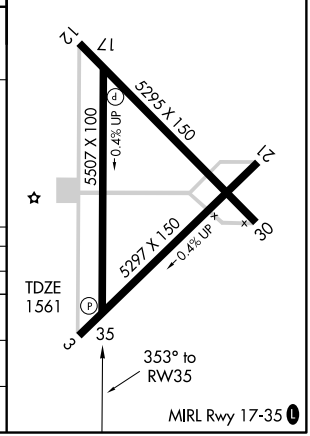
MISSED APPROACH:
Climb to 3400 direct BIPGE and hold.

ASOS	ALTUS APP CON ★	UNICOM
133.325	125.1 257.725	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1811-1 250 (300-1)			
LNAV/VNAV DA	1949-1¼ 388 (400-1¼)			
LNAV MDA	1940-1 379 (400-1)		1940-1½ 379 (400-1½)	1940-2 379 (400-2)
CIRCLING	1980-1 417 (500-1)	2020-1 457 (500-1)	2020-1½ 457 (500-1½)	2120-2 557 (600-2)



SC-1, 08 APR 2010 to 06 MAY 2010

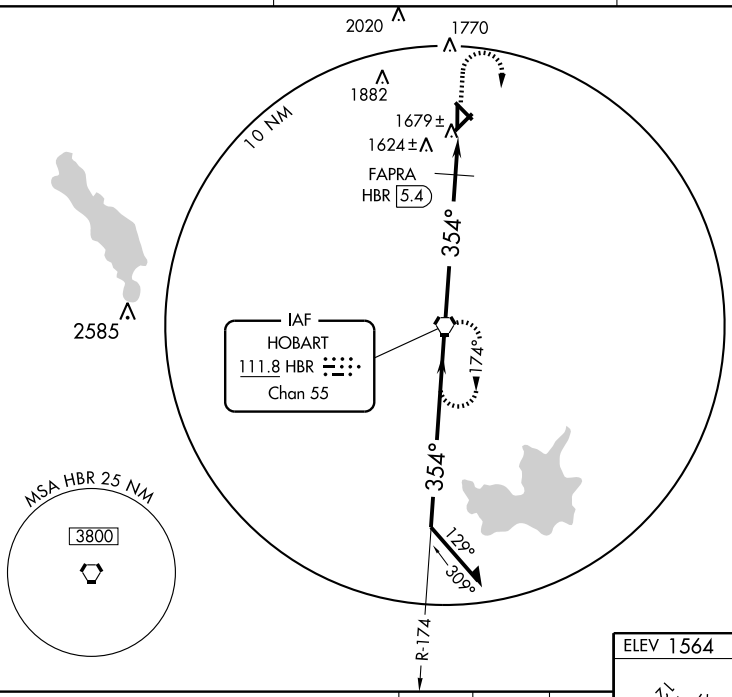
VORTAC HBR	APP CRS	Rwy Idg	5507
111.8	354°	TDZE	1561
Chan 55		Apt Elev	1564

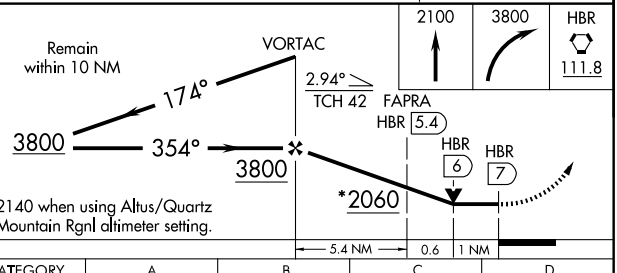
VOR RWY 35
HOBART RGNL (HBR)

When local altimeter setting not received, use Altus/Quartz Mountain Rgnl altimeter setting and increase all MDAs 80 feet, S-35 Cat C and D visibility ¼ mile, FAPRA fix minimums S-35 Cat C and D visibility ¼ mile. VDP NA when using Altus/Quartz Mountain Rgnl altimeter setting.

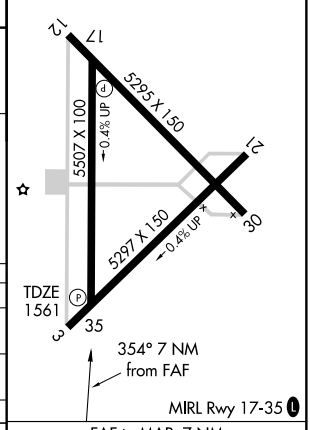
MISSED APPROACH: Climb to 2100, then climbing right turn to 3800 direct HBR VORTAC and hold.

ASOS	ALTUS APP CON ★	UNICOM
133.325	125.1 257.725	122.8 (CTAF) L





* 2140 when using Altus/Quartz Mountain Rgnl altimeter setting.



CATEGORY	A	B	C	D
S-35	2060-1	499 (500-1)	2060-1¼ 499 (500-1¼)	2060-1½ 499 (500-1½)
CIRCLING	2060-1	496 (500-1)	2060-1½ 496 (500-1½)	2120-2 556 (600-2)
FAPRA FIX MINIMUMS				
S-35	1980-1	419 (500-1)	1980-1¼	419 (500-1¼)
CIRCLING	1980-1 416 (500-1)	2020-1 456 (500-1)	2020-1½ 456 (500-1½)	2120-2 556 (600-2)

FAF to MAP 7 NM					
Knots	60	90	120	150	180
Min:Sec	7:00	4:40	3:30	2:48	2:20

SC-1, 08 APR 2010 to 06 MAY 2010

NDB HDL	APP CRS	Rwy Idg	3251
411	164°	TDZE	856
		Apt Elev	860

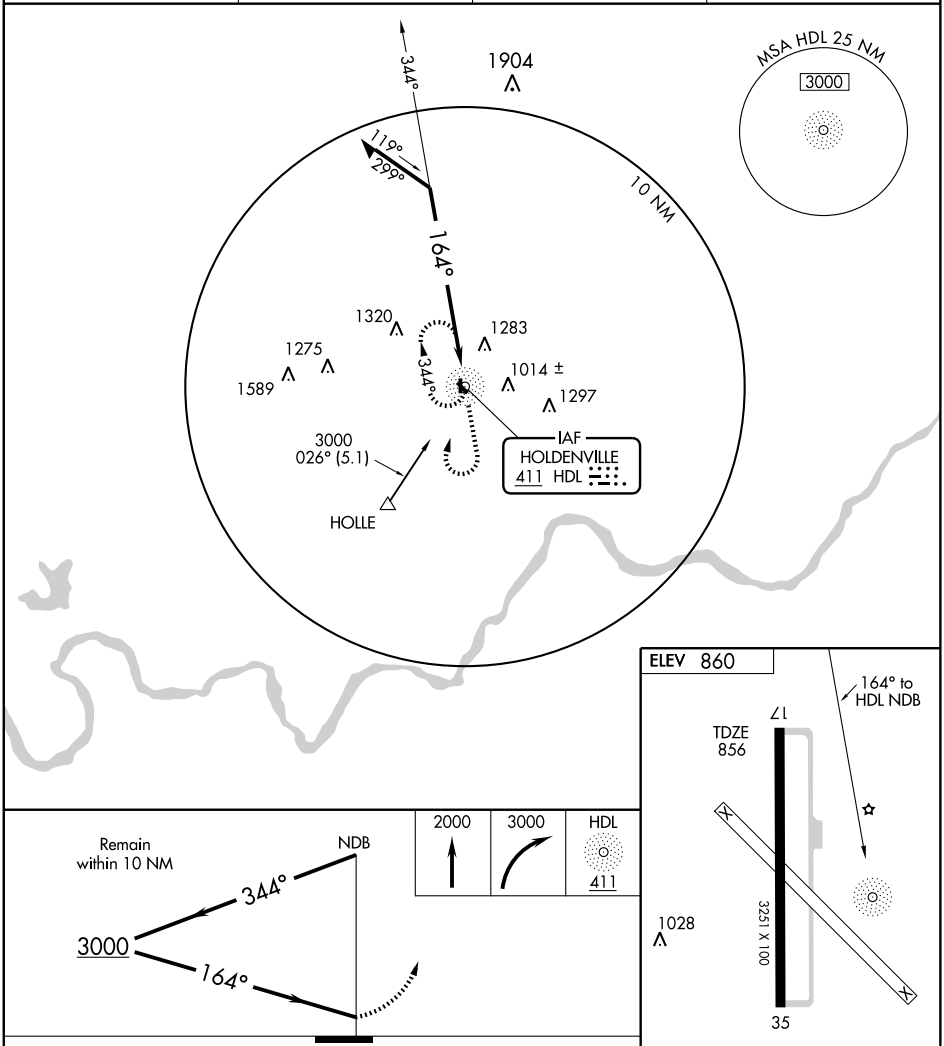
NDB RWY 17

HOLDENVILLE MUNI (F99)

⚠ NA — Use McAlester altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct HDL NDB and hold.

ADA MUNI AWOS-3	McALESTER REGIONAL ASOS	FORT WORTH CENTER	UNICOM
118.725	135.125	132.2 338.35	122.8 (CTAF)



CATEGORY	A	B	C	D
S-17	1780-1¼	918 (1000-1¼)	1780-2¾ 918 (1000-2¾)	NA
CIRCLING	1780-1¼	920 (1000-1¼)	1780-2¾ 920 (1000-2¾)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-1. 08 APR 2010 to 06 MAY 2010

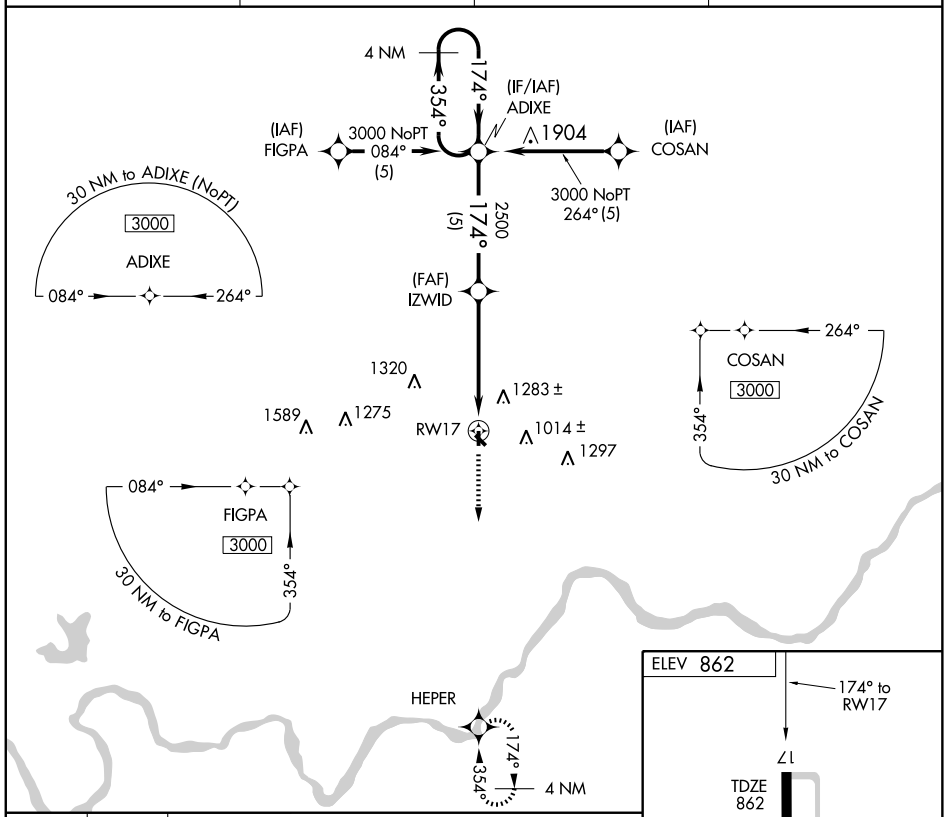
APP CRS	Rwy Idg	3251
174°	TDZE	862
	Apt Elev	862

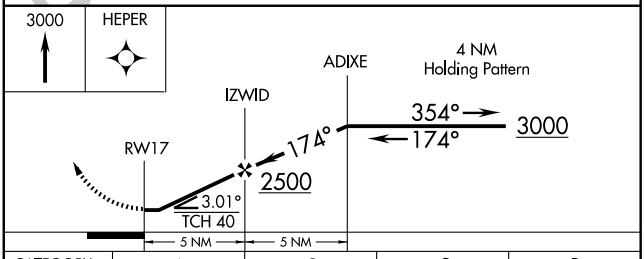
RNAV (GPS) RWY 17
HOLDENVILLE MUNI (F99)

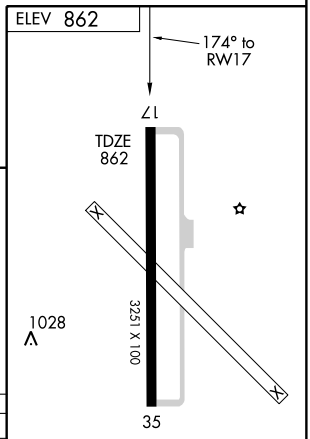
NA Use ADA Muni altimeter setting; if not received, use McAlester altimeter setting and increase all MDAs 20 feet. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct HEPER and hold.

ADA MUNI AWOS-3	McALESTER REGIONAL ASOS	FORT WORTH CENTER	UNICOM
118.725	135.125	132.2 338.35	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1520-1 658 (700-1)		1520-1¾ 658 (700-1¾)	NA
CIRCLING	1520-1 658 (700-1)	1660-1¼ 798 (800-1¼)	1660-2¼ 798 (800-2¼)	NA

MIRL Rwy 17-35

SC-1, 08 APR 2010 to 06 MAY 2010

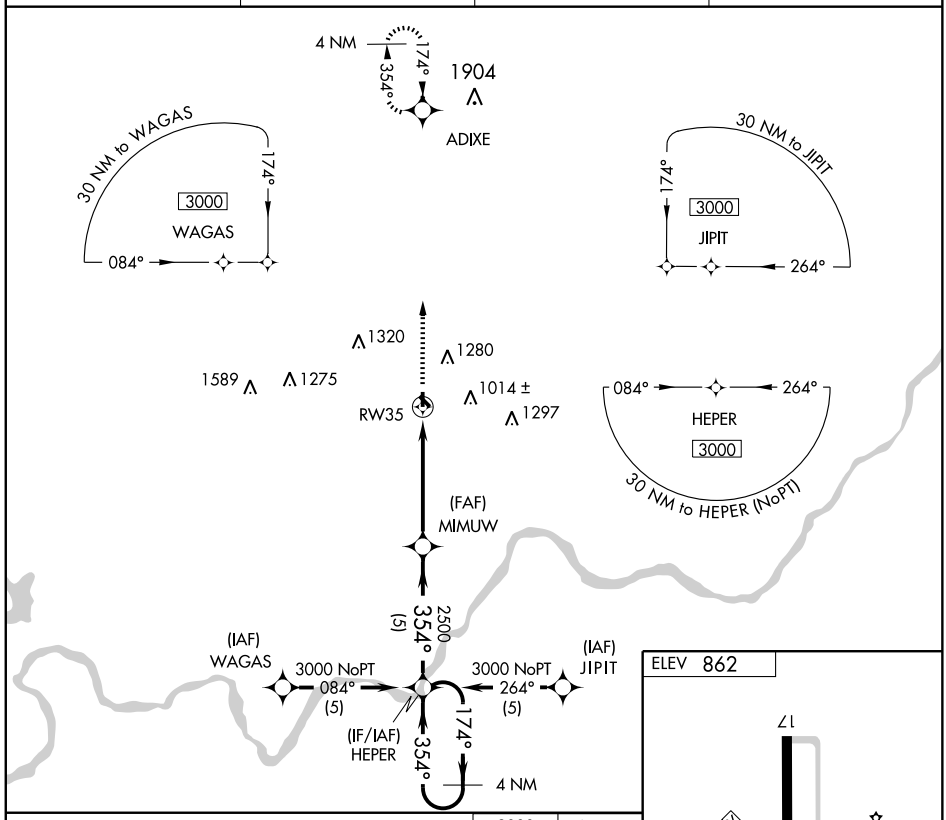
APP CRS	Rwy Idg	3251
354°	TDZE	857
	Apt Elev	862

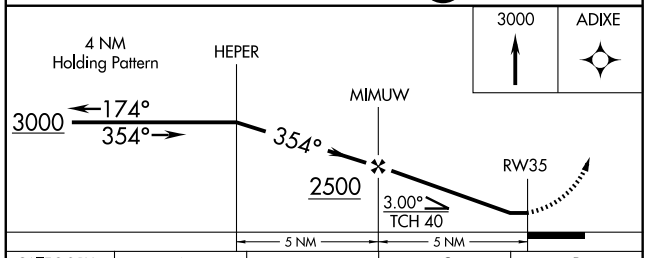
RNAV (GPS) RWY 35
HOLDENVILLE MUNI (F99)

⚠ NA — Use ADA Muni altimeter setting, if not received, use McAlester altimeter setting and increase all MDAs 20 feet. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

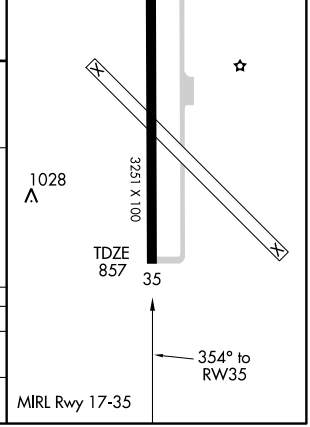
MISSED APPROACH: Climb to 3000 direct ADIXE and hold.

ADA MUNI AWOS-3	McALESTER REGIONAL ASOS	FORT WORTH CENTER	UNICOM
118.725	135.125	132.2 338.35	122.8 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	1420-1 563 (600-1)		1420-1½ 563 (600-1½)	NA
CIRCLING	1460-1 598 (600-1)	1660-1¼ 798 (800-1¼)	1660-2¼ 798 (800-1¼)	NA



SC-1, 08 APR 2010 to 06 MAY 2010

NDB HHW	APP CRS	Rwy Idg	4007
323	002°	TDZE	571
		Apt Elev	571

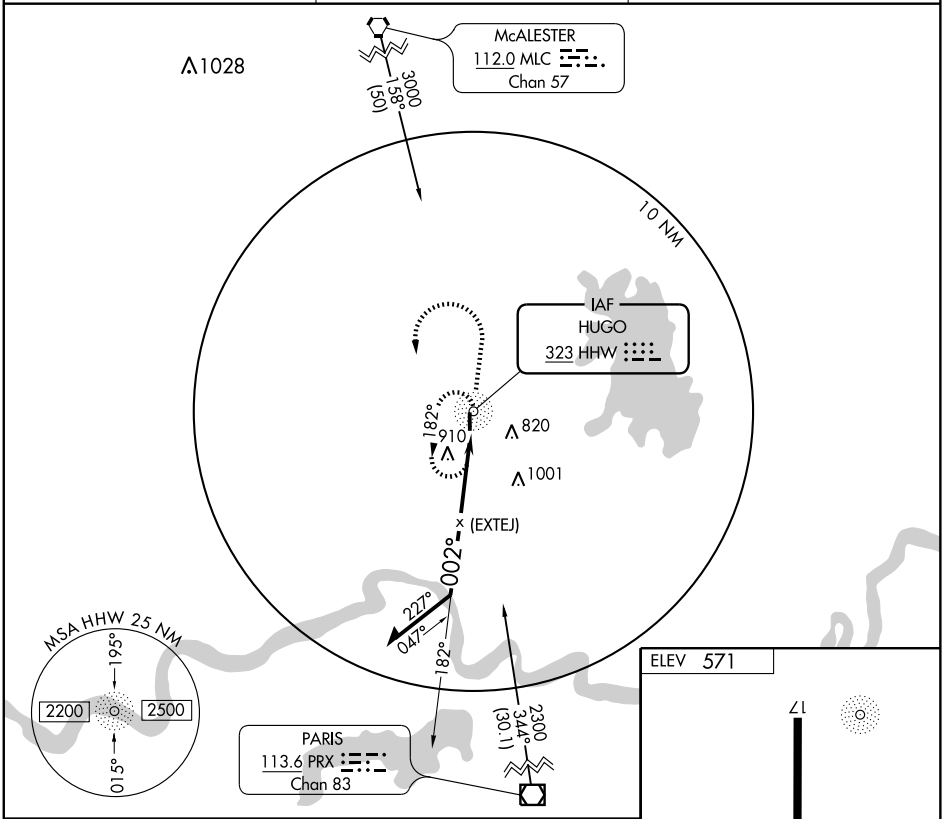
NDB or GPS RWY 35

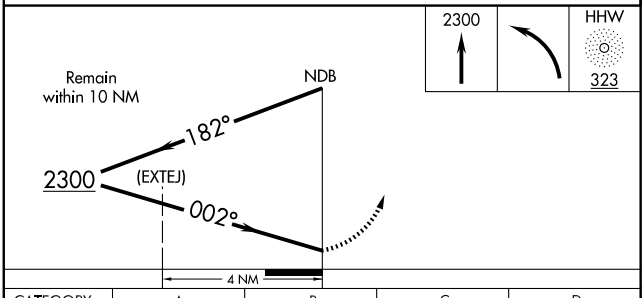
HUGO/STAN STAMPER MUNI (HHW)

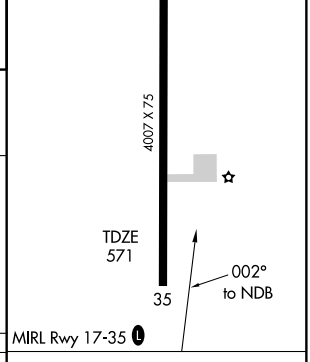
NA

MISSED APPROACH: Climb to 2300 then left turn direct HHW NDB and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
119.025	124.875 307.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-35	1260-1	689 (700-1)	NA	
CIRCLING	1260-1	689 (700-1)	NA	

Knots	60	90	120	150	180
Min:Sec					

SC-1, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5000
020°	TDZE	472
	Apt Elev	472

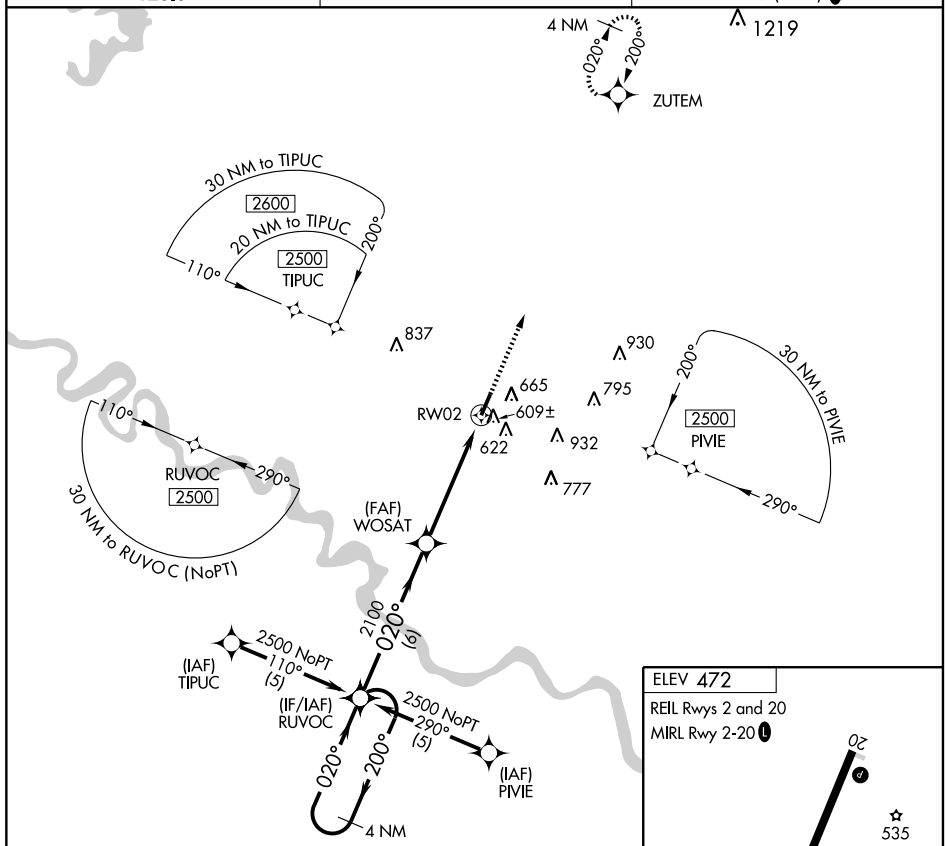
RNAV (GPS) RWY 2

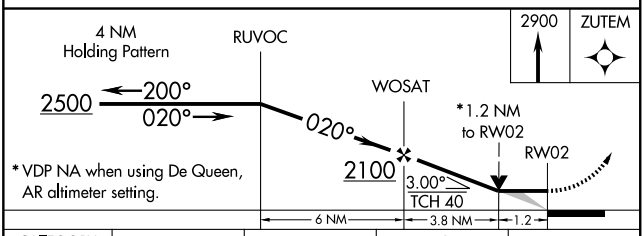
IDABEL/MC CURTAIN COUNTY RGNL (404)

If local altimeter setting not received, use De Queen, AR altimeter setting and increase all MDAs 80 feet.
NA GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

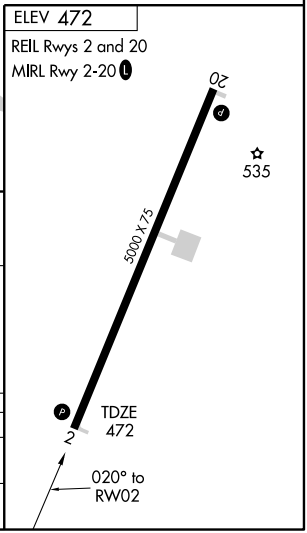
MISSED APPROACH: Climb to 2900 direct ZUTEM and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
120.0	123.925 269.475	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	880-1 408 (500-1)		880-1¼ 408 (500-1¼)	NA
CIRCLING	1020-1 548 (600-1)		1020-1½ 548 (600-1½)	NA



SC-1, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5000
200°	TDZE	464
	Apt Elev	472

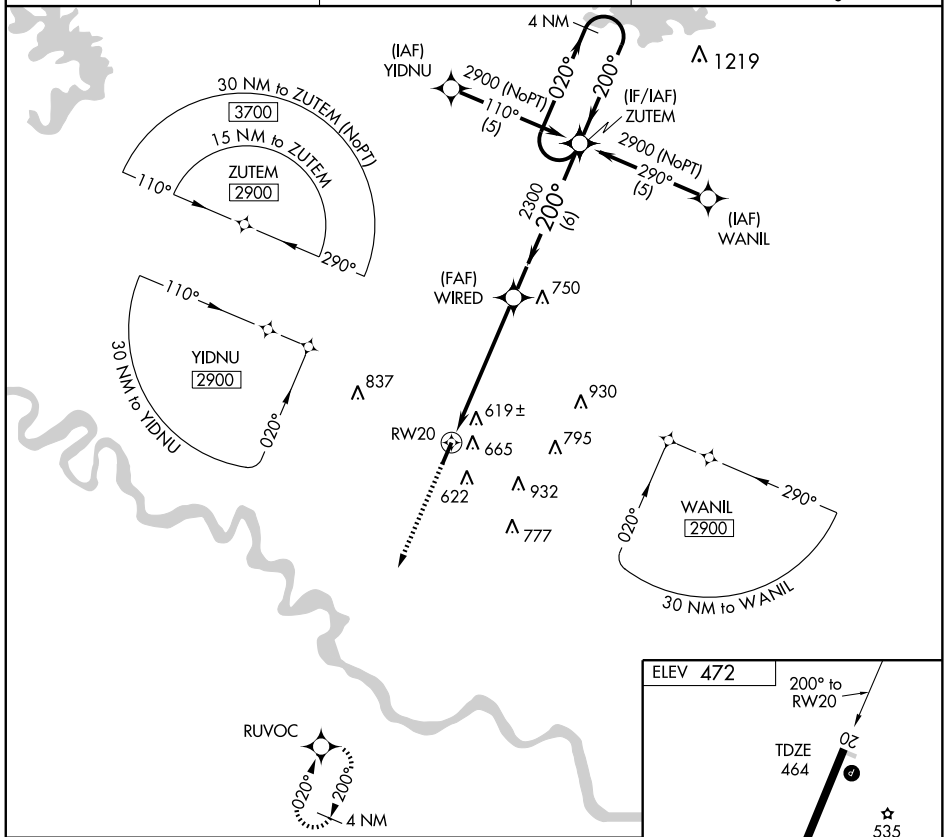
RNAV (GPS) RWY 20

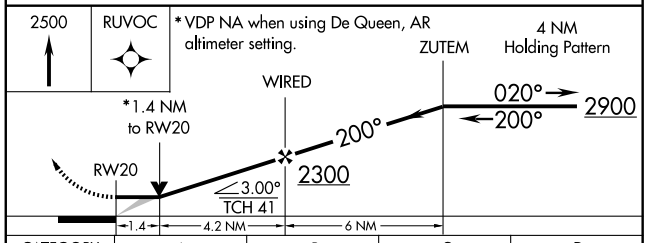
IDABEL/ MC CURTAIN COUNTY RGNL (404)

▼ ▲NA — If local altimeter setting not received, use De Queen, AR altimeter setting and increase all MDAs 80 feet. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

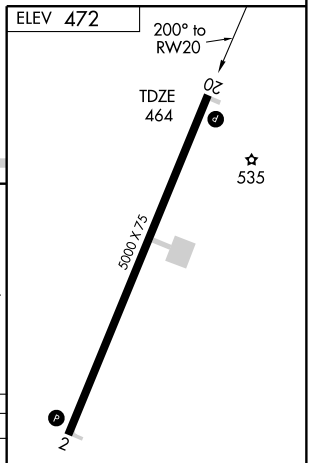
MISSED APPROACH: Climb to 2500 direct RUVOC and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
120.0	123.925 269.475	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	960-1 496 (500-1)		960-1¼ 496 (500-1¼)	NA
CIRCLING	1020-1 548 (600-1)		1020-1½ 548 (600-1½)	NA



REIL Rwys 2 and 20
MIRL Rwy 2-20 L

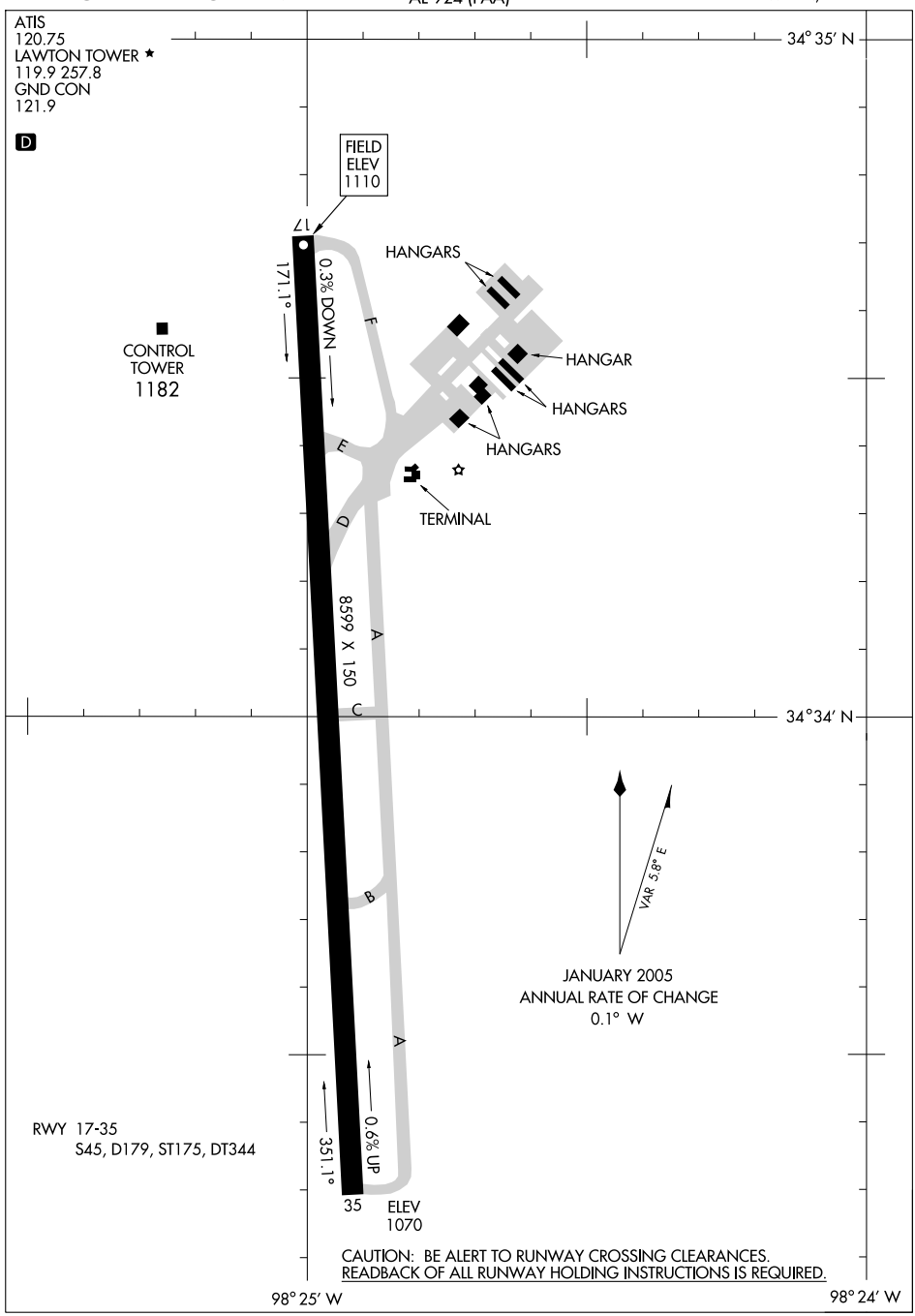
SC-1, 08 APR 2010 to 06 MAY 2010

AIRPORT DIAGRAM

AL-924 (FAA)

LAWTON-FORT SILL RGNL (LAW)

LAWTON, OKLAHOMA



APP CRS	Rwy Idg	8599
351°	TDZE	1089
	Apt Elev	1110

GPS RWY 35

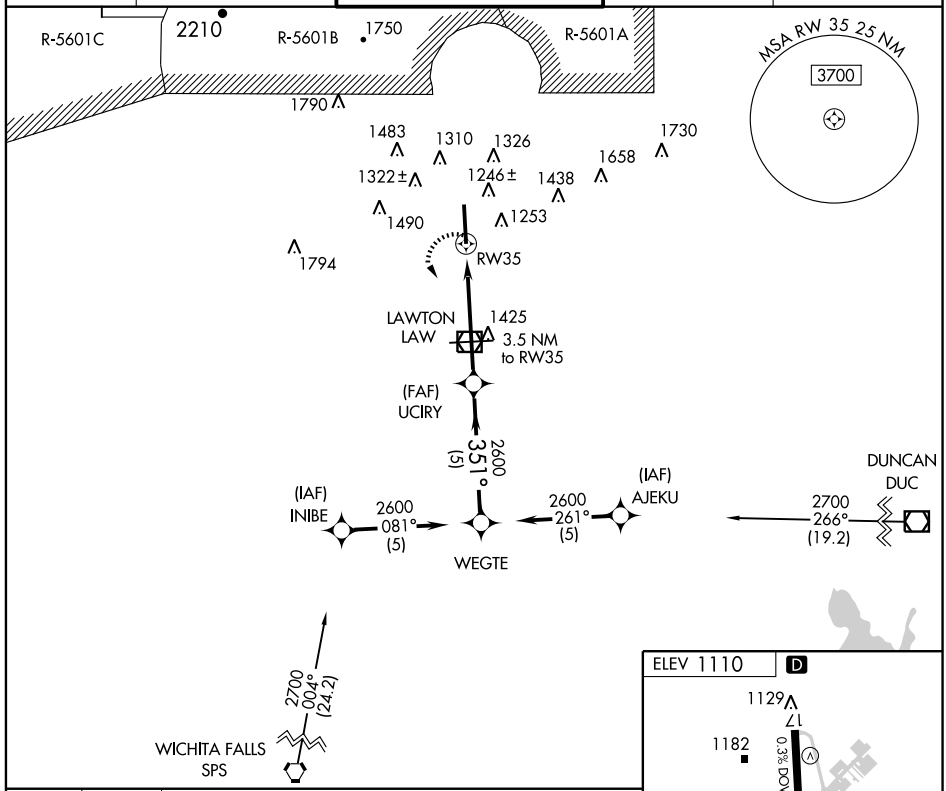
LAWTON-FORT SILL RGNL (LAW)

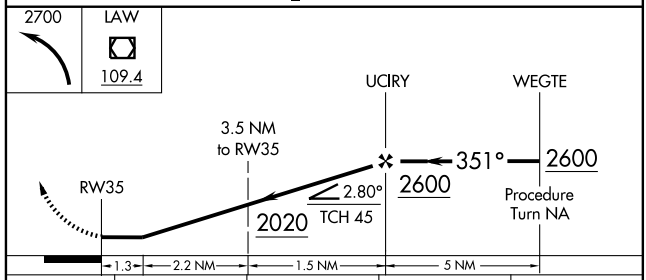
NA
ASR

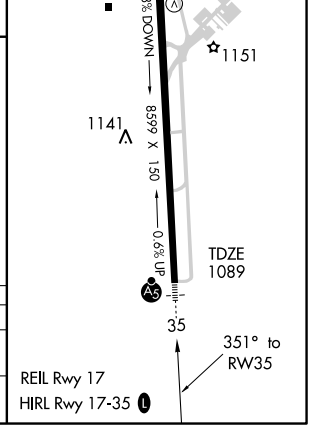
MALSR

MISSED APPROACH: Climbing left turn to 2700 direct LAW VOR/DME.

ATIS	FORT SILL APP CON	LAWTON TOWER ★	GND CON	UNICOM
120.75	120.55 322.4	119.9 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D
S-35	1560-½	471 (500-½)	1560-¾ 471 (500-¾)	1560-1 471 (500-1)
CIRCLING	1600-1	490 (500-1)	1620-1½ 510 (600-1½)	1680-2 570 (600-2)

SC-1, 08 APR 2010 to 06 MAY 2010

LOC I-LAW	APP CRS	Rwy Idg	8599
109.1	351°	TDZE	1089
		Apt Elev	1110

ILS or LOC RWY 35

LAWTON-FORT SILL RGNL (LAW)

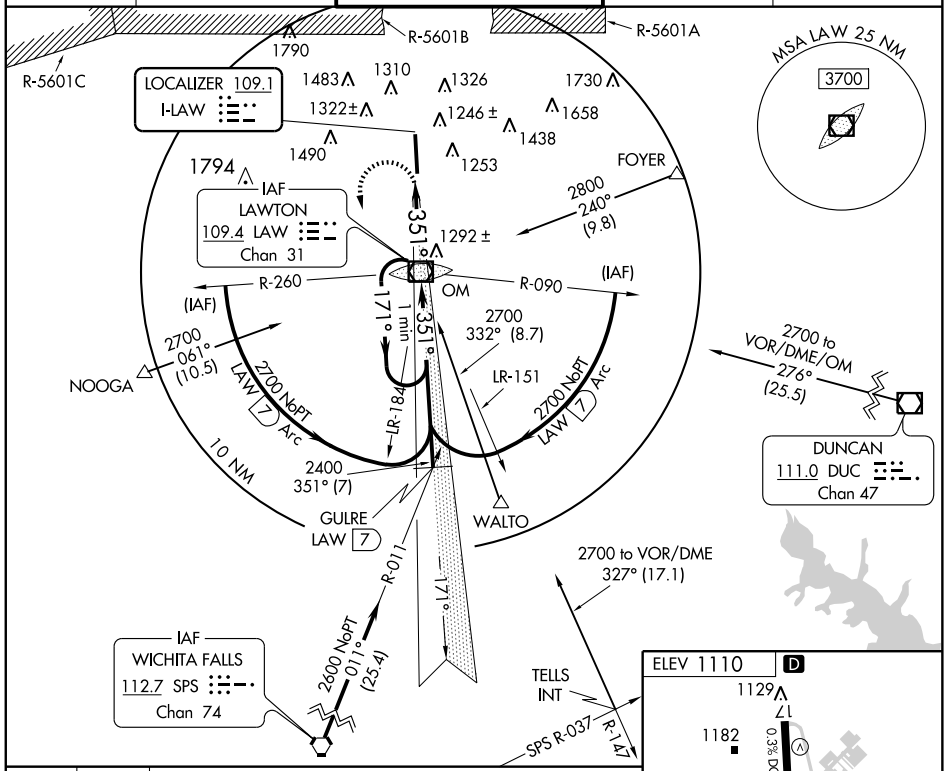
ASR

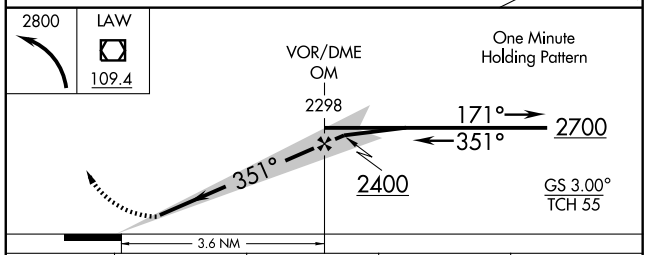
Autopilot coupled approach NA below 2000.

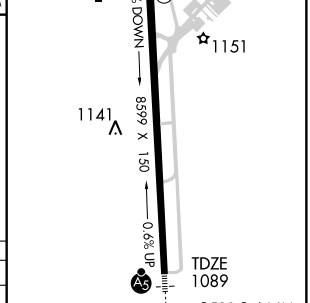
MALSR

MISSED APPROACH: Climbing left turn to 2800 direct LAW VOR/DME and hold.

ATIS	FORT SILL APP CON	LAWTON TOWER ★	GND CON	UNICOM
120.75	120.55 322.4	119.9 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D
S-ILS 35	1289-½	200 (200-½)		
S-LOC 35	1520-½	431 (500-½)	1520-¾ 431 (500-¾)	1520-1 431 (500-1)
CIRCLING	1600-1	490 (500-1)	1620-1½ 510 (600-1½)	1680-2 570 (600-2)

FAF to MAP 3.6 NM

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

SC-1, 08 APR 2010 to 06 MAY 2010

VOR/DME LAW 109.4 Chan 31	APP CRS 349°	Rwy Idg 8599 TDZE 1089 Apt Elev 1110

VOR RWY 35

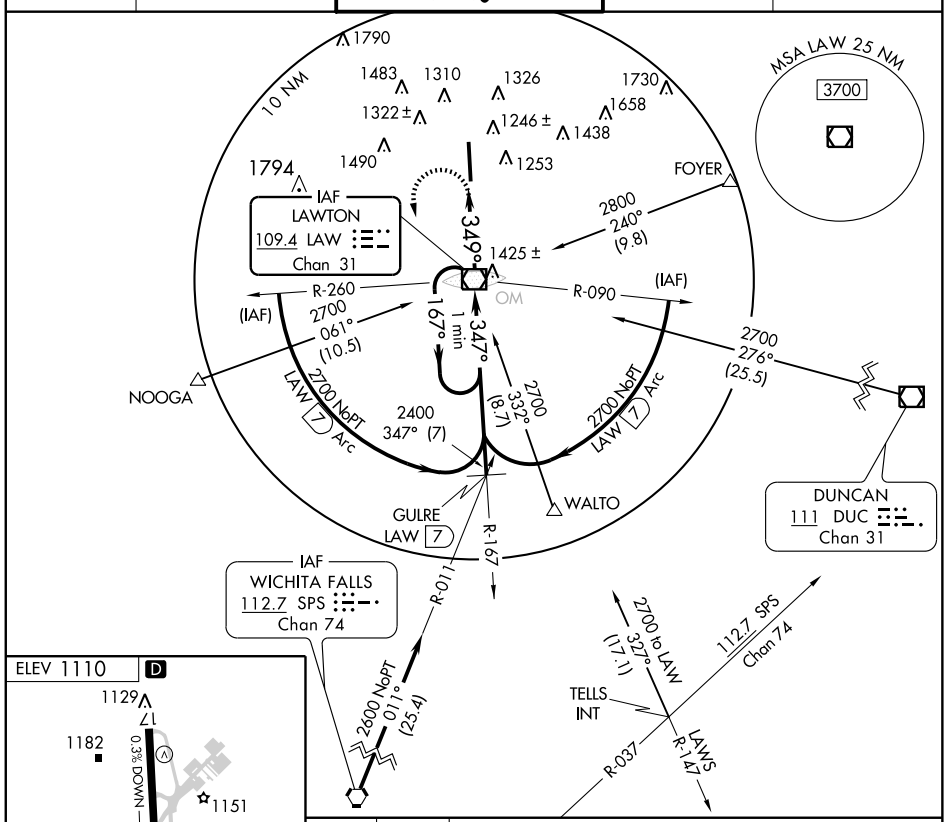
LAWTON-FORT SILL RGNL (LAW)

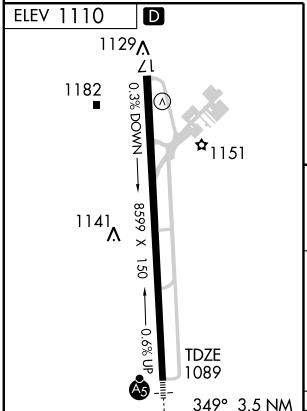
ASR

MALSR

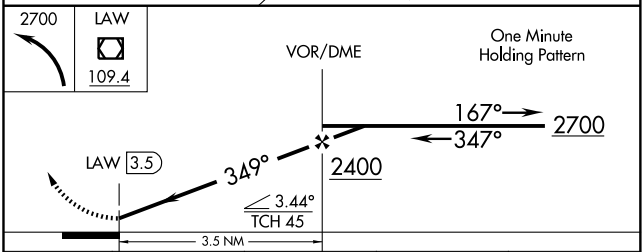
MISSED APPROACH: Climbing left turn to 2700 direct LAW VOR/DME and hold.

ATIS	FORT SILL APP CON	LAWTON TOWER ★	GND CON	UNICOM
120.75	120.55 322.4	119.9 (CTAF) L 257.8	121.9	122.95





FAF to MAP 3.5 NM					
Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10



CATEGORY	A	B	C	D
S-35	1560-½	471 (500-½)	1560-¾ 471 (500-¾)	1560-1 471 (500-1)
CIRCLING	1600-1	490 (500-1)	1620-1½ 510 (600-1½)	1680-2 570 (600-2)

SC-1, 08 APR 2010 to 06 MAY 2010

COPTER NDB RWY 17

NDB HMY 512	APCH CRS 169°	Rwy Idg 2005 TDZE 1091 Arpt Elev 1091

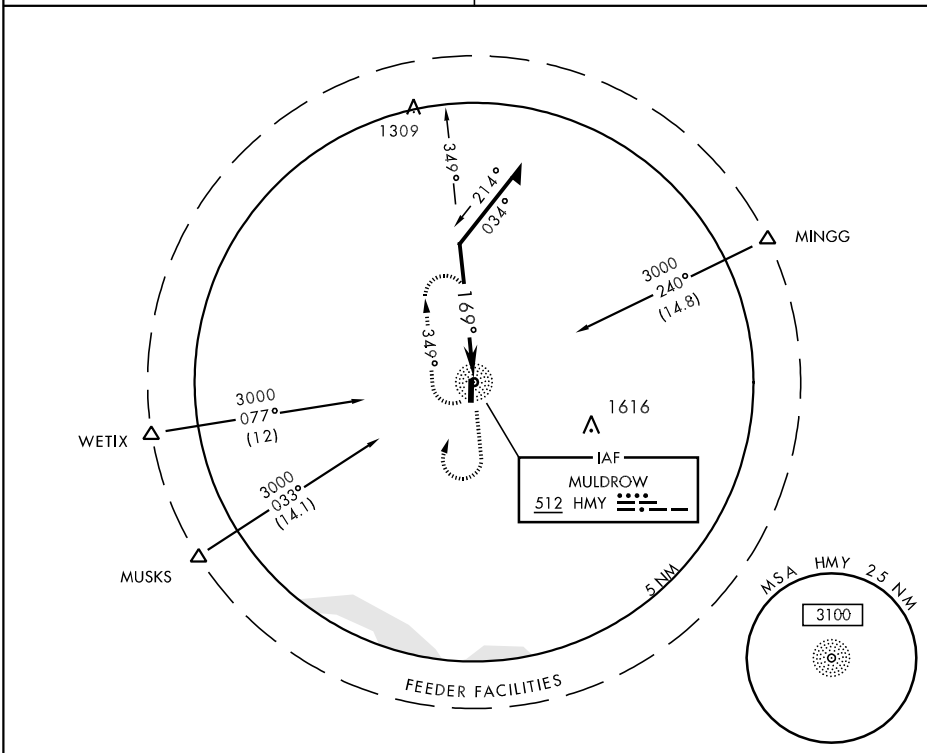
AL-2497 [USA]

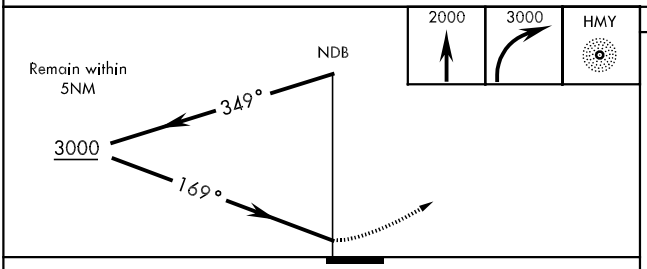
MULDROW AHP (KHMY)

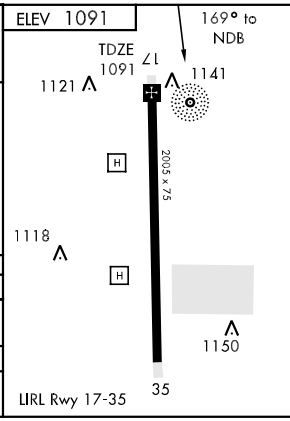
NA Obtain local altimeter setting on CTAF; when not received, use University of Oklahoma Westheimer altimeter setting minimums.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct HMY NDB and hold.

FORT WORTH CENTER	MULDROW OPS (Advsy Svc only)
128.1 322.4	46.9 142.45 387.9 (CTAF)







CATEGORY	COPTER
H-17	1620-1 529 (600-1)
UNIVERSITY OF OKLAHOMA WESTHEIMER ALTIMETER SETTING MINIMUMS	
H-17	1680-1 589 (600-1)

COPTER NDB RWY 35

NDB HMY 512	APCH CRS 359°	Rwy ldg 2005 TDZE 1091 Arpt Elev 1091

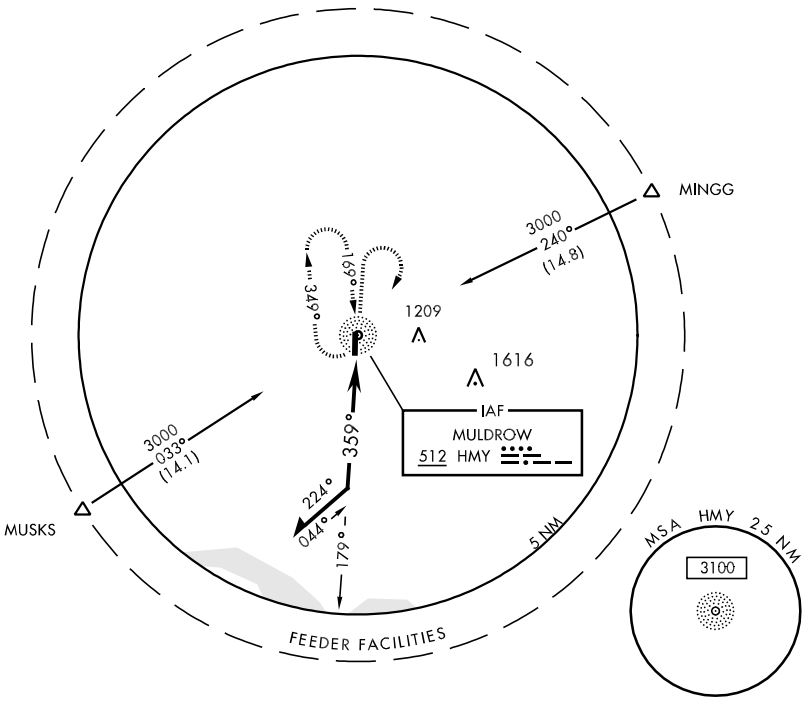
AL-2497 [USA]

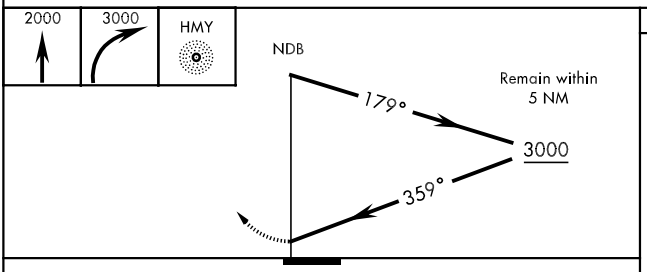
MULDROW AHP (KHMY)

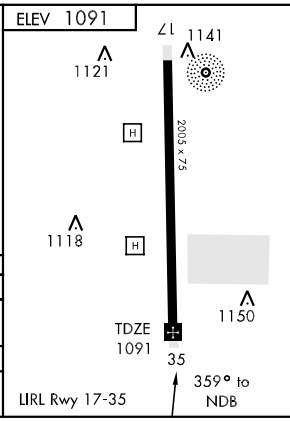
NA Obtain local altimeter setting on CTAF; when not received, use University of Oklahoma Westheimer altimeter setting minimums.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct HMY NDB and hold.

FORT WORTH CENTER	MULDROW OPS (Advsy Svc only)
128.1 322.4	46.9 142.45 387.9 (CTAF)







CATEGORY	COPTER
H-35	1520-1 429 (500-1)
UNIVERSITY OF OKLAHOMA WESTHEIMER ALTIMETER SETTING MINIMUMS	
H-35	1580-1 489 (500-1)

LEXINGTON, OKLAHOMA

COPTER RNAV (GPS) RWY 17

APCH CRS	Rwy ldg	2005
175°	TDZE	1091
	Arpt Elev	1091

AL-2497 [USA]

MULDROW AHP (KHMY)

NA Obtain local altimeter setting on CTAF; when not received, use University of Oklahoma Westheimer altimeter setting minimums. DME/DME RNP-0.3 NA

MISSED APPROACH: Climbing left turn to 3000 direct IMIME and hold.

FORT WORTH CENTER	MULDROW OPS (Advsy Svc only)
128.1 322.4	46.9 142.45 387.9 (CTAF)

Limit final and Missed Approach airspeed to 90 KIAS.

HAVAK

3000 097° (12.5)

1307

(IAF) CONBO 3000

TAPUC

4 NM

3000 085° (3)

3000 265° (3)

085°

265°

1571

3000 264° (10.5)

MINGG

2700

(IAF) IMIME 3000

(FAF) VAPPU

175° (3)

RW17

1616

3000 043° (11.7)

WETIX

1250

1660

MSA RW17 25 NM

3100

3000 IMIME

TAPUC 3000 175° VAPPU 2700 RW17

3.64°

3 NM 3 NM

ELEV 1091

175° to RW17

TDZE 1091

1141

1121

1118

1150

2005 x 75

35

LIRL Rwy 17-35

CATEGORY	COPTER
LNAV MDA	1540-1 449 (500-1)
UNIVERSITY OF OKLAHOMA WESTHEIMER ALTIMETER SETTING MINIMUMS	
LNAV MDA	1600-1 509 (600-1)

SC-1, 08 APR 2010 to 06 MAY 2010

COPTER RNAV (GPS) RWY 35

APCH CRS	Rwy ldg	2005
355°	TDZE	1091
	Arpt Elev	1091

AL-2497 [USA]

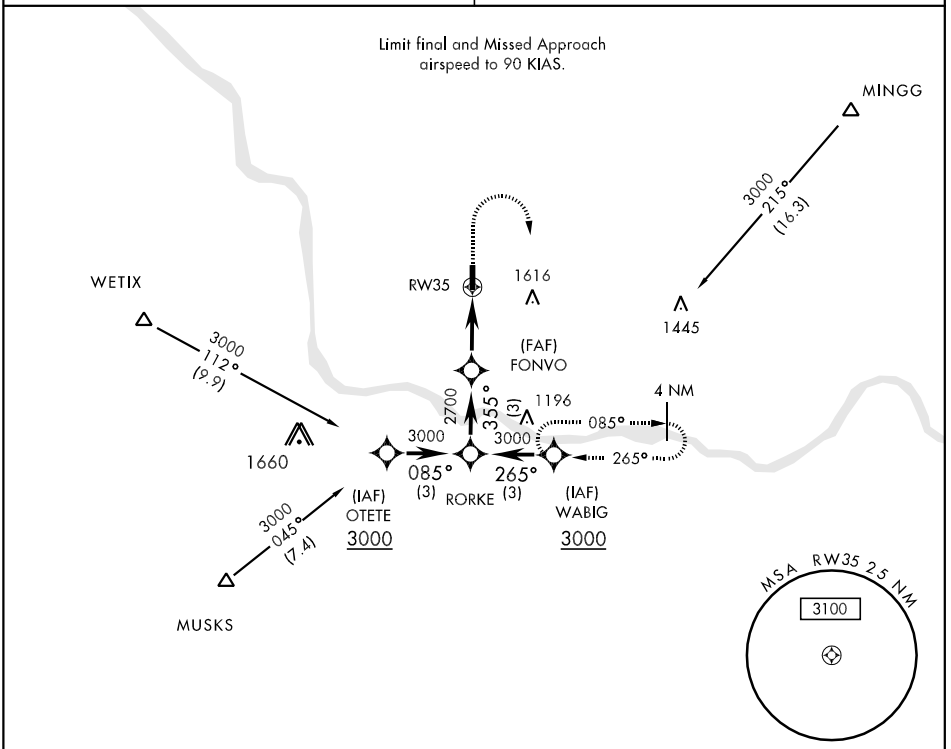
MULDROW AHP (KHMY)

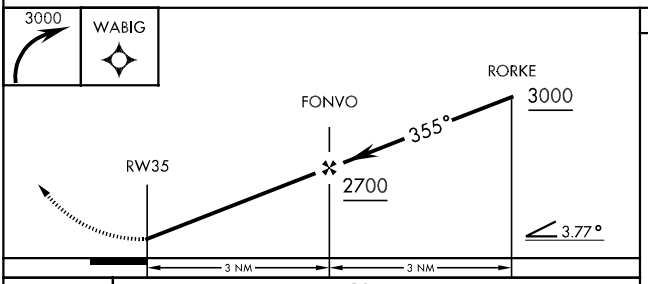
⚠ NA — Obtain local altimeter setting on CTAF; when not received, use University of Oklahoma Westheimer altimeter setting minimums. DME/DME RNP-0.3 NA

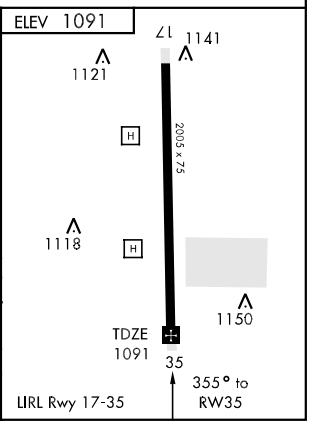
MISSED APPROACH: Climbing right turn to 3000 direct WABIG and hold.

FORT WORTH CENTER	MULDROW OPS (Advsy Svc only)
128.1 322.4	46.9 142.45 387.9 (CTAF)

Limit final and Missed Approach airspeed to 90 KIAS.







CATEGORY	COPTER
LNAV MDA	1500-1 409 (500-1)
UNIVERSITY OF OKLAHOMA WESTHEIMER ALTIMETER SETTING MINIMUMS	
LNAV MDA	1560-1 469 (500-1)

RNAV (GPS) RWY 18

MADILL MUNI (1F4)

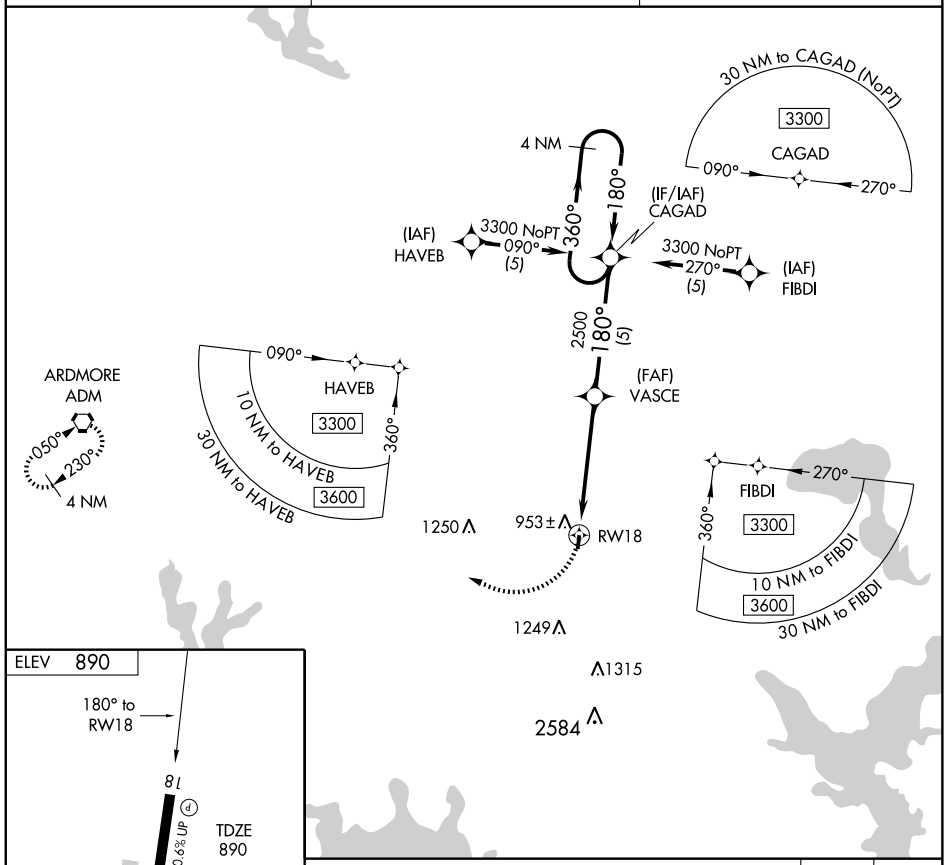
APP CRS	Rwy Idg	3005
180°	TDZE	890
	Apt Elev	890

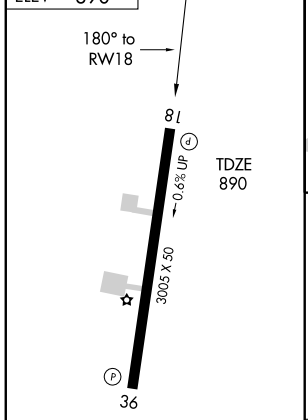
Use Ardmore Downtown Executive altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

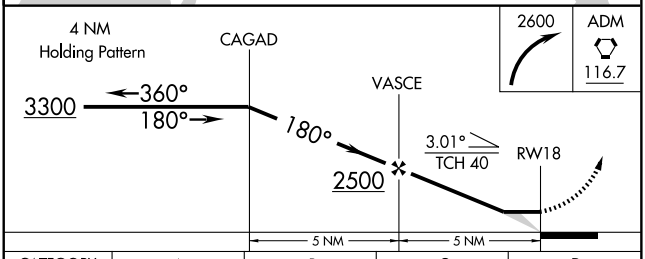
NA

MISSED APPROACH: Climbing right turn to 2600 direct ADM VORTAC and hold.

ARDMORE DOWNTOWN AWOS-3	FORT WORTH CENTER	CTAF
118.15	128.1 327.15	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	1260-1	370 (400-1)	NA	
CIRCLING	1360-1	470 (500-1)	NA	

MIRL Rwy 18-36 L

REIL Rwys 18 and 36

SC-1. 08 APR 2010 to 06 MAY 2010

MADILL, OKLAHOMA

AL-6462 (FAA)

VORTAC ADM 116.7 Chan 114	APP CRS 097°	Rwy Idg N/A TDZE N/A Apt Elev 890

VOR/DME-A

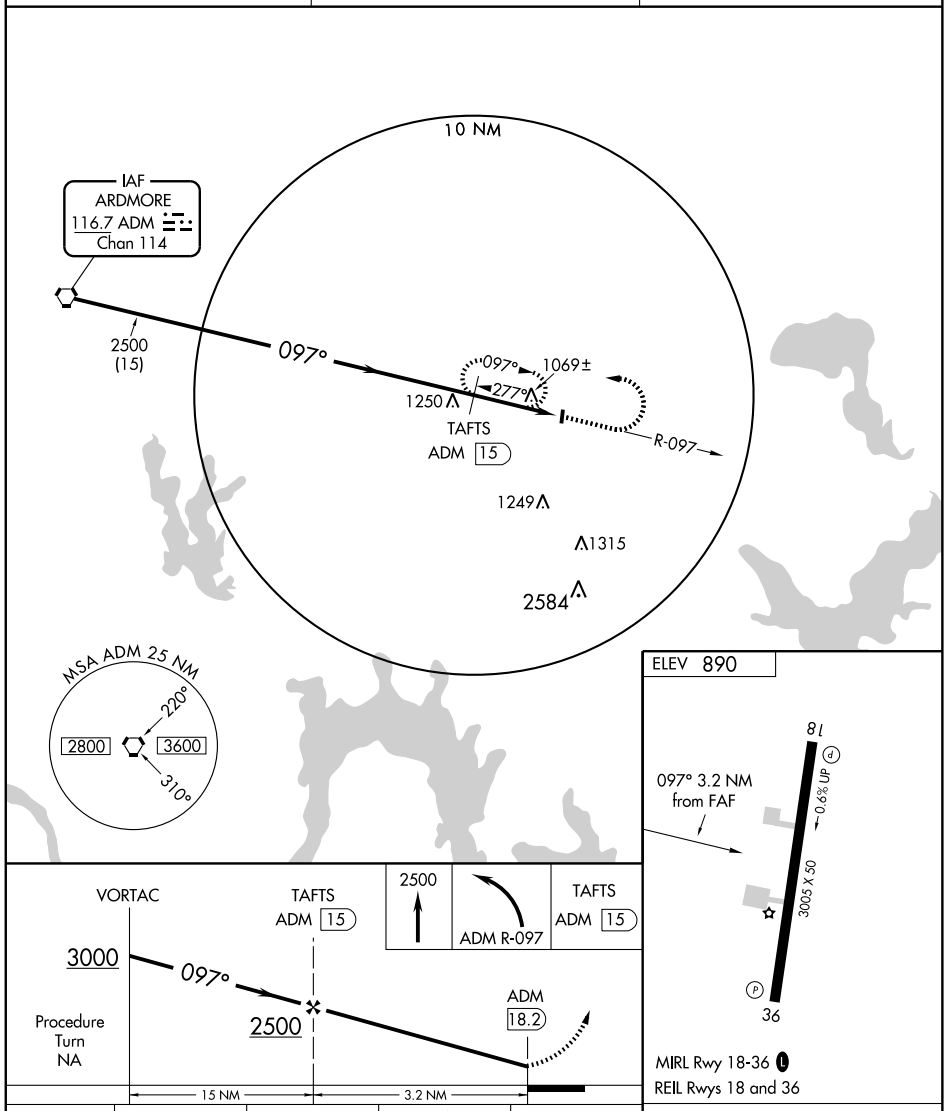
MADILL MUNI (1F4)

Use Ardmore Downtown altimeter setting; if not received, use McAlester altimeter setting and increase all MDAs 180 feet.

NA

MISSED APPROACH: Climb to 2500, then left turn via ADM R-097 to TAFTS 15 DME and hold.

ARDMORE DOWNTOWN AWOS-3 118.15	FORT WORTH CENTER 128.1 327.15	CTAF 122.9 L



CATEGORY	A	B	C	D
CIRCLING	1420-1	530 (600-1)	NA	

Knots	60	90	120	150	180
Min:Sec					

SC-1, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4200
172°	TDZE	1634
	Apt Elev	1644

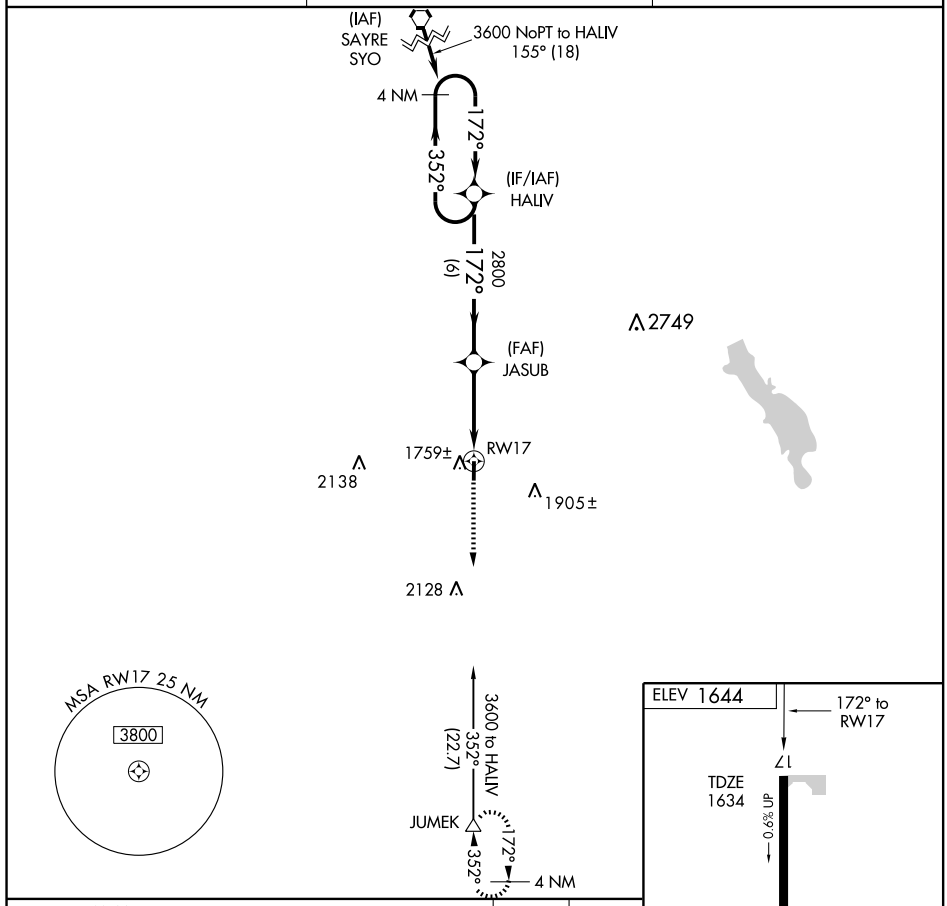
RNAV (GPS) RWY 17

MANGUM/SCOTT FIELD (2K4)

NA Use Hobart Rgnl altimeter setting; if not received, use Frederick Muni altimeter setting and increase all MDAs 100 feet. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3700 direct JUMEK and hold.

HOBART ASOS	ALTUS APP CON★	CTAF
133.325	125.1 257.725	122.9



CATEGORY	A	B	C	D
LNAV MDA	2160-1 526 (600-1)		2160-1½ 526 (600-1½)	NA
CIRCLING	2220-1 576 (600-1)		2220-1½ 576 (600-1½)	NA

MIRL Rwy 17-35

SC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4200
352°	TDZE	1643
	Apt Elev	1644

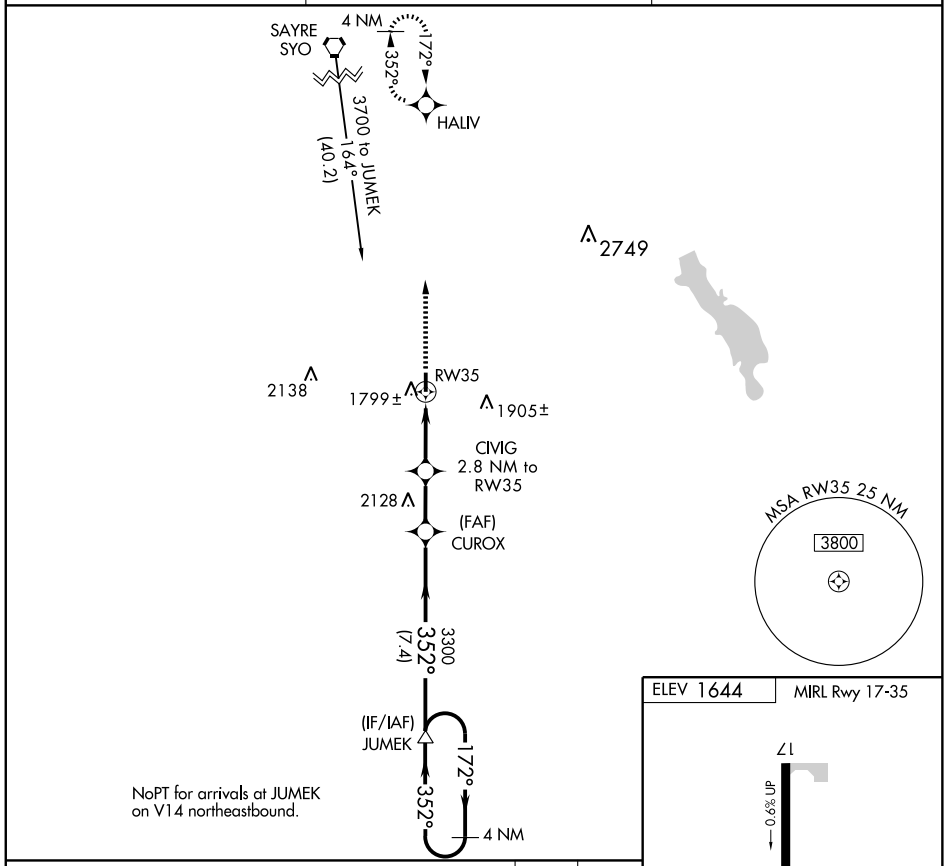
RNAV (GPS) RWY 35

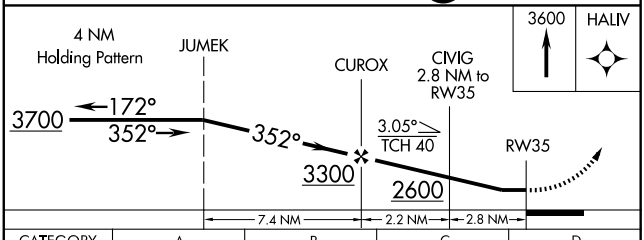
MANGUM/ SCOTT FIELD (2K4)

NA Use Hobart Rgnl altimeter setting; if not received, use Frederick Muni altimeter setting and increase all MDAs 100 feet. DME/DME RNP-0.3 NA.

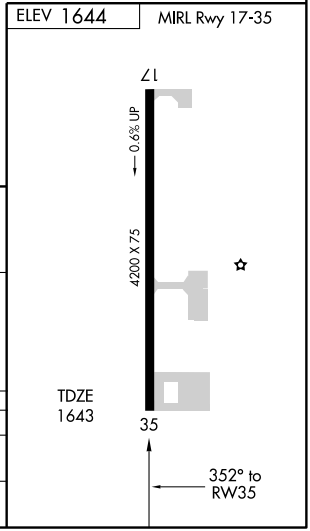
MISSED APPROACH: Climb to 3600 direct HALIV and hold.

HOBART ASOS	ALTUS APP CON*	CTAF
133.325	125.1 257.725	122.9





CATEGORY	A	B	C	D
LNAV MDA	2160-1 517 (600-1)		2160-1½ 517 (600-1½)	NA
CIRCLING	2220-1 576 (600-1)		2220-1½ 576 (600-1½)	NA



SC-1. 08 APR 2010 to 06 MAY 2010

LOC I-MLC	APP CRS	Rwy Idg	5602
108.3	014°	TDZE	755
		Apt Elev	770

LOC RWY 2

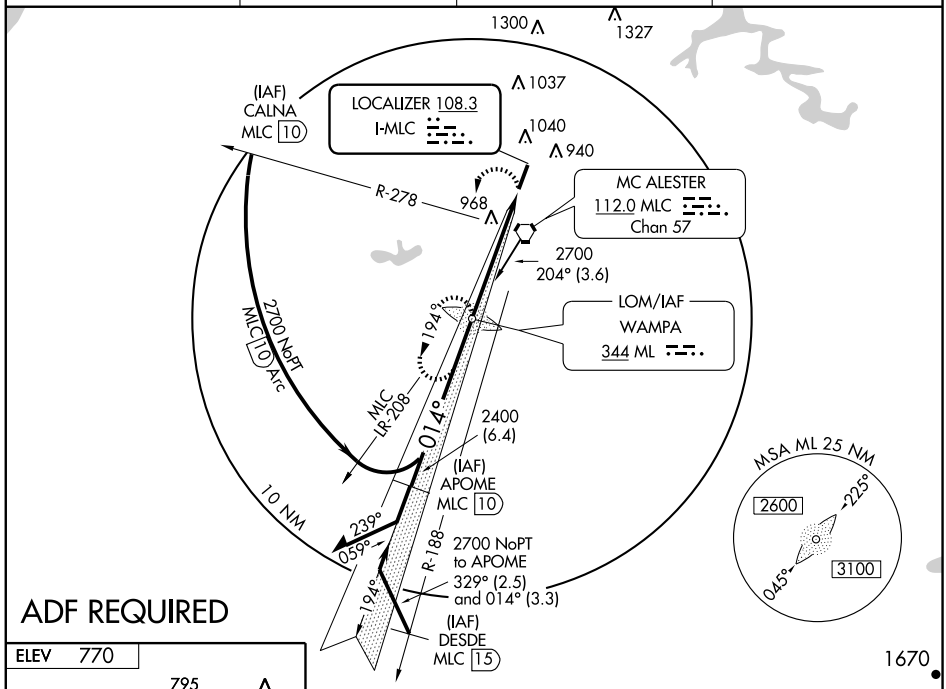
MC ALESTER RGNL (MLC)

T Inoperative table does not apply to Cat C. When local altimeter setting not received, use Ada Muni altimeter setting and increase all MDA 140 feet and S-2 Cats C and D and Circling Cat B visibility ¼ mile and Circling Cats C and D visibility ½ mile. Visibility reduction by helicopters NA.

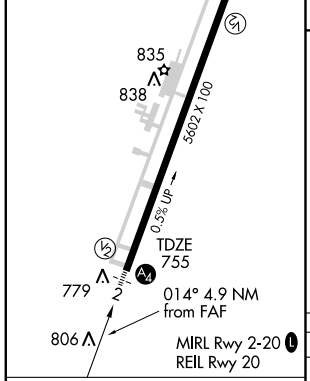
MALS

MISSED APPROACH: Climbing left turn to 2700 direct ML LOM and hold.

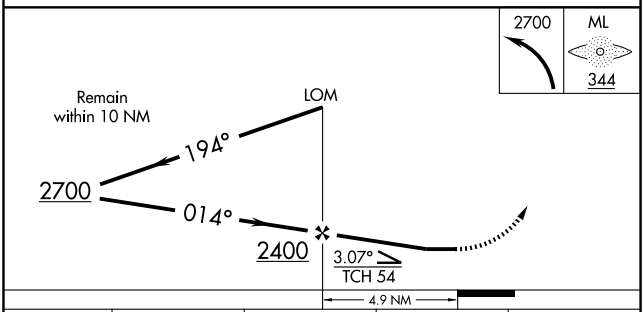
ASOS	FORT WORTH CENTER	MC ALESTER RADIO	UNICOM
135.125	132.2 338.35	122.65	122.95 (CTAF) L



ADF REQUIRED



FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



CATEGORY	A	B	C	D
S-2	1200-¾ 445 (500-¾)		1200-1¼ 445 (500-1¼)	1200-1½ 445 (500-1½)
CIRCLING	1400-1 630 (700-1)		1400-1¾ 630 (700-1¾)	1400-2 630 (700-2)

SC-1, 08 APR 2010 to 06 MAY 2010

WAAS CH 50201 W02A	APP CRS 014°	Rwy Idg 5602 TDZE 755 Apt Elev 770

RNAV (GPS) RWY 2

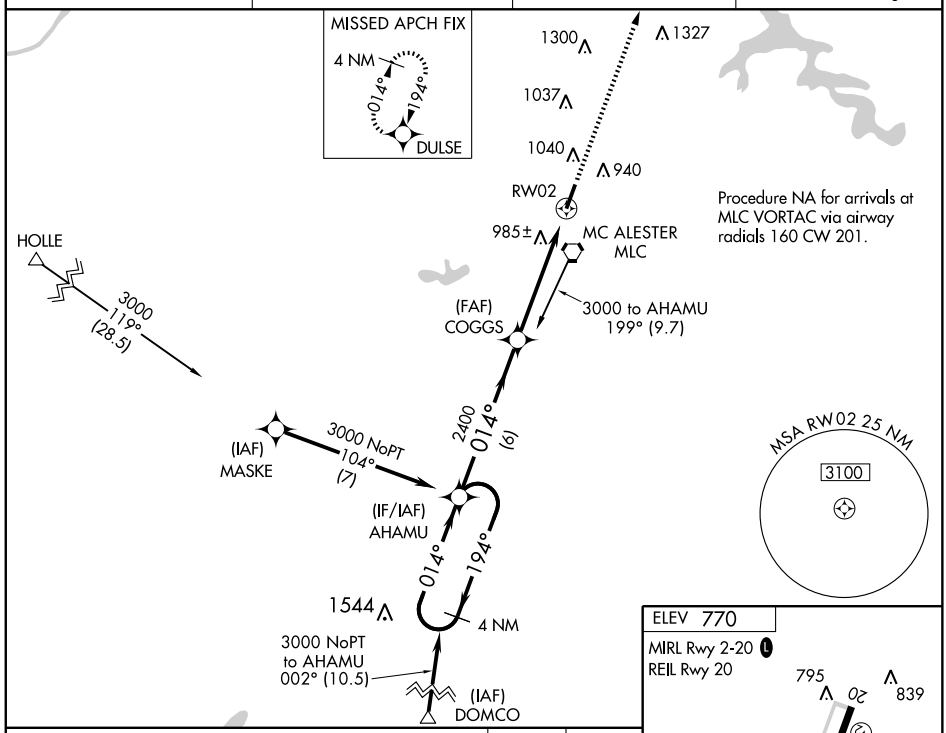
MC ALESTER RGNL (MLC)

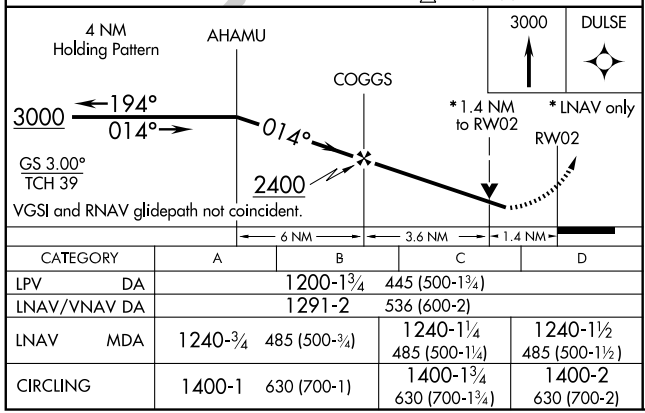
T A Inoperative table does not apply to LPV all Cats, LNAV/VNAV all Cats and LNAV Cat C. Baro-VNAV NA when using Ada Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). DME/DME RNP-0.3 NA. VDP NA when using Ada Muni altimeter setting. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ada Muni altimeter setting and increase all DA/MDA 140 feet, and all visibilities ½ mile.

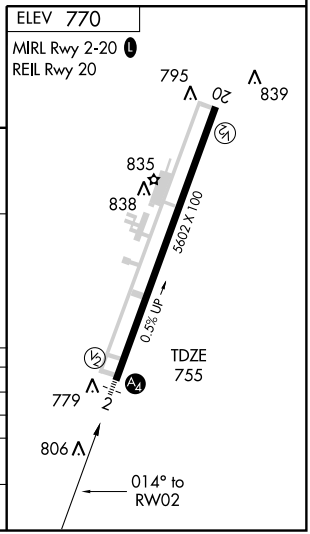
MALS

MISSED APPROACH: Climb to 3000 direct DULSE and hold.

ASOS	FORT WORTH CENTER	MC ALESTER RADIO	UNICOM
135.125	132.2 338.35	122.65	122.95 (CTAF) L







CATEGORY	A	B	C	D
LPV DA		1200-1¾	445 (500-1¾)	
LNAV/VNAV DA		1291-2	536 (600-2)	
LNAV MDA	1240-¾ 485 (500-¾)		1240-1¼ 485 (500-1¼)	1240-1½ 485 (500-1½)
CIRCLING	1400-1 630 (700-1)		1400-1¾ 630 (700-1¾)	1400-2 630 (700-2)

SC-1, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5602
194°	TDZE	770
	Apt Elev	770

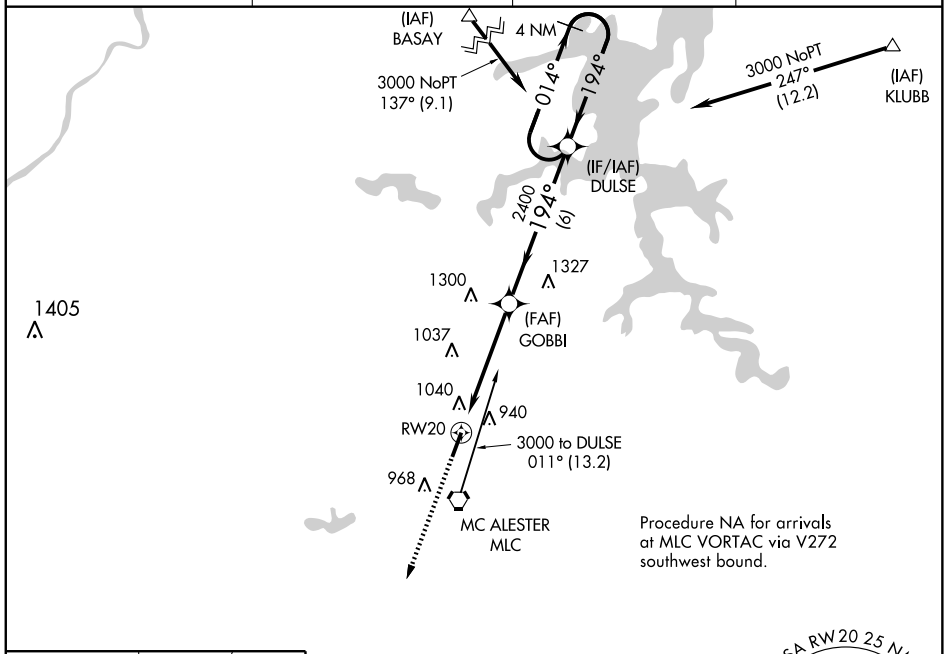
RNAV (GPS) RWY 20

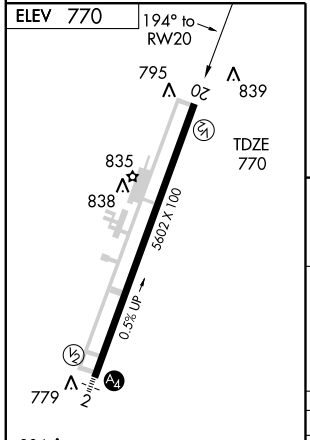
MC ALESTER RGNL (MLC)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ada Muni altimeter setting and increase all MDA 140 feet, and increase LNAV Cat C and D visibility ½ mile and Circling Cat C and D visibility ¼ mile. Visibility reduction by helicopters NA.

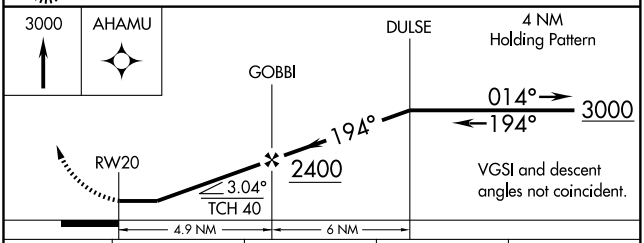
MISSED APPROACH: Climb to 3000 direct AHAMU and hold.

ASOS	FORT WORTH CENTER	MC ALESTER RADIO	UNICOM
135.125	132.2 338.35	122.65	122.95 (CTAF)









CATEGORY	A	B	C	D
LNAV MDA	1340-1	570 (600-1)	1340-1½ 570 (600-1½)	1340-1¾ 570 (600-1¾)
CIRCLING	1400-1	630 (700-1)	1400-1¾ 630 (700-1¾)	1400-2 630 (700-2)

SC-1, 08 APR 2010 to 06 MAY 2010

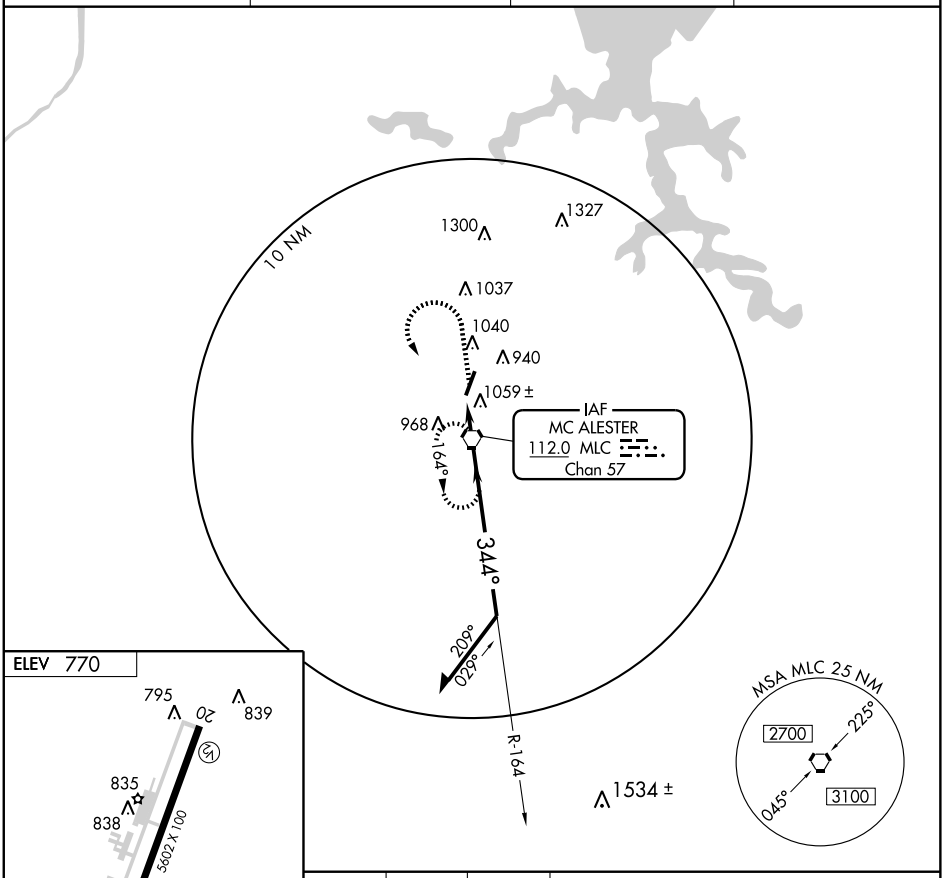
VORTAC MLC	APP CRS	Rwy Idg	N/A
112.0	344°	TDZE	N/A
Chan 57		Apt Elev	770

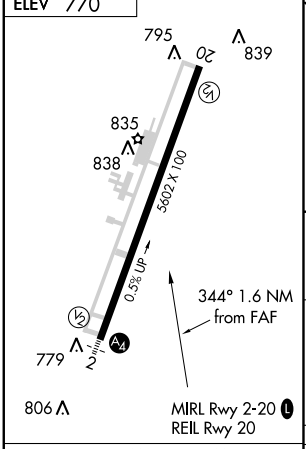
VOR-A

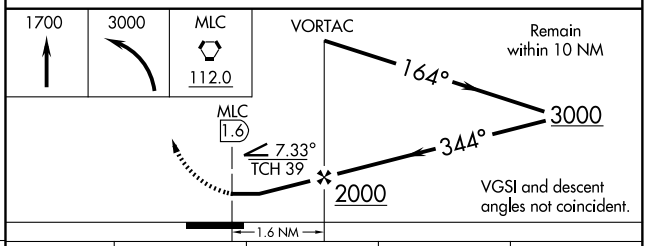
MC ALESTER RGNL (MLC)

MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 direct MLC VORTAC and hold.

ASOS	FORT WORTH CENTER	MC ALESTER RADIO	UNICOM
135.125	132.2 338.35	122.65	122.95 (CTAF)







FAF to MAP 1.6 NM					
Knots	60	90	120	150	180
Min:Sec	1:36	1:04	0:48	0:38	0:32

CATEGORY	A	B	C	D
CIRCLING	1400-1 630 (700-1)		1400-1¾ 630 (700-1¾)	NA

SC-1, 08 APR 2010 to 06 MAY 2010

VORTAC MLC	APP CRS	Rwy Idg	5602
112.0	174°	TDZE	770
Chan 57		Apt Elev	770

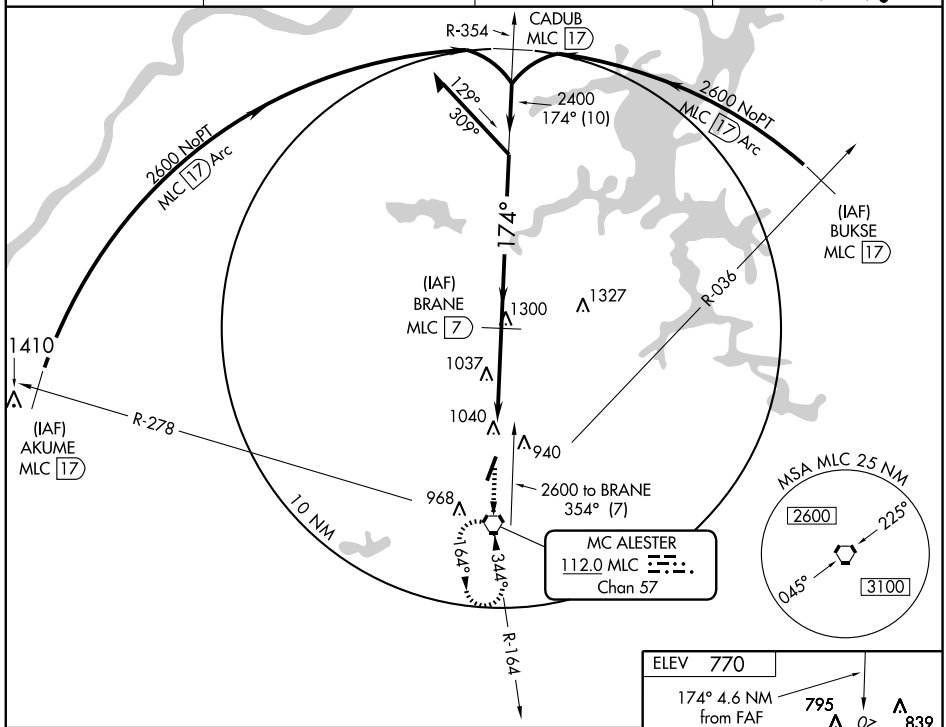
VOR/DME RWY 20

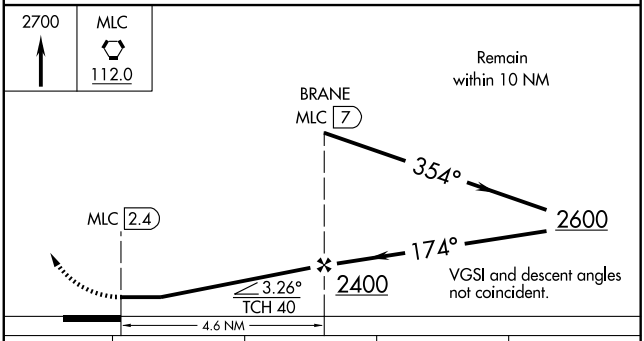
MC ALESTER RGNL (MLC)

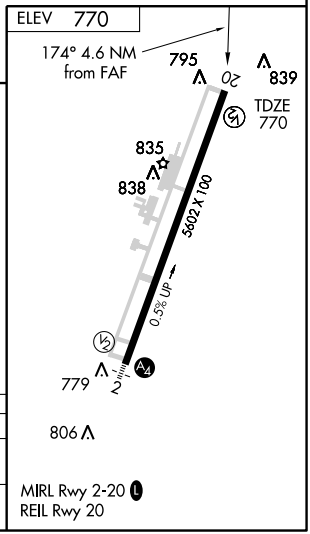
When local altimeter setting not received, use Ada Muni altimeter setting and increase all MDA 140 feet and S-20 Cats C and D visibility ½ mile, and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2700 direct MLC VORTAC and hold, continue climb-in hold to 2700.

ASOS	FORTH WORTH CENTER	MC ALESTER RADIO	UNICOM
135.125	132.2 338.35	122.65	122.95 (CTAF) L







CATEGORY	A	B	C	D
S-20	1340-1	570 (600-1)	1340-1½ 570 (600-1½)	1340-1¾ 570 (600-1¾)
CIRCLING	1400-1	630 (700-1)	1400-1¾ 630 (700-1¾)	1400-2 630 (700-2)

SC-1. 08 APR 2010 to 06 MAY 2010

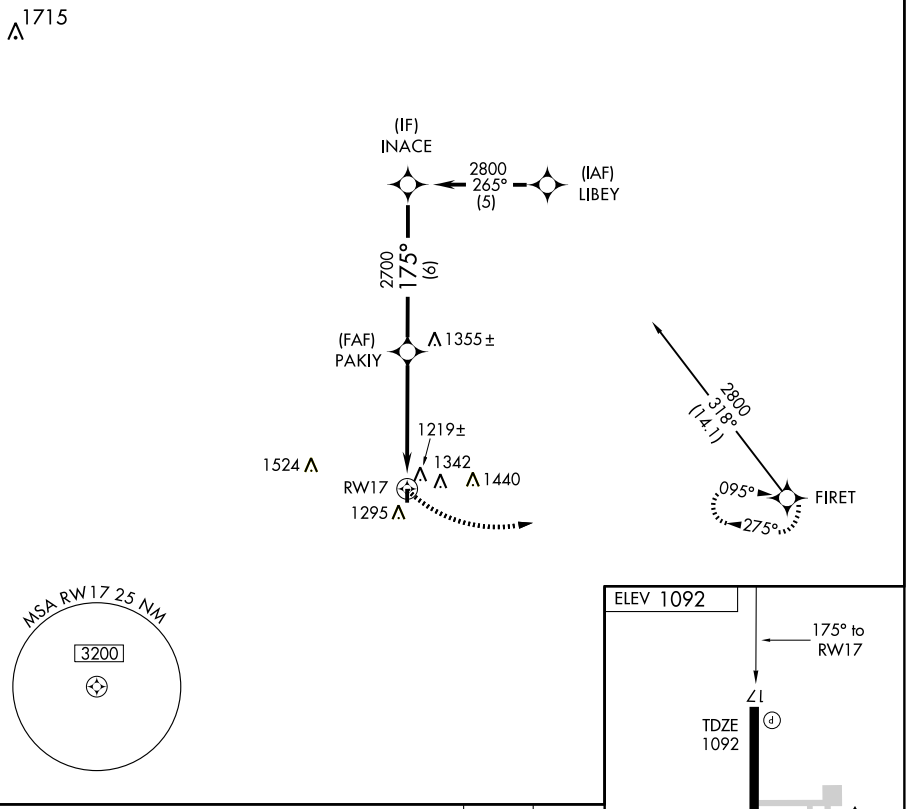
APP CRS	Rwy Idg	3007
175°	TDZE	1092
	Apt Elev	1092

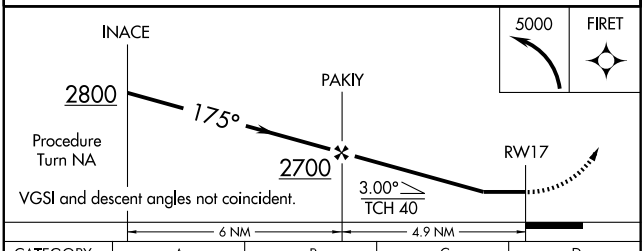
RNAV (GPS) RWY 17

MEDFORD MUNI (053)

NA	Use Ponca City Rgnl altimeter setting. Procedure NA at night. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climbing left turn to 5000 direct FIRET and hold.

PONCA CITY ASOS	VANCE APP CON*	UNICOM
134.075	118.075 273.475	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1680-1¼ 588 (600-1¼)		NA	
CIRCLING	1740-1¼ 648 (700-1¼)		NA	

MIRL Rwy 17-35 L

SC-1, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3007
355°	TDZE	1085
	Apt Elev	1092

RNAV (GPS) RWY 35

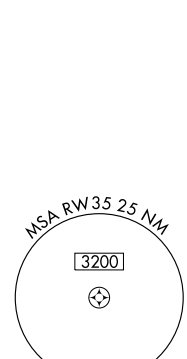
MEDFORD MUNI (O53)

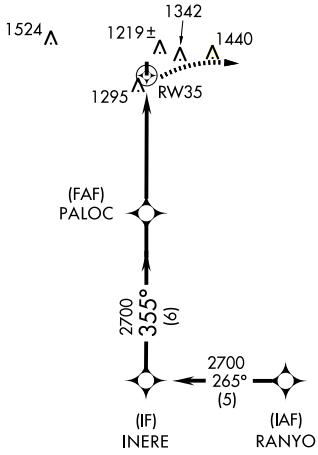
NA Use Ponca City Rgnl altimeter setting. Procedure NA at night. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 5000 direct FIRET and hold.

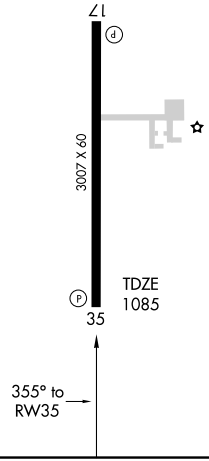
VANCE APP CON ★
118.075 273.475

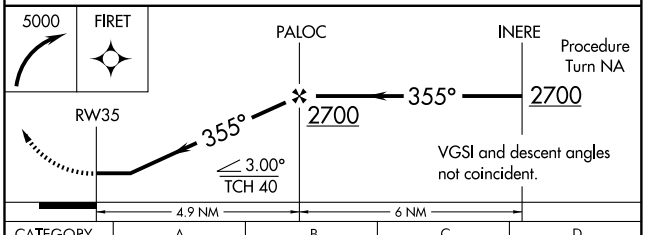
UNICOM
122.8 (CTAF) Ⓛ





ELEV 1092 MIRL Rwy 17-35 Ⓛ





CATEGORY	A	B	C	D
LNAV MDA	1680-1¼ 595 (600-1¼)		NA	
CIRCLING	1740-1¼ 648 (700-1¼)		NA	

SC-1, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5020
175°	TDZE	808
	Apt Elev	808

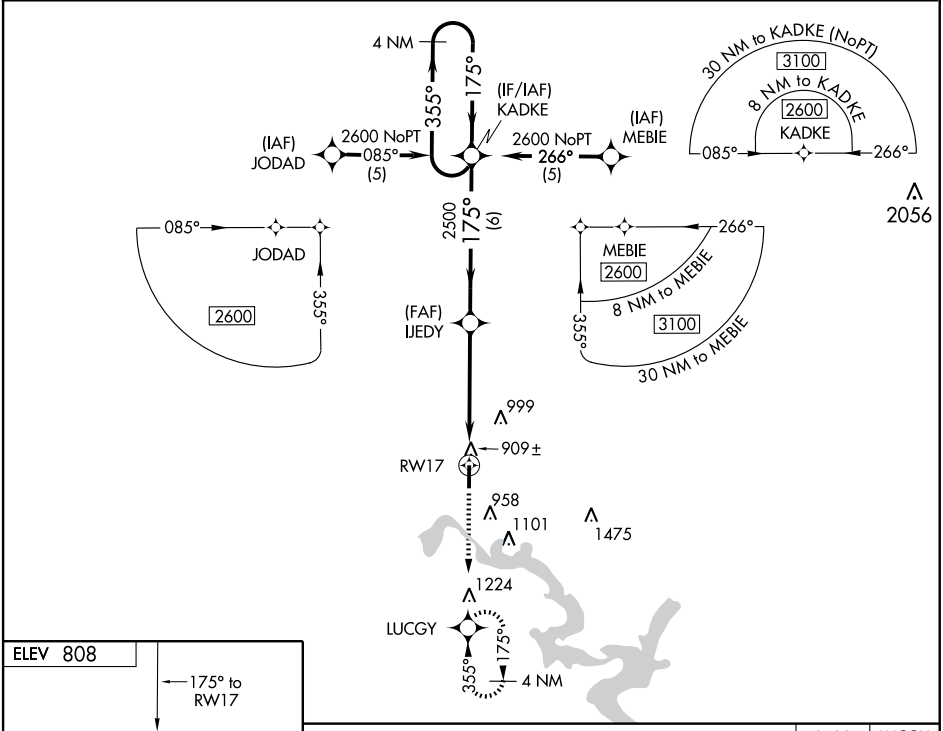
RNAV (GPS) RWY 17

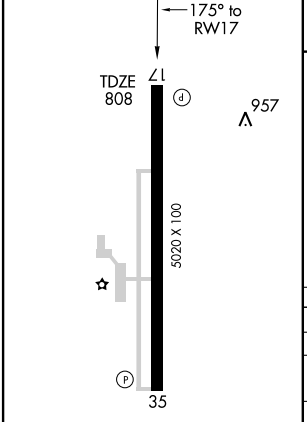
MIAMI MUNI (MIO)

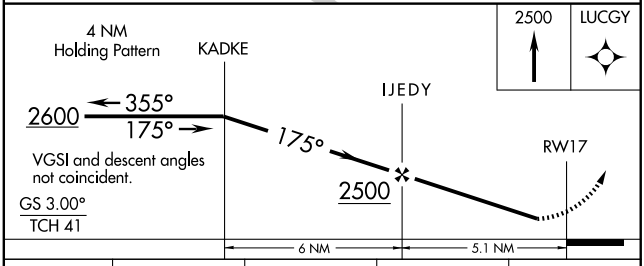
NA Use Joplin Regional altimeter setting.
Baro VNAV NA.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct LUCGY WP and hold.

KANSAS CITY CENTER	UNICOM
128.6 282.325	122.8 (CTAF) L







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1240-1½ 432 (500-1½)			NA
LNAV MDA	1300-1 492 (500-1)		1300-1¼ 492 (500-1¼)	NA
CIRCLING	1340-1½ 532 (600-1½)			NA

SC-1, 08 APR 2010 to 06 MAY 2010

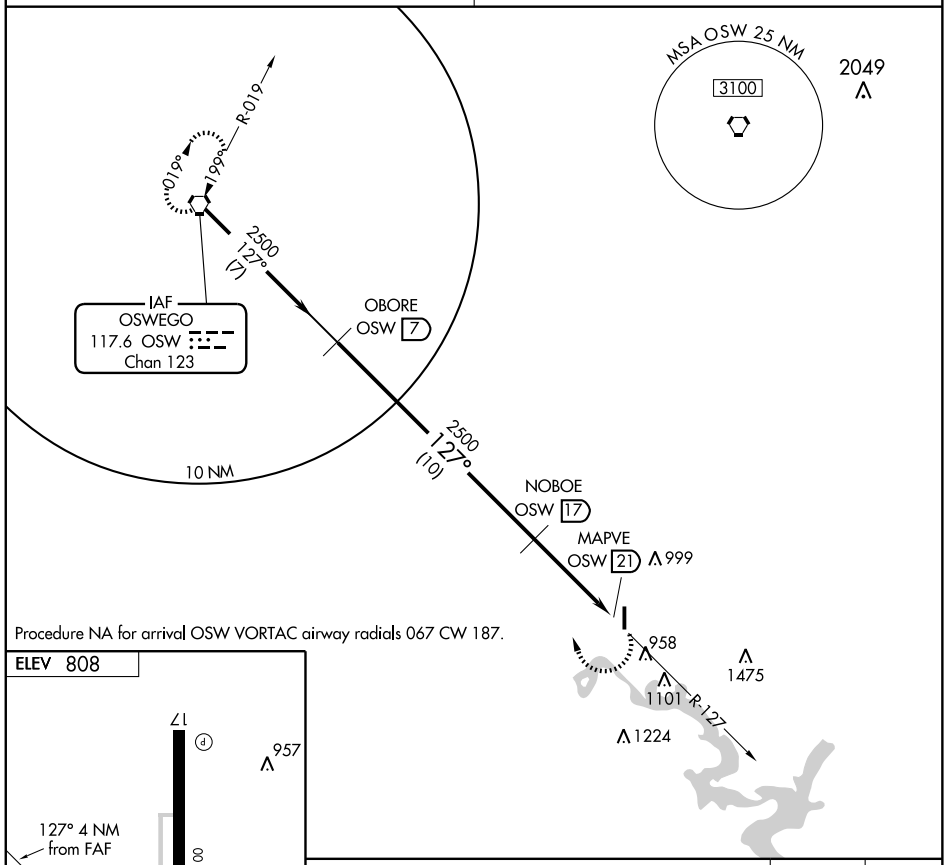
VORTAC OSW 117.6 Chan 123	APP CRS 127°	Rwy Idg N/A TDZE N/A Apt Elev 808

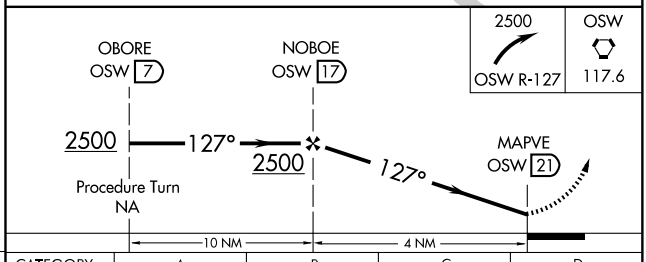
VOR/DME-A
MIAMI MUNI (MIO)

NA Use Joplin Regional altimeter setting.

MISSED APPROACH: Climbing right turn to 2500 via OSW R-127 to OSW VORTAC and hold.

KANSAS CITY CENTER	UNICOM
128.6 282.325	122.8 (CTAF) L





Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	1340-1 532 (600-1)	1340-1¼ 532 (600-1¼)	1340-1½ 532 (600-1½)	NA

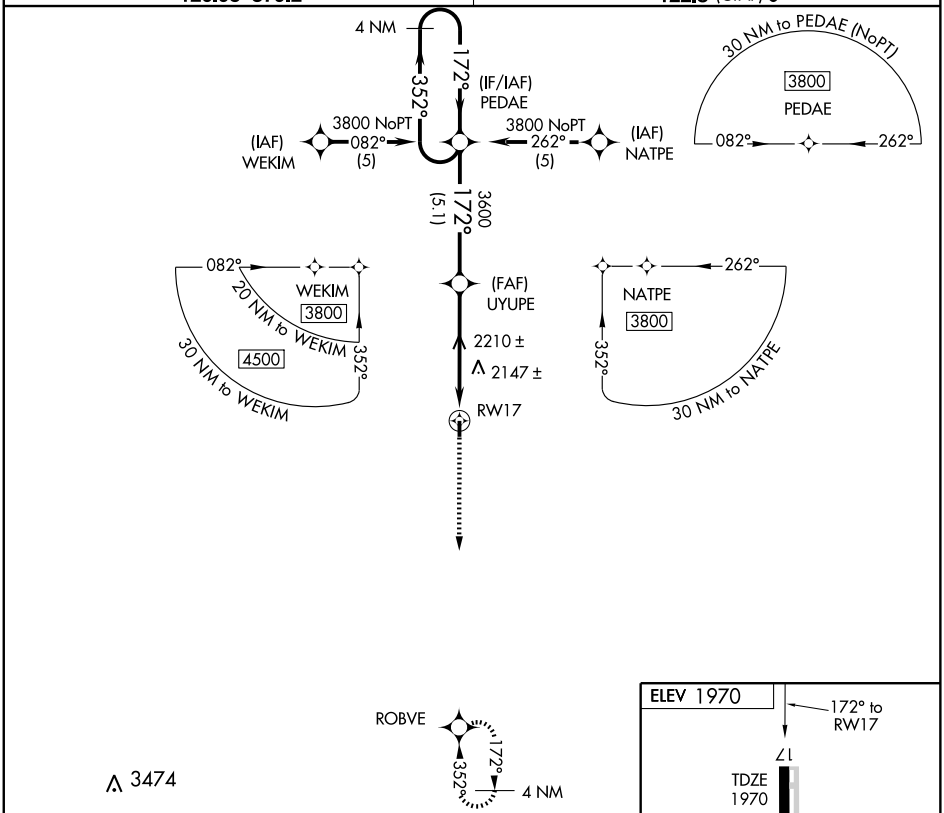
SC-1, 08 APR 2010 to 06 MAY 2010

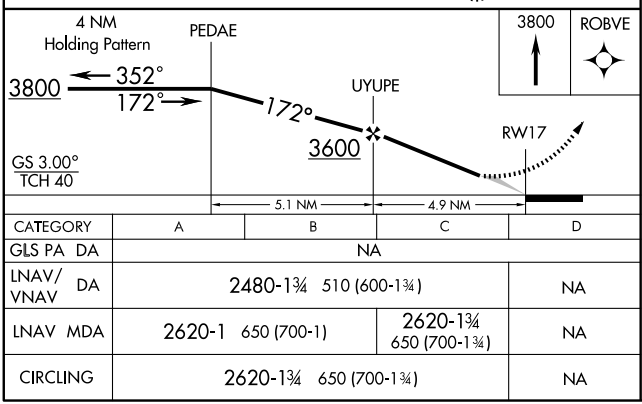
APP CRS	Rwy Idg	3500
172°	TDZE	1970
	Apt Elev	1970

RNAV (GPS) RWY 17

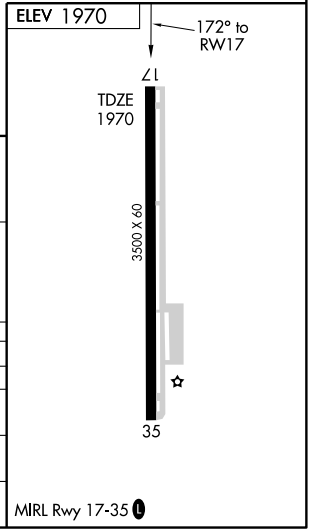
MOORELAND MUNI (MDF)

NA	Use Gage altimeter setting, if not received procedure NA. Baro-VNAV NA. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 3800 direct ROBVE WP and hold.
KANSAS CITY CENTER		UNICOM
126.95 379.2		122.8 (CTAF) L





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	2480-1¾ 510 (600-1¾)			NA
LNAV MDA	2620-1 650 (700-1)		2620-1¾ 650 (700-1¾)	NA
CIRCLING	2620-1¾ 650 (700-1¾)			NA



SC-1, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4498
039°	TDZE	611
	Apt Elev	611

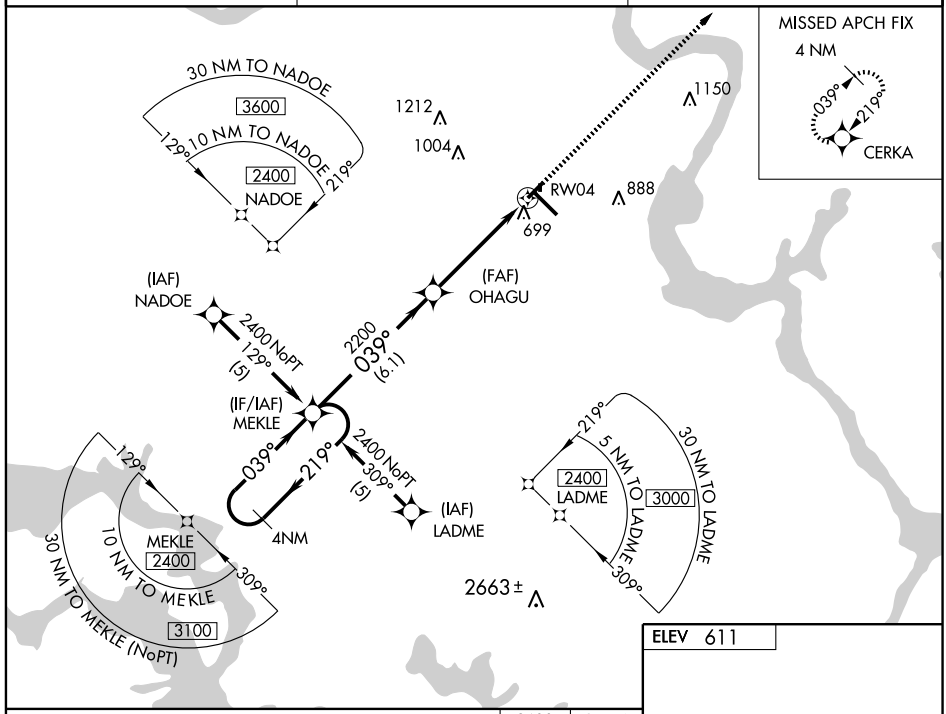
RNAV (GPS) RWY 4

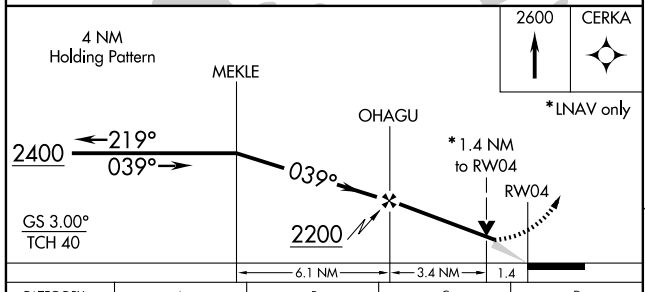
MUSKOGEE/DAVIS FIELD (MKO)

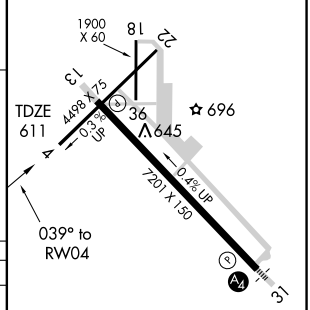
Straight-in minimums NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Tahlequah altimeter setting. When local altimeter setting not received, use Tahlequah altimeter setting and increase DA 92 feet and all visibilities ¼ mile, all MDA 100 feet, Cat C and D visibilities ¼ mile.

MISSED APPROACH: Climb to 2600 direct CERKA and hold.

ASOS	FORT WORTH CENTER	UNICOM
135.025	132.2 338.35	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV/ VNAV DA	1079-1¾ 468 (500-1¾)			
LNAV MDA	1080-1 469 (500-1)		1080-1¼ 469 (500-1¼)	1080-1½ 469 (500-1½)
CIRCLING	1120-1 509 (600-1)	1160-1 549 (600-1)	1180-1½ 569 (600-1½)	1200-2 589 (600-2)

MIRL Rwy 13-31 L

SC-1. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	7201
CH 70607	129°	TDZE	607
W13A		Apt Elev	611

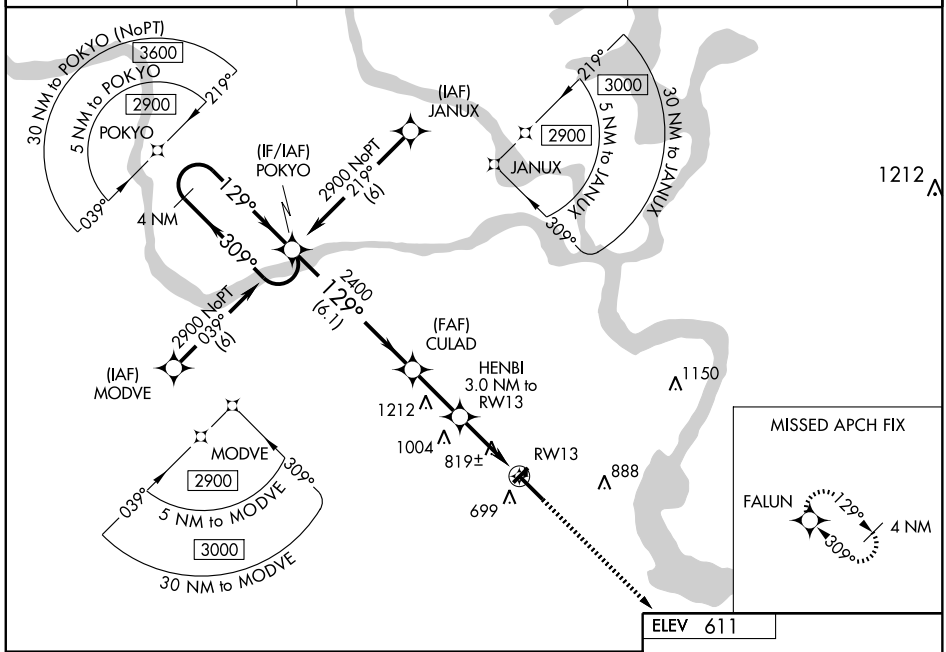
RNAV (GPS) RWY 13

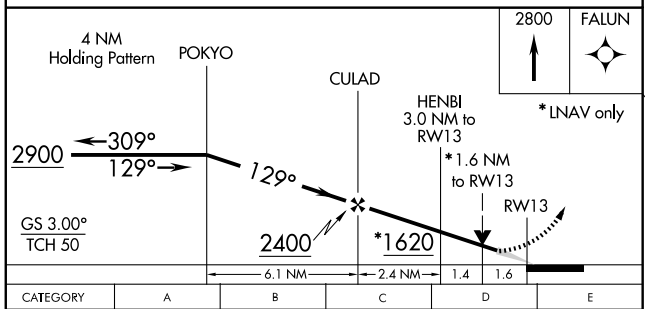
MUSKOGEE/DAVIS FIELD (MKO)

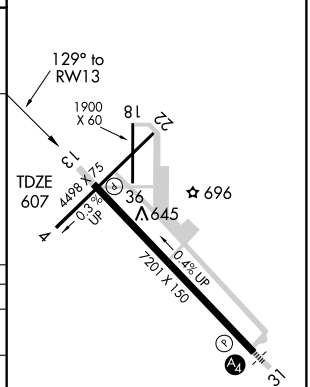
For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Tahlequah altimeter setting. When local altimeter setting not received, use Tahlequah altimeter setting and increase all DA 92 feet; increase LPV visibility ½ mile all Cats. Increase LNAV/VNAV visibility ¼ mile all Cats, increase all MDA 100 feet and LNAV Cat C/D/E visibility ½ mile, Circling visibility Cat C/D ¼ mile.

MISSED APPROACH: Climb to 2800 direct FALUN and hold.

ASOS	FORT WORTH CENTER	UNICOM
135.025	132.2 338.35	122.8 (CTAF) L







CATEGORY	A	B	C	D	E
LPV DA	857-¾ 250 (300-¾)				
LNAV/VNAV DA	1142-2 535 (600-2)				
LNAV MDA	1180-1 573 (600-1)		1180-1½ 573 (600-1½)	1180-1¾ 573 (600-1¾)	1180-2 573 (600-2)
CIRCLING	1180-1 569 (600-1)		1180-1½ 569 (600-1½)	1200-2 589 (600-2)	1580-3 969 (1000-3)

SC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4498
219°	TDZE	597
	Apt Elev	611

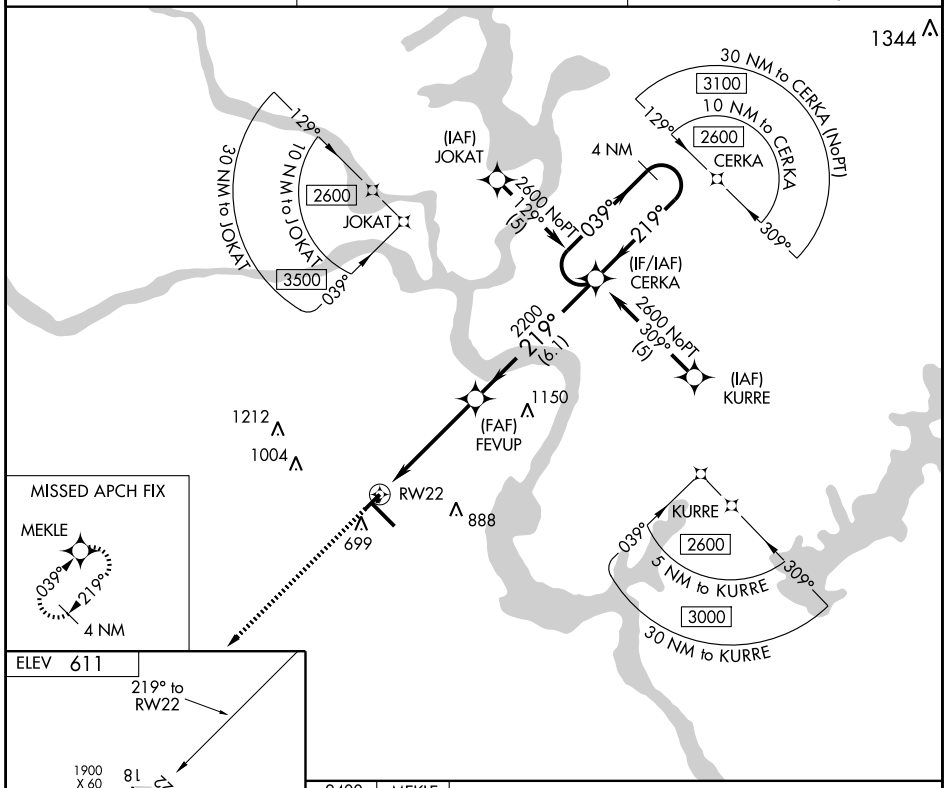
RNAV (GPS) RWY 22

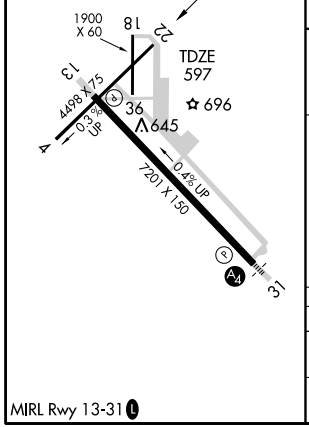
MUSKOGEE/ DAVIS FIELD (MKO)

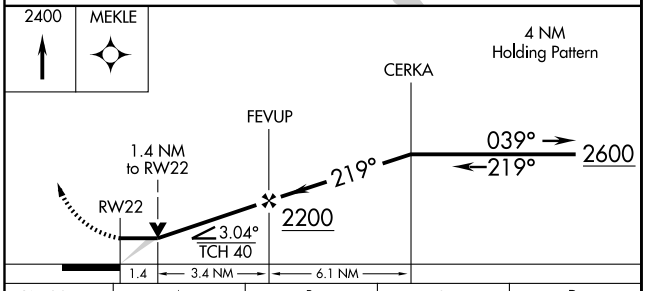
Straight-in minimums NA at night. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Tahlequah altimeter setting and increase all MDA 100 feet, increase LNAV Cat C visibility ¼ mile, Cat D visibility ½ mile, increase circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2400 direct MEKLE and hold.

ASOS	FORT WORTH CENTER	UNICOM
135.025	132.2 338.35	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1100-1	503 (500-1)	1100-1½	503 (500-1½)
CIRCLING	1120-1 509 (600-1)	1160-1 549 (600-1)	1180-1½ 569 (600-1½)	1200-2 589 (600-2)

MIRL Rwy 13-31 L

SC-1, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	7201
CH 42807	309°	TDZE	593
W31B		Apt Elev	611

RNAV (GPS) RWY 31

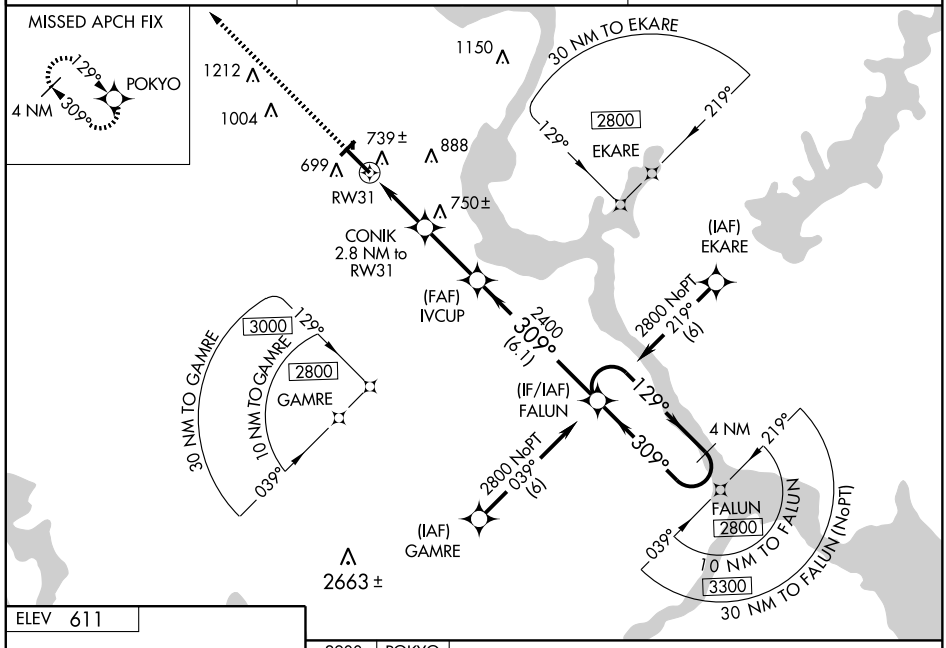
MUSKOGEE/ DAVIS FIELD (MKO)

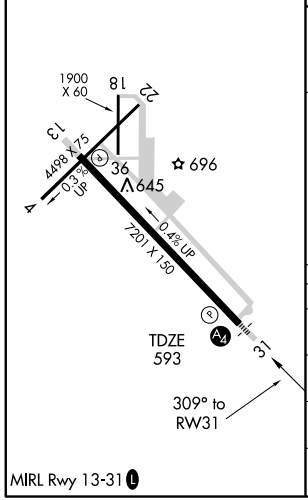
For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). Baro-VNAV and VDP NA when using Tahlequah altimeter setting. When local altimeter setting not received, use Tahlequah altimeter setting and increase all DA 92 feet, visibilities ¼ mile; increase all MDA 100 feet, LNAV visibilities Cat C/D/E ¼ mile, and Circling Cat C ¼ mile. Inoperative table does not apply to LNAV/VNAV Cat A/B/C and LNAV Cat C.

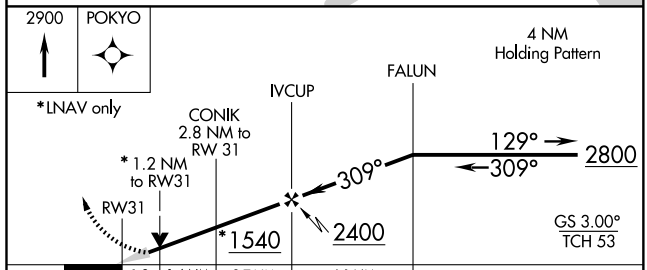
MALS

MISSED APPROACH: Climb to 2900 direct POKYO and hold.

ASOS	FORT WORTH CENTER	UNICOM
135.025	132.2 338.35	122.8 (CTAF)







CATEGORY	A	B	C	D	E
LPV DA	843-1 250 (300-1)				
LNAV/ VNAV DA	1139-2 546 (600-2)				
LNAV MDA	1000-¾ 407 (400-¾)		1000-1¼ 407 (400-1¼)		1000-1½ 407 (400-1½)
CIRCLING	1120-1 509 (600-1)	1160-1 549 (600-1)	1180-1½ 569 (600-1½)	1200-2 589 (600-2)	1580-3 969 (1000-3)

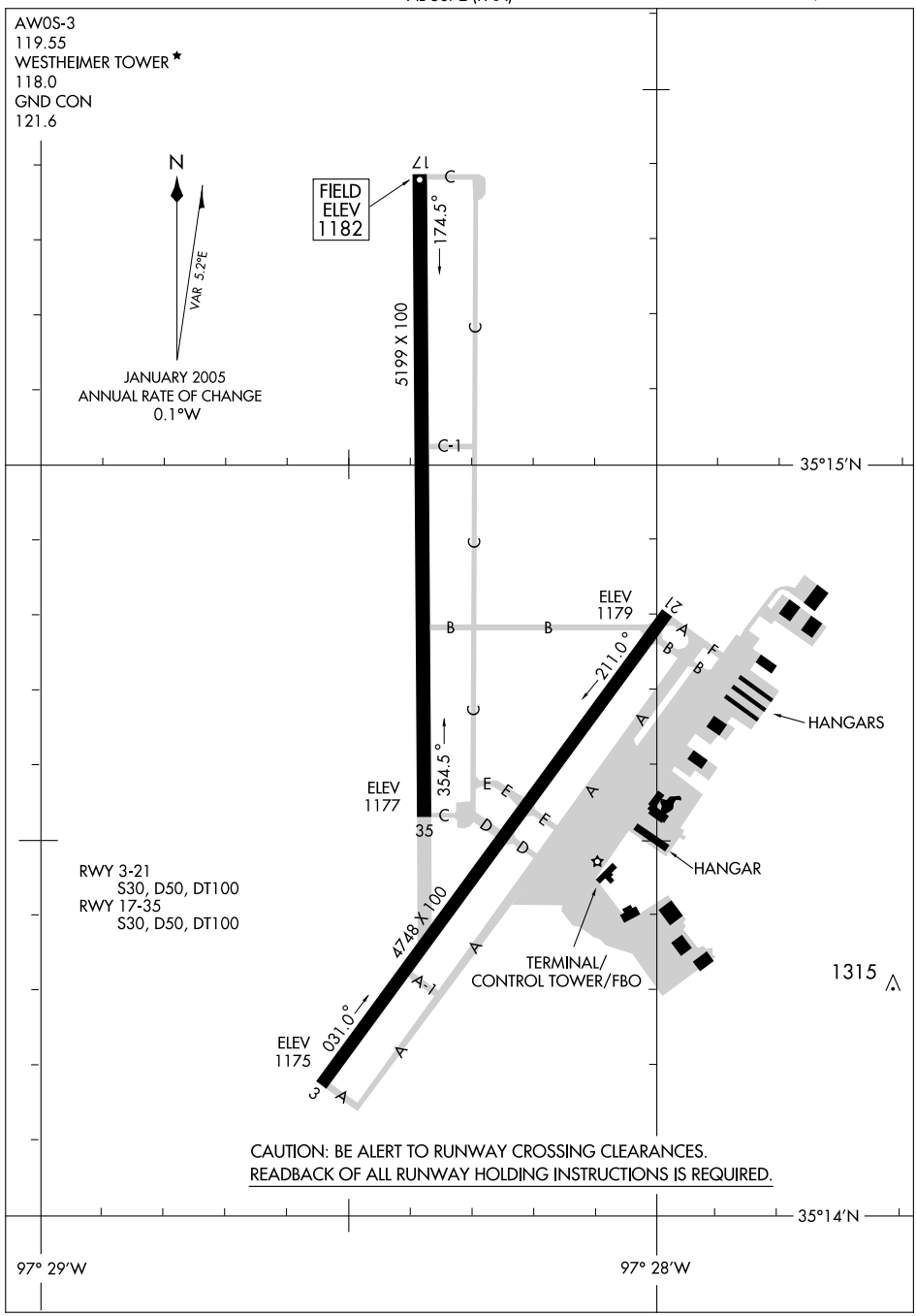
SC-1, 08 APR 2010 to 06 MAY 2010

09295

AIRPORT DIAGRAM

NORMAN/ UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)
AL-5672 (FAA)
NORMAN, OKLAHOMA

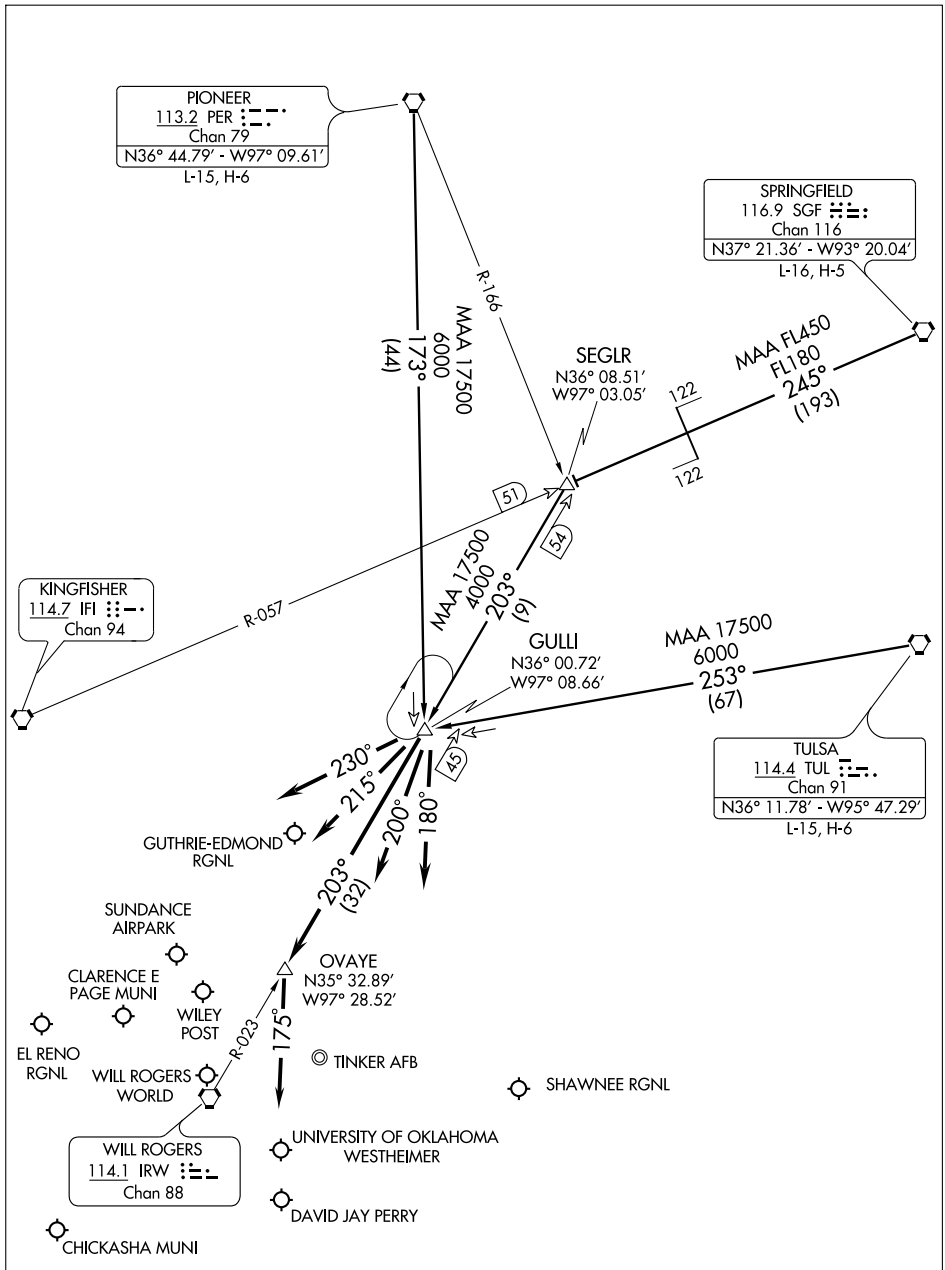
AW0S-3
119.55
WESTHEIMER TOWER ★
118.0
GND CON
121.6



SC-1, 08 APR 2010 to 06 MAY 2010

GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA



NOTE: RADAR required.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SC-1, 08 APR 2010 to 06 MAY 2010

GULLI ONE ARRIVAL (GULLI.GULLI1)

ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GULLI INT. Thence . . . .
SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence . . . .
TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to GULLI INT. Thence . . . .

ALL AIRCRAFT LANDING NORTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

ALL AIRCRAFT LANDING SOUTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final approach course.

SC-1, 08 APR 2010 to 06 MAY 2010

NORMAN, OKLAHOMA

AL-5672 (FAA)

LOC/DME I-BWM	APP CRS	Rwy Idg	5199
111.95	173°	TDZE	1182
Chan 56 (Y)		Apt Elev	1182

ILS or LOC RWY 17

NORMAN/ UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

If local altimeter setting not received, use Will Rogers altimeter setting and increase DA to 1423 feet; increase all MDAs 60 feet. VDP NA with Will Rogers altimeter setting. Circling not authorized southeast of Rwy 3-21.

MALSR

MISSED APPROACH: Climbing right turn to 3000 via heading 185° and IRW VORTAC R-155 toWETIX/IRW 22.4 DME and hold.

AWOS-3	OKE CITY APP CON	WESTHEIMER TOWER ★	GND CON	UNICOM
119.55	120.45 288.325	118.0 (CTAF)	121.6	122.95

DME REQUIRED

2749 ∧ 353° (IAF) OVAYE I-BWM 18.8

4000 173° (5.5)

(IF) PEDIY INT I-BWM 13.3

10 NM

R-023

R-041

WILL ROGERS 114.1 IRW Chan 88

3000 173° (6.5)

1953 ∧

R-089

RIBPO INT I-BWM 6.8

1379 ± ∧

1575 ∧

NORMAN 260 OUN

2006 ∧

1331 ∧

LOCALIZER 111.95 I-BWM Chan 56 (Y)

1332 ∧ 1332 ∧

360° 183°

1322

2049 ∧

R-155

MSA IRW 2.5 NM 3800 140° 230° 3300

MISSED APCH FIX R-155 IRW 114.1 Chan 88 155° 335° WETIX IRW 22.4

ELEV 1182

MIRL Rwys 3-21 and 17-35 (L)

REIL Rwy 35

173° 5.5 NM from FAF

17 ∧ 1196

TDZE 1182

5199 X 100

21

1202 ∧

35

4748 X 100

1315 ∧

3

PEDIY INT I-BWM 13.3 VGSI and ILS glidepath not coincident.

4000

173°

Procedure Turn NA

GS 3.00° TCH 51

RIBPO INT I-BWM 6.8

3000

3000 HDG 185°

IRW R-155

WETIX IRW 22.4

I-BWM 2.6

I-BWM 1.3

3000

6.5 NM 4.2 NM 1.3

CATEGORY	A	B	C	D
S-ILS 17	1382-½ 200 (200-½)			
S-LOC 17	1680-½ 498 (500-½)		1680-¾ 498 (500-¾)	1680-1 498 (500-1)
CIRCLING	1680-1 498 (500-1)		1680-1½ 498 (500-1½)	1740-2 558 (600-2)

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SC-1, 08 APR 2010 to 06 MAY 2010

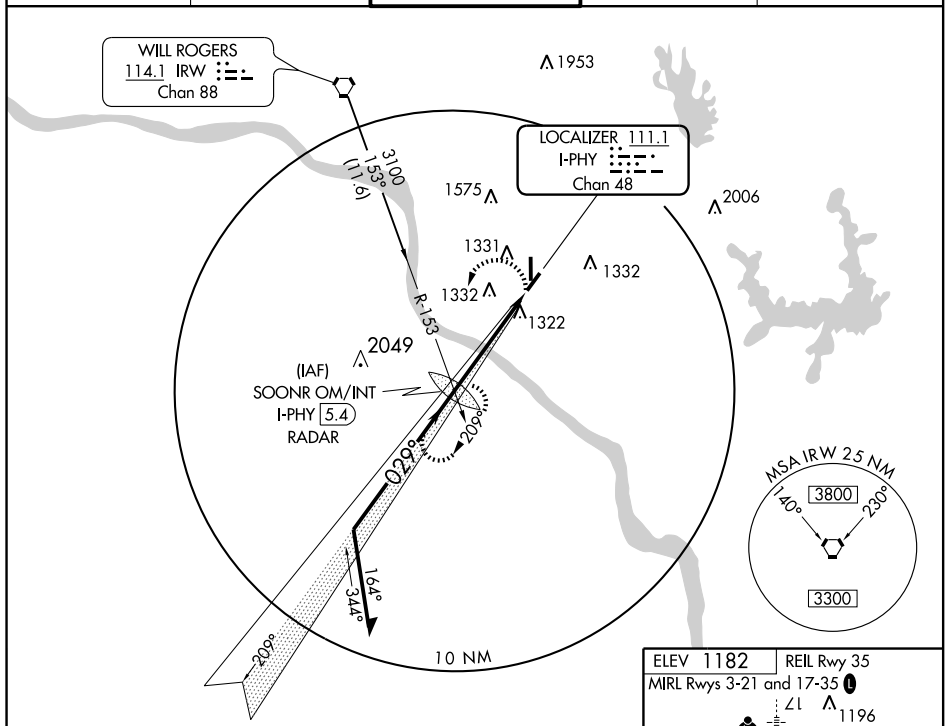
LOC I-PHY 111.1 Chan 48	APP CRS 029°	Rwy Idg 4748 TDZE 1177 Apt Elev 1182

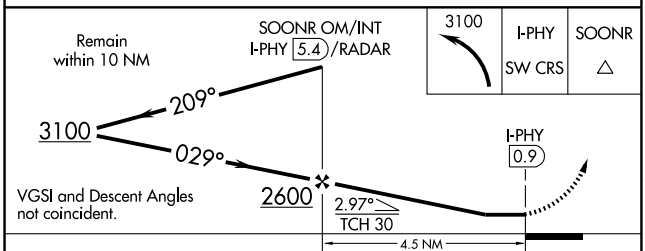
LOC RWY 3

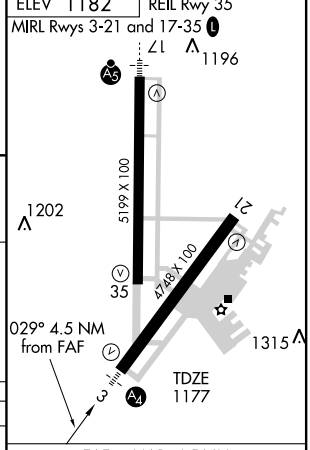
NORMAN/UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

T NA	If local altimeter setting not received, use Will Rogers altimeter setting and increase all MDAs 60 feet. Inoperative table does not apply to Cat. C. Circling not authorized southeast of Rwy 3-21.	MALS MISSED APPROACH: Climbing left turn to 3100 via I-PHY SW course to SOONR Int and hold.

AWOS-3	OKE CITY APP CON	WESTHEIMER TOWER★	GND CON	UNICOM
119.55	120.45 288.325	118.0 (CTAF) L	121.6	122.95







CATEGORY	A	B	C	D
S-3	1580- ¾ 403 (400- ¾)		1580-1¼ 403 (400-1¼)	
CIRCLING	1640-1 458 (500-1)	1660-1 478 (500-1)	1660-1½ 478 (500-1½)	1740-2 559 (600-2)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SC-1, 08 APR 2010 to 06 MAY 2010

NDB OUN	APP CRS	Rwy Idg	4748
260	020°	TDZE	1177
		Apt Elev	1182

NDB RWY 3

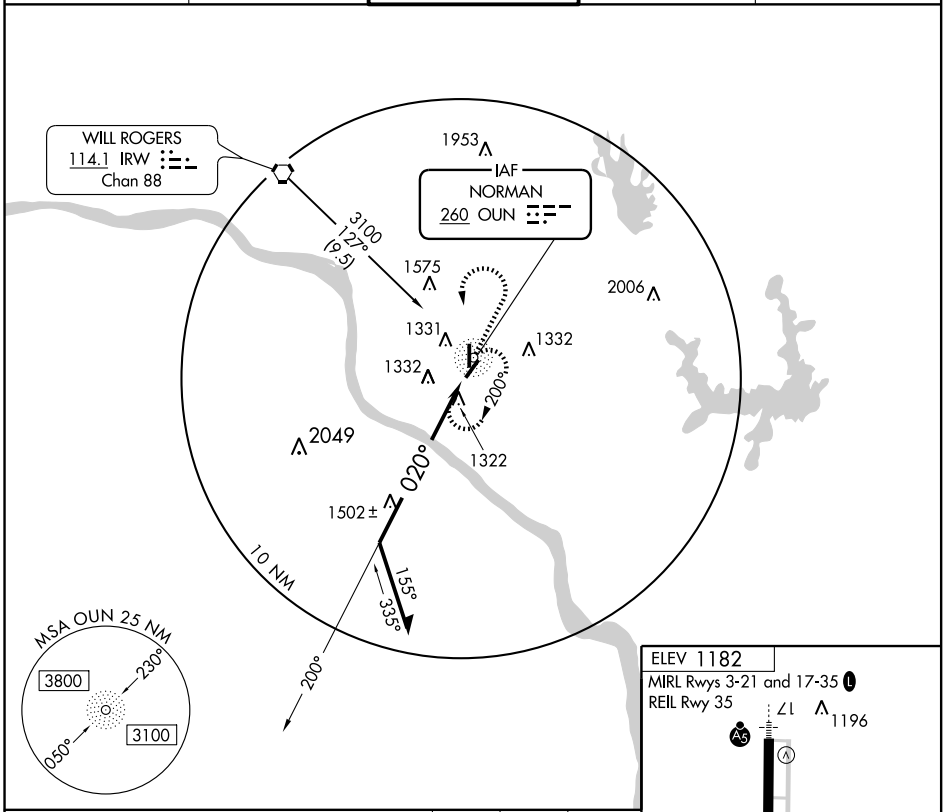
NORMAN/ UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

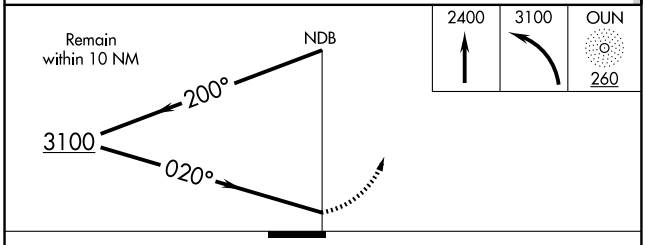
If local altimeter setting not received, use Will Rogers altimeter setting and increase all MDAs 60 feet. Circling NA southeast of Rwy 3-21. Inoperative table does not apply to Cat C. Visibility reduction by helicopters NA.

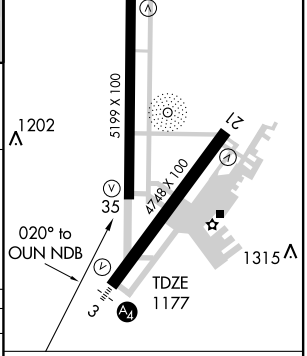
MALS

MISSED APPROACH: Climb to 2400 then climbing left turn to 3100 direct OUN NDB and hold.

AWOS-3	OKE CITY APP CON	WESTHEIMER TOWER★	GND CON	UNICOM
119.55	120.45 288.325	118.0 (CTAF) L	121.6	122.95







CATEGORY	A	B	C	D
S-3	1860-¾	683 (700-¾)	1860-2 683 (700-2)	1860-2¼ 683 (700-2¼)
CIRCLING	1860-1	678 (700-1)	1860-2 678 (700-2)	1860-2¼ 678 (700-2¼)

Knots	60	90	120	150	180
Min:Sec					

SC-1. 08 APR 2010 to 06 MAY 2010

NDB OUN	APP CRS	Rwy Idg	5199
260	003°	TDZE	1182
		Apt Elev	1182

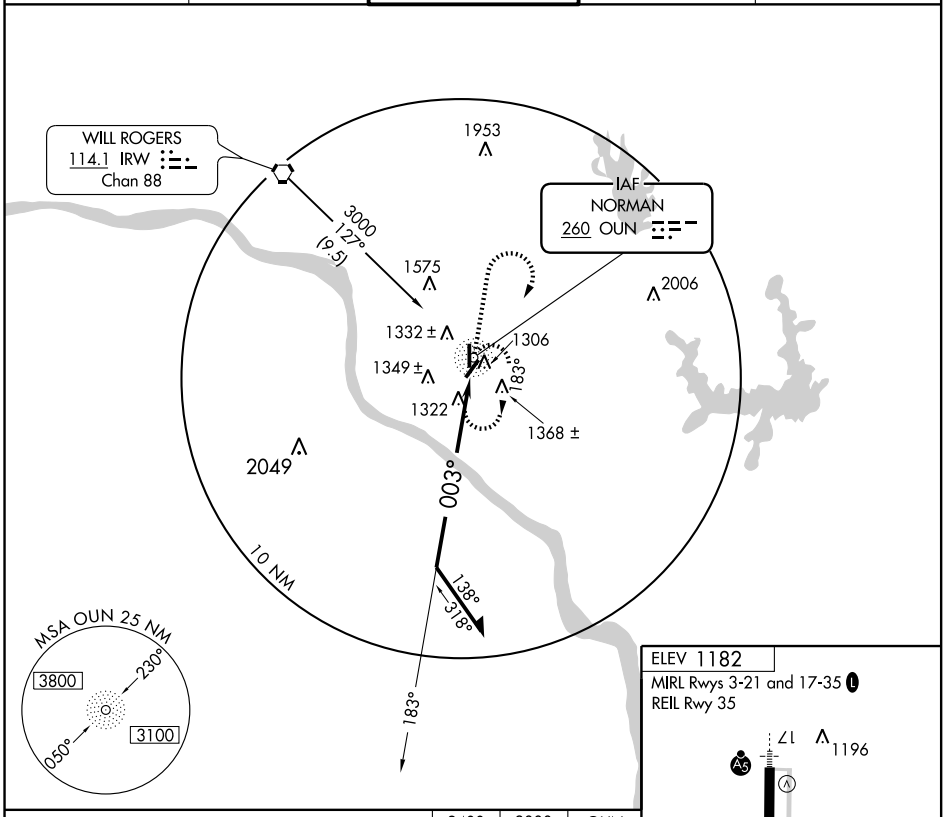
NDB RWY 35

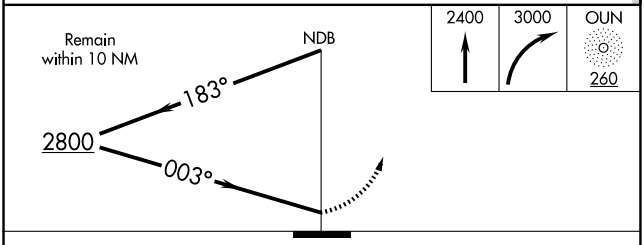
NORMAN/ UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

When local altimeter setting not received, use Will Rogers World altimeter setting and increase all MDA 60 feet; increase S-35 Cat B/C/D and circling Cat B/C/D visibility ¼ mile.

MISSED APPROACH: Climb to 2400 then climbing right turn to 3000 direct NORMAN OUN NDB and hold.

AWOS-3	OKE CITY APP CON	WESTHEIMER TOWER ★	GND CON	UNICOM
119.55	120.45 288.325	118.0 (CTAF) L	121.6	122.95

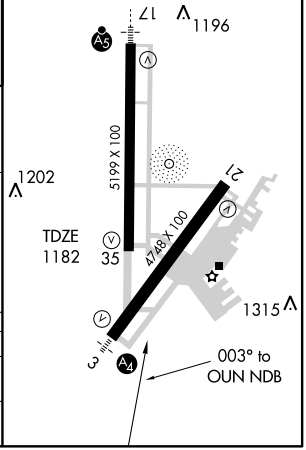




ELEV 1182

MIRL Rwys 3-21 and 17-35 L

REIL Rwy 35



CATEGORY	A	B	C	D
S-35	1920-1 738 (800-1)		1920-2 738 (800-2)	1920-2¼ 738 (800-2¼)
CIRCLING	1920-1 738 (800-1)		1920-2 738 (800-2)	1920-2¼ 738 (800-2¼)

SC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4748
029°	TDZE	1177
	Apt Elev	1182

RNAV (GPS) RWY 3

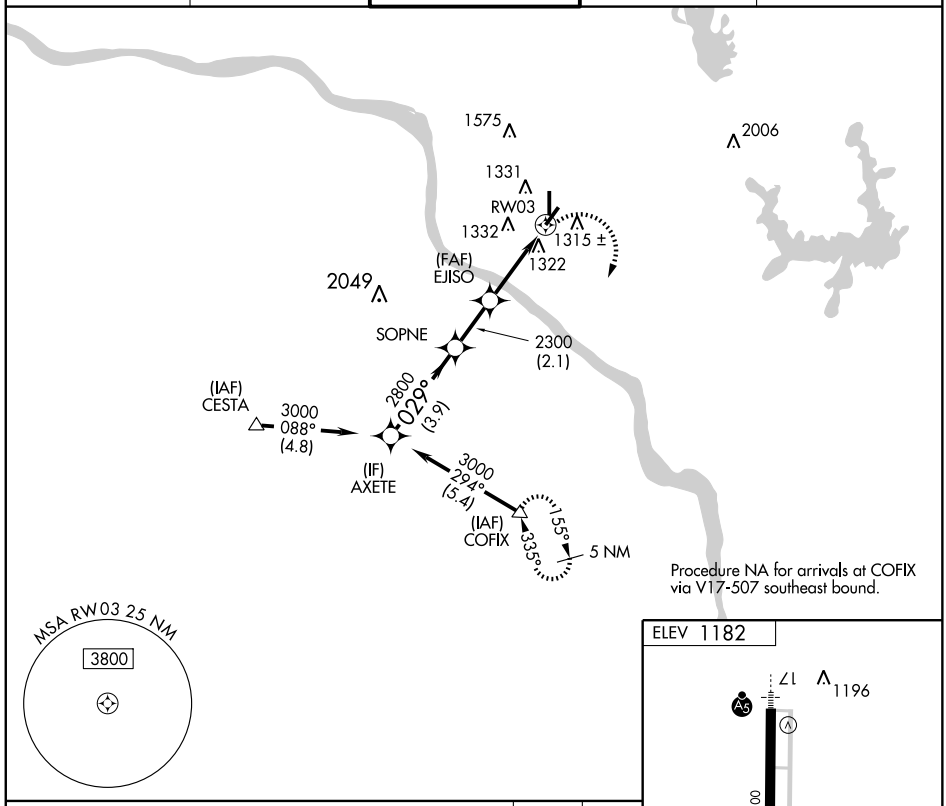
NORMAN/ UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

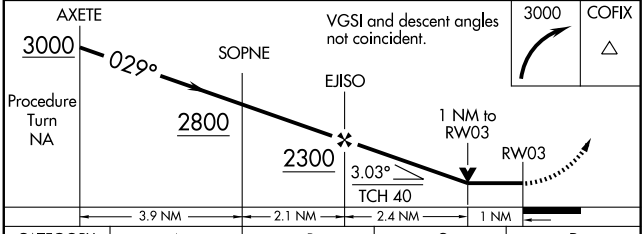
Inoperative table does not apply to LNAV Cat C. Circling NA southeast of Rwys 3 and 21. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Will Rogers altimeter setting and increase all MDA 60 feet.

MALS

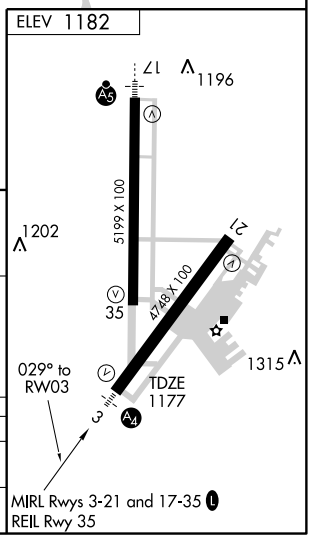
MISSED APPROACH: Climbing right turn to 3000 direct COFIX and hold.

AWOS-3	OKE CITY APP CON	WESTHEIMER TOWER★	GND CON	UNICOM
119.55	120.45 288.325	118.0 (CTAF) L	121.6	122.95





CATEGORY	A	B	C	D
LNAV MDA	1580-¾ 403 (400-¾)		1580-1¼ 403 (400-1¼)	
CIRCLING	1640-1 458 (500-1)	1660-1 478 (500-1)	1660-1½ 478 (500-1½)	1740-2 558 (600-2)



NORMAN, OKLAHOMA

AL-5672 (FAA)

WAAS CH 58302 W17A	APP CRS 173°	Rwy Idg 5199 TDZE 1182 Apt Elev 1182

RNAV (GPS) RWY 17

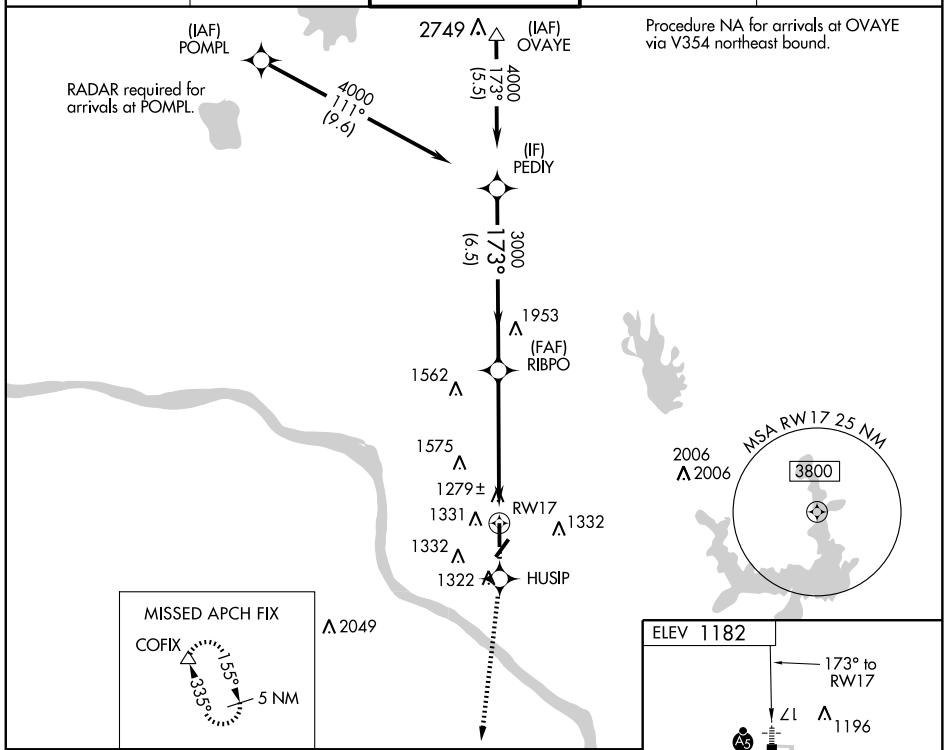
NORMAN/ UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

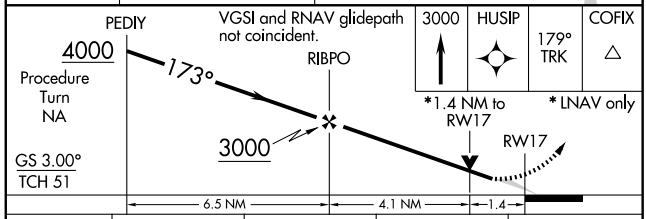
If local altimeter setting not received, use Will Rogers altimeter setting and increase all DAs 41 feet, increase all MDAs 60 feet. BARO-VNAV NA when using Will Rogers altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (116°F). VDP NA when using Will Rogers altimeter setting. Circling NA southeast of Rwy 3-21. DME/DME RNP-0.3 NA. For inoperative MALSR, increase LPV all Cats visibility to 1.

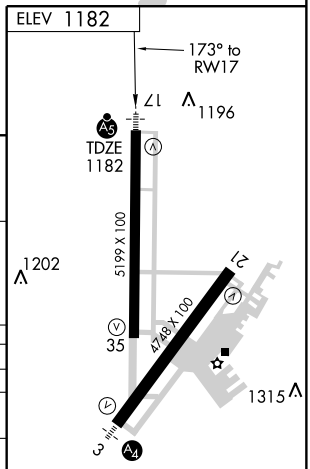
MALSR

MISSED APPROACH: Climb to 3000 direct HUSIP and via 179° track to COFIX and hold.

AWOS-3	OKE CITY APP CON	WESTHEIMER TOWER★	GND CON	UNICOM
119.55	120.45 288.325	118.0 (CTAF) L	121.6	122.95







CATEGORY	A	B	C	D
LPV DA	1506-½ 324 (400-½)			
LNAV/VNAV DA	1552-¾ 370 (400-¾)			
LNAV MDA	1720-½ 538 (600-½)		1720-1 538 (600-1)	1720-1¼ 538 (600-1¼)
CIRCLING	1720-1 538 (600-1)		1720-1½ 538 (600-1½)	1740-2 558 (600-2)

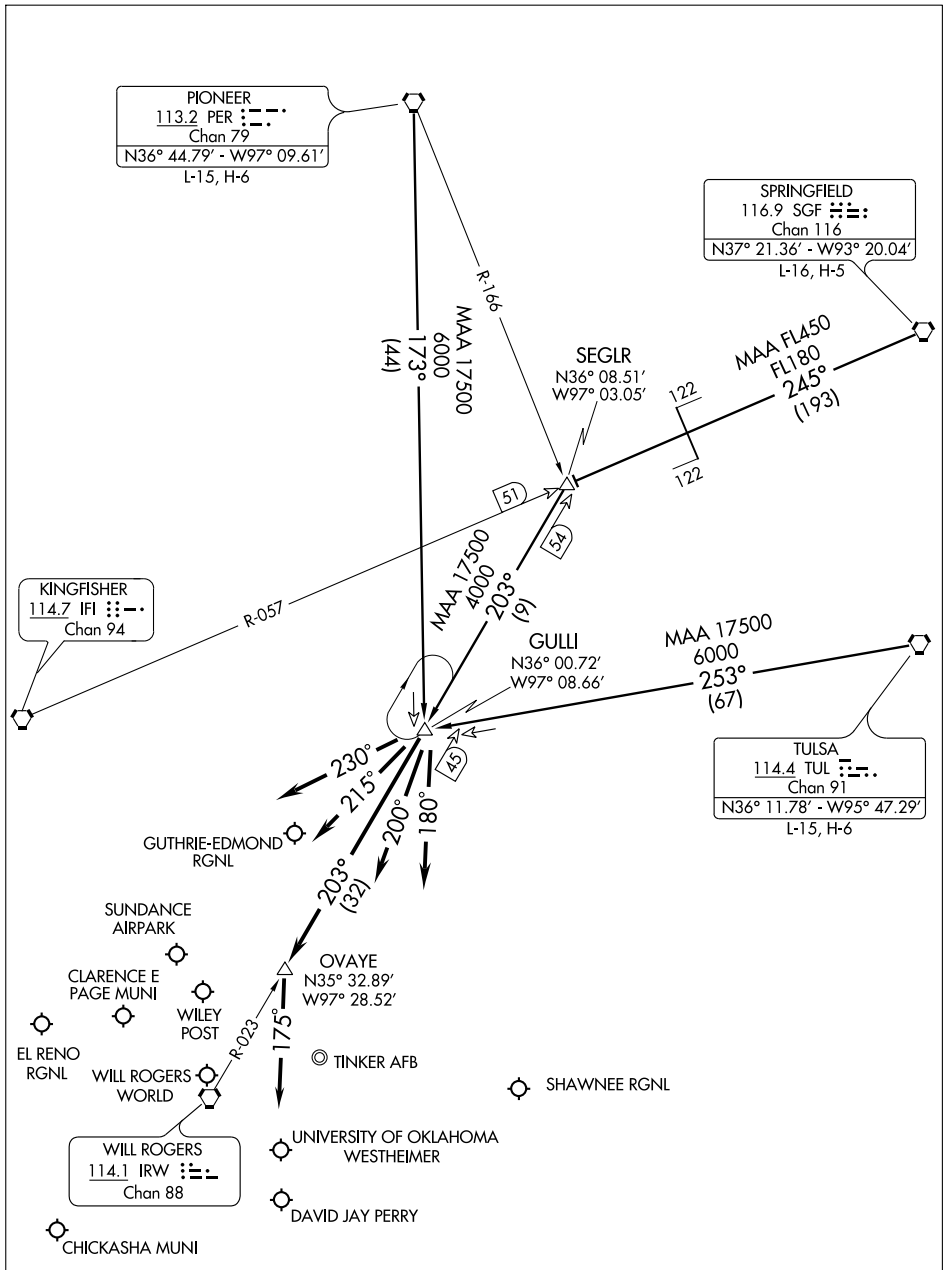
MIRL Rwys 3-21 and 17-35 L

REIL Rwy 35

SC-1, 08 APR 2010 to 06 MAY 2010

GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA



NOTE: RADAR required.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SC-1, 08 APR 2010 to 06 MAY 2010

GULLI ONE ARRIVAL (GULLI.GULLI1)

ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GULLI INT. Thence . . . .
SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence . . . .
TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to GULLI INT. Thence . . . .

ALL AIRCRAFT LANDING NORTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

ALL AIRCRAFT LANDING SOUTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final approach course.

SC-1, 08 APR 2010 to 06 MAY 2010

LOC I-HSD	APP CRS	Rwy Idg	5001
109.9	168°	TDZE	1178
		Apt Elev	1193

LOC RWY 17

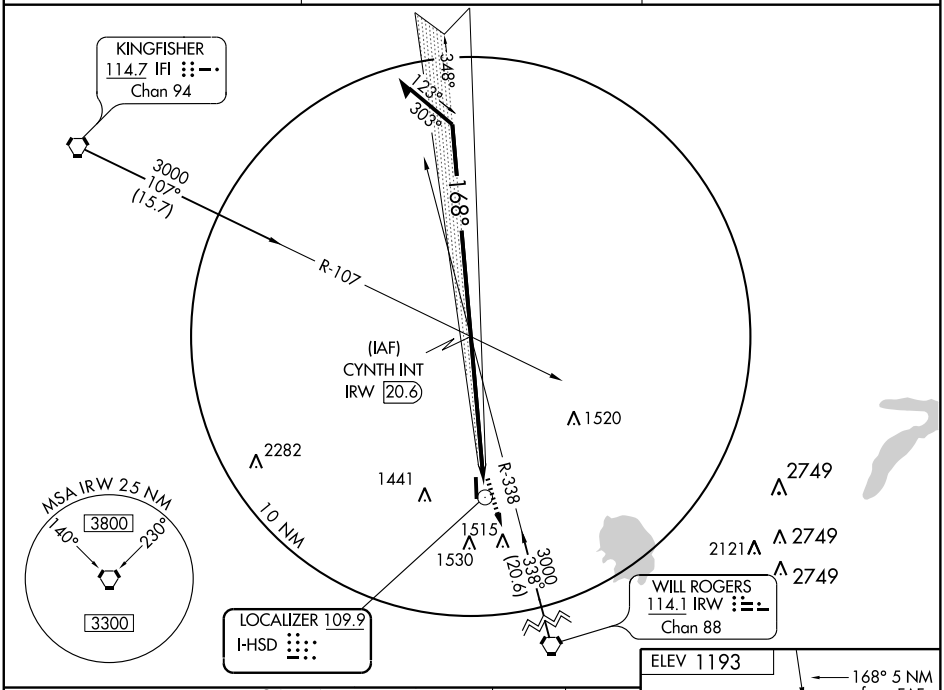
OKLAHOMA CITY/ SUNDANCE AIRPARK (HSD)

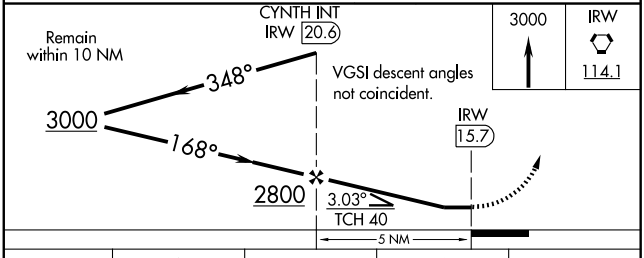
Use Wiley Post altimeter setting.

NA

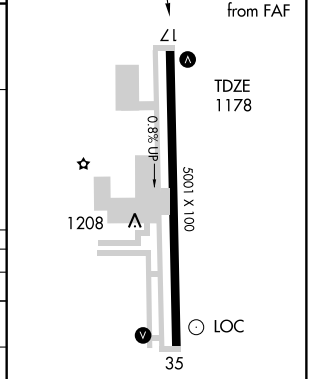
MISSED APPROACH: Climb to 3000 direct IRW VORTAC.

OKE CITY APP CON	CLNC DEL	UNICOM
124.6 266.8	123.7	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-17	1500-1 322 (400-1)			NA
CIRCLING	1740-1 547 (600-1)	1780-1 587 (600-1)	1780-1½ 587 (600-1½)	NA



MIRL Rwy 17-35 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SC-1, 08 APR 2010 to 06 MAY 2010

OKLAHOMA CITY, OKLAHOMA AL-6749 (FAA)

APP CRS	Rwy ldg	5001
171°	TDZE	1178
	Apt Elev	1193

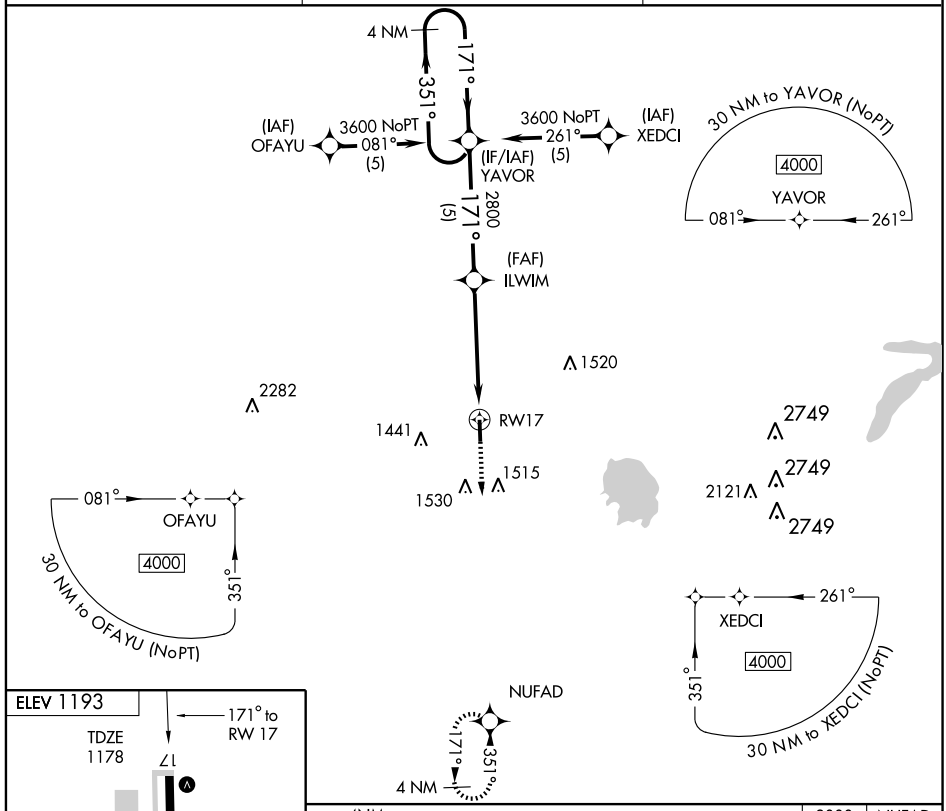
RNAV (GPS) RWY 17

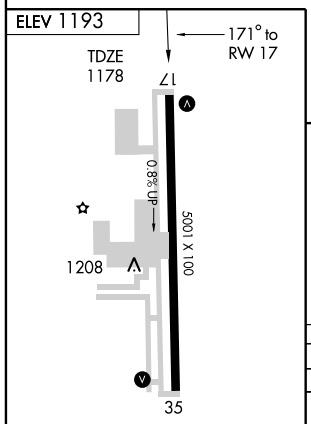
OKLAHOMA CITY/ SUNDANCE AIRPARK (HSD)

NA Use Wiley Post altimeter setting. GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA.

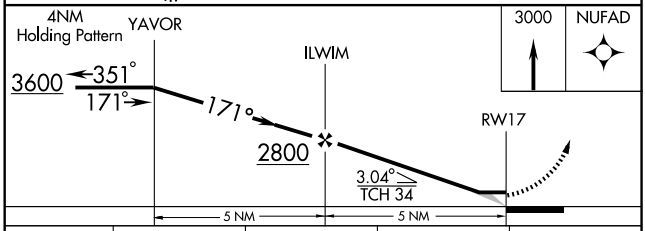
MISSED APPROACH: Climb to 3000 direct NUFAD and hold.

OKE CITY APP CON	CLNC DEL	UNICOM
124.6 266.8	123.7	122.7 (CTAF) L





MIRL Rwy 17-35 L



CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/ VNAV DA	NA			
LNAV MDA	1600-1 422 (500-1)		1600-1¼ 422 (500-1¼)	NA
CIRCLING	1740-1 547 (600-1)	1780-1 587 (600-1)	1780-1½ 587 (600-1½)	NA

SC-1, 08 APR 2010 to 06 MAY 2010

OKLAHOMA CITY, OKLAHOMA AL-6749 (FAA)

APP CRS	Rwy Idg	5001
351°	TDZE	1193
	Apt Elev	1193

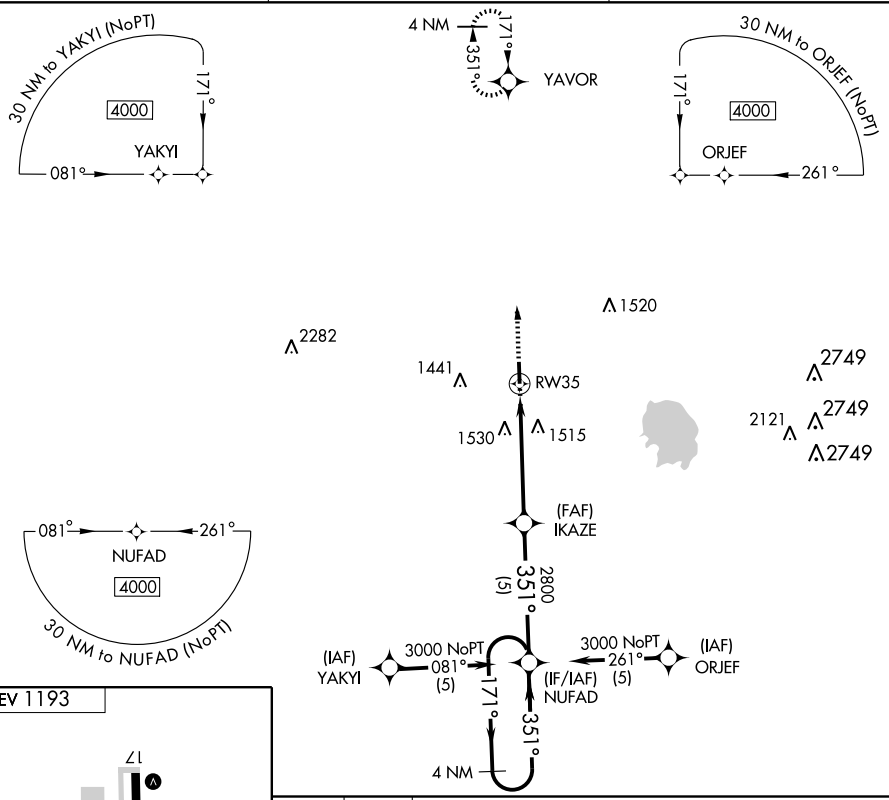
RNAV (GPS) RWY 35

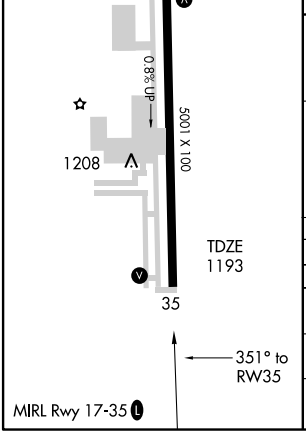
OKLAHOMA CITY/ SUNDANCE AIRPARK (HSD)

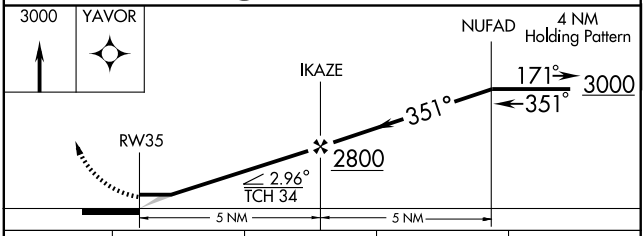
NA Use Wiley Post altimeter setting. GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3600 direct YAVOR WP and hold.

OKE CITY APP CON	CLNC DEL	UNICOM
124.6 266.8	123.7	122.7 (CTAF) L







CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/ VNAV DA	NA			
LNAV MDA	1780-1 587 (600-1)		1780-1½ 587 (600-1½)	NA
CIRCLING	1780-1 587 (600-1)		1780-1½ 587 (600-1½)	NA

SC-1, 08 APR 2010 to 06 MAY 2010

VORTAC IRW	APP CRS	Rwy Idg	5001
114.1	155°	TDZE	1178
Chan 88		Apt Elev	1193

VOR RWY 17

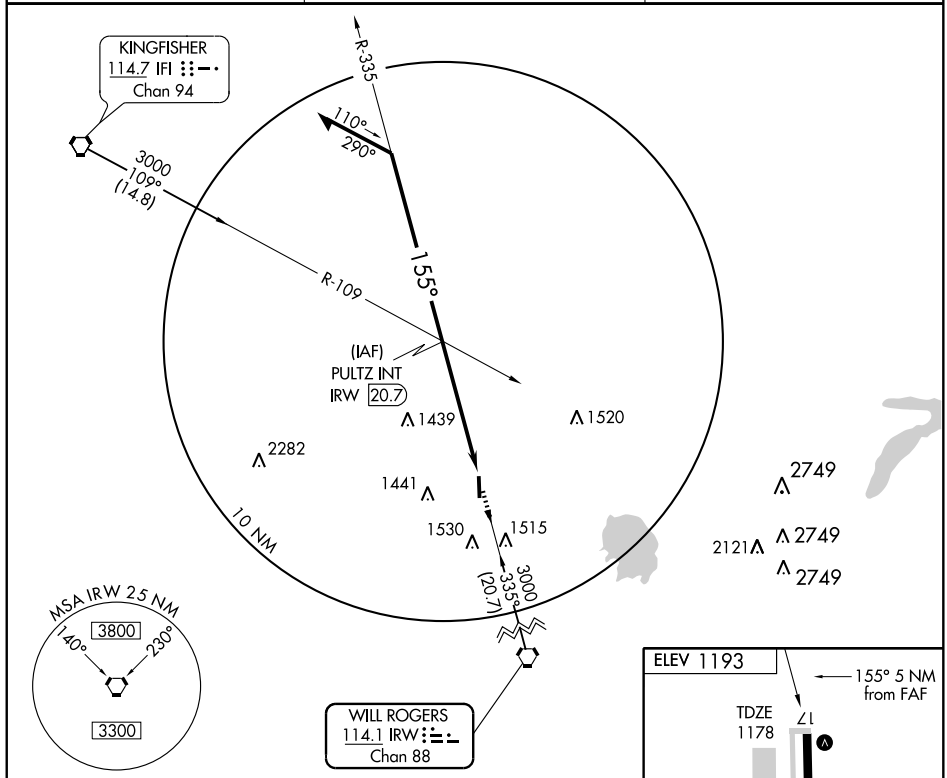
OKLAHOMA CITY/ SUNDANCE AIRPARK (HSD)

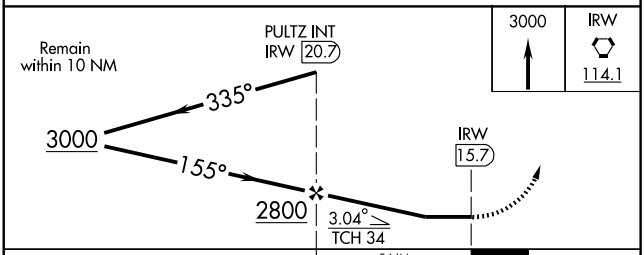
Use Wiley Post altimeter setting.

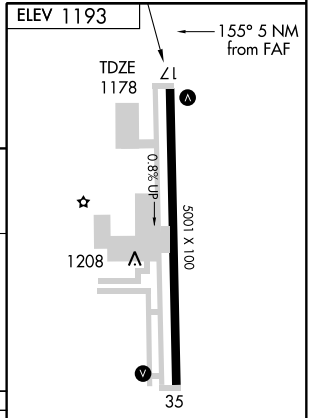
NA

MISSED APPROACH: Climb to 3000 direct IRW VORTAC.

OKE CITY APP CON	CLNC DEL	UNICOM
124.6 266.8	123.7	122.7 (CTAF) L







MIRL Rwy 17-35 L

CATEGORY	A	B	C	D
S-17	1700-1 522 (600-1)		1700-1½ 522 (600-1½)	NA
CIRCLING	1740-1 547 (600-1)	1780-1 587 (600-1)	1780-1½ 587 (600-1½)	NA

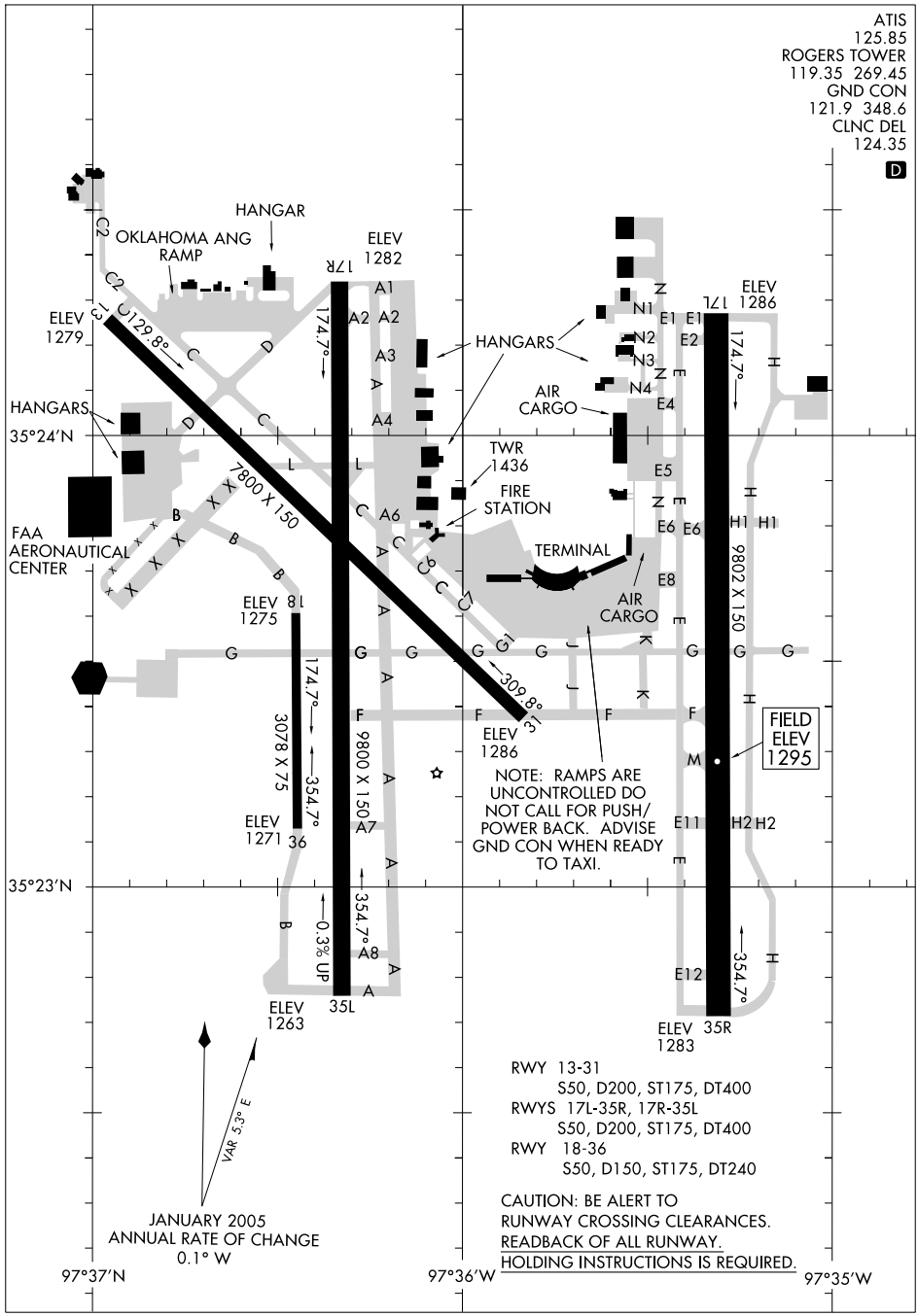
FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SC-1, 08 APR 2010 to 06 MAY 2010

AIRPORT DIAGRAM

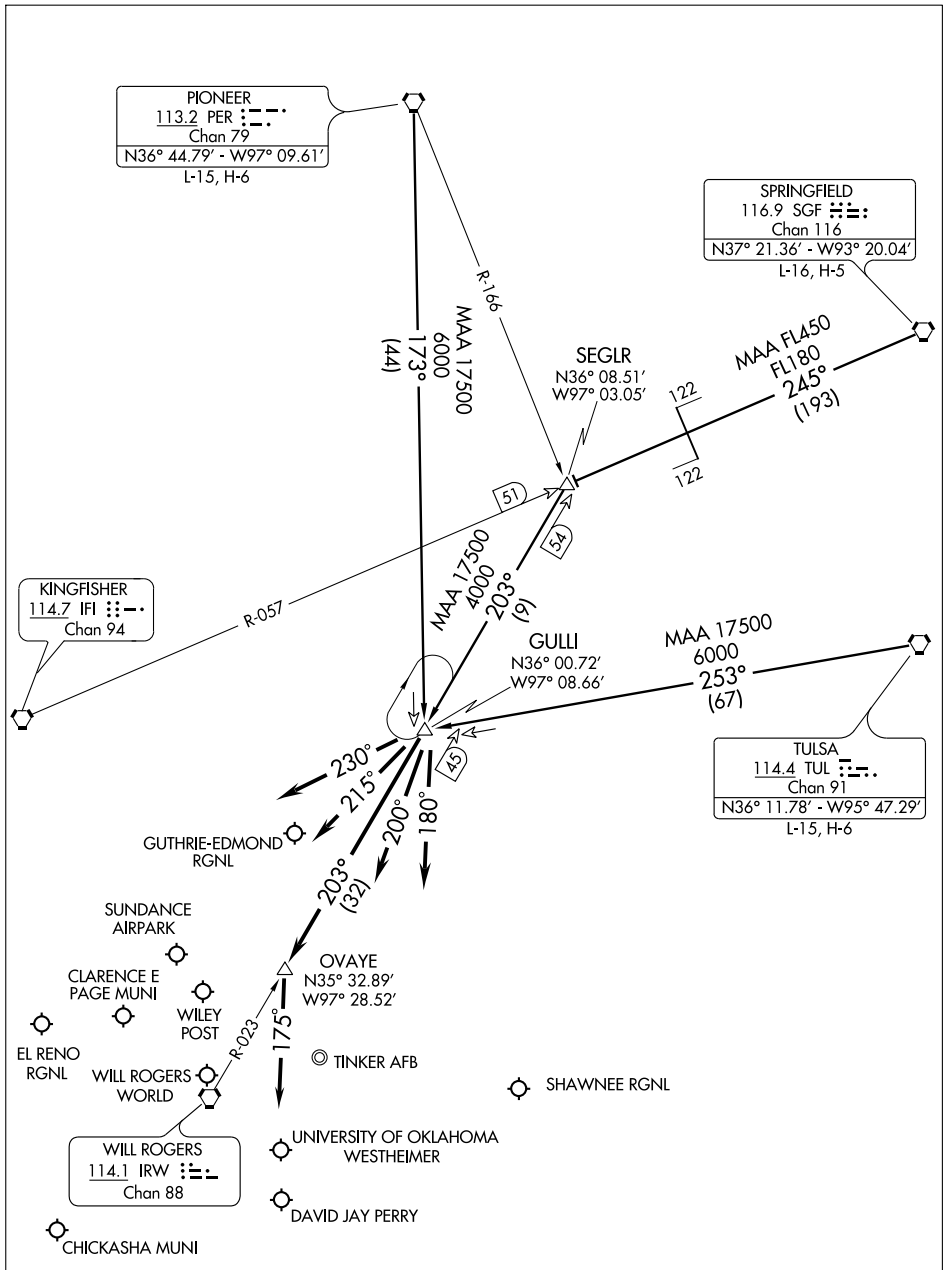
OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)
AL-301 (FAA)
OKLAHOMA CITY, OKLAHOMA



SC-1, 08 APR 2010 to 06 MAY 2010

GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA



NOTE: RADAR required.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SC-1, 08 APR 2010 to 06 MAY 2010

GULLI ONE ARRIVAL (GULLI.GULLI1)

ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GULLI INT. Thence . . . .
SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence . . . .
TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to GULLI INT. Thence . . . .

ALL AIRCRAFT LANDING NORTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

ALL AIRCRAFT LANDING SOUTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final approach course.

SC-1, 08 APR 2010 to 06 MAY 2010

LOC/DME I-LIK	APP CRS	Rwy Idg	9800
110.7	353°	TDZE	1277
Chan 44		Apt Elev	1295

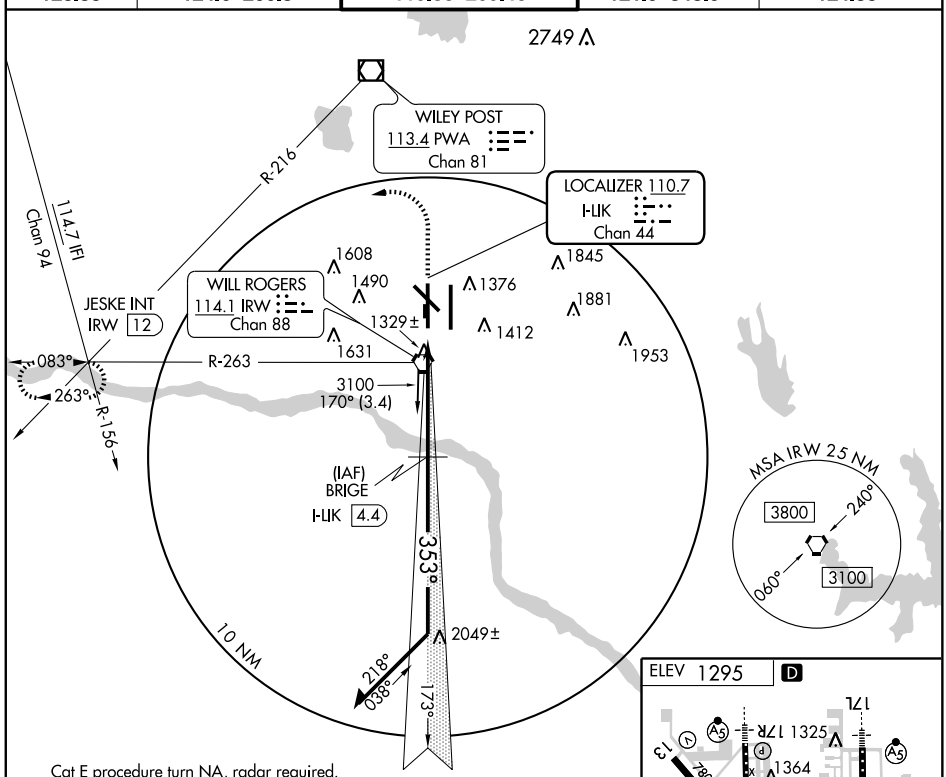
ILS or LOC/DME RWY 35L

OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)

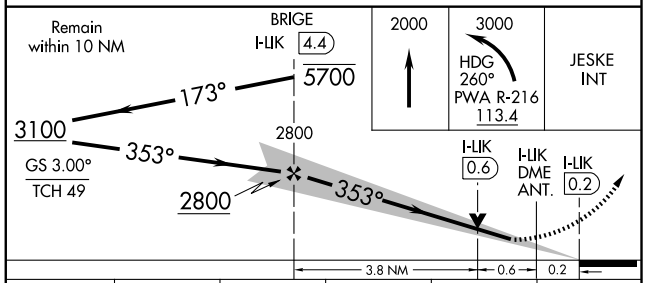
ASR — For inoperative MALSR, increase S-ILS 35L Cat E visibility to RVR 4000 and S-LOC Cats D,E visibility to RVR 5000.

MALSR — MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 via heading 260° and PWA VOR/DME R-216 to JESKE Int/IRW 12 DME and hold.

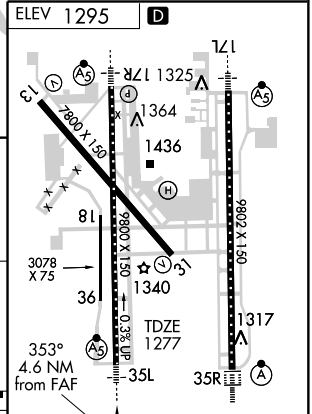
ATIS	OKE CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35



Cat E procedure turn NA, radar required.



CATEGORY	A	B	C	D	E
S-ILS 35L	1477/24 200 (200-½)				
S-LOC 35L	1580/24 303 (300-½)			1580/40 303 (300-¾)	
CIRCLING	1740-1 445 (500-1)	1760-1 465 (500-1)	1760-1½ 465 (500-1½)	1860-2 565 (600-2)	2240-3 945 (1000-3)



SC-1, 08 APR 2010 to 06 MAY 2010

LOC I-EXR	APP CRS	Rwy Idg	9802
110.9	173°	TDZE	1286
Chan 46		Apt Elev	1295

ILS or LOC RWY 17L

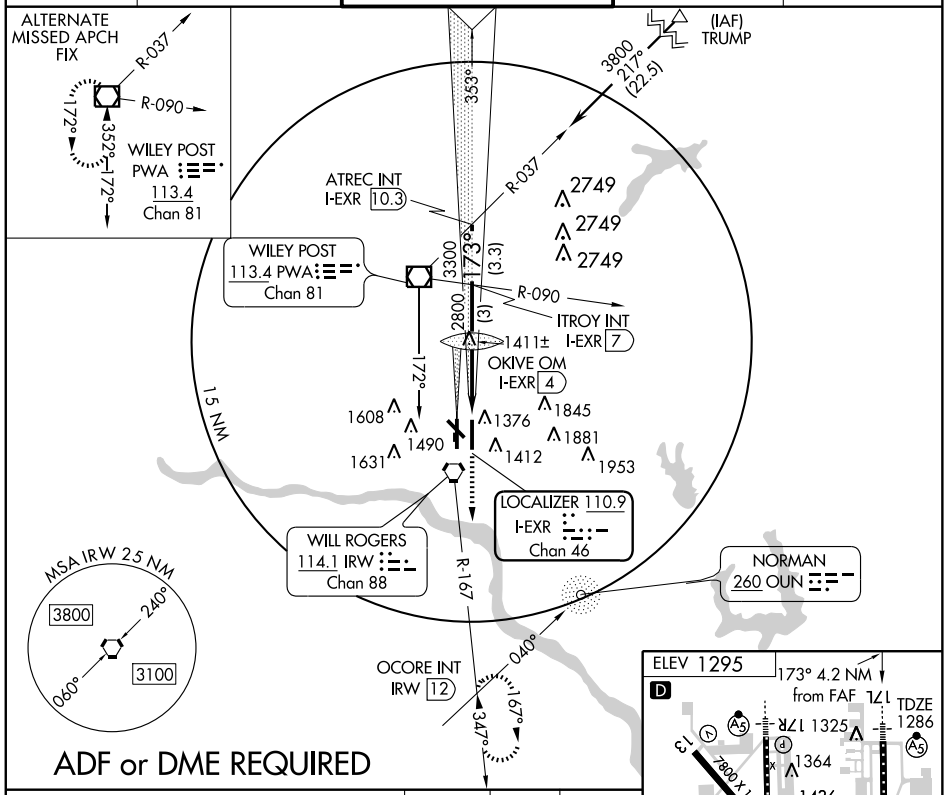
OKLAHOMA CITY/WILL ROGERS WORLD (OKC)

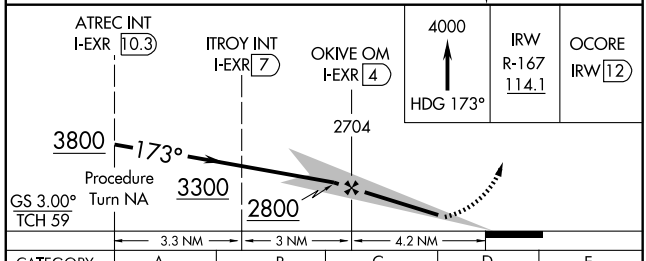
ASR For inoperative MALSR, increase S-ILS 17L Cat E visibility to RVR 4000.
For inoperative MALSR, increase S-LOC 17L Cat E visibility to 1½.

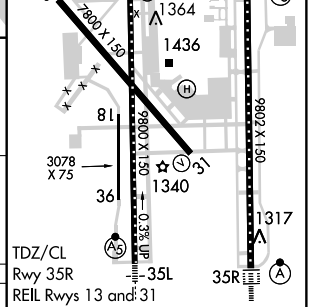
MALSR

MISSED APPROACH: Climb to 4000 via heading 173° and IRW VORTAC R-167 to OCORE Int/IRW 12 DME and hold.

ATIS	OKE CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35







CATEGORY	A	B	C	D	E
S-ILS 17L	1486/24 200 (200-½)				
S-LOC 17L	1680/24 394 (400-½)			1680/40 394 (400-¾)	1680/50 394 (400-1)
CIRCLING	1740-1 445 (500-1)	1760-1 465 (500-1)	1760-1½ 465 (500-1½)	1860-2 565 (600-2)	2240-3 945 (1000-3)

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

SC-1, 08 APR 2010 to 06 MAY 2010

LOC/DME I-OKC	APP CRS	Rwy Idg	9800
110.7 Chan 44	173°	TDZE	1282
		Apt Elev	1295

ILS or LOC RWY 17R

OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)

ASR

Circling NA at night to Rwy 18-36.
** Use of flight director or autopilot or HGS required.

MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via IRW R-263 to JESKE Int/12 DME and hold.

ATIS	OKE CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35

* CAUTION: DIRGE OM may be received and should not be mistaken for TULOO LOM.

353° IRW R-354 R-020 173° 1 min 353° * DIRGE OM (IF/IAF) FILUM INT I-OKC 13.3 2749 2749 2749

WILEY POST 113.4 PWA Chan 81

114.7 IFI Chan 94

3000 173° (6.3) IVEYI INT I-OKC 7 R-133 1577 1411 * 2600 (1.2) LOM TULOO 406 OK I-OKC 5.8 1373± 1608 1845 1376 1490 1881 1412 1631 1953 10 NM

4000 to FILUM 354° (14.3)

R-216 R-156 JESKE INT IRW 12 083° R-263 263°

WILL ROGERS 114.1 IRW Chan 88

LOCALIZER 110.7 I-OKC Chan 44

MSA OK 25 NM 180° 3300 080° 3800

One Minute Holding Pattern

2000	3000	IRW R-263 114.1	JESKE IRW 12

FILUM INT I-OKC 13.3 IVEYI INT I-OKC 7 LOM I-OKC 5.8 I-OKC 2.8 I-OKC 1.8

4000 353° 173° 173° 3000 3000 *2600

GS 3.00° TCH 61

* LOC only

6.3 NM 1.2 NM 3 NM 0.9

ELEV 1295 173° 5.1 NM from FAF

D

TDZE 1282 17L 17R 1325 1364 1436 13 31 18 36 7800 X 150 9800 X 150 9800 X 150 3078 X 75 1340 1317 0.3% UP 35R 35L

TDZ/CL Rwy 35R-35L
REIL Rwys 13 and 31
MIRL Rwy 13-31
HIRL Rwys 17L-35R and 17R-35L

FAF to MAP 5.1 NM

CATEGORY	A	B	C	D	E
S-ILS 17R	1482/24 200 (200-½)				
S-LOC 17R	1640/24 358 (400-½)			1640/40 358 (400-¾)	
CIRCLING	1760-1 465 (500-1)		1760-1½ 465 (500-1½)	1860-2 565 (600-2)	2200-3 905 (1000-3)
SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED					
S-ILS 17R**	1482/18 200 (200-½)				

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SC-1, 08 APR 2010 to 06 MAY 2010

LOC/DME I-RGR	APP CRS	Rwy Idg	9802
110.9	354°	TDZE	1294
Chan 46		Apt Elev	1295

ILS RWY 35R

OKLAHOMA CITY/WILL ROGERS WORLD (OKC)

ASR — Cat D and E S-LOC visibility increased to RVR 5000 for inoperative ALSF. Cat. E procedure turn not authorized.

ALSF-2

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 via heading 260° and PWA R-216 to JESKE Int and hold.

ATIS	OKE CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35

WILEY POST 113.4 PWA Chan 81

114.7 IFI Chan 94

R-156

R-216

2749

TRUMP

3800 199° (36.6)

MSA RG 25 NM: 3800; 070° – 280°; 3100

1608 1490 1376 1845 1881 1631 1412 1953

IM MM

JESKE INT IRW 12

083° R-263 263°

LOCALIZER 110.9 I-RGR Chan 46

WILL ROGERS 114.1 IRW Chan 88

3100 158° (3.9)

LOM/IAF GALLY 350 RG I-RGR 6.8

DATTA 3100 068° (33.7)

354°

10 NM

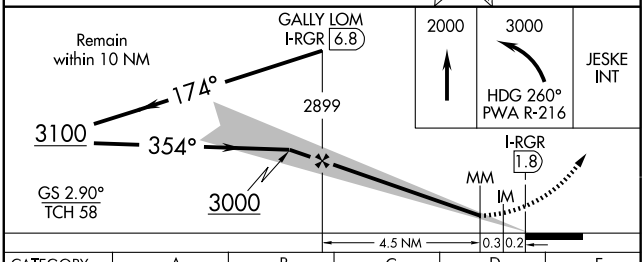
219° 039°

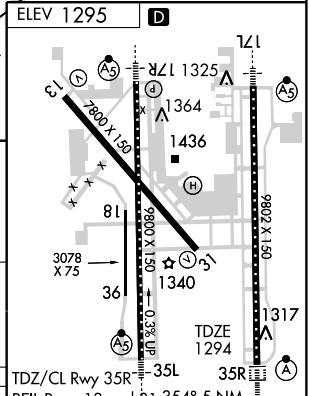
3100 322° (29.5)

174°

DECKK

ADF or DME REQUIRED





TDZ/CL Rwy 35R

REIL Rwys 13 and 31

MIRL Rwy 13-31

HIRL Rwys 17L-35R and 17R-35L

354° 5 NM from FAF

CATEGORY	A	B	C	D	E
S-ILS 35R	1494/18 200 (200-½)				1494/24 200 (200-½)
S-LOC 35R	1620/24 326 (400-½)			1620/40 326 (400-¾)	
CIRCLING	1760-1 465 (500-1)		1760-1½ 465 (500-1½)	1860-2 565 (600-2)	2240-3 945 (1000-3)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SC-1, 08 APR 2010 to 06 MAY 2010

LOC/DME I-RGR	APP CRS	Rwy Idg	9802
110.9	354°	TDZE	1294
Chan 46		Apt Elev	1295

ILS RWY 35R (CAT II)

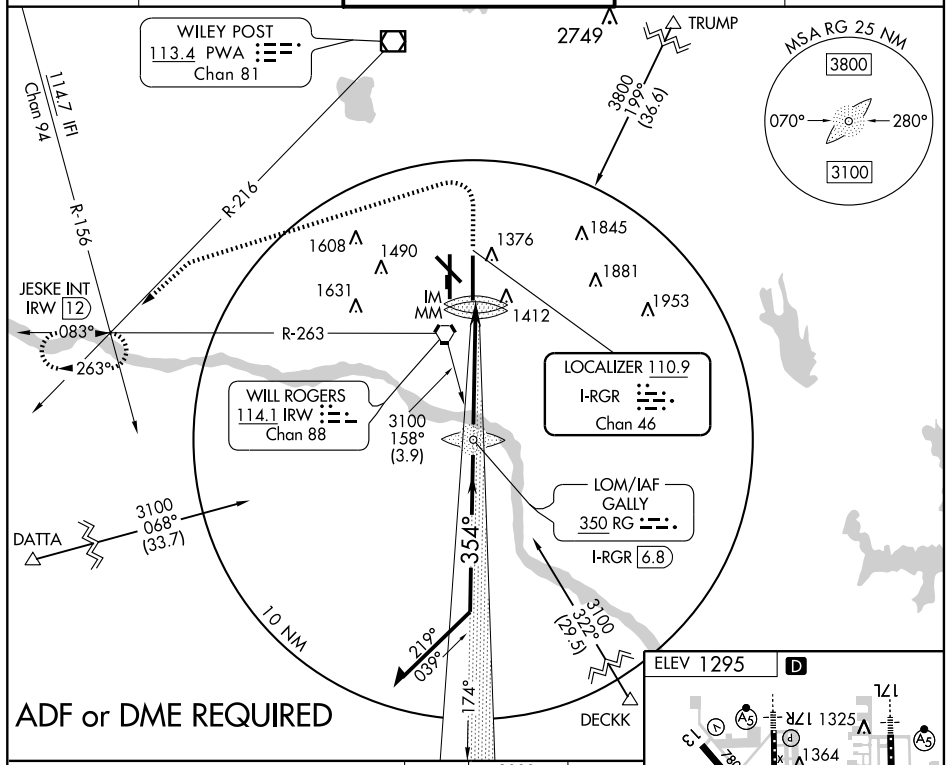
OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)

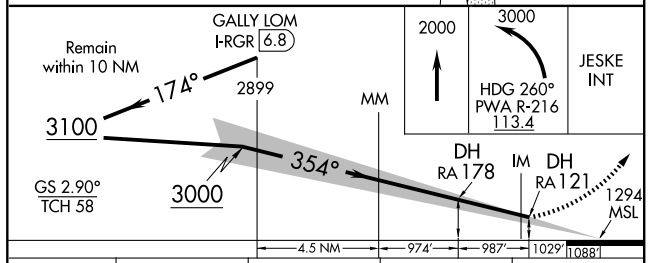
ASR

ALSF-2

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 via heading 260° and PWA R-216 to JESKE Int and hold.

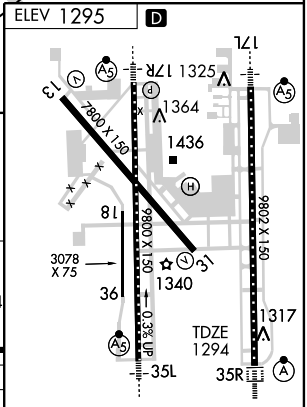
ATIS	OKE CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35





CATEGORY	A	B	C	D
S-ILS 35R		RA 178/16	150 DA 1444	
S-ILS 35R		RA 121/12	100 DA 1394	

CATEGORY II - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



TDZ/CL Rwy 35R
REIL Rwys 13 and 31
MIRL Rwy 13-31
HIRL Rwys 17L-35R and 17R-35L

SC-1, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	7800
128°	TDZE	1279
	Apt Elev	1295

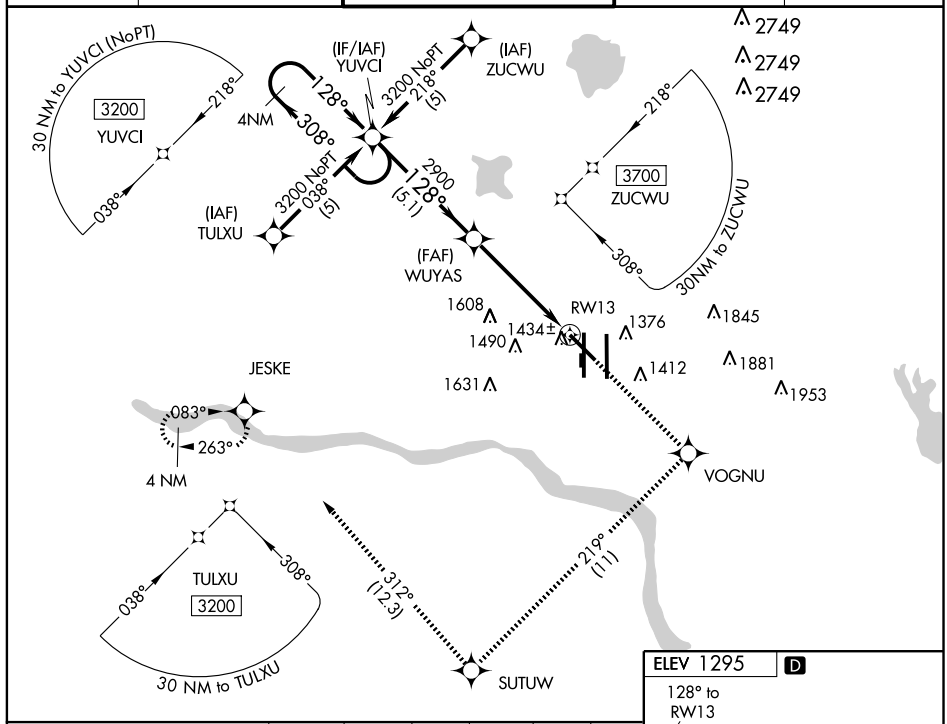
RNAV (GPS) RWY 13

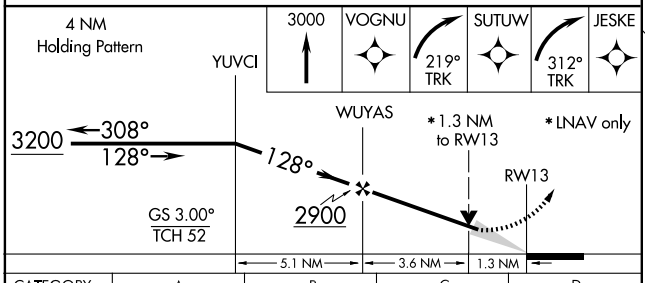
OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)

Baro-VNAV NA below -17°C (2°F)
NA
ASR
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

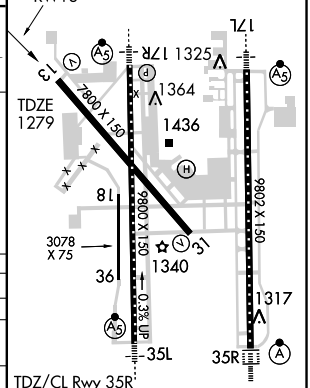
MISSED APPROACH: Climb to 3000 direct VOGNU WP, then right turn via 219° track to SUTUW WP, then right turn via 312° track to JESKE WP and hold.

ATIS	OKE CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	1700-1½ 421 (500-1½)			
LNAV MDA	1740-1 461 (500-1)		1740-1¼ 461 (500-1¼)	1740-1½ 461 (500-1½)
CIRCLING	1740-1½ 445 (500-1½)	1760-1½ 465 (500-1½)		1860-2 565 (600-2)



SC-1, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	9800
CH 50102	173°	TDZE	1282
W17A		Apt Elev	1295

RNAV (GPS) RWY 17R

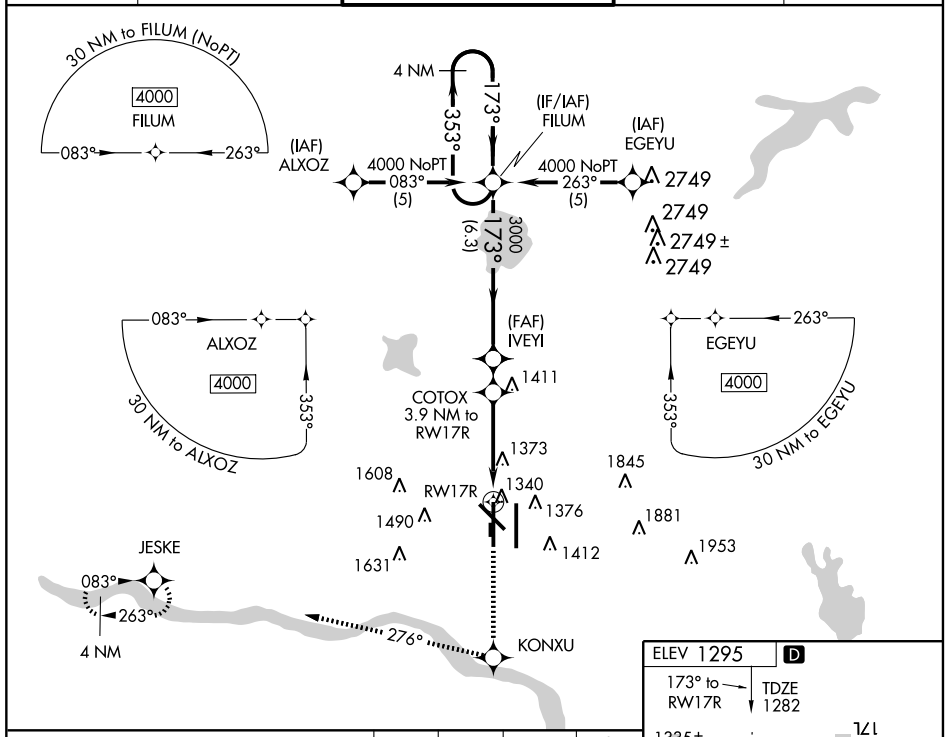
OKLAHOMA CITY/WILL ROGERS WORLD (OKC)

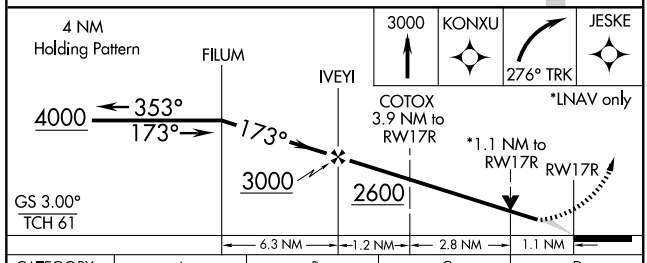
Circling to Rwy 18-36 NA at night. For inoperative MALSR, increase LNAV/VNAV Cat D visibility to RVR 5000, and LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

MALSR

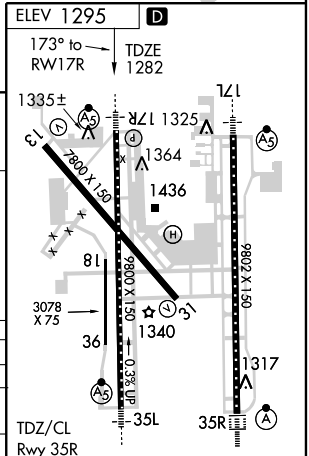
MISSED APPROACH: Climb to 3000 direct KONXU and right turn via 276° track to JESKE and hold.

ATIS	OKE CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35





CATEGORY	A	B	C	D
LPV DA	1540/24 258 (300-½)			
LNAV/VNAV DA	1610/24 328 (400-½)			1610/40 328 (400-¾)
LNAV MDA	1680/24 398 (400-½)			1680/50 398 (400-1)
CIRCLING	1740-1 445 (500-1)	1760-1 465 (500-1)	1760-1½ 465 (500-1½)	1860-2 565 (600-2)



SC-1, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	7800
308°	TDZE	1286
	Apt Elev	1295

RNAV (GPS) RWY 31

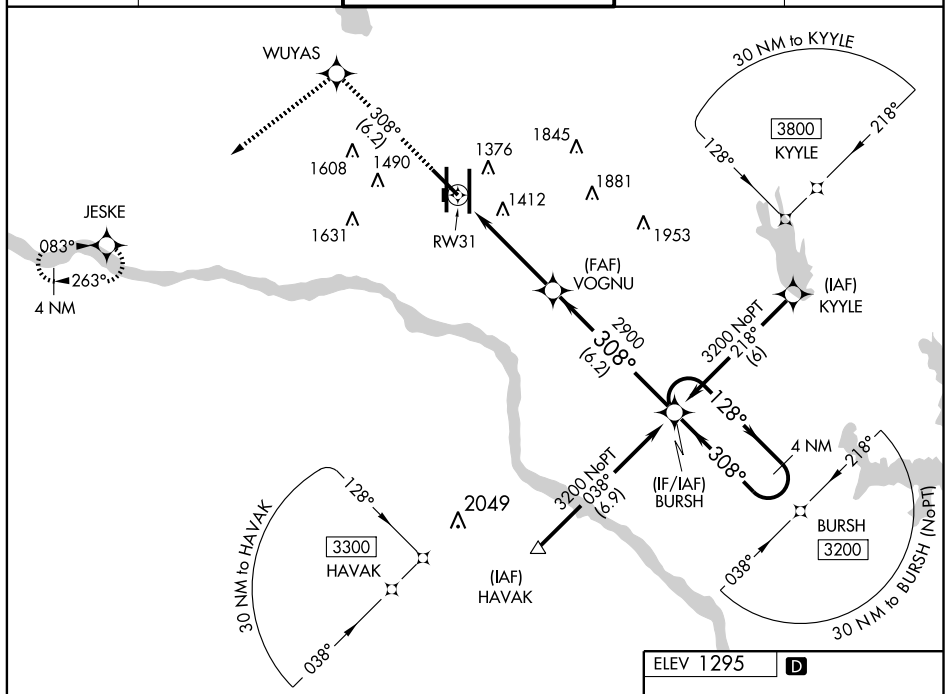
OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)

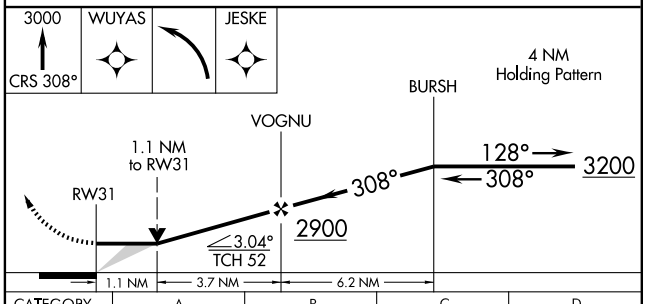
NA ASR

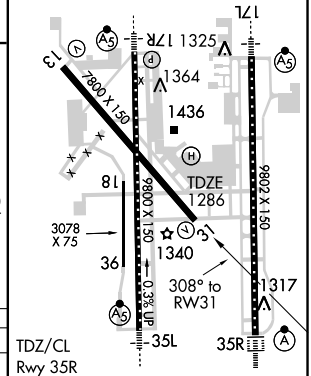
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Straight-in minimums NA at night.

MISSED APPROACH: Climb to 3000 via 308° course to WUYAS WP, then left turn direct JESKE WP hold.

ATIS	OKE CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35







CATEGORY	A	B	C	D
LNAV MDA	1680-1 394 (400-1)			1680-1¼ 394 (400-1¼)
CIRCLING	1740-1 445 (500-1)	1760-1 465 (500-1)	1760-1½ 465 (500-1½)	1860-2 565 (600-2)

TDZ/CL Rwy 35R
REIL Rwys 13 and 31
MIRL Rwy 13-31
HIRL Rwys 17L-35R and 17R-35L

SC-1, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	9800
CH 56202	353°	TDZE	1277
W35A		Apt Elev	1295

RNAV (GPS) RWY 35L

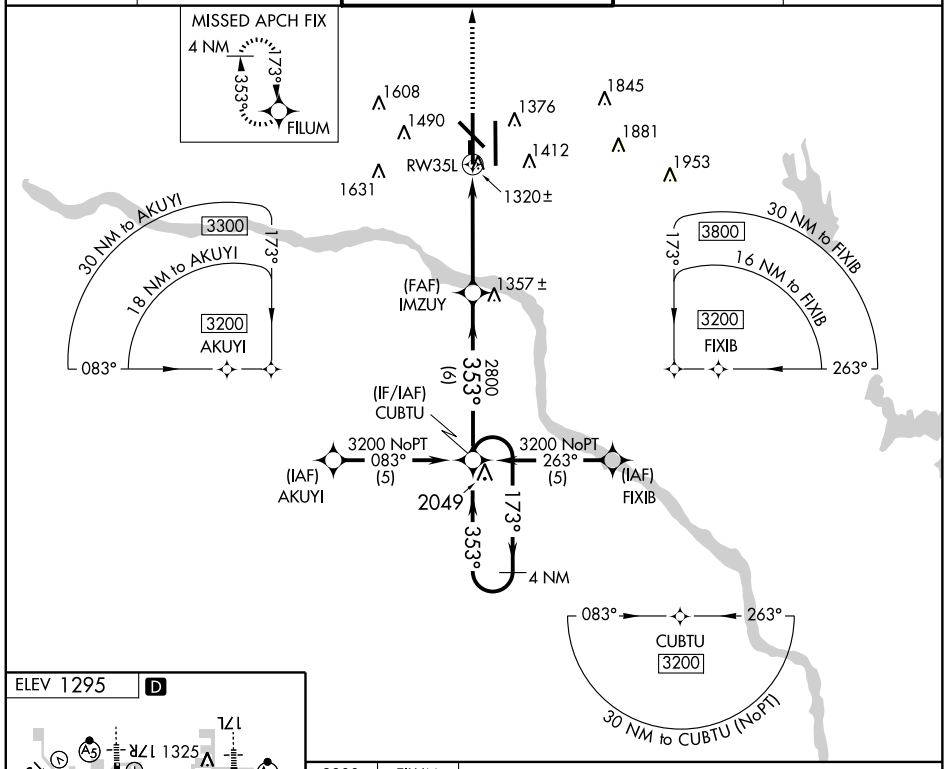
OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)

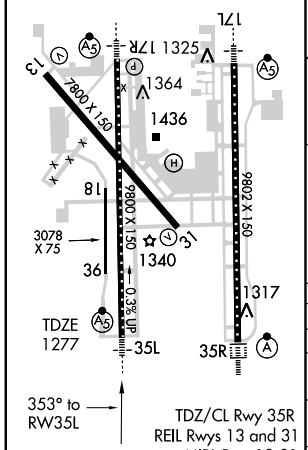
ASR — Baro-VNAV NA below -17°C (2°F). DME/DME RNP - 0.3 NA.

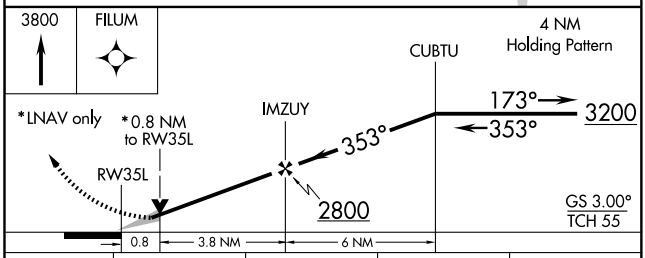
MALSR

MISSED APPROACH: Climb to 3800 direct FILUM and hold.

ATIS	OKE CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35







CATEGORY	A	B	C	D
LPV DA	1530/50 253 (300-1)			
LNAV/ VNAV DA	1580/50 303 (300-1)			
LNAV MDA	1580/50 303 (300-1)			
CIRCLING	1740-1 445 (500-1)	1760-1 465 (500-1)	1760-1½ 465 (500-1½)	1860-2 565 (600-2)

SC-1, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	9802
353°	TDZE	1294
	Apt Elev	1295

RNAV (GPS) Y RWY 35R

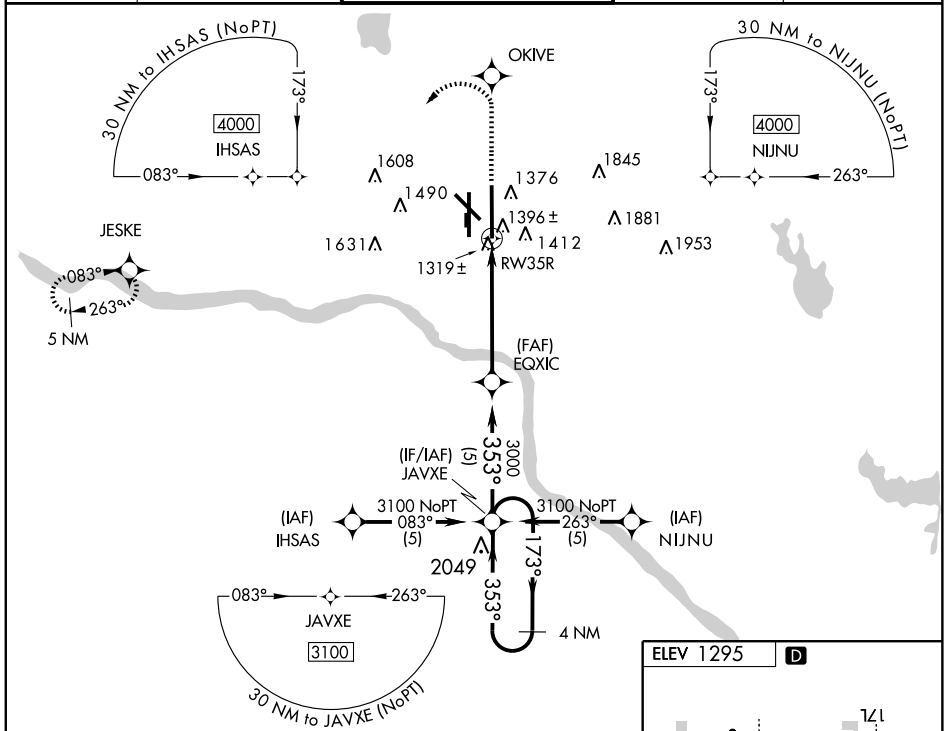
OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)

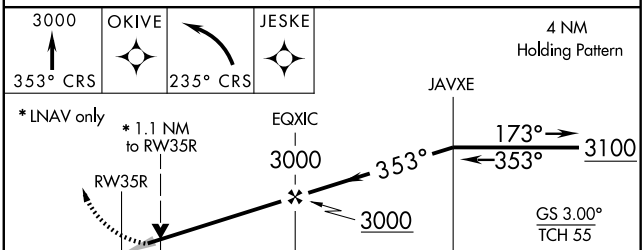
ASR — For inoperative ALSF, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below - 17°C (2°F) or above 46°C (115°F). DME/DME RNP-0.3 NA.

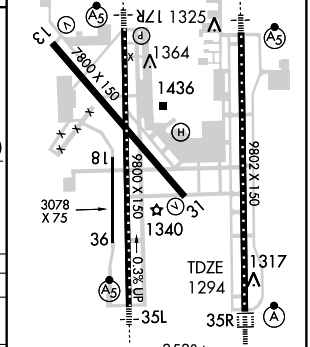
ALSF-2

MISSED APPROACH: Climb to 3000 via 353° course to OKIVE then left turn via 235° course to JESKE and hold.

ATIS	OKE CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35







CATEGORY	A	B	C	D
LNAV/ VNAV DA	1628/40	334 (400-¾)		
LNAV MDA	1700/24	406 (500-½)	1700/40 406 (500-¾)	1700/50 406 (500-1)
CIRCLING	1740-1¼ 445 (500-1¼)	1760-1¼ 465 (500-1¼)	1760-1½ 465 (500-1½)	1860-2 565 (600-2)

SC-1, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	9802
CH 56503	173°	TDZE	1286
W17A		Apt Elev	1295

RNAV (GPS) Z RWY 17L

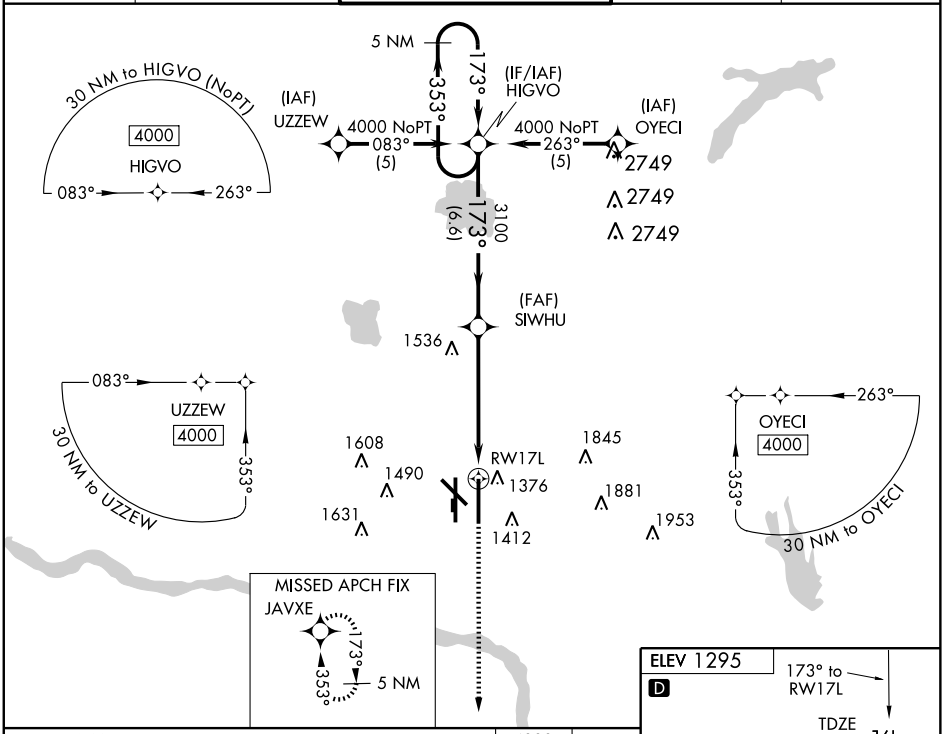
OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)

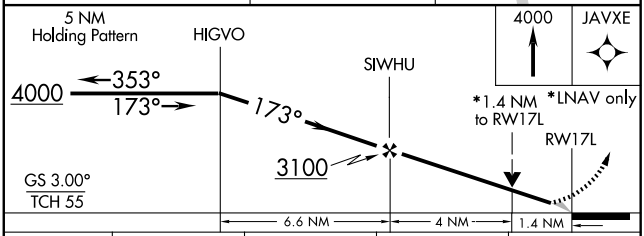
ASR: For inoperative MALSR, increase LNAV/VNAV Cat D visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

MALSR

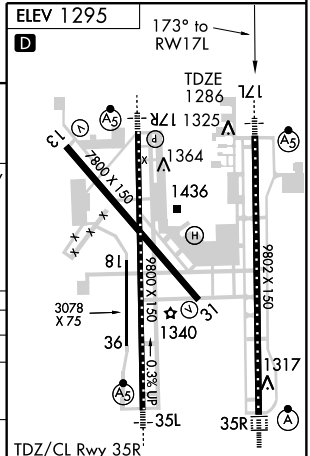
MISSED APPROACH: Climb to 4000 direct to JAVXE and hold.

ATIS	OKE CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35





CATEGORY	A	B	C	D
LPV DA	1486/24 200 (200-½)			
LNAV/ VNAV DA	1610/24 324 (400-½)			1610/40 324 (400-¾)
LNAV MDA	1800/24 514 (600-½)		1800/50 514 (600-1)	1800/60 514 (600-1¼)
CIRCLING	1800-1 505 (600-1)		1800-1½ 505 (600-1½)	1860-2 565 (600-2)



TDZ/CL Rwy 35R
REIL Rwys 13 and 31
MIRL Rwy 13-31
HIRL Rwys 17L-35R and 17R-35L

SC-1, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	9802
173°	TDZE	1286
	Apt Elev	1295

RNAV (RNP) Y RWY 17L

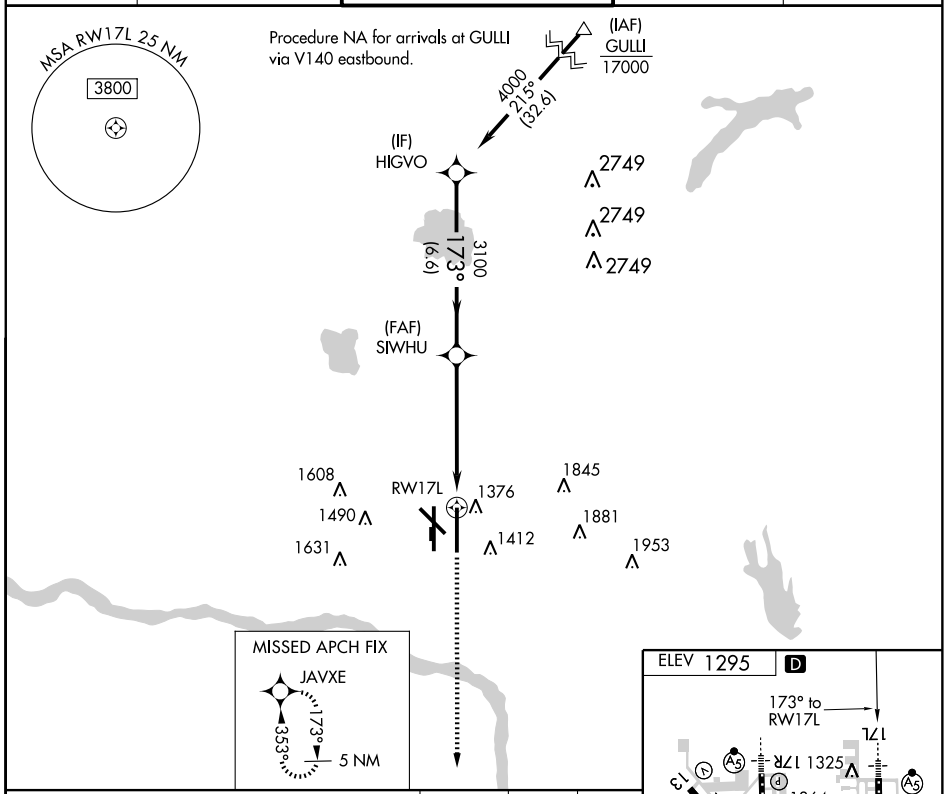
OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)

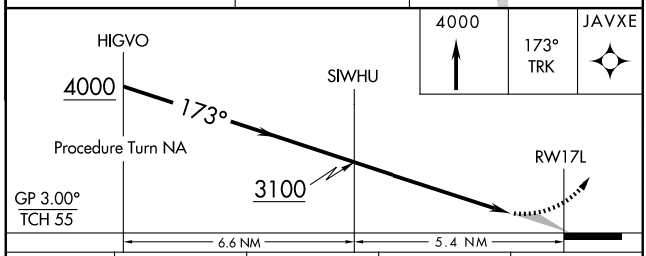
T NA ASR — GPS required. For uncompensated Baro-VNAV systems, procedure NA below -12°C (10°F) or above 46°C (115°F). For inoperative MALSR, increase RNP 0.30 visibility to RVR 6000 all Cats.

MALSR

MISSED APPROACH: Climb to 4000 via 173° track to JAVXE and hold.

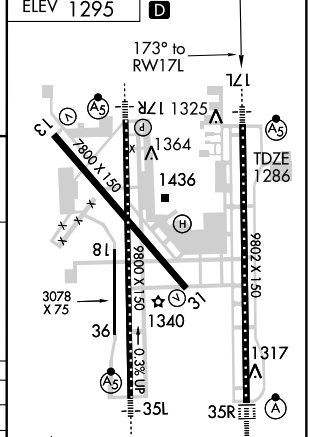
ATIS	OKE CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35





CATEGORY	A	B	C	D
RNP 0.30 DA	1590/40 304 (300-¾)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



TDZ/CL Rwy 35R
REIL Rwys 13 and 31
MIRL Rwy 13-31
HIRL Rwys 17L-35R and 17R-35L

SC-1, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	9802
353°	TDZE	1294
	Apt Elev	1295

RNAV (RNP) Z RWY 35R

OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)

T NA ASR

GPS required. For uncompensated Baro-VNAV systems, procedure NA below -12°C (10°F) or above 46°C (115°F). For inoperative ALSF-2, increase RNP 0.30 visibility to RVR 5000 all Cats.

ALSF-2

MISSED APPROACH: Climb to 4000 via 353° track to ILUFI and hold. Continue climb-in-hold to 4000.

ATIS	OKE CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35

MSA RW35R 25 NM
3800

1608
1490
1631
1376
1412
RW35R
1845
1881
1953

(FAF)
EQXIC
3000
(5)
353°
2049
(IF)
JAVXE

MISSED APCH FIX
4 NM
353°
173°
ILUFI

Procedure NA for arrivals at DATTA via V14-440 southwest bound.

DATTA
11000
3100
083°
(20)

(IAF)
LURCI
9600
3100
066°
(13.1)

3100
316°
(25.2)
(IAF)
DECKK
13000

ELEV 1295 D

17L
17R
1325
1364
1436
13
7800 X 150
18
9800 X 150
31
9802 X 150
3078 X 75
36
1340
0.3% up
1317
TDZE
1294
35L
35R

TDZ/CL Rwy 35R
REIL Rwy 13 and 31
MIRL Rwy 13-31
HIRL Rwys 17L-35R and 17R-35L
353° to RW35R

4000
353° TRK
ILUFI

JAVXE
EQXIC
3000
353°
3100
Procedure Turn NA
RW35R
3000
GP 3.00°
TCH 55
5.2 NM
5 NM

CATEGORY	A	B	C	D
RNP 0.30 DA	1593/24 299 (300½)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SC-1, 08 APR 2010 to 06 MAY 2010

VOR IRW 114.1 Chan 88	APP CRS 190°	Rwy Idg 9802 TDZE 1286 Apt Elev 1295

VOR RWY 17L

OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)

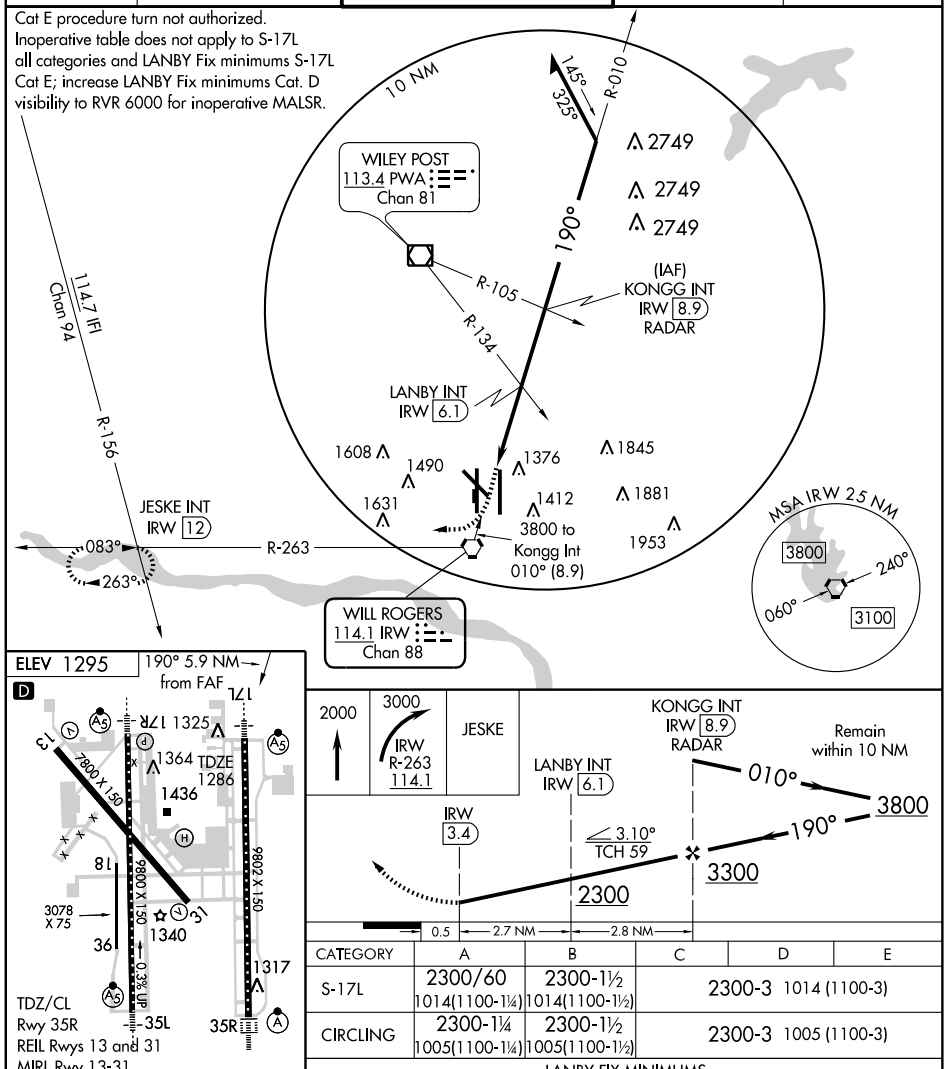
▼ ASR

MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via IRW VORTAC R-263 to JESKE Int and hold.

ATIS	OKE CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35

Cat E procedure turn not authorized.
Inoperative table does not apply to S-17L all categories and LANBY Fix minimums S-17L Cat E; increase LANBY Fix minimums Cat. D visibility to RVR 6000 for inoperative MALSR.



FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

CATEGORY	A	B	C	D	E
S-17L	2300/60 1014(1100-1¼)	2300-1½ 1014(1100-1½)	2300-3 1014 (1100-3)		
CIRCLING	2300-1¼ 1005(1100-1¼)	2300-1½ 1005(1100-1½)	2300-3 1005 (1100-3)		
LANBY FIX MINIMUMS					
S-17L	1680/24 394 (400-½)			1680/50 394 (400-1)	1680-1½ 394 (400-1½)
CIRCLING	1760-1 465 (500-1)		1760-1½ 465 (500-1½)	1860-2 565 (600-2)	2240-3 945 (1000-3)

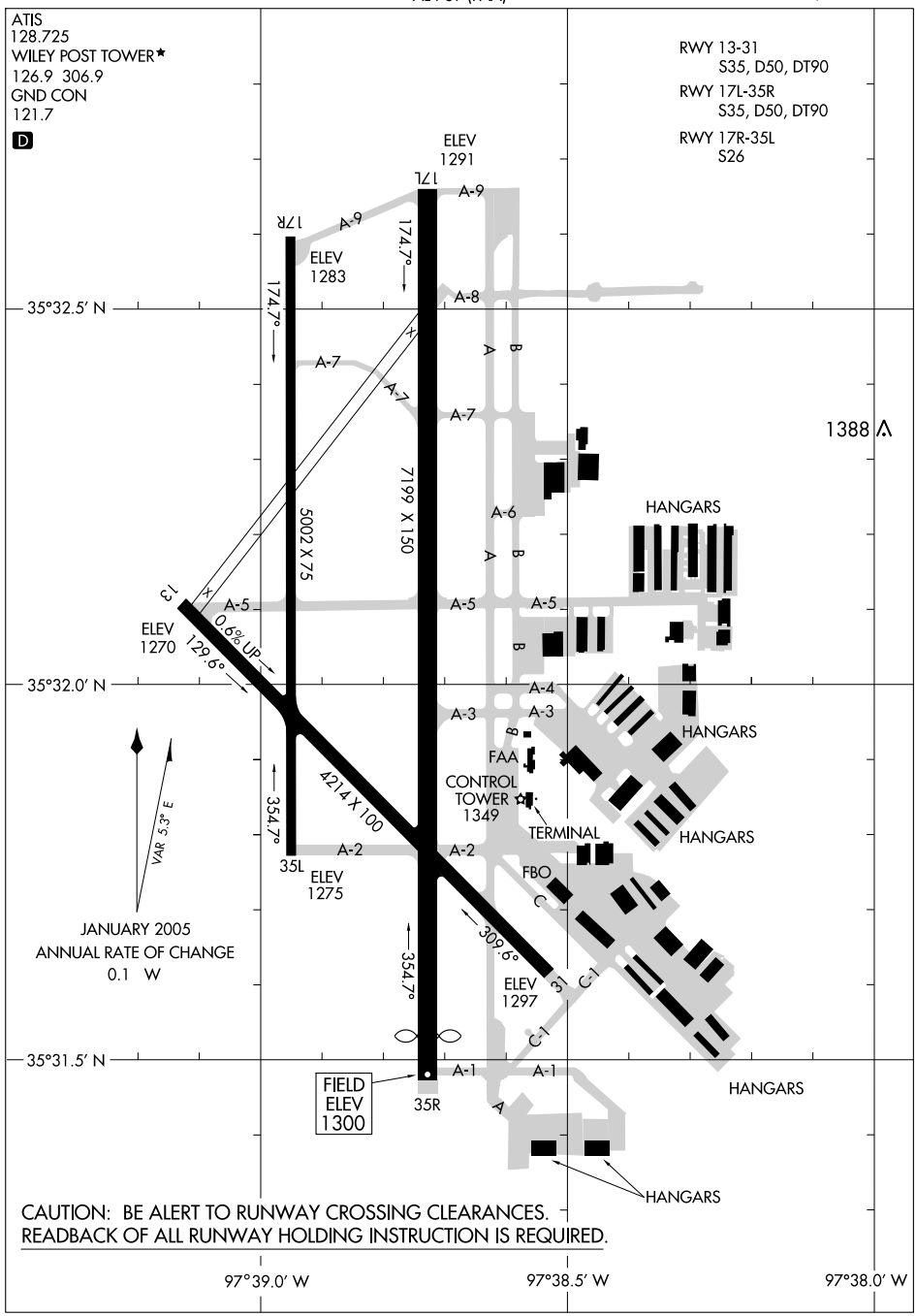
SC-1. 08 APR 2010 to 06 MAY 2010

09239

AIRPORT DIAGRAM

AL-739 (FAA)

OKLAHOMA CITY/ WILEY POST (PWA)
OKLAHOMA CITY, OKLAHOMA



SC-1, 08 APR 2010 to 06 MAY 2010

OKLAHOMA CITY, OKLAHOMA

AL-739 (FAA)

APP CRS	Rwy Idg	6844
007°	TDZE	1299
	Apt Elev	1299

GPS RWY 35R

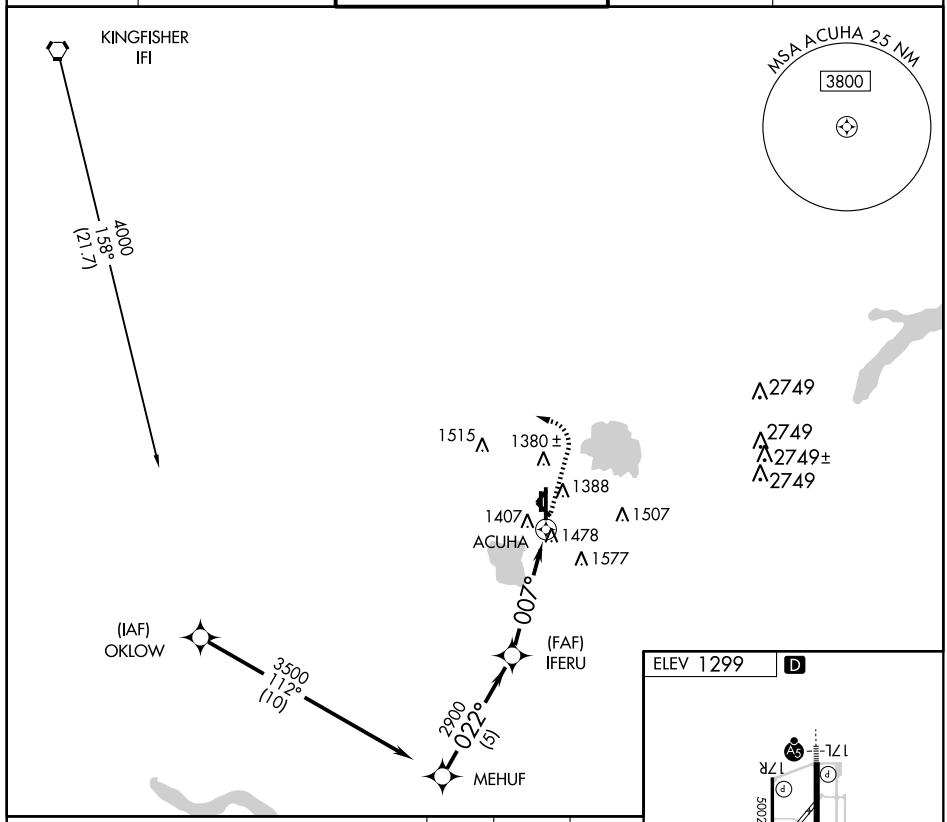
OKLAHOMA CITY/ WILEY POST (PWA)

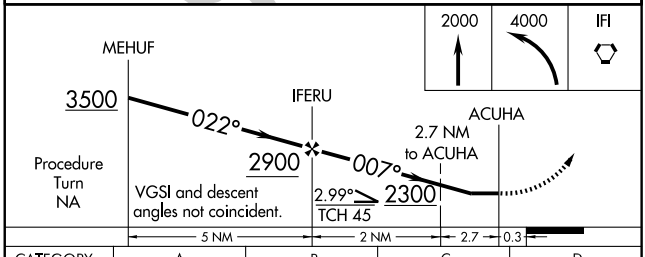
NA

ASR

MISSED APPROACH: Climb to 2000, then climbing left turn to 4000 direct IFI VORTAC.

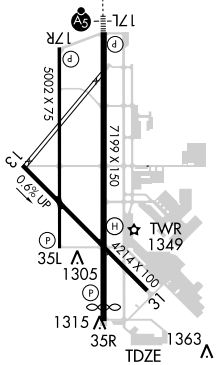
ATIS	OKE CITY APP CON	WILEY POST TOWER ★	GND CON	UNICOM
128.725	124.6 266.8	126.9 (CTAF) L 306.9	121.7	122.95





CATEGORY	A	B	C	D
S-35R	1740-1	441 (500-1)	1740-1¼ 441 (500-1¼)	1740-1½ 441 (500-1½)
CIRCLING	1780-1	481 (500-1)	1780-1½ 481 (500-1½)	1880-2 581 (600-2)

ELEV 1299 D



MIRL Rwys 13-31 and 17R-35L

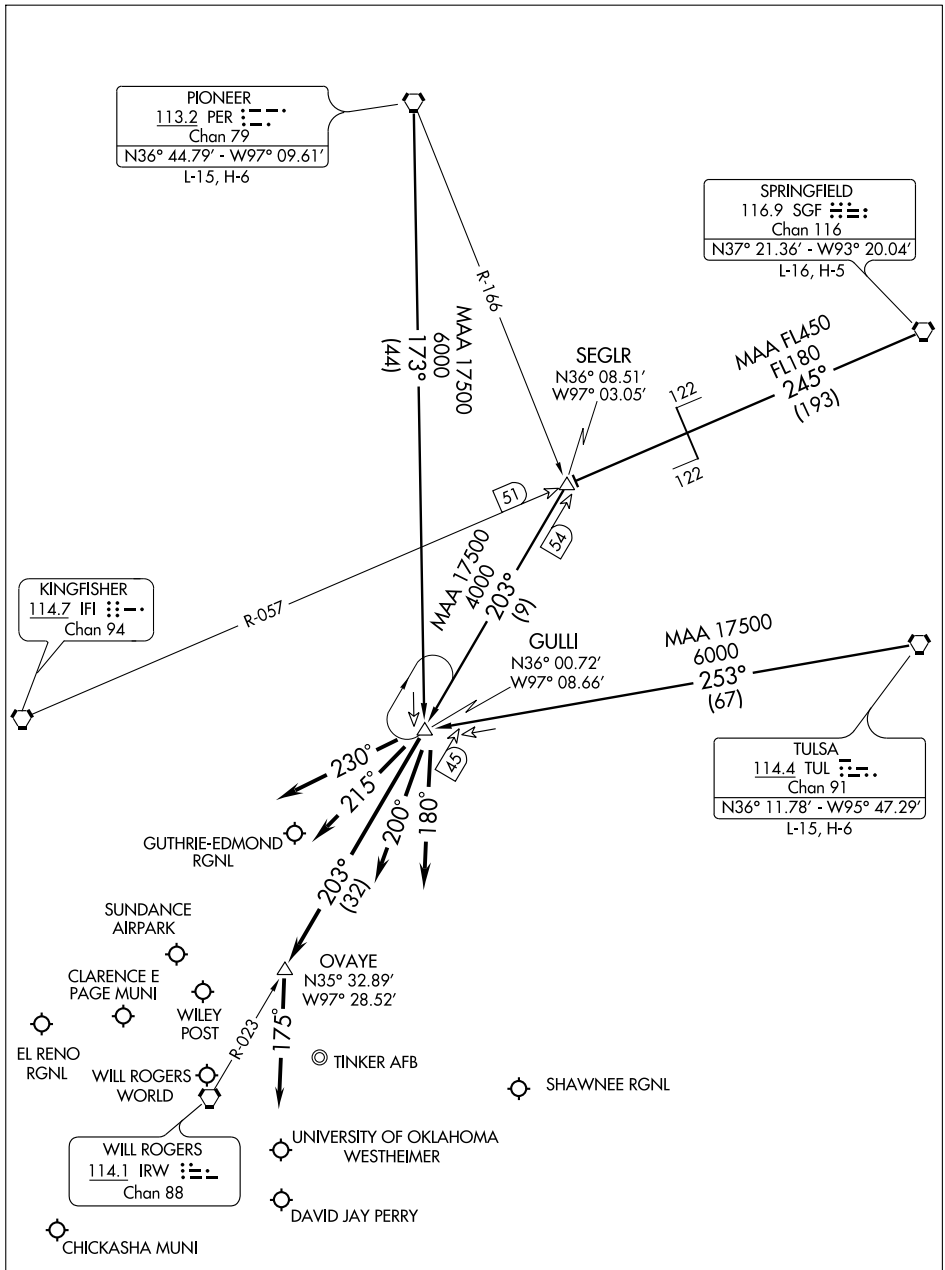
HIRL Rwy 17L-35R L

007° to ACUHA

SC-1. 08 APR 2010 to 06 MAY 2010

GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA



NOTE: RADAR required.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SC-1, 08 APR 2010 to 06 MAY 2010

GULLI ONE ARRIVAL (GULLI.GULLI1)

ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GULLI INT. Thence . . . .
SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence . . . .
TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to GULLI INT. Thence . . . .

ALL AIRCRAFT LANDING NORTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

ALL AIRCRAFT LANDING SOUTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final approach course.

SC-1, 08 APR 2010 to 06 MAY 2010

LOC I-PWA	APP CRS	Rwy Idg	6844
110.15	172°	TDZE	1290
		Apt Elev	1299

ILS RWY 17L

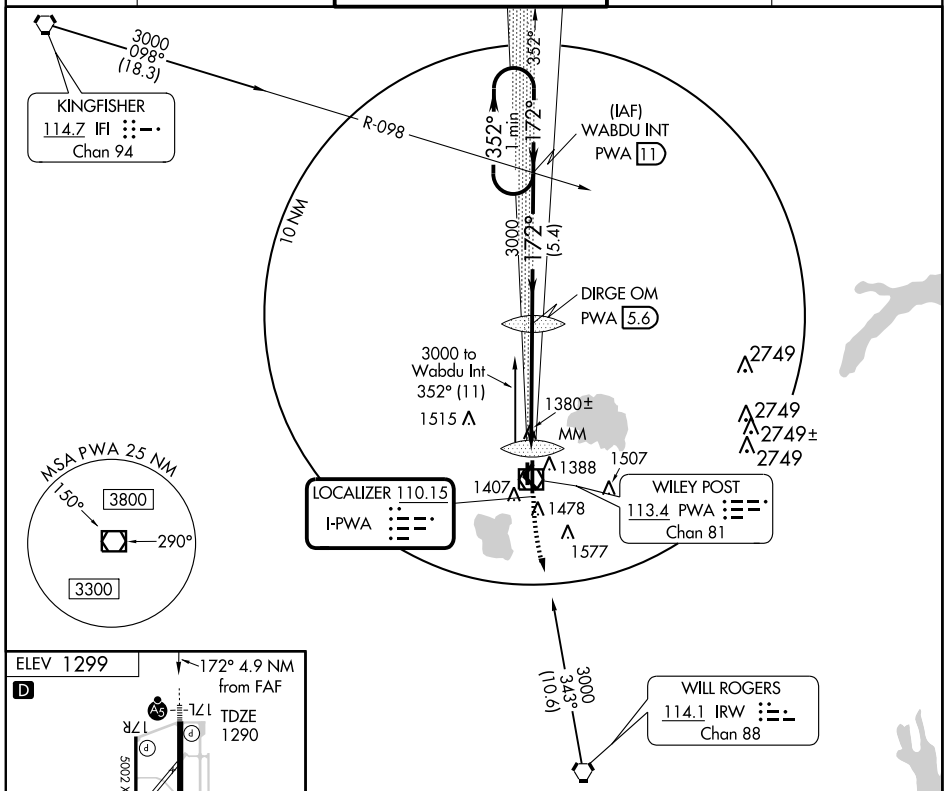
OKLAHOMA CITY/ WILEY POST (PWA)

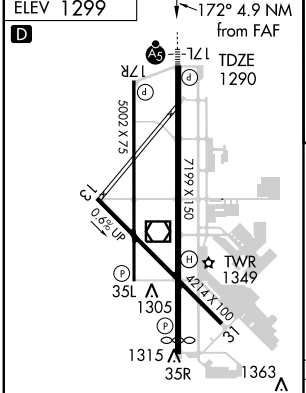
ASR

MALSR

MISSED APPROACH: Climbing left turn to 3000 direct IRW VORTAC.

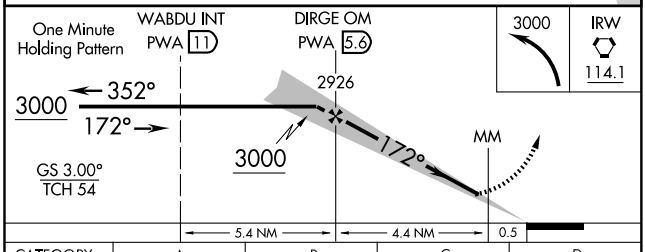
ATIS	OKE CITY APP CON	WILEY POST TOWER ★	GND CON	UNICOM
128.725	124.6 266.8	126.9 (CTAF) L 306.9	121.7	122.95





FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



CATEGORY	A	B	C	D
S-ILS 17L	1490-½ 200 (200-½)			
S-LOC 17L	1660-½ 370 (400-½)			1660-¾ 370 (400-¾)
CIRCLING	1780-1 481 (500-1)		1780-1½ 481 (500-1½)	1880-2 581 (600-2)

SC-1, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	6844
172°	TDZE	1290
	Apt Elev	1299

RNAV (GPS) RWY 17L

OKLAHOMA CITY/ WILEY POST (PWA)

ASR

DME/DME RNP -0.3 NA. If local altimeter setting not received, use Will Rogers World altimeter setting and increase all MDAs 40 feet.

MALSR

MISSED APPROACH: Climbing right turn to 3400 direct IFI VORTAC and hold.

ATIS	OKE CITY APP CON	WILEY POST TOWER ★	GND CON	UNICOM
128.725	124.6 266.8	126.9 (CTAF) L 306.9	121.7	122.95

Procedure NA for arrivals at IFI VORTAC via V-140 southwest bound.

(IAF)
KINGFISHER
IFI

243°
063°
4 NM
3000
085°
(15.5)

(IF)
AHOWU

3000
160°
(9.8)

(FAF)
BAHHI

172°

1515
1380 ±
RW17L
1388
1407
1478
1507
1577

2749
2749
2749±
2749

MSA RW17L 25 NM
3800

ELEV 1299

D

172° to RW17L

17L
17R
TDZE
1290
5002 X 75
7199 X 150
3°
0.6% UP
TWR
1349
4214 X 100
35L
1305
1315
35R
1363

MIRL Rwys 13-31and 17R-35L
HIRL Rwy 17L-35R L

VGSI and descent angles not coincident.

3400 | IFI

AHOWU
BAHHI
3000
160°
3000
172°
RW17L
Procedure Turn NA
3.05°
TCH 54
9.8 NM
5.1 NM

CATEGORY	A	B	C	D
LNAV MDA	1700-1	410 (500-1)	1700-1¼	410 (500-1¼)
CIRCLING	1780-1	481 (500-1)	1780-1½ 481 (500-1½)	1880-2 581 (600-2)

SC-1, 08 APR 2010 to 06 MAY 2010

VOR/DME PWA 113.4 Chan 81	APP CRS 040°	Rwy Idg N/A TDZE N/A Apt Elev 1299

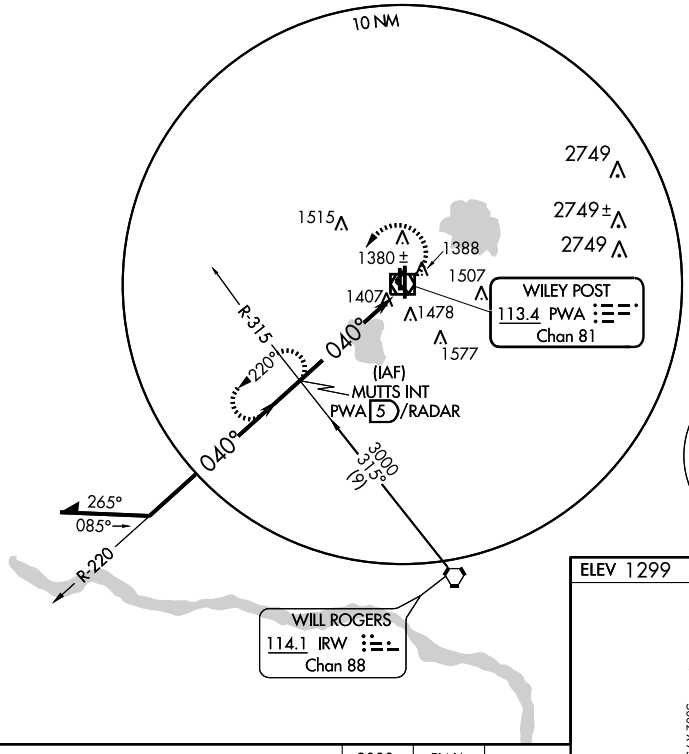
VOR-A

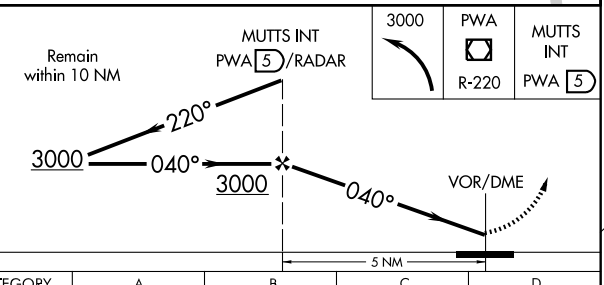
OKLAHOMA CITY/ WILEY POST (PWA)

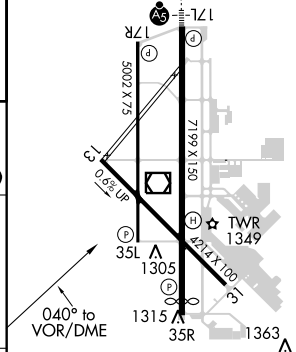
ASR

MISSED APPROACH: Climbing left turn to 3000 via PWA VOR/DME R-220 to MUTTS Int and hold.

ATIS	OKE CITY APP CON	WILEY POST TOWER ★	GND CON	UNICOM
128.725	124.6 266.8	126.9 (CTAF) L 306.9	121.7	122.95







CATEGORY	A	B	C	D
CIRCLING	1780-1	481 (500-1)	1780-1½ 481 (500-1½)	1880-2 581 (600-2)

MIRL Rwys 13-31 and 17R-35L
HIRL Rwy 17L-35R L

VOR/DME PWA	APP CRS	Rwy Idg	6844
113.4	176°	TDZE	1290
Chan 81		Apt Elev	1299

VOR RWY 17L

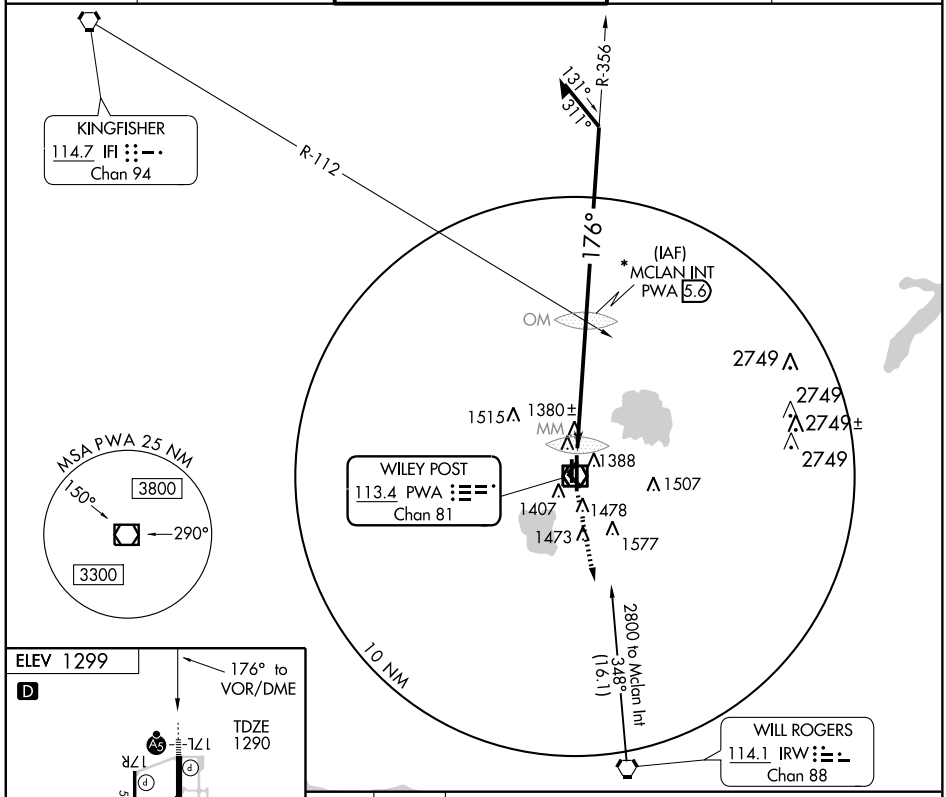
OKLAHOMA CITY/ WILEY POST (PWA)

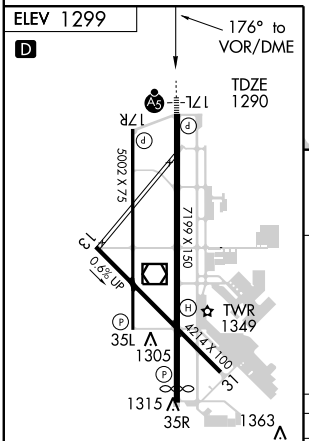
ASR *Radar fix in lieu of MCLAN INT will be provided on pilot request. Cat D S-17L visibility increased ¼ mile for inoperative MALSR.

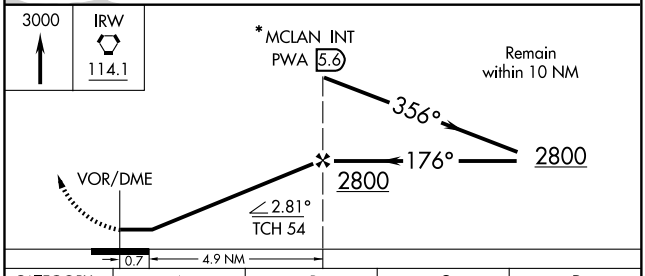
MALSR

MISSED APPROACH: Climb to 3000 direct IRW VORTAC.

ATIS	OKE CITY APP CON	WILEY POST TOWER ★	GND CON	UNICOM
128.725	124.6 266.8	126.9 (CTAF) L 306.9	121.7	122.95







CATEGORY	A	B	C	D
S17L	1640-½ 350 (400-½)			1640-1 350 (400-1)
CIRCLING	1780-1 481 (500-1)		1780-1½ 481 (500-1½)	1880-2 581 (600-2)

MIRL Rwys 13-31 and 17R-35L
HIRL Rwy 17L-35R L

SC-1, 08 APR 2010 to 06 MAY 2010

VOR/DME PWA	APP CRS	Rwy Idg	6844
113.4	348°	TDZE	1299
Chan 81		Apt Elev	1299

VOR RWY 35R

OKLAHOMA CITY/ WILEY POST (PWA)

ASR

MISSED APPROACH: Climbing left turn to 3300 direct IFI VORTAC.

ATIS	OKE CITY APP CON	WILEY POST TOWER ★	GND CON	UNICOM
128.725	124.6 266.8	126.9 (CTAF) L 306.9	121.7	122.95

KINGFISHER 114.7 IFI Chan 94

3300 133° (27.8)

2749 2749 2749± 2749

1515 1380± 1388 1507 1407 1478 1577

WILEY POST 113.4 PWA Chan 81

(IAF) DICKH PWA 5 /RADAR

348°

3000 338° (5.7)

MSA PWA 25 NM 150° 3800 290° 3300

10 NM

213° 033° R-168

WILL ROGERS 114.1 IRW Chan 88

RADAR or DME REQUIRED

ELEV 1299 D

17L 17R 13 5002 X 75 7199 X 150 0.6% UP TWR 1349 35L 1305 4314 X 100 TDZE 1299 1315 35R 1363

MIRL Rwys 13-31 and 17R-35L HIRL Rwy 17L-35R L

348° to VOR/DME

3300 IFI 114.7

DICKH PWA 5 /RADAR

Remain within 10 NM

168° 3000

348°

1.8 NM to VOR/DME

VOR/DME

3.04° TCH 50

2800

VGSI and descent angles not coincident.

0.5 1.3 3.2 NM

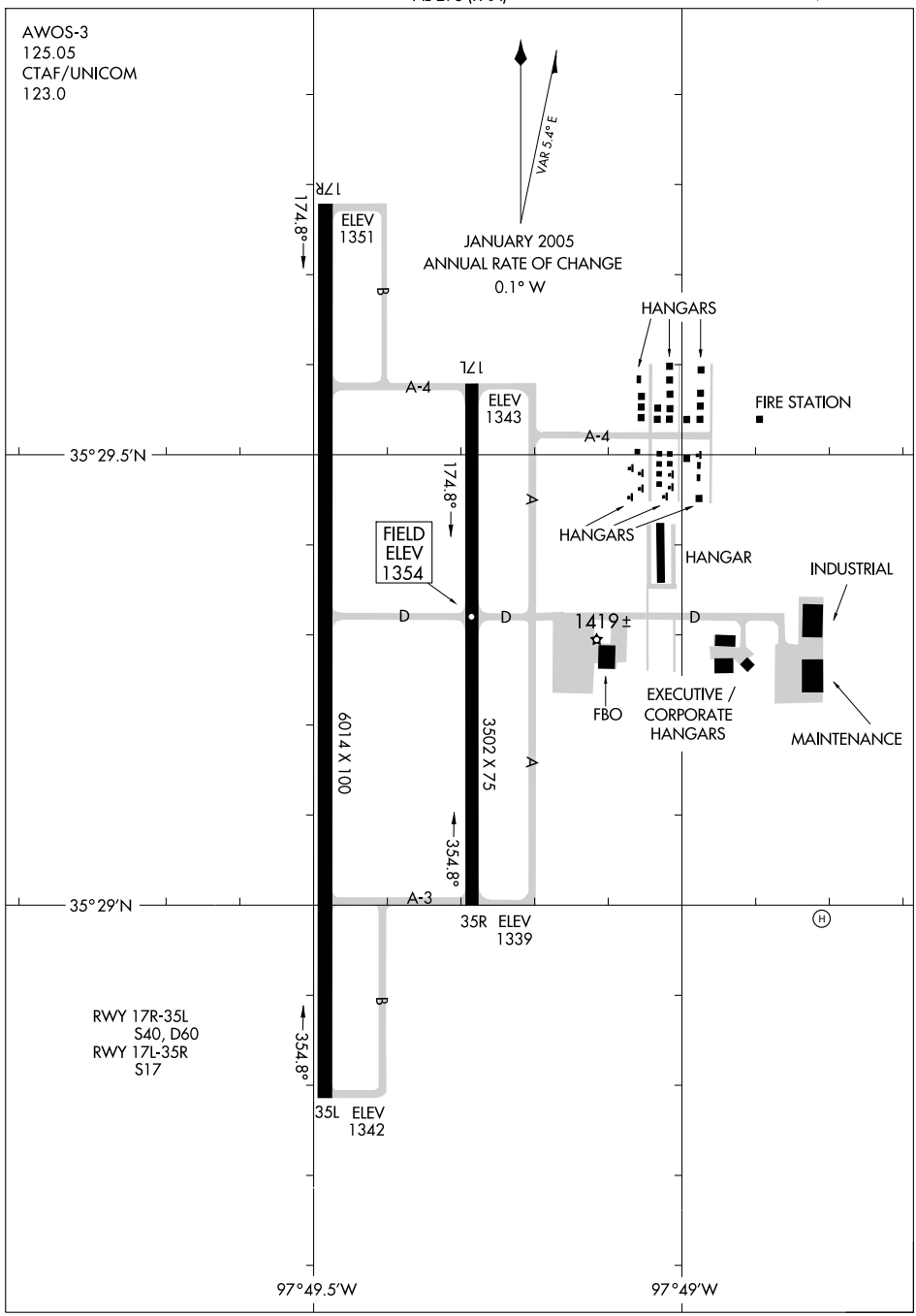
CATEGORY	A	B	C	D
S-35R	1740-1 441 (500-1)		1740-1¼ 441 (500-1¼)	1740-1½ 441 (500-1½)
CIRCLING	1780-1 481 (500-1)		1780-1½ 481 (500-1½)	1880-2 581 (600-2)

SC-1, 08 APR 2010 to 06 MAY 2010

09295

AIRPORT DIAGRAM

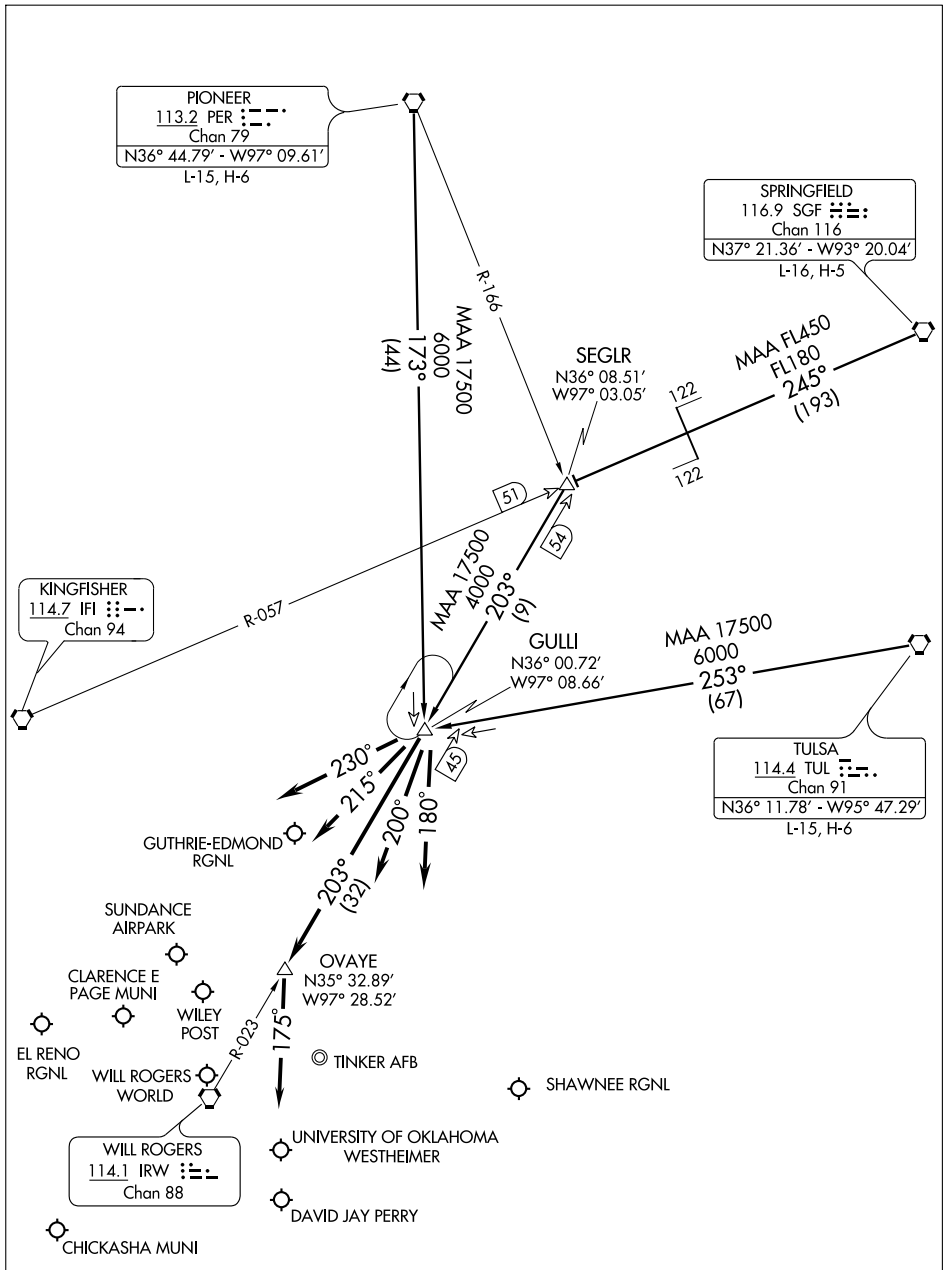
OKLAHOMA CITY/CLARENCE E. PAGE MUNI (RCE)
AL-298 (FAA)
OKLAHOMA CITY, OKLAHOMA



SC-1, 08 APR 2010 to 06 MAY 2010

GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA



NOTE: RADAR required.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SC-1, 08 APR 2010 to 06 MAY 2010

GULLI ONE ARRIVAL (GULLI.GULLI1)

ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GULLI INT. Thence . . . .
SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence . . . .
TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to GULLI INT. Thence . . . .

ALL AIRCRAFT LANDING NORTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

ALL AIRCRAFT LANDING SOUTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final approach course.

SC-1, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	6014
CH 42701 W17A	173°	TDZE	1351
		Apt Elev	1354

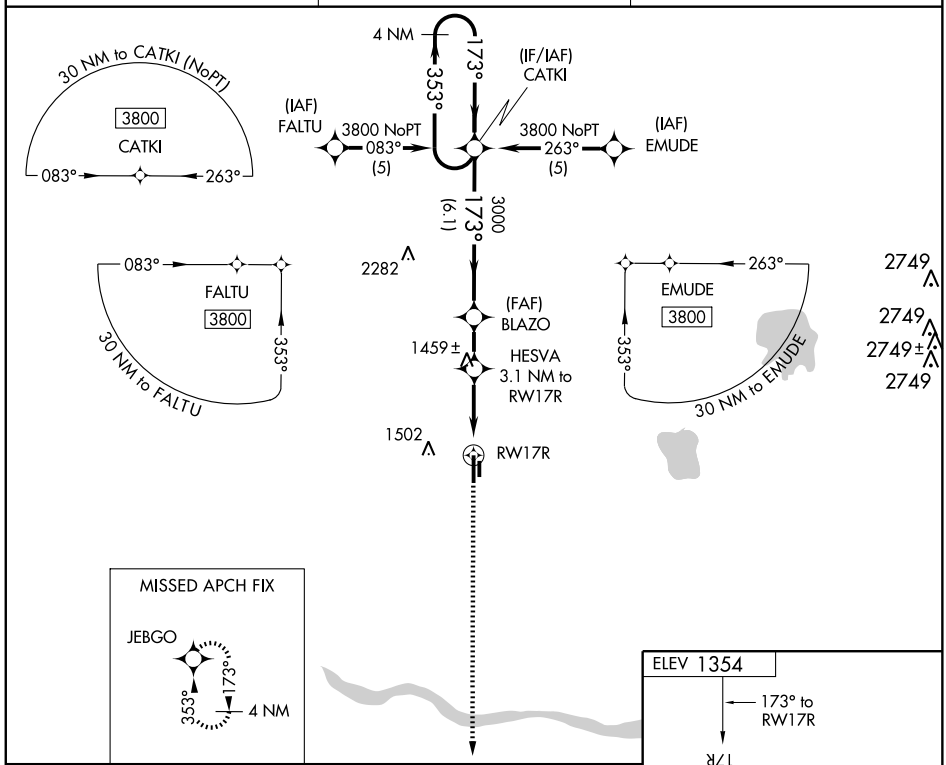
RNAV (GPS) RWY 17R

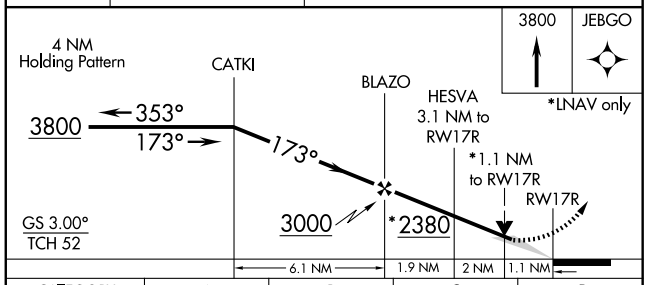
OKLAHOMA CITY/CLARENCE E. PAGE MUNI (RCE)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Wiley Post altimeter setting and increase all DA 29 feet and all MDA 40 feet and increase LPV all Cats visibility ¼ mile. VDP NA when using Wiley Post altimeter setting.

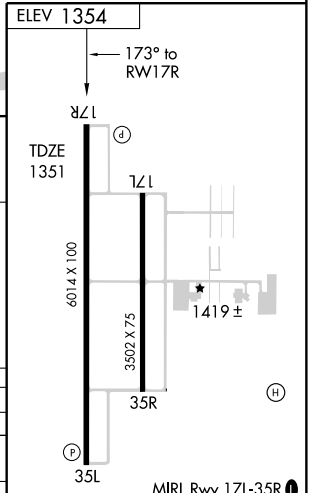
MISSED APPROACH: Climb to 3800 direct JEBGO and hold.

AWOS-3	OKE CITY APP CON	UNICOM
125.05	124.6 266.8	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1601-¾ 250 (300-¾)			NA
LNAV MDA	1760-1 409 (500-1)		1760-1¼ 409 (500-1¼)	NA
CIRCLING	1800-1 446 (500-1)	1820-1 466 (500-1)	1820-1½ 466 (500-1½)	NA



SC-1, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	6014
CH 86901	353°	TDZE	1350
W35A		Apt Elev	1354

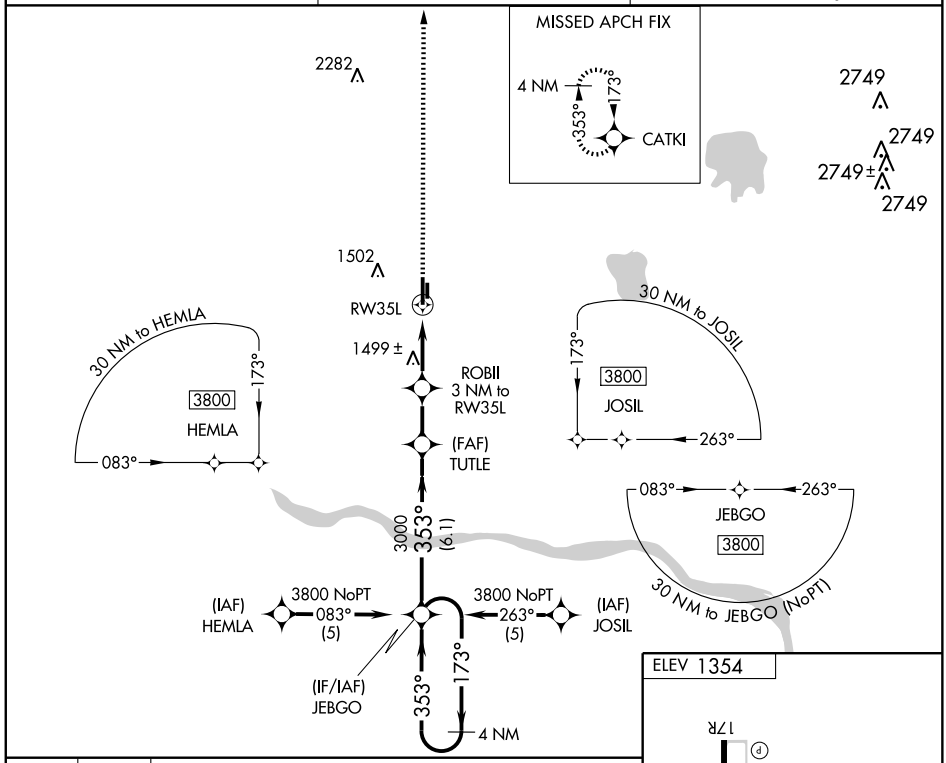
RNAV (GPS) RWY 35L

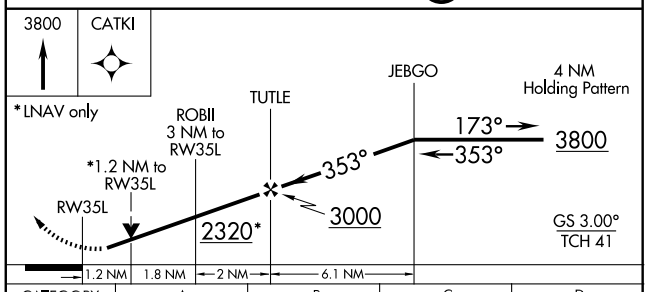
OKLAHOMA CITY/CLARENCE E. PAGE MUNI (RCE)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wiley Post altimeter setting and increase all DA 29 feet and all MDA 40 feet and increase LPV all Cats visibility ¼ mile. VDP NA when using Wiley Post altimeter setting.

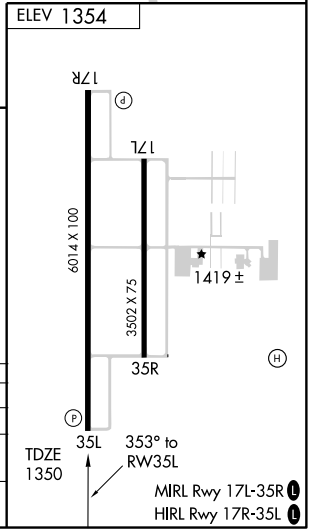
MISSED APPROACH: Climb to 3800 direct CATKI and hold.

AWOS-3	OKE CITY APP CON	UNICOM
125.05	124.6 266.8	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1651-1 301 (300-1)			NA
LNAV MDA	1760-1 410 (500-1)		1760-1¼ 410 (500-1¼)	NA
CIRCLING	1800-1 446 (500-1)	1820-1 466 (500-1)	1820-1½ 466 (500-1½)	NA



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VORTAC IRW	APP CRS	Rwy Idg	N/A
114.1	300°	TDZE	N/A
Chan 88		Apt Elev	1354

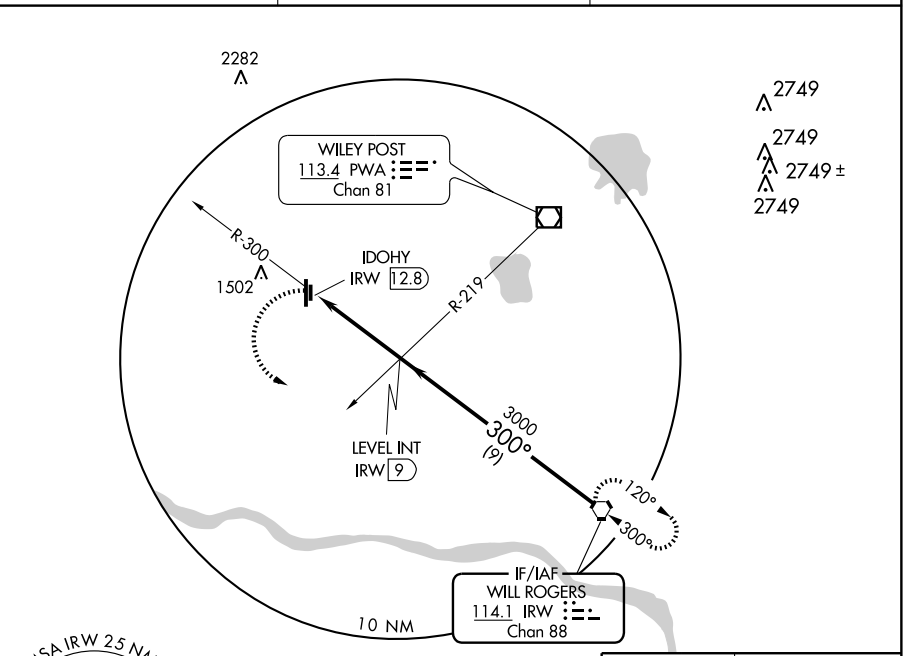
VOR-B

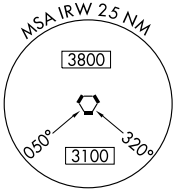
OKLAHOMA CITY/CLARENCE E. PAGE MUNI (RCE)

When local altimeter setting not received, use Wiley Post altimeter setting and increase all MDA 40 feet.

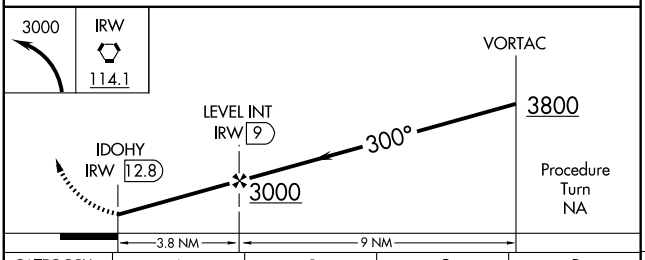
MISSED APPROACH: Climbing left turn to 3000 direct IRW VORTAC and hold.

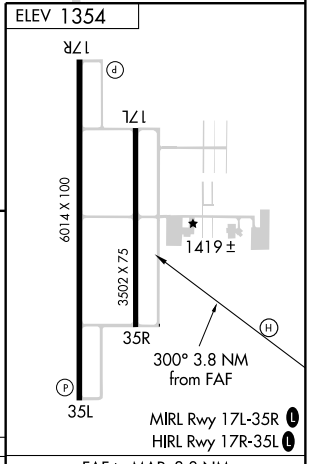
AWOS-3	OKE CITY APP CON	UNICOM
125.05	124.6 266.8	123.0 (CTAF) L





Procedure NA for arrival at IRW VORTAC on airway radials 241 CW 292.

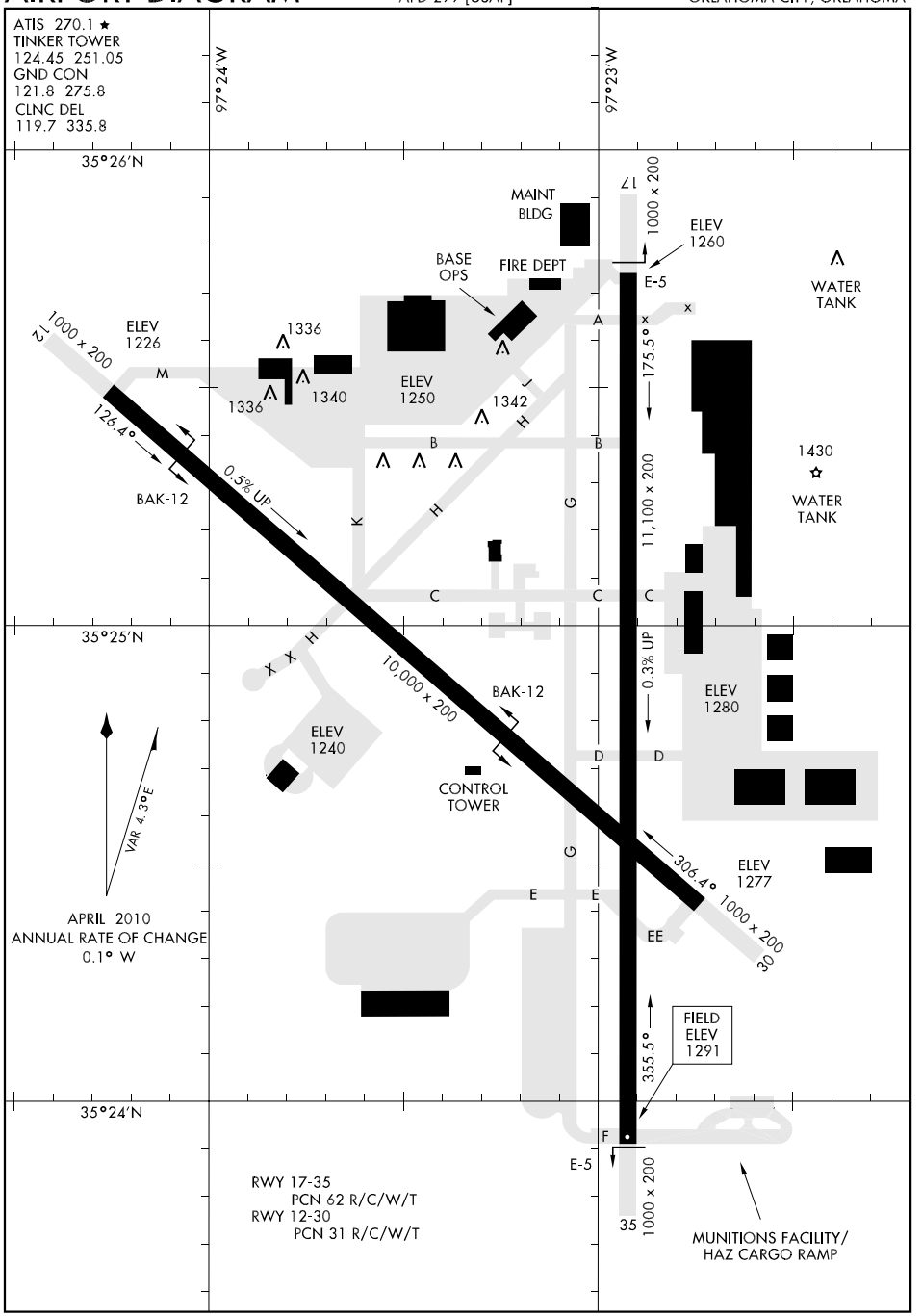




CATEGORY	A	B	C	D
CIRCLING	1860-1	506 (600-1)	1860-1½ 506 (600-1½)	NA

FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

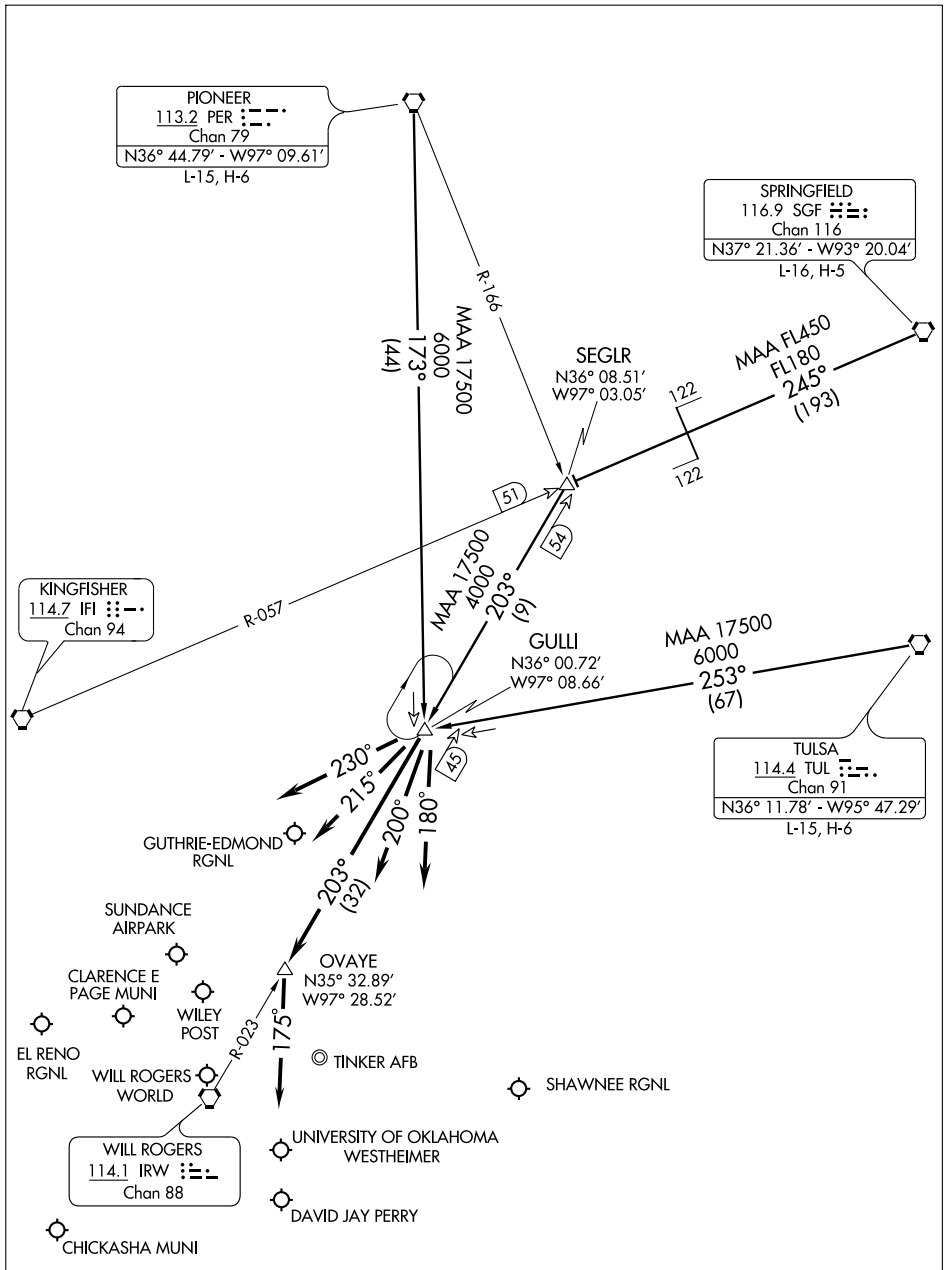
SC-1. 08 APR 2010 to 06 MAY 2010



SC-1, 08 APR 2010 to 06 MAY 2010

GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA



NOTE: RADAR required.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SC-1, 08 APR 2010 to 06 MAY 2010

GULLI ONE ARRIVAL (GULLI.GULLI1)

ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GULLI INT. Thence . . . .
SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence . . . .
TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to GULLI INT. Thence . . . .

ALL AIRCRAFT LANDING NORTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

ALL AIRCRAFT LANDING SOUTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final approach course.

SC-1, 08 APR 2010 to 06 MAY 2010

HI-ILS RWY 17

TINKER AFB (KTIK)

LOC I-FRJ	APCH CRS	Rwy Idg 11,100 / TDZE 1267 / Arpt Elev 1291
111.3	175°	AL-299 [USAF]

* When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.
** CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35.

SALS A2

MISSED APPROACH: Climb to 4000 on TIK TACAN R-174 to 15 DME and hold.

ATIS ★	OKE CITY APP CON	TINKER TOWER	GND CON	CLNC DEL	ASR
270.1	124.2 336.4	124.45 251.05	121.8 275.8	119.7 335.8	

***When ALS inop, increase CAT CDE vis by ¼ mile.

DME required for localizer only approach. Localizer unusable from TIK 0.1 DME to rwy threshold.

Max holding 230 KIAS

355° LR-360 R-026 1553 026° 206° (IAF) ELLIS TIK 20

1649 ANNNA TIK 15 TIK 12 TIK 15 Arc 4000 175° TIK 15 GEAST

2749 1400 LOTTT TIK 5.1

1735 R-042 4000 039° (31) 1542 1949

WILL ROGERS 114.1 IRW Chan 88

TINKER Chan 105 TIK 1605

LOCALIZER 111.3 I-FRJ

1470 2049 1874 R-174

2048 TIK 15 1565 354° 174° Max holding 230 KIAS

20 NM

EMERG SAFE ALT 100 NM 4700

MSA TIK 25 NM 170° 4000 2800 080° 270° 3200

4000 TIK R-174 TIK 15

LOTTT IRW R-042 TIK 5.1 3000 TIK 12 ANNNA Intcp Lczr GEAST TIK 15 ELLIS TIK R-026 20 175° 206° 4000 4000 8000 8000 Arc 15 3000 GS 2.80° TCH 50

TACAN TIK 0.3

0.8 4.8 NM

ELEV 1291 175° 5.6 NM from FAF

TDZE 1267 17 1340 1356 1446 1342 1430 10,000 × 200 0.5% UP 11,100 × 200 0.3% UP 1376 1369 1441 30 35

HIRL Rwy 17-35, 12-30

CATEGORY	C	D	E
S-ILS 17	1467/40 200 (200-¾)		
S-LOC 17 *	1720/50 453 (500-1)	1720/60 453 (500-1¼)	
CIRCLING **	1880-1½ 589 (600-1½)	1980-2¼ 689 (700-2¼)	2040-2¾ 749 (800-2¾)
S-ASR 17 ***	2000-1¾ 733 (800-1¾)	2000-2 733 (800-2)	2000-2¼ 733 (800-2¼)

FAF to MAP 4.8 NM

Knots	120	140	160	180	200
Min:Sec	2:24	2:03	1:48	1:36	1:26

HI-ILS RWY 35

LOC I-TIK	APCH CRS	Rwy ldg 11,100 TDZE 1291 Arpt Elev 1291
109.5	355°	AL-299 [USAF]

TINKER AFB (KTIK)

▼ * When ALS inop, increase CAT CDE RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT C RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

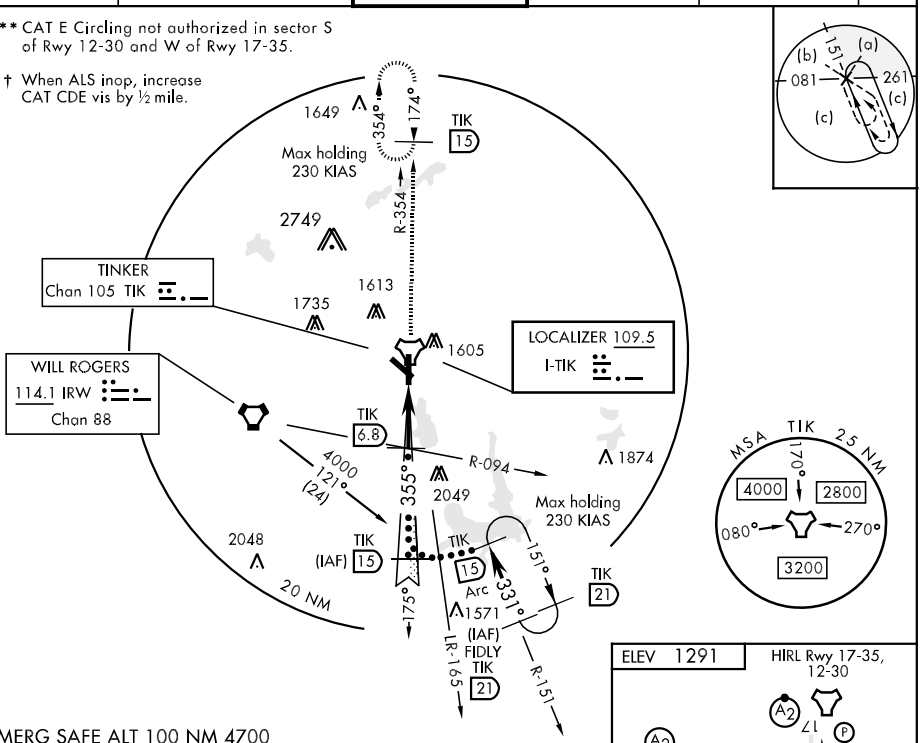
ALSF-1

MISSED APPROACH: Climb to 4000 on the TIK TACAN R-354 to 15 DME and hold.

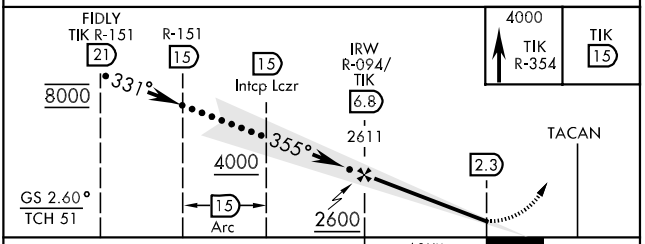
ATIS ★	OKE CITY APP CON	TINKER TOWER	GND CON	CLNC DEL	ASR
270.1	120.45 288.325	124.45 251.05	121.8 275.8	119.7 335.8	

*** CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35.

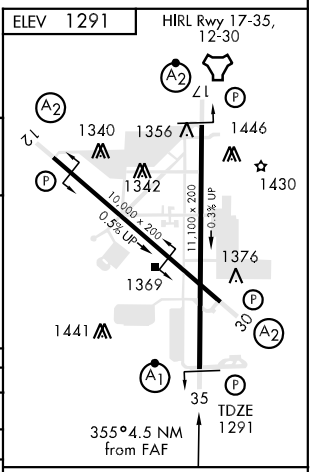
† When ALS inop, increase CAT CDE vis by ½ mile.



EMERG SAFE ALT 100 NM 4700



CATEGORY	C	D	E
S-ILS 35 *	1491/24	200	(200-½)
S-LOC 35 **	1640/40	349	(400-¾)
CIRCLING ***	1880-1½ 589 (600-1½)	1980-2¼ 689 (700-2¼)	2040-2¾ 749 (800-2¾)
S-ASR 35 †	1940/60 649 (700-1¼)	1940-1½ 649 (700-1½)	1940-1¾ 649 (700-1¾)



FAF to MAP 4.5 NM

Knots	120	140	160	180	200
Min:Sec	2:15	1:56	1:41	1:30	1:21

SC-1, 08 APR 2010 to 06 MAY 2010

HI-TACAN RWY 17

TACAN TIK Chan 105	APCH CRS 172°	Rwy ldg 11,100 TDZE 1267 Arpt Elev 1291

AL-299 [USAF]

TINKER AFB (KTIK)

▼ * CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35.

SALS A2

MISSED APPROACH: Climb to 4000 on TIK TACAN R-172 to 15 DME and hold.

ATIS ★	OKE CITY APP CON	TINKER TOWER	GND CON	CLNC DEL	ASR
270.1	124.2 336.4	124.45 251.05	121.8 275.8	119.7 335.8	

Straight-in minimum visibility increased to no light minimum due to offset final approach course.

Max holding 230 KIAS

R-026 1553

R-352 LR-360 1649

CAROO TIK 15

TIK 15 Arc

026° 206°

TIK (IAF) 20 ELLIS 8000

GEAST TIK 15 1344

172°

2749

CARAT TIK 5.1

R-042

CAUTION: Final approach course offset 710' left of rwy extended centerline 3000' from threshold.

WILL ROGERS 114.1 IRW Chan 88

1735 1613 1605

4000 039° (31) 1881

TINKER Chan 105 TIK

2049 1874

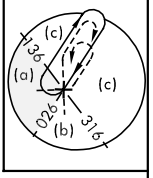
NIDUE TIK 15 2048

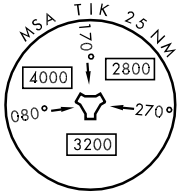
20 NM

1565 352° 172°

Max holding 230 KIAS

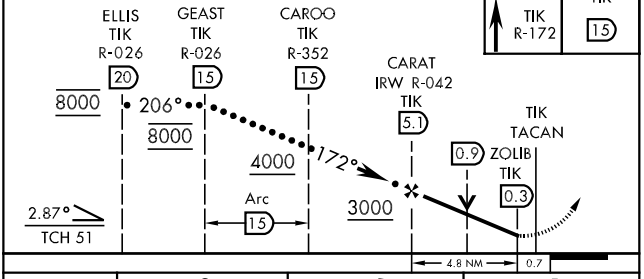
R-172





EMERG SAFE ALT 100 NM 4700

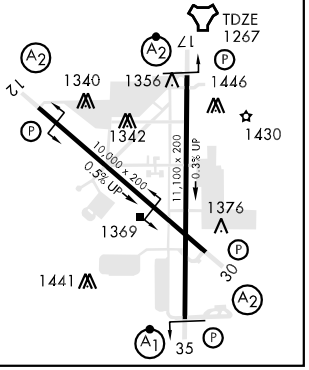
4000 TIK R-172 | TIK 15



ELEV 1291

172° 5.5 NM from FAF

HIRL Rwy 17-35, 12-30



CATEGORY	C	D	E
S-17	1720/60 453 (500-1¼)	1720-1½ 453 (500-1½)	
CIRCLING *	1880-1½ 589 (600-1½)	1980-2¼ 689 (700-2¼)	2040-2¾ 749 (800-2¾)

SC-1, 08 APR 2010 to 06 MAY 2010

HI-TACAN RWY 35

TACAN TIK Chan 105	APCH CRS 354°	Rwy ldg 11,100 TDZE 1291 Arpt Elev 1291

AL-299 [USAF]

TINKER AFB (KTIK)

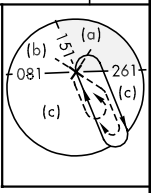
▼ * When ALS inop, increase CAT CDE vis by ½ mile.
** CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35. When VGSI inop, circling to Rwy 30 NA at night.

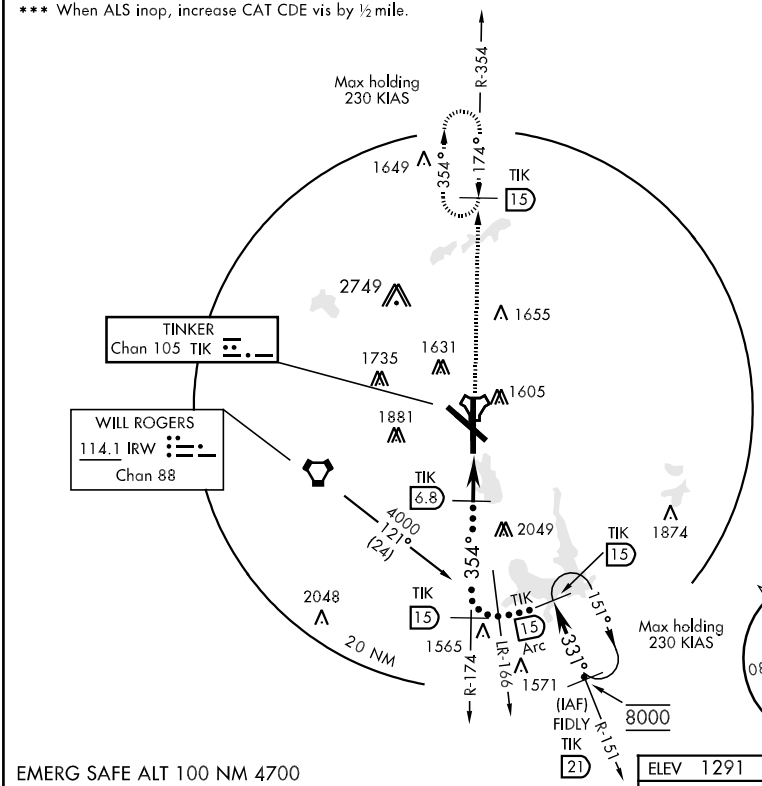
ALSF-1

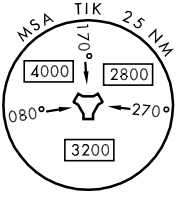
MISSED APPROACH: Climb to 4000 on TIK TACAN R-354 to 15 DME and hold.

ATIS★	OKE CITY APP CON	TINKER TOWER	GND CON	CLNC DEL	ASR
270.1	120.45 288.325	124.45 251.05	121.8 275.8	119.7 335.8	

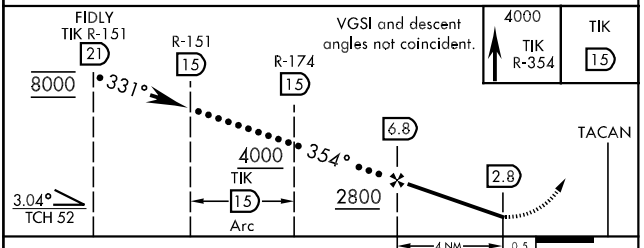
*** When ALS inop, increase CAT CDE vis by ½ mile.

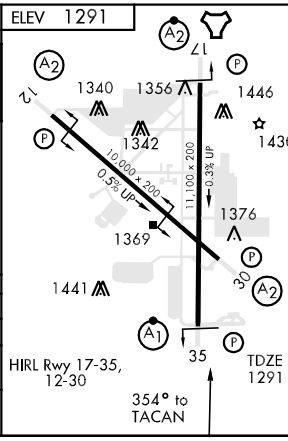






EMERG SAFE ALT 100 NM 4700





CATEGORY	C	D	E
S-35 *	1800/50 509 (600-1)		1800-1¼ 509 (600-1¼)
CIRCLING **	1880-1½ 589 (600-1½)	1980-2¼ 689 (700-2¼)	2040-2¾ 749 (800-2¾)
S-ASR 35***	1940/60 649 (700-1¼)	1940-1½ 649 (700-1½)	1940-1¾ 649 (700-1¾)

ILS RWY 17

LOC I-FRJ	APCH CRS	Rwy ldg 11,100 TDZE 1267 Arpt Elev 1291	AL-299 [USAF]	TINKER AFB (KTIK)
111.3	175°			

* When ALS inop, increase CAT AB RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

SALS (A2)

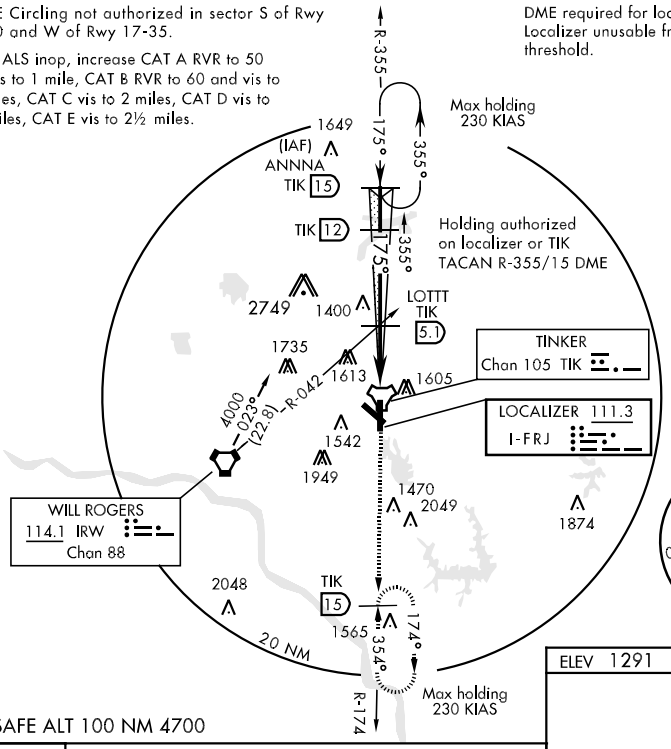
MISSED APPROACH: Climb to 4000 on TIK TACAN R-174 to 15 DME and hold.

ATIS ★	OKE CITY APP CON	TINKER TOWER	GND CON	CLNC DEL	ASR
270.1	124.2 336.4	124.45 251.05	121.8 275.8	119.7 335.8	

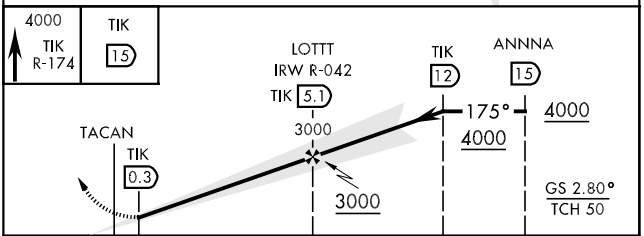
*** CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35.

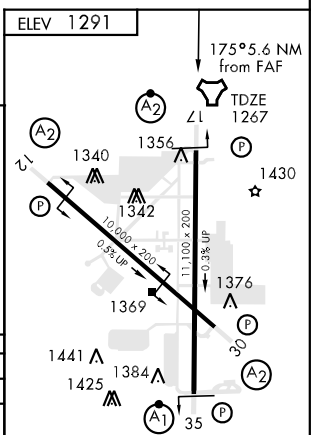
† When ALS inop, increase CAT A RVR to 50 and vis to 1 mile, CAT B RVR to 60 and vis to 1¼ miles, CAT C vis to 2 miles, CAT D vis to 2¼ miles, CAT E vis to 2½ miles.

DME required for localizer only approach. Localizer unusable from TIK 0.1 DME to rwy threshold.



EMERG SAFE ALT 100 NM 4700





CATEGORY	A	B	C	D	E
S-ILS 17 *	1467/24 200 (200-½)		1467/40 200 (200-¾)		
S-LOC 17 **	1720/40 453 (500-¾)		1720/50 453 (500-1)	1720/60 453 (500-1¼)	
CIRCLING ***	1880-1 589 (600-1)		1880-1½ 589 (600-1½)	1980-2¼ 689 (700-2¼)	2040-2¾ 749 (800-2¾)
S-ASR 17 †	2000/40 733 (800-¾)	2000/50 733 (800-1)	2000-1¾ 733 (800-1¾)	2000-2 733 (800-2)	2000-2¼ 733 (800-2¼)

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SC-1, 08 APR 2010 to 06 MAY 2010

ILS RWY 35

LOC I-TIK	APCH CRS	Rwy ldg 11,100 TDZE 1291 Arpt Elev 1291
109.5	355°	AL-299 [USAF]

TINKER AFB (KTIK)

▼ * When ALS inop, increase CAT ABCDE RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ mile.

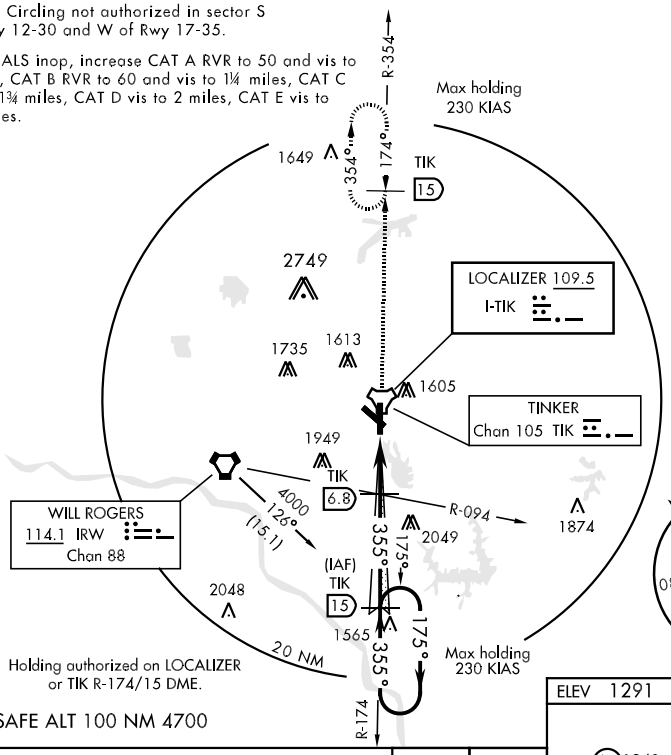
ALSF-1 (A1)

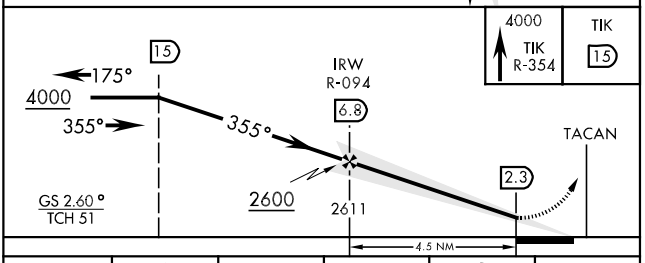
MISSED APPROACH: Climb to 4000 on TIK TACAN R-354 to 15 DME and hold.

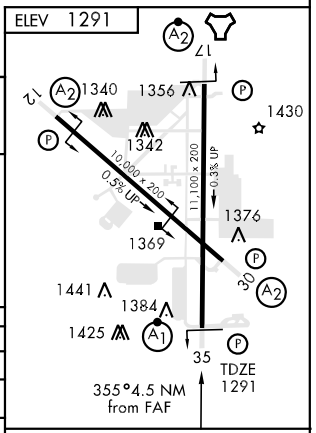
ATIS ★	OKE CITY APP CON	TINKER TOWER	GND CON	CLNC DEL	ASR
270.1	124.2 336.4	124.45 251.05	121.8 275.8	119.7 335.8	

*** CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35.

† When ALS inop, increase CAT A RVR to 50 and vis to 1 mile, CAT B RVR to 60 and vis to 1¼ miles, CAT C vis to 1¾ miles, CAT D vis to 2 miles, CAT E vis to 2¼ miles.







CATEGORY	A	B	C	D	E
S-ILS 35 *	1491/24		200	(200-½)	
S-LOC 35**	1640/24 349 (400-½)		1640/40 349 (400-¾)		
CIRCLING***	1880-1 589 (600-1)		1880-1½ 589 (600-1½)	1980-2¼ 689 (700-2¼)	2040-2¾ 749 (800-2¾)
S-ASR 35 †	1940/24 649 (700-½)	1940/40 649 (700-¾)	1940/60 649 (700-1¼)	1940-1½ 649 (700-1½)	1940-1¾ 649 (700-1¾)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SC-1, 08 APR 2010 to 06 MAY 2010

LOC/DME RWY 30

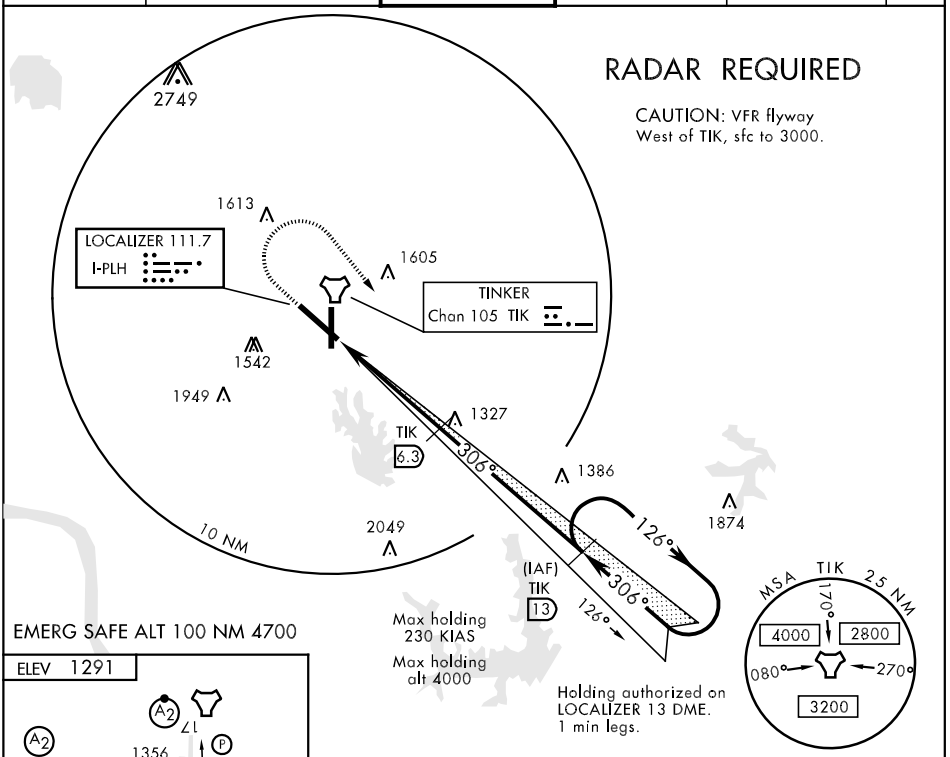
LOC I-PLH	APCH CRS	Rwy ldg 10,000 TDZE 1276	AL-299 [USAF]	TINKER AFB (KTIK)
111.7	306°	Arpt Elev 1291		

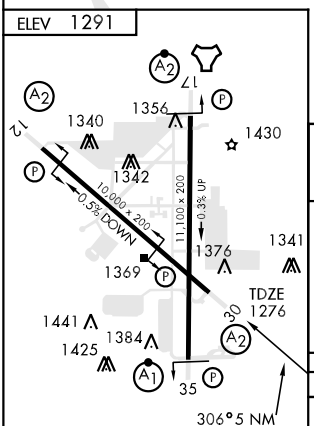
▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½.
** CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35.

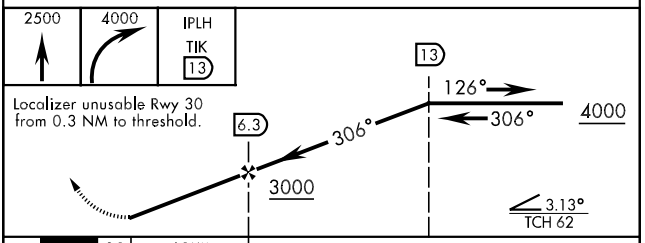
SALS (A2)

MISSED APPROACH: Climb straight ahead to 2500, then turn right to 4000 direct I-PLH and TIK 13 DME and hold.

ATIS ★	OKE CITY APP CON	TINKER TOWER	GND CON	CLNC DEL	ASR
270.1	120.45 288.325	124.45 251.05	121.8 275.8	119.7 335.8	







FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

CATEGORY	A	B	C	D	E
S-LOC 30 *	1700/40 424 (500-¾)		1700/50 424 (500-1)		1700/60 424 (500-1¼)
CIRCLING **	1880-1 589 (600-1)		1880-1½ 589 (600-1½)	1980-2¼ 689 (700-2¼)	2040-2¾ 749 (800-2¾)

LOC RWY 12

LOC I-EVG	APCH CRS	Rwy ldg	TDZE	Arpt Elev
111.7	126°	10,000	1241	1291

AL-299 [USAF]

TINKER AFB (KTIK)

▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

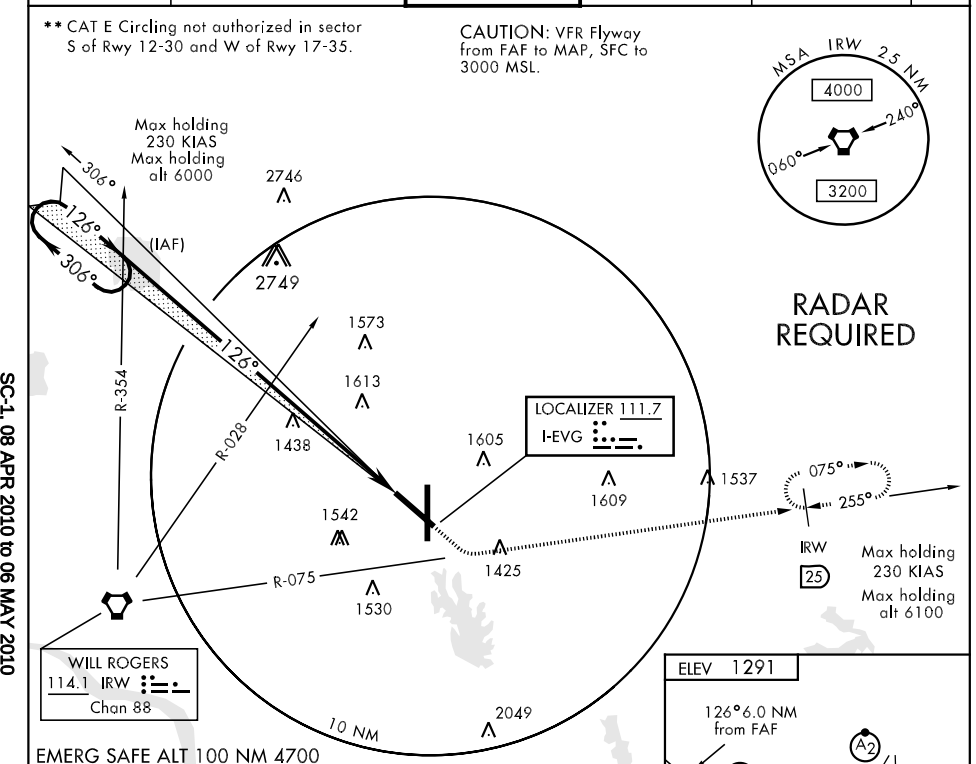
SALS (A2)

MISSED APPROACH: Climb straight ahead to 2500, then left turn to intercept IRW R-075 to 25 DME and hold at 3000.

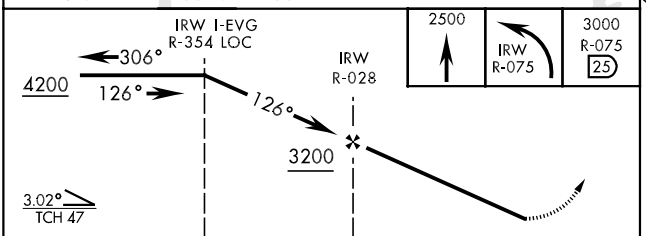
ATIS ★	OKE CITY APP CON	TINKER TOWER	GND CON	CLNC DEL	ASR
270.1	120.45 288.325	124.45 251.05	121.8 275.8	119.7 335.8	

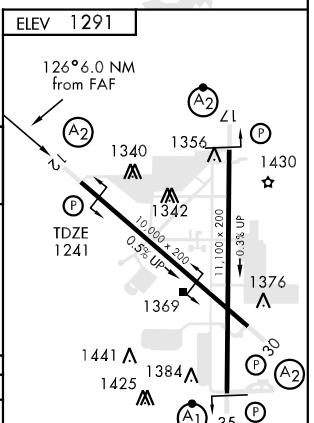
** CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35.

CAUTION: VFR Flyway from FAF to MAP, SFC to 3000 MSL.



EMERG SAFE ALT 100 NM 4700





CATEGORY	A	B	C	D	E
S-12 *	1740/40	499 (500-¾)	1740/50 499 (500-1)	1740/60 499 (500-1¼)	1740-1½ 499 (500-1½)
CIRCLING **	1880-1	589 (600-1)	1880-1½ 589 (600-1½)	1980-2¼ 689 (700-2¼)	2040-2¾ 749 (800-2¾)

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

OKLAHOMA CITY, OKLAHOMA

35°25'N-97°23'W

TINKER AFB (KTIK)

Orig 09211

LOC RWY 12

SC-1, 08 APR 2010 to 06 MAY 2010

TACAN RWY 17

TACAN TIK Chan 105	APCH CRS 172°	Rwy ldg 11,100 TDZE 1267 Arpt Elev 1291

AL-299 [USAF]

TINKER AFB (KTIK)

* CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35.

SALS A2

MISSED APPROACH: Climb to 4000 on TIK TACAN R-172 to 15 DME and hold.

ATIS ★	OKE CITY APP CON	TINKER TOWER	GND CON	CLNC DEL	ASR
270.1	124.2 336.4	124.45 251.05	121.8 275.8	119.7 335.8	

Straight-in minimum visibility increased to no light minimum due to offset final approach course.

Max holding 230 KIAS

R-352 172° 352°

1649 (IAF) CAROO TIK 15

CAUTION: Final approach course offset 710' left of rwy extended centerline 3000' from threshold.

2749 1400 172° CARAT TIK 5.1

1735 1613 1605

4000 022° (22.5L R-042

TINKER Chan 105 TIK

1949

1470 2049 1874

WILL ROGERS 114.1 IRW Chan 88

NIDUE TIK 15

2048 1565 172° 352° 20 NM

Max holding 230 KIAS

R-172

MSA TIK 25 NM

170° 4000 2800 080° 270° 3200

EMERG SAFE ALT 100 NM 4700

4000 TIK R-172 TIK 15

CAROO 352° 15

CARAT IRW R-042 TIK 5.1

172° 4000 172° 3000

TACAN ZOLIB 0.9 0.3

2.87° TCH 51

4.8 NM 0.7

ELEV 1291 1429

172° 5.5 NM from FAF

HIRL Rwy 17-35, 12-30

TDZE 1267

1356 1340 1342 1430

10,000 × 200 0.5% UP

11,100 × 200 0.3% UP

1376 1369 1441 1384 1425

17 30 35

CATEGORY	A	B	C	D	E
S-17	1720/50	453 (500-1)	1720/60 453 (500-1¼)	1720-1½	453 (500-1½)
CIRCLING *	1880-1	589 (600-1)	1880-1½ 589 (600-1½)	1980-2¼ 689 (700-2¼)	2040-2¾ 749 (800-2¾)

SC-1, 08 APR 2010 to 06 MAY 2010

TACAN RWY 35

TACAN TIK Chan 105	APCH CRS 354°	Rwy ldg 11,100 TDZE 1291 Arpt Elev 1291	AL-299 [USAF]	TINKER AFB (KTIK)

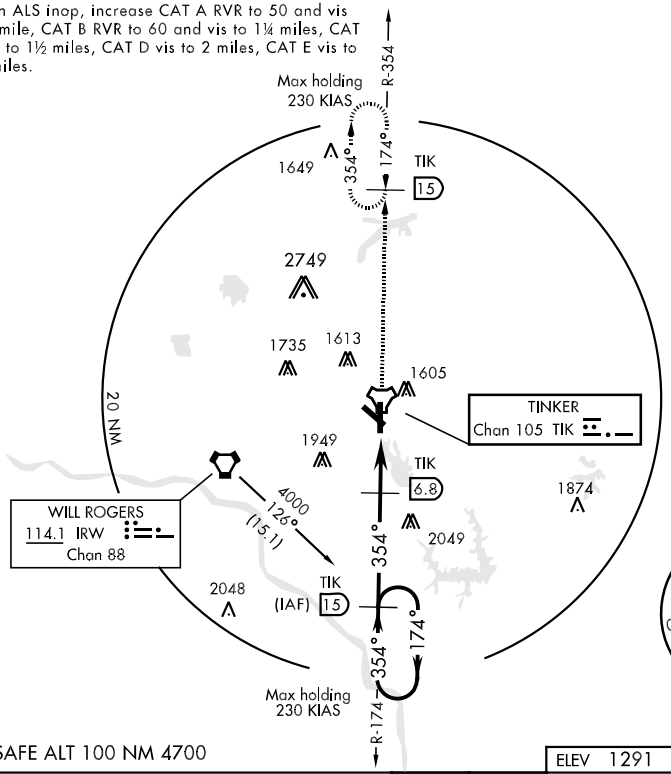
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CDE increase vis by ½ mile.
** CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35.

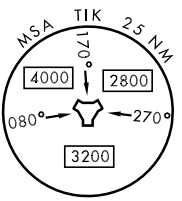
ALSF-1 (A1)

MISSED APPROACH: Climb to 4000 on TIK TACAN R-354 to 15 DME and hold.

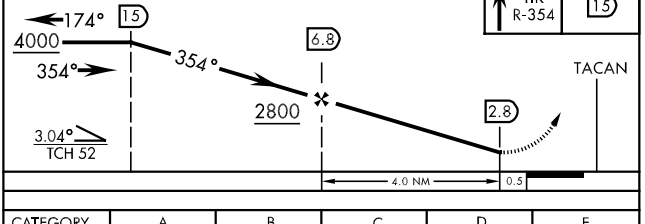
ATIS ★	OKE CITY APP CON	TINKER TOWER	GND CON	CLNC DEL	ASR
270.1	124.2 336.4	124.45 251.05	121.8 275.8	119.7 335.8	

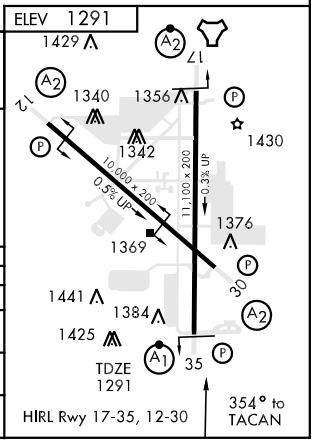
*** When ALS inop, increase CAT A RVR to 50 and vis to 1 mile, CAT B RVR to 60 and vis to 1¼ miles, CAT C vis to 1½ miles, CAT D vis to 2 miles, CAT E vis to 2¼ miles.





EMERG SAFE ALT 100 NM 4700





CATEGORY	A	B	C	D	E
S-35 *	1800/24	509 (600-½)	1800/50	509 (600-1)	1800/60 509 (600-1¼)
CIRCLING **	1880-1	589 (600-1)	1880-1½ 589 (600-1½)	1980-2¼ 689 (700-2¼)	2040-2¾ 749 (800-2¾)
S-ASR 35***	1940/24 649 (700-½)	1940/40 649 (700-¾)	1940/60 649 (700-1¼)	1940-1½ 649 (700-1½)	1940-1¾ 649 (700-1¾)

VOR/DME-A or TACAN-A

VORTAC IRW	APCH CRS	Rwy Idg	N/A
114.1 Chan 88	246°	TDZE	N/A
		Arpt Elev	1291

AL-299 [USAF]

TINKER AFB (KTIK)

* CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35.

MISSED APPROACH: Climbing left turn to 3000, commence turn prior to IRW R-066/10 DME, then direct to IRW R-066/25 DME and hold.

ATIS ★	OKE CITY APP CON	TINKER TOWER	GND CON	CLNC DEL	ASR
270.1	120.45 288.325	124.45 251.05	121.8 275.8	119.7 335.8	

CAUTION: VFR flyway west of TIK, sfc to 3000

WILEY POST
113.4 PWA
Chan 81

WILL ROGERS
114.1 IRW
Chan 88

2746
2749
1613
1679
1535
1542
1688
1419
1609
1537
1629

(IAF)
LABNE
IRW
25

ZERMA
IRW
17

IRW
10

PWA
R-100

R-066

246°
066°

Max holding
230 KIAS

MSA IRW 25 NM
4000
3200
240°
060°

10 NM

EMERG SAFE ALT 100 NM 4700

ELEV 1291

246° 5 NM from FAF

1436
1356
1340
1342
1430
1376
1369
1441
1384
1425
TDZE
1241
10,000 x 200
0.5% UP
11,100 x 200
0.3% UP
12
17
30
35

HIRL Rwy 17-35, 12-30

Prior to IRW R-066 10

3000

IRW R-066 25

LABNE
IRW
R-066
25
066°
3000

ZERMA
PWA R-100
IRW
17
246°
246°
2300

IRW
12

5 NM

CATEGORY	A	B	C	D	E
CIRCLING *	1920-1	629 (700-1)	1920-1¾ 629 (700-1¾)	1980-2¼ 689 (700-2¼)	2040-2¾ 749 (800-2¾)

SC-1, 08 APR 2010 to 06 MAY 2010

VOR/DME RWY 12

VOR/DME PWA	APCH CRS	Rwy ldg 10,000 / TDZE 1241 / Arpt Elev 1291
113.4 Chan 81	110°	

AL-299 [USAF]

TINKER AFB (KTIK)

▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1¾ miles, CAT D vis to 2 miles, CAT E vis to 2¼ miles.
** CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35.

SALS (A2)

MISSED APPROACH: Climb to 3100 direct to PWA R-110/20 DME and hold.

ATIS ★	OKE CITY APP CON	TINKER TOWER	GND CON	CLNC DEL	ASR
270.1	120.45 288.325	124.45 251.05	121.8 275.8	119.7 335.8	

CAUTION: VFR flyway west of TIK, sfc to 3000'

Max holding 230 KIAS
Max holding alt 4000

290°
110°
R-290

IAF
WILEY POST
113.4 PWA
Chan 81

110°
PWA 8
1613
1735
2746
2749

MSA PWA 25 NM
150°
4000
3400
290°

1679
PWA 11
1542
1605

R-033
10 NM

WILL ROGERS
114.1 IRW
Chan 88

Max holding 230 KIAS
110°
290°
PWA 20
R-110

2049

EMERG SAFE ALT 100 NM 4700

PWA VOR/DME
290°
4000
110°
110°
3200
2100
3.05°
TCH 47

IRW R-033 PWA 8
PWA 11
PWA 13

3100
PWA R-110
PWA R-110 20

5 NM
0.5

ELEV 1291
110° 5.5 NM from FAF

1436
1340
1342
1356
1430
TDZE 1241
10,000 × 200
0.5% UP
11,100 × 200
0.3% UP
1376
1369
1441
1425
1384
35
30
17
12

HIRL Rwy 17-35, 12-30

CATEGORY	A	B	C	D	E
S-12 *	1900/40	659 (700-¾)	1900-1½ 659 (700-1½)	1900-1¾ 659 (700-1¾)	1900-2 659 (700-2)
CIRCLING **	1900-1	609 (700-1)	1900-1¾ 609 (700-1¾)	1980-2¼ 689 (700-2¼)	2040-2¾ 749 (800-2¾)

SC-1, 08 APR 2010 to 06 MAY 2010

VOR/DME RWY 30

VOR/DME PWA	APCH CRS	Rwy ldg 10,000
113.4	292°	TDZE 1276
Chan 81		Arpt Elev 1291

AL-299 [USAF]

TINKER AFB (KTIK)

▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.
** CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35.

SALS A2

MISSED APPROACH: Climbing right turn to 3800, then direct to the PWA R-112/26 DME and hold.

ATIS ★	OKE CITY APP CON	TINKER TOWER	GND CON	CLNC DEL	ASR
270.1	120.45 288.325	124.45 251.05	121.8 275.8	119.7 335.8	

CAUTION: VFR flyway west of TIK, sfc to 3000

WILEY POST
113.4 PWA
Chan 81

WILL ROGERS
114.1 IRW
Chan 88

10 NM

R-082

292°

112°

R-112

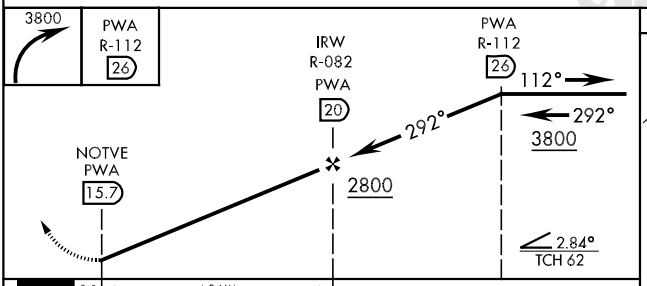
(IAF) PWA 26

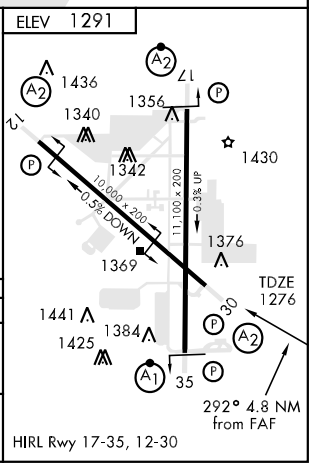
PWA 20

Max holding 230 KIAS
Max holding alt 3800

EMERG SAFE ALT 100 NM 4700

MSA PWA 2.5 NM
150° 4000
290° 3400





CATEGORY	A	B	C	D	E
S-30 *	1840/50	564 (600-1)	1840/60 564 (600-1¼)	1840-1½ 564 (600-1½)	1840-1¾ 564 (600-1¾)
CIRCLING **	1880-1	589 (600-1)	1880-1½ 589 (600-1½)	1980-2¼ 689 (700-2¼)	2040-2¾ 749 (800-2¾)

LOC I-OKM	APP CRS	Rwy Idg	5150
109.1	176°	TDZE	720
		Apt Elev	720

ILS or LOC RWY 18

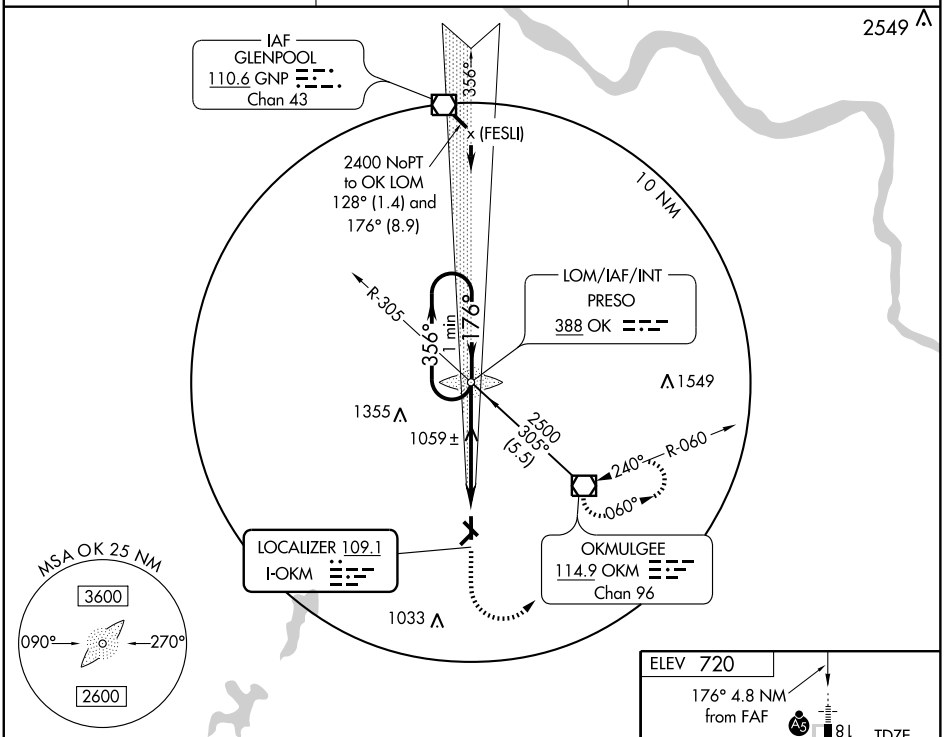
OKMULGEE RGNL (OKM)

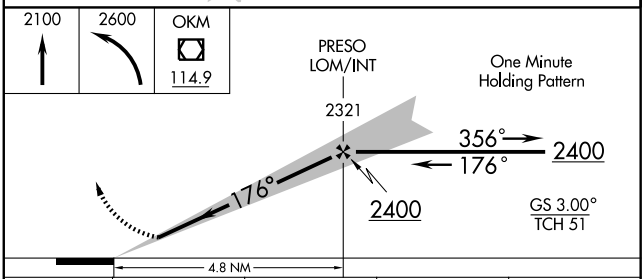
▼ NA — If local altimeter setting not received, use Tulsa Intl altimeter setting and increase all DAs/MDAs 80 feet.

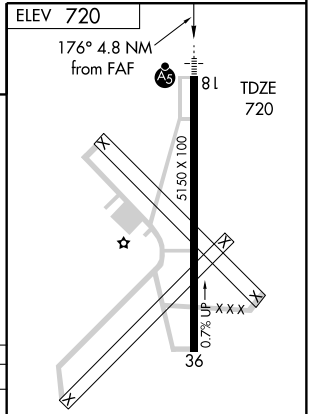
MALSR

MISSED APPROACH: Climb to 2100 then climbing left turn to 2600 direct OKM VOR/DME and hold.

AWOS-3	TULSA APP CON	UNICOM
118.225	119.85 338.3	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 18	920-½ 200 (200-½)			NA
S-LOC 18	1320-½ 600 (600-½)		1320-1 600 (600-1)	NA
CIRCLING	1320-1 600 (600-1)		1320-1½ 600 (600-1½)	NA

MIRL Rwy 18-36 L

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SC-1, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5150
CH 82105	176°	TDZE	720
W18A		Apt Elev	720

RNAV (GPS) RWY 18

OKMULGEE RGNL (OKM)

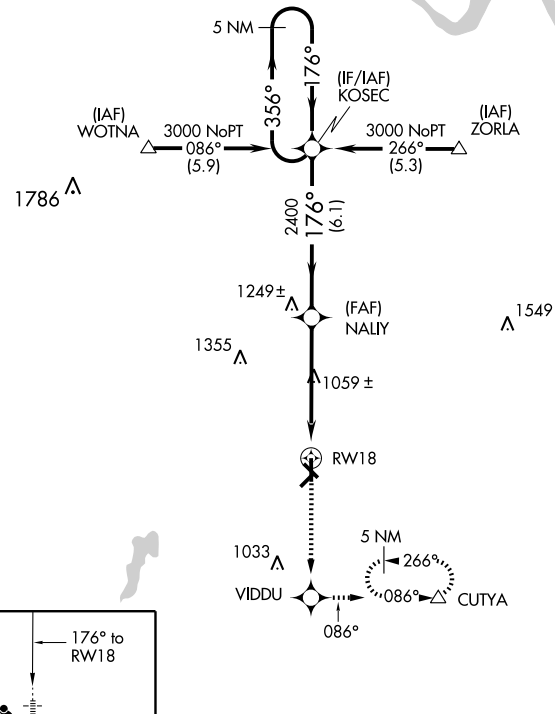
▼ If local altimeter setting not received, use Tulsa Intl altimeter setting and increase all DAs/MDAs 80 feet.
▲ DME/DME RNP-0.3 NA. VDP NA with Tulsa Intl altimeter setting.

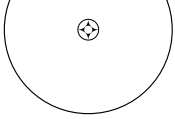
MALSR

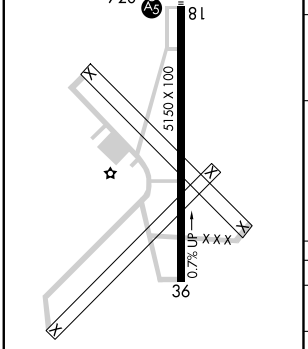
MISSED APPROACH: Climb to 3000 direct VIDDU and left turn via 086° track to CUTYA and hold, continue climb-in-hold to 3000.

AWOS-3	TULSA APP CON	UNICOM
118.225	119.85 338.3	123.0 (CTAF) L

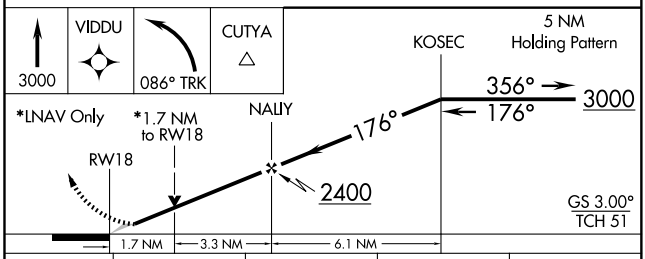
Procedure NA for arrivals at WOTNA on V532 northwest bound.







MIRL Rwy 18-36 L



CATEGORY	A	B	C	D
LPV DA	970-½ 250 (300-½)			NA
LNAV MDA	1320-½ 600 (600-½)		1320-1 600 (600-1)	NA
CIRCLING	1320-1 600 (700-1)		1320-1½ 600 (700-1½)	NA

SC-1, 08 APR 2010 to 06 MAY 2010

VOR/DME OKM	APP CRS	Rwy Idg	N/A
114.9	240°	TDZE	N/A
Chan 96		Apt Elev	720

VOR-A

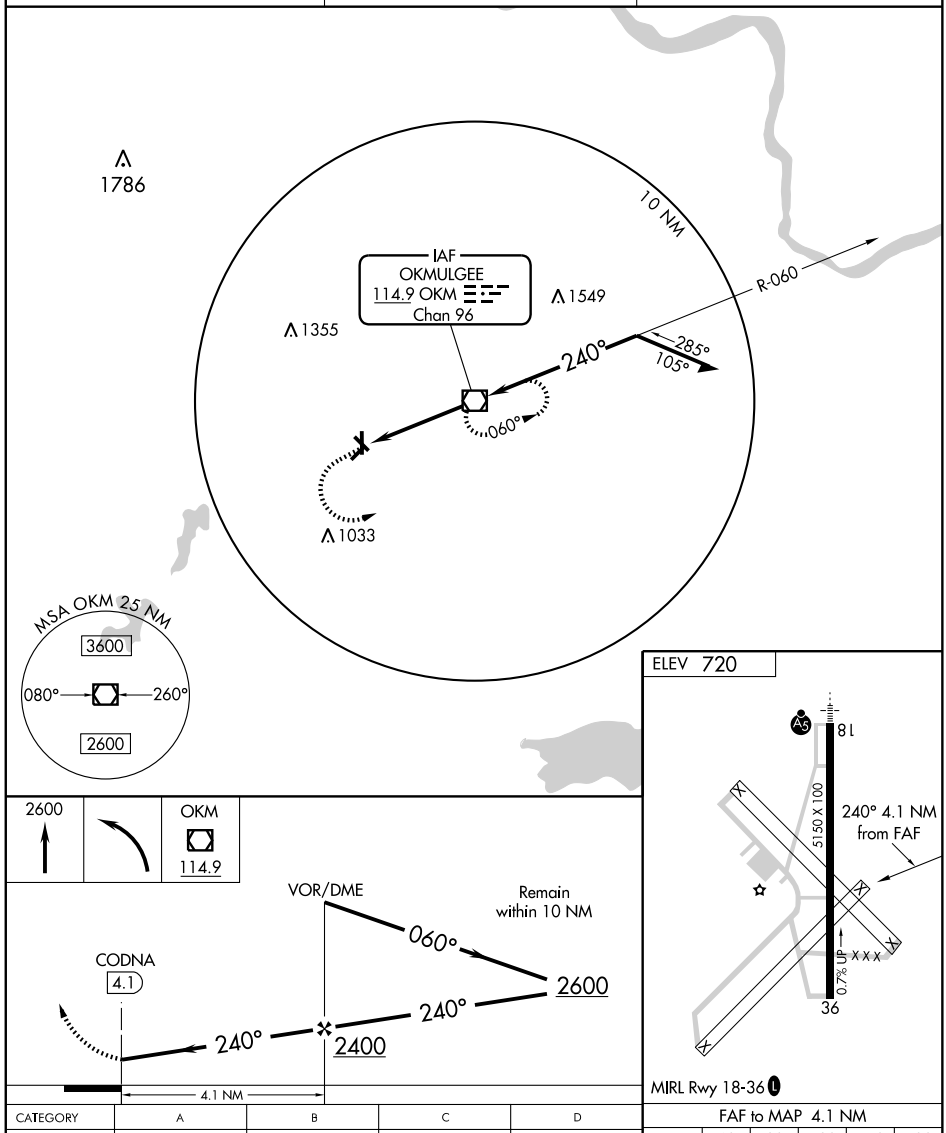
OKMULGEE RGNL (OKM)

If local altimeter setting not received, use Tulsa Intl altimeter setting and increase all MDA's 80 feet.

NA

MISSED APPROACH: Climb to 2600 then left turn direct OKM VOR/DME and hold.

AWOS-3	TULSA APP CON	UNICOM
118.225	119.85 338.3	123.0 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1140-1 420 (500-1)	1180-1 460 (500-1)	1300-1½ 580 (600-1½)	NA

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

SC-1. 08 APR 2010 to 06 MAY 2010

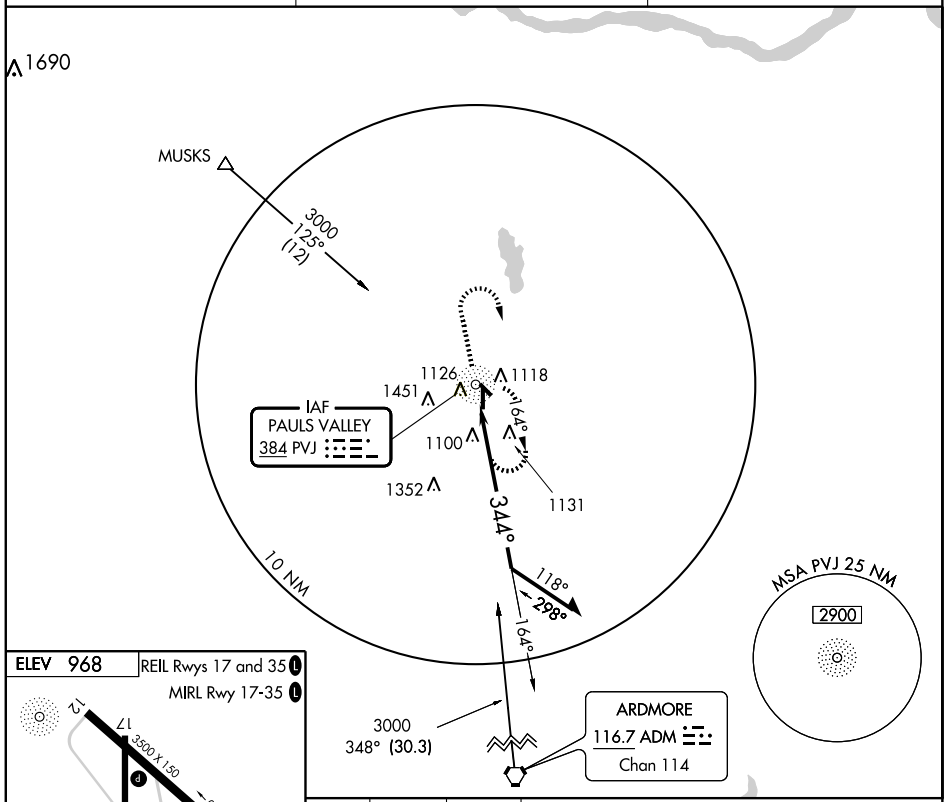
NDB PVJ	APP CRS	Rwy Idg	5001
384	344°	TDZE	953
		Apt Elev	968

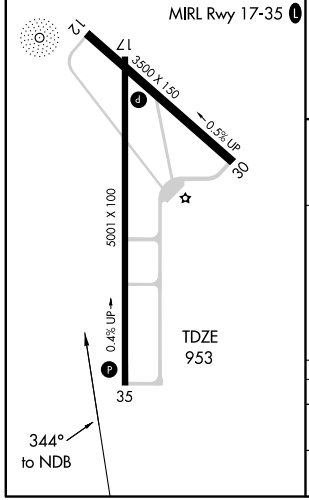
NDB RWY 35

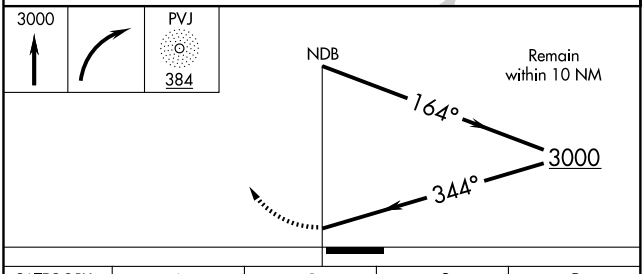
PAULS VALLEY MUNI (PVJ)

⚠ NA	If local altimeter setting not received, use Ardmore Downtown Executive altimeter setting and increase all MDAs 100 feet.
	MISSED APPROACH: Climb to 3000 then right turn direct PVJ NDB and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.675	128.1 327.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-35	1520-1	567 (600-1)	1520-1½ 567 (600-1½)	1520-1¾ 567 (600-1¾)
CIRCLING	1520-1	552 (600-1)	1540-1½ 572 (600-1½)	1800-2¾ 832 (900-2¾)

SC-1, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5001
354°	TDZE	953
	Apt Elev	968

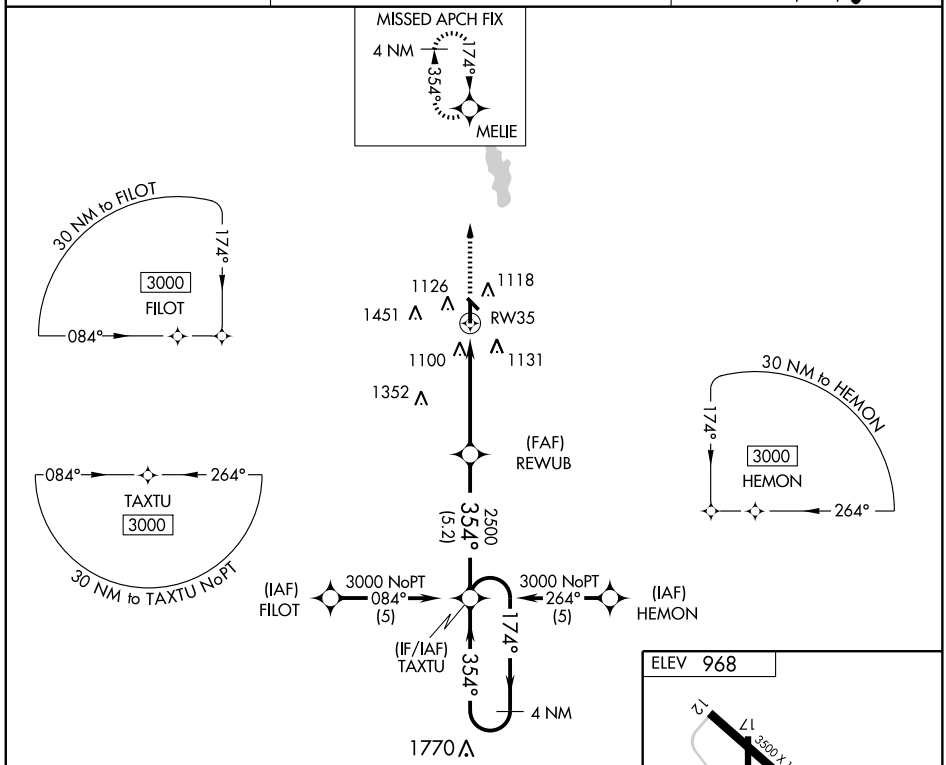
RNAV (GPS) RWY 35

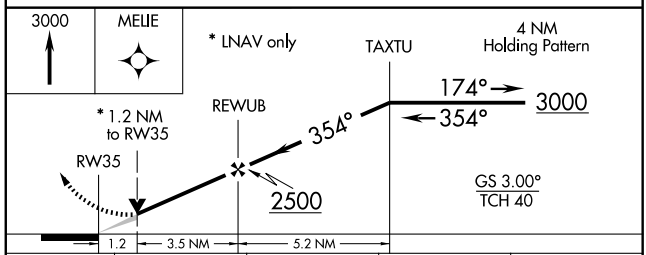
PAULS VALLEY MUNI (PVJ)

NA If local altimeter setting not received, use Ardmore Downtown Executive altimeter setting and increase all MDAs 100 feet. Baro-VNAV and VDP NA with Ardmore Downtown Executive altimeter setting. Baro-VNAV NA below -16C (4F). DME/DME RNP -0.3 NA.

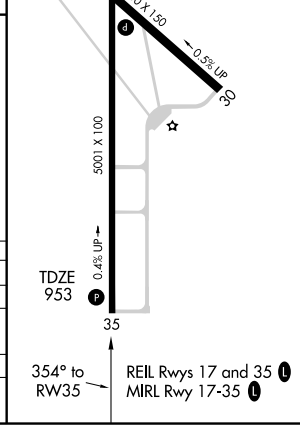
MISSED APPROACH: Climb to 3000 direct MELIE and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.675	128.1 327.15	122.8 (CTAF) L





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1422-1¾ 469 (500-1¾)			
LNAV MDA	1360-1 407 (400-1)		1360-1¼ 407 (400-1¼)	
CIRCLING	1480-1 512 (600-1)	1500-1 532 (600-1)	1540-1½ 572 (600-1½)	1800-2¾ 832 (900-2¾)



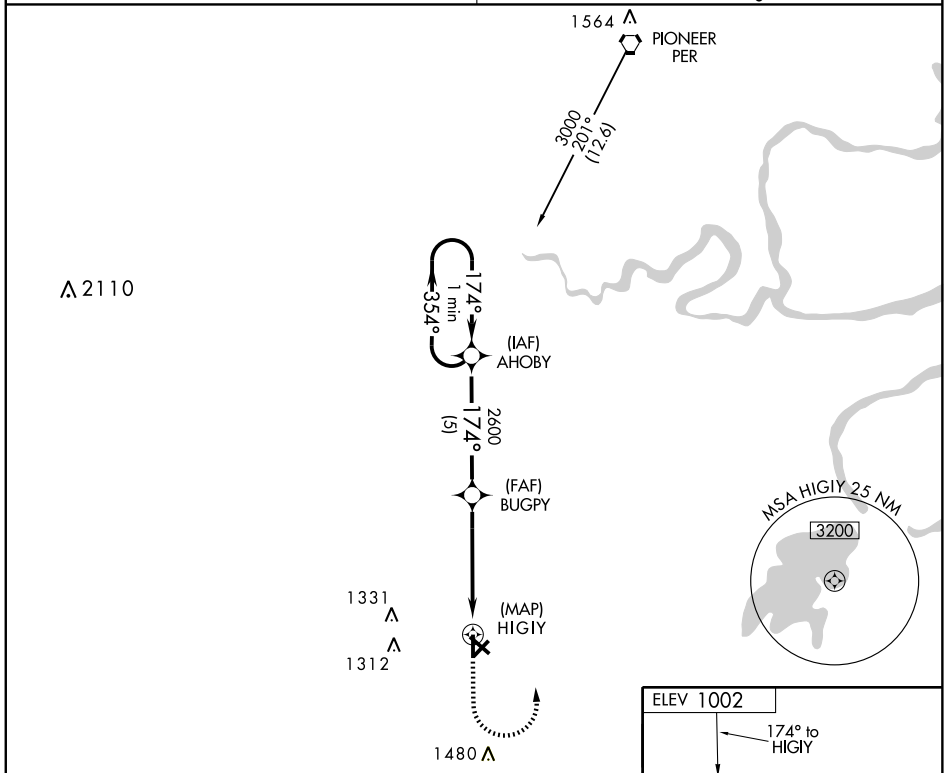
SC-1, 08 APR 2010 to 06 MAY 2010

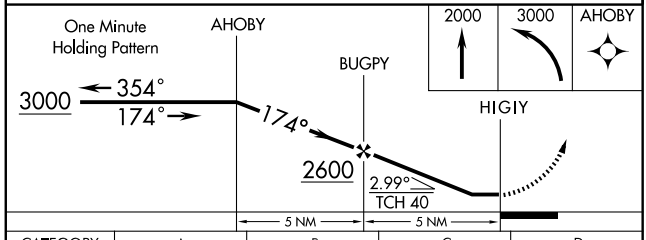
APP CRS	Rwy Idg	5110
174°	TDZE	993
	Apt Elev	1002

GPS RWY 17
PERRY MUNI (F22)

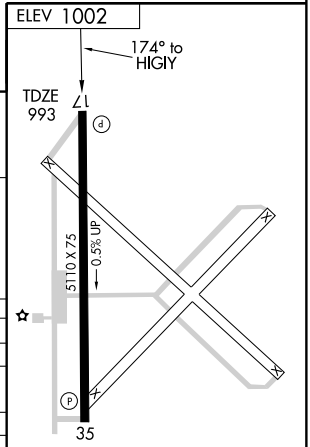
NA	Obtain local altimeter setting on CTAF; when not received, use Ponca City altimeter setting.	MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct AHOBY WP and hold.

KANSAS CITY CENTER	UNICOM
127.8 319.1	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-17	1360-1 367 (400-1)			NA
CIRCLING	1480-1 478 (500-1)		1480-1½ 478(500-1½)	NA
PONCA CITY ALTIMETER SETTING MINIMUMS				
S-17	1420-1 427 (500-1)		1420-1¼ 427 (500-1¼)	NA
CIRCLING	1540-1 538 (600-1)		1540-1½ 538 (600-1½)	NA



MIRL Rwy 17-35 L
REIL Rwy 17 and 35

SC-1, 08 APR 2010 to 06 MAY 2010

PERRY, OKLAHOMA AL-6798 (FAA)

VORTAC PER	APP CRS	Rwy Idg	5110
113.2	189°	TDZE	993
Chan 79		Apt Elev	1002

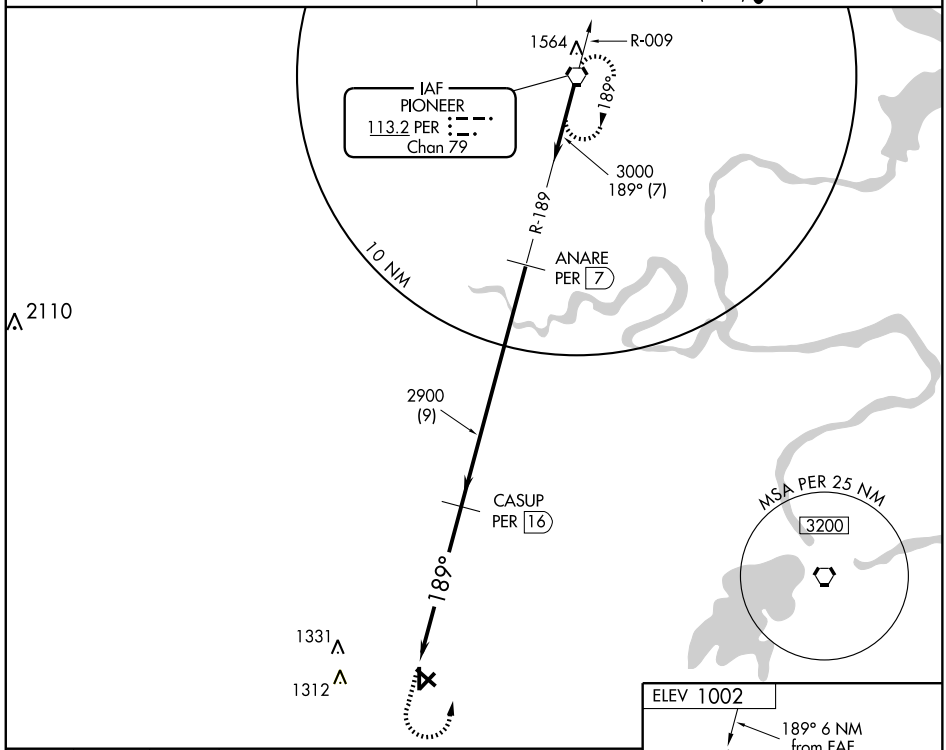
VOR/DME RWY 17

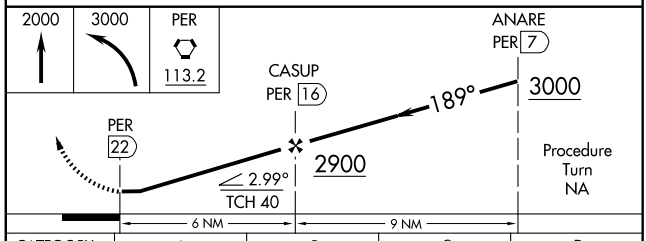
PERRY MUNI (F22)

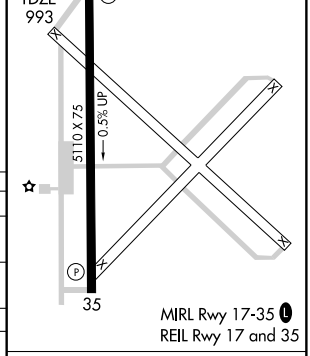
NA — Obtain local altimeter setting on CTAF; when not received, use Ponca City altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct PER VORTAC and hold.

KANSAS CITY CENTER	UNICOM
127.8 319.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-17	1420-1 427 (500-1)	1420-1¼ 427 (500-1¼)	1420-1½ 427 (500-1½)	NA
CIRCLING	1480-1 478 (500-1)	1480-1¼ 478 (500-1¼)	1480-1½ 478 (500-1½)	NA
PONCA CITY ALTIMETER SETTING MINIMUMS				
S-17	1460-1 467 (500-1)	1460-1¼ 467 (500-1¼)	1460-1½ 467 (500-1½)	NA
CIRCLING	1520-1 518 (600-1)	1520-1¼ 518 (600-1¼)	1520-1½ 518 (600-1½)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-1. 08 APR 2010 to 06 MAY 2010

LOC/DME I-PNC	APP CRS	Rwy Idg	7201
111.9	175°	TDZE	1004
Chan 56		Apt Elev	1008

ILS or LOC/DME RWY 17

PONCA CITY RGNL (PNC)

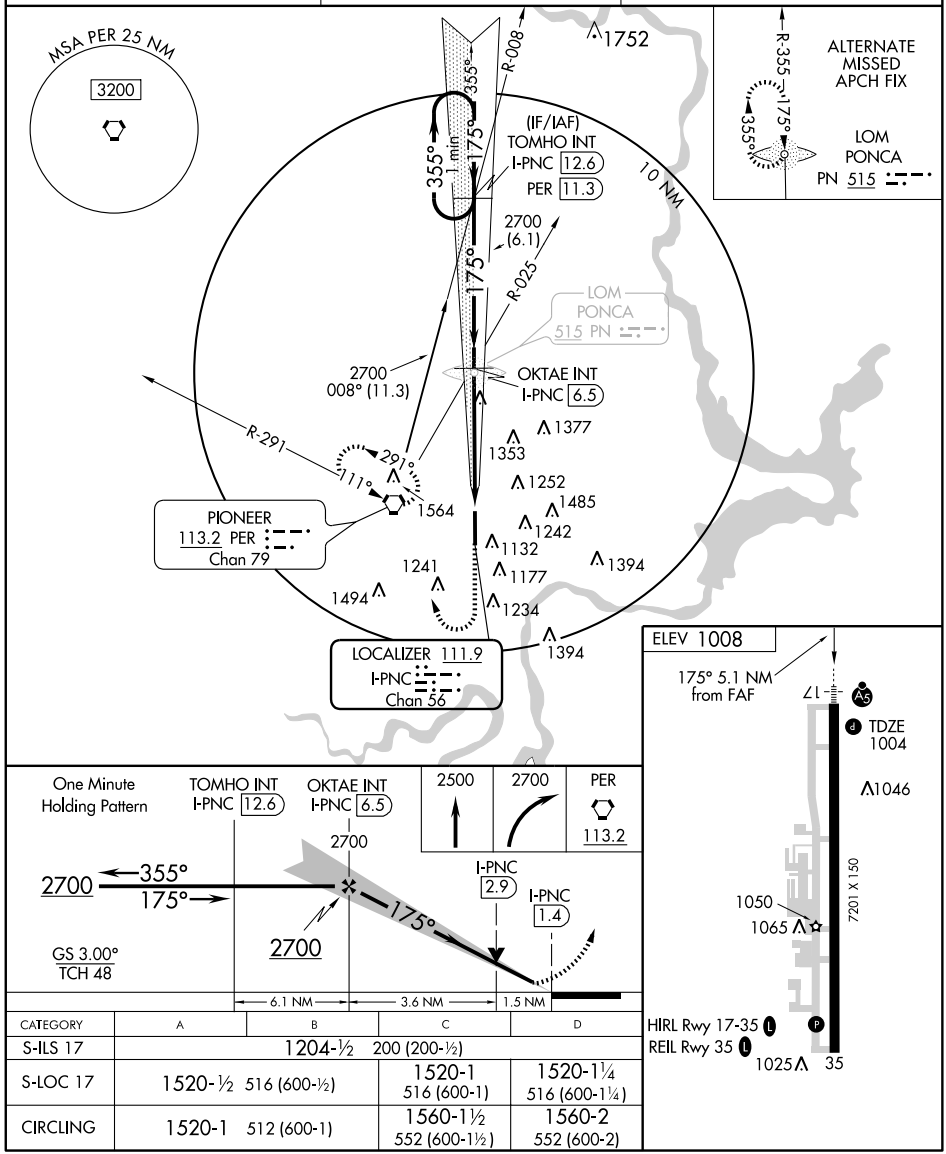
When local altimeter setting not received, use Winfield-Arkansas City altimeter setting and increase S-ILS 17 DA 82 feet and all MDA 100 feet; increase S-LOC Cat C and D and circling Cat C visibility ¼ mile. For inoperative MALSR, when using Winfield-Arkansas City altimeter setting, increase S-ILS 17 visibility to 1 mile all Cats. VDP NA when using Winfield-Arkansas City altimeter setting.

NA

MALSR

MISSED APPROACH: Climb to 2500 then climbing right turn to 2700 direct PER VORTAC and hold.

ASOS	KANSAS CITY CENTER	UNICOM
134.075	127.8 319.1	123.0 (CTAF) L



CATEGORY	A	B	C	D
S-ILS 17	1204-½ 200 (200-½)			
S-LOC 17	1520-½ 516 (600-½)		1520-1 516 (600-1)	1520-1¼ 516 (600-1¼)
CIRCLING	1520-1 512 (600-1)		1560-1½ 552 (600-1½)	1560-2 552 (600-2)

SC-1. 08 APR 2010 to 06 MAY 2010

WAAS CH 50408 W17A	APP CRS 175°	Rwy Idg 7201 TDZE 1004 Apt Elev 1008

RNAV (GPS) RWY 17

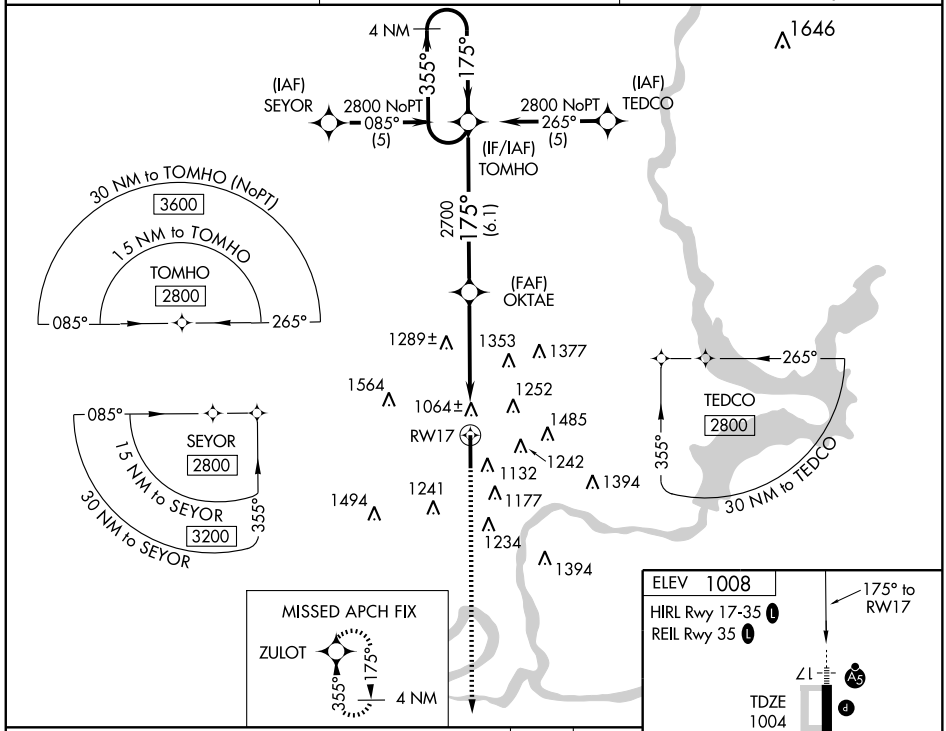
PONCA CITY RGNL (PNC)

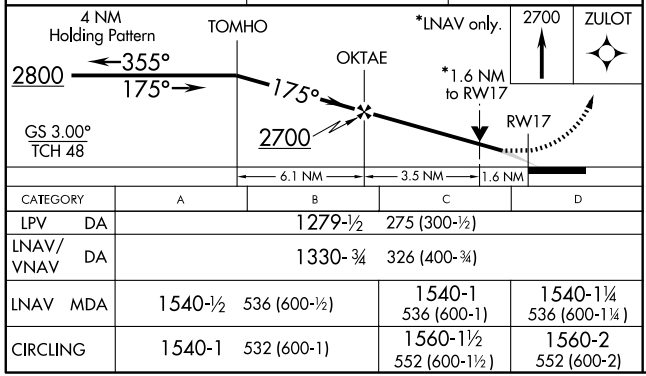
For inoperative MALSR, increase LPV visibility to 1 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received use Winfield-Arkansas City altimeter setting and increase all DA 82 feet and MDA 100 feet; increase LPV all Cats, LNAV/VNAV all Cats LNAV Cat C and Cat D and circling Cat C visibility ¼ mile. VDP NA when using Winfield-Arkansas City altimeter setting. For inoperative MALSR when using Winfield-Arkansas City altimeter setting, increase LPV and LNAV/VNAV visibility ¼ mile all Cats, increase LNAV Cats C and D visibility ¼ mile. Baro-VNAV NA when using Winfield-Arkansas City altimeter setting.

MALSR

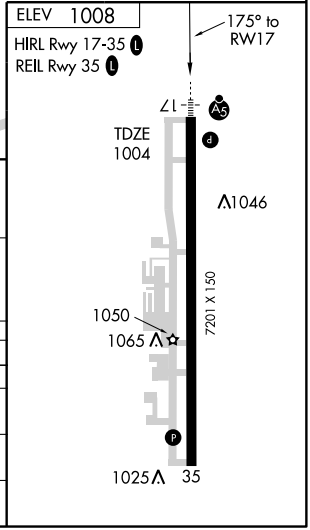
MISSED APPROACH: Climb to 2700 direct ZULOT and hold.

ASOS	KANSAS CITY CENTER	UNICOM
134.075	127.8 319.1	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1279-½ 275 (300-½)			
LNAV/VNAV DA	1330- ¾ 326 (400-¾)			
LNAV MDA	1540-½ 536 (600-½)		1540-1 536 (600-1)	1540-1¼ 536 (600-1¼)
CIRCLING	1540-1 532 (600-1)		1560-1½ 552 (600-1½)	1560-2 552 (600-2)



SC-1, 08 APR 2010 to 06 MAY 2010

WAAS CH 93808 W35A	APP CRS 355°	Rwy Idg 7201 TDZE 1008 Apt Elev 1008

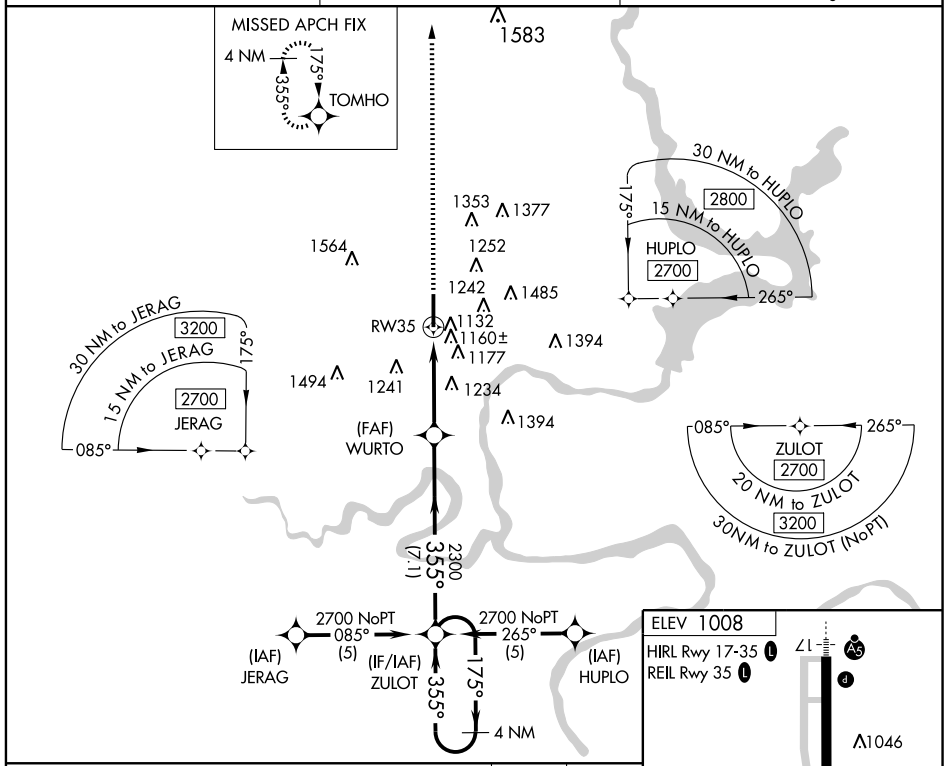
RNAV (GPS) RWY 35

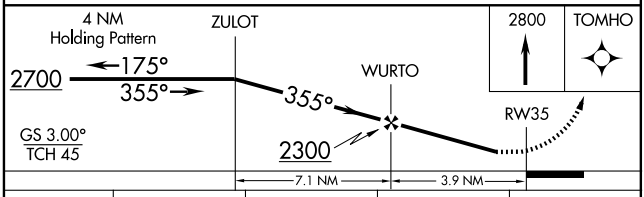
PONCA CITY RGNL (PNC)

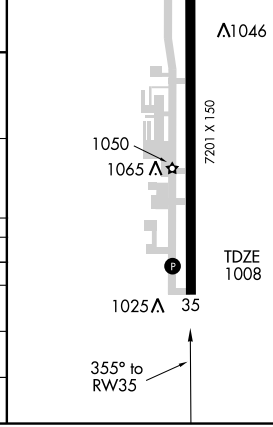
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received use Winfield-Arkansas City altimeter setting and increase all DA 82 feet and MDA 100 feet; increase Cat C circling visibility ¼ mile, increase LNAV Cat C, D visibility ¼ mile, LPV and LNAV/VNAV all Cats visibility ¼ mile. Baro-VNAV NA when using Winfield-Arkansas City altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2800 direct TOMHO and hold.

ASOS	KANSAS CITY CENTER	UNICOM
134.075	127.8 319.1	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA		1295-1	287 (300-1)	
LNAV/VNAV DA		1478-1¾	470 (500-1¾)	
LNAV MDA	1540-1 532 (600-1)		1540-1½ 532 (600-1½)	1540-1¾ 532 (600-1¾)
CIRCLING	1540-1 532 (600-1)		1560-1½ 552 (600-1½)	1560-2 552 (600-2)

SC-1. 08 APR 2010 to 06 MAY 2010

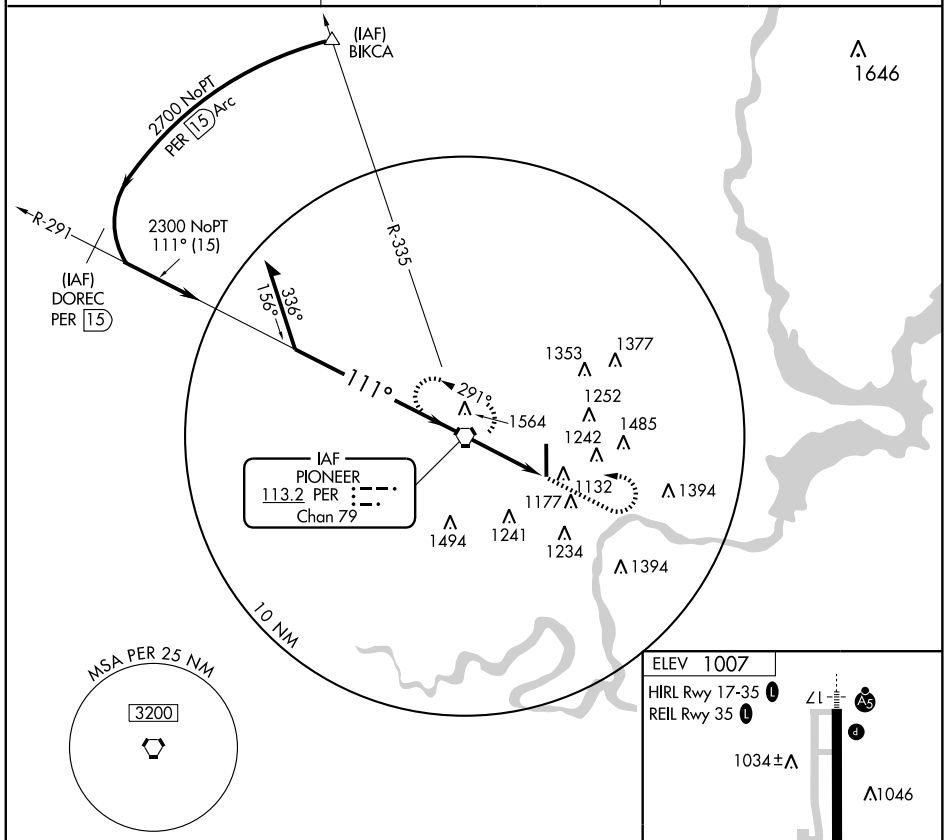
VORTAC PER	APP CRS	Rwy Idg	N/A
113.2	111°	TDZE	N/A
Chan 79		Apt Elev	1007

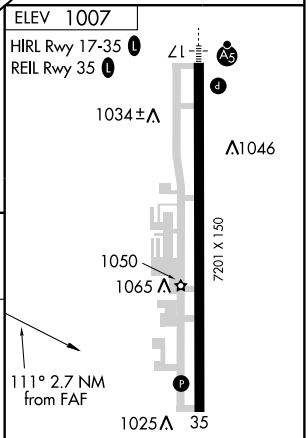
VOR-A

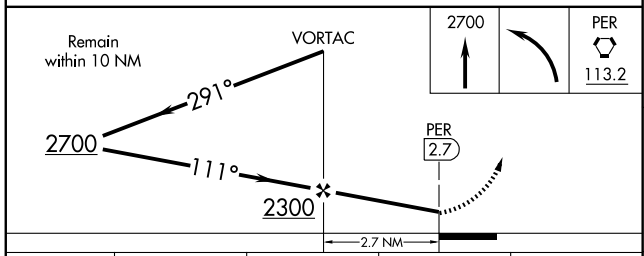
PONCA CITY RGNL (PNC)

MISSED APPROACH: Climb to 2700 then left turn direct PER VORTAC and hold.

ASOS	KANSAS CITY CENTER	UNICOM
134.075	127.8 319.1	123.0 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1460-1 453 (500-1)	1480-1 473 (500-1)	1560-1½ 553 (600-1½)	1560-2 553 (600-2)

FAF to MAP 2.7 NM

Knots	60	90	120	150	180
Min:Sec	2:42	1:48	1:21	1:05	0:54

SC-1, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4006
187°	TDZE	451
	Apt Elev	451

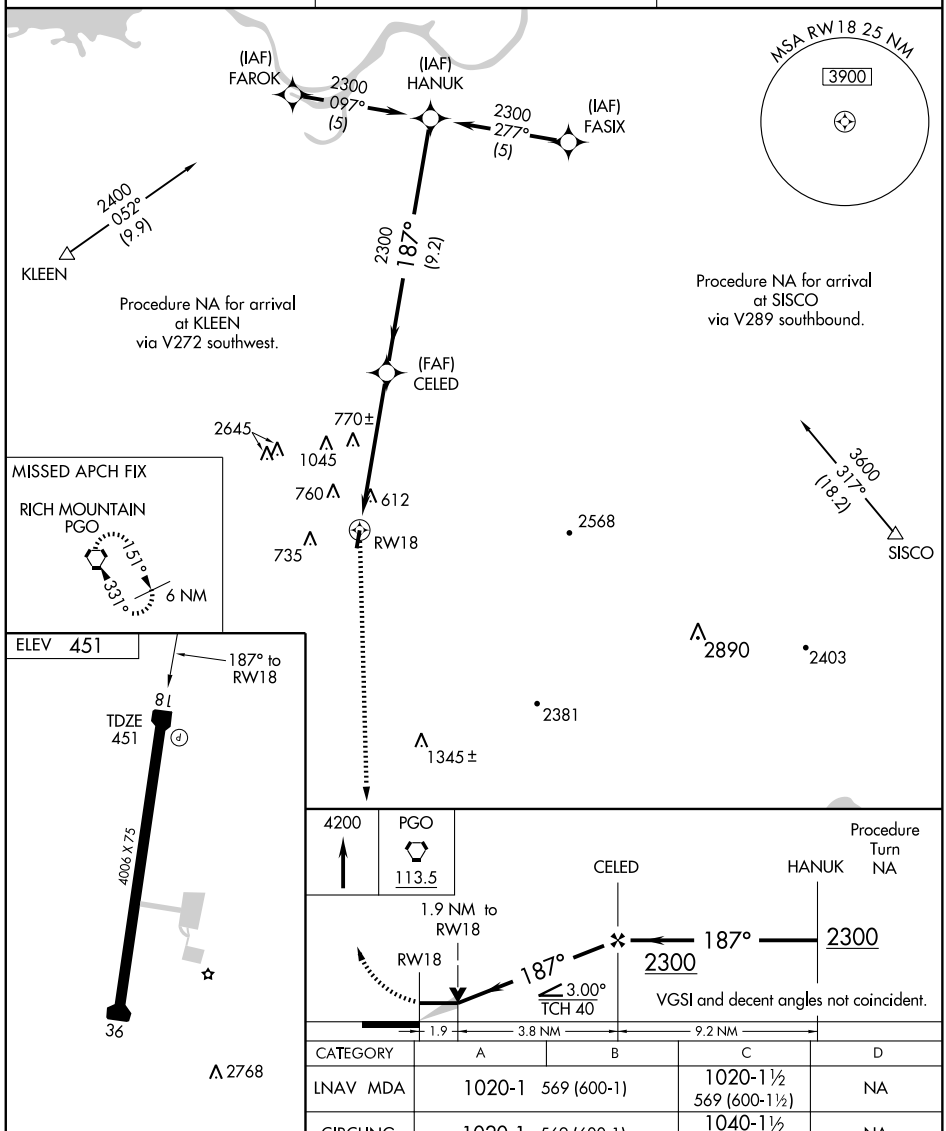
RNAV (GPS) RWY 18

POTEAU/ROBERT S. KERR (RKR)

If local altimeter setting not received, use Fort Smith Rgnl altimeter setting and increase all MDAs 60 feet. VDP NA with Fort Smith Rgnl altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4200 direct PGO VORTAC and hold.

AWOS-3	RAZORBACK APP CON ★	UNICOM
120.625	120.9 343.75	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1020-1 569 (600-1)		1020-1½ 569 (600-1½)	NA
CIRCLING	1020-1 569 (600-1)		1040-1½ 589 (600-1½)	NA

MIRL Rwy 18-36 L

SC-1, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4006
007°	TDZE	451
	Apt Elev	451

RNAV (GPS) RWY 36

POTEAU/ROBERT S. KERR (RKR)

NA

If local altimeter setting not received, use Fort Smith Rgnl altimeter setting and increase all MDAs 60 feet. VDP NA with Fort Smith Rgnl altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2400 direct HANUK WP and hold.

AWOS-3	RAZORBACK APP CON ★	UNICOM
120.625	120.9 343.75	122.8 (CTAF) L

KLEEN

3500 168° (21.3)

MISSED APCH FIX 4 NM 007° 187° HANUK

2645 1045 760 612 735 RW36 2568 2890 2403 2381 1345±

(FAF) HAPIK 879 ±

2400 007° (5.6)

(IAF) GOSRE 3300 097° (5) 1992

JOBOK

3300 277° (5) (IAF) FEGUK

3400 275° (17.8) BATEZ

2549

3300 347° (5.2)

(IAF) BAYAP

4200 331° (4) 2451 2680

RICH MOUNTAIN PGO

Procedure NA for arrivals on PGO VORTAC airway radials 271 CW 031.

MSA RW36 25 NM 3900

ELEV 451

81

400x75

TDZE 451

36

007° to RW36

MIRL Rwy 18-36 L

JOBOK 3300 007° HAPIK 2400 3.05° TCH 40 1.3 NM to RW36 RW36

Procedure Turn NA

2400 HANUK

5.6 NM 4.6 NM 1.3

CATEGORY	A	B	C	D
LNAV MDA	920-1 469 (500-1)		920-1¼ 469 (500-1¼)	NA
CIRCLING	920-1 469 (500-1)		1040-1½ 589 (600-1½)	NA

SC-1. 08 APR 2010 to 06 MAY 2010

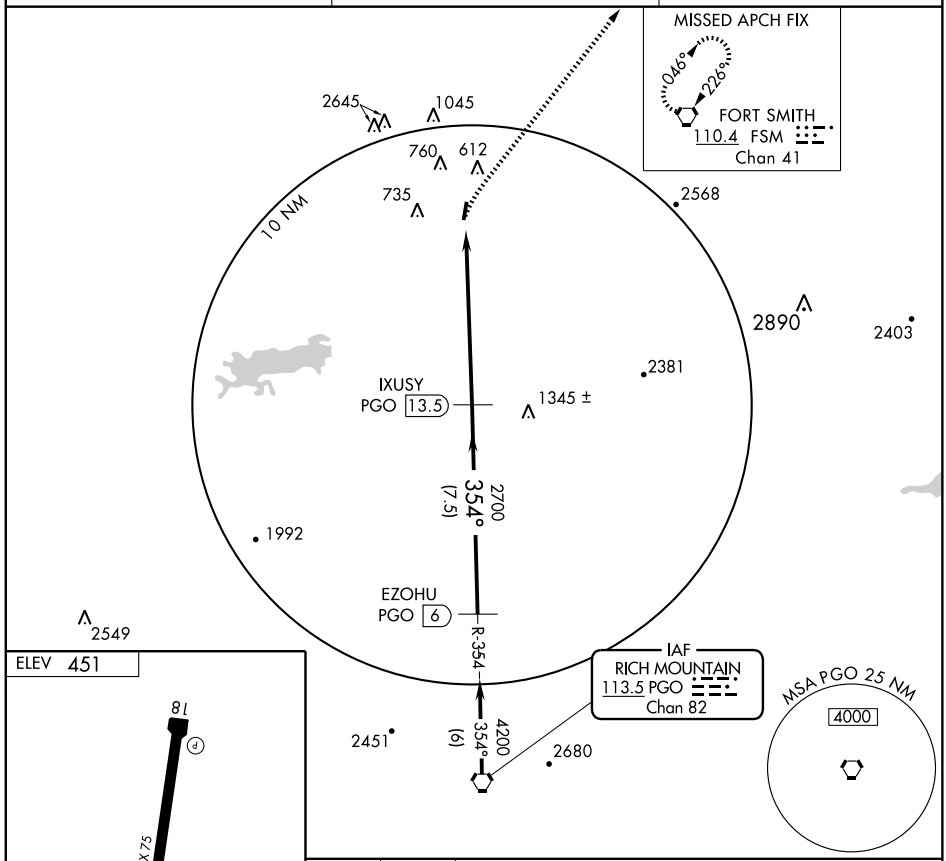
VORTAC PGO 113.5 Chan 82	APP CRS 354°	Rwy Idg N/A TDZE N/A Apt Elev 451

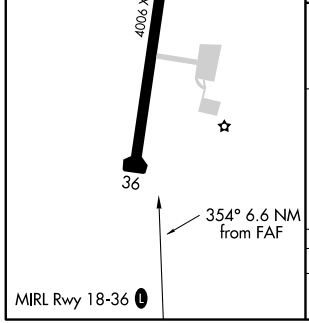
VOR/DME-A

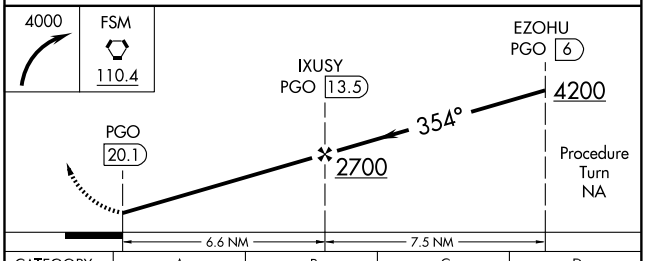
POTEAU/ROBERT S. KERR (RKR)

MISSED APPROACH: Climbing right turn to 4000 direct FSM VORTAC and hold.

AWOS-3	RAZORBACK APP CON ★	UNICOM
120.625	120.9 343.75	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1020-1 569 (600-1)	1020-1¼ 569 (600-1¼)	1100-1¾ 649 (700-1¾)	NA

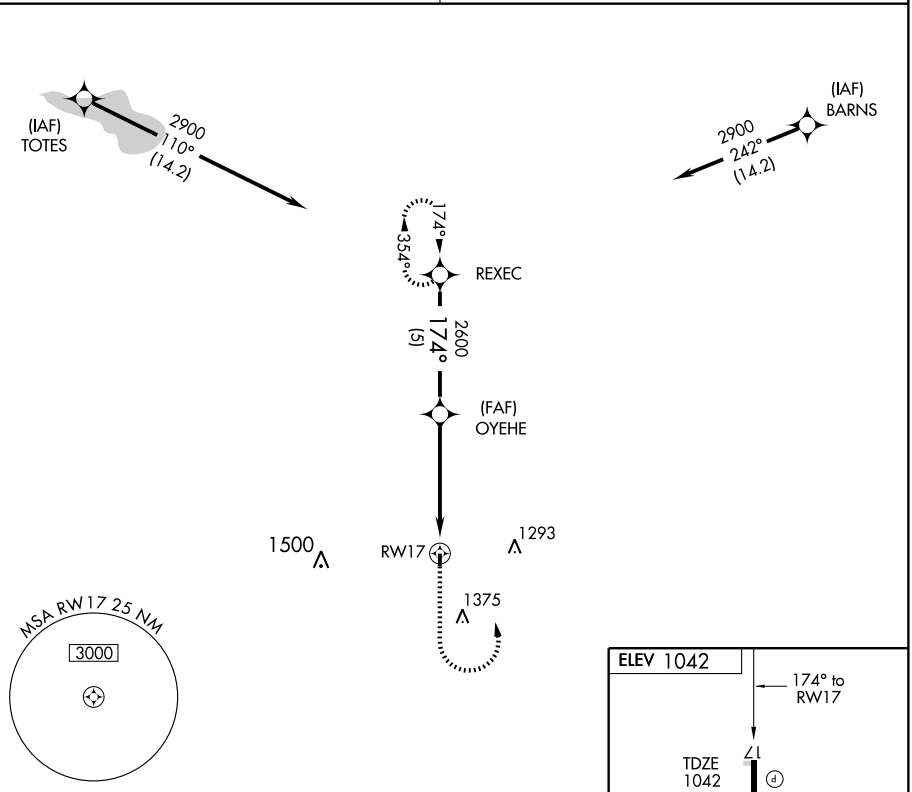
SC-1, 08 APR 2010 to 06 MAY 2010

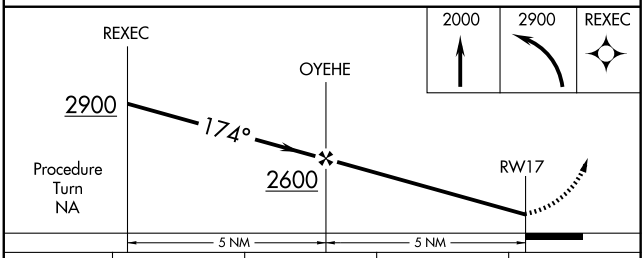
APP CRS	Rwy Idg	2757
174°	TDZE	1042
	Apt Elev	1042

GPS RWY 17
PRAGUE MUNI (047)

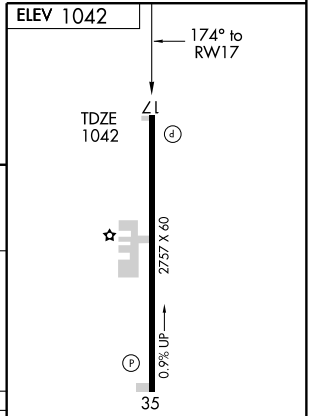
NA	Use Oklahoma City/Will Rogers World altimeter setting.	MISSED APPROACH: Climb to 2000 then climbing left turn to 2900 direct REXEC and hold.

FORT WORTH CENTER	CTAF
132.2 338.35	122.9 L





CATEGORY	A	B	C	D
S-17	1660-1	618 (700-1)	1660-1¾ 618 (700-1¾)	NA
CIRCLING	1660-1	618 (700-1)	1660-1¾ 618 (700-1¾)	NA



MIRL Rwy 17-35 L

SC-1. 08 APR 2010 to 06 MAY 2010

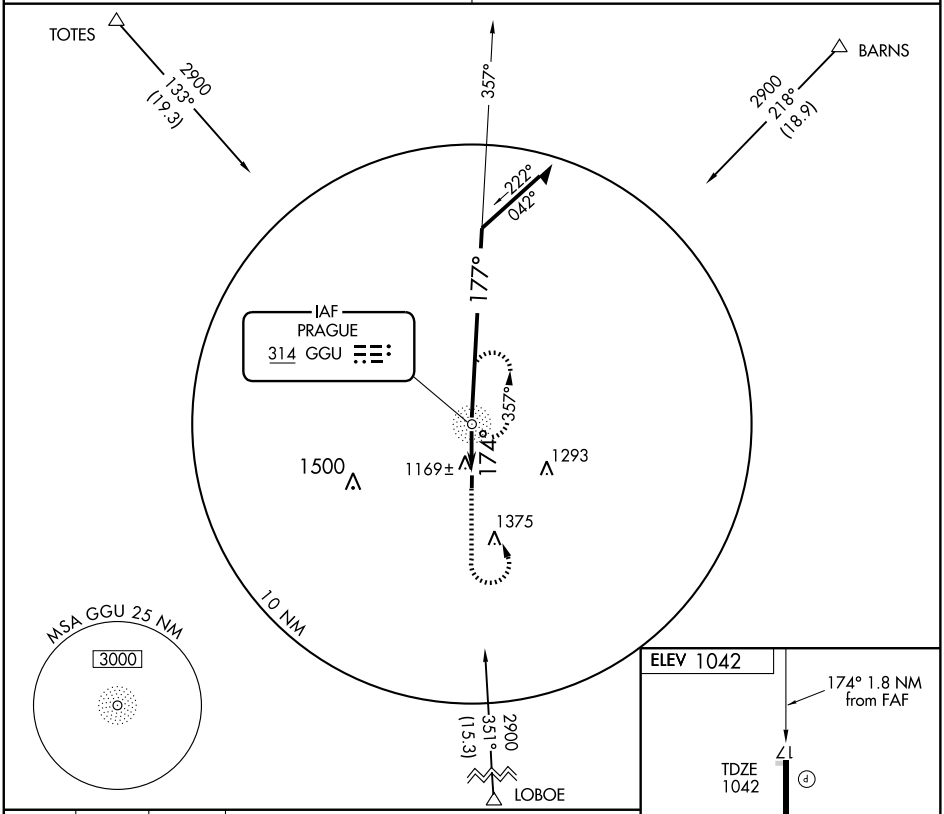
NDB GGU 314	APP CRS 174°	Rwy Idg 2757 TDZE 1042 Apt Elev 1042

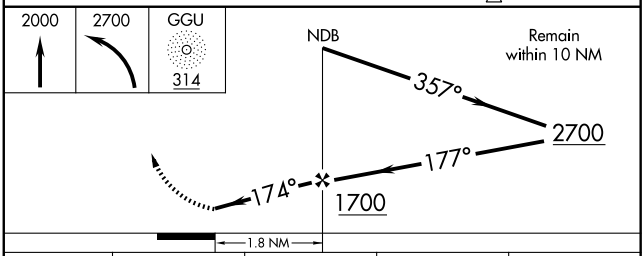
NDB RWY 17

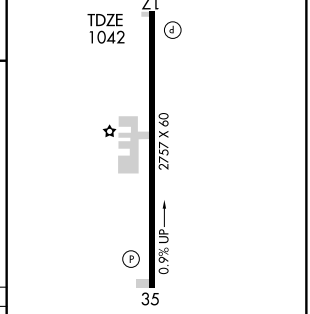
PRAGUE MUNI (047)

NA	Use Oklahoma City/Will Rogers World altimeter setting.	MISSED APPROACH: Climb to 2000 then climbing left turn to 2700 direct GGU NDB and hold.

FORT WORTH CENTER	CTAF
132.2 338.35	122.9 L







MIRL Rwy 17-35 L

CATEGORY	A	B	C	D
S-17	1620-1	578 (600-1)	1620-1½ 578 (600-1½)	NA
CIRCLING	1620-1	578 (600-1)	1620-1½ 578 (600-1½)	NA

FAF to MAP 1.8 NM

Knots	60	90	120	150	180
Min:Sec	1:48	1:12	0:54	0:43	0:36

SC-1, 08 APR 2010 to 06 MAY 2010

TUL VORTAC	APP CRS	Rwy Idg	N/A
114.4	077°	TDZE	N/A
Chan 91		Apt Elev	622

VOR/DME or GPS-A

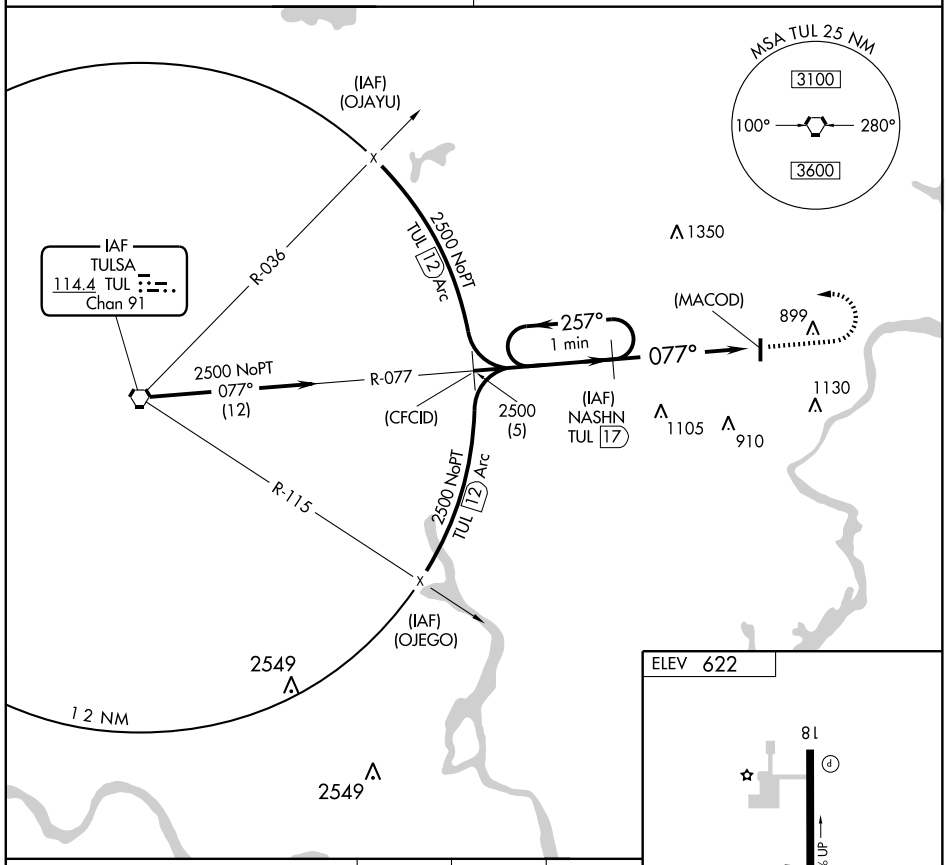
PRYOR/MID-AMERICA INDUSTRIAL (H71)

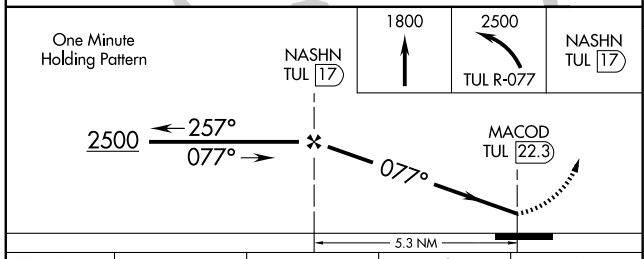
Use Tulsa Intl altimeter setting.

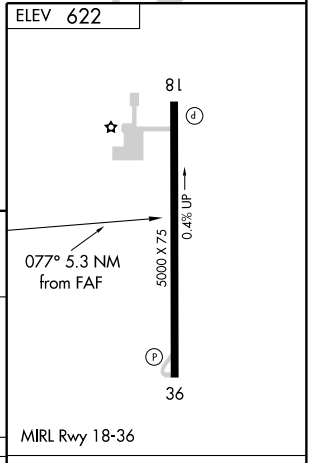
NA

MISSED APPROACH: Climb to 1800 then climbing left turn to 2500 via TUL R-077 to NASHN/17 DME and hold.

TULSA APP CON	UNICOM
119.1 351.8	122.8 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	1400-1 778 (800-1)	1400-1¼ 778 (800-1¼)	1400-2¼ 778 (800-2¼)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-1, 08 APR 2010 to 06 MAY 2010

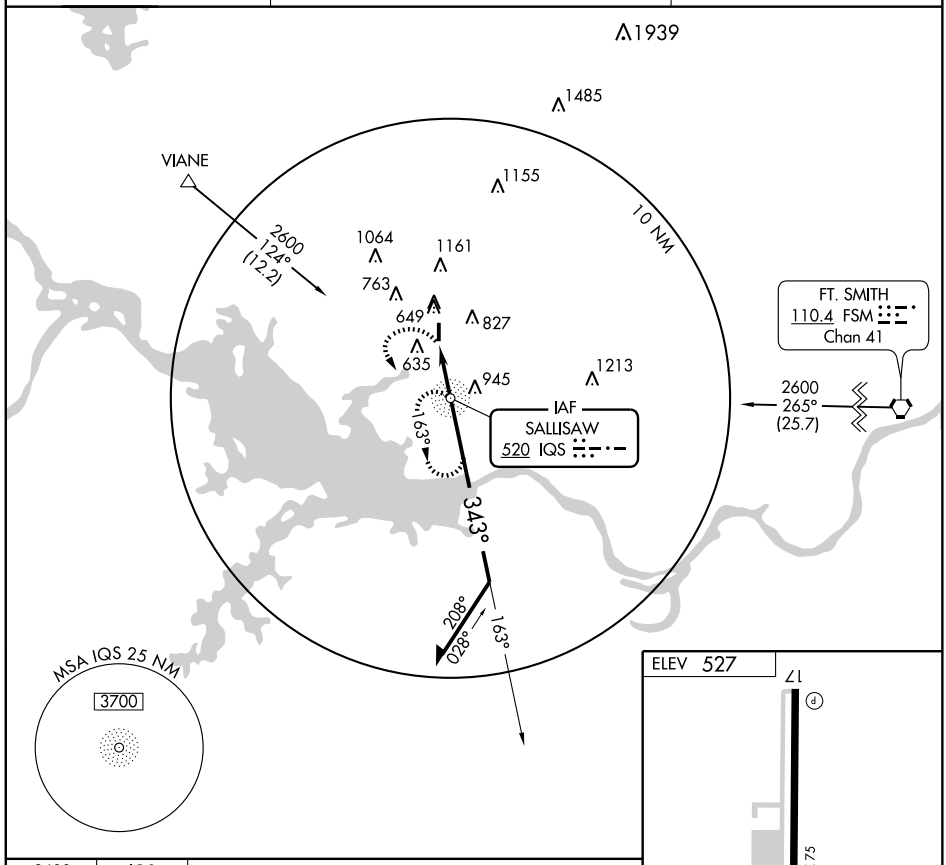
NDB IQS	APP CRS	Rwy Idg	N/A
520	343°	TDZE	N/A
		Apt Elev	527

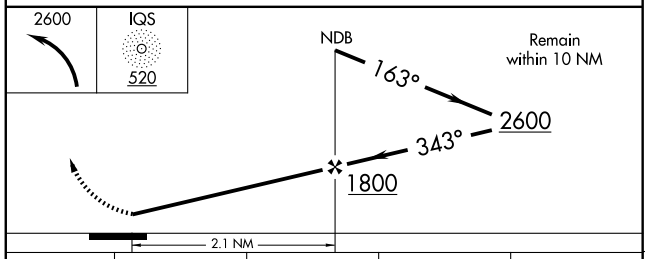
NDB-A
SALLISAW MUNI (JSV)

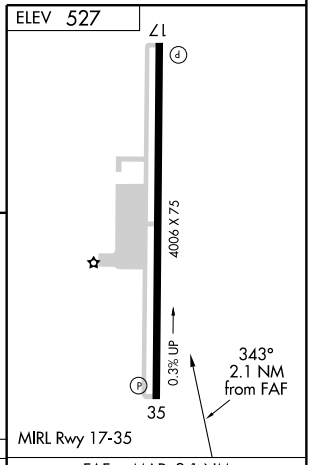
T
NA

MISSED APPROACH: Climbing left turn to 2600 direct IQS NDB and hold.

AWOS-3	RAZORBACK APP CON ★	UNICOM
118.475	120.9 343.75	122.7 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	1140-1	613 (700-1)	1140-1¾ 613 (700-1¾)	NA

FAF to MAP 2.1 NM

Knots	60	90	120	150	180
Min:Sec	2:06	1:24	1:03	0:50	0:42

SC-1. 08 APR 2010 to 06 MAY 2010

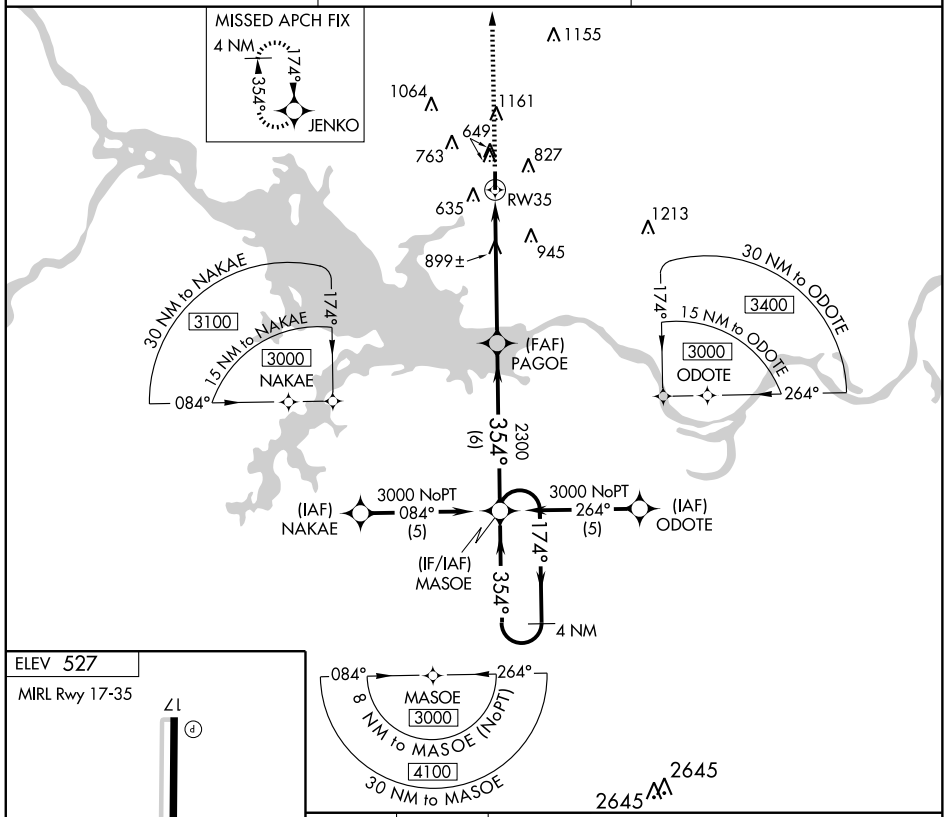
APP CRS	Rwy Idg	4006
354°	TDZE	527
	Apt Elev	527

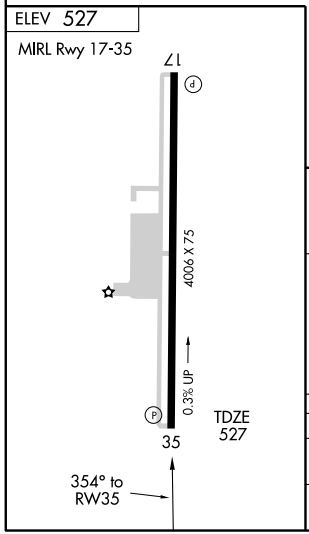
RNAV (GPS) RWY 35
SALLISAW MUNI (JSV)

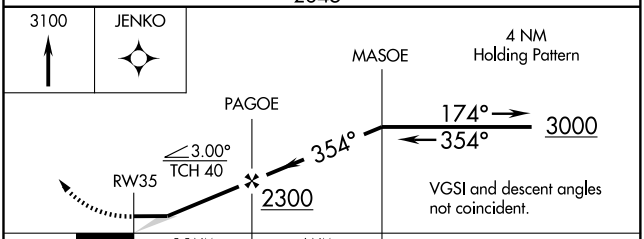
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3100 direct JENKO WP and hold.

AWOS-3	RAZORBACK APP CON ★	UNICOM
118.475	120.9 343.75	122.7 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1160-1 633 (700-1)		1160-1¾ 633 (700-1¾)	NA
CIRCLING	1160-1 633 (700-1)		1160-1¾ 633 (700-1¾)	NA

SC-1, 08 APR 2010 to 06 MAY 2010

NDB OWP	APP CRS	Rwy Idg	5799
362	340°	TDZE	891
		Apt Elev	891

NDB RWY 35

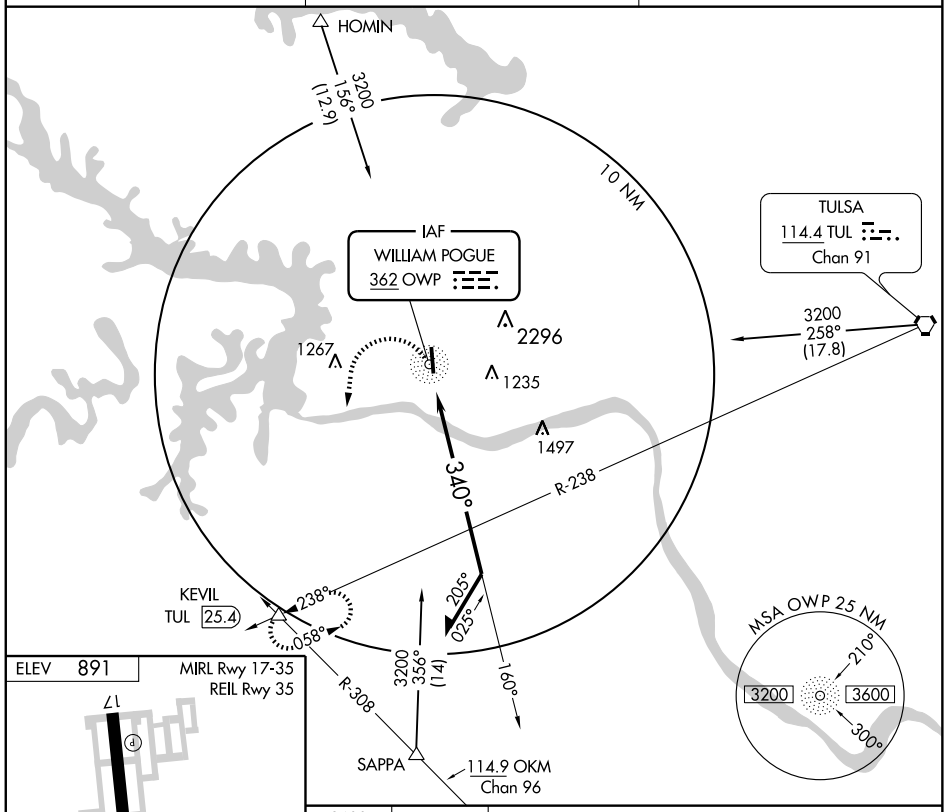
SAND SPRINGS/ WILLIAM R. POGUE MUNI (OWP)

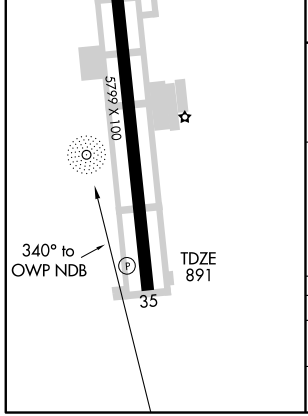
When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all MDA 60 feet.

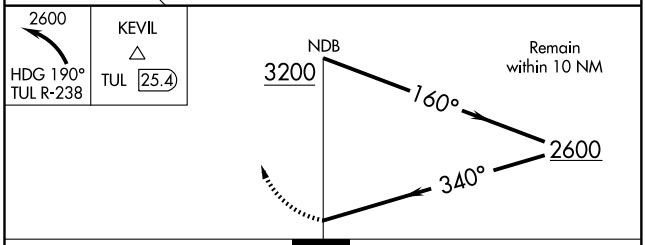
NA

MISSED APPROACH: Climbing left turn to 2600 via heading 190° and TUL VORTAC R-238 to KEVIL INT/TUL 25.4 DME and hold.

AWOS-3	TULSA APP CON	UNICOM
118.325	124.0 338.3	122.7 (CTAF)







CATEGORY	A	B	C	D
S-35	1520-1	629 (700-1)	1520-1¾ 629 (700-1¾)	NA
CIRCLING	1520-1	629 (700-1)	1520-1¾ 629 (700-1¾)	NA

SC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5799
169°	TDZE	889
	Apt Elev	892

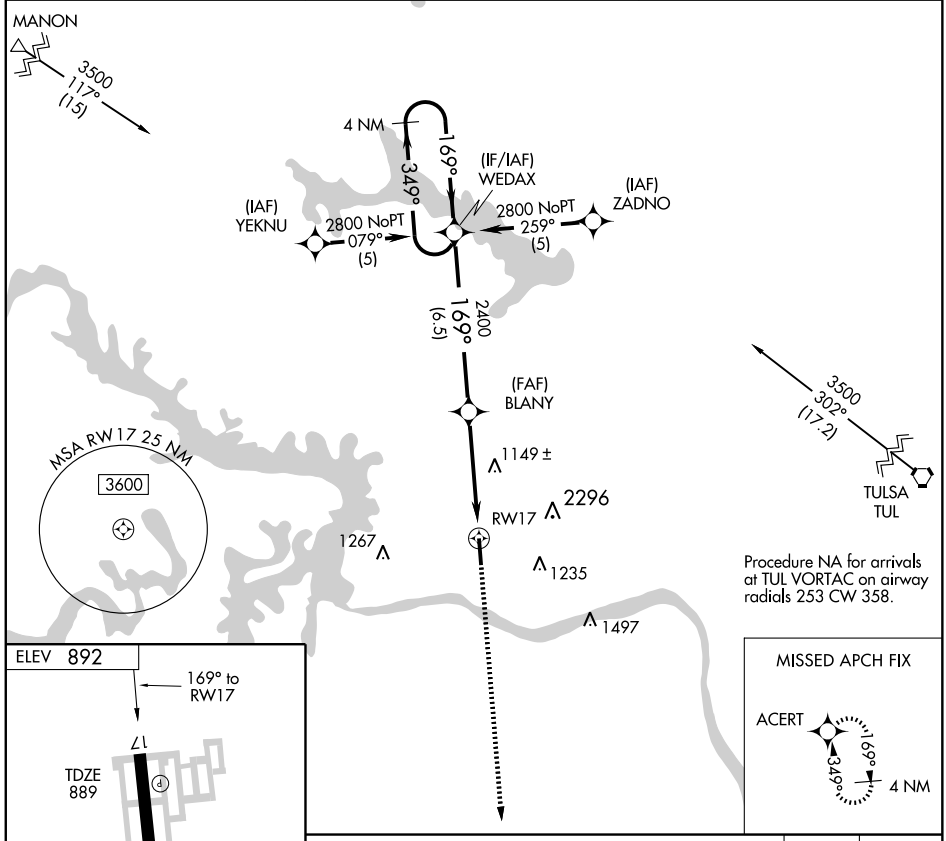
RNAV (GPS) RWY 17

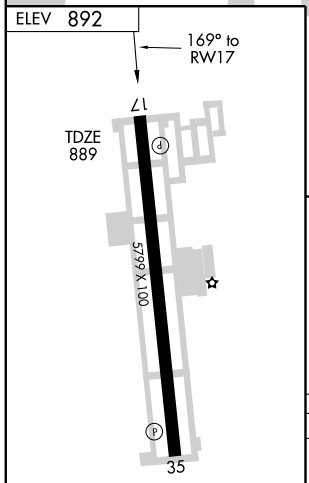
SAND SPRINGS/ WILLIAM R. POGUE MUNI (OWP)

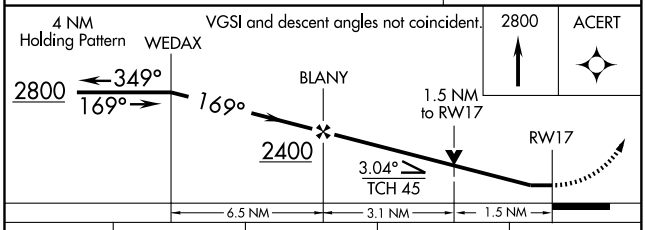
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all MDA 60 feet. Increase Cat C circling visibility ¼ mile. VDP NA when using Tulsa altimeter setting.

MISSED APPROACH: Climb to 2800 direct ACERT and hold.

AWOS-3	TULSA APP CON	UNICOM
118.325	124.0 338.3	122.7 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1400-1	511 (600-1)	1400-1½ 511 (600-1½)	NA
CIRCLING	1440-1	548 (600-1)	1440-1½ 548 (600-1½)	NA

SC-1. 08 APR 2010 to 06 MAY 2010

WAAS CH 57912 W35A	APP CRS 349°	Rwy Idg 5799 TDZE 892 Apt Elev 892

RNAV (GPS) RWY 35

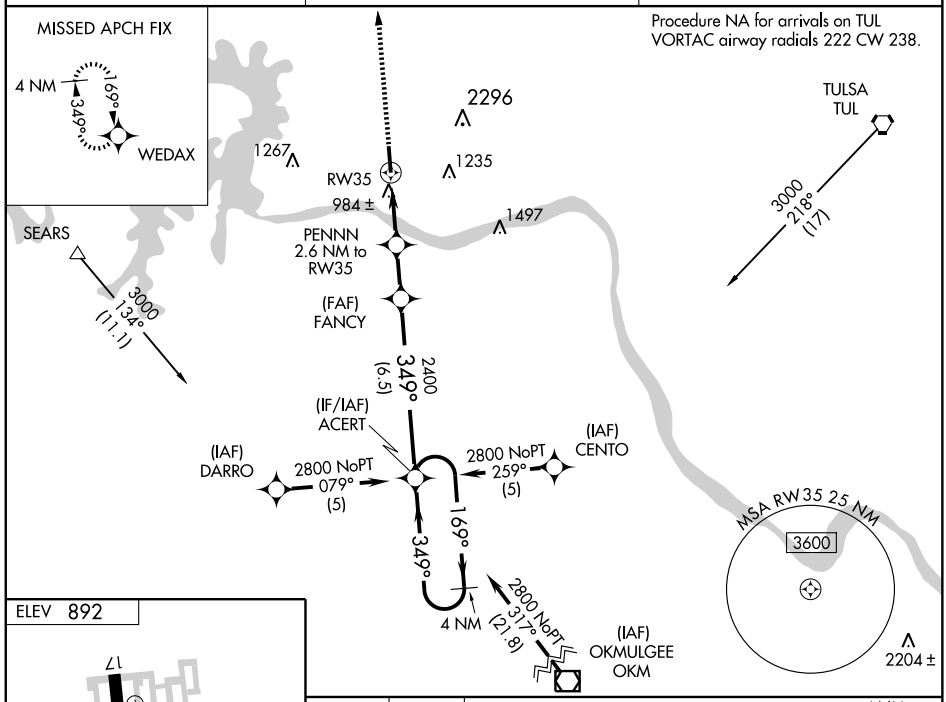
SAND SPRINGS/ WILLIAM R. POGUE MUNI (OWP)

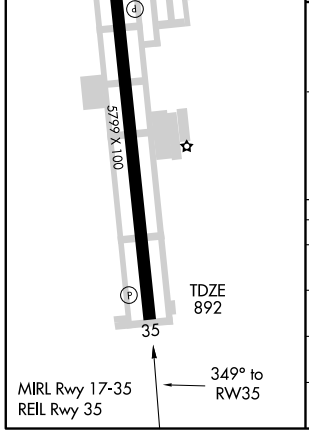
Baro-VNAV NA when using Tulsa Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all DA/MDA 60 feet and increase LPV, LNAV/VNAV visibility ¼ mile all Cats and LNAV and circling Cat C visibility ¼ mile.

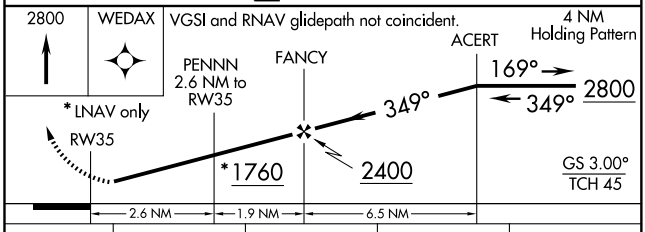
NA

MISSED APPROACH: Climb to 2800 direct WEDAX and hold.

AWOS-3	TULSA APP CON	UNICOM
118.325	124.0 338.3	122.7 (CTAF)







CATEGORY	A	B	C	D
LPV DA	1202-1 310 (400-1)			NA
LNAV/VNAV DA	1317-1½ 425 (500-1½)			NA
LNAV MDA	1240-1 348 (400-1)			NA
CIRCLING	1440-1 548 (600-1)		1440-1½ 548 (600-1½)	NA

SC-1, 08 APR 2010 to 06 MAY 2010

VOR/DME GNP 110.6 Chan 43	APP CRS 144°	Rwy Idg N/A TDZE N/A Apt Elev 892

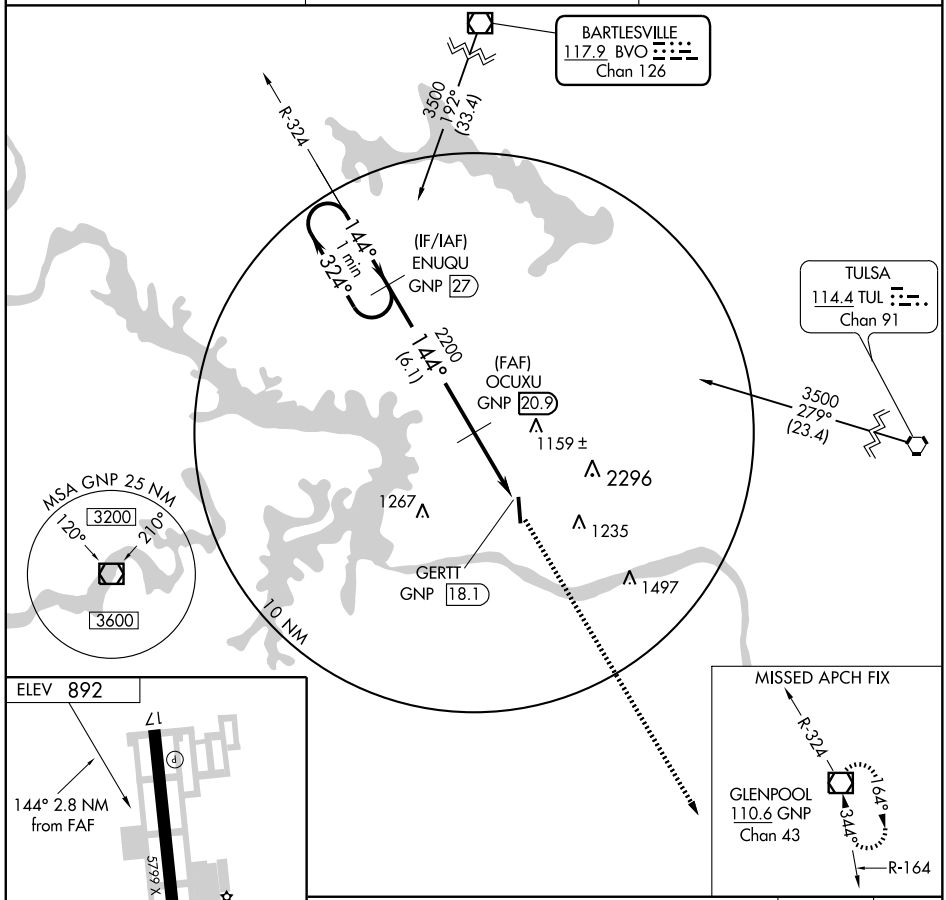
VOR/DME-A

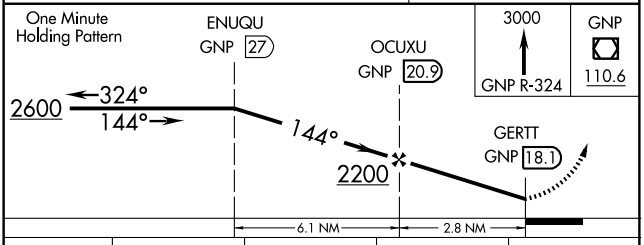
SAND SPRINGS/ WILLIAM R. POGUE MUNI (OWP)

▼ When local altimeter setting not received, use Tulsa Intl altimeter setting and increase MDA 60 feet and Cat C visibility ¼ mile.
△ NA

MISSED APPROACH: Climb to 3000 via GNP R-324 to GNP VOR/DME and hold.

AWOS-3	TULSA APP CON	UNICOM
118.325	124.0 338.3	122.7 (CTAF)





CATEGORY	A	B	C	D
CIRCLING	1440-1 548 (600-1)		1440-1½ 548 (600-1½)	NA

REIL Rwy 35
MIRL Rwy 17-35

SC-1, 08 APR 2010 to 06 MAY 2010

SRE NDB	APP CRS	Rwy Idg	5000
278	162°	TDZE	1024
		Apt Elev	1024

NDB RWY 16

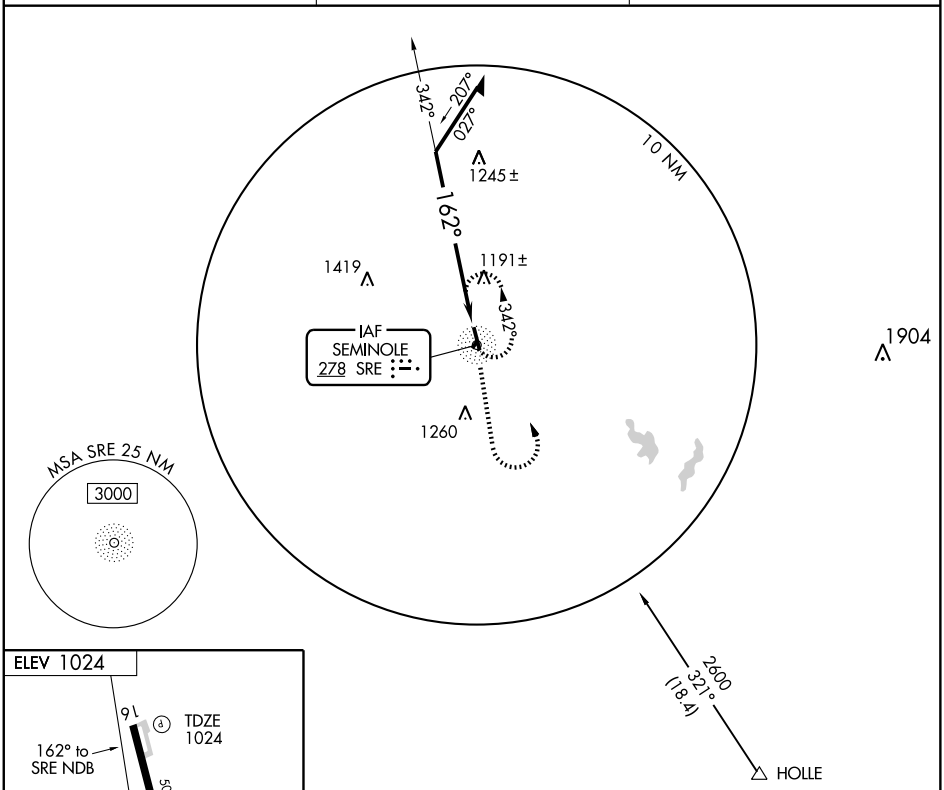
SEMINOLE MUNI (SRE)

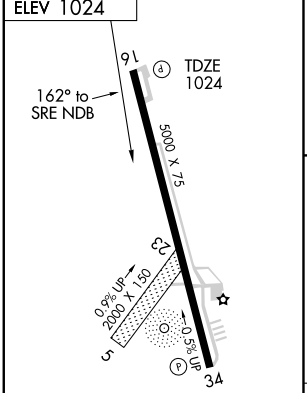
If local altimeter setting not received, use Shawnee Rgnl altimeter setting and increase all MDAs 40 feet.

NA

MISSED APPROACH: Climb to 2000 then climbing left turn to 2600 direct SRE NDB and hold.

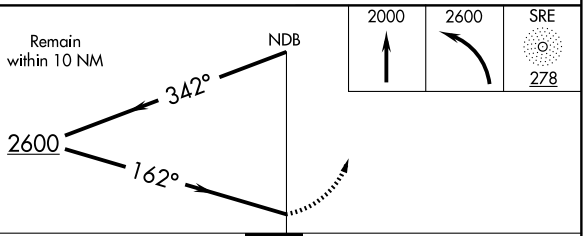
AWOS-3	FORT WORTH CENTER	UNICOM
118.625	132.2 338.35	122.8 (CTAF) L





REIL Rwy 16-34
MIRL Rwy 16-34 L

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-16	1660-1	636 (700-1)	1660-1¾ 636 (700-1¾)	NA
CIRCLING	1660-1	636 (700-1)	1660-1¾ 636 (700-1¾)	NA

SC-1, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5000
160°	TDZE	1024
	Apt Elev	1024

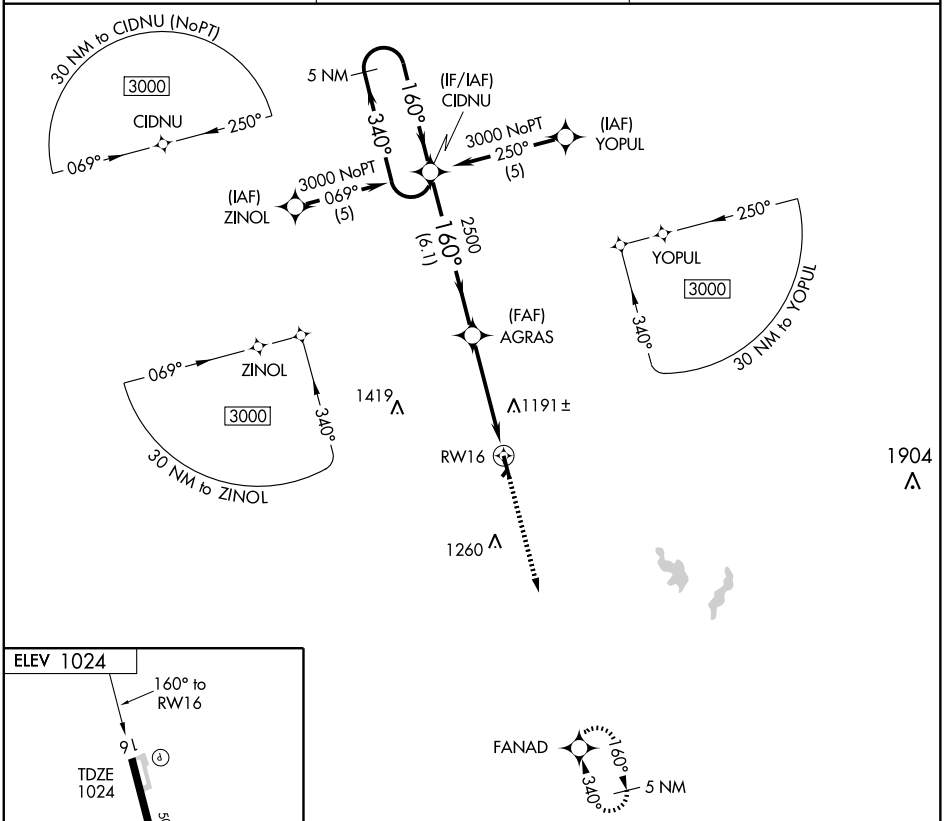
RNAV (GPS) RWY 16

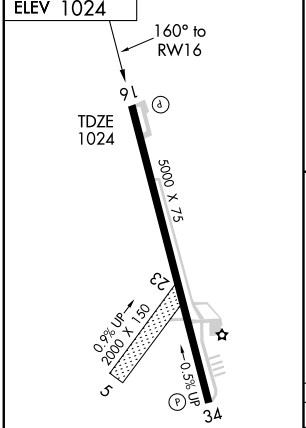
SEMINOLE MUNI (SRE)

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Shawnee Rgnl altimeter setting and increase all MDAs 40 feet.

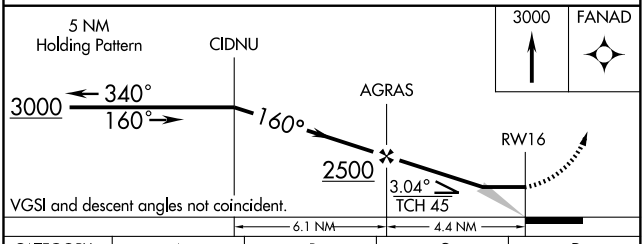
MISSED APPROACH: Climb to 3000 direct FANAD and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.625	132.2 338.35	122.8 (CTAF) L





REIL Rwy 16-34
MIRL Rwy 16-34 L

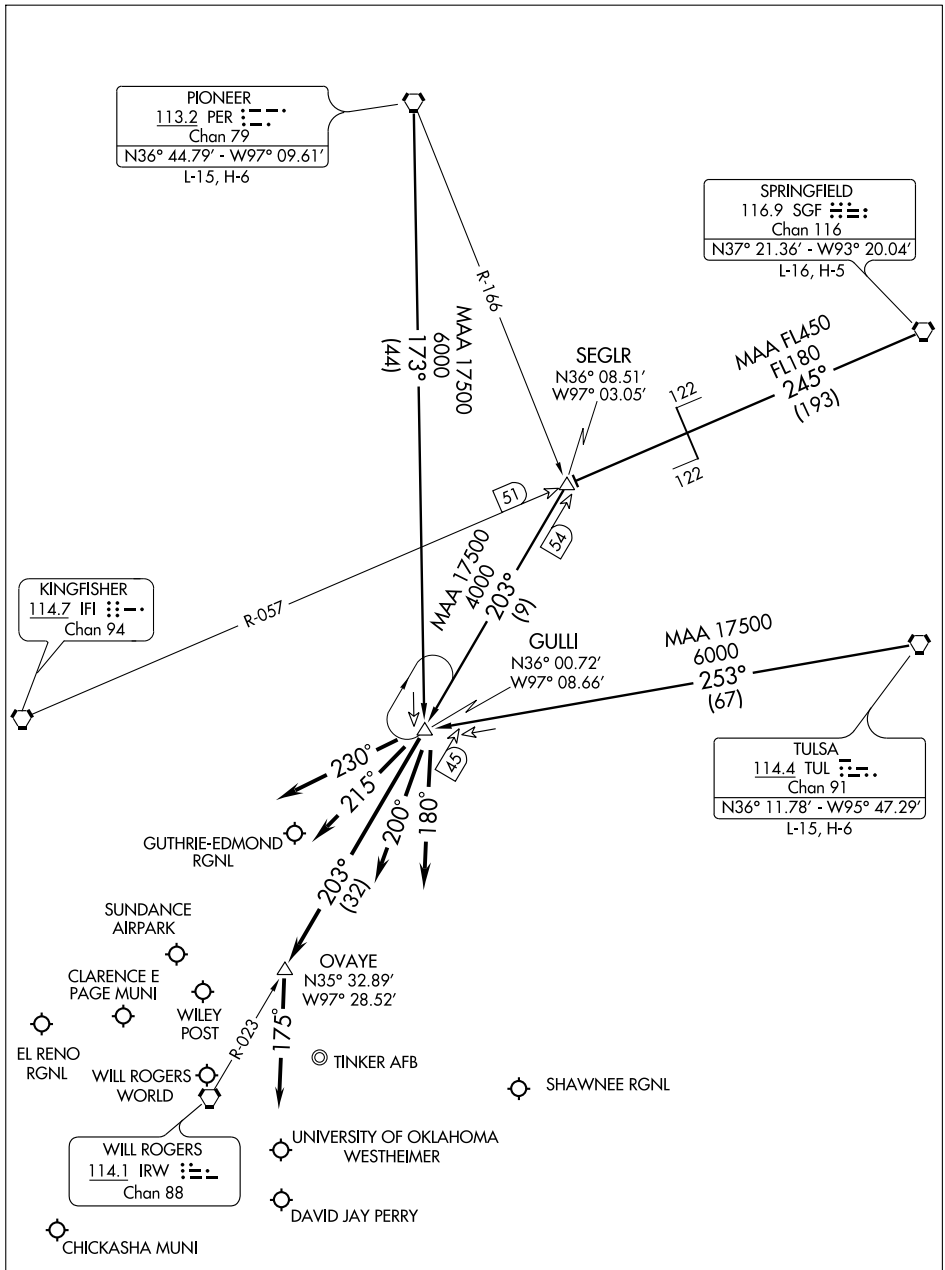


CATEGORY	A	B	C	D
LNAV MDA	1500-1	476 (500-1)	1500-1¼ 476 (500-1¼)	NA
CIRCLING	1500-1	476 (500-1)	1560-1½ 536 (600-1½)	NA

SC-1, 08 APR 2010 to 06 MAY 2010

GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA



NOTE: RADAR required.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SC-1, 08 APR 2010 to 06 MAY 2010

GULLI ONE ARRIVAL (GULLI.GULLI1)

ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GULLI INT. Thence . . . .
SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence . . . .
TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to GULLI INT. Thence . . . .

ALL AIRCRAFT LANDING NORTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

ALL AIRCRAFT LANDING SOUTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final approach course.

SC-1, 08 APR 2010 to 06 MAY 2010

LOC I-HNQ	APP CRS	Rwy Idg	5997
108.75	175°	TDZE	1073
		Apt Elev	1073

ILS or LOC RWY 17

SHAWNEE RGNL (SNL)

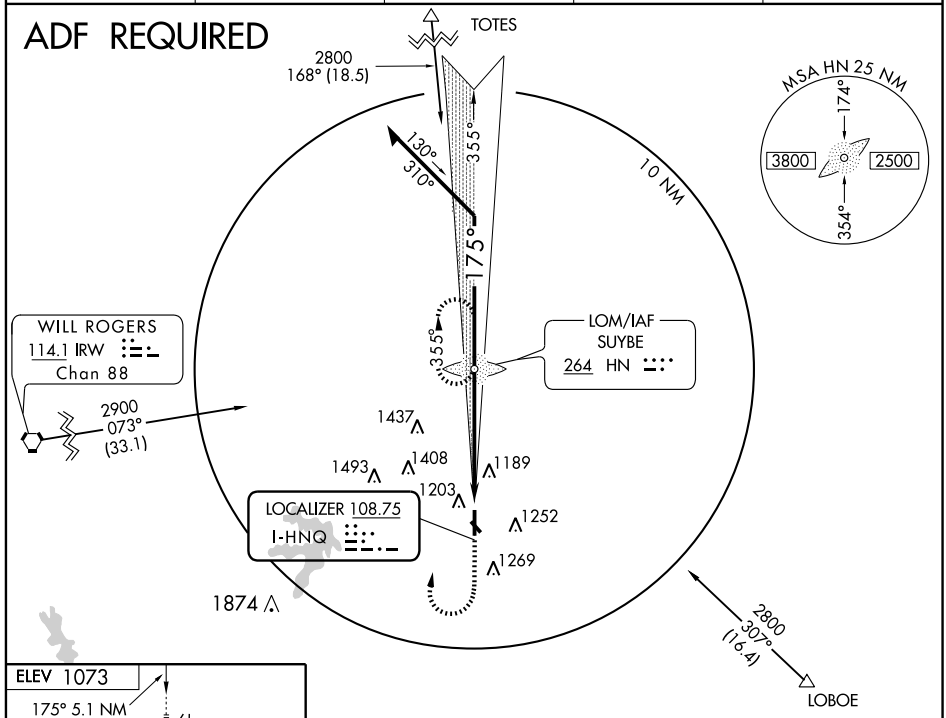
NA — If local altimeter setting not received, use Chandler Rgnl altimeter setting and increase all DA/MDAs 80 feet.

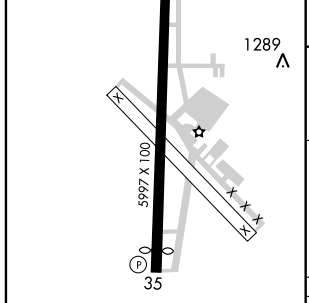
MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 2800 direct SUYBE LOM and hold.

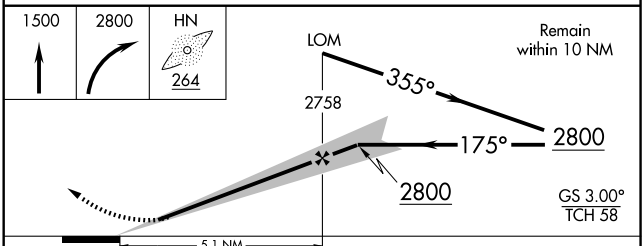
AWOS-3	OKE CITY APP CON	FORT WORTH CENTER	GCO	UNICOM
118.275	120.45 288.325	132.2 338.35	121.725	122.7 (CTAF)

ADF REQUIRED





FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



CATEGORY	A	B	C	D
S-ILS 17	1273-½ 200 (200-½)			NA
S-LOC 17	1420-½ 347 (400-½)			NA
CIRCLING	1600-1 527 (600-1)		1600-1½ 527 (600-1½)	NA

SC-1, 08 APR 2010 to 06 MAY 2010

APP CRS		
175°	Rwy Idg	5997
	TDZE	1073
	Apt Elev	1073

RNAV (GPS) RWY 17

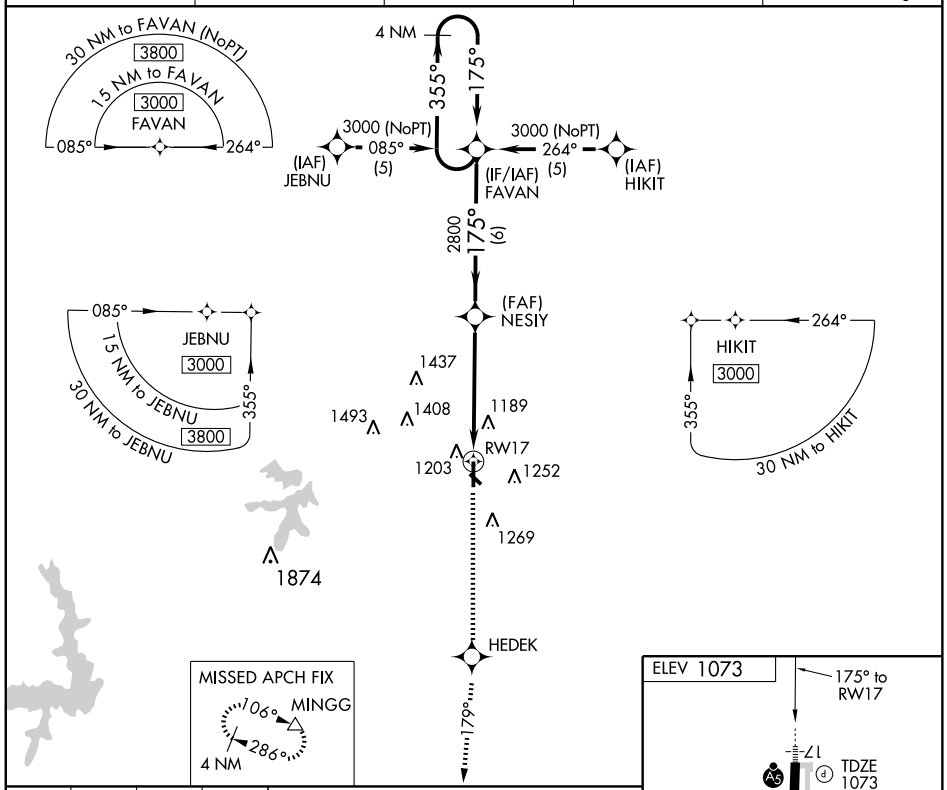
SHAWNEE RGNL (SNL)

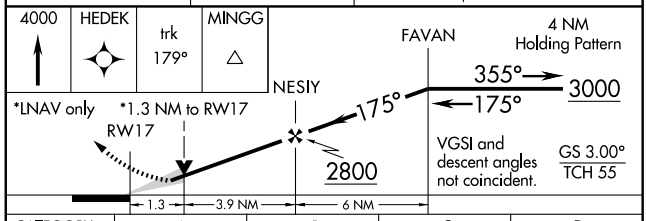
NA If local altimeter setting not received, use Chandler Rgnl altimeter setting and increase all DA/MDAs 80 feet. Baro-VNAV NA below -17C (+2F); Baro-VNAV NA when using Chandler Rgnl altimeter setting. VDP NA when using Chandler Rgnl altimeter setting. GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA.

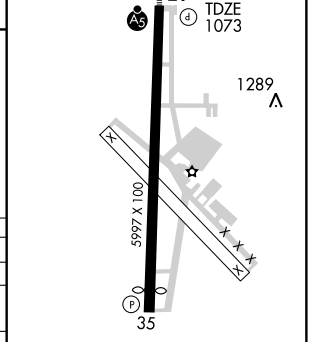
MALSR

MISSED APPROACH: Climb to 4000 direct HEDEK and via 179° track to MINGG and hold.

AWOS-3	OKE CITY APP CON	FORT WORTH CENTER	GCO	UNICOM
118.275	120.45 288.325	132.2 338.35	121.725	122.7 (CTAF) L







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	1440-¾ 367 (400-¾)			NA
LNAV MDA	1540-½ 467 (500-½)		1540-¾ 467 (500-¾)	NA
CIRCLING	1600-1¼ 527 (600-1¼)		1600-1½ 527 (600-1½)	NA

MIRL Rwy 17-35 L
REIL Rwys 17 and 35

1161

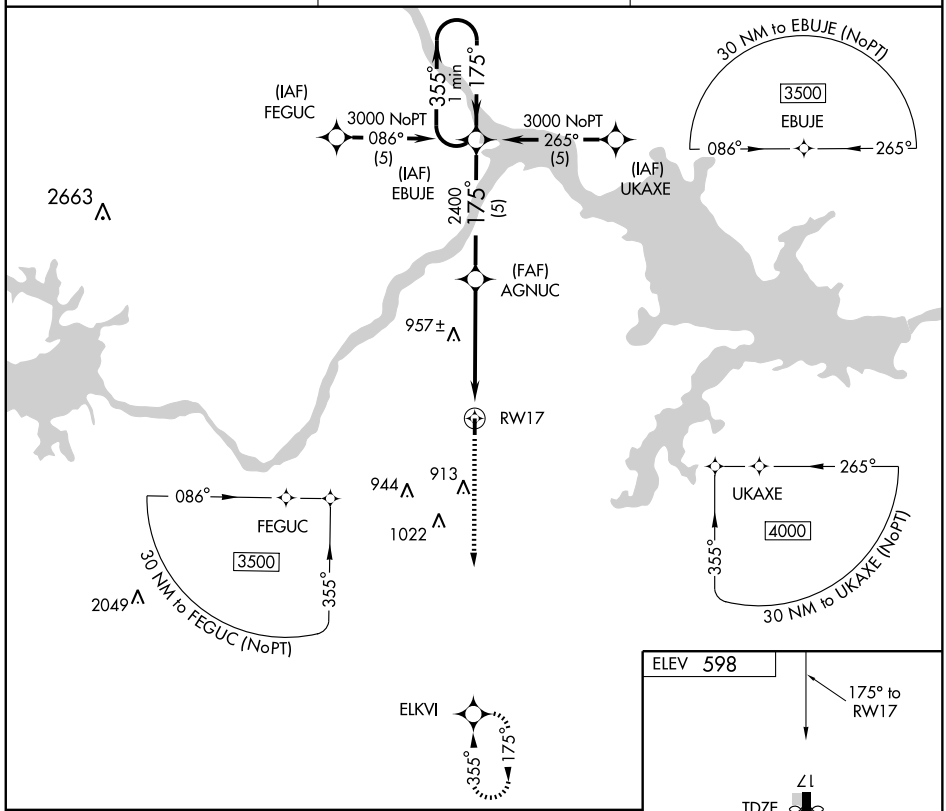
SC-1, 08 APR 2010 to 06 MAY 2010

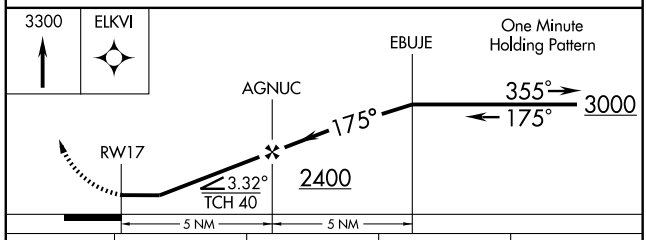
APP CRS	Rwy Idg	3511
175°	TDZE	598
	Apt Elev	598

GPS RWY 17
STIGLER RGNL (GZL)

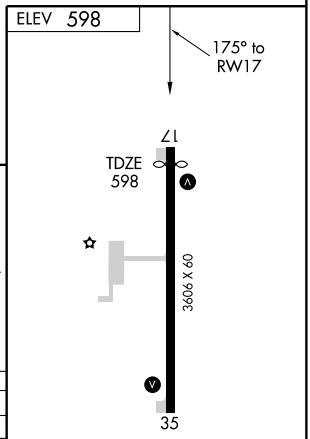
NA	Use Fort Smith altimeter setting.	MISSED APPROACH: Climb to 3300 direct ELKVI WP and hold.

AWOS-3	FORT WORTH CENTER	CTAF
118.575	132.2 338.35	122.9 L





CATEGORY	A	B	C	D
FORT SMITH ALTIMETER SETTING MINIMUMS				
S-17	1360-1 762 (800-1)	1360-1¼ 762 (800-1¼)	NA	
CIRCLING	1360-1 762 (800-1)	1360-1¼ 762 (800-1¼)	NA	



LIRL Rwy 17-35 L

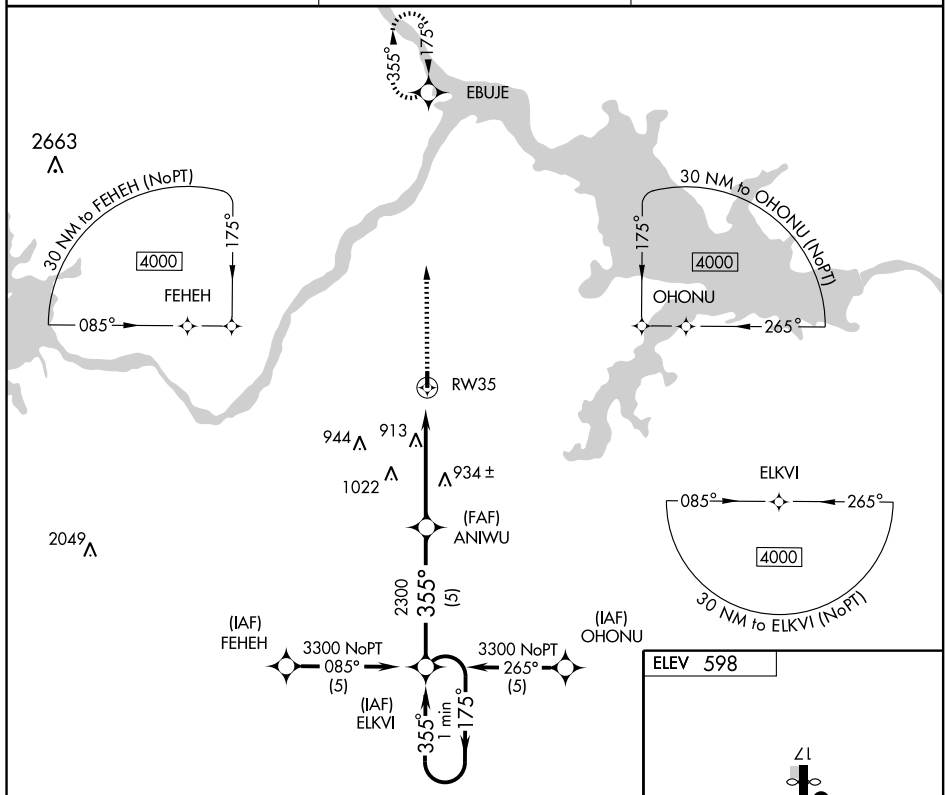
SC-1, 08 APR 2010 to 06 MAY 2010

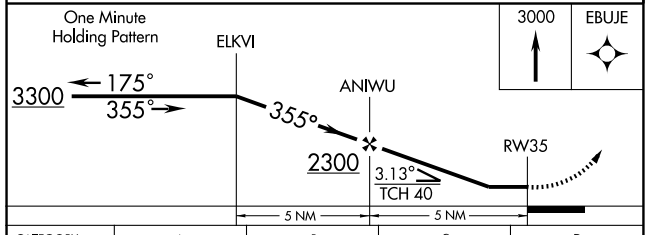
APP CRS	Rwy Idg	3606
355°	TDZE	598
	Apt Elev	598

GPS RWY 35
STIGLER RGNL (GZL)

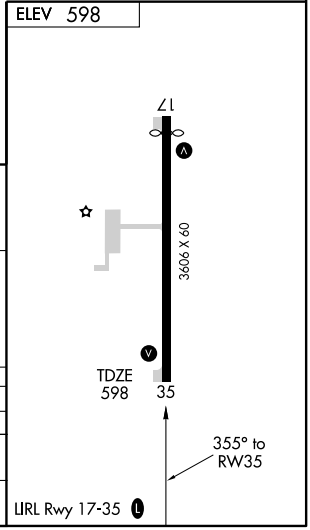
NA	Use Fort Smith altimeter setting.	MISSED APPROACH: Climb to 3000 direct EBUJE WP and hold.

AWOS-3	FORT WORTH CENTER	CTAF
118.575	132.2 338.35	122.9 L





CATEGORY	A	B	C	D
FORT SMITH ALTIMETER SETTING MINIMUMS				
S-35	1340-1 742 (800-1)	1340-1 ¼ 742 (800-1 ¼)	NA	
CIRCLING	1340-1 742 (800-1)	1340-1 ¼ 742 (800-1 ¼)	NA	



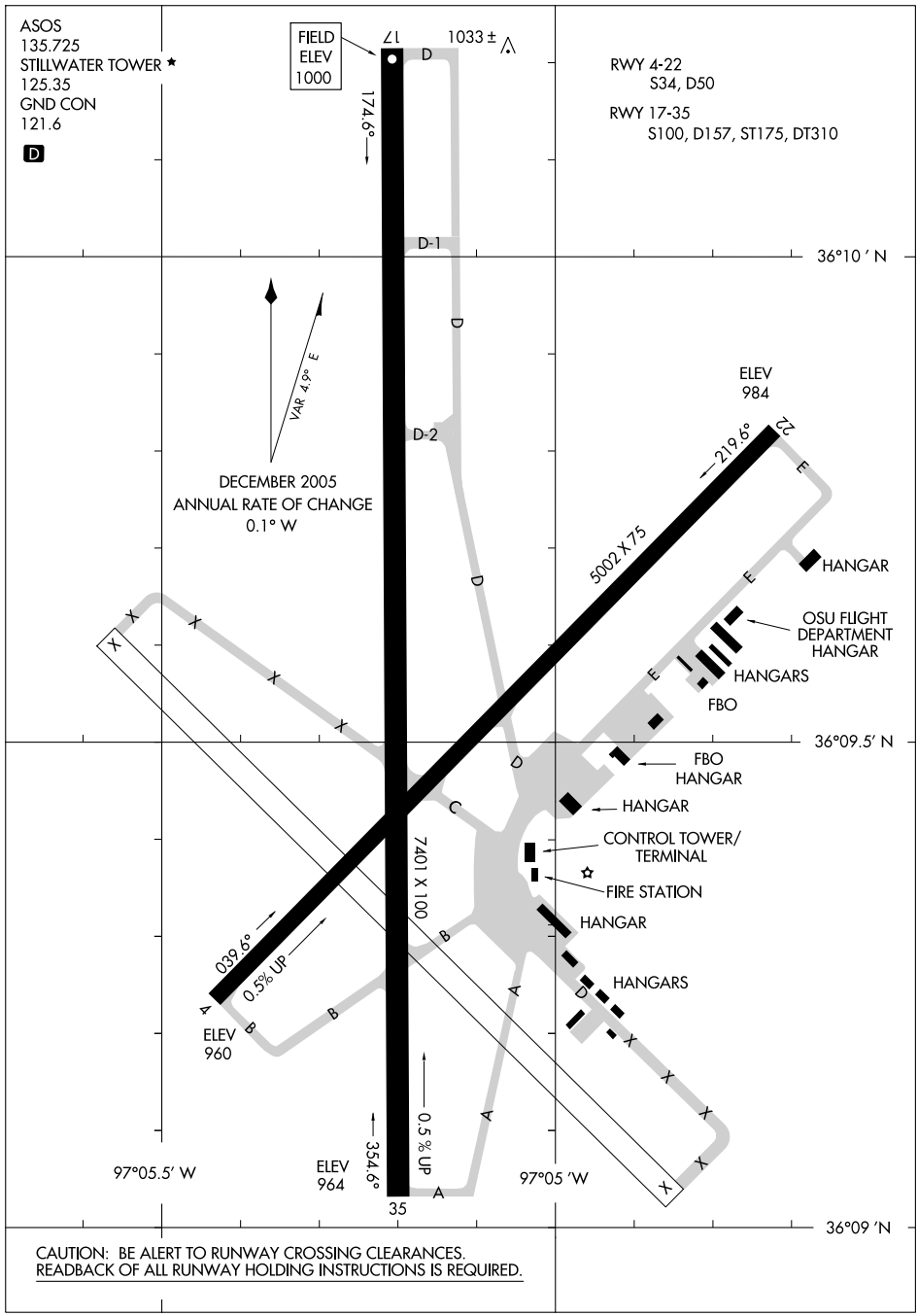
SC-1, 08 APR 2010 to 06 MAY 2010

09183

AIRPORT DIAGRAM

AL-5151 (FAA)

STILLWATER RGNL (SWO)
STILLWATER, OKLAHOMA



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SC-1, 08 APR 2010 to 06 MAY 2010

LOC I-SWO 109.15 Chan 28(Y)	APP CRS 174°	Rwy Idg 7401 TDZE 1000 Apt Elev 1000

ILS or LOC RWY 17

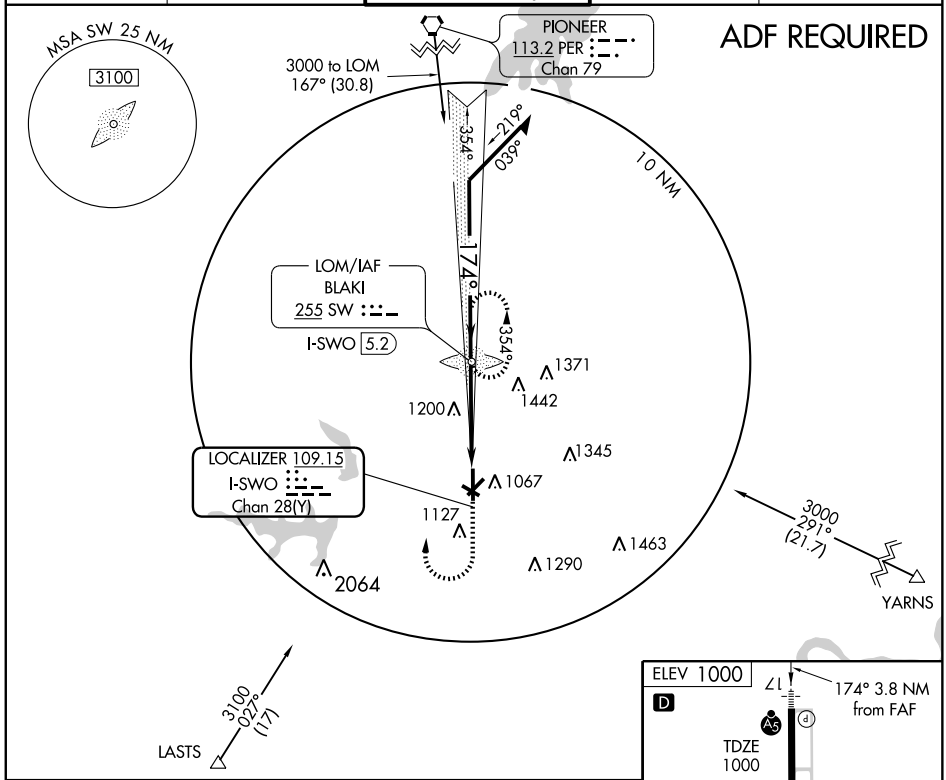
STILLWATER RGNL (SWO)

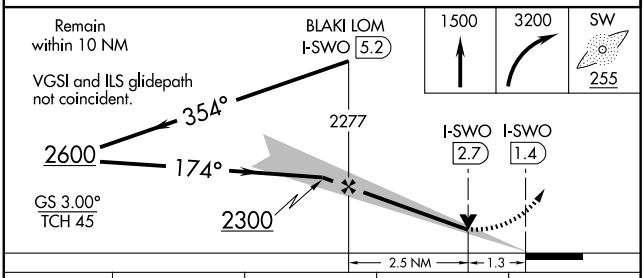
A If local altimeter setting not received, use Ponca City Rgnl altimeter setting and increase all DA/MDAs 80 feet. VDP NA with Ponca City Rgnl altimeter setting.

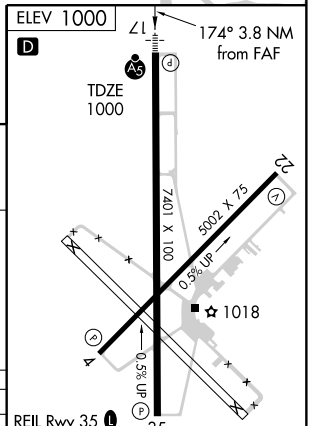
MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 3200 direct BLAKI LOM and hold.

ASOS 135.725	KANSAS CITY CENTER 128.3 291.7	STILLWATER TOWER ★ 125.35 (CTAF) L	GND CON 121.6	UNICOM 122.95







CATEGORY	A	B	C	D
S-ILS 17	1200-½ 200 (200-½)			
S-LOC 17	1460-½ 460 (500-½)		1460-¾ 460 (500-¾)	1460-1 460 (500-1)
CIRCLING	1460-1 460 (500-1)		1460-1½ 460 (500-1½)	1560-2 560 (600-2)

FAF to MAP 3.8 NM

Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

SC-1, 08 APR 2010 to 06 MAY 2010

LOM SW	APP CRS	Rwy Idg	7401
255	175°	TDZE	1000
		Apt Elev	1000

NDB RWY 17

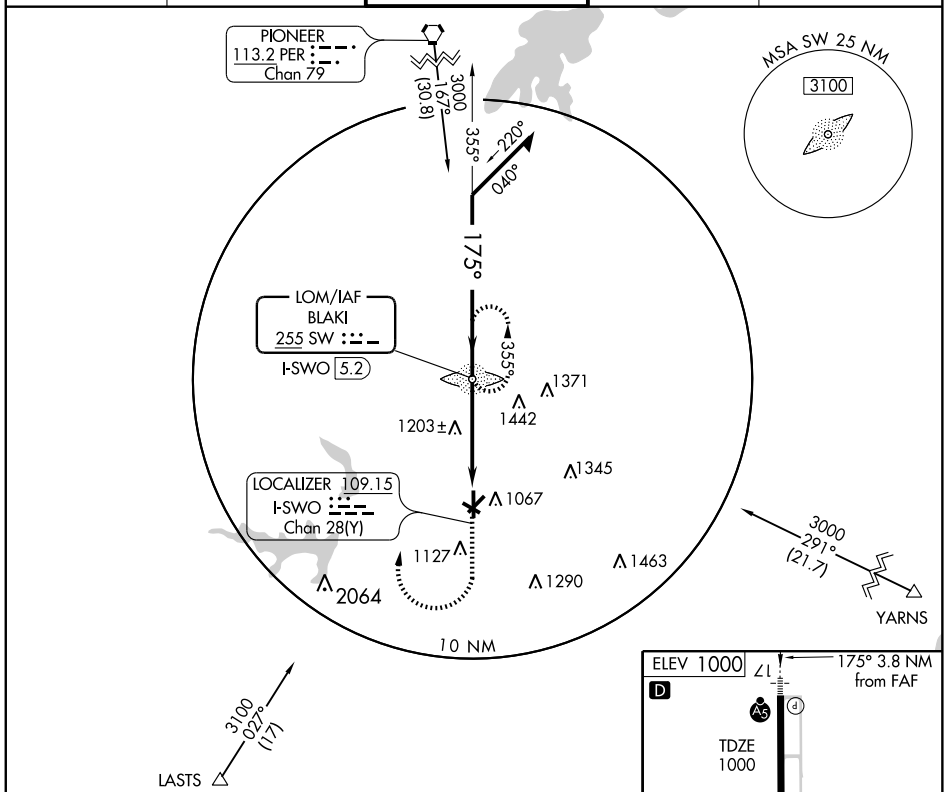
STILLWATER RGNL (SWO)

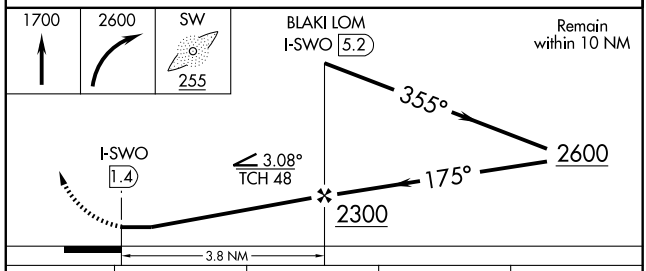
⚠ If local altimeter setting not received, use Ponca City Rgnl altimeter setting and increase all MDAs 80 feet.

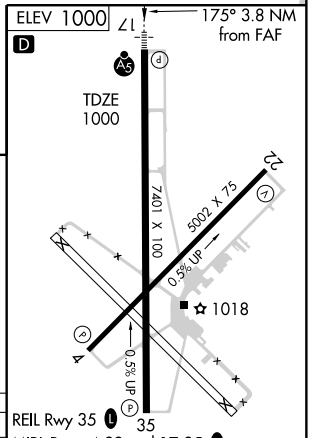
MALSR

MISSED APPROACH: Climb to 1700 then climbing right turn to 2600 direct SW LOM and hold.

ASOS	KANSAS CITY CENTER	STILLWATER TOWER ★	GND CON	UNICOM
135.725	128.3 291.7	125.35 (CTAF) L	121.6	122.95







CATEGORY	A	B	C	D
S-17	1520-¾ 520 (600-¾)		1520-1 520 (600-1)	1520-1½ 520 (600-1½)
CIRCLING	1520-1 520 (600-1)		1520-1½ 520 (600-1½)	1560-2 560 (600-2)

FAF to MAP 3.8 NM

Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

SC-1, 08 APR 2010 to 06 MAY 2010

STILLWATER, OKLAHOMA AL-5151 (FAA)

WAAS	APP CRS	Rwy Idg	7401
CH 90108	174°	TDZE	1000
W17A		Apt Elev	1000

RNAV (GPS) RWY 17

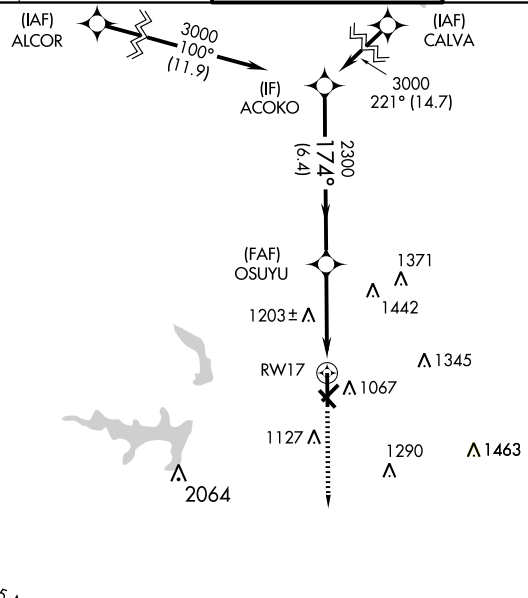
STILLWATER RGNL (SWO)

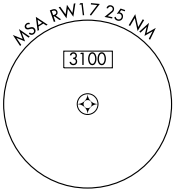
⚠ If local altimeter setting not received, use Ponca City Rgnl altimeter setting and increase all DA/MDAs 80 feet. VDP and Baro-VNAV NA when using Ponca City Rgnl altimeter setting. Baro-VNAV NA below -17C (2F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LPV visibility to ¾ mile all Cats.

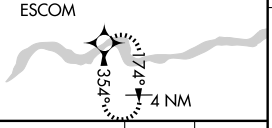
MALSR

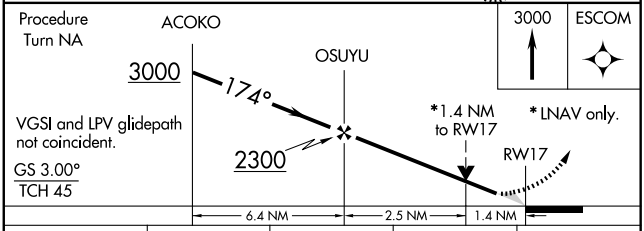
MISSED APPROACH: Climb to 3000 direct ESCOM WP and hold.

ASOS	KANSAS CITY CENTER	STILLWATER TOWER★	GND CON	UNICOM
135.725	128.3 291.7	125.35 (CTAF)	121.6	122.95

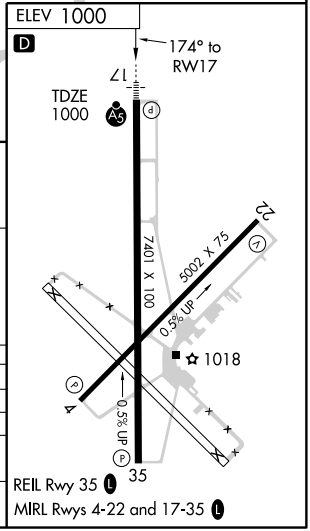








CATEGORY	A	B	C	D
LPV DA		1250-½	250 (300-½)	
LNAV/VNAV DA		1420-1	420 (500-1)	
LNAV MDA	1480-½ 480 (500-½)		1480-¾ 480 (500-¾)	1480-1 480 (500-1)
CIRCLING	1480-1½ 480 (500-1½)			1560-2 560 (600-2)



REIL Rwy 35 (L)

MIRL Rwys 4-22 and 17-35 (L)

SC-1, 08 APR 2010 to 06 MAY 2010

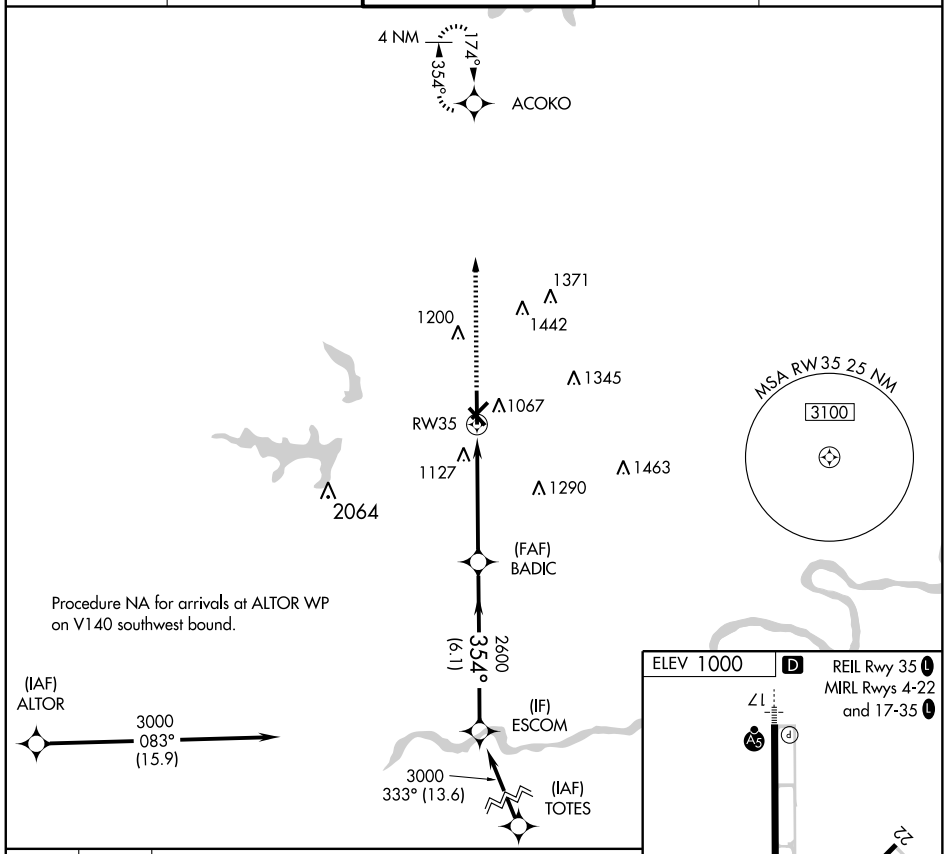
APP CRS	Rwy Idg	7401
354°	TDZE	964
	Apt Elev	1000

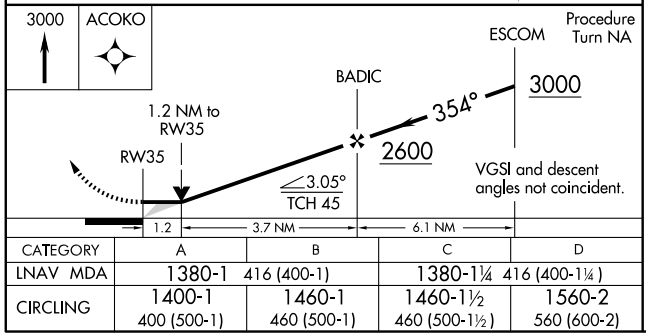
RNAV (GPS) RWY 35
STILLWATER RGNL (SWO)

If local altimeter setting not received, use Ponca City Rgnl altimeter setting and increase all MDAs 80 feet. VDP NA with Ponca City Rgnl altimeter setting. DME/DME RNP-0.3 NA.

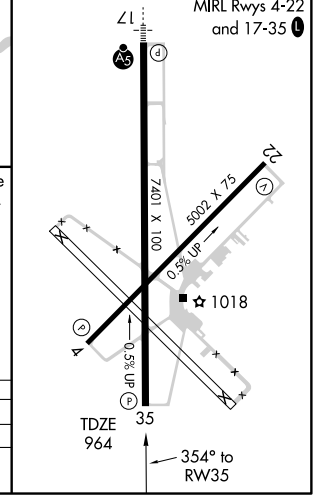
MISSED APPROACH: Climb to 3000 direct ACOKO WP and hold.

ASOS	KANSAS CITY CENTER	STILLWATER TOWER ★	GND CON	UNICOM
135.725	128.3 291.7	125.35 (CTAF)	121.6	122.95





CATEGORY	A	B	C	D
LNAV MDA	1380-1	416 (400-1)	1380-1¼	416 (400-1¼)
CIRCLING	1400-1 400 (500-1)	1460-1 460 (500-1)	1460-1½ 460 (500-1½)	1560-2 560 (600-2)



SC-1, 08 APR 2010 to 06 MAY 2010

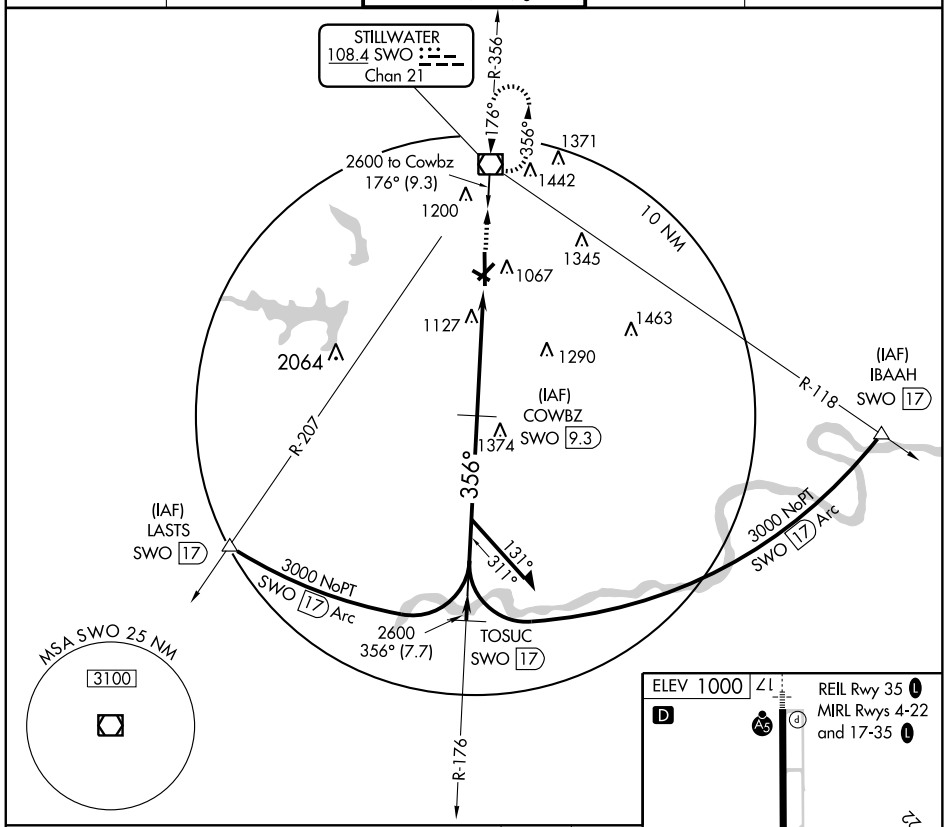
VOR/DME SWO	APP CRS	Rwy Idg	7401
108.4	356°	TDZE	964
Chan 21		Apt Elev	1000

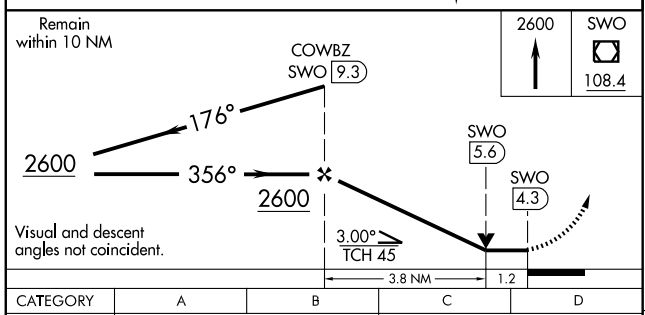
VOR/DME RWY 35
STILLWATER RGNL (SWO)

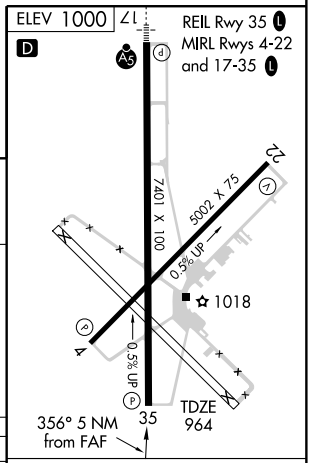
⚠ If local altimeter setting not received, use Ponca City Rgnl altimeter setting and increase all MDA'S 80 feet. VDP NA with Ponca City altimeter setting.

MISSED APPROACH: Climb to 2600 direct SWO VOR/DME and hold.

ASOS	KANSAS CITY CENTER	STILLWATER TOWER ★	GND CON	UNICOM
135.725	128.3 291.7	125.35 (CTAF) L	121.6	122.95







CATEGORY	A	B	C	D
S-35	1380-1	416 (400-1)	1380-1¼	416 (400-1¼)
CIRCLING	1400-1 400 (500-1)	1460-1 460 (500-1)	1460-1½ 460 (500-1½)	1560-2 560 (600-2)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SC-1, 08 APR 2010 to 06 MAY 2010

VOR/DME SWO	APP CRS	Rwy Idg	7401
108.4	178°	TDZE	1000
Chan 21		Apt Elev	1000

VOR RWY 17

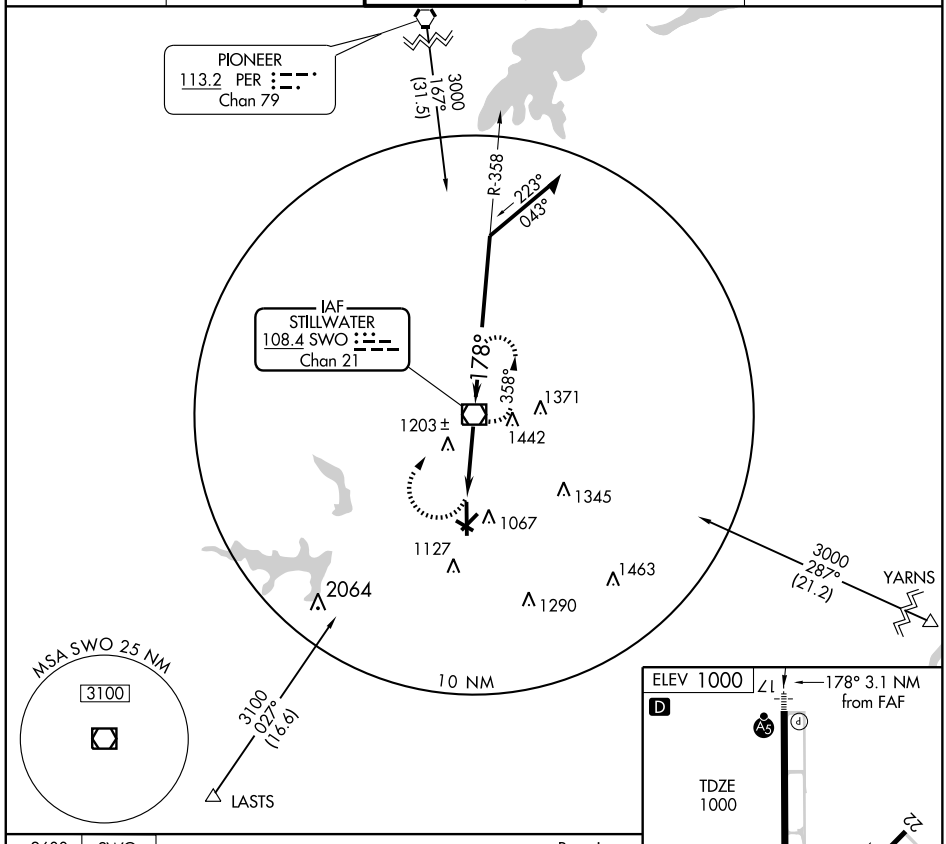
STILLWATER RGNL (SWO)

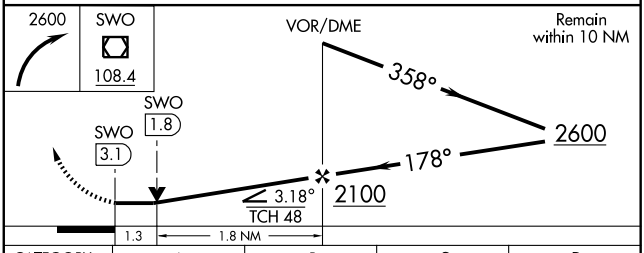
If local altimeter setting not received, use Ponca City Rgnl altimeter setting and increase all MDA's 80 feet. VDP NA with Ponca City altimeter setting. For inoperative MALSR increase S-17 Cats A/B visibility to 1 mile.

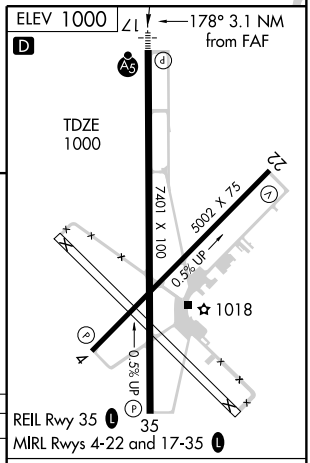
MALSR

MISSED APPROACH: Climbing right turn to 2600 direct SWO VOR/DME and hold.

ASOS	KANSAS CITY CENTER	STILLWATER TOWER ★	GND CON	UNICOM
135.725	128.3 291.7	125.35 (CTAF) L	121.6	122.95







CATEGORY	A	B	C	D
S-17	1460-¾ 460 (500-¾)			1460-1 460 (500-1)
CIRCLING	1460-1 460 (500-1)		1460-1½ 460 (500-1½)	1560-2 560 (600-2)

FAF to MAP 3.1 NM

Knots	60	90	120	150	180
Min:Sec	3:06	2:04	1:33	1:14	1:02

SC-1, 08 APR 2010 to 06 MAY 2010

NDB TQH	APP CRS	Rwy Idg	5001
215	180°	TDZE	873
		Apt Elev	873

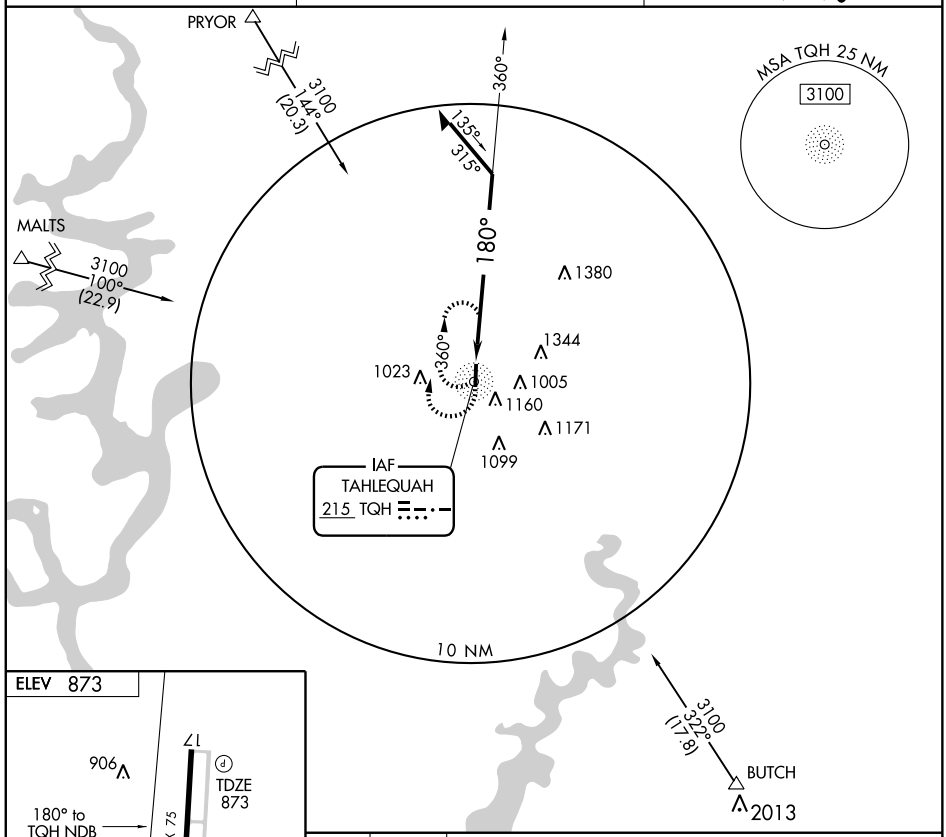
NDB RWY 17

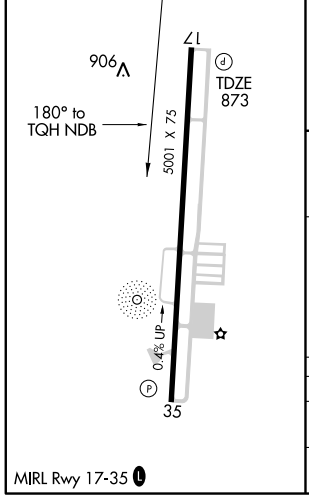
TAHLEQUAH MUNI (TQH)

NA

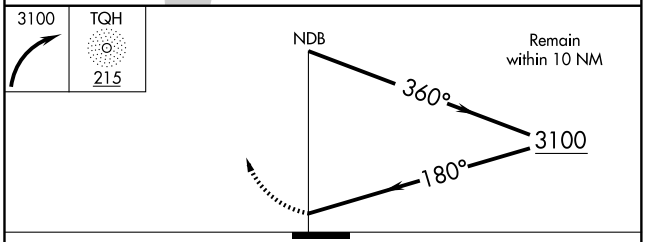
MISSED APPROACH: Climbing right turn to 3100 in TQH NDB holding pattern.

AWOS-3	MEMPHIS CENTER	UNICOM
118.425	126.1 269.0	122.8 (CTAF) L





MIRL Rwy 17-35 L



CATEGORY	A	B	C	D
S-17	1660-1 787 (800-1)	1660-1¼ 787 (800-1¼)	1660-2¼ 787 (800-1¼)	NA
CIRCLING	1660-1 787 (800-1)	1660-1¼ 787 (800-1¼)	1660-2¼ 787 (800-1¼)	NA

SC-1, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5001
177°	TDZE	874
	Apt Elev	874

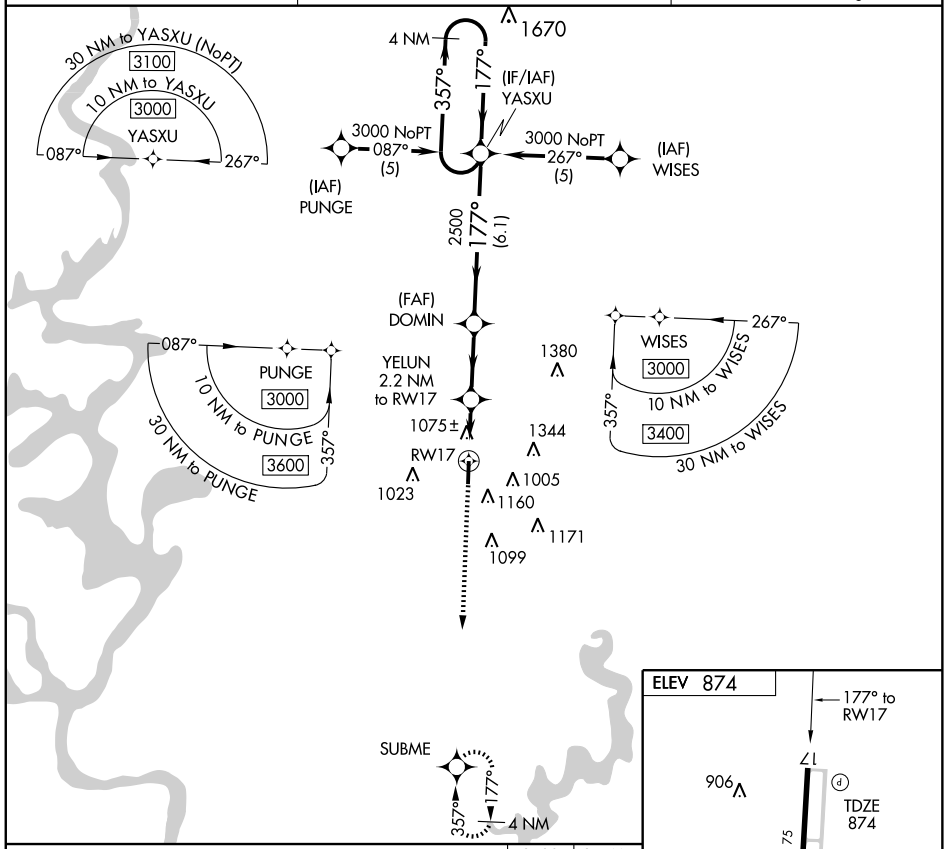
RNAV (GPS) RWY 17

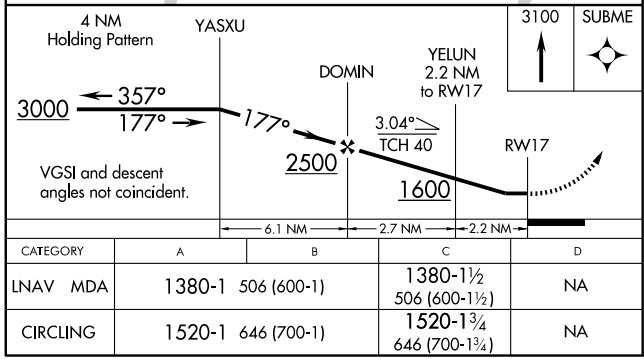
TAHLEQUAH MUNI (TQH)

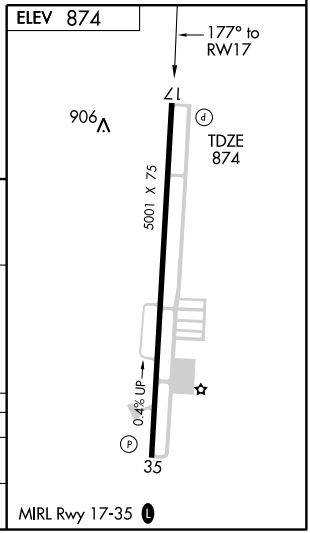
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Muskogee altimeter setting and increase all MDAs 100 feet and increase LNAV Cat C visibility ¼ mile, circling Cat B ¼ mile and Cat C ½ mile.

MISSED APPROACH: Climb to 3100 direct SUBME and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.425	126.1 269.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1380-1	506 (600-1)	1380-1½ 506 (600-1½)	NA
CIRCLING	1520-1	646 (700-1)	1520-1¾ 646 (700-1¾)	NA

MIRL Rwy 17-35 L

SC-1, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5001
CH 90207	357°	TDZE	874
W35A		Apt Elev	874

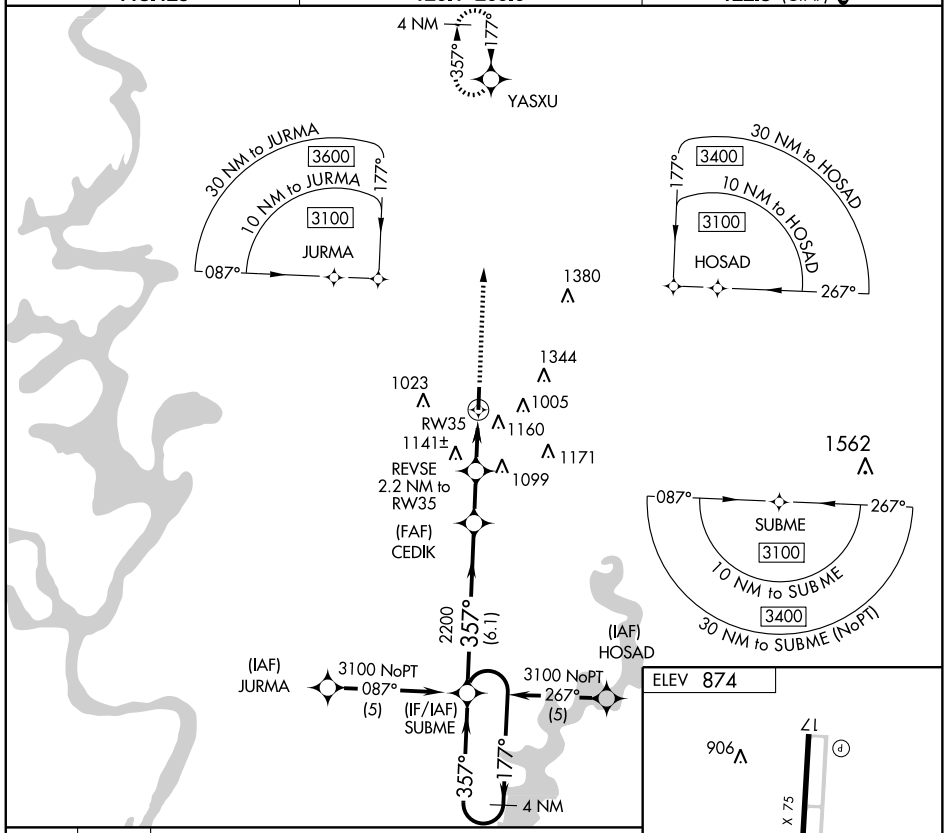
RNAV (GPS) RWY 35

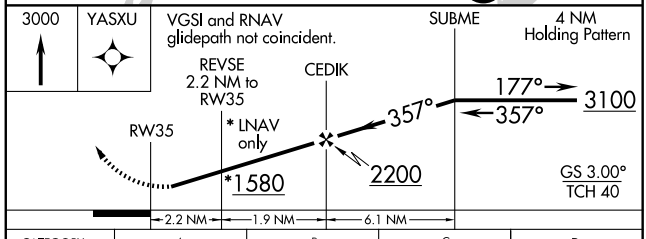
TAHLEQUAH MUNI (TQH)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Muskogee altimeter setting and increase all DAs 92 feet and all LPV visibilities ¼ mile; increase all MDAs 100 feet and LNAV Cat C visibility ¼ mile, circling Cat B ¼ mile and Cat C ½ mile.

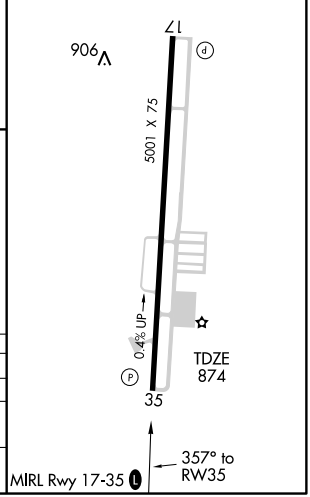
MISSED APPROACH: Climb to 3000 direct YASXU and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.425	126.1 269.0	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1124-1	250 (300-1)		NA
LNAV MDA	1400-1	526 (600-1)	1400-1½ 526 (600-1½)	NA
CIRCLING	1520-1	646 (700-1)	1520-1¾ 646 (700-1¾)	NA



SC-1, 08 APR 2010 to 06 MAY 2010

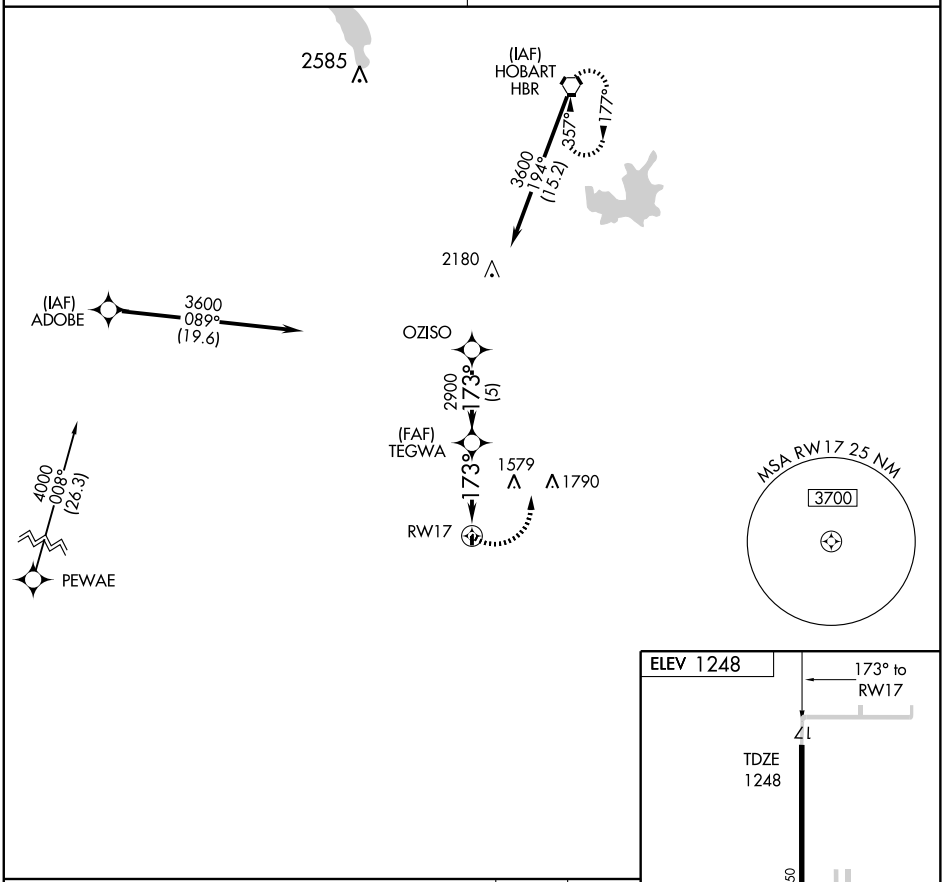
APP CRS	Rwy Idg	3062
173°	TDZE	1248
	Apt Elev	1248

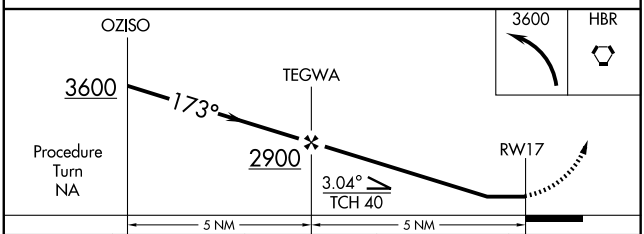
GPS RWY 17
TIPTON MUNI (108)

NA Use Altus AFB altimeter setting.

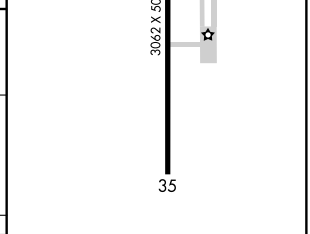
MISSED APPROACH: Climbing left turn to 3600 direct HBR VORTAC and hold.

ALTUS APP CON★	CTAF
125.1 257.725	122.9





CATEGORY	A	B	C	D
S-17	1760-1	512 (600-1)	NA	
CIRCLING	1780-1	532 (600-1)	NA	



MIRL Rwy 17-35

SC-1, 08 APR 2010 to 06 MAY 2010

VORTAC HBR	APP CRS	Rwy Idg	3062
111.8	183°	TDZE	1248
Chan 55		Apt Elev	1248

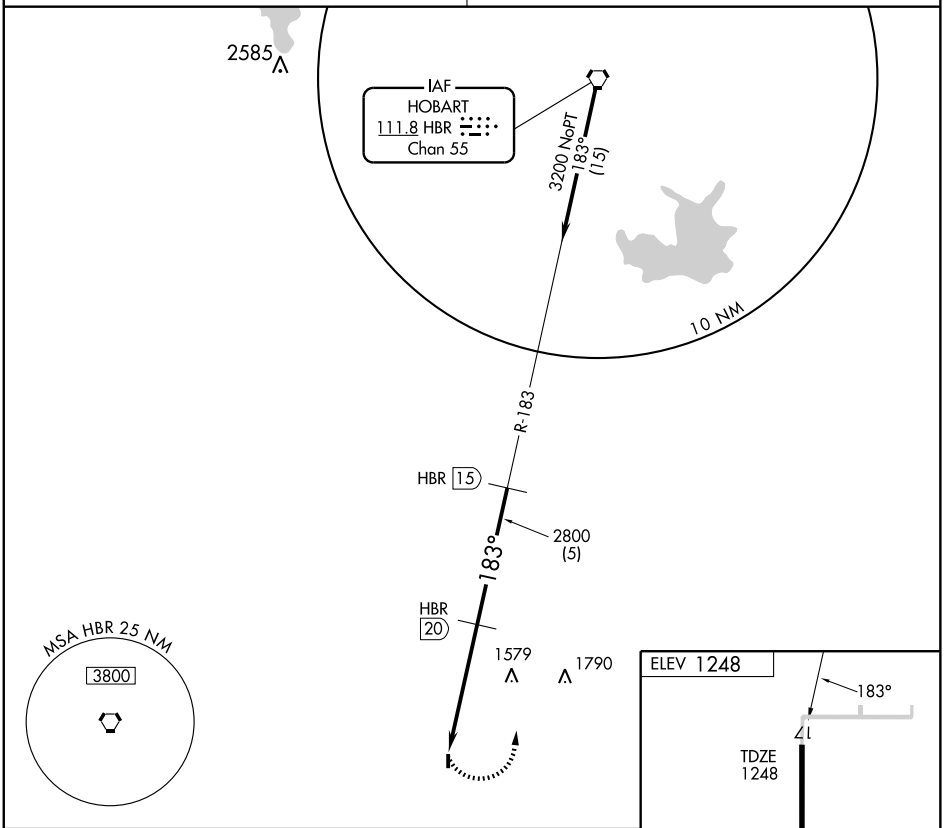
VOR/DME RWY 17

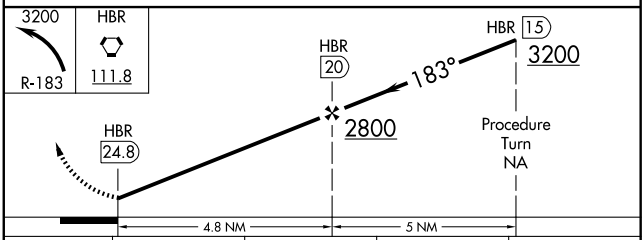
TIPTON MUNI (108)

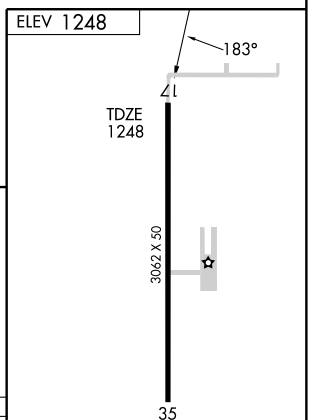
NA Use Altus AFB, OK altimeter setting.

MISSED APPROACH: Climbing left turn to 3200 to HBR VORTAC via R-183.

ALTUS APP CON ★	CTAF
125.1 257.725	122.9







CATEGORY	A	B	C	D
S-17	2000-1 752 (800-1)	2000-1¼ 752 (800-1¼)	NA	
CIRCLING	2000-1 752 (800-1)	2000-1¼ 752 (800-1¼)	NA	

Knots	60	90	120	150	180
Min:Sec					

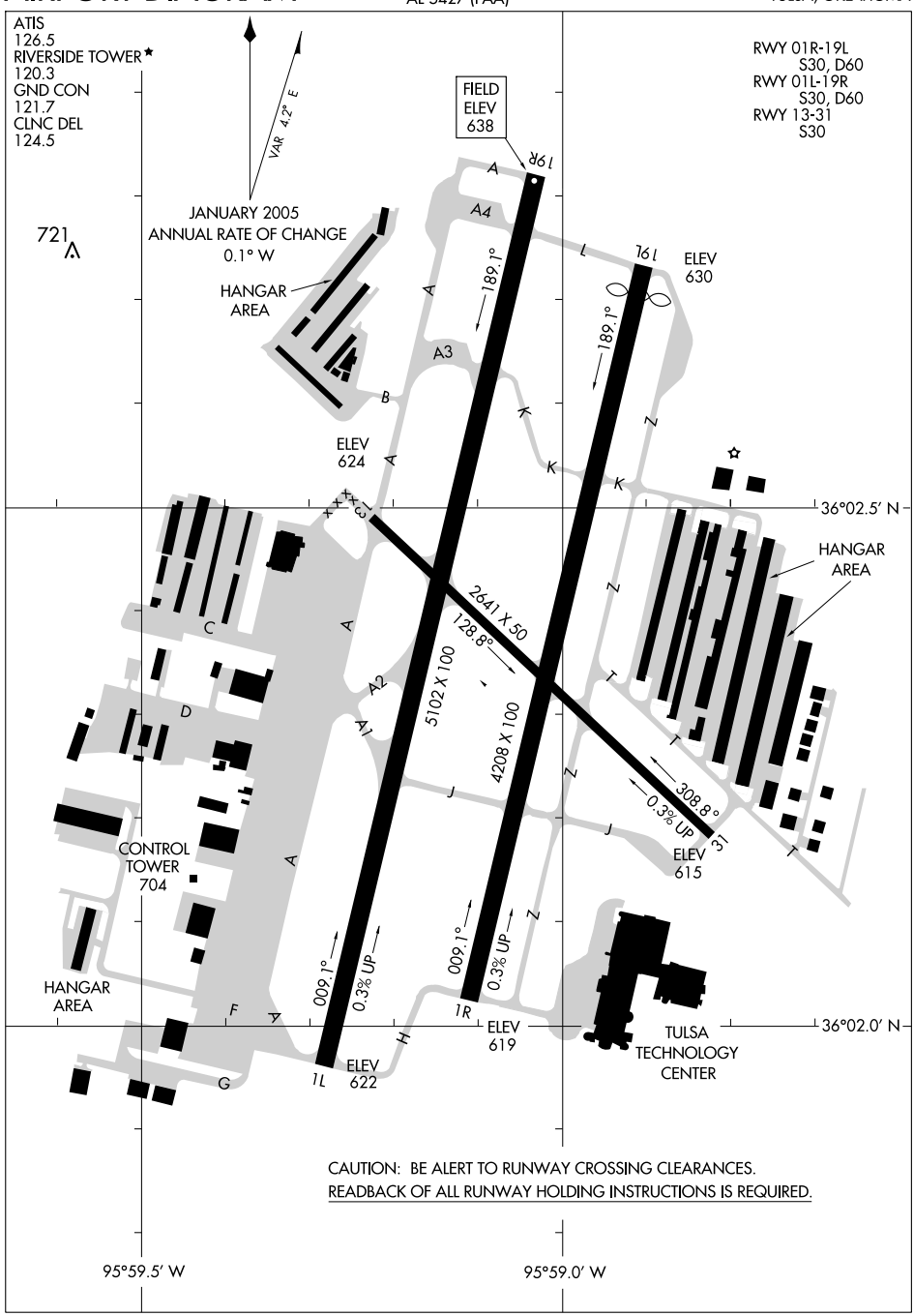
SC-1. 08 APR 2010 to 06 MAY 2010

09295

AIRPORT DIAGRAM

AL-5427 (FAA)

TULSA/ RICHARD LLOYD JONES JR. (RVS)
TULSA, OKLAHOMA



SC-1, 08 APR 2010 to 06 MAY 2010

TULSA, OKLAHOMA AL-5427 (FAA)

LOC I-RVS	APP CRS	Rwy 1L ldg	5102	Rwy 1R ldg	4208
109.95	007°	TDZE	626	TDZE	624
		Apt Elev	638	Apt Elev	638

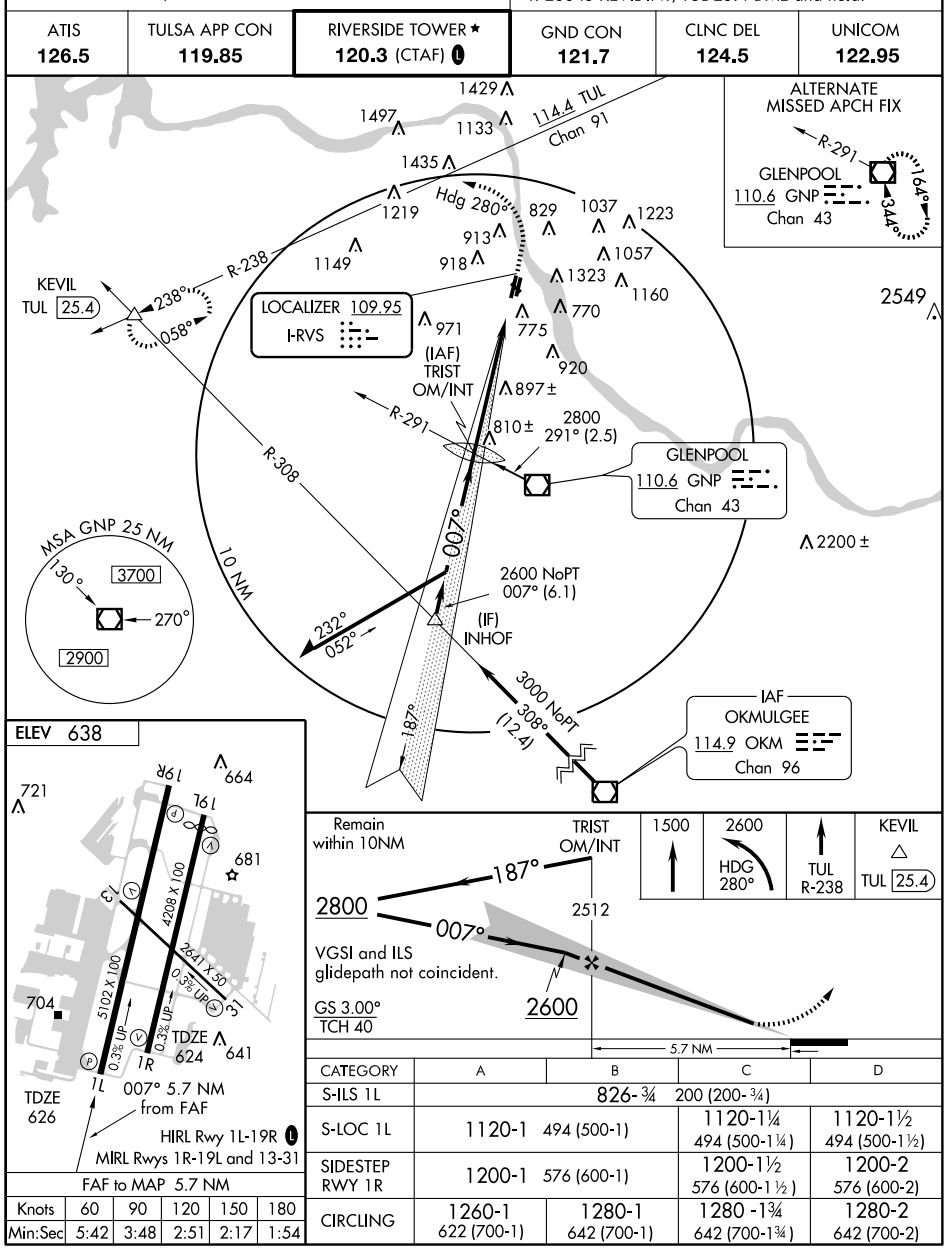
ILS or LOC RWY 1L

TULSA/ RICHARD LLOYD JONES JR. (RVS)

Circling NA northeast of Rwys 31 and 19L. If local altimeter setting not received, use Tulsa Intl altimeter setting: increase DA to 856 feet; increase all MDAs 40 feet.

MISSED APPROACH: Climb to 1500 then climbing left turn to 2600 via heading 280° and TUL VORTAC R-238 to KEVIL INT/TUL 25.4 DME and hold.

ATIS	TULSA APP CON	RIVERSIDE TOWER ★	GND CON	CLNC DEL	UNICOM
126.5	119.85	120.3 (CTAF) L	121.7	124.5	122.95



CATEGORY	A	B	C	D
S-ILS 1L	826-¾ 200 (200-¾)			
S-LOC 1L	1120-1 494 (500-1)		1120-1¼ 494 (500-1¼)	1120-1½ 494 (500-1½)
SIDESTEP RWY 1R	1200-1 576 (600-1)		1200-1½ 576 (600-1½)	1200-2 576 (600-2)
CIRCLING	1260-1 622 (700-1)	1280-1 642 (700-1)	1280 -1¾ 642 (700-1¾)	1280-2 642 (700-2)

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

SC-1, 08 APR 2010 to 06 MAY 2010

WAAS CH 97321 W01A	APP CRS 007°	Rwy Idg 5102 TDZE 626 Apt Elev 638

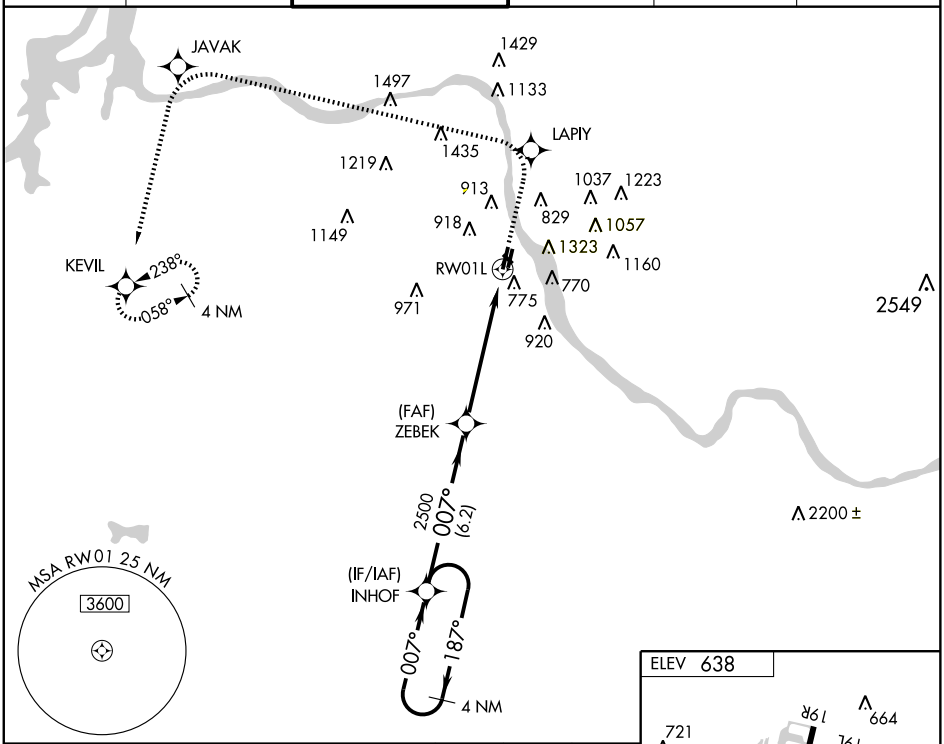
RNAV (GPS) RWY 1L

TULSA/RICHARD LLOYD JONES JR. (RVS)

DME/DME RNP-0.3 NA. VDP NA when using Tulsa Intl altimeter setting. If local altimeter setting not received, use Tulsa Intl altimeter setting and increase all DAs/MDAs 40 feet. Circling NA northeast of runways 31 and 19L.

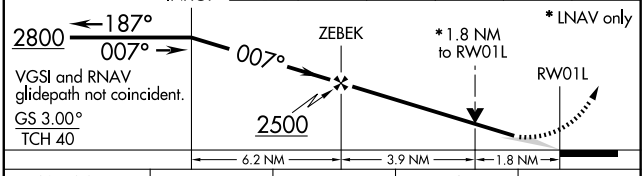
MISSED APPROACH: Climb to 2600 direct LAPIY, then left turn via 277° track to JAVAK, then left turn via 187° track to KEVIL and hold.

ATIS	TULSA APP CON	RIVERSIDE TOWER *	GND CON	CLNC DEL	UNICOM
126.5	119.85	120.3 (CTAF) L	121.7	124.5	122.95

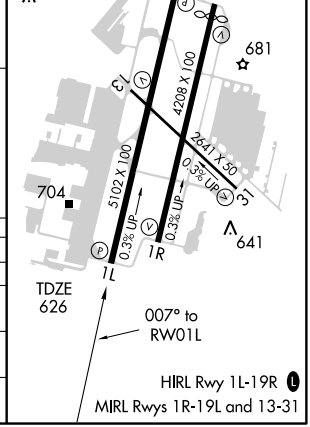


4 NM Holding Pattern

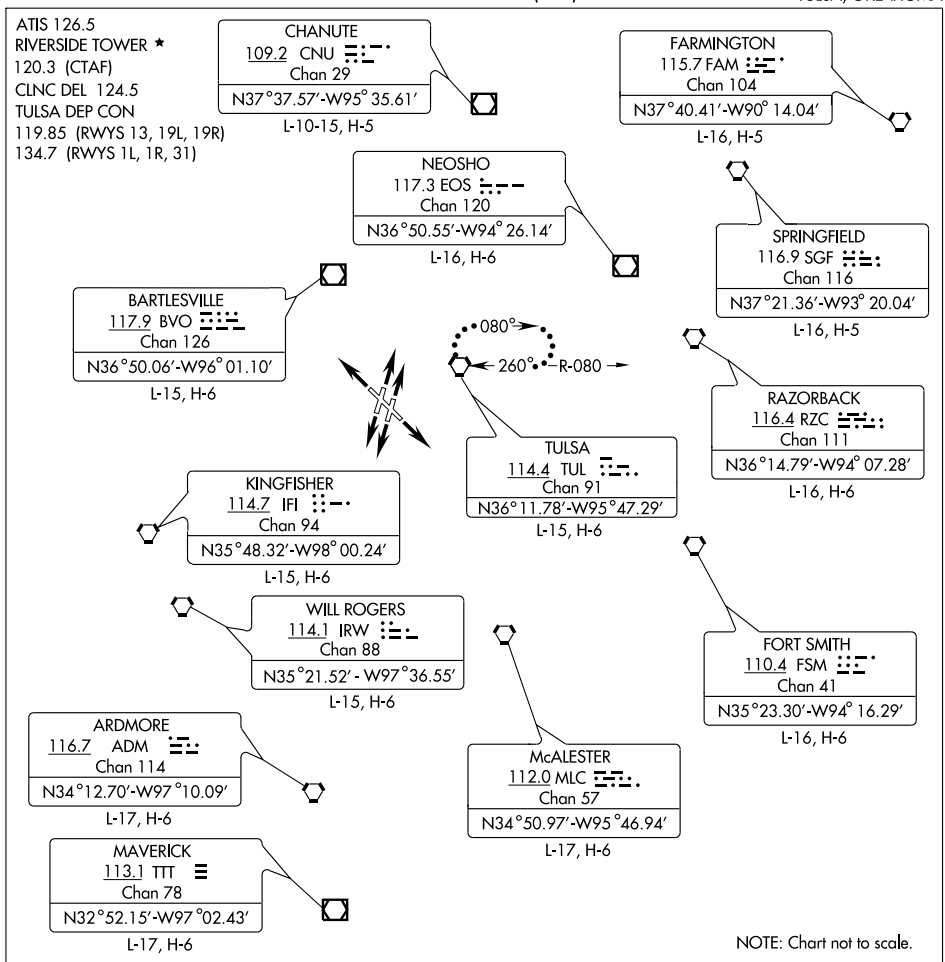
2600	LAPIY	TRK 277°	JAVAK	TRK 187°	KEVIL



CATEGORY	A	B	C	D
LPV DA	930-1 304 (300-1)			
LNAV/VNAV DA	NA			
LNAV MDA	1220-1 594 (600-1)		1220-1½ 594 (600-1½)	1220-1¾ 594 (600-1¾)
CIRCLING	1260-1 622 (700-1)	1280-1 642 (700-1)	1280-1¾ 642 (700-1¾)	1280-2 642 (700-2)



SC-1, 08 APR 2010 to 06 MAY 2010

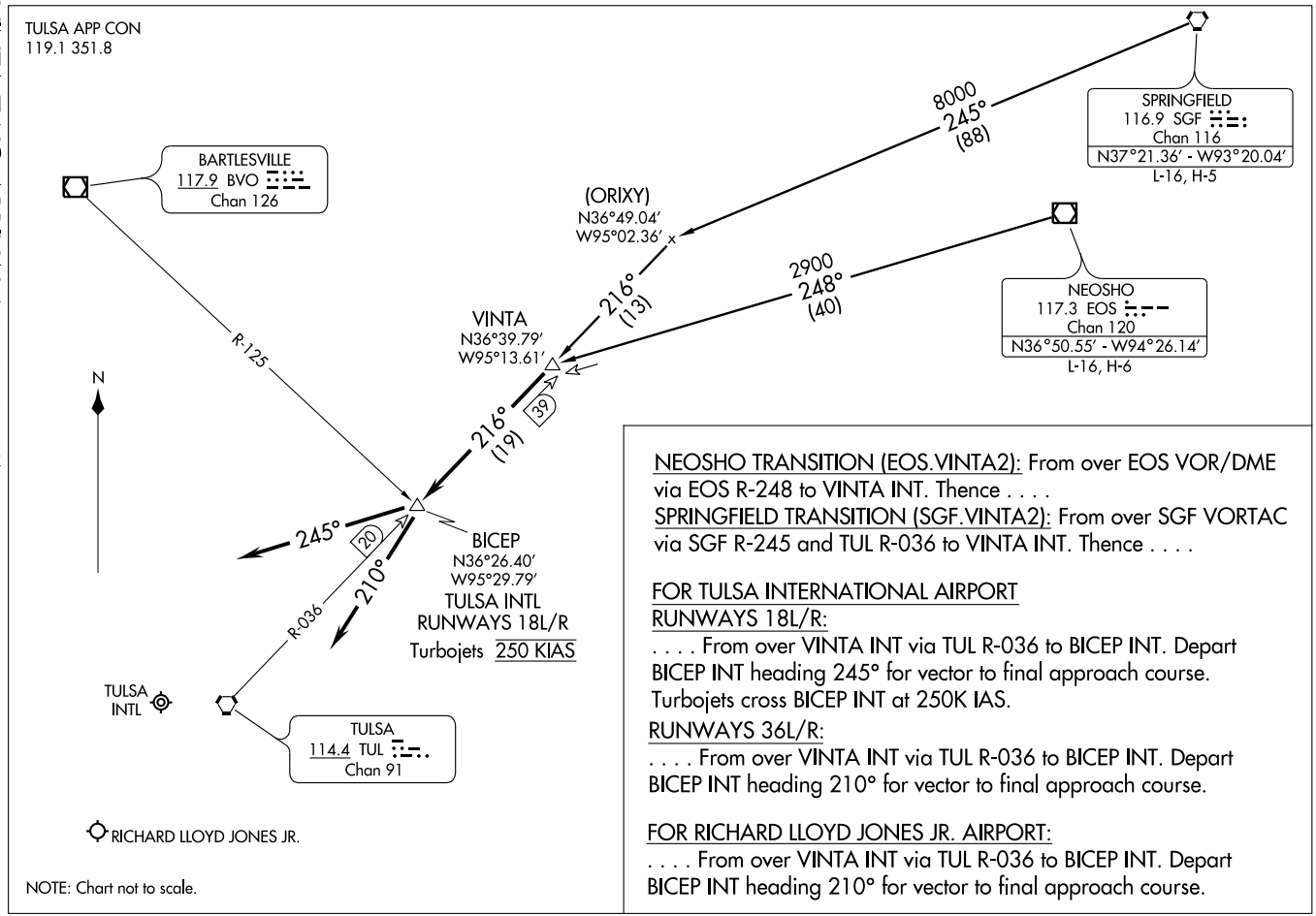


DEPARTURE ROUTE DESCRIPTION

Fly runway heading, expect vector to assigned route. Maintain 15,000 feet or assigned lower altitude; expect further clearance to filed altitude ten minutes after departure.

LOST COMMUNICATIONS: Proceed to and hold East of TUL VORTAC on the 080 radial. Climb to 15,000 or lower requested altitude, then proceed on course via filed route. Climb to requested altitude when established on course.

VINTA TWO ARRIVAL (VINTA.VINTA2)



NOTE: Chart not to scale.

NEOSHO TRANSITION (EOS.VINTA2): From over EOS VOR/DME via EOS R-248 to VINTA INT. Thence . . . .

SPRINGFIELD TRANSITION (SGF.VINTA2): From over SGF VORTAC via SGF R-245 and TUL R-036 to VINTA INT. Thence . . . .

FOR TULSA INTERNATIONAL AIRPORT

RUNWAYS 18L/R:

. . . . From over VINTA INT via TUL R-036 to BICEP INT. Depart BICEP INT heading 245° for vector to final approach course. Turbojets cross BICEP INT at 250K IAS.

RUNWAYS 36L/R:

. . . . From over VINTA INT via TUL R-036 to BICEP INT. Depart BICEP INT heading 210° for vector to final approach course.

FOR RICHARD LLOYD JONES JR. AIRPORT:

. . . . From over VINTA INT via TUL R-036 to BICEP INT. Depart BICEP INT heading 210° for vector to final approach course.

VORTAC TUL	APP CRS	Rwy Idg	NA
114.4	037°	TDZE	NA
Chan 91		Apt Elev	638

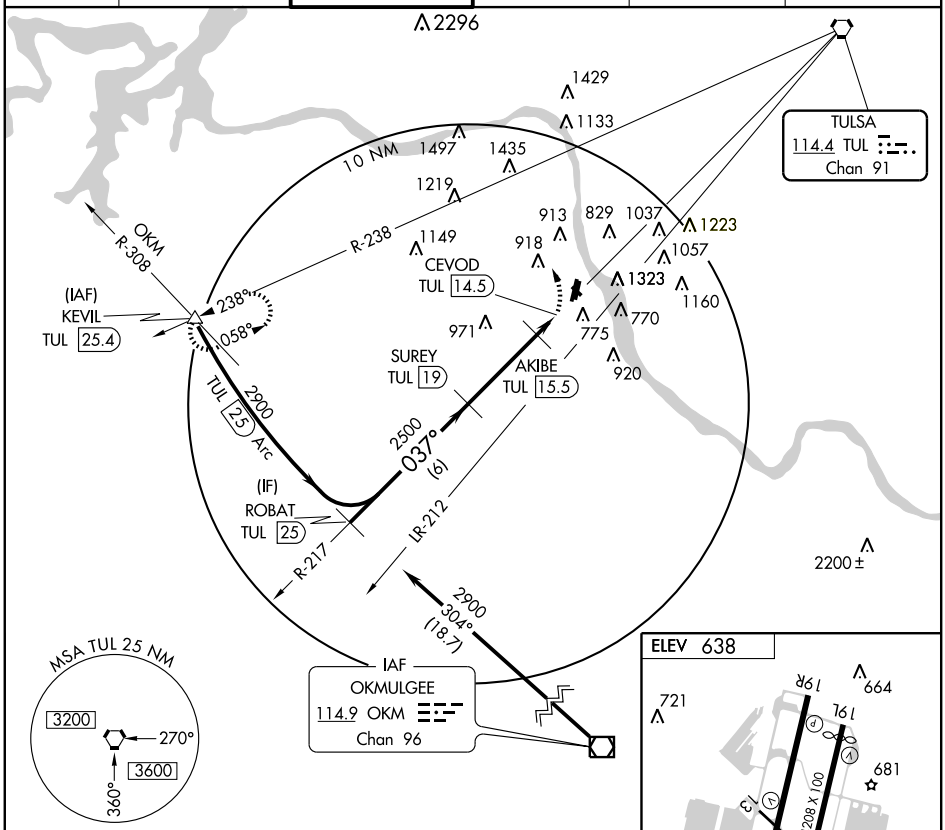
VOR/DME-A

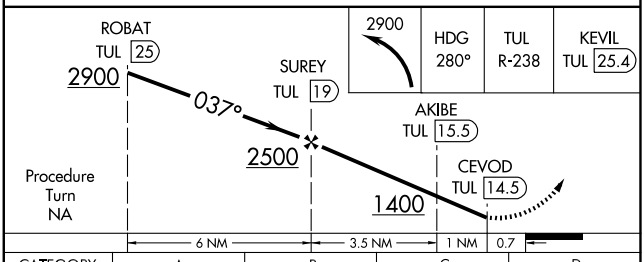
TULSA/RICHARD LLOYD JONES JR. (RVS)

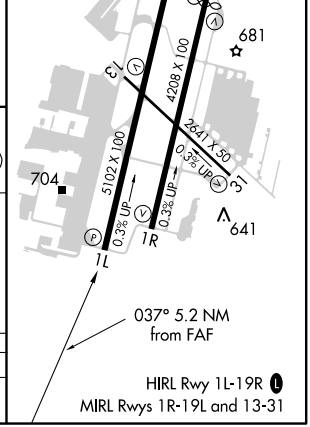
When local altimeter setting not received, use Tulsa Intl altimeter setting and increase MDA 40 feet; increase Cat C/D visibilities ¼ mile. Circling NA northeast of Rwys 31 and 19L.

MISSED APPROACH: Climbing left turn to 2900 via heading 280° and TUL R-238 to KEVIL Int/TUL 25.4 DME and hold.

ATIS	TULSA APP CON	RIVERSIDE TOWER★	GND CON	CLNC DEL	UNICOM
126.5	119.85	120.3 (CTAF) L	121.7	124.5	122.95







CATEGORY	A	B	C	D
CIRCLING	1260-1 622 (700-1)	1280-1 642 (700-1)	1280-1¾ 642 (700-1¾)	1280-2 642 (700-2)

HIRL Rwy 1L-19R L
MIRL Rwys 1R-19L and 13-31

SC-1, 08 APR 2010 to 06 MAY 2010

VOR/DME GNP	APP CRS	Rwy Idg	5102
110.6	344°	TDZE	626
Chan 43		Apt Elev	638

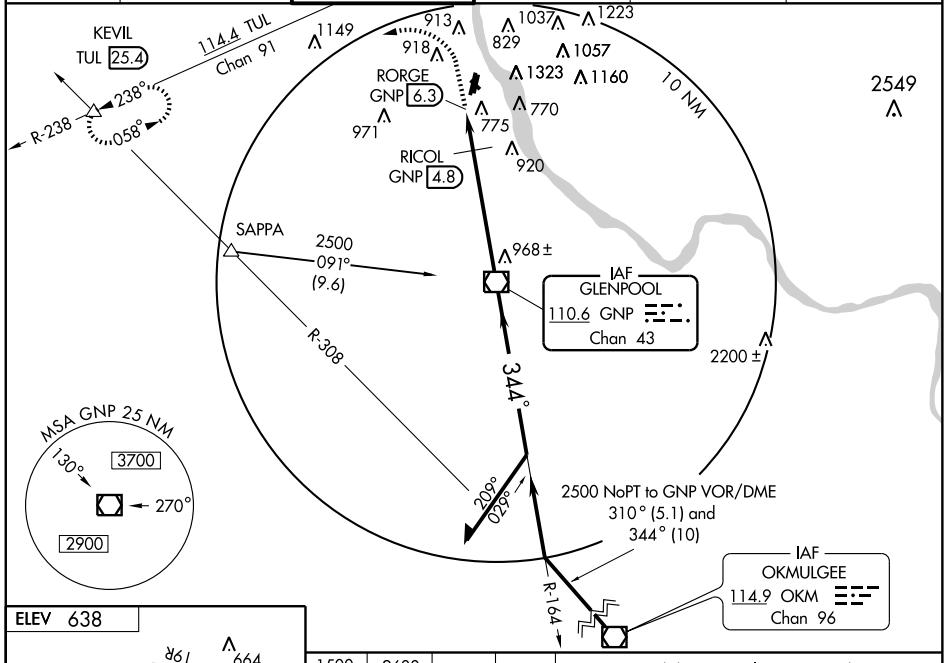
VOR RWY 1L

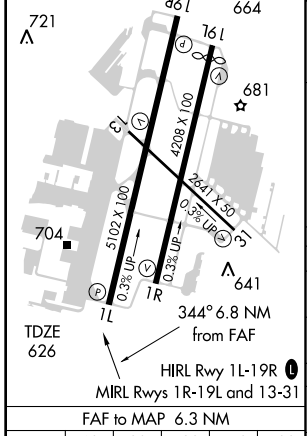
TULSA/ RICHARD LLOYD JONES JR. (RVS)

Circling not authorized northeast of Rwys 31 and 19L. If local altimeter setting not received; use Tulsa Intl altimeter setting and increase all MDAs 40 ft.

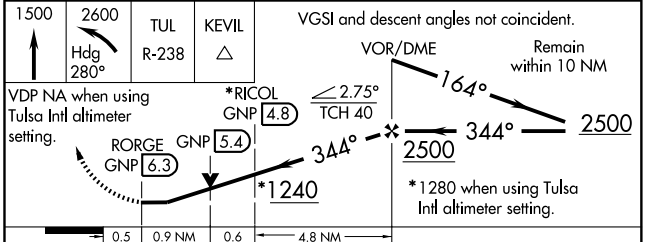
MISSED APPROACH: Climb to 1500 then climbing left turn to 2600 via heading 280° and TUL VORTAC R-238 to KEVIL Int and hold.

ATIS	TULSA APP CON	RIVERSIDE TOWER★	GND CON	CLNC DEL	UNICOM
126.5	119.85	120.3 (CTAF)	121.7	124.5	122.95





FAF to MAP 6.3 NM					
Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06



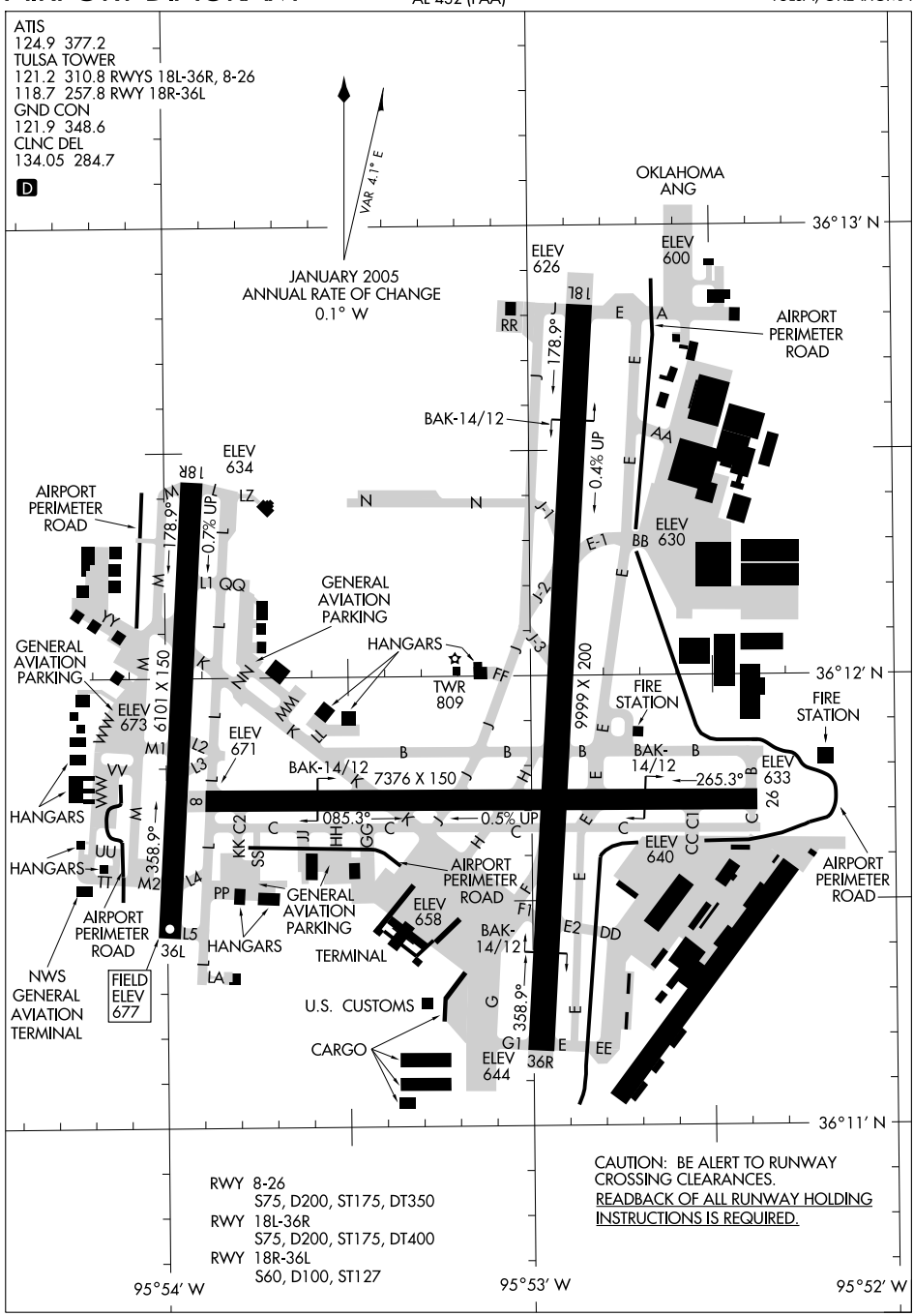
CATEGORY	A	B	C	D
S-1L	1240-1 614 (700-1)		1240-1¾ 614 (700-1¾)	1240-2 614 (700-2)
CIRCLING	1260-1 622 (700-1)	1280-1 642 (700-1)	1280-1¾ 642 (700-1¾)	1280-2 642 (700-2)
RICOL FIX MINIMUMS				
S-1L	1080-1 454 (500-1)		1080-1¼ 454 (500-1¼)	1080-1½ 454 (500-1½)
CIRCLING	1260-1 622 (700-1)	1280-1 642 (700-1)	1280-1¾ 642 (700-1¾)	1280-2 642 (700-2)

SC-1, 08 APR 2010 to 06 MAY 2010

AIRPORT DIAGRAM

AL-432 (FAA)

TULSA INTL (TUL)
TULSA, OKLAHOMA



RWY 8-26
S75, D200, ST175, DT350
RWY 18L-36R
S75, D200, ST175, DT400
RWY 18R-36L
S60, D100, ST127

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SC-1, 08 APR 2010 to 06 MAY 2010

HI-VOR/DME or TACAN RWY 26

VORTAC TUL	APCH CRS	Rwy ldg	7376
114.4	262°	TDZE	651
Chan 91		Arpt Elev	677

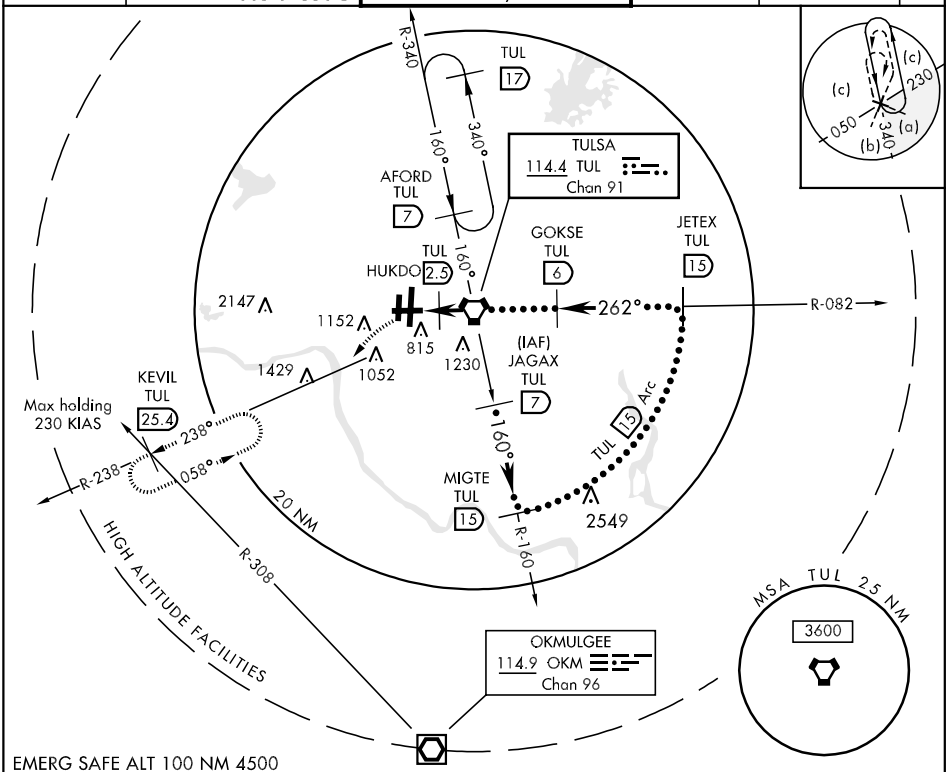
JAL-432 [USAF]

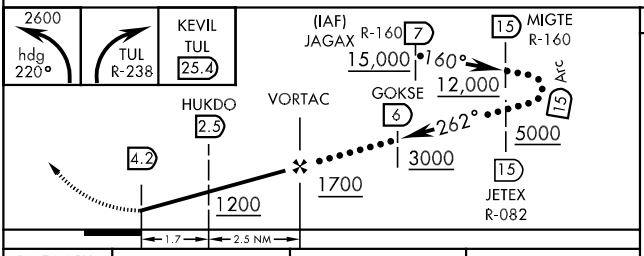
TULSA INTL (KTUL)

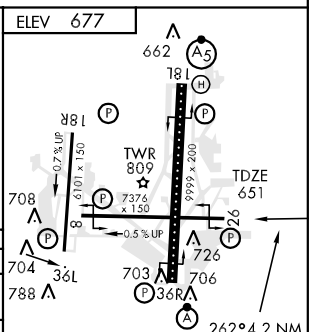
* CAT E circling not authorized S of Rwy 08-26.

MISSED APPROACH: Climbing left turn to 2600 via heading 220° and TUL R-238 to KEVIL INT/TUL 25.4 DME and hold.

ATIS	TULSA APP CON	TULSA TOWER	GND CON	CLNC DEL	ASR
124.9 377.2	175°- 354° 124.0 338.3 355°- 174° 119.1 351.8	121.2 310.8 Rwys 18L-36R, 8-26 118.7 257.8 Rwy 18R-36L	121.9 348.6	134.05 284.7	







CATEGORY	C	D	E
S-26	1060-1¼ 409 (400-1¼)		1060-1½ 409 (400-1½)
CIRCLING *	1140-1½ 463 (500-1½)	1300-2 623 (700-2)	1300-2¼ 623 (700-2¼)
S-ASR 26	1060-1¼ 409 (400-1¼)		1060-1½ 409 (400-1½)

MIRL Rwy 8-26
REIL Rwy 8, 18R, 26, 36L
TDZL/CL Rwy 36R
HIRL Rwy 18L-36R, 18R-36L

LOC/DME I-DWE	APP CRS	Rwy Idg	9999
109.7	177°	TDZE	641
Chan 34		Apt Elev	677

ILS or LOC RWY 18L

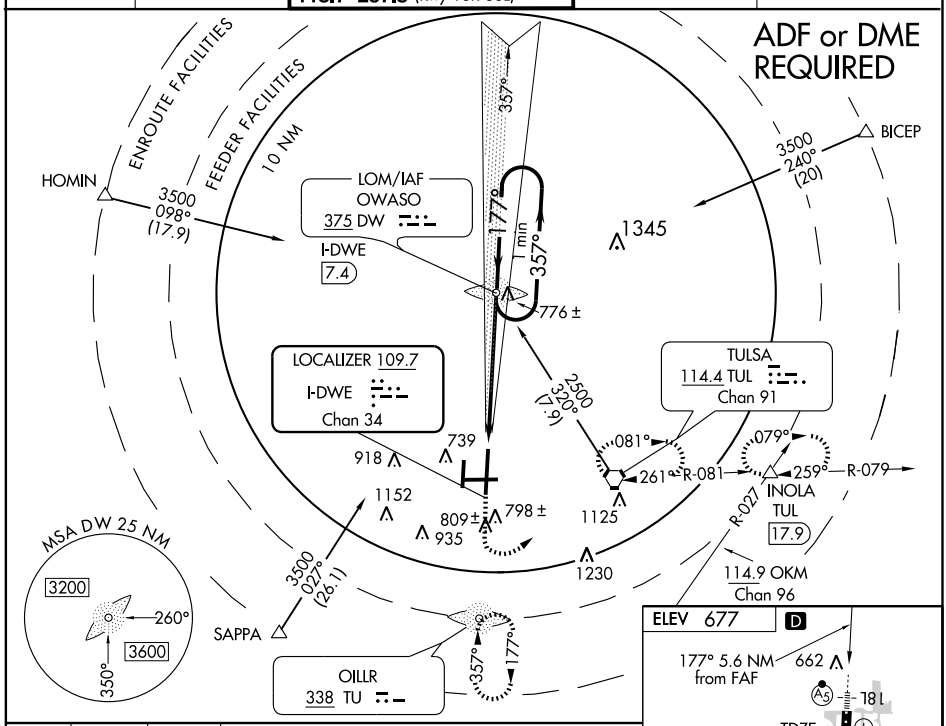
TULSA INTL (TUL)

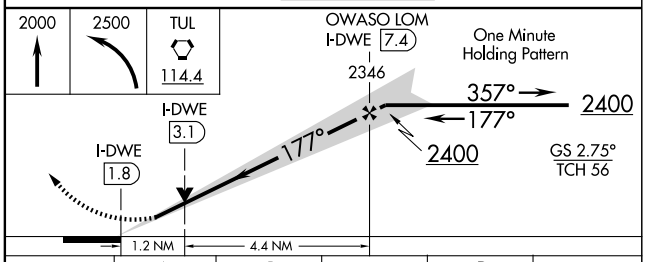
Circling NA for Cat. E south of runway 8-26.
Autopilot coupled approach NA below 1288.
ASR For inoperative MALSR, increase S-LOC 18L Cat. E visibility to 1½ mile and, increase S-ILS 18L Cat. E visibility to RVR 4000.

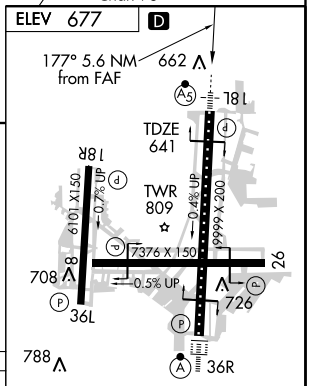
MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 2500 direct TUL VORTAC and hold. (TACAN aircraft climb to 1800 then climbing left turn to 3500 via TUL VORTAC R-079 to INOLA INT/17.9 DME and hold E, RT, 259° inbound.)

ATIS	TULSA APP CON	TULSA TOWER	GND CON	CLNC DEL
124.9 377.2	124.0 338.3	121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	121.9 348.6	134.05 284.7







CATEGORY	A	B	C	D	E
S-ILS 18L	841/24 200 (200-½)				
S-LOC 18L	1040/24 399 (400-½)			1040/40 399 (400-¾)	1040/50 399 (400-1)
CIRCLING	1120-1 443 (500-1)	1140-1 463 (500-1)	1140-1½ 463 (500-1½)	1300-2 623 (700-2)	1300-2¼ 623 (700-2¼)

TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R, 26 and 36L

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

SC-1, 08 APR 2010 to 06 MAY 2010

LOC I-TJY	APP CRS	Rwy Idg	6101
111.1	177°	TDZE	667
		Apt Elev	677

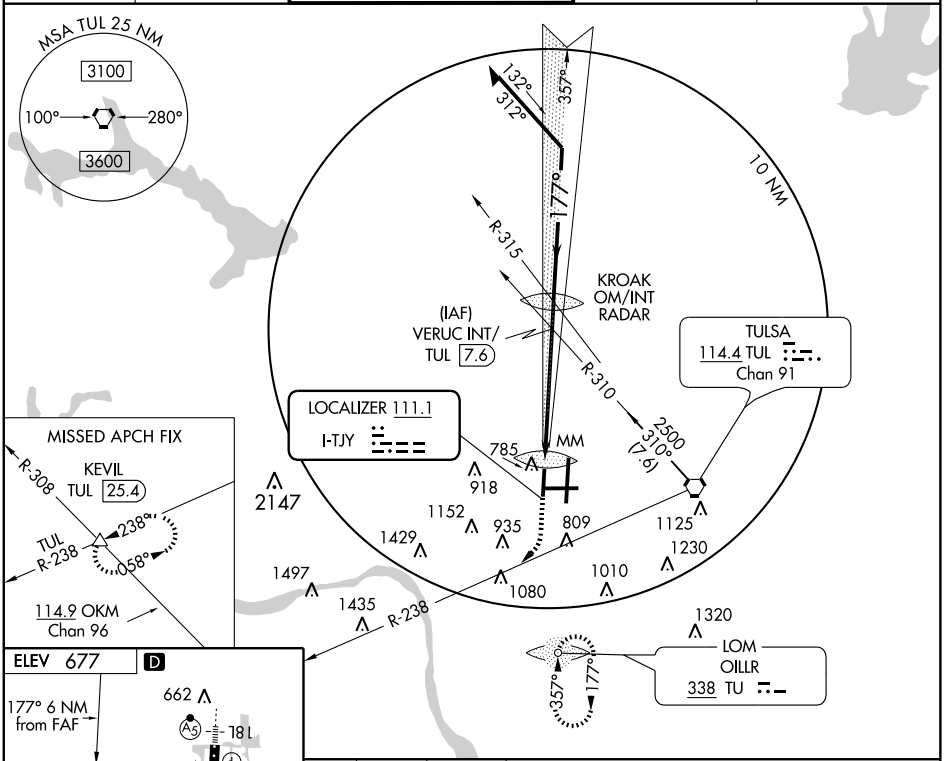
ILS or LOC RWY 18R

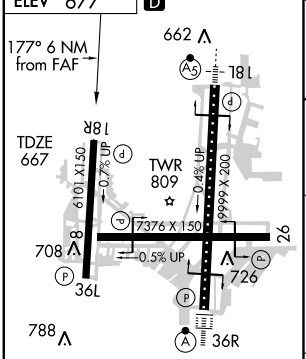
TULSA INTL (TUL)

ASR

MISSED APPROACH: Climb to 1400 then climbing right turn to 2600 via TUL VORTAC R-238 to KEVIL INT/TUL 25.4 DME and hold.

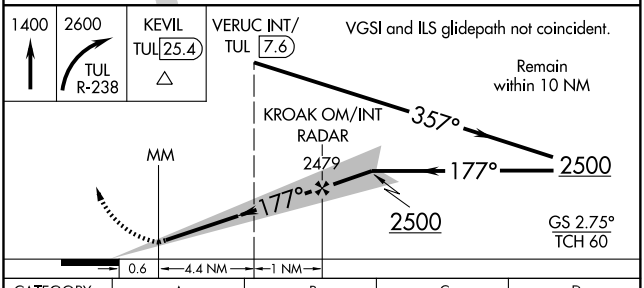
ATIS	TULSA APP CON	TULSA TOWER	GND CON	CLNC DEL
124.9 377.2	124.0 338.3	121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	121.9 348.6	134.05 284.7





TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R, 26 and 36L

FAF to MAP	6 NM				
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00



CATEGORY	A	B	C	D
S-ILS 18R	867-¾ 200 (200-¾)			
S-LOC 18R	1080-1 413 (500-1)		1080-1¼ 413 (500-1¼)	
CIRCLING	1120-1 443 (500-1)	1140-1 463 (500-1)	1140-1½ 463 (500-1½)	1300-2 623 (700-2)

SC-1, 08 APR 2010 to 06 MAY 2010

LOC/DME I-TUL	APP CRS	Rwy Idg	9999
110.3	357°	TDZE	650
Chan 40		Apt Elev	677

ILS or LOC RWY 36R

TULSA INTL (TUL)

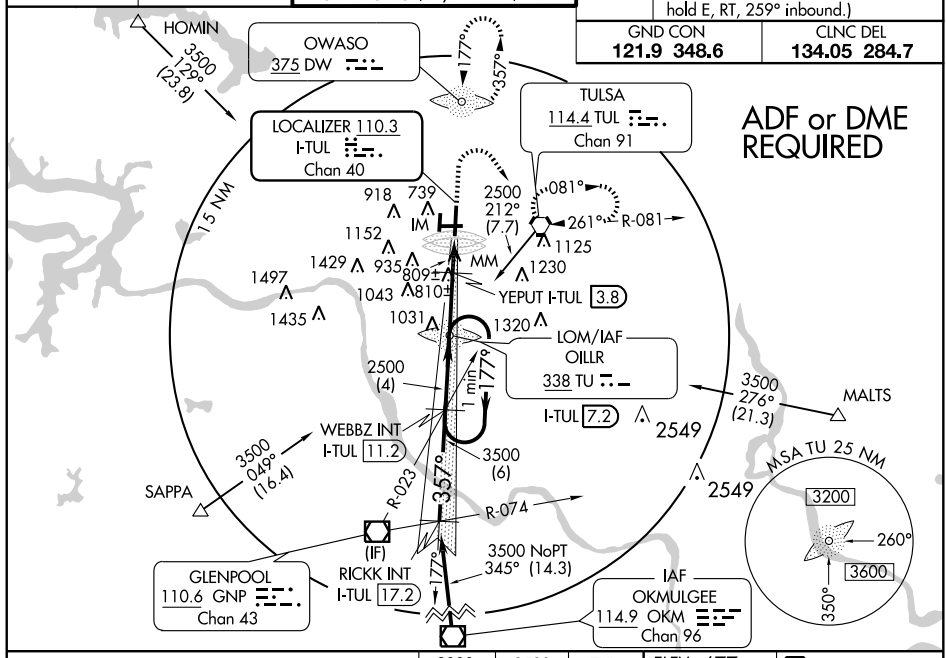
For inoperative ALSF, increase S-ILS 36R Cat E visibility to RVR 4000, and increase S-LOC 36R Cat E visibility to 2¼ mile. YEPUT fix minimums: For inoperative ALSF, increase S-LOC 36R Cat E visibility to 1½ mile.

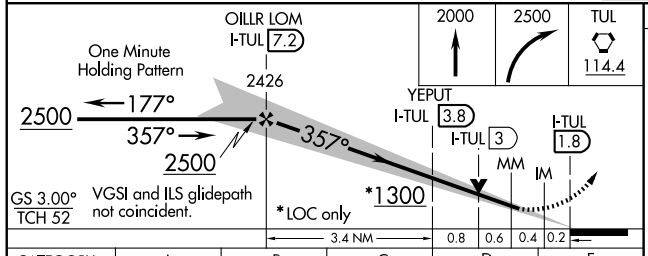
ASR

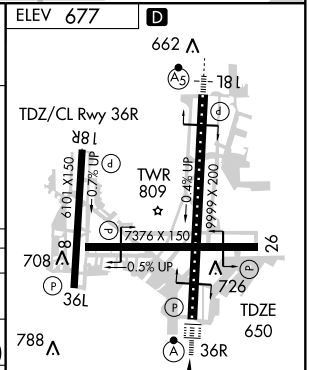
ALSF-2

MISSED APPROACH: Climb to 2000 then climbing right turn to 2500 direct TUL VORTAC and hold. (TACAN aircraft climb to 2000 then climbing right turn to 3500 via TUL VORTAC R-079 to INOLA INT/ 17.9 DME and hold E, RT, 259° inbound.)

ATIS	TULSA APP CON	TULSA TOWER	GND CON	CLNC DEL
124.9 377.2	124.0 338.3	121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	121.9 348.6	134.05 284.7







CATEGORY	A	B	C	D	E
S-ILS 36R	850/18 200 (200-½)				850/24 200 (200-½)
S-LOC 36R	1300/24 650 (700-½)		1300/60 650 (700-1¼)	1300-1½ 650 (700-1½)	1300-1¾ 650 (700-1¾)
CIRCLING	1300-1 623 (700-1)		1300-1¾ 623 (700-1¾)	1300-2 623 (700-2)	NA
YEPUT FIX MINIMUMS					
S-LOC 36R	1060/24 410 (400-½)		1060/40 410 (400-¾)		1060/50 410 (400-1)
CIRCLING	1120-1 443 (500-1)	1140-1 463 (500-1)	1140-1½ 463 (500-1½)	1300-2 623 (700-2)	NA

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

SC-1, 08 APR 2010 to 06 MAY 2010

LOC/DME I-TUL	APP CRS	Rwy Idg	9999
110.3 Chan40	357°	TDZE	650
		Apt Elev	677

ILS RWY 36R (CAT II)

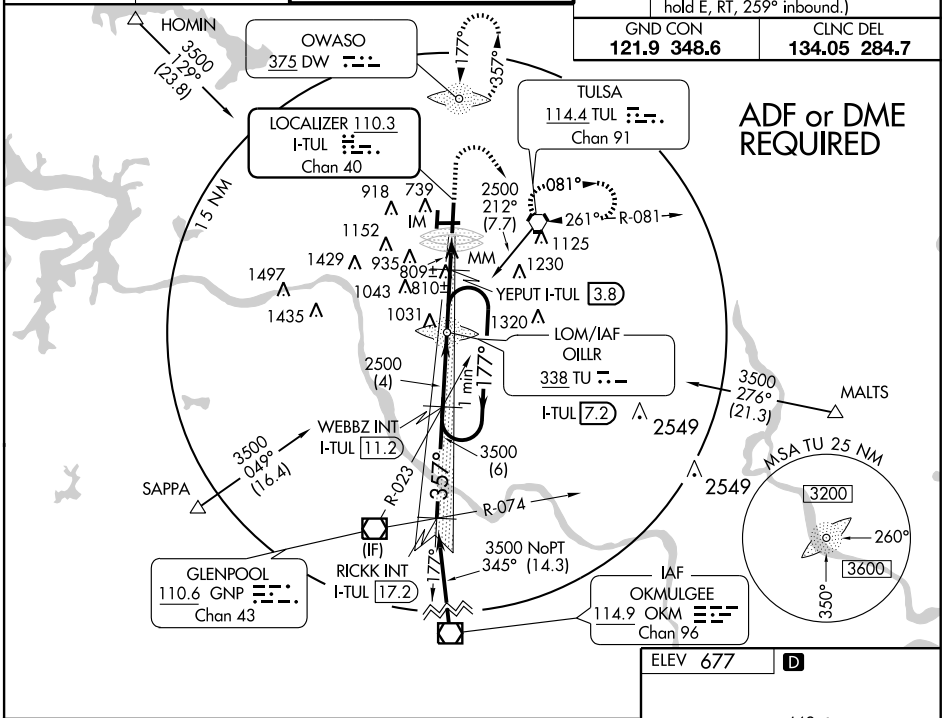
TULSA INTL (TUL)

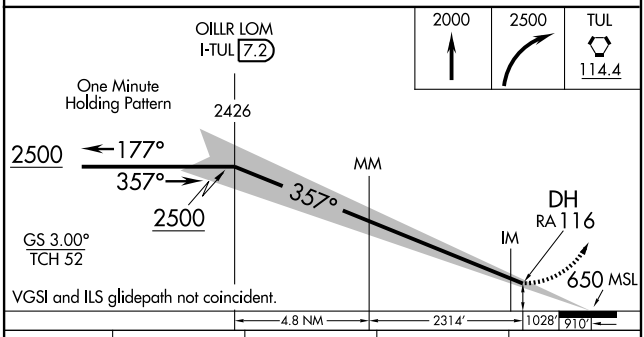
For inoperative ALSF, increase S-ILS 36R Cat E visibility to RVR 4000, and increase S-LOC 36R Cat E visibility to 2¼ mile. YEPUT fix minimums: For ASR inoperative ALSF, increase S-LOC 36R Cat E visibility to 1½ mile.

ALSF-2

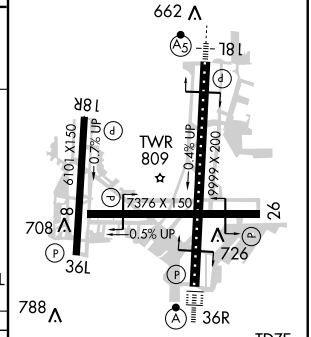
MISSED APPROACH: Climb to 2000 then climbing right turn to 2500 direct TUL VORTAC and hold. (TACAN aircraft climb to 2000 then climbing right turn to 3500 via TUL VORTAC R-079 to INOLA INT/ 17.9 DME and hold E, RT, 259° inbound.)

ATIS	TULSA APP CON	TULSA TOWER	GND CON	CLNC DEL
124.9 377.2	124.0 338.3	121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	121.9 348.6	134.05 284.7





CATEGORY II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R, 26 and 36L

SC-1, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	7376
083°	TDZE	671
	Apt Elev	677

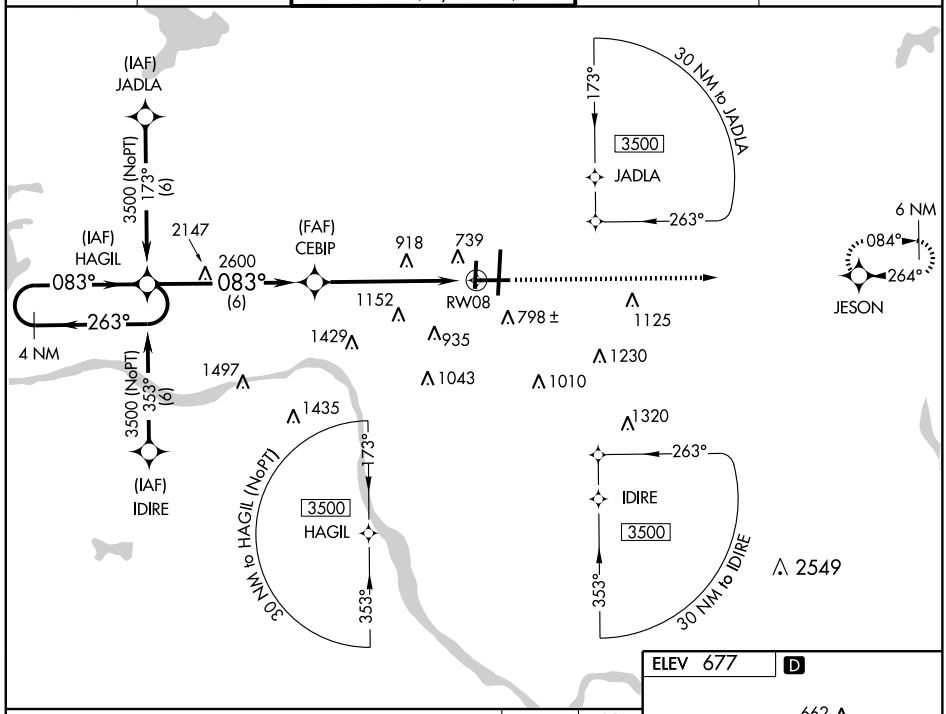
RNAV (GPS) RWY 8

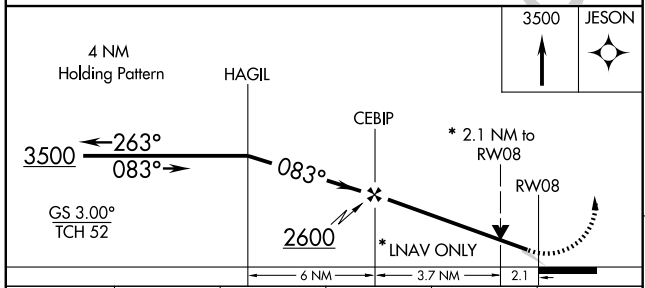
TULSA INTL (TUL)

Cat. E circling not authorized south of Rwy 8-26.
NA Baro-VNAV NA BELOW -16°C (3°F).
ASR DME/DME RNP-0.3 NA.

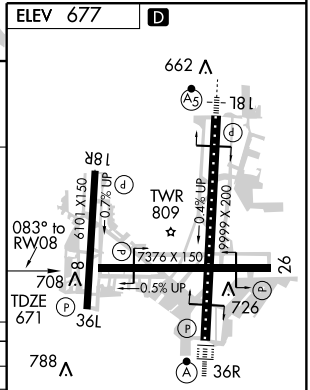
MISSED APPROACH: Climb to 3500 direct JESON and hold.

ATIS	TULSA APP CON	TULSA TOWER	GND CON	CLNC DEL
124.9 377.2	124.0 338.3	121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	121.9 348.6	134.05 284.7





CATEGORY	A	B	C	D	E
GLS PA DA	NA				
LNAV/VNAV DA	1061-1¼ 390 (400-1¼)				
LNAV MDA	1380-1 709 (800-1)		1380-2 709 (800-2)	1380-2¼ 709 (800-2¼)	1380-2½ 709 (800-2½)
CIRCLING	1380-1 703 (800-1)		1380-2 703 (800-2)	1380-2¼ 703 (800-2¼)	1380-2½ 703 (800-2½)



TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R, 26 and 36L

SC-1, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	9999
CH 93504	177°	TDZE	641
W18A		Apt Elev	677

RNAV (GPS) RWY 18L
TULSA INTL (TUL)

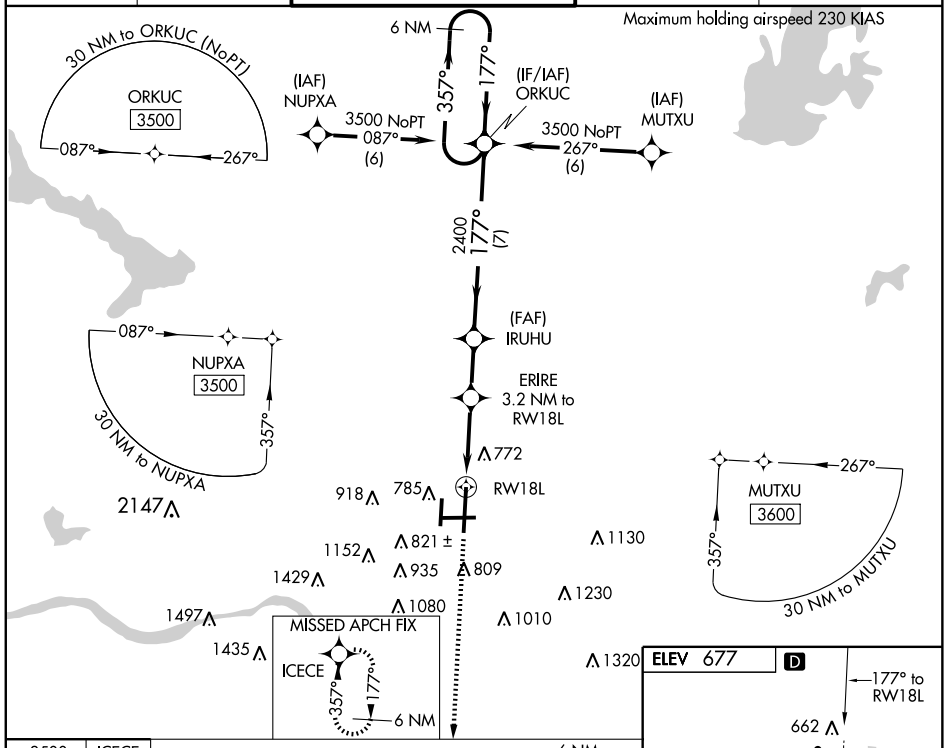
ASR: Circling NA for Cat E south of Rwy 8-26. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LPV all Cats visibility ½ mile, LNAV/VNAV Cat E visibility to 1¾, and LNAV Cat E visibility to 1½.

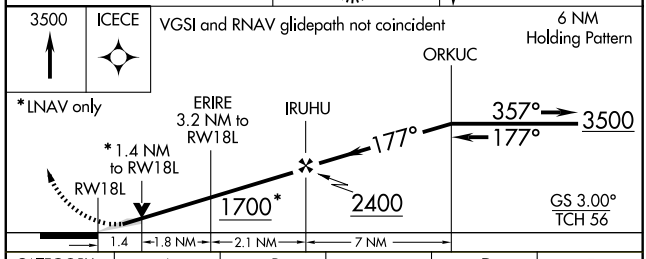
MALSR

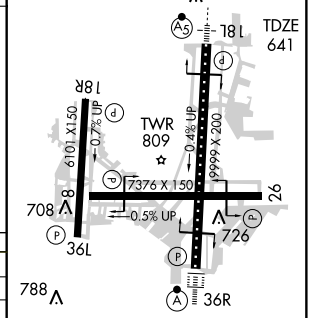
MISSED APPROACH: Climb to 3500 direct ICECE and hold.

ATIS	TULSA APP CON	TULSA TOWER	GND CON	CLNC DEL
124.9 377.2	124.0 338.3	121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	121.9 348.6	134.05 284.7

Maximum holding airspeed 230 KIAS







CATEGORY	A	B	C	D	E
LPV DA	908/24 267 (300-½)				
LNAV/VNAV DA	1117/60 476 (500-1¼)				
LNAV MDA	1080/24 439 (500-½)		1080/40 439 (500-¾)	1080/50 439 (500-1)	
CIRCLING	1120-1 443 (500-1)	1140-1 463 (500-1)	1140-1½ 463 (500-1½)	1300-2 623 (700-2)	1300-2¼ 623 (700-2¼)

TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R, 26 and 36L

SC-1. 08 APR 2010 to 06 MAY 2010

WAAS CH 69614 W18B	APP CRS 177°	Rwy Idg 6101 TDZE 667 Apt Elev 677

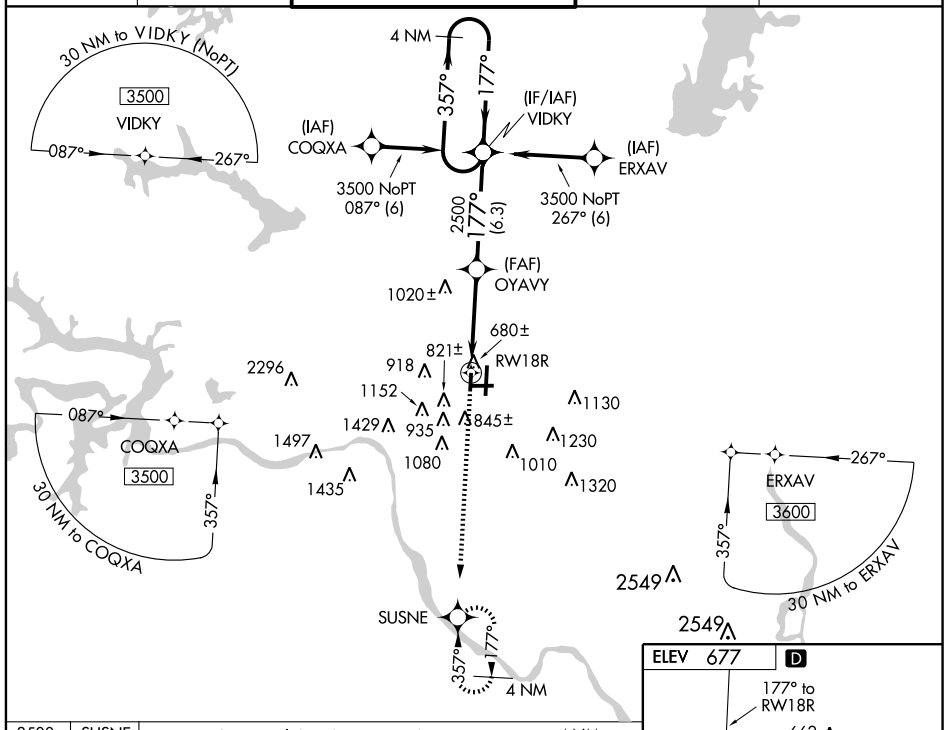
RNAV (GPS) RWY 18R
TULSA INTL (TUL)

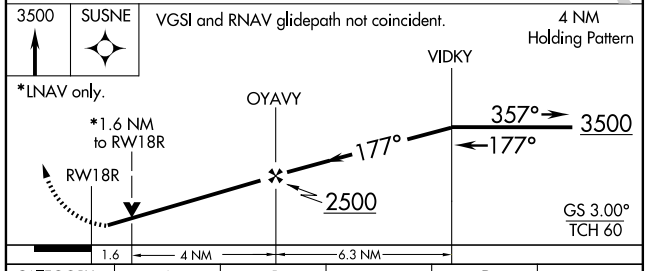
ASR

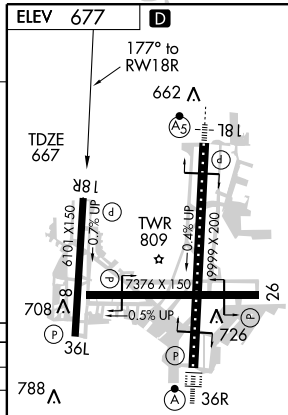
Circling NA for Cat E south of Rwy 8-26. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3500 direct SUSNE and hold

ATIS	TULSA APP CON	TULSA TOWER	GND CON	CLNC DEL
124.9 377.2	124.0 338.3	121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	121.9 348.6	134.05 284.7







CATEGORY	A	B	C	D	E
LPV DA	867-¾ 200 (200-¾)				
LNAV/VNAV DA	978-1¼ 311 (400-1¼)				
LNAV MDA	1160-1 493 (500-1)		1160-1¼ 493 (500-1¼)	1160-1½ 493 (500-1½)	1160-1¾ 493 (500-1¾)
CIRCLING	1160-1 483 (500-1)		1160-1½ 483 (500-1½)	1300-2 623 (700-2)	1300-2¼ 623 (700-2¼)

TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R, 26 and 36L

SC-1. 08 APR 2010 to 06 MAY 2010

WAAS CH 93814 W26A	APP CRS 263°	Rwy Idg 7376 TDZE 651 Apt Elev 677

RNAV (GPS) RWY 26

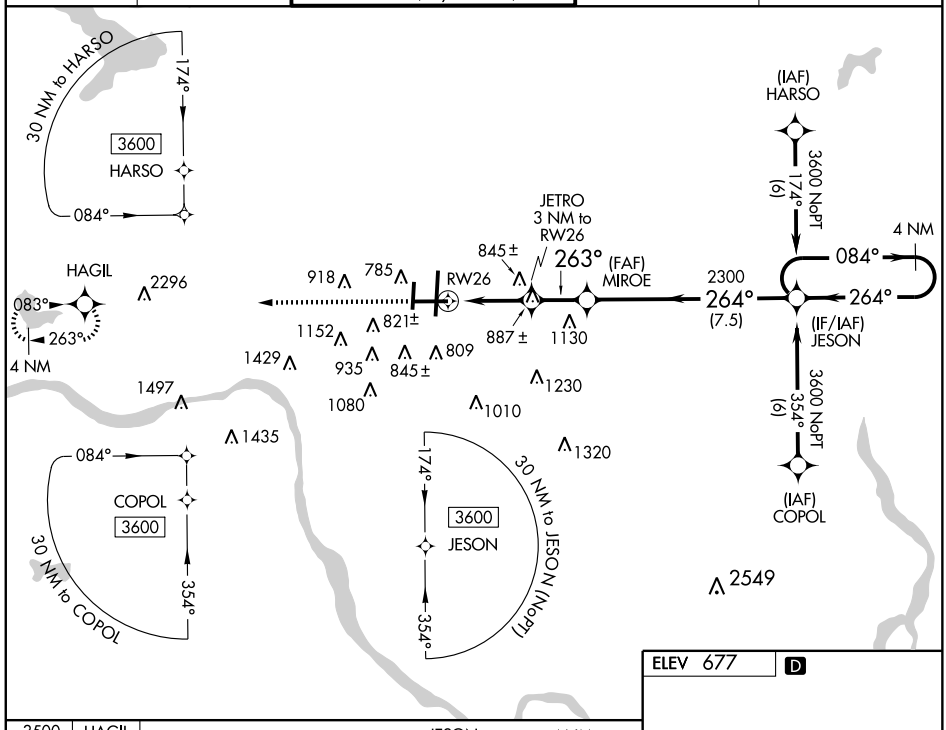
TULSA INTL (TUL)

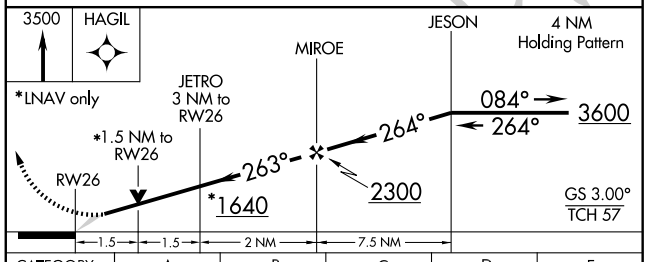
ASR

Circling NA for Cat E south of Rwy 8-26. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

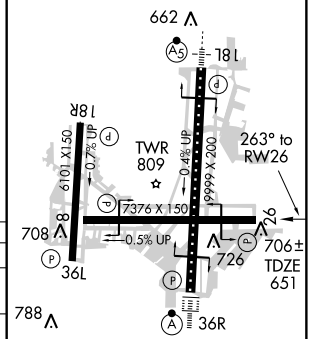
MISSED APPROACH: Climb to 3500 direct HAGIL and hold.

ATIS	TULSA APP CON	TULSA TOWER	GND CON	CLNC DEL
124.9 377.2	124.0 338.3	121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	121.9 348.6	134.05 284.7





CATEGORY	A	B	C	D	E
LPV DA	901-1 250 (300-1)				
LNAV/VNAV DA	1028-1¼ 377 (500-1¼)				
LNAV MDA	1160-1 509 (500-1)		1160-1½ 509 (500-1½)		1160-1¾ 509 (500-1¾)
CIRCLING	1160-1 483 (500-1)		1160-1½ 483 (500-1½)	1300-2 623 (700-2)	1300-2¼ 623 (700-2¼)



TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R, 26 and 36L

SC-1, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	6101
357°	TDZE	677
	Apt Elev	677

RNAV (GPS) RWY 36L

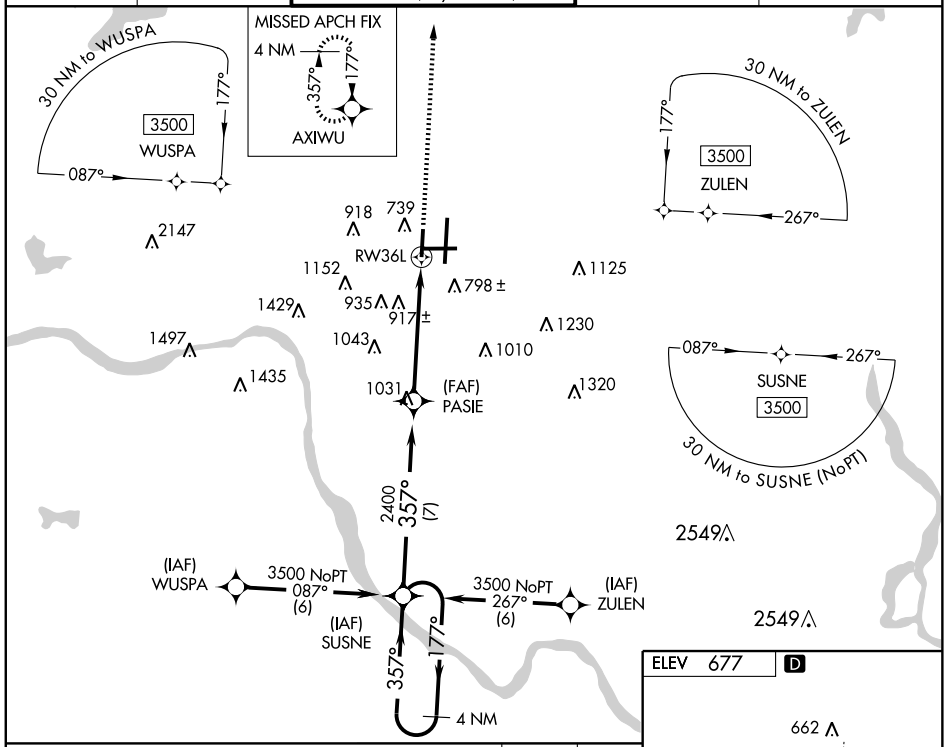
TULSA INTL (TUL)

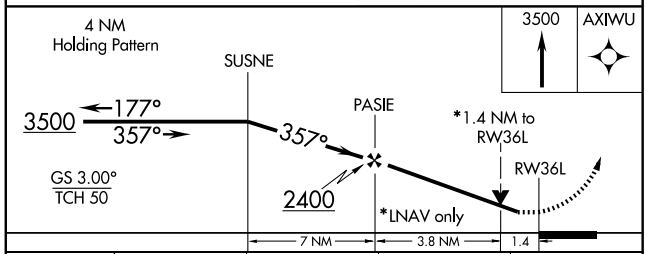
ASR

Cat. E circling not authorized south of Rwy 8-26.
Baro-VNAV NA BELOW -16°C (3°F).
DME/DME RNP-0.3 NA.

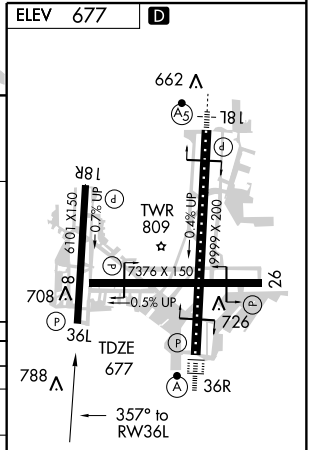
MISSED APPROACH: Climb to 3500 direct AXIWU and hold.

ATIS	TULSA APP CON	TULSA TOWER	GND CON	CLNC DEL
124.9 377.2	124.0 338.3	121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	121.9 348.6	134.05 284.7





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1104-1½ 427 (500-1½)			
LNAV MDA	1180-1 503 (600-1)		1180-1½ 503 (600-1½)	
CIRCLING	1180-1 503 (600-1)		1180-1½ 503 (600-1½)	1300-2 623 (700-2)



TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R, 26 and 36L

SC-1. 08 APR 2010 to 06 MAY 2010

WAAS CH 82214 W36A	APP CRS 357°	Rwy Idg 9999 TDZE 650 Apt Elev 677

RNAV (GPS) RWY 36R

TULSA INTL (TUL)

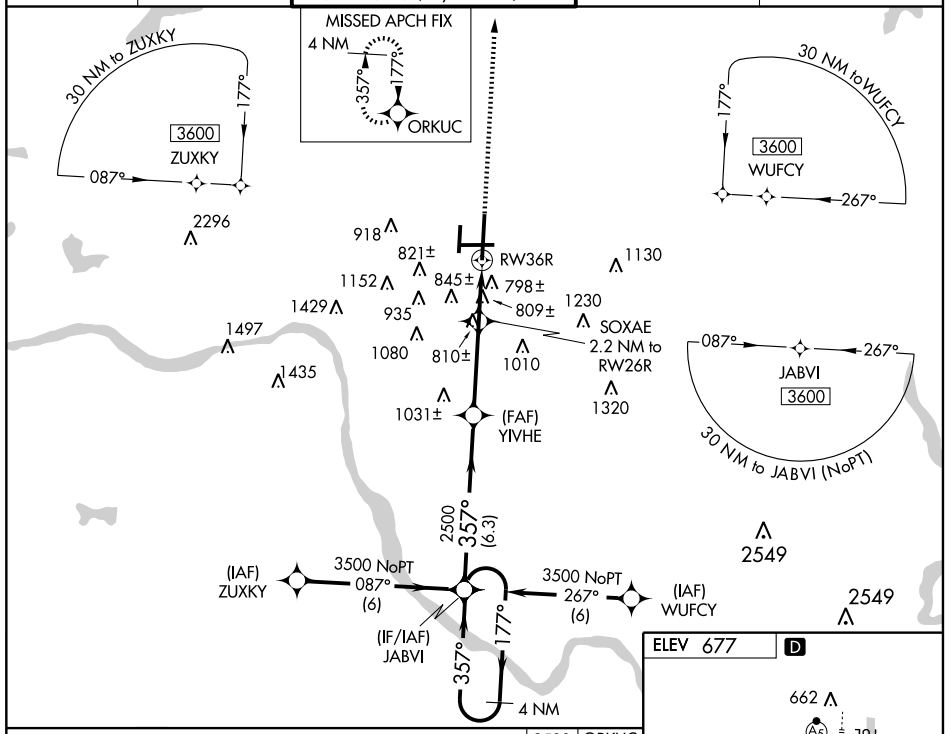
Circling NA for Cat E south of runway 8-26. For uncompensated Baro-VNAV system, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP -0.3 NA. For inoperative ALSF increase LPV Cat E visibility ¼ mile, LNAV/VNAV Cat E and LNAV Cat E visibility ½ mile.

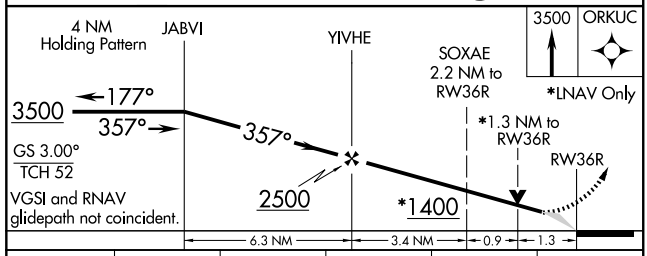
ASR

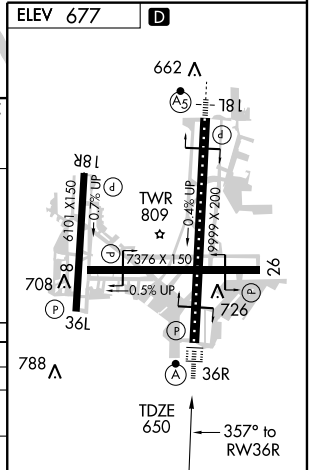
ALSF-2

MISSED APPROACH: Climb to 3500 direct ORKUC and hold.

ATIS	TULSA APP CON	TULSA TOWER	GND CON	CLNC DEL
124.9 377.2	124.0 338.3	121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	121.9 348.6	134.05 284.7







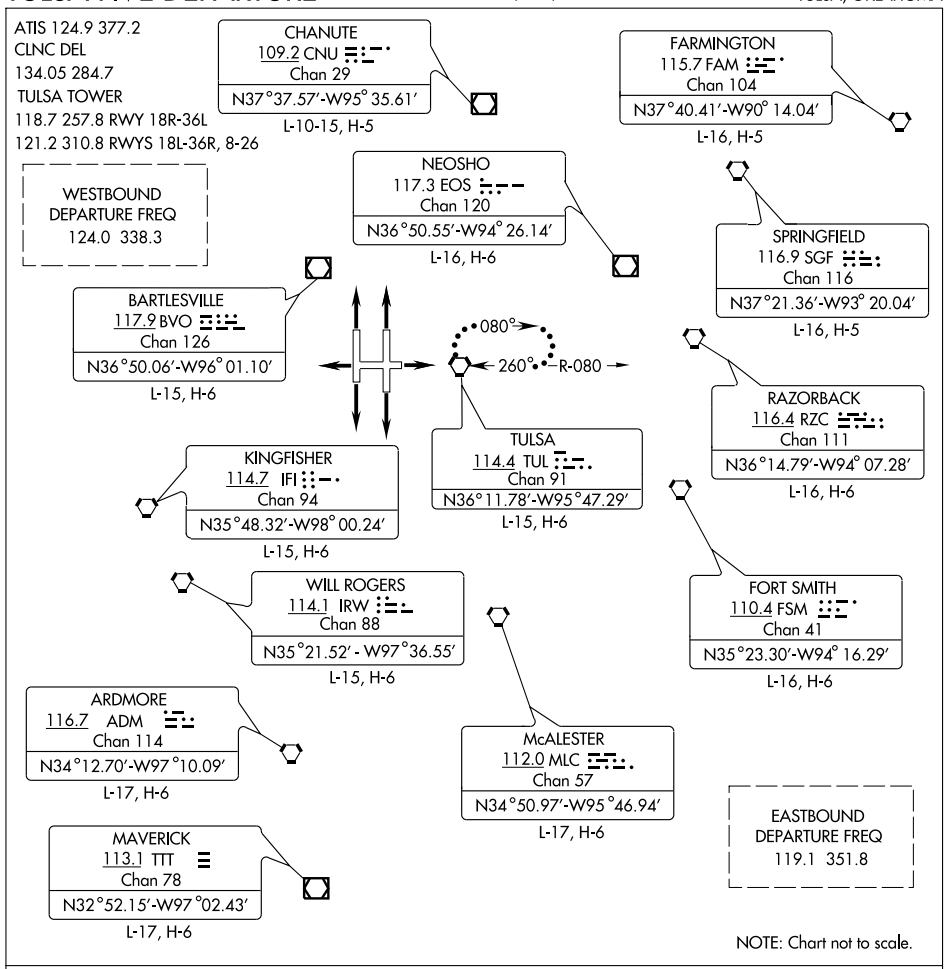
CATEGORY	A	B	C	D	E
LPV DA	850/24 200 (200-½)				
LNAV/VNAV DA	1145/60 495 (500-1¼)				
LNAV MDA	1120/24 470 (500-½)		1120/40 470 (500-¾)	1120/50 470 (500-1)	1120/60 470 (500-1¼)
CIRCLING	1120-1 443 (500-1)	1140-1 463 (500-1)	1140-1½ 463 (500-1½)	1300-2 623 (700-2)	1300-2¼ 623 (700-2¼)

TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R, 26 and 36L

SC-1. 08 APR 2010 to 06 MAY 2010

TULSA FIVE DEPARTURE

SL-432 (FAA)



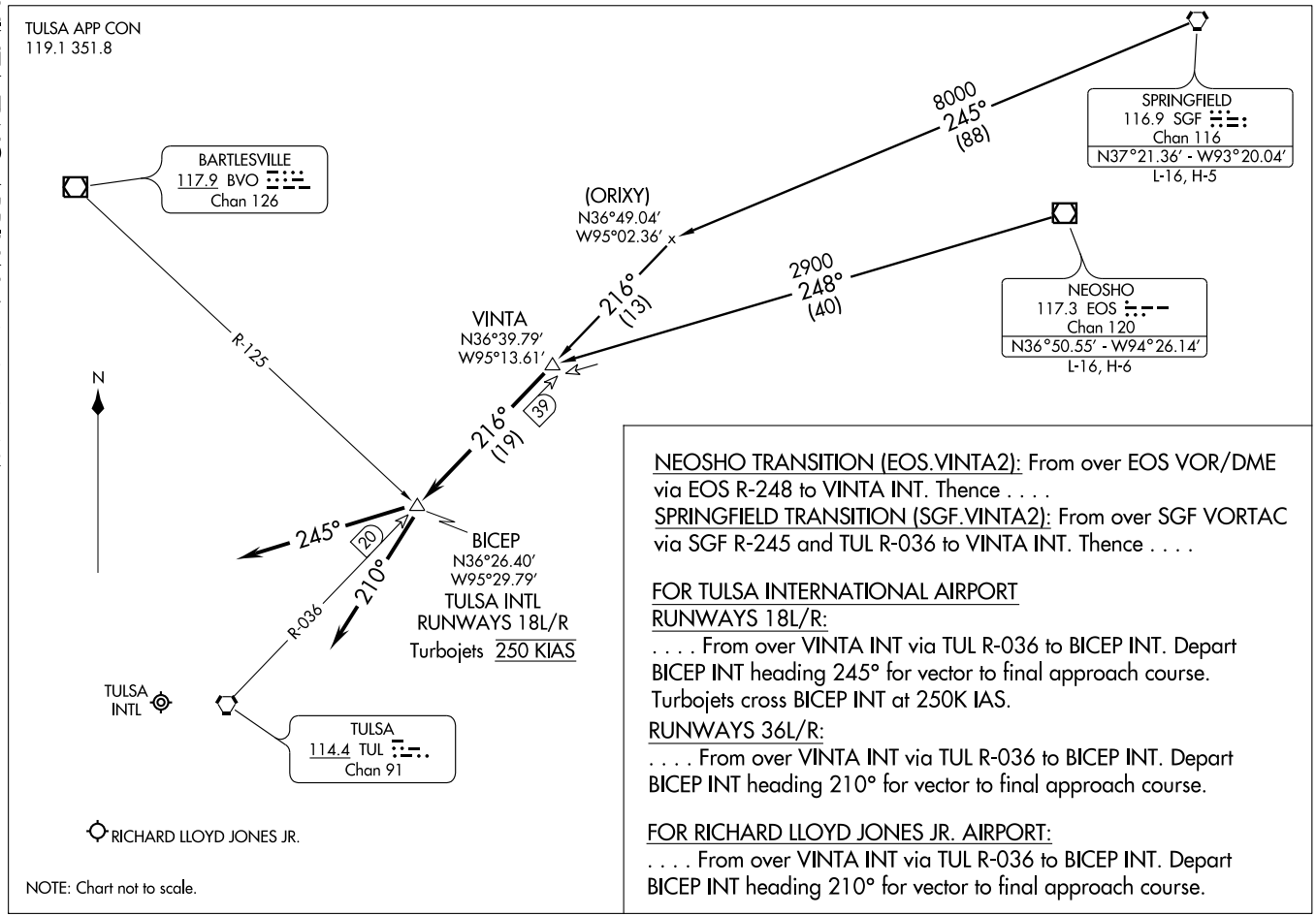
DEPARTURE ROUTE DESCRIPTION

Fly runway heading, expect vector to assigned route. Maintain 15,000 feet or assigned lower altitude; expect further clearance to filed altitude ten minutes after departure.

LOST COMMUNICATIONS: Proceed to and hold East of TUL VORTAC on the 080 radial. Climb to 15,000 or lower requested altitude, then proceed on course via filed route. Climb to requested altitude when established on course.

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VINTA TWO ARRIVAL (VINTA.VINTA2)



NOTE: Chart not to scale.

NEOSHO TRANSITION (EOS.VINTA2): From over EOS VOR/DME via EOS R-248 to VINTA INT. Thence . . . .

SPRINGFIELD TRANSITION (SGF.VINTA2): From over SGF VORTAC via SGF R-245 and TUL R-036 to VINTA INT. Thence . . . .

FOR TULSA INTERNATIONAL AIRPORT

RUNWAYS 18L/R:

. . . . From over VINTA INT via TUL R-036 to BICEP INT. Depart BICEP INT heading 245° for vector to final approach course. Turbojets cross BICEP INT at 250K IAS.

RUNWAYS 36L/R:

. . . . From over VINTA INT via TUL R-036 to BICEP INT. Depart BICEP INT heading 210° for vector to final approach course.

FOR RICHARD LLOYD JONES JR. AIRPORT:

. . . . From over VINTA INT via TUL R-036 to BICEP INT. Depart BICEP INT heading 210° for vector to final approach course.

VORTAC TUL 114.4 Chan 91	APP CRS 081°	Rwy Idg 7376 TDZE 671 Apt Elev 677

VOR/DME or TACAN RWY 8

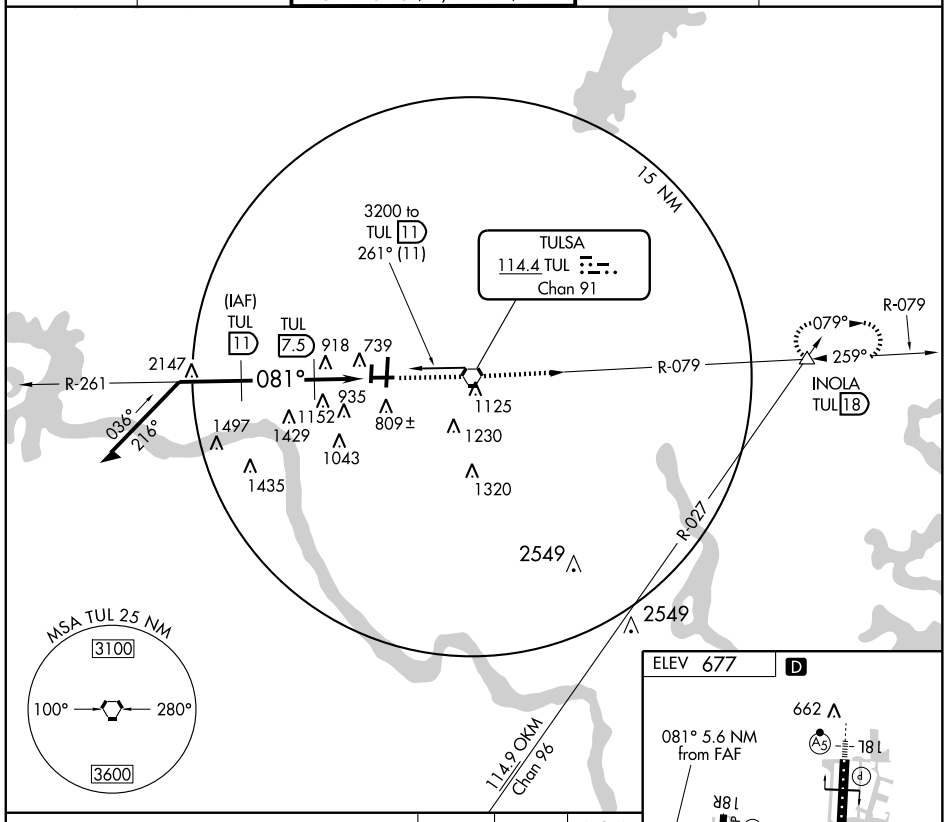
TULSA INTL (TUL)

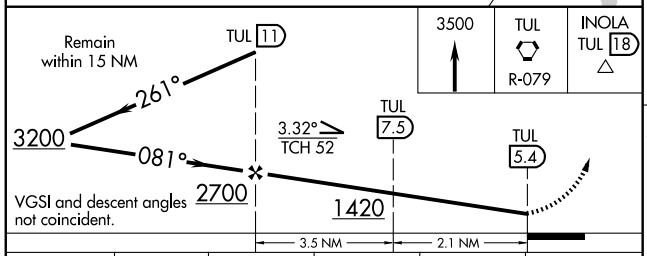
ASR

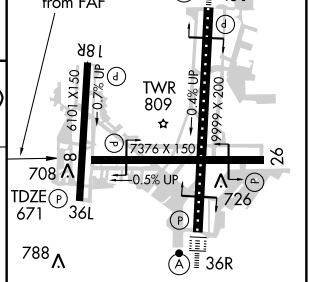
Cat. E circling not authorized south of Rwy 8-26.

MISSED APPROACH: Climb to 3500 direct TUL VORTAC, then via TUL R-079 to INOLA Int and hold.

ATIS	TULSA APP CON	TULSA TOWER	GND CON	CLNC DEL
124.9 377.2	124.0 338.3	121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	121.9 348.6	134.05 284.7







CATEGORY	A	B	C	D	E
S-8	1080-1	409 (500-1)	1080-1¼	409 (500-1¼)	1080-1½ 409 (500-1½)
CIRCLING	1120-1 443 (500-1)	1140-1 463 (500-1)	1140-1½ 463 (500-1½)	1300-2 623 (700-2)	1300-2¼ 623 (700-2¼)

TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R, 26 and 36L

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VORTAC TUL 114.4 Chan 91	APP CRS 262°	Rwy Idg 7376 TDZE 651 Apt Elev 677

VOR or TACAN RWY 26

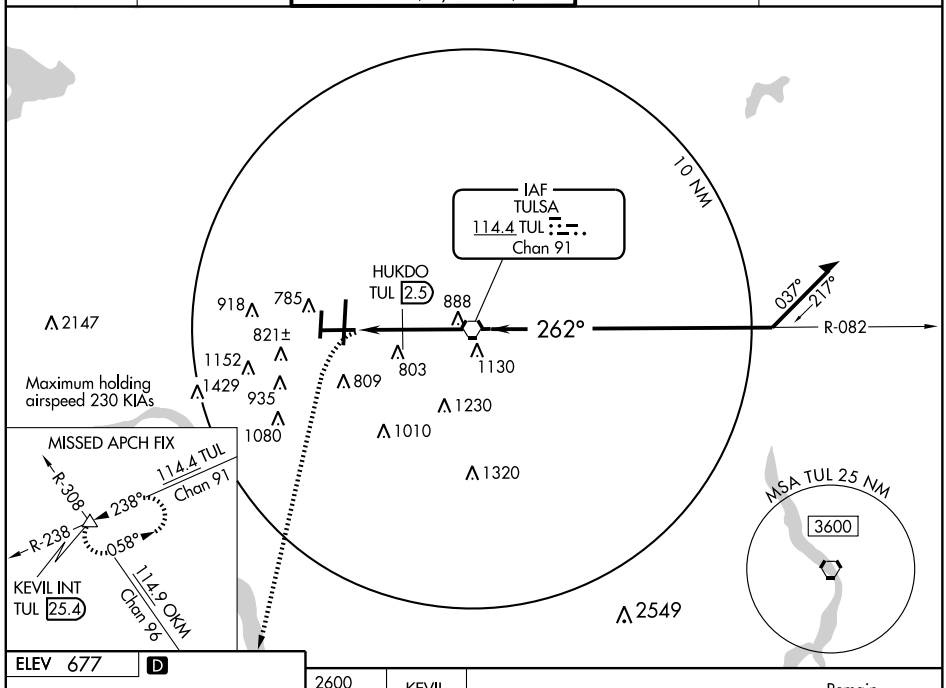
TULSA INTL (TUL)

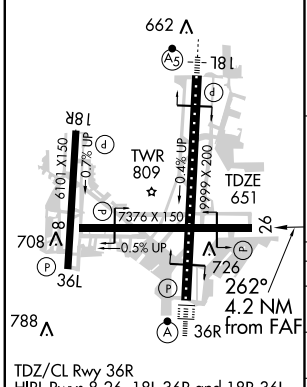
ASR

Circling NA for Cat E south of Rwy 8-26.

MISSED APPROACH: Climbing left turn to 2600 via heading 220° and TUL R-238 to KEVIL Int/TUL 25.4 DME and hold.

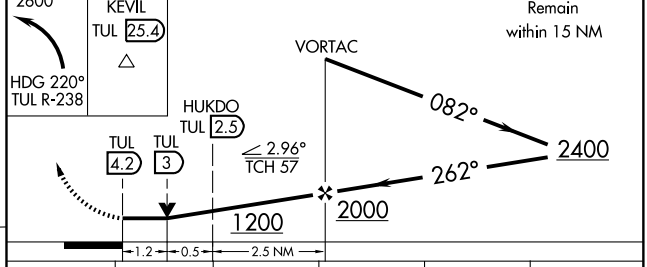
ATIS	TULSA APP CON	TULSA TOWER	GND CON	CLNC DEL
124.9 377.2	124.0 338.3	121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	121.9 348.6	134.05 284.7





TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R, 26 and 36L

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24



CATEGORY	A	B	C	D	E
S-26	1200-1 549 (600-1)		1200-1½ 549 (600-1½)	1200-1¾ 549 (600-1¾)	1200-2 549 (600-2)
CIRCLING	1200-1 523 (600-1)		1200-1½ 523 (600-1½)	1300-2 623 (700-2)	1300-2¼ 623 (700-2¼)
HUKDO FIX MINIMUMS					
S-26	1060-1 409 (500-1)		1060-1¼ 409 (500-1¼)		1060-1½ 409 (500-1½)
CIRCLING	1120-1 443 (500-1)	1140-1 463 (500-1)	1140-1½ 463 (500-1½)	1300-2 623 (700-2)	1300-2¼ 623 (700-2¼)

SC-1, 08 APR 2010 to 06 MAY 2010

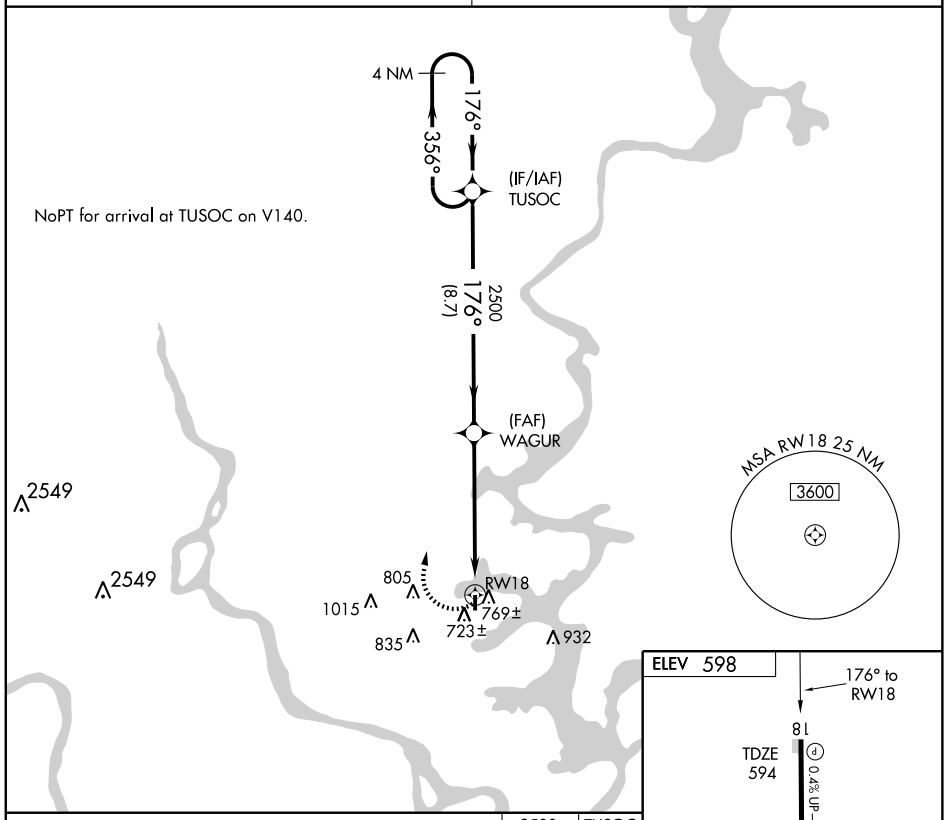
APP CRS	Rwy Idg	3405
176°	TDZE	594
	Apt Elev	598

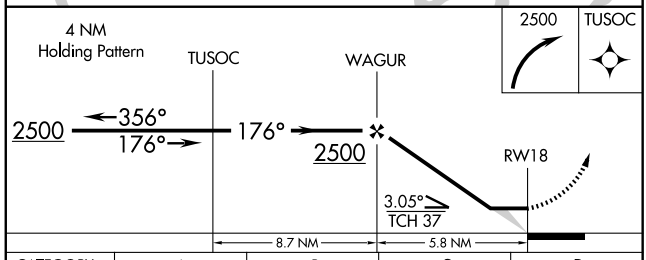
RNAV (GPS) RWY 18
WAGONER/HEFNER-EASLEY (H68)

T
NA Use Muskogee altimeter setting; when not received, use Tahlequah altimeter setting and increase all MDAs 40 feet. Procedure NA at night. DME/DME RNP-0.3 NA.

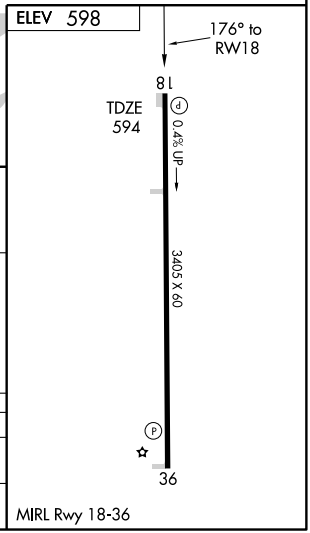
MISSED APPROACH: Climbing right turn to 2500 direct TUSOC and hold.

TULSA APP CON	CTAF
119.1 351.8	122.9





CATEGORY	A	B	C	D
LNAV MDA	1080-1	486 (500-1)	NA	
CIRCLING	1180-1	582 (600-1)	NA	



SC-1, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3405
356°	TDZE	598
	Apt Elev	598

RNAV (GPS) RWY 36

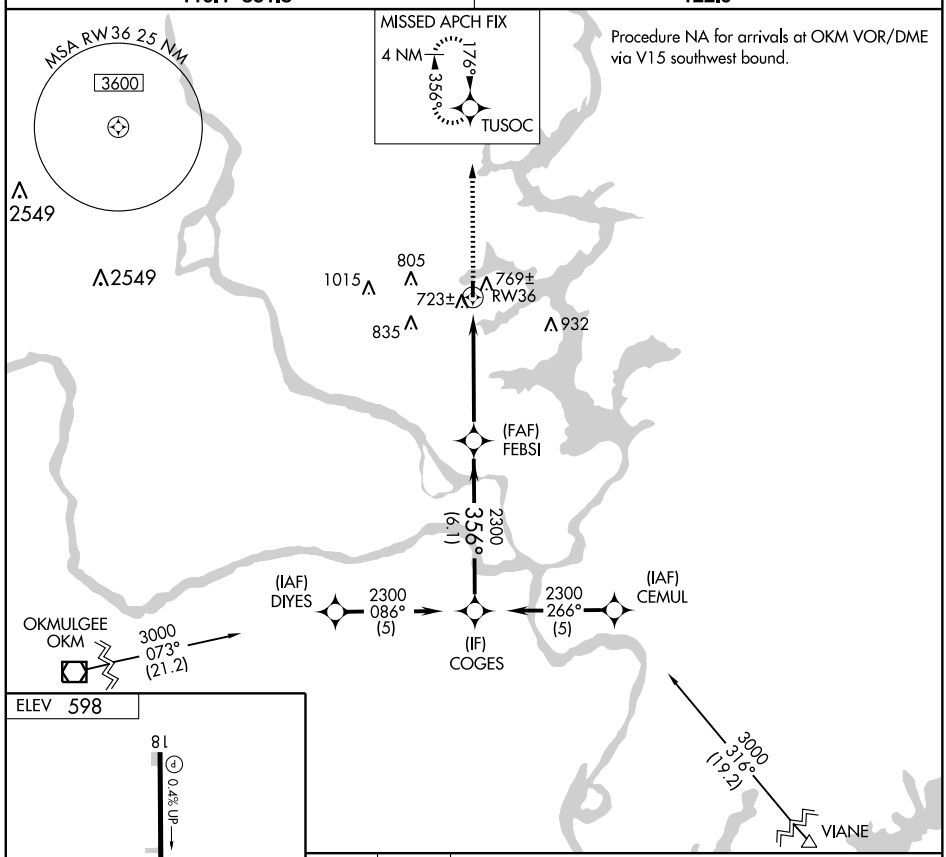
WAGONER/HEFNER-EASLEY (H68)

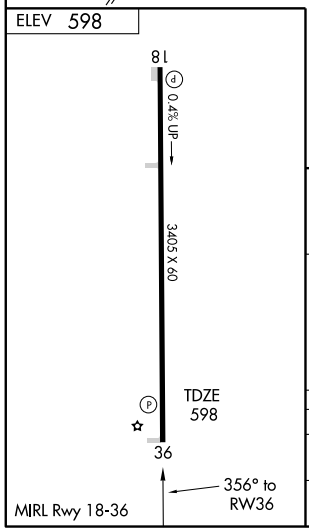
Use Muskogee altimeter setting; when not received, use Tahlequah altimeter setting and increase all MDAs 40 feet. Procedure NA at night. DME/DME RNP-0.3 NA.

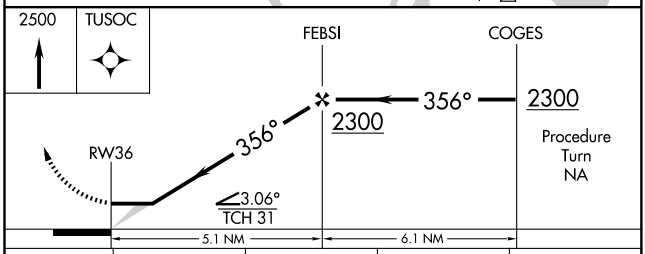
NA

MISSED APPROACH: Climb to 2500 direct TUSOC and hold.

TULSA APP CON	CTAF
119.1 351.8	122.9







CATEGORY	A	B	C	D
LNAV MDA	1100-1	502 (600-1)	NA	
CIRCLING	1180-1	582 (600-1)	NA	

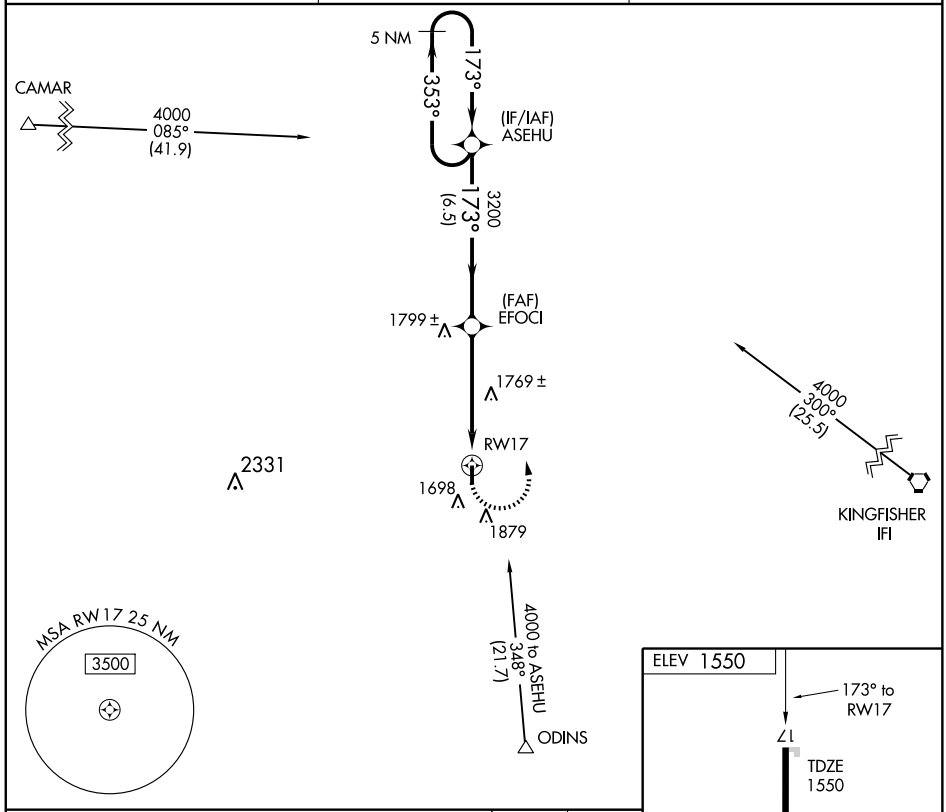
APP CRS	Rwy Idg	4000
173°	TDZE	1550
	Apt Elev	1550

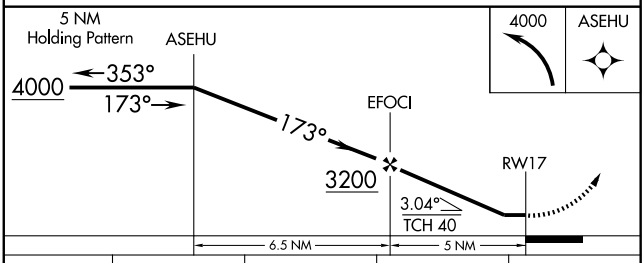
RNAV (GPS) RWY 17
WATONGA RGNL (JWG)

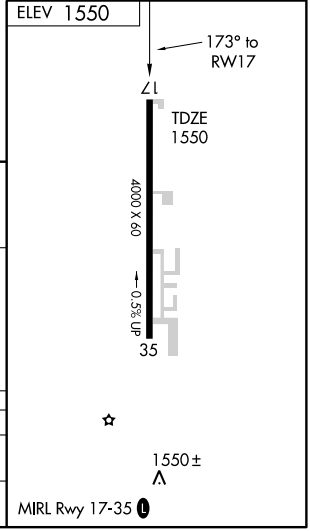
If local altimeter setting not received, use Clinton Rgnl altimeter setting and increase all MDAs 100 feet.
NA
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 4000 direct ASEHU and hold.

AWOS-3	VANCE APP CON ★	UNICOM
134.175	120.525 306.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2060-1 510 (600-1)		2060-1½ 510 (600-1½)	NA
CIRCLING	2060-1 510 (600-1)	2240-1 690 (700-1)	2240-2 690 (700-2)	NA

SC-1, 08 APR 2010 to 06 MAY 2010

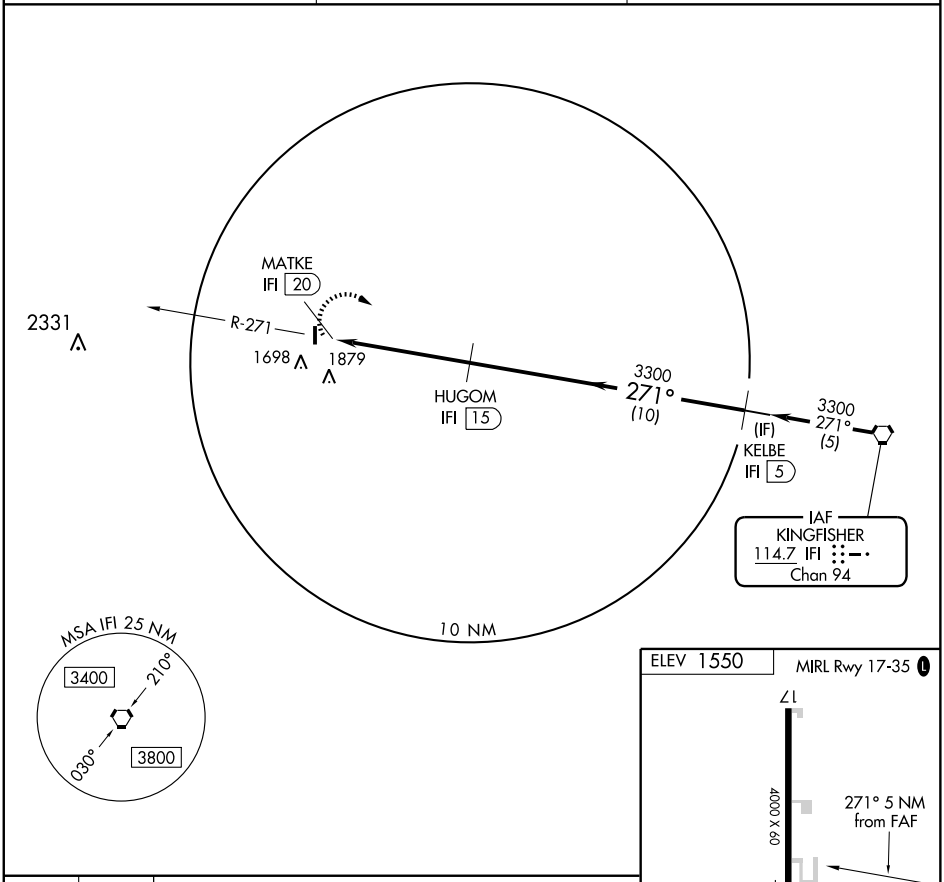
VORTAC IFI 114.7 Chan 94	APP CRS 271°	Rwy Idg N/A TDZE N/A Apt Elev 1550

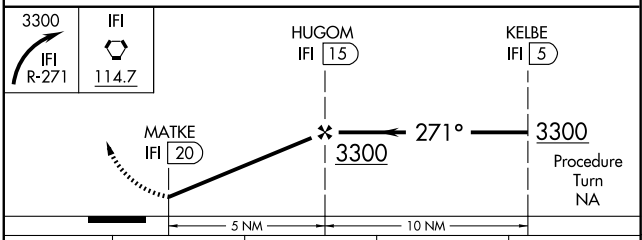
VOR/DME-A
WATONGA RGNL (JWG)

▼ If local altimeter setting not received, use Clinton Rgnl altimeter setting and increase all MDAs 100 feet.
▲ NA

MISSED APPROACH: Climbing right turn to 3300 via IFI R-271 to IFI VORTAC.

AWOS-3	VANCE APP CON ★	UNICOM
134.175	120.525 306.3	122.8 (CTAF) Ⓛ





CATEGORY	A	B	C	D
CIRCLING	2180-1 630 (700-1)	2240-1¼ 690 (700-1¼)	2240-2 690 (700-2)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-1, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4400
174°	TDZE	1605
	Apt Elev	1605

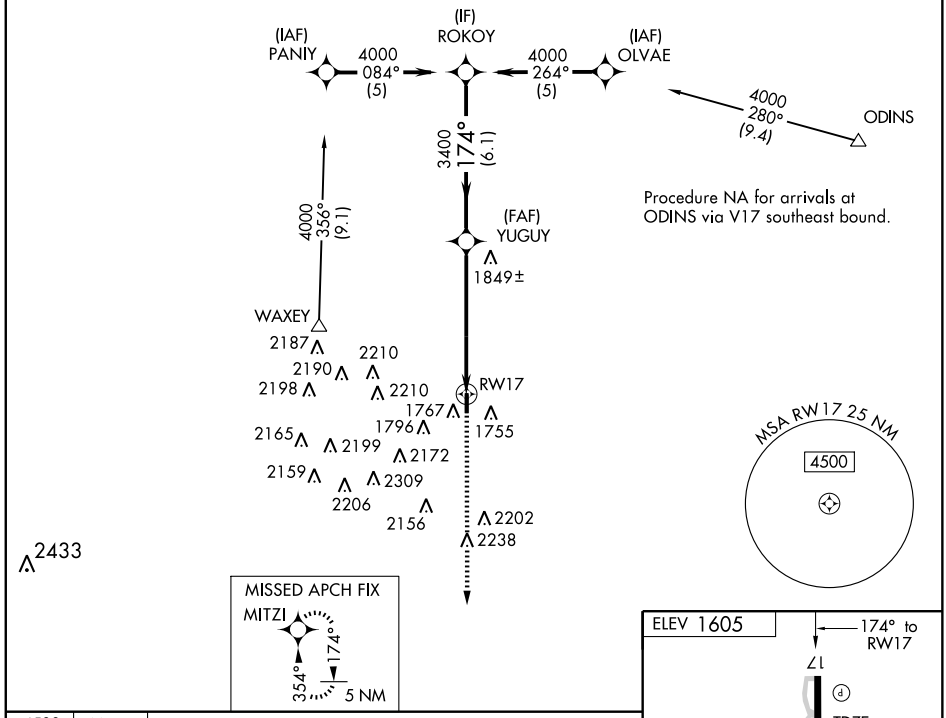
RNAV (GPS) RWY 17

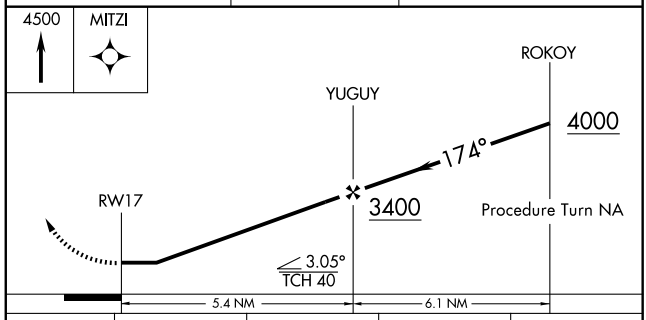
WEATHERFORD/THOMAS P. STAFFORD (OJA)

If local altimeter setting not received, use Clinton Rgnl altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

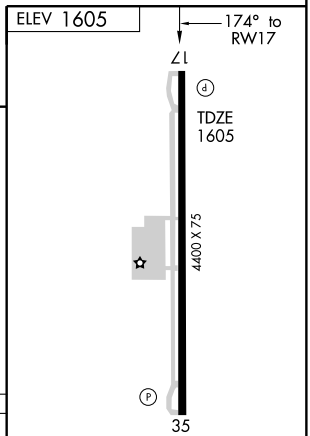
MISSED APPROACH: Climb to 4500 direct MITZI and hold.

AWOS-3	FORT WORTH CENTER	UNICOM	GCO
118.575	128.4 269.375	122.8 (CTAF)	135.075





CATEGORY	A	B	C	D
LNAV MDA	2100-1 495 (500-1)		2100-1¼ 495 (500-1¼)	NA
CIRCLING	2100-1 495 (500-1)	2120-1 515 (600-1)	2140-1½ 535 (600-1½)	NA



SC-1, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4400
354°	TDZE	1605
	Apt Elev	1605

RNAV (GPS) RWY 35

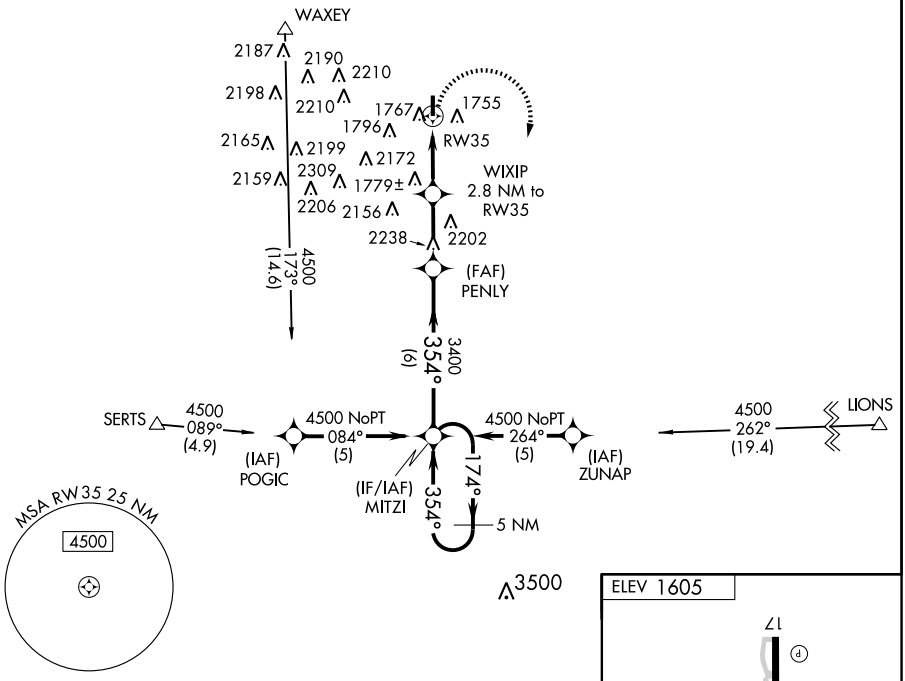
WEATHERFORD/ THOMAS P. STAFFORD (OJA)

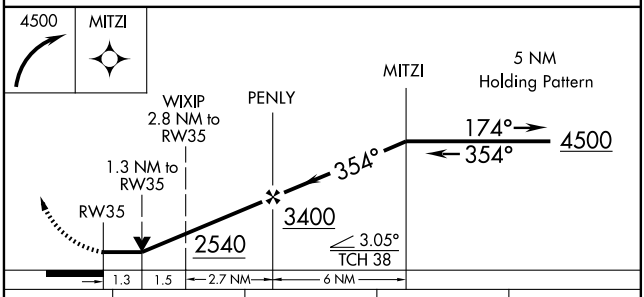
If local altimeter setting not received, use Clinton Rgnl altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Clinton Rgnl altimeter setting.

NA

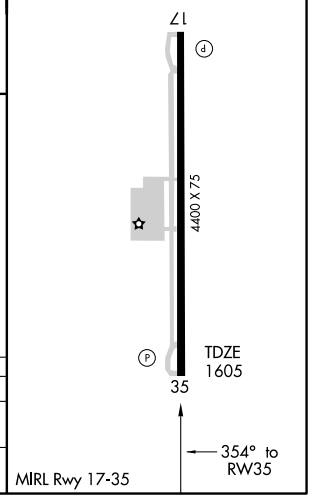
MISSED APPROACH: Climbing right turn to 4500 direct MITZI and hold.

AWOS-3	FORT WORTH CENTER	UNICOM	GCO
118.575	128.4 269.375	122.8 (CTAF)	135.075





CATEGORY	A	B	C	D
LNAV MDA	2040-1 435 (500-1)		2040-1¼ 435 (500-1¼)	NA
CIRCLING	2080-1 475 (500-1)	2120-1 515 (600-1)	2140-1½ 535 (600-1½)	NA



SC-1, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5502
CH 70614	172°	TDZE	2176
W17A		Apt Elev	2189

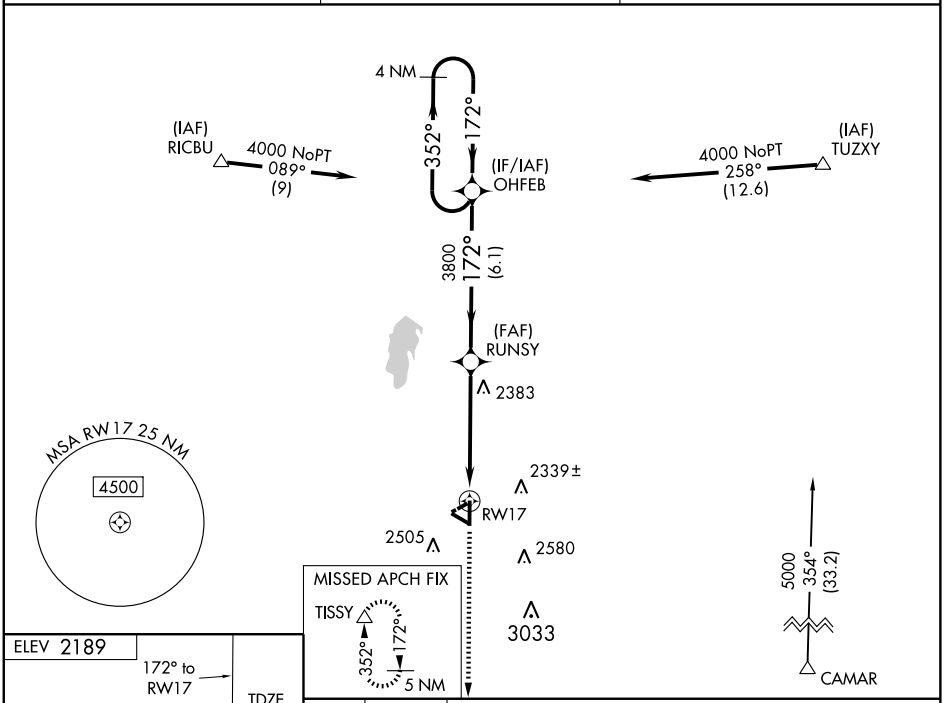
RNAV (GPS) RWY 17

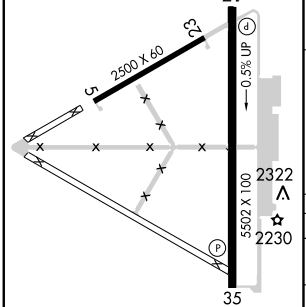
WOODWARD/ WEST WOODWARD (WWR)

Baro-VNAV NA when using Gage altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Gage altimeter setting and increase all DA/MDA 40 feet.

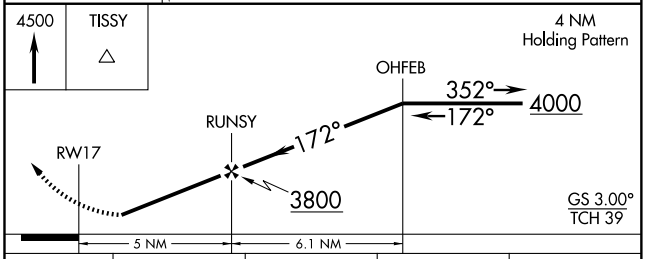
MISSED APPROACH: Climb to 4500 direct TISSY and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.425	126.95 379.2	122.8 (CTAF)





MIRL Rwy 5-23 and 17-35



CATEGORY	A	B	C	D
LPV DA	2426-1 250 (300-1)			
LNAV/VNAV DA	2572-1½ 396 (400-1½)			
LNAV MDA	2700-1 524 (600-1)		2700-1½ 524 (600-1½)	2700-1¾ 524 (600-1¾)
CIRCLING	2700-1 511 (600-1)		2860-2 671 (700-2)	2860-2¼ 671 (700-2¼)

SC-1, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5502
CH 40314	352°	TDZE	2189
W35A		Apt Elev	2189

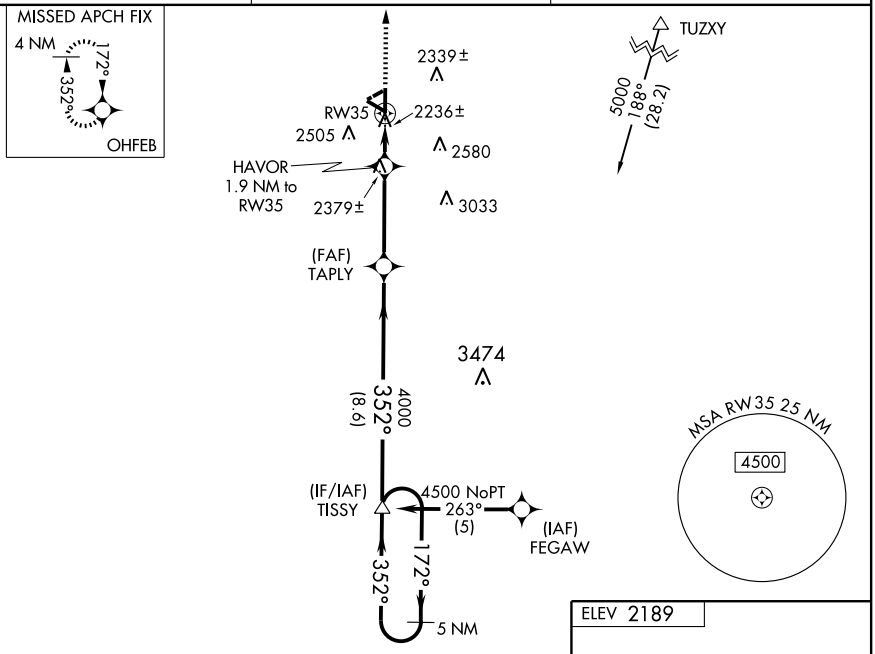
RNAV (GPS) RWY 35

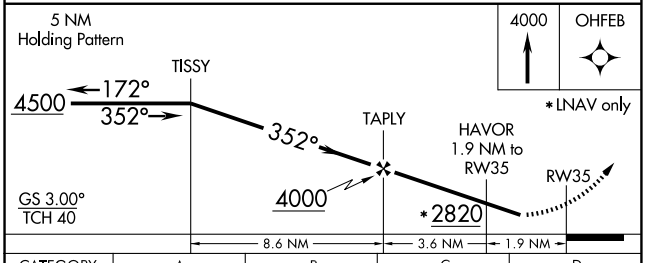
WOODWARD/ WEST WOODWARD (WWR)

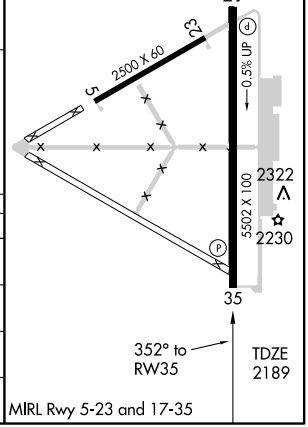
Baro-VNAV NA when using Gage altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Gage altimeter setting and increase all LPA DA 40 feet, all LNAV/VNAV DA 304 feet, all MDA 40 feet. Increase LPV all Cats and LNAV Cat D visibilities ¼ mile, LNAV/VNAV all Cats visibility 1 mile.

MISSED APPROACH: Climb to 4000 direct OHFEB and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.425	126.95 379.2	122.8 (CTAF)







CATEGORY	A	B	C	D
LPV DA	2470-1 281 (300-1)			
LNAV/VNAV DA	2506-1¼ 317 (400-1¼)			
LNAV MDA	2700-1 511 (600-1)		2700-1½ 511 (600-1½)	
CIRCLING	2700-1 511 (600-1)		2860-2 671 (700-2)	2860-2¼ 671 (700-2¼)

SC-1, 08 APR 2010 to 06 MAY 2010

VORTAC GAG 115.6 Chan 103	APP CRS 062°	Rwy Idg N/A TDZE N/A Apt Elev 2188

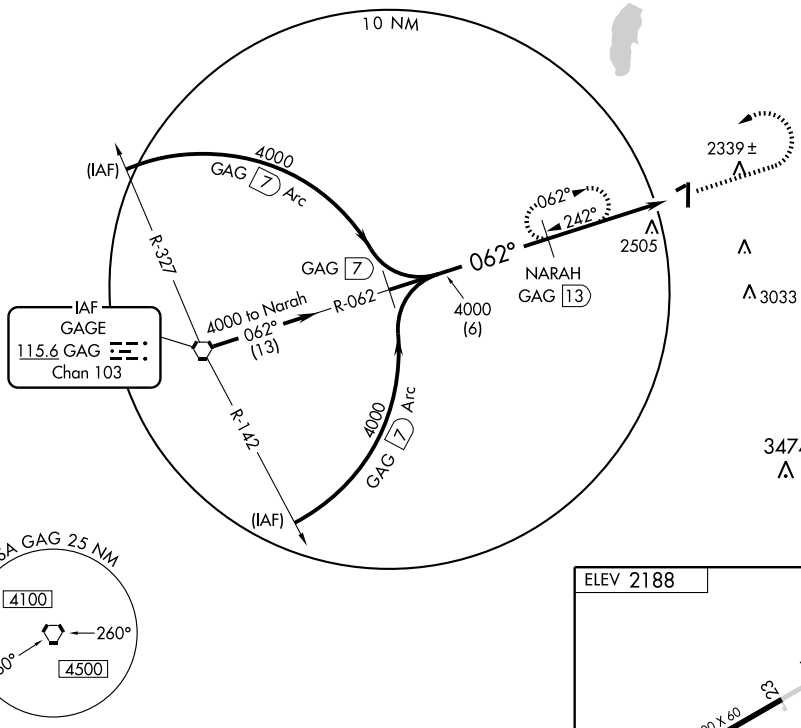
VOR/DME-A

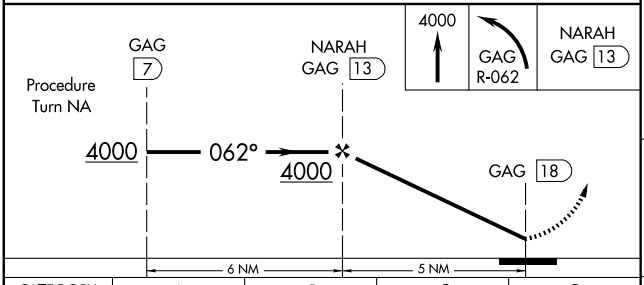
WOODWARD/ WEST WOODWARD (WWR)

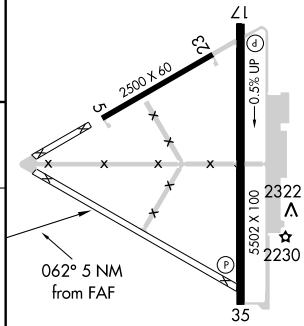
If local altimeter setting not received, use Gage altimeter setting and increase all MDAs 60 feet; when neither received, procedure not authorized.

MISSED APPROACH: Climb to 4000, then left turn via GAG R-062 to NARAH 13 DME and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.425	126.95 379.2	122.8 (CTAF)







MIRL Rwy 5-23 and 17-35

CATEGORY	A	B	C	D
CIRCLING	2820-1	632 (700-1)	2860-2 672 (700-2)	2860-2¼ 672 (700-2¼)

Knots	60	90	120	150	180
Min:Sec					

SC-1. 08 APR 2010 to 06 MAY 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

AIFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate AirportMinimums Notes for alternate airfield suitability.

NAME	ALTERNATE MINIMUMS
ABILENE, TX	
ABILENE RGNL	**ILS or LOC Rwy 35R[12]**
	LOC Rwy 17R[12]
	RNAV (GPS) Rwy 17L[13]
	RNAV (GPS) Rwy 22[3]
	RNAV (GPS) Rwy 35R[13]
	VOR Rwy 22[3]
[1]Category E, 800-2½.	
[2]NA when control tower closed.	
[3]NA when local weather not available.	
AMARILLO, TX	
RICK HUSBAND AMARILLO INTL	**ILS or LOC Rwy 4[13]**
	LDA/DME Rwy 22[23]
	NDB Rwy 4[3]
	RADAR-1[34]
	VOR/DME Rwy 13[4]
	VOR/DME Rwy 22[4]
	VOR/DME Rwy 31[4]
	VOR/DME A[4]
[1]ILS, Category D, 700-2;Category E, 900-3. LOC, Category E, 900-3.	
[2]LDA/GS, Category D, 700-2; Category E, 900-3. LDA, Category E, 900-3.	
[3]NA when control tower closed.	
[4]Category E, 900-3.	
ARLINGTON, TX	
ARLINGTON MUNI	**ILS or LOC/DME Rwy 34[1]**
	RNAV (GPS) Rwy 34[2]
	VOR /DME Rwy 34[2]
[1]NA when control tower closed.	
[2]NA when local weather not available.	
BIG SPRING, TX	
BIG SPRING MC MAHON-WRINKLE	**RNAV (GPS) Rwy 17**
	RNAV (GPS) Rwy 35
	VOR/DME Rwy 17
	VOR/DME Rwy 35
NA when local weather not available.	
BORGER, TX	
HUTCHINSON COUNTY	**RNAV (GPS) Rwy 17**
	RNAV (GPS) Rwy 35
	VOR Rwy 17
	VOR /DME Rwy 35
NA when local weather not available.	
BRIDGEPORT, TX	
BRIDGEPORT MUNI	**RNAV (GPS) Rwy 18**
	VOR/DME Rwy 18
NA when local weather not available.	
CANADIAN, TX	
HEMPHILL COUNTY	**RNAV (GPS) Rwy 4**
	RNAV (GPS) Rwy 22
NA when local weather not available. Category D, 800-2½.	
CHILDRESS, TX	
CHILDRESS MUNI	**VOR Rwy 35**
NA when local weather not available.	
CLEBURNE, TX	
CLEBURNE MUNI	**RNAV (GPS) Rwy 15**
	RNAV (GPS) Rwy 33
NA when local weather not available.	
DALHART, TX	
DALHART MUNI	**VOR/DME or GPS Rwy 35**
	VOR Rwy 17
Category D, 800-2¼.	

NAME ALTERNATE MINIMUMS

DALLAS, TX

ADDISON ..... **ILS or LOC Rwy 15[12]**
ILS or LOC Rwy 33[12]
RNAV (GPS) Rwy 15[3]
RNAV (GPS) Rwy 33[3]

[1]NA when control tower closed.
[2]ILS, Category D, 700-2.
[3]NA when local weather not available.

COLLIN COUNTY RGNL
AT MC KINNEY ..... **ILS or LOC Rwy 17[1]**
RNAV (GPS) Rwy 17[2]
RNAV (GPS) Rwy 35[2]
VOR/DME-A[23]

[1]ILS, NA. LOC, NA when control tower closed; NA when local weather not available.
[2]NA when local weather not available.
[3]Category C, 800-2¼; Category D, 800-2½.

DALLAS -LOVE FIELD ..... **ILS Rwy 13L[1]**
ILS Rwy 13R[1]
ILS or LOC Rwy 31L[2]
ILS or LOC Rwy 31R[3]
RNAV (GPS) Rwy 31L[4]
RNAV (GPS) Y Rwy 13L[5]
RNAV (GPS) Y Rwy 13R[5]
RNAV (GPS) Z Rwy 13L[5]
RNAV (GPS) Z Rwy 13R[6]

[1]ILS, Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]ILS, LOC, Categories A,B, 1100-2; Categories C,D,1100-3.
[3]ILS, LOC, Categories A,B, 900-2; Category C, 900-2¾; Category D, 900-3.
[4]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.
[5]Category D, 800-2¼.
[6]Category C, 800-2¼; Category D, 800-2½.

DALLAS EXECUTIVE ..... **ILS or LOC Rwy 31[12]**
RNAV (GPS) Rwy 17[34]
RNAV (GPS) Rwy 31[34]
RNAV (GPS) Rwy 35[34]
VOR/DME Rwy 17[34]
VOR Rwy 31[34]

[1]NA when control tower closed.
[2]ILS, Category D, 700-2¼. LOC, Category D, 800-2¼.
[3]NA when local weather not available.
[4]Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

DALLAS-FORT WORTH, TX

DALLAS-FORT WORTH
INTL ..... **CONVERGING ILS Rwy 13R[1]**
ILS or LOC Rwy 18L[2]
ILS or LOC Rwy 18R[2]

[1]Categories A, B, C, 800-2¾.
[2]ILS, 700-2.

DECATUR, TX

DECATUR MUNI ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35

NA when local weather not available.

DUMAS, TX

MOORE COUNTY ..... **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19

NA when local weather not available.

FORT WORTH, TX

FORT WORTH
ALLIANCE..... **ILS OR LOC RWY 16L**
ILS or LOC Rwy 34R

ILS, Category D, 700-2; Category E, 700-2¼.
LOC, Category E, 800-2¼.

FORT WORTH
SPINKS ..... **RNAV (GPS) Rwy 17R**
RNAV (GPS) Rwy 35L

NA when local weather not available.

GAINESVILLE, TX

GAINESVILLE MUNI ..... **RNAV (GPS) Rwy 17**

NA when local weather not available.

GRAHAM, TX

GRAHAM MUNI ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21

NA when local weather not available.

GRAND PRAIRIE, TX

GRAND PRAIRIE MUNI ... **RNAV (GPS) Rwy 35**
VOR /DME Rwy 35,800-2¼

NA when local weather not available.

GREENVILLE, TX

MAJORS ..... **ILS or LOC Rwy 17**
LOC BC Rwy 35
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35
VOR /DME Rwy 17

NA when local weather not available.
Category D, 800-2¾.

NAME ALTERNATE MINIMUMS

HENDERSON, TX
RUSK COUNTY ..... **RNAV (GPS) Rwy 17**
NA when local weather not available.

HEREFORD, TX
HEREFORD MUNI ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
NA when local weather not available.

HILLSBORO, TX
HILLSBORO MUNI ..... **RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34
NA when local weather not available.

LONGVIEW, TX
EAST TEXAS RGNL ..... **ILS or LOC Rwy 13[123]**
NDB Rwy 13[23]
RNAV (GPS) Rwy 13[13]
RNAV (GPS) Rwy 18[3]
RNAV (GPS) Rwy 31[13]
RNAV (GPS) Rwy 36[3]
VOR/DME or TACAN Rwy 13[13]
VOR/DME or TACAN Rwy 31[1]
[1]Category E, 800-2½.
[2]NA when control tower closed.
[3]NA when local weather not available.

LUBBOCK, TX
LUBBOCK
PRESTON SMITH INTL .. **ILS or LOC Rwy 17R[1]**
ILS or LOC Rwy 26[1]
RADAR-1[2]
RNAV (GPS) Rwy 8[2]
RNAV (GPS) Rwy 17R[2]
RNAV (GPS) Rwy 26[2]
RNAV (GPS) Rwy 35L[2]
VOR/DME or TACAN Rwy 26[2]
[1]ILS, Category E, 700-2½. LOC, Category E, 800-2½.
[2]Category E, 800-2½.

MESQUITE, TX
MESQUITE METRO ..... **LOC BC Rwy 35**
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35
NA when local weather not available.

NAME ALTERNATE MINIMUMS

MIDLOTHIAN/WAXAHACHIE, TX
MID-WAY RGNL ..... **RNAV (GPS) Rwy 36**
NA when local weather not available.

MOUNT PLEASANT, TX
MOUNT
PLEASANT RGNL ..... **RNAV (GPS) Rwy 17[1]**
RNAV (GPS) Rwy 35
NA when local weather not available.
[1]Category D, 800-2¼.

PARIS, TX
COX FIELD ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR Rwy 35
NA when local weather not available.

PLAINVIEW, TX
HALE COUNTY ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 22
NA when local weather not available.

TERRELL, TX
TERRELL MUNI ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.

TYLER, TX
TYLER POUNDS RGNL ..... **ILS Rwy 13[1]**
RNAV (GPS) Rwy 13[2]
RNAV (GPS) Rwy 31[2]
VOR/DME Rwy 4[1]
VOR/DME Rwy 22[1]
VOR Rwy 31[1]
[1]NA when control tower closed.
[2]NA when local weather not available.

WICHITA FALLS, TX
SHEPPARD AFB/
WICHITA FALLS MUNI **RADAR-1**
NA when Sheppard approach control closed.

INSTRUMENT APPROACH PROCEDURE CHARTS

AIFR ALTERNATE AIRPORT MINIMUMS

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NAME — ALTERNATE MINIMUMS

ALICE, TX

ALICE INTL ..... **RNAV (GPS) Rwy 13[1]**
RNAV (GPS) Rwy 31[1]
VOR-A[2]

[1]NA when local weather not available.
[2]Categories A,B, 900-2; Category C, 900-2¾, Category D, 900-3.

AUSTIN, TX

AUSTIN-BERGSTROM INTL ..... **ILS or LOC Rwy 17L**
ILS or LOC Rwy 17R
ILS or LOC Rwy 35L
ILS or LOC Rwy 35R

ILS, Category D, 700-2; Category E, 800-2½.
LOC, Category E, 800-2½.

BRADY, TX

CURTIS FIELD ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35

NA when local weather not available.

BROWNSVILLE, TX

BROWNSVILLE/SOUTH PADRE ISLAND INTL ..... **ILS or LOC Rwy 13R[12]**
LOC BC Rwy 31L[1]
RNAV (GPS) Rwy 13R[2]

[1]NA when control tower closed.
[2]NA when local weather not available.

BROWNWOOD, TX

BROWNWOOD RGNL ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35

NA when local weather not available.

BURNET, TX

BURNET MUNI/KATE CRADDOCK FIELD ..... **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19

NA when local weather not available.
Category C, 800-2¼.

NAME — ALTERNATE MINIMUMS

COMANCHE, TX

COMANCHE COUNTY-CITY ..... **RNAV (GPS) Rwy 17**

NA when local weather not available.

CORPUS CHRISTI, TX

CORPUS CHRISTI INTL .. **ILS or LOC Rwy 13[1]**
ILS or LOC Rwy 35[1]
LOC Rwy 31[2]
RNAV (GPS) Rwy 13[2]
RNAV (GPS) Rwy 31[2]
VOR or TACAN Rwy 17[2]

[1]ILS, Category D, 700-2¼; Category E, 900-3.
LOC, Category D, 800-2¼; Category E, 900-3.
[2]Category D, 800-2¼; Category E, 900-3.

COTULLA, TX

COTULLA-LA SALLE COUNTY ..... **VOR-A**

NA when local weather not available.

DEL RIO, TX

DEL RIO INTL ..... **RNAV (GPS) Rwy 13**
VOR-A[12]
VOR/DME-B[1]

NA when local weather not available.
[1]NA when Del Rio APP CON closed.
[2]Category C, 800-2¼. Category D, 800-2½.

EL PASO, TX

EL PASO INTL ..... **ILS or LOC Rwy 22[1]**
RADAR-1[2]
VOR Rwy 26L[2]

[1]ILS, Category E, 800-2½. LOC,Category E, 800-2½.
[2]Category E, 800-2½.

FALFURRIAS, TX

BROOKS COUNTY ..... **RNAV (GPS) Rwy 17[1]**
RNAV (GPS) Rwy 35

NA when local weather not available.
[1]Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

FORT HOOD/KILLEEN, TX

ROBERT GRAY AAF ..... **ILS or LOC Rwy 15[1]**
ILS or LOC Rwy 33[1]
NDB Rwy 15[2]
RNAV (GPS) Rwy 15[3]
RNAV (GPS) Rwy 33[3]

[1]ILS, LOC, Category E, 800-2½.
[2]Category D, 800-2¼; Category E, 800-2½.
[3]Category E, 800-2½.

FORT STOCKTON, TX

FORT STOCKTON-
PECOS COUNTY ..... **RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30

NA when local weather not available.
Category D, 800-2½.

FREDERICKSBURG, TX

GILLESPIE COUNTY ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
VOR/DME-A

Category C, 800-2¼.

GEORGETOWN, TX

GEORGETOWN MUNI ..... **RNAV (GPS) Rwy 11**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 29
RNAV (GPS) Rwy 36

NA when local weather not available.

HAMILTON, TX

HAMILTON MUNI ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36

NA when local weather not available.

HARLINGEN, TX

VALLEY INTL ..... **ILS or LOC Rwy 17R[1]**
LOC/DME BC Rwy 35L

NA when control tower closed.
[1]ILS, Category D, 700-2.

INGLESIDE, TX

TP MC CAMPBELL ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31

NA when local weather not available.

KERRVILLE, TX

KERRVILLE MUNI/LOUIS
SCHREINER FIELD ..... **LOC Rwy 30**
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 30
VOR-A

Category C, 800-2¼.

NAME ALTERNATE MINIMUMS

KILLEEN, TX

SKYLARK FIELD ..... **RNAV (GPS) Rwy 1**

NA when local weather not available.

LAMPASAS, TX

LAMPASAS ..... **RNAV (GPS) Rwy 34**
VOR-A

NA when local weather not available.

LLANO, TX

LLANO MUNI ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35

NA when local weather not available.

LAREDO, TX

LAREDO INTL ..... **ILS or LOC/DME Rwy 17R[1]**
LOC/DME BC Rwy 35L[1]
NDB Rwy 17L[1]
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 17L
RNAV (GPS) Rwy 17R
RNAV (GPS) Rwy 32[2]
RNAV (GPS) Rwy 35L
VOR/DME or TACAN Rwy 14
VOR or TACAN Rwy 32[2]

Category E, 800-2½.
[1]NA when control tower closed.
[2]NA when local weather not available

MC ALLEN, TX

MC ALLEN MILLER INTL . **ILS or LOC Rwy 13[1]**
ILS or LOC Rwy 31[12]
RNAV (GPS) Rwy 31[2]
VOR Rwy 13[1]

[1]NA when control tower closed.
[2]NA when local weather not available.

MIDLAND, TX

MIDLAND INTL ..... **ILS or LOC Rwy 10[12]**
LOC BC Rwy 28[23]
RADAR-1[4]
RNAV (GPS) Rwy 10[5]
VOR/DME or TACAN Rwy 34L[3]
VOR or TACAN Rwy 16R[3]

[1]ILS, LOC, Category E, 800-2½.
[2]NA when control tower closed.
[3]Category E, 800-2½.
[4]Category D, 800-2¼; Category E, 800-2½.
[5]NA when local weather not available.

NEW BRAUNFELS, TX

NEW
BRAUNFELS MUNI ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 31
RNAV (GPS) Rwy 35

NA when local weather not available.

NAME ALTERNATE MINIMUMS

ODESSA, TX

ODESSA-SCHLEMEYER FIELD ..... **NDB Rwy 20**
NA when control tower closed.

PLEASANTON, TX

PLEASANTON MUNI ..... **RNAV (GPS) Rwy 34**
NA when local weather not available.

PORT ARANSAS, TX

MUSTANG BEACH ..... **RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30
NA when local weather not available.

PORT ISABEL, TX

PORT ISABEL-CAMERON COUNTY ..... **RNAV (GPS) Rwy 13**
NA when local weather not available.

ROBERT GRAY AAF(KGRK), TX

FORT HOOD ..... **ILS or LOC Rwy 33[1]**
RNAV (GPS) Rwy 15[2]
RNAV (GPS) Rwy 33[2]
[1]ILS, Category E, 700-2¼. LOC, Category E, 800-2¼.
[2]Category E, 800-2¼.

ROCKPORT, TX

ARANSAS COUNTY ..... **RNAV (GPS) Rwy 14[1]**
VOR/DME or TACAN-A[2]
[1]NA when local weather not available.
[2]Category C, 800-2¼.

ROCKSPRINGS, TX

EDWARDS COUNTY ..... **VOR Rwy 14**
NA when local weather not available.

SAN ANGELO, TX

SAN ANGELO RGNL/MATHIS FIELD ..... **ILS Rwy 3[12]**
LOC BC Rwy 21[2]
NDB Rwy 3[2]
VOR Rwy 21[2]
VOR/DME or TACAN Rwy 3[4]
RADAR-1[3]
[1]ILS, Category E, 700-2¼. LOC, Category E, 800-2¼.
[2]NA when control tower closed.
[3]Category E, 800-2¼.
[4]Category E, 800-2½.

NAME ALTERNATE MINIMUMS

SAN ANTONIO, TX

SAN ANTONIO INTL ..... **ILS or LOC Rwy 12R[1]**
RNAV (GPS) Rwy 12R[2]
[1]ILS, 700-2.
[2]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

STINSON MUNI ..... **RNAV (GPS) Rwy 32**
VOR Rwy 32
NA when local weather not available.

TEMPLE, TX

DRAUGHON-MILLER CENTRAL TEXAS RGNL ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 33
NA when local weather not available.

WACO, TX

TSTC WACO ..... **ILS or LOC Rwy 17L[123]**
NDB Rwy 35R[4]
[1]NA when control tower closed.
[2]ILS,LOC,Category E, 800-2½.
[3]NA when local weather not available.
[4]NA when Waco Regional control tower closed.

WACO RGNL ..... **ILS or LOC Rwy 19**
NDB Rwy 19
RADAR-1
NA when control tower closed.

WINK, TX

WINKLER COUNTY ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
VOR Rwy 13
NA when local weather not available.

INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

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NAME	ALTERNATE MINIMUMS
ANGLETON/LAKE JACKSON, TX	
BRAZORIA COUNTY	**RNAV (GPS) Rwy 17**
	RNAV (GPS) Rwy 35
NA when local weather not available.	
BEAUMONT-PORT ARTHUR, TX	
SOUTHEAST TEXAS RGNL	**ILS or LOC Rwy 12**[123]
	LOC BC Rwy 30[234]
	RNAV (GPS) Rwy 12[35]
	RNAV (GPS) Rwy 16[35]
	RNAV (GPS) Rwy 30[35]
	RNAV (GPS) Rwy 34[35]
	VOR/DME Rwy 34[5]
	VOR Rwy 12[5]
[1]ILS, LOC, Categories A, B, 900-2; Category C, 900-2¼; Category D, 900-2½; Category E, 900-2¾.	
[2]NA when control tower closed.	
[3]NA when local weather not available.	
[4]Category D, 800-2¼; Category E, 900-2¾.	
[5]Category E, 900-2¾.	
COLLEGE STATION, TX	
EASTERWOOD FIELD	**ILS or LOC Rwy 34**[12]
	LOC BC Rwy 16[23]
	RNAV (GPS) Rwy 10[3]
	RNAV (GPS) Rwy 16[3]
	RNAV (GPS) Rwy 28[3]
	RNAV (GPS) Rwy 34[3]
	VOR/DME Rwy 28[4]
	VOR or TACAN Rwy 10[3]
[1]ILS, Category D, 700-2¼; Category E, 900-3. LOC, Category D, 800-2¼; Category E, 900-3.	
[2]NA when control tower closed.	
[3]Category D, 800-2¼; Category E, 900-3.	
[4]Category D, 800-2¼.	

NAME	ALTERNATE MINIMUMS
GALVESTON, TX	
SCHOLES INTL AT GALVESTON	ILS or LOC Rwy 13[1]
	RNAV (GPS) Rwy 13[2]
	RNAV (GPS) Rwy 17[2]
[1]ILS, Category E, 700-2¼; LOC, Category E, 800-2¼.	
[2]Category E 800-2¼.	
HOUSTON, TX	
DAVID WAYNE HOOKS MEMORIAL	**RNAV (GPS) Rwy 17R**
	RNAV (GPS) Rwy 35L
NA when local weather not available.	
ELLINGTON FIELD	**ILS Rwy 17R**[1]
	ILS Rwy 22[1]
	ILS Rwy 35L[1]
	RNAV (GPS) Rwy 22[2]
[1]ILS, Category E, 700-2¼. LOC, Category E, 800-2¼.	
[2]Category E, 800-2¼.	

NAME ALTERNATE MINIMUMS

HOUSTON, TX (CON'T)

GEORGE BUSH INTERCONTINENTAL/ HOUSTON ..... **ILS or LOC Rwy 8R[1]**
ILS or LOC Rwy 26L[2]

[1]ILS,LOC, Category A,B, 900-2; Category C, 900-2½; Category D, 900-2¾; Category E, 900-3.

[2]ILS, Category A,B, 800-2; Category C, 800-2¼; Category D, 800-2½; Category E, 800-2¾. LOC, Category C, 800-2¼; Category D, 800-2½; Category E, 800-2¾.

LONE STAR EXECUTIVE . **RNAV (GPS) Rwy 14**
NA when local weather not available.

WILLIAM P. HOBBY ..... **ILS or LOC Rwy 4**
ILS or LOC Rwy 12R
LOC Rwy 22
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 12R
RNAV (GPS) Rwy 22
VOR/DME Rwy 30L
Category E, 900-3.

PEARLAND RGNL ..... **RNAV (GPS) Rwy 32**
VOR-B
NA when local weather not available.

SUGAR LAND RGNL ..... **RNAV (GPS) Rwy 17**
NA when local weather not available.

HUNTSVILLE, TX

HUNTSVILLE MUNI ..... **RNAV (GPS) Rwy 18**
VOR/DME-A
NA when local weather not available.

JACKSONVILLE, TX

CHEROKEE COUNTY ..... **RNAV (GPS) Rwy 14**
VOR /DME Rwy 14
NA when local weather not available.

NAME ALTERNATE MINIMUMS

JASPER, TX

JASPER COUNTY-BELL FIELD ... **NDB Rwy 18**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36
NA when local weather not available.

LA GRANGE, TX

FAYETTE RGNL
AIR CENTER ..... **RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34
NA when local weather not available.

LUFKIN, TX

ANDELINA COUNTY ..... **VOR Rwy 33**
NA when local weather not available.

ORANGE, TX

ORANGE COUNTY ..... **RNAV (GPS) Rwy 22**
VOR/DME Rwy 22
NA when local weather not available.

PALESTINE, TX

PALESTINE MUNI ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
NA when local weather not available.

PORT LAVACA, TX

CALHOUN COUNTY ..... **RNAV (GPS) Rwy 14**
NA when local weather not available.

VICTORIA, TX

VICTORIA RGNL ..... **RNAV (GPS) Rwy 12L**
RNAV (GPS) Rwy 30R
VOR Rwy 12L
VOR/DME Rwy 30R
NA when local weather not available.

WHARTON, TX

WHARTON RGNL ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
VOR/DME-A
NA when local weather not available.

ABILENE, TX

Amdt. 9, MAR 22,2001 (FAA) ELEV **1791**

ABILENE RGNL

RADAR- 125.0 338.3 (EAST), 127.2 282.3 (WEST)

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	17R		AB	**2240**-1	469	(500-1)	C	**2240**-1¼	469	(500-1¼)
			D	**2240**-1½	469	(500-1½)				
	35L		AB	**2260**-1	474	(500-1)	C	**2260**-1¼	474	(500-1¼)
			D	**2260**-1½	474	(500-1½)				
	35R		AB	**2260**-½	484	(500-½)	C	**2260**-¾	484	(500-¾)
			D	**2260**-1	484	(500-1)				
CIRCLING			AB	**2260**-1	469	(500-1)	C	**2360**-1½	569	(600-1½)
			D	**2360**-2	569	(600-2)				

AMARILLO, TX

Amdt.16, MAR 25 , 1999 (FAA) ELEV **3605**

RICK HUSBAND AMARILLO INTL

RADAR-119.5 307.0

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	22		ABC	**3960**-¾	357	(400-¾)	DE	**3960**-1¼	357	(400-1¼)
	31		ABC	**3960**-1	362	(400-1)	D	**3960**-1¼	362	(400-1¼)
			E	**NA**						
	13		ABC	**3980**-1	380	(400-1)	D	**3980**-1¼	380	(400-1¼)
			E	**NA**						
	4		AB	**4160**/24	555	(600-½)	C	**4160**/50	555	(600-1)
			D	**4160**/60	555	(600-1¼)	E	**4160**-1½	555	(600-1½)
CIRCLING			AB	**4160**-1	555	(600-1)	C	**4160**-1½	555	(600-1½)
			D	**4240**-2	635	(700-2)	E	**4460**-3	855	(900-3)

When control tower closed, procedure not authorized.

DYESS AFB (KDYS), TX (Abilene) (08297 USAF) ELEV 1789

RADAR - (E) 121.3 127.2 270.3 282.3

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	16[1]		A	2300/24	511	(600-½)
			B	2300/40	511	(600-¾)
			C	2300/50	511	(600-1)
			DE	2300-1½	511	(600-1½)
	34[2]		AB	2260/24	473	(500-½)
			C	2260/40	473	(500-¾)
			D	2260/50	473	(500-1)
			E	2260/60	473	(500-1¼)
CIR	16[3]		A	2340-1	551	(600-1)
			B	2340-1¼	551	(600-1¼)
			C	2340-1½	551	(600-1½)
			D	2360-2	571	(600-2)
			E	2460-2½	671	(700-2½)
	34[3]		AB	2340-1	551	(600-1)
			C	2340-1½	551	(600-1½)
			D	2360-2	571	(600-2)
			E	2460-2½	671	(700-2½)

[1]When ALS inop, increase CAT A RVR to 50 and vis to 1 mile, CAT B RVR to 60 and vis to 1¼ miles, CAT C vis to 1½ miles, CAT DE vis to 2 miles. [2]When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles and CAT E to 1¾ miles. [3]Circling to parallel Assault Strip 162° restricted to 317 AG acft only. Circling at night to Assault Strip 342° requires MAJCOM/DO/A3 (or equivalent) approval due to 20:1 visual area penetrations.

FORT WORTH NAS JRB (CARSWELL FLD) (KNFW), TX

(10042 USN) **ELEV 650**

RADAR - (E)[1] 128.775 371.875

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[2]	17[3]	3.0°/62/1074	ABCDE	836-¾	200	(200-¾)
	35[4]	3.0°/59/1213	ABCDE	900-½	250	(300-½)
PAR W/O GS[2]	17		AB	1080-1	444	(500-1)
			C	1080-1¼	444	(500-1¼)
			DE	1080-1½	444	(500-1½)
	35[5]		AB	1140-½	490	(500-½)
			C	1140-¾	490	(500-¾)
			D	1140-1	490	(500-1)
			E	1140-1¼	490	(500-1¼)
ASR[2]	17		AB	1140-1¼	504	(500-1¼)
			CD	1140-1½	504	(500-1½)
			E	1140-1¾	504	(500-1¾)
	35[6]		AB	1180-¾	530	(600-¾)
			C	1180-1	530	(600-1)
			DE	1180-1¼	530	(600-1¼)
CIR	17-35[7][8]		AB	1220-1	570	(600-1)
			C	1220-1½	570	(600-1½)
			D	1280-2	630	(700-2)
			E	1300-2¼	650	(700-2¼)

[1]Opr 1300-0500Z++ Mon-Fri; clsd Sat, Sun and hol. Afld hr subject to chg by NOTAM. Base OPS/ ATC not manned outside of publ hrs. [2]No-NOTAM MP: PAR 1330-1530Z++ Tue; ASR 1330-1530Z++ Mon. [3]CAUTION: PAR TCH exceeds 60'. [4]When ALS inop, increase CAT AB vis to ¾ mile, CAT CDE to 1 mile. [5]When ALS inop, increase CAT AB vis to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles, CAT E to 1¾ miles. [6]When ALS inop, increase CAT AB vis to 1¼ miles, CAT C to 1½ miles, CAT DE to 1¾ miles. [7]Circling not authorized E of Rwy 17-35. [8]When circling from ASR increase CAT AB vis to 1¼ miles.

LUBBOCK, TX Amdt. 7, SEP 19, 1991 (FAA) ELEV 3282

LUBBOCK PRESTON SMITH INTL

RADAR-119.2 351.8 ⚠

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	17R		ABC	**3620**/24	339	(400-½)	DE	**3620**/50	339	(400-1)
	35L		ABC	**3640**-¾	387	(400-¾)	DE	**3640**-1¼	387	(400-1¼)
	26		AB	**3680**-½	425	(500-½)	C	**3680**-¾	425	(500-¾)
			DE	**3680**-1	425	(500-1)				
CIRCLING			A	**3720**-1	439	(500-1)	B	**3740**-1	459	(500-1)
			C	**3740**-1½	459	(500-1½)	D	**3840**-2	559	(600-2)
			E	**3980**-2½	699	(700-2½)				

Category D S-26 visibility increased ¼ mile for inoperative MALSR.
Category E S-26 visibility increased ½ mile for inoperative MALSR.
Category E S-17R visibility increased ¼ mile for inoperative MALSR.
Inoperative table does not apply to MALSR Rwy 17R for Category D.

WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI (KSPS), TX

(Amdt 5, 09183 USAF) ELEV 1019

RADAR[12] - **(E)** Ctc SHEPPARD APP CON 118.2 269.025 ▽ ⚠ NA when Sheppard Approach Control closed. When ASR and IFF/SIF are out, PAR avbl via RADAR pickup fr ILS Rwy 33L.

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[3]	15C[4]	3.0°/46/954	ABCDE	**1203**-½	200	(200-½)
	33C[4]	3.0°/48/957	ABCDE	**1189**-½	200	(200-½)
	15R[4]	3.0°/55/1087	ABCDE	**1198**-½	200	(200-½)
	33L[4]	3.0°/56/1090	ABCDE	**1200**-½	200	(200-½)
ASR	15C[7]		ABCD	**1420**-¾	417	(500-¾)
			E	**1420**-1	417	(500-1)
	15R[5]		ABCD	**1420**-¾	422	(500-¾)
			E	**1420**-1	422	(500-1)
	33L[6]		ABC	**1440**-¾	440	(500-¾)
			DE	**1440**-1	440	(500-1)
	33C[6]		ABC	**1440**-¾	451	(500-¾)
			DE	**1440**-1	451	(500-1)
CIR[8]	All Rwy		A	**1440**-1¼	421	(500-1¼)
			B	**1480**-1¼	461	(500-1¼)
			C	**1480**-1½	461	(500-1½)
			D	**1580**-2	561	(600-2)
			E	**2080**-3	1061	(1100-3)

[1]Sheppard APP CON clsd 0300-1200Z++ dly, ctc FORT WORTH CENTER 127.95 133.5. [2]MP ASR and PAR 1000-1200Z++ Mon-Fri. [3]ASR/PAR Not avbl when Sheppard APP CON is clsd. [4]When ALS inop, increase CAT ABCDE vis to ¾ mile. [5]When ALS inop, increase vis CAT ABCD to 1¼ miles, CAT E to 1½ miles. [6]When ALS inop, increase vis CAT ABC vis to 1¼ miles, CAT DE vis to 1½ miles. [7]When ALS inop, increase CAT ABCD vis to 1¼, CAT E vis to1½. [8]Circling not authorized West of Rwy 15R-33L.

BIGGS AAF (KBIF), TX (Fort Bliss) (Amdt6, 06159 USA) ELEV 3948

RADAR - 124.15 307.0 NA

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR[1]	21		AB	4360-½	412	(500-½)
			CD	4360-¾	412	(500-¾)
			E	4360-1	412	(500-1)
CIR[2]	21		A	4360-1	412	(500-1)
			B	4400-1	452	(500-1)
			C	4400-1½	452	(500-1½)
			DE	4500-2	552	(600-2)

CAUTION: Steeply rising terrain exceeding 7100' 4 miles W of airport. 'When ALSF inop, increase CAT E visibility to 1½. ²CAT E circling W of Rwy 3-21 not authorized.

CORPUS CHRISTI NAS (KNGP), (TRUAX FIELD) TX (08325 USN) ELEV 18

RADAR - (E) 6835 134.1 270.8 284.6 337.2 354.8

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[1]	13R[2]	3.0°/42/773	ABCDE	113-¼	100	(100-¼)
	17	3.0°/42/771	ABCDE	118-½	100	(100-½)
	31L	3.0°/42/817	ABCDE	117-½	100	(100-½)
	35	3.0°/44/813	ABCDE	118-½	100	(100-½)
PAR	13L		ABCDE	320-1	307	(400-1)
SIDESTEP[15]	31R		ABCDE	400-1¼	383	(400-1¼)
PAR W/O GS[1]	17		ABCDE	300-1¼	282	(300-1¼)
	13R[3]		ABCDE	320-1	307	(400-1)
	31L		ABCDE	400-1¼	383	(400-1¼)
	35		ABCDE	400-1¼	382	(400-1¼)
PAR W/O GS	13L		ABCDE	320-1¼	307	(400-1¼)
SIDESTEP[1]	31R		ABCDE	400-1¼	383	(400-1¼)
ASR	13R[4]		A	480-¾	467	(500-¾)
			B	480-1	467	(500-1)
			C	480-1¼	467	(500-1¼)
			DE	480-1¾	467	(500-1¾)
	13L		A	400-1	382	(400-1)
			B	400-1¼	382	(400-1¼)
			C	400-1½	382	(400-1½)
			DE	400-2	382	(400-2)
	17		A	420-1	402	(500-1)
			B	420-1¼	402	(500-1¼)
			C	420-1½	402	(500-1½)
			DE	420-2	402	(500-2)
	31R		A	440-1	422	(500-1)
			B	440-1¼	422	(500-1¼)
			C	440-1½	422	(500-1½)
			DE	440-2	422	(500-2)
	31L		A	440-1	423	(500-1)
			B	440-1¼	423	(500-1¼)
			C	440-1½	423	(500-1½)
			DE	440-2	423	(500-2)

CORPUS CHRISTI NAS (KNGP)(CON'T), (TRUAX FIELD) TX (08325 USN)

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
	35		A	440-1	422	(500-1)
			B	440-1¼	422	(500-1¼)
			C	440-1½	422	(500-1½)
			DE	440-2	422	(500-2)
	4		A	480-1	463	(500-1)
			B	480-1¼	463	(500-1¼)
			C	480-1½	463	(500-1½)
			DE	480-2	463	(500-2)
CIR[6]	All Rwys		AB	480-1	462	(500-1)
			C	480-1½	462	(500-1½)
			D	580-2	562	(600-2)
			E	620-2¼	602	(700-2¼)

[1]No-NOTAM MP: PAR Mon-Fri 1100-1300Z++, exc 1st and 3rd Wed of month 1000-1300Z++. [2]When ALS inop, increase vis CAT ABCDE to ½ mile. [3]When ALS inop, increase vis CAT ABCDE to 1¼ mile. [4]When ALS inop, increase vis CAT A to 1 mile, CAT B to 1¼ mile, CAT C to 1½ mile, CAT DE to 2 miles. [5]Circling fr Sidestep NA. Sidestep NA prior to 2 miles fr touchdown. [6]Circling authorized only from ASR and PAR W/O GS. When circling from PAR W/O GS increase CAT AB vis to 1¼ mile.

EL PASO, TX

Amdt. 14, April 8, 2010 (FAA) ELEV **3959**

EL PASO INTL

RADAR- 124.25 298.85

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	22		ABC	**4320**/24	371	(400-½)	DE	**4320**/50	371	(400-1)
	26L		AB	**4380**-¾	421	(500-¾)	CD	**4380**-1¼	421	(500-1¼)
			E	**4380**-1½	421	(500-1½)				
	4		AB	**4400**/50	477	(500-1)	C	**4400**/60	477	(500-1¼)
			D	**4400**-1½	477	(500-1½)	E	**4400**-1¾	477	(500-1¾)
CIRCLING			A	**4420**-1	461	(500-1)	B	**4460**-1	501	(600-1)
			C	**4460**-1½	501	(600-1½)	D	**4520**-2	561	(600-2)
			E	**4660**-2½	701	(800-2½)				

Circling NA for CAT E west of Rwy 4-22.
For inoperative MALSR, increase S-22 CAT D/E visibility to RVR 6000.
Inoperative table does not apply to S-26L CAT C.
CAUTION: Steeply rising terrain 4.5 NM west of airport.
Lost Communications (All Rwys): As directed by ATC on initial contact.

KINGSVILLE NAS (KNQI), TX (09295 USN) ELEV 50

RADAR[1] - (E) 128.45x 300.4x 305.2x 310.8x 322.0x 325.2x 358.0x 363.6x 384.4x

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[8]	35R[2]	3.0°/34/623	ABCDE	148-¼	100	(100-¼)
	31L	3.0°/33/596	ABCDE	144-½	100	(100-½)
	31R	3.0°/37/679	ABCDE	145-½	100	(100-½)
	13L	3.0°/35/653	ABCDE	149-½	100	(100-½)
	35L	3.0°/33/618	ABCDE	149-½	100	(100-½)
	13R	3.0°/33/625	ABCDE	150-½	100	(100-½)
	17L	3.0°/35/652	ABCDE	150-½	100	(100-½)
	17R	3.0°/36/684	ABCDE	150-½	100	(100-½)
PAR W/O GS[8]	31L		ABCDE	320-1¼	276	(300-1¼)
	31R		ABCDE	320-1¼	275	(300-1¼)
	17L		ABCDE	340-1¼	290	(300-1¼)
	17R		ABCDE	340-1¼	290	(300-1¼)
	35R[3]		ABCDE	400-¾	352	(400-¾)
	35L		ABCDE	400-1¼	351	(400-1¼)
	13L		ABCDE	420-1¼	371	(400-1¼)
	13R		ABCDE	480-1¼	430	(500-1¼)
ASR	35R[4]		AB	400-½	352	(400-½)
			CDE	400-¾	352	(400-¾)
	17L		ABC	400-1	350	(400-1)
			DE	400-1¼	350	(400-1¼)
	17R		ABC	400-1	350	(400-1)
			DE	400-1¼	350	(400-1¼)
	31L		ABCD	380-1	336	(400-1)
			E	380-1¼	336	(400-1¼)
	31R		ABCD	380-1	335	(400-1)
			E	380-1¼	335	(400-1¼)
	35L		ABC	400-1	351	(400-1)
			DE	400-1¼	351	(400-1¼)
	13L		AB	500-1	450	(500-1)
			C	500-1¼	450	(500-1¼)
			DE	500-1½	450	(500-1½)
	13R		AB	500-1	450	(500-1)
			C	500-1¼	450	(500-1¼)
			DE	500-1½	450	(500-1½)
CIR[567]	All Rwys		AB	500-1	450	(500-1)
			C	500-1½	450	(500-1½)
			D	620-2	570	(600-2)
			E	680-2¼	630	(700-2¼)

[1]Use landing/taxi lights when conducting apch during VMC. [2]When ALS inop, increase vis CAT ABCDE to ½ mile. [3]When ALS inop, increase vis CAT ABCDE to 1¼ mile. [4]When ALS inop, increase vis CAT ABC to 1 mile, CAT DE to 1¼ mile. [5]CAT E circling not authorized SW of Rwy 13-31. [6]Circling authorized only from PAR W/O GS and ASR. [7]For Circling from PAR W/O GS increase CAT AB vis to 1¼ mile. [8]No NOTAM MP: PAR 1400-1600Z++Mon. Maint conducted next bus day if fld clsd on Mon.

MIDLAND, TX
MIDLAND INTL

Amdt 5, MAY 20,1999 (FAA) ELEV **2871**

RADAR- 124.6 290.4 ⚠

	RWYGS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	10	ABC	**3260**/24	392	(400-½)	DE	**3260**/50	392	(400-1)
	34L	AB	**3260**-1	403	(400-1)	CD	**3260**-1¼	403	(400-1¼)
		E	**3260**-1½	403	(400-1½)				
	16R	AB	**3280**-1	409	(500-1)	CD	**3280**-1¼	409	(500-1¼)
		E	**3280**-1½	409	(500-1½)				
	28	AB	**3280**-¾	423	(500-¾)	CD	**3280**-1¼	423	(500-1¼)
		E	**3280**-1½	423	(500-1½)				
	4	AB	**3300**-1	450	(500-1)	C	**3300**-1¼	450	(500-1¼)
		DE	**3300**-1½	450	(500-1½)				
	22	AB	**3540**-1	687	(700-1)	C	**3540**-2	687	(700-2)
		D	**3540**-2¼	687	(700-2¼)	E	**3540**-2½	687	(700-2½)
CIRCLING		AB	**3540**-1	669	(700-1)	C	**3540**-2	669	(700-2)
		D	**3540**-2¼	669	(700-2¼)	E	**3600**-2½	729	(800-2½)

Inoperative table does not apply to MALS S-28 for Category C.
Category D and Category E S-10 visibility increases to RVR 6000 for inoperative MALSR .

ROBERT GRAY AAF (KGRK), TX

(Fort Hood) Amdt 8, 03051 (USA) ELEV **1019**

RADAR **- (E)** 118.0 244.0 (GCA) ⚠NA

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	33	3.0°/64/1019	AB	1187-½	200	(200-½)
			CDE	1187-¾	200	(200-¾)
	15	3.0°/52/1026	AB	1219/24	200	(200-½)
			CDE	1219/40	200	(200-¾)
ASR	33		AB	1460-¾	473	(500-¾)
			C	1460-1	473	(500-1)
			D	1460-1¼	473	(500-1¼)
			E	1460-1½	473	(500-1½)
	15		AB	1520/40	501	(600-¾)
			CD	1520/60	501	(600-1¼)
			E	1520-1½	501	(600-1½)
CIR[1]	All Rwy		AB	1520-1	501	(600-1)
			C	1560-1½	541	(600-1½)
			D	1580-2	561	(600-2)
			E	1740-2½	721	(800-2½)

[1]Circling not authorized W of Rwy 15-33.

SAN ANGELO, TX

Amdt. 1, MAR 25, 1999 (FAA) ELEV **1917**

SAN ANGELO RGNL/MATHIS FIELD

RADAR-125.35 354.1

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	36	AB	**2460**-1	543	(600-1)	C	**2460**-1½	543	(600-1½)
		D	**2460**-1¾	543	(600-1¾)	E	**2460**-2	543	(600-2)
	18	AB	**2480**-1	573	(600-1)	C	**2480**-1½	573	(600-1½)
		D	**2480**-1¾	573	(600-1¾)	E	**2480**-2	573	(600-2)
CIRCLING		AB	**2480**-1	563	(600-1)	C	**2480**-1½	563	(600-1½)
		D	**2480**-2	563	(600-2)	E	**2520**-2¼	603	(700-2¼)

Category E circling NA west of runway 18-36.

WACO, TX

Amdt. 1A, FEB 11, 2010 (FAA) ELEV **592**

MC GREGOR EXECUTIVE

RADAR- 127.65 352.0

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	17	AB	**1020**-1	430	(500-1)	C	**1020**-1¼	430	(500-1¼)
		D	**NA**						
CIRCLING		A	**1040**-1	448	(500-1)	B	**1060**-1	468	(500-1)
		C	**1060**-1½	468	(500-1½)	D	**NA**		

WACO, TX

Amdt. 4, FEB 11, 2010 (FAA) ELEV **470**

TSTC WACO

RADAR- 127.65 227.125

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	17L	AB	**1080**-½	611	(700-½)	C	**1080**-1¼	611	(700-1¼)
		D	**1080**-1½	611	(700-1½)				
CIRCLING		AB	**1080**-1	610	(700-1)	C	**1080**-1¾	610	(700-1¾)
		D	**1080**-2	610	(700-2)				

When Waco Regional approach control closed, ASR not authorized.

WACO, TX

Amdt. 3, FEB 11, 2010 (FAA)

ELEV **516**

WACO RGNL

RADAR- 127.65 227.125 ⚠

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	19	ABC	**880**/24	376	(400-½)	D	**880**/50	376	(400-1)
	1	ABC	**900**-1	390	(400-1)	D	**900**-1¼	390	(400-1¼)
	14	AB	**980**-1	468	(500-1)	C	**980**-1¼	468	(500-1¼)
		D	**980**-1½	468	(500-1½)				
	32	AB	**1000**-1	484	(500-1)	C	**1000**-1¼	484	(500-1¼)
		D	**1000**-1½	484	(500-1½)				
CIRCLING		AB	**1000**-1	484	(500-1)	C	**1000**-1½	484	(500-1½)
		D	**1080**-2	564	(600-2)				

Category D S-19 visibility RVR 6000 with inoperative MALSR.

THERE ARE NO RADAR PROCEDURES
FOR SOUTHEAST TEXAS (SC-5)

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

ABILENE, TX

ABILENE RGNL (ABI)
AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22,** 300-2½ or std. w/ min. climb of 233' per NM to 2200.

DEPARTURE PROCEDURE: **Rwy 17L,** climb heading 180° to 3200 before proceeding on course.

NOTE: **Rwy 4,** multiple trees beginning 1945' from DER, 872' left of centerline, up to 100' AGL/1859' MSL. Terrain 103' from DER, 59' right of centerline up to 0' AGL/1766' MSL. Terrain 121' from DER, 457' right of centerline, up to 0' AGL/1769' MSL. **Rwy 17L,** tower 7 NM from DER, right of centerline up to 543' AGL/2903' MSL. Tower 6 NM from DER, right of centerline up to 400' AGL/2699' MSL. Tower 7.7 NM from DER, left of centerline, up to 749' AGL/2957' MSL. Multiple trees beginning 151' from DER, 158' left of centerline, up to 100' AGL/1879' MSL. Multiple trees beginning 149' from DER, 355' right of centerline, up to 100' AGL/1879' MSL. **Rwy 22,** tower 1.9 NM from DER, 284' left of centerline, up to 306' AGL/2050' MSL. Mutliple trees beginning 119' from DER, 402' left of centerline up to 17' AGL/1769' MSL. Tower 4018' from DER, 225' right of centerline, up to 135' AGL/1869' MSL. Antenna on tower 1.9 NM from DER, 252' left of centerline, up to 306' AGL/2050' MSL.

NAME	TAKE-OFF MINIMUMS

ABILENE RGNL (ABI) (CON'T)

Rwy 35L, tower 194' from DER, 516' right of centerline 100' AGL/1769' MSL. Multiple trees beginning 2047' from DER, 851' right of centerline, up to 100' AGL/1869' MSL. **Rwy 35R,** antenna 1154' from DER, 264' left of centerline 100' AGL/1821' MSL. Multiple trees beginning 2848' from DER, 242' left of centerline up to 100' AGL/1889' MSL. Multiple trees beginning 279' from DER, 328' right of centerline, up to 100' AGL/1889' MSL. Terrain 231' from DER, 66' left of centerline, up to 0' AGL/1805' MSL. Terrain 230' from DER, 190' right of centerline, up to 100' AGL/1805' MSL. **Rwy 17R,** multiple trees beginning 1013' from DER, 372' left of centerline, up to 100' AGL/1889' MSL. Multiple trees beginning 147' from DER, 370' right of centerline up to 100' AGL/1879' MSL.

AMARILLO, TX

RICK HUSBAND AMARILLO INTL

DEPARTURE PROCEDURE: **Rwy 22,** climb heading 218° to 4100 before turning northbound. **Rwy 31,** climbing right turn heading 360° to 5400 before turning westbound.

NOTE: **Rwy 31,** sign 23' from departure end of runway, 257' right of centerline, 6' AGL/3605' MSL.

TRADEWIND (TDW)
AMDT 2A 08185 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5,23,** NA. **Rwy 35,** 600-2 or std. with a min. climb of 300´ per NM to 4600.

ANDREWS, TX

ANDREWS COUNTY (E11)

AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 20,** 400-2¼ or std. w/ min. climb of 229' per NM to 3700.

DEPARTURE PROCEDURE: **Rwy 11,** climb heading 114° to 3600 before turning left. **Rwy 29,** climb heading 294° to 3600 before turning left.

NOTE: **Rwy 34,** antenna 1189' from DER, 588' left of centerline, 52' AGL/3236' MSL. Poles beginning 181' from DER, 470' left of centerline, up to 36' AGL/3210' MSL. Bush 471' from DER, 92' left of centerline, 7' AGL/3186' MSL. Tree 1207' from DER, 587' left of centerline, 44' AGL/3228' MSL. Bushes beginning 282' from DER, 305' right of centerline, up to 10' AGL/3189' MSL. Tree 4780' from DER, 895' right of centerline, 100' AGL/3304' MSL.

ARLINGTON, TX

ARLINGTON MUNI

DEPARTURE PROCEDURE: **Rwy 16,** climb heading 162° to 2500 before turning left. **Rwy 34,** climb heading 342° to 1400 before turning southeast bound.

NOTE: **Rwy 16,** multiple reils beginning 77' from departure end of runway, 127' right of centerline, 7' AGL/601' MSL. Multiple reils beginning 74' from departure end of runway, 126' left of centerline, 7' AGL/603' MSL. Tree 590' from departure end of runway, 480' right of centerline, 16' AGL/614' MSL. **Rwy 34,** tree 1083' from departure end of runway, 710' right of centerline, 35' AGL/670' MSL. Tree 705' from departure end of runway, 403' left of centerline, 38' AGL/654' MSL. Tree 231' from departure end of runway, 464' left of centerline, 35' AGL/642' MSL. Multiple trees beginning 1093' from departure end of runway, 415' right of centerline, up to 39' AGL/663' MSL.

Chart note: tower farm 7.2 NM southeast of airport up to 2549' MSL.

ATLANTA, TX

HALL-MILLER MUNI

TAKE-OFF MINIMUMS: **Rwy 15,** 500-2or std. with a min. climb of 260' per NM to 600.

DEPARTURE PROCEDURE: **Rwys 5,33**, climb runway heading to 500 before turning.

NOTE: 248' AGL tower 1.09 NM southeast of departure end of runway 15.

BIG SPRING, TX

BIG SPRING MCMAHON-WRINKLE

TAKE-OFF MINIMUMS: **Rwy 6,** 600-3 or std. with a min. climb gradient of 370' per NM to 3300.

DEPARTURE PROCEDURE: **Rwy 17,** climb runway heading to 3100 before turning left.

NOTE: **Rwy 6,** cross departure end of runway at or above 35' AGL/2608' MSL. Tank, 7047' from departure end of runway, 2180' left of centerline, 135' AGL/2859' MSL.

BONHAM, TX

JONES FIELD

TAKE-OFF MINIMUMS: **Rwy 17,** 400-2 or std. with a min. climb of 350´ per NM to 1100.

BORGER, TX

HUTCHINSON COUNTY (BGD)

AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 200-1½ or std. w/ min. climb of 421' per NM to 3400.

NOTE: **Rwy 3,** tree 3200' from departure end of runway, 851' left of centerline, 100' AGL/3129' MSL. **Rwy 17,** pole 683' from departure end of runway, 396' right of centerline, 21' AGL/3090' MSL. Trees beginning 820' from departure end of runway, 279' right of centerline, up to 34' AGL/3093' MSL. Vehicle on road 219' from departure end of runway, 513' right to left of centerline, 15' AGL/3074' MSL. Vehicle on road 1141' from departure end of runway, 772' right to left of centerline, 17' AGL/3086' MSL. Trees beginning 1628' from departure end of runway, 207' left of centerline, up to 43' AGL/3112' MSL. Antenna 1427' from departure end of runway, 15' left of centerline, 46' AGL/3105' MSL. **Rwy 21,** bush 138' from departure end of runway, 109' right of centerline, 31' AGL/3040' MSL.

BOWIE, TX

BOWIE MUNI (0F2)

ORIG 09071 (FAA)

NOTE: **Rwy 17,** tree 131' from DER, 311' right of centerline, 100' AGL/1169' MSL. Trees beginning 122' from DER, 313' left of centerline, up to 100' AGL/1199' MSL. **Rwy 35,** tree 418' from DER, 299' left of centerline, 100' AGL/1206' MSL. Vehicle on road 726' from DER, 471' left of centerline, 15' AGL/1131' MSL.

BRIDGEPORT, TX

BRIDGEPORT MUNI (XBP)

AMDT 2 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 400-2 or std. w/ min. climb of 458' per NM to 1300. **Rwy 36,** 300-1¼ or std. w/ min. climb of 427' per NM to 1200.

NOTE: **Rwy 18,** trees beginning 2383' from DER, 504' right of centerline, up to 100' AGL/1169' MSL. Trees beginning 2438' from DER, 525' left of centerline, up to 100' AGL/1109' MSL. Tower 1.2 NM from DER, 664' left of centerline, 55' AGL/1046' MSL. Tower 1.2 NM from DER, 1121' left of centerline, 55' AGL/1042' MSL. **Rwy 36,** trees beginning 111' from DER, 21' right of centerline, up to 100' AGL/851' MSL. Trees beginning 607' from DER, 430' left of centerline, up to 100' AGL/1039' MSL. Hanger 12' from DER, 424' right of centerline, 17' AGL/827' MSL. Multiple poles and towers beginning 1064' from DER, 297' left of centerline, 43' AGL/969' MSL.

BROWNFIELD, TX

TERRY COUNTY (BFE)

ORIG 09295 (FAA)

NOTE: **Rwy 2,** aircraft on taxiway beginning at DER, 188' left of centerline, up to 17' AGL/3281' MSL. Vehicle on roadway, 121' from DER, 519' right of centerline, 15' AGL/3269' MSL. Hangar 591' from DER, 333' left of centerline, 30' AGL/3289' MSL. Tree 950' from DER, 179' right of centerline, 34' AGL/3299' MSL. **Rwy 13,** vehicles on roadway beginning 71' from DER, 61' left of centerline, up to 15' AGL/3269' MSL. **Rwy 20,** tree 2937' from DER, 1108' right of centerline, 75' AGL/3329' MSL. **Rwy 31,** vehicles on roadway beginning at DER, 198' left of centerline, up to 15' AGL/3284' MSL. Aircraft on taxiway beginning at DER, 253' right of centerline, up to 17' AGL/3281' MSL. Vehicles on roadway beginning 299' from DER, 14' right of centerline up to 15' AGL/3284' MSL. Hangar 572' from DER, 597' right of centerline, 30' AGL/3299' MSL. Tree 1832' from DER, 233' right of centerline, 75' AGL/3344' MSL.

CADDO MILLS, TX

CADDO MILLS MUNI

TAKE-OFF MINIMUMS: **Rwys 17L, 35R,** NA.

CANADIAN, TX

HEMPHILL COUNTY

TAKE-OFF MINIMUMS: **Rwy 4,** 300-1¼ or std. with a min. climb of 282' per NM to 2700. **Rwy 18,** std. w/ min. climb of 239' per NM to 3600, or 1400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 18,** for climb in visual conditions cross Hemphill County Airport at or above 3600 before proceeding on course. **Rwy 22,** climb heading 216° to 3000 before turning left.

NOTE: **Rwy 4,** grain elevator 5728' from departure end of runway, 1384' left of centerline, 220' AGL/2580' MSL. Tower 1.1 NM from departure end of runway, 6' right of centerline, 123' AGL/2548' MSL. **Rwy 18,** terrain 361' from departure end of runway, 569' left of centerline, 0' AGL/2409' MSL.

CLEBURNE, TX

CLEBURNE MUNI (CPT)

ORIG 08045 (FAA)

NOTES: **Rwy 15,** Tree 484' from departure end of runway, 211' left of centerline, 100' AGL/959' MSL. Light pole 1329' from departure end of runway, 285' right of centerline, 30' AGL/889' MSL. **Rwy 33,** Trees and light pole beginning 355' from departure end of runway, 45' right of centerline, up to 100' AGL/979' MSL. Trees beginning 1631' from departure end of runway, 94' left of centerline, up to 100' AGL/979' MSL.

COMMERCE, TX

COMMERCE MUNI

TAKE-OFF MINIMUMS: **Rwy 18**, 400-2 or std. with a min. climb 230' per NM to 900.

DALHART, TX

DALHART MUNI

TAKE-OFF MINIMUMS: **Rwy 3,** 600-2 or std. with a min. climb of 250´ per NM to 4400.

DALLAS, TX

ADDISON

TAKE-OFF MINIMUMS: **Rwy 15,** 400-2¼ or std. with a min. climb of 324' per NM to 1100.

NOTE: **Rwy 15,** multiple buildings beginning 1085' from departure end of runway, 21' left of centerline, up to 321' AGL/956' MSL. Building with antenna 1.9 NM from departure end of runway, 968' right of centerline, 345' AGL/975' MSL. Pole 666' from departure end of runway, 640' left of centerline, 60' AGL/681' MSL. Multiple trees beginning 721' from departure end of runway, 115' left of centerline, up to 40' AGL/675' MSL. Road, railroad beginning 268' from departure end of runway, 5' right of centerline, up to 23' AGL/655' MSL. **Rwy 33,** multiple poles and trees beginning 640' from departure end of runway, 21' left of centerline, up to 60' AGL/709' MSL. Multiple buildings beginning 1225' from departure end of runway, 147' left of centerline, up to 37' AGL/697' MSL. Multiple buildings beginning 45' from departure end of runway, 458' right of centerline, up to 57' AGL/696' MSL. Multiple poles beginning 922' from departure end of runway, 186' right of centerline, up to 60' AGL/720' MSL.

COLLIN COUNTY RGNL AT MC KINNEY (TKI)

AMDT 1 09351 (FAA)

NOTE: **Rwy 17,** bush 29' from DER, 499' right of centerline, 5' AGL/591' MSL. Obstruction light on DME 400' from DER, 266' right of centerline, 16' AGL/602' MSL. Trees 784' from DER, 574' right of centerline, 39' AGL/625' MSL. **Rwy 35,** trees 1060' from DER, 634' right of centerline, 65' AGL/605' MSL. Trees beginning 1532' from DER, 632' left of centerline, up to 79' AGL/626' MSL.

DALLAS EXECUTIVE

TAKE-OFF MINIMUMS: **Rwy 17,** 400-2¾ or std. w/ min. climb of 275' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 13,** climb via heading 129° to 2600 before turning westbound. **Rwy 17,** climb via heading 174° to 2600 before turning westbound **Rwy 31,** climb via heading 309° to 1600 before turning southbound. **Rwy 35,** climb via heading 354° to 1600 before turning southbound.

NOTE: **Rwy 17,** tree 468' from departure end of runway, 454' left of centerline, 35' AGL/699' MSL. Tree 113' from departure end of runway, 516' right of centerline, 30' AGL/679' MSL. Tree 871' from departure end of runway, 405' left of centerline, 35' AGl/685' MSL. Tree 651' from departure end of runway, 303' right of centerline, 35' AGL/699' MSL. **Rwy 31,** tree 481' from departure end of runway, 552' right of centerline, 30' AGL/677' MSL. Tree 2978' from departure end of runway, 802' left of centerline, 46' AGL/732' MSL. **Rwy 35,** tree 534' from departure end of runway, 302' left of centerline, 34' AGL/671' MSL. Tree 745' from departure end of runway, 371' left of centerline, 35' AGL/672' MSL. Tree 972' from departure end of runway, 405' right of centerline, 35' AGL/675' MSL. **Rwy 13,** obstruction light on blast fence 109' from departure end of runway, 347' left of centerline, 6' AGL/658' MSL.

DALLAS, TX (CON'T)

DALLAS-LOVE FIELD

TAKE-OFF MINIMUMS: **Rwy 13L,** std. with a min. climb of 289' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 13 R,** use BACHMAN DEPARTURE. **Rwy 18,** climb via heading 180° to 1300 before turning left. **Rwys 31L, 31R,** climb via heading 310° to 1200 before turning left.

NOTE: **Rwy 13L,** multiple poles and trees beginning 844' from departure end of runway, 515' left of centerline, up to 54' AGL/541' MSL. Crane 5270' from departure end of runway, 568' left of centerline, 130' AGL/630' MSL. Antenna on tank 1.5 NM from departure end of runway, 369' left of centerline, 208' AGL/712' MSL. **Rwy 18,** building 303' from departure end of runway, 354' right of centerline, 47' AGL/507' MSL. Tree 775' from departure end of runway, 138' right of centerline, 32' AGL/513' MSL. Tree 821' from departure end of runway, 329' right of centerline, 39' AGL/519' MSL. Tree 1031' from departure end of runway, 107' right of centerline, 49' AGL/530' MSL. Tree 1254' from departure end of runway, 399' left of centerline, 50' AGL/531' MSL. Tree 2004' from departure end of runway, 413' right of centerline, 55' AGL/536' MSL. **Rwy 31L,** multiple trees beginning 327' from departure end of runway, 374' right of centerline, up to 22' AGL/501' MSL. **Rwy 31R,** multiple trees beginning 366' from departure end of runway, 552' right of centerline, up to 29' AGL/505' MSL. Pole 39' from departure end of runwy, 501' left of centerline, 27' AGL/487' MSL. Pole 1531' from departure end of runway, 717' right of centerline, 61' AGL/521' MSL. Trees 2080' from departure end of runway, 644' right of centerline, 54' AGL/530' MSL. **Rwy 36,** tree 52' from departure end of runway, 390' left of centerline, 43' AGL/523' MSL. Obstructioin light on blast fence, 56' from departure end of runway, 298' right of centerline, 7' AGL/487' MSL. Trees 433' from departure end of runway, 357' right of centerline, 16' AGL/496' MSL. Trees 661' from departure end of runway, 95' left of centerline, 25' AGL/505' MSL. Building 898' from departure end of runway, 223' right of centerline, 25' AGL/505' MSL. Tree 1773' from departure end of runway, 240' right of centerline, 79' AGL/559' MSL. Multiple transmission line towers beginning 2577' from departure end of runway, 116' left of centerline, up to 68' AGL/556' MSL. Transmission line tower 2701' from departure end of runway, 818' right of centerline, 68' AGL/572' MSL.

DALLAS-FORT WORTH, TX

DALLAS-FORT WORTH INTL

TAKE-OFF MINIMUMS: **Rwy 35R,** 200-1½ or std. w/ min. climb of 221' per NM to 800, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 35R,** climb heading 354° to 1200 before turning right .

NOTE: **Rwy 31L,** tree 1229' from departure end of runway, 730' right of centerline, 28' AGL/637' MSL. Transmission pole 3403' from departure end of runway, 1399' rightof centerline, 86' AGL/708' MSL. Multiple trees beginning 928' from departure end of runway, 724' left of centerline, up to 55' AGL/654' MSL. **Rwy 35R,** multiple buildings beginning 5443' from departure end of runway, 202' right of centerline, up to 173' AGL/714' MSL.

DECATUR, TX

DECATUR MUNI (LUD)

AMDT 2 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** std. with a min. climb of 290' per NM to 3500, or 1400-2½ for climb in visual conditions. **Rwy 35,** std. with a min. climb of 315' per NM to 3500, or 1400-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 17, 35,** For climb in visual conditions, cross Decatur Muni Airport at or above 2400, before proceeding on course.

NOTE: **Rwy 17,** tower 5150' from departure end of runway, 896' right of centerline, 117' AGL/1173' MSL.

DENTON, TX

DENTON MUNI

NOTE: **Rwy 17,** multiple trees beginning 190' from departure end of runway, 178' right of centerline, up to 66' AGL/665' MSL. Building 371' from departure end of runway, 261' left of centerline, 14' AGL/643' MSL. **Rwy 35,** tree 1242' from departure end of runway, 806' right of centerline, 63' AGL/692' MSL.

DUMAS, TX

MOORE COUNTY (DUX)

ORIG 10042 (FAA)

NOTE: **Rwy 1,** multiple poles beginning 766' from DER, 455' right of centerline, up to 31' AGL/3724' MSL. Multiple poles and buildings beginning 55' from DER, 438' left of centerline, up to 30' AGL/3723' MSL. Vehicle on road 47' from DER, on centerline, 15' AGL/3712' MSL. Trees 1240' from DER, 764' left of centerline,up to 100' AGL/3789' MSL. Trees 2049' from DER, 933' right of centerline, up to 100' AGL/3790' MSL. **Rwy 19,** trees 226' from DER, 538' right of centerline, up to 100' AGL/3809' MSL. Trees 228' from DER, 533' left of centerline, up to 100' AGL/3804' MSL. **Rwy 14,** tree 879' from DER, on centerline, 100' AGL/3788' MSL. **Rwy 32,** tree 1480' from DER, 15' left of centerline, 100' AGL/3794' MSL.

EASTLAND, TX

EASTLAND MUNI

TAKE-OFF MINIMUMS: **Rwy 35**, 300-1 ½ or std. with min. climb of 416' per NM to 1800.

NOTES: **Rwy 17**, multiple trees beginning 261' from departure end of runway left and right of centerline up to 100' AGL/1549' MSL. **Rwy 35**, multiple trees beginning 49' from departure end of runway 371' right of centerline and 871' from departure end of runway left and right of centerline up to 100' AGL/1689' MSL.

FLOYDADA, TX

FLOYDADA MUNI (41F)

ORIG 09295 (FAA)

NOTE: **Rwy 17,** silo 3320' from DER, 355' right of centerline, 149' AGL/3329' MSL. Building 3648' from DER, 248' right of centerline, 108' AGL/3289' MSL. **Rwy 35,** road and vehicle beginning 525' from DER, 19' left and right of centerline, up to 15' AGL/3202' MSL.

FORT WORTH, TX

BOURLAND FIELD (50F)
ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** std. w/ min. climb of 453' per NM to 1500 or 300-1 and min. climb of 211' per NM to 1500 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 17,** for climb in visual conditions: cross Bourland Field at or above 1600 before proceeding on course.

NOTE: **Rwy 17,** trees beginning 65' from departure end of runway, 8' left of centerline, up to 30' AGL/969' MSL. **Rwy 35,** terrain beginning 15' from departure end of runway, 9' right of centerline, up to 981' MSL. Terrain beginning 91' from departure end of runway, 36' left of centerline, up to 959' MSL. Vehicle on road 276' from departure end of runway, 346' right of centerline, 17' AGL/869' MSL.

FORT WORTH ALLIANCE

TAKE-OFF MINIMUMS: **Rwy 16L,** 300-2¼ or std. w/ min. climb of 208' per NM to 1100, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient. Takeoff must occur no later than 1400' prior to departure end of runway. **Rwy 16R,** 300-2¼ or std. w/ min. climb of 210' per NM to 1100, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1500' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 16R,** climb heading 163° to 1200 before turning right.

NOTE: **Rwy 16L,** light pole 1285' from departure end of runway, 689' left of centerline, 48' AGL/697' MSL. Water tower 1.8 NM from departure end of runway, 3122' right of centerline, 148' AGL/954' MSL. **Rwy 16R,** fence 4' from departure end of runway, 250' right of centerline, 12' AGL/669' MSL. Water tower 1.8 NM from departure end of runway, 2521' rightof centerline, 148' AGL/954' MSL. Tower 1.5 NM south of departure end of runway, 4138' right of centerline, 203' AGL/1002' MSL. **Rwy 34L,** fence 8' from departure end of runway, 250' leftof centerline, 6' AGL/719' MSL. Railroad 421' from departure end of runway, 409' left of centerline, 23' AGL/738' MSL. **Rwy 34R,** antenna 218' from departure end of runway, 146' left of centerline, 28' AGL/728' MSL.

FORT WORTH, TX (CON'T)

FORT WORTH MEACHAM INTL

TAKE-OFF MINIMUMS: **Rwy 9,** 300-1½ or std. w/ min. climb of 216' per NM to 1000, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1500' prior to departure end of runway. **Rwy 34,** 300-2 or std. w/ min. climb of 222' per NM to 1100, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 092° to 2000 before proceeding on course. **Rwy s 16, 17,** climb heading 164° to 2000 before proceeding on course.

NOTE: **Rwy 9,** windsock 293' from departure end of runway, 354' left of centerline, 51' AGL/721' MSL. Sign on building 481' from departure end of runway, 407' right of centerline, 39' AGL/702' MSL. Sign 2448' from departure end of runway, 540' left of centerline, 75' AGL/742' MSL. Grain elevators beginning 7085' from departure end of runway, 2191' left of centerline, 229' AGL/877' MSL. **Rwy 17,** bush 13' from departure end of runway, 160' right of centerline, 21' AGL/674' MSL. Antenna 953' from departure end of runway, 394' left of centerline, 72' AGL/722' MSL. Hangar 1380' from departure end of runway, 744' left of centerline, 43' AGL/703' MSL. **Rwy 27,** tree 239' from departure end of runway, 492' left of centerline, 35' AGL/685' MSL. **Rwy 34,** multiple trees 974' from departure end of runway, 62' right of centerline, up to 47' AGL/746' MSL. Grain elevator 1.52 NM from departure end of runway, 2775' right of centerline, 254' AGL/969' MSL. **Rwy 35,** tree 1' from departure end of runway, 248' left of centerline, 40' AGL/690' MSL. Tree 567' from departure end of runway, 225' right of centerline, 45' AGL/699' MSL. Bush 55' from departure end of runway, 143' left of centerline, 21' AGL/681' MSL. Obstruction light on dam 1359' from departure end of runway, 1' right of centerline, 46' AGL/706' MSL.

FORT WORTH SPINKS

TAKE-OFF MINIMUMS: **Rwys 17L,35R**, NA. (Environmental)

DEPARTURE PROCEDURE: **Rwy 17R** climb heading 173° to 1200 before turning right.

NOTE: **Rwy 17R,** tree 4909' from departure end of runway, 1556' left of centerline, 60' AGL/830' MSL.

FORT WORTH NAS JRB (CARSWELL FLD)(KNFW)

FORT WORTH, TX 10014

Rwy 17, Cross DER at or above 6' AGL/656' MSL.

TAKE-OFF OBSTACLES: **Rwy 17,** rising terrain up to 670' MSL, 200'-600' from DER, 500'-560' right of centerline.

GAINESVILLE, TX
GAINESVILLE MUNI (GLE)
ORIG 09127 (FAA)
NOTE: **Rwy 17,** trees and poles beginning 1' from DER, 472' right and left of centerline, up to 25' AGL/819' MSL. **Rwy 30,** taxiways beginning 651' from DER, crossing centerline left to right 859' MSL. Trees and terrain beginning 2' from DER, 14' left and right of centerline, up to 64' AGL/890' MSL. **Rwy 35,** terrain, trees, poles, road, and vehicle beginning 149' from DER, 51' left of centerline, up to 95' AGL/940' MSL. Terrain and poles beginning 13' from DER, 85' right of centerline, up to 37' AGL/882' MSL.

GLADEWATER, TX
GLADEWATER MUNI
TAKE-OFF MINIMUMS: NOTE: **Rwy 14,** temp oil rig 390' MSL, 1853' from departure end of runway, 718' left of centerline.

GRAFORD, TX
POSSUM KINGDOM (F35)
ORIG 10042 (FAA)
TAKE-OFF MINIMUMS: **Rwy 20,** 400-2½ or std. w/ a min. climb of 212' per NM to 1500 or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1600' prior to DER.
DEPARTURE PROCEDURE: climb heading 204° to 1500 before turning left.
NOTE: **Rwy 2,** trees beginning 31' from DER, 22' left of centerline, up to 100' AGL/1099' MSL. Trees beginning 1023' from DER, 114' right of centerline, up to 100' AGL/1129' MSL. **Rwy 20,** vehicle on roadway 116' from DER, 498' right of centerline, 15' AGL/1024' MSL. Trees beginning 494' from DER, 126' right of centerline, up to 100' AGL/1109' MSL. Trees beginning 977' from DER, 115' left of centerline, up to 100' AGL/1109' MSL. Trees beginning 2.29 miles from DER, 1679' left of centerline, up to 100' AGL/1329' MSL.

GRAHAM, TX
GRAHAM MUNI
DEPARTURE PROCEDURE: **Rwys 17, 21,** climb runway heading to 2000 before proceeding on course.
NOTE: **Rwy 17,** light pole 21' from departure end of runway, 195' left of centerline, 30' AGL/1141' MSL. Light pole 86' from departure end of runway, 381' left of centerline, 50' AGL/1168' MSL.

GRANBURY, TX
GRANBURY RGNL
TAKE-OFF MINIMUMS: **Rwy 14,** 300-1.
NOTE: **Rwy 14,** power line 1922' from departure end of runway, 176' right of centerline, 52' AGL/862' MSL.

GRAND PRAIRIE, TX
GRAND PRAIRIE MUNI (GPM)
AMDT 4 09295 (FAA)
DEPARTURE PROCEDURE: **Rwy 17,** climbing right turn to 2000 via heading 200° and TTT R-180 to NINAE/TTT 24 DME before proceeding on course. DME Required. **Rwy 35,** climb heading 356° to 1400 before turning south.
NOTE: **Rwy 17,** antenna 190' from DER, 456' right of centerline, 26' AGL/615' MSL. Road, multiple poles and signs beginning 570' from DER, 410' right of centerline, up to 31' AGL/620' MSL. Tree 1506' from DER, 517' right of centerline, 37' AGL/617' MSL. **Rwy 35,** tree 837' from DER, 204' left of centerline, up to 100' AGL/665' MSL. Pole 2687' from DER, 122' left of centerline, up to 75' AGL/653' MSL.

GREENVILLE, TX
MAJORS (GVT)
AMDT 1 08269 (FAA)
NOTE: **Rwy 17,** trees beginning 1832' from departure end of runway, 397' right of centerline, up to 49' AGL/578' MSL.

HASKELL, TX
HASKELL MUNI
TAKE-OFF MINIMUMS: **Rwy 18,** 600-2 or std. with a min. climb of 340' per NM to 2300.
DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 2300 before proceeding on course.

HENDERSON, TX
RUSK COUNTY (RFI)
AMDT 2 10098 (FAA)
TAKE-OFF MINIMUMS: **Rwy 12,** 300-1. **Rwy 30,** 300-1¼ or std. w/ min. climb of 282' per NM to 700.
DEPARTURE PROCEDURE: **Rwy 12,** climb heading 123° to 1100 before turning northbound. **Rwy 30,** climb heading 303° to 2100 before turning northbound. **Rwy 35,** climb heading 347° to 1900 before turning westbound.
NOTE: **Rwy 12,** multiple trees beginning 143' from DER, 440' right of centerline, up to 100' AGL/549' MSL. Multiple trees beginning 237' from DER, 59' left of centerline, up to 100' AGL/609' MSL. Vehicle on road beginning 652' from DER, 401' left of centerline, up to 15' AGL/464' MSL. Terain beginning 82' from DER, 18' right of centerline 447' MSL. terrain beginning 291' from DER, 132' left of centerline, 506' MSL. **Rwy 17,** multiple trees beginning 399' from DER, 86' right of centerline, up to 100' AGL/539' MSL. Multiple trees beginning 163' from DER, 103' left of centerline, up to 100' AGL/549' MSL. **Rwy 30,** multiple trees beginning 640' from DER, 116' right of centerline, up to 100' AGL/539' MSL. Multiple trees beginning 478' from DER, 141' left of centerline, up to 100' AGL/539' MSL. Terrain beginning 41' from DER, 334' right of centerline, 0' AGL/437' MSL. Terrain beginning 102' from DER, 459' left of centerline, 0' AGL/437' MSL. **Rwy 35,** vehicle on road beginning 145' from DER, 333' right of centerline, up to 15' AGL/454' MSL. Trees beginning 1155' from DER, 353' right of centerline, up to 100' AGL/549' MSL. Trees beginning 158' from DER, 269' left of centerline, up to 100' AGL/539' MSL.

HEREFORD, TX

HEREFORD MUNI (HRX)

ORIG 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32,** NA-Environmental.

NOTE: **Rwy 2,** tree 68' from DER, 495' left of centerline, 50' AGL/3834' MSL. Trees beginning 280' from DER, 535' right of centerline, up to 50 AGL/3834' MSL. Trees beginning 984' from DER, 504' left of centerline, up to 50' AGL/3834' MSL. **Rwy 20,** trees beginning 61' from DER, 461' right of centerline, up to 50' AGL/3839' MSL. Trees beginning 497' from DER, 606' left of centerline, up to 50' AGL/3839' MSL. Tree 1603' from DER, 760' right of centerline, 50' AGL/3829' MSL.

HILLSBORO, TX

HILLSBORO MUNI

TAKE-OFF MINIMUMS: **Rwy 16,** 600-3 or std. w/ min. climb of 250' per NM to 1500, or 1100-2 ½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 16,** for climb in visual conditions: Cross Hillsboro Muni Airport at or above 1600 before proceeding on course.

LANCASTER, TX

LANCASTER

TAKE-OFF MINIMUMS: **Rwy 31,** 200-1½ or std. w/ min. climb of 222' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 31,** climb via heading 314° to 1900 before turning left.

NOTE: **Rwy 31,** multiple trees beginning 1133' from departure end of runway, 479' left of centerline, up to 40' AGL/541' MSL. Trees 886' from departure end of runway, 637' right of centerline, 35' AGL/536' MSL. Multiple poles beginning 5613' from departure end of runway, 1171' right of centerline, up to 101' AGL/661' MSL.

LEVELLAND, TX

LEVELLAND MUNI

TAKE-OFF MINIMUMS: **Rwy 26,** 600-3 or std. with a min. climb of 250' per NM to 4300. **Rwy 35,** 400-2 or std. with a min. climb of 230' per NM to 4000.

NOTE: **Rwy 26,** cross departure end of runway at or above 35' AGL/3537' MSL. **Rwy 35,** cross departure end of runway at or above 35' AGL/3540' MSL. **Rwy 35,** tower, 10,185 from departure end of runway, 2828' left of centerline, 304' AGL/3821 MSL.

LONGVIEW, TX

EAST TEXAS RGNL (GGG)

AMDT 1 08325 (FAA)

NOTE: **Rwy 13,** multiple trees 720' from departure end of runway, 547' left of centerline, up to 50' AGL/404' MSL. Multiple trees 1381' from departure end of runway, 600' right of centerline, up to 55' AGL/409' MSL. **Rwy 18,** multiple trees beginning 790' from departure end of runway, left and right of centerline, up to 94' AGL/459' MSL. **Rwy 31,** tree 1489' from departure end of runway , 842' left of centerline, 49' AGL/406' MSL. Tree 1737' from departure end of runway, 755' right of centerline, 63' AGL/420' MSL. **Rwy 36,** multiple trees beginning 1590' from departure end of runway, 520' left of centerline, up to 84' AGL/438' MSL. Tree 2384' from departure end of runway , 18' right of centerline, 65' AGL/419' MSL.

LUBBOCK, TX

LUBBOCK PRESTON SMITH INTL (LBB)

ORIG 10098 (FAA)

NOTE: **Rwy 8,** terrain 7' from DER, 353' left of centerline, 3256' MSL. **Rwy 17L,** Vehicle on road 556' from DER, 162' left of centerline, up to 15' AGL/3279' MSL. **Rwy 26,** aircaft on taxiway 568' from DER, 318' left and right of centerline, up to 42' AGL/3296' MSL. **Rwy 35R,** rod on ATCT 2330' from DER, 877' left of centerline, 136' AGL/3379' MSL. Aircraft on taxiway 219' from DER, 423' left and right of centerline, up to 42' AGL/3291' MSL.

MESQUITE, TX

MESQUITE METRO

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 175° to 900 before turning left.

NOTE: **Rwy 17,** multiple trees, sign and fences beginning 10' from departure end of runway, 362' left of centerline, up to 35' AGL/478' MSL. **Rwy 35,** hangar 53' from departure end of runway, 497' left of centerline, 23' AGL/470' MSL. Multiple trees and poles beginning 999' from departure end of runway, 708' left of centerline, up to 44' AGL/483' MSL. Bush 45' from departure end of runway, 466' right of centerline, 10' AGL/457' MSL. Pole 814' from departure end of runway, 288' right of centerline, 27' AGL/467' MSL. Construction equipment 892' from departure end of runway, 628' right of centerline, 59' AGL/489' MSL.

MIDLOTHIAN/WAXAHACHIE, TX

MID-WAY

DEPARTURE PROCEDURE: **Rwy 18,** northbound departures climb runway heading to 1500 before proceeding on course. **Rwy 36,** northbound and westbound departures climb heading 020° to 2700 before proceeding on course.

MINEOLA-QUITMAN, TX

WOOD COUNTY

NOTE: **Rwy 18,** trees 336' from departure end of runway, 484' right of centerline, 100' AGL/549' MSL. Trees 775' from departure end of runway 339' right of centerline, 100' AGL/559' MSL. Trees 942' from departure end of runway, 460' right of centerline, 100' AGL/559' MSL. Trees 23' from departure end of runway, 239' right of centerline, 100' AGL/534' MSL. Trees 33' from departure end of runway, 495' right of centerline, 100' AGL/534' MSL. Trees 239' from departure end of runway, 453' left of centerline, 100' AGL/539' MSL. Trees 11' from departure end of runway, 474' left of centerline, 100' AGL/529' MSL. Trees 16' from departure end of runway, 253' left of centerline, 100' AGL/529' MSL. Terrain 932' from departure end of runway, 204' right of centerline, 0' AGL/460' MSL. Terrain 326' from departure end of runway, 228' right of centerline, 0' AGL/443' MSL. Terrain 912' from departure end of runway, 308' left of centerline, 0' AGL/457' MSL. Terrain 629' from departure end of runway, 216' right of centerline, 0' AGL/450' MSL. Terrain 639' from departure end of runway, 472' right of centerline, 0' AGL/450' MSL. Terrain 922' from departure end of runway, 52' left of centerline, 0' AGL/457' MSL. Terrain 14' from departure end of runway, 17' left of centerline, 0' AGL/434' MSL. **Rwy 36,** trees 1 foot from departure end of runway, 240' right of centerline, 100' AGL/509' MSL. Trees 780' from departure end of runway, on centerline, 100' AGL/509' MSL. Trees 450' from departure end of runway, 270' left of centerline, 100' AGL/499' MSL. Trees 450' from departure end of runway, 350' right of centerline, 100' AGL/479' MSL.

MINERAL WELLS, TX

MINERAL WELLS

TAKE-OFF MINIMUMS: **Rwy 31,** 500-3 or std. with a min. climb of 220' per NM to 1600.

NOTE: **Rwy 31,** cross departure end of runway at or above 35' AGL/948' MSL.

MOUNT PLEASANT, TX

MOUNT PLEASANT RGNL (OSA)

ORIG 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35,** 300-1¼ or std. w/ min. climb of 309' per NM to 700, or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 1,600' prior to departure end of runway.

NOTE: **Rwy 17,** trees 1231' from departure end of runway, 679' right of centerline, 100' AGL/399' MSL. **Rwy 35,** tower 1.04 NM from departure end of runway, 1261' right of centerline, 180' AGL/539' MSL. Trees 695' from departure end of runway, 614' left of centerline, 100' AGL/469' MSL.

PARIS, TX

COX FIELD

NOTE: **Rwy 17,** multiple trees beginning 88' from departure end of runway, 299' right of centerline, up to 50' AGL/558' MSL. **Rwy 35,** bushes and pole beginning 406' from departure end of runway, 402' left of centerline up to 35' AGL/573' MSL. Multiple trees beginning 161' from departure end of runway, 81' right of centerline, up to 50' AGL/578' MSL. **Rwy 32,** multiple trees beginning 716' from departure end of runway, 488' right of centerline, up to 50' AGL/568' MSL.

PLAINS, TX

YOAKUM COUNTY (F98)

ORIG 08269 (FAA)

NOTE: **Rwy 3,** tree 948' from departure end of runway, 725' left of centerline, 50' AGL/3769' MSL. **Rwy 17,** vehicle on road 99' from departure end of runway, 476' right of centerline, 15' AGL/3699' MSL. **Rwy 35,** vehicle on road 546' from departure end of runway, 527' left of centerline, 15' AGL/3714' MSL.

ROCKWALL, TX

ROCKWALL MUNI

NOTE: **Rwy 17,** cross departure end of runway at or above 598' MSL/35' AGL. East-west road at departure end of runway, 10' AGL/574' MSL. East-west railroad track 860' from departure end of runway, 23' AGL/612' MSL. **Rwy 35,** cross departure end of runway at or above 594' MSL/35' AGL. Multiple transmission towers from 318' to 467' from departure end of runway, left and right of centerline, from 60' AGL/590' MSL to 75' AGL/614' MSL.

SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

WICHITA FALLS,TX . . . . . AMDT 1 09351

DEPARTURE PROCEDURE: **Rwy 15R/15C/15L,** Climb on track 150° to 2500' before turning Westbound. **Rwy 17,** Climb heading 160° to 2500', intercept SPS VORTAC R-120 outbound. Cross SPS R-120/8 DME (HUNEP) at or below 2500', then climb and maintain 5000' or higher as assigned. Turn on course after reaching 3100'. **Rwy 35,** Climb heading 350° to 1500' then proceed on course.

TAKE-OFF OBSTACLES: **Rwy 17,** Light pole 31' AGL/1040' MSL, 837' from DER, 726' left of centerline. **Rwy 35,** Large frame aircraft parking, 56' AGL/1053' MSL, 337' from DER, 542' left of centerline. Large frame aircraft parking, 56' AGL/1053' MSL, 451' from DER, 573' left of centerline.

SNYDER, TX

WINSTON FIELD

DEPARTURE PROCEDURE: **Rwy 26,** climb via heading 263° to 3000 prior to turning northbound.

SPEARMAN, TX

SPEARMAN MUNI (E42)

ORIG 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 20,** 300-1¾ or std. w/ min. climb of 286' per NM to 3500.

NOTE: **Rwy 20,** Vehicle on road 174' from departure end of runway, 496' right of centerline, 15' AGL/3094' MSL. Tower 4330' from departure end of runway, 575' left of centerline, 100' AGL/3228' MSL. Tower 1.26 NM from departure end of runway, 2533' left of centerline, 250' AGL/3355' MSL.

STAMFORD, TX

ARLEDGE FIELD (F56)

ORIG 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 13, 26, 31,** NA-Environmental.

NOTE: **Rwy 17,** trees beginning 772' from DER, 532' left of centerline, up to 100' AGL/1659' MSL. Tree 2215' from DER, 966' right of centerline, up to 100' AGL/1659' MSL. **Rwy 35,** tree 3284' from DER, 901' left of centerline, up to 100' AGL/1669' MSL. Trees beginning 1267' from DER, 712' right of centerline, up to 100' AGL/1664' MSL.

STEPHENVILLE, TX

CLARK FIELD MUNI

NOTE: **Rwy 32,** trees beginning 1687' from departure end of runway, 124' right of centerline, 80' AGL/1389' MSL.

STRATFORD, TX

STRATFORD FIELD

TAKE-OFF MINIMUMS: **Rwy 22**, 400-2 or std. with a min. climb of 290' per NM to 4100.

SULPHUR SPRINGS, TX

SULPHUR SPRINGS MUNI

TAKE-OFF MINIMUMS: **Rwy 18**, 400-2.

DEPARTURE PROCEDURE: **Rwys 18,36**, climb to 900 before proceeding east of airport.

TERRELL, TX

TERRELL MUNI

TAKE-OFF MINIMUMS: **Rwy 32,** std. with a min. climb of 430' per NM to 800.

NOTE: **Rwy 32,** cross departure end of runway at or above 35' AGL/508' MSL. **Rwy 32,** tower, 3364' from departure end of runway, 1069' left of centerline, 125' AGL/624' MSL.

TYLER, TX

TYLER POUNDS RGNL

NOTE: **Rwy 4,** road and vehicle 605' from departure end of runway, 643' left of centerline, 15' AGL/544' MSL. Multiple trees beginning 648' from departure end of runway, 301' right of centerline, up to 74' AGL/576' MSL. **Rwy 13,** road, antenna and multiple trees beginning 607' from departure end of runway, 272' left of centerline, up to 73' AGL/614' MSL. Multiple trees beginning 12' from departure end of runway, 290' right of centerline, up to 73' AGL/581' MSL. **Rwy 17,** tree 970' from departure end of runway, 362' left of centerline, 57' AGL/586' MSL. Tree 1339' from departure end of runway, 207' right of centerline, 69' AGL/578' MSL. **Rwy 22,** multiple trees beginning 166' from departure end of runway, 92' left of centerline, up to 86' AGL/605' MSL. Terrain and multiple trees beginning 28' from departure end of runway, 323' right of centerline, up to 46' AGL/626' MSL. **Rwy 31,** road and multiple trees beginning 326' from departure end of runway, 533' right of centerline, up to 78' AGL/564' MSL. Multiple trees beginning 907' from departure end of runway, 666' left of centerline, up to 67' AGL/556' MSL. **Rwy 35,** road 901' from departure end of runway, on centerline, 15' AGL/544' MSL. Multiple trees and tower beginning 1068' from departure end of runway, 303' right of centerline, up to 73' AGL/574' MSL.

WICHITA FALLS, TX

KICKAPOO DOWNTOWN

TAKE-OFF MINIMUMS: **Rwy 17**, 1100-2 or std. with a min. climb of 370' per NM to 2300. **Rwy 35,** 1100-2 or std. with a min. climb of 380' per NM to 2300.

WICHITA VALLEY

TAKE-OFF MINIMUMS: **Rwys 13,16**, turn right after take-off to avoid 2049´ tower 4 NM southeast of airport.

WINNSBORO, TX

WINNSBORO MUNI

DEPARTURE PROCEDURE: **Rwy 1,19**, climb runway heading to 1000 prior to turn.

INSTRUCTION APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

ALICE, TX

ALICE INTL

NOTE: **Rwy 17**, multiple poles beginning 601' from departure end of runway, 413' right to 340' left of centerline, up to 36' AGL/204' MSL. Multiple trees beginning 205' from departure end of runway, 348' left to 317' right of centerline, up to 26' AGL/194' MSL. **Rwy 26,** building 797' from departure end of runway, 366' left of centerline, 30'AGL/208' MSL. Tree 812' from departure end of runway, 301' left of centerline, 27' AGL/205' MSL. Rod on OL DME, 715' from departure end of runway, 258' right of centerline, 21' AGL/ 199' MSL. Steel post 83' from departure end of runway, 344' right of centerline, 4' AGL/181' MSL. **Rwy 31,** rod on OL DME 388' from departure end of runway, 256' left of centerline, 21' AGL/199' MSL. Tree 439' from departure end of runway, 608' left of centerline, 16' AGL/194' MSL. Steel post 2 ' from departure end of runway, 251' right of centerline, 164' AGL/181' MSL. Tree 1067' from departure end of runway, 359' right of centerline, 28' AGL/206' MSL. **Rwy 35,** windmill 1461' from departure end of runway, 164' left of centerline, 140' AGL/214' MSL. Bush 330' from departure end of runway, 287' right of runway, 14' AGL/185' MSL.

NAME	TAKE-OFF MINIMUMS

ALPINE, TX

ALPINE-CASPARIS MUNI

TAKE-OFF MINIMUMS: **Rwys 19, 23**, DAY 1700-2; NIGHT NA.

DEPARTURE PROCEDURE: **Rwy 1**, climb direct BWR NDB; **Rwys 5, 19, 23**, climbing left turn direct BWR NDB. **All aircraft** continue climb in holding pattern (Hold N, left turns, 194° inbound) (Maximum holding airspeed 175K) to 7000 before proceeding on course.

AUSTIN, TX

AUSTIN-BERGSTROM INTL

DEPARTURE PROCEDURE: **Rwys 35L, 35R,** climb via heading 353° to 1800 before turning left on course.

NOTE: **Rwy 17L,** trees beginning 498' from departure end of runway, 576' left of centerline, up to 80' AGL/517' MSL. Tree 617' from departure end of runway, 585' right of centerline, 55' AGL/498' MSL. **Rwy 17R,** trees 1007' from departure end of runway, 739' right of centerline, up to 61' AGL/523' MSL. **Rwy 35R,** tree 817' from departure end of runway, 664' right of centerline, 55' AGL/528' MSL.

AUSTIN, TX (CON'T)

LAKEWAY AIRPARK (3R9)
AMDT 1 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwys 16, 34,** 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 16, 34,** For climb in visual conditions cross Lakeway Airpark airport at or above 1900 MSL before proceeding on course.

NOTE: **Rwy 16,** powerline 303' from departure end of runway, right and left of centerline, 79' AGL/967' MSL. Trees beginning 8243' from departure end of runway, 324' right of centerline, up to 50' AGL/1169' MSL. Road 114' from departure end of runway, right and left of centerline, 15' AGL/954' MSL. Tower 2.11 NM from departure end of runway, 1314' right of centerline, 195' AGL/1326' MSL. Towers starting 1.6 NM from departure end of runway, 4821' left of centerline, up to 150' AGL/1450' MSL. Tree 2085' from departure end of runway, 186' left of centerline, 50' AGL/969' MSL. **Rwy 34,** trees beginning 800' from departure end of runway, 426' left of centerline, up to 50' AGL/1009' MSL. Trees beginning 1374' from departure end of runway, 141' right of centerline, up to 50' AGL/969' MSL. House 499' from departure end of runway, on centerline, 50' AGL/969' MSL.

BEEVILLE, TX

BEEVILLE MUNI

TAKE-OFF MINIMUMS: **Rwys 18, 36,** NA-environmental. **Rwy 30,** 300-2 or std. w/ min. climb of 239' per NM to 700.

NOTE: **Rwy 30,** tower 1.5 NM from departure end of runway 2566' right of centerline, 230' AGL/542' MSL.

BIG LAKE, TX

REAGAN COUNTY

TAKE-OFF MINIMUMS: **Rwys 9, 27,** NA-environmental.

NOTE: **Rwy 16,** road 384' from departure end of runway, 603' right of centerline, 17' AGL/2716' MSL.

BIGGS AAF (KBIF)

FORT BLISS, TX 07130

Rwy 21: Left turn direct to ELP VORTAC, continue climb via R-130 to airway MEA or as directed by ATC. **Rwy 3**: Right turn direct to ELP VORTAC, continue climb via R-130 to airway MEA or as directed by ATC.

BRADY, TX

CURTIS FIELD (BBD)
ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 26,** NA-Environmental.

NOTES: **Rwy 17,** Light poles, trees, fence, terrain, and vehicle on road beginning 50' from departure end of runway, 362' left of centerline, up to 30' AGL/1827' MSL. Trees beginning 17' from departure end of runway, 216' right of centerline, up to 30' AGL/1818' MSL.

BURNET, TX

BURNET MUNI KATE CRADDOCK FIELD (BMQ)
AMDT 1 09351 (FAA)

NOTE: **Rwy 1,** trees and cars beginning 362' from DER, 488' right of centerline, up to 100' AGL/1379' MSL. Trees and cars beginning 274' from DER, 86' left of centerline, up to 100' AGL/1419' MSL. **Rwy 19,** trees beginning 32' from DER, 103' right of centerline, up to 100' AGL/1379' MSL. Trees beginning 188' from DER, 332' left of centerline, up to 100' AGL/1369' MSL.

CARRIZO SPRINGS, TX

DIMMIT COUNTY

DEPARTURE PROCEDURE: **Rwy 31**, climb runway heading to 1200 prior to left turn to avoid 1114' antenna west of airport.

COMANCHE, TX

COMANCHE COUNTY-CITY

TAKE-OFF MINIMUMS: **Rwys 13, 31,** NA-Environmental.

NOTE: **Rwy 17,** road at departure end of runway, 134' right of centerline, 15' AGL/1394' MSL, road 784' from departure end of runway, 324' right of centerline, 15' AGL/1404' MSL. **Rwy 35,** trees beginning 464' from departure end of runway, across centerline, up to 50' AGL/1429' MSL.

CORPUS CHRISTI, TX

CORPUS CHRISTI INTL (CRP)
AMDT 1 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35,** 400-2¾ or std. w/ min. climb of 229' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 31,** Climb heading 309° to 1200 before turning westbound.

NOTE: **Rwy 17,** antenna on building 24' AGL/64' MSL, 749' from departure end of runway, 694' left of centerline. **Rwy 35,** tower 401' AGL/423' MSL, 2.21 NM from departure end of runway, 3757' left of centerline.

CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

CORPUS CHRISTI, TX. . . . . ORIG 08325

TAKE-OFF OBSTACLES: **Rwy 13L,** Powerline, 139' MSL, 3884' from DER, 457' left of centerline. Pylon, 112' MSL, 3304' from DER, 362' right of centerline. Pylon, 112' MSL, 3476' from DER, 1017' right of centerline. Pylon, 110' MSL, 3137' from DER, 299' left of centerline. Pylon, 107' MSL, 3561' from DER, 665' left of centerline. **Rwy 13R,** Powerline, 139' MSL, 4434' from DER, 1208' left of centerline. Pylon, 100' MSL, 3686' from DER, 1050' left of centerline.

COTULLA, TX
COTULLA-LA SALLE COUNTY (COT)
ORIG 07354 (FAA)
NOTE: **Rwy 13,** road 2768' from departure end of runway, 53' left of centerline, 18' AGL/484' MSL. Tree 5520' from departure end of runway, 1764' left of centerline, 50' AGL/480' MSL. Tree 2 NM from departure end of runway, 778' left of centerline, 50' AGL/579' MSL. Tree 1264' from departure end of runway, 93' right of centerline, 50' AGL/499' MSL. Tree 1.3 NM from departure end of runway, 1116' right of centerline, 50' AGL/464' MSL. **Rwy 31,** railroad 2934' from departure end of runway, 153' right of centerline 23' AGL/472' MSL. Tree 1669' from departure end of runway, 66' right of centerline, 50' AGL/499' MSL. Tree 1.2 NM from departure end of runway, 2290' right of centerline, 50' AGL/562' MSL. Terrain beginning 80' from departure end of runway, 428' left of centerline, up to 496' MSL. Terrain 123' from departure end of runway, 379' right of centerline, 496' MSL.

DEL RIO, TX
DEL RIO INTL
DEPARTURE PROCEDURE: **Rwy 13,** climb to 1500 prior to left turn.

DEVINE, TX
DEVINE MUNI
TAKE-OFF MINIMUMS: **Rwy 35**, climb runway heading to 1000 prior to right turn.

EAGLE PASS, TX
MAVERICK COUNTY MEMORIAL INTL (5T9)
ORIG 08269 (FAA)
NOTE: **Rwy 13,** vehicle on road 171' from departure end of runway, 393' right of centerline, 15' AGL/894' MSL.

EDINBURG, TX
SOUTH TEXAS INTL AT EDINBURG
TAKE-OFF MINIMUMS: CAUTION: Unmarked balloon and cable to 15000' MSL in R-6317. **Rwy 14,** 276/37.9 NM, **Rwy 32,** 276/38.5 NM.
NOTE: **Rwy 14,** tree 1109' from departure end of runway, 525' right of centerline, 19' AGL/108' MSL. Terrain 20' from departure end of runway, 312' right of centerline, 0' AGL/74' MSL. **Rwy 32,** multiple poles beginning 831' from departure end of runway, 53' right of centerliine, up to 32' AGL/111' MSL. Road 640' from departure end of runway, 671' right of centerline, 17' AGL/96' MSL.

EL PASO, TX
EL PASO INTL
TAKE-OFF MINIMUMS: **Rwys 8L, 26R,** NA. **Rwy 26L**, 3000-2 or std. with a min. climb of 490' per NM to 6300.
DEPARTURE PROCEDURE: **Rwy 4,** right turn. **Rwy 8R,** left turn, climb direct ELP VORTAC, continue climb via ELP R-150 to airway MEA or comply with RADAR vectors. **Rwy 22,** climbing left turn heading 120° to intercept and climb via ELP R-150 to airway MEA or comply with RADAR vectors. **Rwy 26L,** climbing left turn heading 120° to intercept and climb via ELP R-150 to airway MEA or comply with RADAR vectors. This departure requires compliance with published take-off minimums.

FALFURRIAS, TX
BROOKS COUNTY (BKS)
AMDT 1 09127 (FAA)
TAKE-OFF MINIMUMS: **Rwy 32,** 400-2¼ or std. w/ min. climb of 249' per NM to 600. **Rwy 35,** std. w/ min. climb of 250' per NM to 800, or 500-3 w/ min. climb of 242' per NM to 800, or 900-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 35**, for climb in visual conditions: cross Brooks County Airport at or above 900 MSL before proceeding on course.
NOTE: **Rwy 14,** vehicle on road, 29' from DER, 499' left of centerline, 15' AGL/129' MSL. Trees beginning 149' from DER, 523' left of centerline, up to 40' AGL/154' MSL. Trees beginning at DER, 415' right of centerline, up to 40' AGL/149' MSL. **Rwy 17,** vehicle on road, at DER, 364' left of centerline, 15' AGL/119' MSL. Trees beginning 15' from DER, 331' right of centerline, up to 40' AGL/149' MSL. Trees beginning 165' from DER, 126' left of centerline, up to 17' AGL/129' MSL. **Rwy 32,** road and trees beginning 587' from DER, 35' right of centerline, up to 40' AGL/149' MSL. Tower 1.9 NM from DER, 987' left of centerline, 298' AGL/418' MSL. **Rwy 35,** vehicle on raod, at DER, 360' right of centerline, 15' AGL/118' MSL. Tree 1010' from DER, 278' right of centerline, 29' AGL/138' MSL. Tower 2.6 NM from DER, 426' right of centerline, 414' AGL/539' MSL.

FORT HOOD, TX
ROBERT GRAY AAF
NOTE: **Rwy 33,** pole 974' from departure end of runway, 746' left of centerline, 35' AGL/1050' MSL. Pole 1121' from departure end of runway, 746' left of centerline, 33' AGL/1048' MSL.

FORT STOCKTON, TX
FORT STOCKTON-PECOS COUNTY (FST)
ORIG 09239 (FAA)
TAKE-OFF MINIMUMS: **Rwys 7, 11, 16, 25, 29, 34,** NA-Environmental. **Rwy 21,** 300-1 or std. w/ min. climb of 280' per NM to 3600.
DEPARTURE PROCEDURE: **Rwy 21,** climb heading 208° to 3600 before turning left.
NOTE: **Rwy 12,** tree 899' from DER, 310' right of centerline, 39' AGL/3049' MSL. **Rwy 21,** brush beginning 110' from DER, 222' right of centerline, up to 20' AGL/3159' MSL. Terrain beginning 124' from DER, 77' right of centerline, up to 3173' MSL. Terrain beginning 56' from DER, 132' left of centerline, up to 3111' MSL. Bush 236' from DER, 30' left of centerline, 6' AGL/3013' MSL. Vehicle on road, 2017' from DER, 973' left of centerline, 17' AGL/3066' MSL. **Rwy 30,** trees beginning 64' from DER, 354' left of centerline, up to 6' AGL/2995' MSL.

FREDERICKSBURG, TX
GILLESPIE COUNTY
DEPARTURE PROCEDURE: **Rwy 14**, climb via heading 139° to 2400 before proceeding on course. **Rwy 32**, climb via heading 319° to 2400 before proceeding on course.

GEORGE WEST, TX
LIVE OAK COUNTY
TAKE-OFF MINIMUMS: **Rwy 31,** 700-3 or std. with a min. climb of 230' per NM to 1000.
DEPARTURE PROCEDURE: **Rwy 13,** climb runway heading to 600 before turning right.
NOTE: **Rwy 31,** tower 22,101' from departure end of runway, 1716' left of centerline, 470' AGL/737' MSL.

GEORGETOWN, TX
GEORGETOWN MUNI (GTU)
ORIG 09351 (FAA)
NOTE: **Rwy 11,** numerous trees beginning at DER, 427' left of centerline, up to 30' AGL/789' MSL. Numerous trees beginning at DER, 205' right of centerline, up to 30' AGL/789' MSL. Tower 5361' from DER, 514' right of centerline, 179' AGL/894' MSL. **Rwy 18,** numerous trees beginning at DER, 216' right of centerline, up to 30' AGL/789' MSL. Numerous trees beginning 35' from DER, 259' left of centerline, up to 30' AGL/789' MSL. **Rwy 29,** numerous trees beginning 129' from DER, 475' left of centerline, up to 30' AGL/819' MSL. Numerous trees beginning 207' from DER, 529' right of centerline, up to 30' AGL/839' MSL. **Rwy 36,** numerous trees beginning 235' from DER, 302' right of centerline, up to 30' AGL/819' MSL. Numerous trees beginning 322' from DER, 346' left of centerline, up to 30' AGL/829' MSL. Tower 928' from DER, 684' right of centerline, 47' AGL/820' MSL.

HAMILTON, TX
HAMILTON MUNI (MNZ)
ORIG 09351 (FAA)
NOTE: **Rwy 18,** tree 689' from DER, 211' left of centerline, 40' AGL/1346' MSL. Vehicle on North-South road 849' from DER, on extended centerline, 15' AGL/1321' MSL. **Rwy 36,** trees beginning 621' from DER, 186' left of centerline, 40' AGL/1359' MSL. Trees 879' from DER, 87' right of centerline, 40' AGL/1359' MSL.

HARLINGEN, TX
VALLEY INTL
NOTE: **Rwy 13,** pole 1031' from departure end of runway, 465' left of centerline, 38' AGL/68' MSL. Pole 1055' from departure end of runway, 475' left of centerline, 38' AGL/68' MSL. **Rwy 17R,** fence 24' from departure end of runway, 499' right of centerline, 8' AGL/41' MSL. **Rwy 17L,** road (non-interstate) 416' from departure end of runway, on runway centerline, 20' AGL/51' MSL. Road (non-interstate) 410' from departure end of runway, 520' left of centerline, 20' AGL/50' MSL. **Rwy 31,** tree 983' from departure end of runway, 462' left of centerline, 42' AGL/69' MSL.

HOOD AAF (KHLR)
FORT HOOD (KILLEEN), TX .. . AMDT 2, 09351
TAKE-OFF MINIMUMS: **Rwy 16, 34** Standard*
* For Copter use only.

JUNCTION, TX
KIMBLE COUNTY
TAKE-OFF MINIMUMS: **Rwys 8, 17, 26, 35,** 700-2.

KENEDY, TX
KARNES COUNTY
TAKE-OFF MINIMUMS: **Rwy 34,** 600-3 or std. with a min. climb of 260' per NM to 800.

KERRVILLE, TX
KERRVILLE MUNI /LOUIS SCHREINER FIELD
TAKE-OFF MINIMUMS: **Rwy 3**, 400-1½ or std. with a min. climb of 394' per NM to 2100.
NOTE: **Rwy 3,** mulitple trees and poles beginning 203' from departure end of runway 46' left of centerline up to 49' AGL/1925' MSL. Multiple trees, poles and towers 136' from departure end of runway 11' right of course up to 50' AGL/1927' MSL. **Rwy 12,** multiple trees beginning 211' from departure end of runway 430' left of courseline up to 44' AGL/1644' MSL. Multiple trees beginning 93' from departure end of runway 321' right of centerline up to 49' AGL/1609' MSL. **Rwy 21,** multiple towers and trees beginning 522' from departure end of runway 52' left of centerline 50' AGL/1610' MSL. Multiple trees and poles beginning 288' from departure end of runway 141' right of centerline 50' AGL/1613' MSL. **Rwy 30,** multiple trees poles antennae beginning 248' from departure end of runway 953' left of centerline 51' AGL/1611' MSL. Multiple poles and trees beginning 275' from departure end of runway 351' right of centerline 55' AGL/1615' MSL.

KILLEEN, TX
SKYLARK FIELD (ILE)
AMDT 2 09015 (FAA)
DEPARTURE PROCEDURE: **Rwy 19,** climb heading 190° to 1900 before turning east.
NOTE: **Rwy 1,** multiple poles beginning 317' from departure end of runway, 384' left of centerline, up to 27' AGL/868' MSL. Tree, 973' from departure end of runway, 100' left of centerline, 28' AGL/876' MSL. Building, 486' from departure end of runway, 9' right of centerline, 13' AGL/854' MSL. Antenna, 351' from departure end of runway, 277' right of centerline, 11' AGL/852' MSL. **Rwy 19,** pole, 288' from departure end of runway, 588' right of centerline, 32' AGL/880' MSL. Building, 102' from departure end of runway, 411' right of centerline, 8' AGL/856' MSL. Vehicle on road, 232' from departure end of runway, 499' right of centerline, 15' AGL/867' MSL. Pole, 256' from departure end of runway, 497' left of centerline, 32' AGL/873' MSL. Building, 276' from departure end of runway, 342' left of centerline, 11' AGL/859' MSL. Building, 298' from departure end of runway, 83' left of centerline, 9' AGL/857' MSL.

LAMPASAS, TX
LAMPASAS (LZZ)
ORIG 09351 (FAA)
NOTE: **Rwy 16,** building 39' from DER, 374' left of centerline, 20' AGL/1189' MSL. Trees beginning 795' from DER, 217' right of centerline, up to 30' AGL/1189' MSL. **Rwy 34,** trees beginning 657' from DER, 147' left of centerline, up to 30' AGL/1249' MSL.

LAREDO, TX

LAREDO INTL

DEPARTURE PROCEDURE: **Rwys 14, 17L/R, 32, 35L/R,** climb runway heading to 1500 before turning westbound.

LAUGHLIN AFB (KDLF)

DEL RIO, TX . . . . . AMDT 2, 07270

TAKE-OFF OBSTACLES: **Rwy 13C**, taxiing aircraft 14' AGL/1079' MSL, 190' from DER, 222' right of centerline. Taxiing aircraft 14' AGL/1103' MSL, 84' from DER, 552' right of centerline. **Rwy 13L**, taxiing aircraft 14' AGL/ 1076' MSL, 7' from DER, 204' right of centerline. **Rwy 13R**, taxiing aircraft 12' AGL/1107' MSL, 149' from DER, 338' right of centerline. Taxiing aircraft 14' AGL/ 1090' MSL, 309' from DER, 501' left of centerline. Taxiing aircraft 14' AGL/1090' MSL, 141' from DER, 175' right of centerline. Taxiing aircraft 14' AGL/1090' MSL, 338' from DER, 204' left of centerline. Taxiing aircraft 14' AGL/ 1090' MSL, 389' from DER, 303' left of centerline. Taxiing aircraft 14' AGL/1113' MSL, 848' from DER, 603' right of centerline. **Rwy 31C**, vehicular traffic 10' AGL/1093' MSL 18' from DER, 462' right of centerline. **Rwy 31L**, taxiing aircraft 14' AGL/1091' MSL, 198' from DER, 172' right of centerline. Vehicular traffic 10' AGL/ 1108' MSL, 862' from DER, 550' left of centerline. Taxiing aircraft 14' AGL/1094' MSL 249' from DER, 327' right of centerline. Taxiing aircraft 14' AGL/ 1089' MSL, 178' from DER, 171' left of centerline. Pole 8' AGL/1104' MSL, 229' from DER, 568' left of centerline. Transmissometer 18' AGL/1095' MSL, 299' from DER, 301' left of centerline. **Rwy 31R**, terrain 0' AGL/1083' MSL, 0' from DER, 500' left of centerline. Windsock 0' AGL/1102' MSL, 25' from DER, 496' left of centerline. Terrain 0' AGL/1085' MSL, 89' from DER, 489' right of centerline. Taxiing aircraft 14' AGL/ 1090' MSL, 11' from DER, 175' left of centerline. Railroad 23' AGL/1122' MSL, 1429' from DER, 468' right of centerline.

LLANO, TX

LLANO MUNI (AQO)

ORIG 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwys 13, 31,** NA-Environmental.

DEPARTURE PROCEDURE: **Rwy 35,** climb heading 354° to 1900 before proceeding on course.

NOTE: **Rwy 17,** tree 11' from DER, 364' left of centerline, 25' AGL/1144' MSL. Trees 811' from DER, 242' left of centerline, 25' AGL/1124' MSL. **Rwy 35,** hangar 209' from DER, 497' right of centerline, 30' AGL/ 1149' MSL. Tree 485' from DER, 265' right of centerline, 25' AGL/1144' MSL. Vehicles on North-South road, 270' left of centerline, 15' AGL/1114' MSL. Vehicles on road 390' from DER, crosses centerline East-West, 15' AGL/ 1134' MSL.

MARFA, TX

MARFA MUNI (MRF)

ORIG 08157 (FAA)

TAKE-OFF MINIMUMS: CAUTION: Unmarked balloon and cable to 14000' MSL in R-6318. **Rwys 8, 26,** NA-Environmental.

DEPARTURE PROCEDURE: **Rwy 3,** climbing right turn direct MRF VOR/DME. **Rwy 12,** climb direct MRF VOR/DME. **Rwys 21, 30,** climbing left turn direct MRF VOR/DME. All Aircraft climb in MRF VOR/DME holding pattern (SE, LT, 313° inbound) to cross MRF VOR/DME at or above MEA for direction of flight.

NOTE: **Rwy 3,** vehicle on road abeam departure end of runway, 300' left of centerline, 15' AGL/4864' MSL. **Rwy 12,** vehicle on road 483' from departure end of runway, 616' left of centerline, 15' AGL/4854' MSL. **Rwy 21,** building and greenhouses beginning 34' from departure end of runway, 495' left of centerline, 35' AGL/4852' MSL.

MASON, TX

MASON COUNTY (T92)

ORIG 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35,** 300-1 or std. w/ min. climb of 394' per NM to 1800.

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 181° to 2100' before turning right.

NOTE: **Rwy 13,** terrain beginning 7' from departure end of runway, 100' left of centerline, up to 1523' MSL. Tree 1506' from departure end of runway, 254' left of centerline, 100' AGL/1639' MSL. **Rwy 17,** tree 4503' from departure end of runway, 405' left of centerline, 100' AGL/1619' MSL. Terrain beginning 162' from departure end of runway, 179' right of centerline, up to 1520' MSL. **Rwy 31,** tree 1590' from departure end of runway, 411' left of centerline, 100' AGL/1629' MSL. Terrain beginning 61' from departure end of runway, 51' right of centerline, up to 1513' MSL. Powerlines beginning 2999' from departure end of runway, left and right of centerline, up to 79' AGL/1585' MSL. **Rwy 35,** trees beginning 4019' from departure end of runway, 151' left of centerline, up to 100' AGL/1699' MSL. Tower 4519' from departure end of runway, 361' right of centerline, 55' AGL/1635' MSL.

MC ALLEN, TX

MC ALLEN MILLER INTL (MFE)

AMDT 1 08353 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36,** 300-2½, or std. with a min. climb of 298' per NM to 500'.

NOTE: **Rwy 13,** multiple trees beginning 792' from departure end of runway, 593' left of centerline, 44' AGL/ 159' MSL. **Rwy 31,** multiple trees beginning 708' from departure end of runway, 361' left of centerline, 43' AGL/ 157' MSL. Multiple trees beginning 1018' from departure end of runway, 626' right of centerline, 38' AGL/142' MSL. **Rwy 36,** light pole 581' from departure end of runway, on centerline, 17' AGL/122' MSL. Multiple buildings and trees beginning 624' from departure end of runway, 36' left of centerline, 24' AGL/129' MSL. Tower 197' from departure end of runway, 335' left of centerline, 38' AGL/140' MSL. Multiple buildings, poles, and towers beginning 635' from departure end of runway, right of centerline, 25' AGL/394' MSL.

MIDLAND, TX

MIDLAND AIRPARK

TAKE-OFF MINIMUMS: **Rwy 16,** 700-1, or std. with a min. climb of 300' per NM to 3500.

DEPARTURE PROCEDURE: **Rwy 16**, climb runway heading to 3500, then climb on course.

MIDLAND INTL (MAF)

ORIG 09015 (FAA)

NOTE: **Rwy 4,** tower 1547' from departure end of runway, 727' left of centerline, 93' AGL/2961' MSL. Dome 1234' from departure end of runway, 675' left of centerline, 36' AGL/2900' MSL. **Rwy 10,** rod 467' from departure end of runway, 254' right of centerline, 20' AGL/2874' MSL. Sign 2219' from departure end of runway, 793' left of centerline, 48' AGL/2912' MSL. Pole 1563' from departure end of runway, 733' left of centerline, 31' AGL/2895' MSL. **Rwy 16L,** tree 217' from departure end of runway, 536' right of centerline, 100' AGL/2944' MSL. Sign 94' from departure end of runway, 365' left of centerline, 26' AGL/2875' MSL. Poles beginning 324' from departure end of runway, 277' left of centerline, 29' AGL/2874' MSL. Vehicle on road 382' from departure end of runway, 269' left of centerline, 17' AGL/2860' MSL. Train 553' from departure end of runway, 498' left of centerline, 23' AGL/2867' MSL. Vehicle on road 384' from departure end of runway, 549' left of centerline, 17' AGL/2866' MSL. Train 783' from departure end of runway, 17' left of centerline, 23' AGL/2869' MSL.

Rwy 16R, tree 3717' from departure end of runway, 1419' right of centerline, 100' AGL/2954' MSL. **Rwy 22,** antenna 2747' from departure end of runway, 962' right of centerline, 100' AGL/2964' MSL. Tower 2813' from departure end of runway, 1049' right of centerline, 102' AGL/2964' MSL. Hangar 1113' from departure end of runway, 600' right of centerline, 46' AGL/2905' MSL. Tree 5361' from departure end of runway, 1869' right of centerline, 100' AGL/2989' MSL. **Rwy 34R,** vehicle on road 258' from departure end of runway, 253' right of centerline, 17' AGL/2881' MSL. Tree 255' from departure end of runway, 81' right of centerline, 11' AGL/2875' MSL. Fence post 29' from departure end of runway, 263' right of centerline, 4' AGL/2868' MSL. Vehicle on road 447' from departure end of runway, 11' right of centerline, 15' AGL/2880' MSL. Pole 1279' from departure end of runway, 117' left of centerline, 29' AGL/2903' MSL. Fence 85' from departure end of runway, 257' left of centerline, 5' AGL/2869' MSL. Fence post 185' from departure end of runway, 71' left of centerline, 5' AGL/2869' MSL.

MONAHANS, TX

ROY HURD MEMORIAL

TAKE-OFF MINIMUMS: **Rwys 1, 12**, 400-1 or std. with a min. climb of 300' per NM to 3100.

NEW BRAUNFELS, TX

NEW BRAUNFELS MUNI

DEPARTURE PROCEDURE: **Rwy 31,** climb heading 308° to 2600 before turning right. **Rwy 35,** climb heading 353° to 2200 before turning left.

NOTE: **Rwy 31,** multiple trees and antenna beginning 1125' from departure end of runway, 592' left of centerline, up to 47' AGL/706' MSL. Road 1014' from departure end of runway, 439' right of centerline, 15' AGL/687' MSL.

ODESSA, TX

ODESSA-SCHLEMEYER FIELD (ODO)

AMDT 2 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 20,** 400-2½ or std. w/ a min. climb of 225' per NM to 3400, or alternatively, with standard take-off minimums and normal 200' per NM climb gradient, take-off must occur no later than 2100' prior to DER.

NOTE: **Rwy 2,** vehicle on roadway 184' from DER, left and right of centerline, 15' AGL/3024' MSL. **Rwy 16,** building 466' from DER, 487' left of centerline, 50' AGL/3029' MSL. Powerlines 896' from DER, left and right of centerline, 30' AGL/2984' MSL. **Rwy 20,** tower 2.3 miles from DER, 1311' left of centerline, 340' AGL/3287' MSL. **Rwy 29,** rising terrain, trees, and poles beginning 8' from DER, 495' right of centerline, up to 27' AGL/3012' MSL. **Rwy 34,** airplane on taxiway 21' from DER, 362' left of centerline, up to 17' AGL/3001' MSL. Vehicles on roadway beginning 48' from DER, left and right of centerline, up to 16' AGL/3014' MSL. Buildings and hangers beginning 739' from DER, left and right of centerline, up to 50' AGL/3044' MSL.

OZONA, TX

OZONA MUNI

TAKE-OFF MINIMUMS: **Rwy 16,** 300-1 or std. with a min. climb of 445' per NM to 2700. **Rwy 34,** 200-1½ or std. with a min. climb of 380' per NM to 2600.

NOTE: **Rwy 16,** trees 3686' from departure end of runway, 354' left of centerline, 100' AGL/2560' MSL. Trees 4436' from departure end of runway, 355' left of centerline, 100' AGL/2574' MSL. **Rwy 34,** trees 1363' from departure end of runway, 638' left of centerline, 100' AGL/2529' MSL. Trees 3479' from departure end of runway, 791' left of centerline, 100' AGL/2535' MSL. Trees 7679' from departure end of runway, 932' left of centerline, 100' AGL/2593' MSL.

PLEASANTON, TX

PLEASANTON MUNI (PEZ)

AMDT 1 08325 (FAA)

NOTE: **Rwy 16,** vehicle on road 108' from departure end of runway, 285' left of centerline, 15' AGL/424' MSL. Fence 135' from departure end of runway, 194' left of centerline, 3' AGL/412' MSL. Fence 235' from departure end of runway, 38' right of centerline, 3' AGL/412' MSL. Trees beginning 246' from departure end of runway, 56' left of centerline, up to 100' AGL/529' MSL. Trees beginning 173' from departure end of runway, 154' right of centerline, up to 100' AGL/529' MSL. **Rwy 34,** vehicle on road 136' from departure end of runway, left to right of centerline, up to 15' AGL/444' MSL. Fence 191' from departure end of runway, 251' left of centerline, 3' AGL/442' MSL. Trees beginning 210' from departure end of runway, 51' left of centerline, up to 100' AGL/539' MSL. Tree 172' from departure end of runway, 74' right of centerline, 100' AGL/529' MSL.

PORT ARANSAS, TX

MUSTANG BEACH (RAS)
AMDT 1 09015 (FAA)

NOTE: **Rwy 12,** transmission towers and poles beginning 43' from departure end of runway, 28' right of centerline, up to 81' AGL/86' MSL. Building 2435' from departure end of runway, 967' right of centerline, 130' AGL/135' MSL. Transmission towers and poles beginning 1141' from departure end of runway, 13' left of centerline, up to 83' AGL/88' MSL. **Rwy 30,** boat 1657' from departure end of runway, 915' left of centerline, 50' AGL/50' MSL.

PORT ISABEL, TX

PORT ISABEL-CAMERON COUNTY (PIL)
AMDT 2 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 400-2 or std. with a min. climb of 253' per NM to 500.

NOTE: **Rwy 3,** trees beginning 178' from departure end of runway, 27' left of centerline, up to 100' AGL/114' MSL. **Rwy 8,** trees beginning 2046' from departure end of runway, 511' right of centerline, up to 100' AGL/119' MSL. Trees beginning 1981' from departure end of runway, 118' right of centerline, up to 100' AGL/119' MSL. **Rwy 13,** trees beginning 530' from departure end of runway, 32' left of centerline, up to 100' AGL/119' MSL. **Rwy 17,** trees beginning 911' from departure end of runway, 84' left of centerline, up to 100' AGL/119' MSL. **Rwy 35,** trees beginning 15' from departure end of runway, 4' left of centerline, up to 100' AGL/114' MSL.

ROBSTOWN, TX

NUECES COUNTY

TAKE-OFF MINIMUMS: **Rwy 13,** 1000-3, or std. with a min. climb of 390' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 13,** climb heading 130° to 1200 prior to turning north or east.

ROCKPORT, TX

ARANSAS COUNTY

NOTE: **Rwy 14,** road plus vehicle 500' from departure end of runway, 593' left of centerline, 17' AGL/40' MSL. **Rwy 18,** antenna 5599' from departure end of runway, 602' left of centerline, 160' AGL/171' MSL. **Rwy 32,** road plus vehicle 291' from departure end of runway, 533' left of centerline, 17' AGL/40' MSL. **Rwy 36,** road plus vehicle 576' from departure end of runway, 597' left of centerline, 17' AGL/40' MSL.

ROCKSPRINGS, TX

EDWARDS COUNTY

NOTE: **Rwy 14,** multiple trees beginning 1076' from departure end of runway, 22' right of centerline, up to 100' AGL/2459' MSL. **Rwy 32,** fence 101' from departure end of runway, 35' left of centerline, 5' AGL/2374' MSL. Multiple trees beginning 318' from departure end of runway, 71' left of centerline, up to 100' AGL/2479' MSL. Multiple trees beginning 992' from departure end of runway, 532' right of centerline, up to 100' AGL/2479' MSL.

SAN ANGELO, TX

SAN ANGELO RGNL/MATHIS FIELD

TAKE-OFF MINIMUMS: **Rwys 27, 36**, 900-2 or std. with a min. climb of 240' per NM to 2800.

SAN ANTONIO, TX

BOERNE STAGE FIELD

DEPARTURE PROCEDURE: **Rwy 35,** climb heading 346° to 2800 before turning westbound.

NOTE: **Rwy 17,** multiple trees and light poles along tree line beginning 6' from departure end of runway, 128' right of centerline, up to 50' AGL/1427' MSL. Multiple trees and light poles along tree line beginning 81' from departure end of runway, 144' left of centerline, up to 50' AGL/1409' MSL. **Rwy 35,** multiple trees and poles beginning 204' from departure end of runway, 7' left of centerline, up to 50' AGL/1422' MSL. Multiple trees and poles beginning 205' from departure end of runway, 24' right of centerline, up to 50' AGL/1423' MSL. Hangar 80' from departure end of runway, 222' right of centerline, up to 50' AGL/1397' MSL.

SAN ANTONIO INTL (SAT)
ORIG 09183 (FAA)

NOTE: **Rwy 3,** tree 734' from DER, 695' left of centerline, 31' AGL/793' MSL. **Rwy 12R,** antenna on tower 1034' from DER, 723' right of centerline, 42' AGL/820' MSL. Building and vent on building beginning 3801' from DER, 1488' right of centerline, 117' AGL/881' MSL. **Rwy 21,** antenna on hangar and flagpole beginning 1198' from DER, 700' right of centerline, up to 39' AGL/825' MSL. Sign 2713' from DER, 1034' right of centerline, 71' AGL/857' MSL. **Rwy 30L,** tower and poles beginning 1931' from DER, 834' left of centerline, up to 42' AGL/892' MSL. Sign 2435' from DER, 1042' right of centerline, 54' AGL/873' MSL. **Rwy 30R,** rod on obstruction light 1261' from DER, 591' left of centerline, 57' AGL/854' MSL.

SAN ANTONIO, TX (CON'T)

STINSON MUNI (SSF)
AMDT 2 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** Std. w/ min climb of 225' per NM to 1900 or 1000-2½ for climb in visual conditions. **Rwy 27,** 300-1¾ or std. w/ min. climb of 221' per NM to 900, or alternatively, with standard takeoff minimums and normal 200' per NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 9,** For climb in visual conditions, cross Stinson Muni Airport at or above 1400 MSL before proceeding on course. **Rwy 14,** Climb heading 137° to 1200 before turning left. **Rwy 32,** Climb heading 317° to 1500 before turning right.

NOTES: **Rwy 9,** Vehicle on road 285' from departure end of runway, 380' left of centerline, 15' AGL/584' MSL. Trees beginning 1653' from departure end of runway, 435' right of centerline, up to 70'AGL/629' MSL. **Rwy 14,** Vehicle on road 114' from departure end of runway, on centerline extending 373' left of centerline, up to 15' AGL/564' MSL. Trees beginning 72' from departure end of runway, 79' right of centerline, up to 70' AGL/607' MSL. Trees beginning 232' from departure end of runway, 54' left of centerline, up to 70' AGL/618' MSL. Transmission line tower 4205' from departure end of runway, 133' right of centerline, 119' AGL/663' MSL. **Rwy 27,** Fence 41' from departure end of runway, 30' right of centerline, 8' AGL/584' MSL. Vehicle on road 108' from departure end of runway, 202' right of centerline, 15' AGL/584' MSL. Vehicle on road 123' from departure end of runway, 113' right of centerline, 15' AGL/596' MSL. Trees and poles beginning 229' from departure end of runway, 117' right of centerline, up to 70' AGL/645' MSL. Trees and poles beginning 599' from departure end of runway, 6' left of centerline, up to 70' AGL/634' MSL. Tank beginning 1.32 NM from departure end of runway, 1338' right of centerline, 179' AGL/799' MSL. Building 1422' from departure end of runway, 432' right of centerline, 40' AGL/627' MSL. Building 2133' from departure end of runway, 36' left of centerline, 55' AGL/635' MSL. **Rwy 32,** Fence 17' from departure end of runway, 80' left of centerline, 8' AGL/578' MSL. Vehicle on road 54' from departure end of runway, 199' left of centerline, 15' AGL/586' MSL. Trees beginning 164' from departure end of runway, 125' right of centerline, up to 70' AGL/639' MSL. Trees and poles beginning 43' from departure end of runway, 41' left of centerline, up to 75' AGL/668' MSL. DER, 591' left of centerline, 57' AGL/854' MSL. arcos, tx

SAN MARCOS, TX

SAN MARCOS MUNI

TAKE-OFF MINIMUMS: **Rwy 31,** std. with a min. climb of 211' per NM to 2600, or 1500-3 for climb in visual conditions. **Rwy 35,** std. with a min. climb of 214' per NM to 2600, or 1500-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 31, 35,** for climb in visual conditions: cross San Marcos Municipal Airport at or above 1200.

NOTE: **Rwy 8,** tree 942' from departure end of runway, 259' left of centerline, 33' AGL/612' MSL. **Rwy 26,** pole 1217' from departure end of runway, 550' right of centerline, 35' AGL/624' MSL. **Rwy 31,** multiple poles 1062' from departure end of runway, 604' right of centerline, 33' AGL/621' MSL.

SINTON, TX

ALFRED C. BUBBA THOMAS

DEPARTURE PROCEDURE: **Rwy 14,** climb runway heading to 800 prior to turning east.

SONORA, TX

SONORA MUNI

TAKE-OFF MINIMUMS: **Rwy 18**, 700-2. **Rwy 36,** 300-1.

TEMPLE, TX

DRAUGHON-MILLER CENTRAL TEXAS RGNL

DEPARTURE PROCEDURE: **Rwy 2,** climb on heading between 085° clockwise to 200° or 345° counter clockwise to 200° from departure end of runway, or minimum climb of 313' per NM to 3300 for all other courses. **Rwy 33,** climb on heading between 070° clockwise to150° or 330° counter clockwise to 150° from departure end of runway, or minimum climb of 235' per NM to 3200 for all other courses.

NOTE: **Rwy 2,** multiple bushes and trees beginning 176' from departure end of runway 491' left of centerline, up to 34' AGL/699' MSL. Tree 279' from departure end of runway, 361' right of centerline, 15' AGL/680' MSL. **Rwy 15,** bush 158' from departure end of runway, 412' left of centerline, 7' AGL/676' MSL, tree 941' from departure end of runway, 743' right of centerline, 32' AGL/701' MSL.

TAYLOR, TX

TAYLOR MUNI (T74)
ORIG 08269 (FAA)

NOTE: **Rwy 17,** numerous trees beginning at departure end of runway, 180' right of centerline up to 50' AGL/591' MSL. Terrain beginning 1700' from departure end of runway, 380' left of centerline, up to 601' MSL.

VAN HORN, TX

CULBERSON COUNTY

TAKE-OFF MINIMUMS: **Rwys 17, 21,** 2100-2 or std. with a min. climb of 500' per NM to 5000. **Rwy 25**, NA.

DEPARTURE PROCEDURE: **Rwys 3,17,21,35,** climb runway heading to 5000 then climbing right turn direct VHN NDB and climb in VHN NDB holding pattern to MEA, before proceeding on course. **Rwy 7,** climb runway heading to 5000 then climbing left turn direct VHN NDB and climb in VHN NDB holding pattern to MEA, before proceeding on course.

WACO, TX

MC GREGOR EXECUTIVE

TAKE-OFF MINIMUMS: **Rwys 4, 17, 22, 35**, 2000-3 or std. with a min. climb of 280' per NM to 3000.

DEPARTURE PROCEDURE: **Rwys 17,22,** climb via ACT R-195 to 3000 before proceeding on course. **Rwys 4, 35,** climb runway heading to 3000 before proceeding on course.

WACO, TX (CON'T)

TSTC-WACO (CNW)

ORIG 08269 (FAA)

NOTE: **Rwy 17L,** terrain 198' from departure end of runway, 467' right of centerline, 464' MSL. **Rwy 17R,** vehicle on road 137' from departure end of runway, 487' right of centerline, 15' AGL/474' MSL. Trees beginning 872' from departure end of runway, 238' right of centerline, up to 100' AGL/529' MSL. Trees beginning 1239' from departure end of runway, 74' left of centerline, up to 100' AGL/512' MSL. **Rwy 35L,** trees beginning 3386' from departure end of runway, 529' left of centerline, up to 100' AGL/579' MSL. **Rwy 35R,** trees beginning 2606' from departure end of runway, 1042' right of centerline, up to 100' AGL/579' MSL. Tree 2094' from departure end of runway, 910' left of centerline, 45' AGL/524' MSL.

WINK, TX

WINKLER COUNTY (INK)

ORIG 09127 (FAA)

DEPARTURE PROCEDURE: **Rwy 13,** climb heading 147° to 3400 before proceeding on course.

NOTE: **Rwy 13,** vehicles on road beginning 535' from DER, from left to right of centerline, up to 15' AGL/2829' MSL.

INSTRUCTION APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

ANGLETON/LAKE JACKSON, TX

BRAZORIA COUNTY (LBX)
AMDT 1 08157 (FAA)
NOTE: **Rwy 35,** tree 1510' from departure end of runway, 721' left of centerline, 48' AGL/68' MSL.

BAYTOWN, TX

R W J AIRPARK
NOTE: **Rwy 8,** trees abeam departure end of runway, 147' left of centerline, 45' AGL/72' MSL. Poles 236' from departure end of runway, 90' right of centerline, 30' AGL/57' MSL. **Rwy 14,** trees 314' from departure end of runway, 44' right of centerline, 35' AGL/87' MSL. Road 125' from departure end of runway, 15' AGL/42' MSL. **Rwy 26,** powerlines 460' from departure end of runway, 32' AGL/62' MSL. Road 550' from departure end of runway, 15' AGL/50' MSL. **Rwy 32,** road 220' from departure end of runway, 15' AGL/48' MSL.

NAME TAKE-OFF MINIMUMS

BEAUMONT, TX

BEAUMONT MUNI (BMT)
ORIG 09015 (FAA)
TAKE-OFF MINIMUMS: **Rwys 16,34,** NA - Obstacles.
NOTE: **Rwy 13,** multiple trees, poles and buildings beginning 82' from departure end of runway, 2' left of centerline, up to 74' AGL/106' MSL. Multiple trees, poles and signs beginning 441' from departure end of runway, 22' right of centerline, up to 73' AGL/105' MSL. Vehicle on road 152' from departure end of runway, 428' left of centerline, 15' AGL/46' MSL. Train on railroad 545' from departure end of runway, 506' right of centerline, 23' AGL/57' MSL. **Rwy 31,** multiple trees, poles and transmission line towers beginning 81' from departure end of runway, 2' left of centerline, up to 64' AGL/94' MSL. Multiple trees, poles, and transmission line towers beginning 241' from departure end of runway, 4' right of centerline, up to 56' AGL/88' MSL. Train on railroad 375' from departure end of runway, 354' right of centerline, 23' AGL/55' MSL.

BEAUMONT/PORT ARTHUR, TX

SOUTHEAST TEXAS RGNL (BPT)
ORIG 09351 (FAA)

NOTE: **Rwy 12,** multiple trees beginning 1024' from DER, 202' left of centerline, up to 43' AGL/48' MSL. Trees 1676' from DER, 778' right of centerline, 51' AGL/56' MSL. **Rwy 16,** multiple trees beginning 580' from DER, 519' right of centerline, up to 51' AGL/56' MSL. **Rwy 30,** trees 1005' from DER, 629' right of centerline, 54' AGL/64' MSL. Multiple trees beginning 1041' from DER, 617' left of centerline, up to 67' AGL/77' MSL. **Rwy 34,** building 770' from DER, 386' right of centerline, 28' AGL/38' MSL. Multiple trees beginning 1274' from DER, 398' right of centerline, up to 70' AGL/80' MSL. Multiple trees beginning 1288' from DER, 218' left of centerline, up to 72' AGL/82' MSL. Tower 1487' from DER, 398' right of centerline, 60' AGL/75' MSL.

BRENHAM, TX

BRENHAM MUNI (11R)
AMDT 1 10042 (FAA)

NOTE: **Rwy 16,** trees and poles beginning 45' from DER, 272' right of centerline to 305' left of centerline, up to 89' AGL/299' MSL. **Rwy 34,** trees beginning 18' from DER, 325' right of centerline to 380' left of centerline, up to 61' AGL/351' MSL.

BRYAN, TX

COULTER FIELD

NOTE: **Rwy 15,** vehicle on road 266' from departure end of runway, on centerline, 17' AGL/386' MSL. Multiple trees and poles beginning 169' from departure end of runway, 339' right of centerline, up to 20' AGL/389' MSL. Multiple trees and poles beginning 203' from departure end of runway, 245' left of centerline, up to 35' AGL/400' MSL. **Rwy 33,** multiple poles and T-L towers beginning 36' from departure end of runway, 207' left of centerline, up to 35' AGL/382' MSL. Trees 508' from departure end of runway, 290' right of centerline, 25' AGL/371' MSL.

CALDWELL, TX

CALDWELL MUNI

TAKE-OFF MINIMUMS: **Rwy 33**, 300-1.

COLLEGE STATION, TX

EASTERWOOD FIELD

TAKE-OFF MINIMUMS: **Rwy 4,** 300-1¾ or std. with a min. climb of 207' per NM to 700.

NOTE: **Rwy 4,** building 1.3 NM from departure end of runway, 257' left of centerline, 214' AGL/564' MSL. Trees 434' from departure end of runway, 303' right of centerline, 25' AGL/343' MSL. **Rwy 10,** trees 10' from departure end of runway, 321' right of centerline, 26' AGL/344' MSL. Trees 114' from departure end of runway, 350' left of centerline, 22' AGL/340' MSL. **Rwy 22,** trees 71' from departure end of runway, 381' right of centerline, 25' AGL/332' MSL. Trees 122' from departure end of runway, 382' left of centerline, 26' AGL/333' MSL. **Rwy 28,** trees 1842' from departure end of runway, 422' left of centerline, 65' AGL/385' MSL. Trees 840' from departure end of runway, 367' right of centerline, 30' AGL/350' MSL. **Rwy 34,** trees 818' from departure end of runway, 639' left of centerline 48' AGL/369' MSL. Trees 1091' from departure end of runway, 646' right of centerline, 31' AGL/352' MSL.

EAGLE LAKE, TX

EAGLE LAKE

TAKE-OFF MINIMUMS: **Rwy 17**, 200-1, or std. with a min. climb of 420' per NM to 500.

NOTE: **Rwy 17,** tower 3068' from departure end of runway, 793' left of centerline, 192' AGL/317' MSL.

GALVESTON, TX

SCHOLES INTL AT GALVESTON (GLS)
AMDT 4 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 300-1 or std. w/ min. climb of 502' per NM to 300.

NOTE: **Rwy 13,** bush 381' from departure end of runway, 533' left of centerline, 15' AGL/20' MSL. Fence 201' from departure end of runway, 490' left of centerline, 6' AGL/11' MSL. Tree 343' from departure end of runway, 468' right of centerline, 12' AGL/17' MSL. **Rwy 17,** building 3057' from departure end of runway, 339' left of centerline, 123' AGL/130' MSL. Multiple poles beginning 2034' from departure end of runway, 87' right of centerline, up to 60' AGL/70' MSL. Multiple transmission towers beginning 636' from departure end of runway, 551' right of centerline, up to 55' AGL/60' MSL. Tree 460' from departure end of runway, 316' right of centerline, 22' AGL/29' MSL. **Rwy 31,** multiple cranes beginning 4341' from departure end of runway, 1017' left of centerline, up to 131' AGL/131' MSL. **Rwy 35,** tree 730' from departure end of runway, 501' right of centerline, 27' AGL/32' MSL.

HOUSTON, TX

DAVID WAYNE HOOKS MEMORIAL (DWH)
AMDT 3 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwys 17L, 35R,** NA-Environmental. **Waterways 17, 35,** NA - air traffic.

NOTE: **Rwy 17R,** multiple trees beginning 708' from departure end of runway, 68' left of centerline, up to 71' AGL/220' MSL. Multiple hangars beginning 433' from departure end of runway, 515' left of centerline, up to 37' AGL/182' MSL. DME antenna 653' from departure end of runway, 256' left of centerline, 13' AGL/162' MSL. Multiple trees and pole beginning 85' from departure end of runway, 294' right of centerline, up to 45' AGL/189' MSL. **Rwy 35L,** multiple trees and poles beginning 144' from departure end of runway, 32' left of centerline, up to 79' AGL/238' MSL. Multiple hangars and buildings beginning 85' from departure end of runway, 9' left of centerline, up to 53' AGL/202' MSL. Multiple trees, towers and pole beginning 100' from departure end of runway, 124' right of centerline, up to 93' AGL/247' MSL. Vehicle and road 315' from departure end of runway, on centerline 15' AGL/166' MSL. Building 894' from departure end of runway, 231' right of centerline, 23' AGL/173' MSL.

HOUSTON, TX (CON'T)

ELLINGTON FIELD (EFD)
AMDT 2 08157 (FAA)

NOTE: **Rwy 17R,** pole 1489' from departure end of runway, 817' right of centerline, 40' AGL/74' MSL. **Rwy 22,** antenna on building 1998' from departure end of runway, 598' right of centerline, 54' AGL/83' MSL. Obstruction light on glide slope 327' from departure end of runway, 543' left of centerline, 39' AGL/68' MSL. **Rwy 35R,** tree 1597' from departure end of runway, 32' left of centerline, 33' AGL/80' MSL. **Rwy 35L,** multiple trees beginning 1118' from departure end of runway, 679' right of centerline, up to 37' AGL/ 77' MSL. Crane 2352' from departure end of runway, 1024' left of centerline, 37' AGL/ 97' MSL.

GEORGE BUSH INTERCONTINENTAL/ HOUSTON (IAH)
AMDT 2 08157 (FAA)

NOTE: **Rwy 8L,** tree 2866' from departure end of runway, 921' left of centerline, 107' AGL/201' MSL. Multiple trees beginning 2750' from departure end of runway, 106' right of centerline, up to 80' AGL/174' MSL. **Rwy 15L,** multiple trees 2638' from departure end of runway, 758' right of centerline, up to 76' AGL/160' MSL. **Rwy 15R,** tower 1431' from departure end of runway, 591' left of centerline, 48' AGL/133' MSL. Antenna on glideslope 1469' from departure end of runway, 621' left of centerline, 49' AGL/133' MSL. **Rwy 26R,** pole 950' from departure end of runway, 660' right of centerline, 40' AGL/129' MSL. **Rwy 33R,** tree 2868' from departure end of runway, 1027' right of centerline, 73' AGL/172' MSL.

HOUSTON EXECUTIVE (TME)

DEPARTURE PROCEDURE: **Rwy 36,** Climb heading 355° to 700 before turning east.

NOTE: **Rwy 36,** power poles from left to right beginning 703' from departure end of runway, 623' left to 685' right of centerline, up to 32' AGL/196' MSL.

HOUSTON-SOUTHWEST (AXH)
AMDT 5 08157 (FAA)

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 089° to 2000 before turning left. **Rwy 27**, climb heading 269° to 2200 before turning right.

NOTE: **Rwy 9,** multiple hangars beginning 239' from departure end of runway, 360' right of centerline, up to 42' AGL/106' MSL. Multiple trees beginning 501' from departure end of runway, 355' right of centerline, up to 43' AGL/111' MSL. Multiple hangars beginning 119' from departure end of runway, 498' left of centerline, up to 41' AGL/105' MSL. Pole 332' from departure end of runway, 299' left of centerline, 43' AGL/97' MSL. Antenna 1172' from departure end of runway, 658' left of centerline, 51' AGL/115' MSL. Multiple trees beginning 558' from departure end of runway, 68' left of centerline, up to 58' AGL/122' MSL. **Rwy 27,** multiple trees beginning 1050' from departure end of runway, 40' left of centerline, up to 71' AGL/140' MSL. Vehicle and road 99' from departure end of runway, 291' right of centerline, 15' AGL/83' MSL. Multiple trees beginning 873' from departure end of runway, 514' right of centerline, up to 59' AGL/130' MSL. Multiple transmission poles beginning 1304' from departure end of runway, 131' right of centerline, up to 41' AGL/110' MSL.

HOUSTON, TX (CON'T)

LONE STAR EXECUTIVE (CXO)
AMDT 2 08157 (FAA)

NOTE: **Rwy 1,** multiple trees beginning 1899' from departure end of runway, 11' left of centerline, up to 80' AGL/314' MSL. Obstruction light on glideslope 387' from departure end of runway, 404' right of centerline, 23' AGL/258' MSL. Tower 457' from departure end of runway, 387' right of centerline, 45' AGL/275' MSL. Multiple trees beginning 788' from departure end of runway, 134' right of centerline, up to 79' AGL/313' MSL. **Rwy 14,** multiple trees beginning 1655' from departure end of runway, 408' left of centerline, up to 81' AGL/300' MSL. Obstruction light on DME 401' from departure end of runway, 266' right of centerline, 21' AGL/255' MSL. Multiple trees beginning 1480' from departure end of runway, 80' right of centerline, up to 77' AGL/306' MSL. **Rwy 19,** multiple trees beginning 17' from departure end of runway, 157' left of centerline, up to 95' AGL/315' MSL. Multiple trees beginning 68' from departure end of runway, 156' right of centerline, up to 80' AGL/305' MSL. **Rwy 32,** vehicle and road 602' from departure end of runway, 551' left of centerline, 15' AGL/257' MSL. Pole 1411' from departure end of runway, 458' left of centerline, 29' AGL/268' MSL. Tree 2448' from departure end of runway, 990' right of centerline, 106' AGL/325' MSL.

PEARLAND RGNL

DEPARTURE PROCEDURE: **Rwy 14,** climb heading 139° to 1600 before proceeding south through southwest. **Rwy 32,** climb heading 319° to 900 before proceeding on course.

NOTE: **Rwy 14,** multiple trees beginning 199' from departure end of runway, 226' right of centerline, up to 66' AGL/100' MSL. Vehicle on road 398' from departure end of runway, 405' left of centerline, 9' AGL/55' MSL. Trees 1287' from departure end of runway, 453' left of centerline, up to 56' AGL/90' MSL. **Rwy 32,** multiple trees beginning 690' from departure end of runway, 81' left of centerline, up to 79' AGL/128' MSL. Multiple poles beginning 745' from departure end of runway, 24' left of centerline, up to 40' AGL/80' MSL. Multiple trees and poles beginning 29' from departure end of runway, 11' right of centerline, up to 64' AGL/104' MSL. Building 237' from departure end of runway, 520' right of centerline, 32' AGL/72' MSL.

SUGAR LAND RGNL (SGR)
AMDT 7 08157 (FAA)

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 170° to 1500 before turning eastbound. **Rwy 35,** climb heading 350° to 1100 before turning southbound.

NOTE: **Rwy 17,** multiple poles beginning 436' from departure end of runway, 172' right of centerline, up to 44' AGL/124' MSL. Railroad 110' from departure end of runway, 10' left of centerline, 23' AGL/104' MSL. Multiple poles beginning 135' from departure end of runway, 270' left of centerline, up to 44' AGL/ 111' MSL. **Rwy 35,** vehicle and road 65' from departure end of runway , 2' right of centerline, 15' AGL/ 96' MSL. Multiple trees beginning 37' from departure end of runway , 275' right of centerline, up to 81' AGL/164' MSL. DME antenna 380' from departure end of runway , 253' right of centerline, 24' AGL/100' MSL. Multiple trees beginning 83' from departure end of runway , 65' left of centerline, up to 81' AGL/155' MSL.

HOUSTON, TX (CON'T)

WEISER AIR PARK (EYQ)

AMDT 2 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 200-1 or std. w/ min. climb of 399' per NM to 400.

NOTE: **Rwy 9,** tank 4127' from departure end of runway, 1455' left of centerline, 147' AGL/282' MSL. **Rwy 27,** railroad 462' from departure end of runway, 555' left of centerline, 23' AGL/165' MSL. Vehicle and road 650' from departure end of runway, 7' left of centerline, 17' AGL/159' MSL.

WEST HOUSTON (IWS)

AMDT 3 09295 (FAA)

NOTE: **Rwy 15,** vehicles on roadway beginning abeam DER, left and right of centerline, up to 15' AGL/124' MSL. Building 177' from DER, 398' left of centerline, 18' AGL/126' MSL. Trees beginning 178' from DER, 289' right of centerline, up to 100' AGL/209' MSL. **Rwy 33,** building 265' from DER, 364' left of centerline, 33' AGL/143' MSL. Trees beginning 2706' from DER, 700' left of centerline, up to 100' AGL/214' MSL. Trees beginning 3159' from DER, 747' right of centerline, up to 100' AGL/216' MSL.

HOUSTON, TX (CON'T)

WILLIAM P. HOBBY (HOU)

AMDT 5 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 300-1 or std. w/ min. climb of 270' per NM to 300. **Rwy 17,** 300-1. **Rwy 22,** std. w/ min. climb of 290' per NM to 1500.

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 174° to 700 before turning westbound. **Rwy 30L,** climb heading 309° to 800 before turning westbound. **Rwy 30R,** climb heading 309° to 800 before turning westbound.

NOTE: **Rwy 4,** pole 4403' from departure end of runway, 1609' right of centerline, 121' AGL/166' MSL. Light on building 1562' from departure end of runway, 859' right of centerline, 59' AGL/103' MSL. Building 3990' from departure end of runway, 1223' right on centerline, 139' AGL/174' MSL. Light on flagpole 4618' from departure end of runway, 768' right of centerline, 117' AGL/161' MSL NE, **Rwy 12L,** antenna on hanger 1548' from departure end of runway, 424' left of centerline, 45' AGL/85' MSL. **Rwy 12R,** vehicle and road 514' from departure end of runway, 543' right of centerline, 17' AGL/55' MSL. Tree 1217' from departure end of runway, 756' right of centerline, 43' AGL/89' MSL. Fence 85' from departure end of runway, 492' left of centerline, 4' AGL/45' MSL. Vehicle and road 176' from departure end of runway, 497' left of centerline, 17' AGL/55' MSL. Pole 1011' from departure end of runway, 696' left of centerline, 33' AGL/73' MSL. Tree 1256' from departure end of runway, 783' left of centerline, 38' AGL/78' MSL. **Rwy 17,** multiple poles beginning 606' from departure end of runway, 393' right of centerline, up to 79' AGL/124' MSL. Crane 1795' from departure end of runway, 689' right of centerline, 100' AGL/150' MSL. Antenna on building 620' from departure end of runway, 312' left of centerline, 27' AGL/72' MSL. Multiple trees beginning 721' from departure end of runway, 260' left of centerline, up to 71' AGL/116' MSL. Radar reflector 1214' from departure end of runway, 258' left of centerline, 32' AGL/77' MSL. **Rwy 22,** pole 727' from departure end of runway, 626' right of centerline, 28' AGL/77' MSL. Tree 1310' from departure end of runway, 679' right of centerline, 27' AGL/76' MSL. Antenna on light pole 1805' from departure end of runway, 968' right of centerline, 60' AGL/109' MSL. **Rwy 30L,** antenna on building 547' from departure end of runway, 274' right of centerline, 23' AGL/69' MSL. Multiple poles beginning 341' from departure end of runway, 501' left of centerline, up to 39' AGL/84' MSL. Multiple trees beginning 1392' from departure end of runway, 466' left of centerline, up to 78' AGL/118' MSL. **Rwy 30R,** pole 1096' from departure end of runway, 785' right of centerline, 29' AGL/75' MSL. Antenna on building 500' from departure end of runway, 525' left of centerline, 33' AGL/69' MSL. **Rwy 35,** antenna on light pole 738' from departure end of runway, 519' right of centerline, 40' AGL/86' MSL. Light pole 1119' from departure end of runway, 353' right of centerline, 31' AGL/77' MSL. Antenna on building 66' from departure end of runway, 471' left of centerline, 33' AGL/69' MSL.

HUNTSVILLE, TX
HUNTSVILLE MUNI
DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 700 before turning.

JACKSONVILLE, TX
CHEROKEE COUNTY
DEPARTURE PROCEDURE: **Rwy 14,** climb via heading 135° to 1200 before proceeding on course.

JASPER, TX
JASPER COUNTY-BELL FIELD (JAS)
ORIG 09239 (FAA)
NOTE: **Rwy 18,** trees beginning 2081' from DER, 118' left of centerline, up to 100' AGL/327' MSL. Trees beginning 690' from DER, 87' right of centerline, up to 100' AGL/329' MSL. **Rwy 36,** hangar 320' from DER, 504' left of centerline, 27' AGL/236' MSL. Trees beginning 534' from DER, 139' left of centerline, up to 100' AGL/329' MSL. Pole 1968' from DER, 409' left of centerline, 33' AGL/262' MSL. Bush 94' from DER, 476' right of centerline, 8' AGL/217' MSL. Trees beginning 514' from DER, 6' right of centerline, up to 100' AGL/354' MSL. Hangar 1176' from DER, 675' right of centerline, 30' AGL/249' MSL. Tower 1246' from DER, 611' right of centerline, 40' AGL/258' MSL.

KOUNTZE/SILSBEE, TX
HAWTHORNE FIELD (45R)
ORIG 08045 (FAA)
NOTE: **Rwy 13,** Terrain 3' from departure end of runway, 81' right of centerline, 0' AGL/69' MSL. Trees beginning 64' from departure end of runway, 277' right of centerline, up to 50' AGL/119' MSL. Tree 111' from departure end of runway, 516' left of centerline, 50' AGL/124' MSL. Terrain 172' from departure end of runway, 119' left of centerline, 0' AGL/74' MSL. **Rwy 31,** Terrain 109' from departure end of runway, 134' left of centerline, 0' AGL/74' MSL. Tree 536' from departure end of runway, 457' right of centerline, 50' AGL/114' MSL.

LA GRANGE, TX
FAYETTE RGNL AIR CENTER (3T5)
ORIG 08157 (FAA)
NOTE: **Rwy 16,** tree 140' from departure end of runway, 276' right of centerline, 100' AGL/432' MSL. Tree 612' from departure end of runway, 551' left of centerline, 100' AGL/422' MSL. Road with vehicle 942' from departure end of runway, 667' left of centerline, 15' AGL/350' MSL.

LA PORTE, TX
LA PORTE MUNI (T41)
AMDT 4 08157 (FAA)
DEPARTURE PROCEDURE: **Rwy 30,** climb heading 301° to 700 before turning right. **Rwy 12,** climb heading 121° to 500 before turning right.
NOTE: **Rwy 5,** stack 2.1 NM from departure end of runway, 3297' left of centerline, 330' AGL/334' MSL. **Rwy 12,** pole 131' from departure end of runway, 261' right of centerline, 14' AGL/38' MSL. Stack 2.2 NM from departure end of runway, 1.6 NM right of centerline, 479' AGL/499' MSL.

LIBERTY, TX
LIBERTY MUNI
TAKE-OFF MINIMUMS: **Rwys 16, 34,** 2000-3 or std. with a min. climb of 270' per NM to 2100.
DEPARTURE PROCEDURE: **Rwys 16, 34**, eastbound departures climb runway heading to 2100 before proceeding on course.

LIVINGSTON, TX
LIVINGSTON MUNI
TAKE-OFF MINIMUMS: **Rwys 12,30,** 300-1.

LUFKIN, TX
ANGELINA COUNTY
NOTE: **Rwy 7,** multiple trees and terrain beginning 75' from departure end of runway, 39' left of centerline, up to 85' AGL/381' MSL. Multiple trees beginning 148' from departure end of runway, 334' right of centerline, up to 75' AGL/371' MSL. **Rwy 15,** multiple trees beginning 261' from departure end of runway, 142' right of centerline, up to 53' AGL/327' MSL. Multiple trees and terrain beginning 21' from departure end of runway, 146' left of centerline, up to 53' AGL/327' MSL. **Rwy 25,** multiple trees beginning 1767' from departure end of runway, 283' right of centerline, up to 78' AGL/362' MSL. Multiple trees beginning 1366' from departure end of runway, 145' left of centerline, up to 69' AGL/353' MSL. **Rwy 33,** multiple trees and pole beginning 289' from departure end of runway, 247' right of centerline, up to 71' AGL/360' MSL. Multiple trees and road beginning 574' from departure end of runway, 4' left of centerline, up to 74' AGL/363' MSL.

NACOGDOCHES, TX
A. L. MANGHAM JR. RGNL
TAKE-OFF MINIMUMS: **Rwy 36**, 1000-3 or std. with a min. climb of 220' per NM to 1000.
DEPARTURE PROCEDURE: **Rwys 15, 18, 33, 36**, climb runway heading to 1000 before proceeding on course.

NAVASOTA, TX
NAVASOTA MUNI
DEPARTURE PROCEDURE: **Rwy 35**, climb runway heading to 2100 before turning eastbound.

ORANGE, TX
ORANGE COUNTY (ORG)
ORIG 09295 (FAA)
TAKE-OFF MINIMUMS: **Rwy 4,** 400-1¼ or std. w/ min. climb of 425' per NM to 500. **Rwys 13, 31,** NA-Environmental.
NOTE: **Rwy 4,** trees beginning 893' from DER, 513' right of centerline, up to 30' AGL/87' MSL. Trees beginning 1856' from DER, 550 left of centerline, up to 30' AGL/66' MSL. Transmission poles beginning 2518' from DER, left and right of centerline, up to 73' AGL/83' MSL. Tower 6401' from DER, 1900' left of centerline, 283' AGL/298' MSL. **Rwy 22,** trees beginning at DER, left and right of centerline, up to 30' AGL/39' MSL.

PALESTINE, TX

PALESTINE MUNI

TAKE-OFF MINIMUMS: **Rwy 9**, std. with a min. climb of 313' per NM to 1200, or 600-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 9,** for climb in visual conditions: cross Palestine Municipal Airport at or above 1200.

NOTE: **Rwy 9,** multiple trees and terrain beginning 1.5 NM from departure end of runway, 2404' left of centerline, up to 100' AGL/739' MSL. Terrain 1.6 NM from departure end of runway, 1545' right of centerline, 601' MSL.

VICTORIA, TX

VICTORIA RGNL (VCT)

ORIG 08325 (FAA)

NOTE: **Rwy 12R,** trees beginning 810' from departure end of runway, 606' right of centerline, up to 40' AGL/139' MSL. Train on railroad 797' from departure end of runway, 303' right of centerline, 23' AGL/148' MSL. Pole 947' from departure end of runway, 62' right of centerline, 32' AGL/131' MSL. Hopper 1124' from departure end of runway, 417' left of centerline, 35' AGL/134' MSL. **Rwy 17,** DME on building 598' from departure end of runway, 421' left of centerline, 19' AGL/118' MSL. **Rwy 35,** bush 105' from departure end of runway, 171' right of centerline, 12' AGL/116' MSL. Bush 247' from departure end of runway, 92' right of centerline, 12' AGL/116' MSL.

WHARTON,TX

WHARTON RGNL (ARM)

ORIG 09239 (FAA)

NOTE: **Rwy 32,** vehicle on roads beginning 26' from DER, 312' right of centerline, up to 17' AGL/113' MSL. Buildings beginning 40' from DER, 338' right of centerline, up to 26' AGL/125' MSL. Poles beginning 140' from DER, 467' right of centerline, up to 43' AGL/142' MSL. Tree 828' from DER, 509' right of centerline, 28' AGL/127' MSL. Fence 24' from DER, 288' left of centerline, 4' AGL/103' MSL. Tree 1147' from DER, 425' left of centerline, 41' AGL/140' MSL.

09183

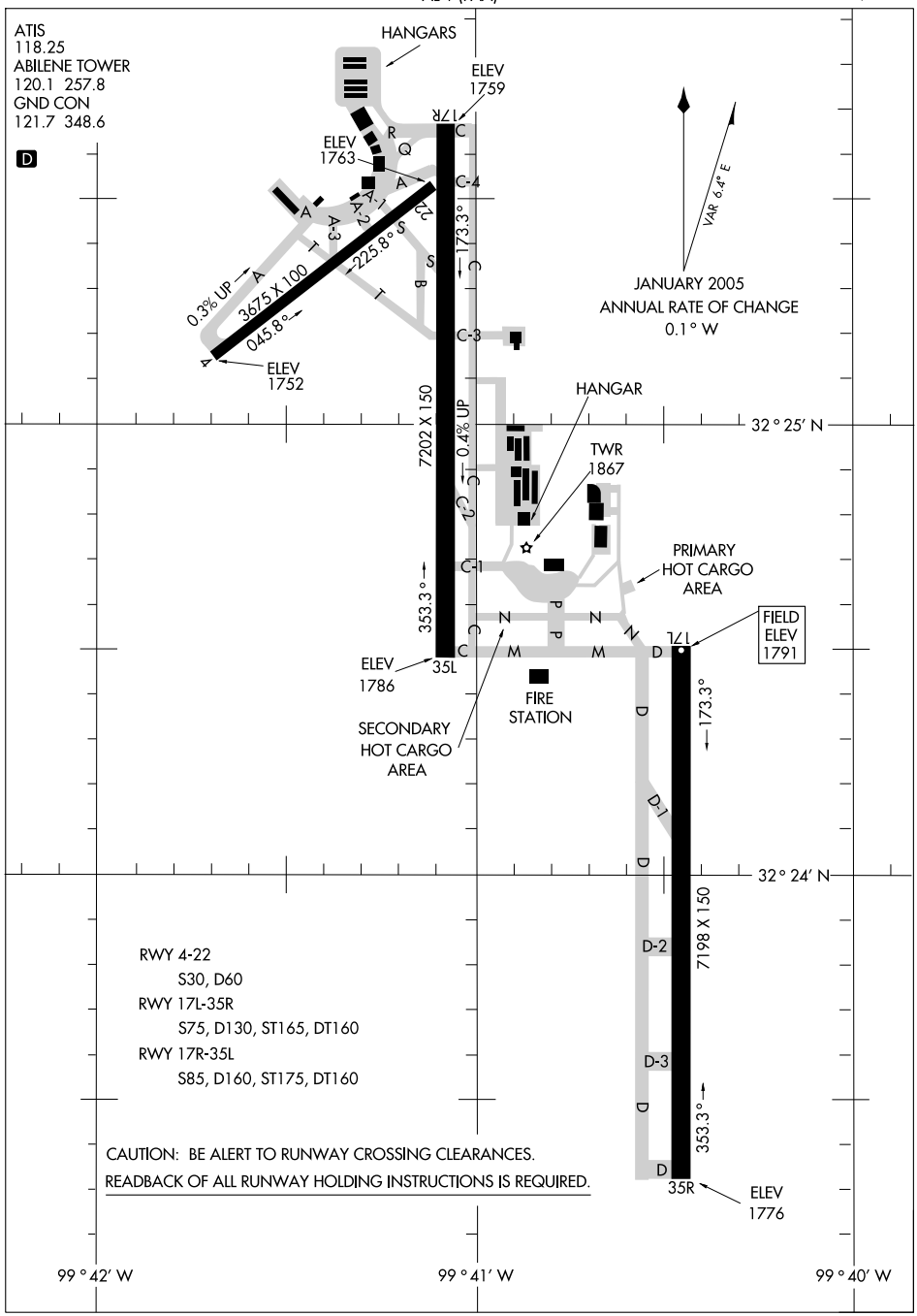
AIRPORT DIAGRAM

ABILENE/ABILENE RGNL (ABI)
ABILENE, TEXAS

AL-1 (FAA)

ATIS
118.25
ABILENE TOWER
120.1 257.8
GND CON
121.7 348.6

D



SC-2, 08 APR 2010 to 06 MAY 2010

LOC/DME I-ABI	APP CRS	Rwy Idg 7198
110.3	352°	TDZE 1776
Chan 40		Apt Elev 1791

ILS or LOC RWY 35R

ABILENE RGNL (ABI)

ASR

When local altimeter setting not received, use Dyess altimeter setting and increase all DA 21 feet and all MDA 40 feet. VDP NA when using Dyess altimeter setting. For inoperative MALSR, increase S-ILS 35R Cat E visibility to RVR 4000 and S-LOC 35R Cat E visibility to 1¾.

*RVR 1800 authorized with the use of FD or AP or HUD to DA. ADF required.

MALSR

MISSED APPROACH: Climb to 3300 then climbing right turn to 4000 direct to TOMHI LOM and hold.

ATIS	ABILENE APP CON	ABILENE TOWER	GND CON
118.25	125.0 338.3 (EAST) 127.2 282.3 (WEST)	120.1 257.8	121.7 348.6

Radar required for procedure entry at NUGEN

4000 to LOM 171° (24)

NUGEN
ABI 16
RADAR

TRUSS

4000 201° (15.6)

ALTERNATE MISSED APCH FIX
ABILENE
113.7 ABI
Chan 84

R-285-105°
285°

ABILENE
113.7 ABI
Chan 84

4000 129° (14.6)

Elmdale Airpark

1950
2048
1958±
1992
2004
2245±
1869
1894±
2100
2260

10 NM

LOM/IAF
TOMHI
353 AB
I-ABI 6.8

2009
2059±

4000 228° (8.9)
FLECK

LOCALIZER 110.3
I-ABI
Chan 40

2903
2699
172°
2667
2990
2759
2544
2880

4000 052° (8.2)

4000 291° (8.9)
MEDLY

352°

TUSCOLA
111.6 TQA
Chan 53

MSA AB 25 NM
135°
4600
4000
045°

ELEV 1791 D

17R
17L
35L
35R

0.3% UP
3675 X 100
0.4% UP
7202 X 150
7198 X 150

TWR
1867

TDZE
1776

HIRL Rwy 17L-35R
MIRL Rwys 4-22 and 17R-35L
REIL Rwy 35L

352°
5.4 NM from FAF

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

3300 | 4000 | TOMHI 353

TOMHI
I-ABI 6.8

Remain within 15 NM

172°
3573
4000
352°
3600

I-ABI 1.4
I-ABI 2.7

GS 3.00°
TCH 58

1.3 4.1 NM

	A	B	C	D	E
S-ILS 35R	*1976/24 200 (200-½)				
S-LOC 35R	2260/24 484 (500-½)		2260/40 484 (500-¾)	2260/50 484 (500-1)	2260/60 484 (500-1¼)
CIRCLING	2260-1 469 (500-1)		2360-1½ 569 (600-1½)	2360-2 569 (600-2)	2520-2½ 729 (800-2½)

SC-2, 08 APR 2010 to 06 MAY 2010

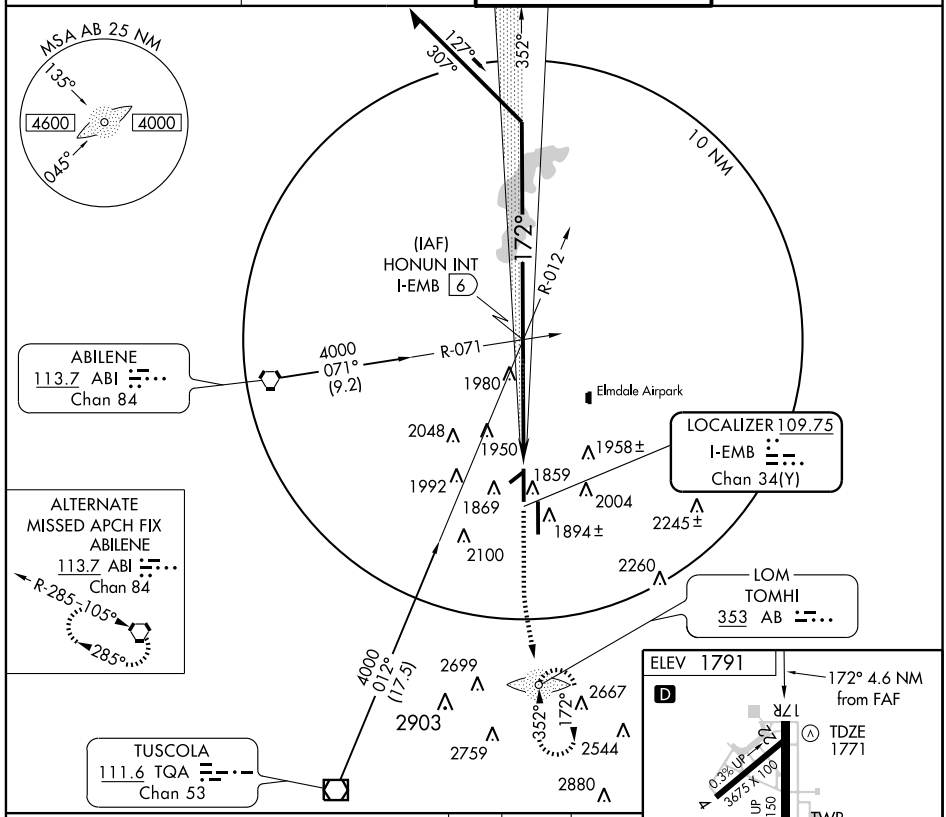
LOC/DME I-EMB	APP CRS	Rwy Idg	7202
109.75	172°	TDZE	1771
Chan 34 (Y)		Apt Elev	1791

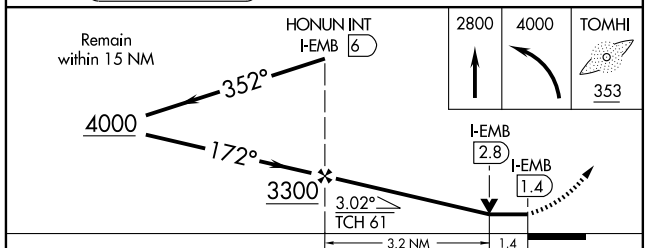
LOC RWY 17R
ABILENE RGNL (ABI)

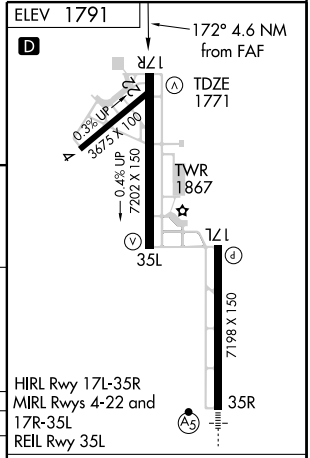
ADF Required. When local altimeter setting not received, use Dyess altimeter setting and increase all MDA 40 feet and visibility for S-17R Cat D and E, Circling Cat C, D, and E ¼ mile.VDP NA when using Dyess altimeter setting.

MISSED APPROACH: Climb to 2800 then climbing left turn to 4000 direct TOMHI LOM and hold.

ATIS	ABILENE APP CON	ABILENE TOWER	GND CON
118.25	125.0 338.3 (EAST) 127.2 282.3 (WEST)	120.1 257.8	121.7 348.6







CATEGORY	A	B	C	D	E
S-17R	2280-1 509 (500-1)		2280-1½ 509 (500-1½)		2280-1¾ 509 (500-1¾)
CIRCLING	2280-1 489 (500-1)		2360-1½ 569 (600-1½)	2360-2 569 (600-2)	2520-2½ 729 (800-2½)

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

SC-2, 08 APR 2010 to 06 MAY 2010

LOM AB	APP CRS	Rwy Idg	7198
353	352°	TDZE	1775
		Apt Elev	1790

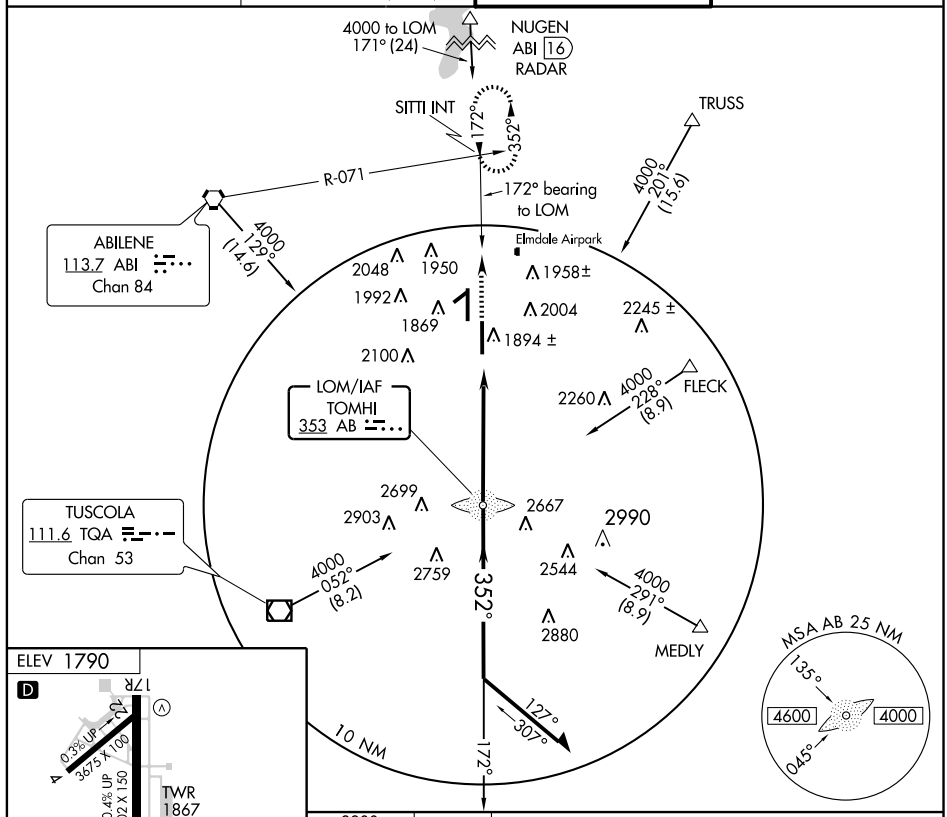
NDB RWY 35R
ABILENE RGNL (ABI)

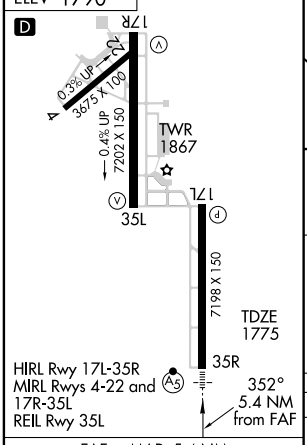
ASR

MALSR

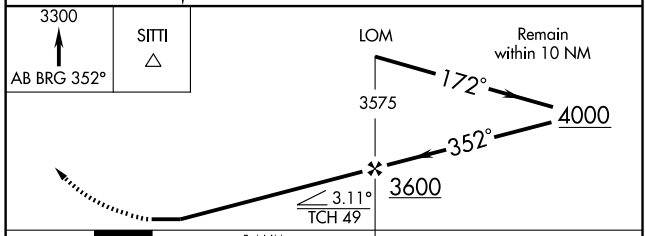
MISSED APPROACH: Climb to 3300 via AB bearing 352° to SITTI INT and hold.

ATIS	ABILENE APP CON	ABILENE TOWER	GND CON
118.25	125.0 338.3 (EAST) 127.2 282.3 (WEST)	120.1 257.8	121.7 348.6





FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48



CATEGORY	A	B	C	D
S-35R	2320/40	545 (600-¾)	2320/50 545 (600-1)	2320-1½ 545 (600-1½)
CIRCLING	2320-1	530 (600-1)	2360-1½ 570 (600-1½)	2360-2 570 (600-2)

SC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 50317 W17A	APP CRS 172°	Rwy Idg 7198 TDZE 1791 Apt Elev 1791

RNAV (GPS) RWY 17L

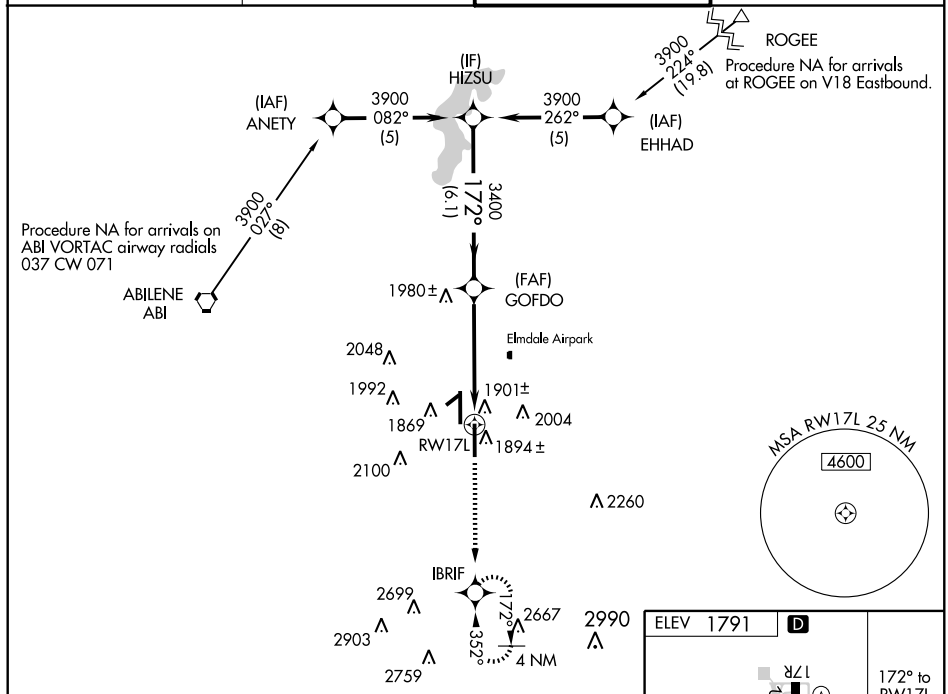
ABILENE RGNL (ABI)

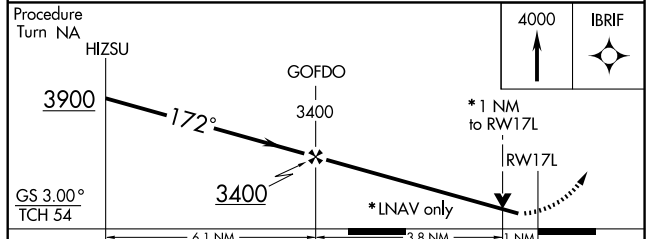
ASR

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Dyess AFB altimeter setting and increase all DA 21 feet and all MDA 40 feet and LPV all Cats, LNAV/VNAV all Cats, LNAV Cat C/E, and Circling Cat C/E visibility ¼ mile. Baro-VNAV NA when using Dyess AFB altimeter setting. VDP NA with Dyess AFB altimeter setting.

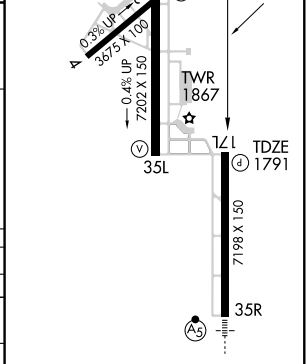
MISSED APPROACH: Climb to 4000 direct IBRIF and hold, continue climb-in-hold to 4000.

ATIS	ABILENE APP CON	ABILENE TOWER	GND CON
118.25	125.0 338.3 (EAST) 127.2 282.3 (WEST)	120.1 257.8	121.7 348.6





CATEGORY	A	B	C	D	E
LPV DA	2041-¾ 250 (300-¾)				
LNAV/VNAV DA	2171-1¼ 380(400-1¼)				
LNAV MDA	2160-1 369 (400-1)			2160-1¼ 369 (400-1¼)	
CIRCLING	2260-1 469 (500-1)		2360-1½ 569 (600-1½)	2360-2 569 (600-2)	2520-2½ 729 (800-2½)



HIRL Rwy 17L-35R
MIRL Rwys 4-22 and 17R-35L
REIL Rwy 35L

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3675
224°	TDZE	1764
	Apt Elev	1791

RNAV (GPS) RWY 22

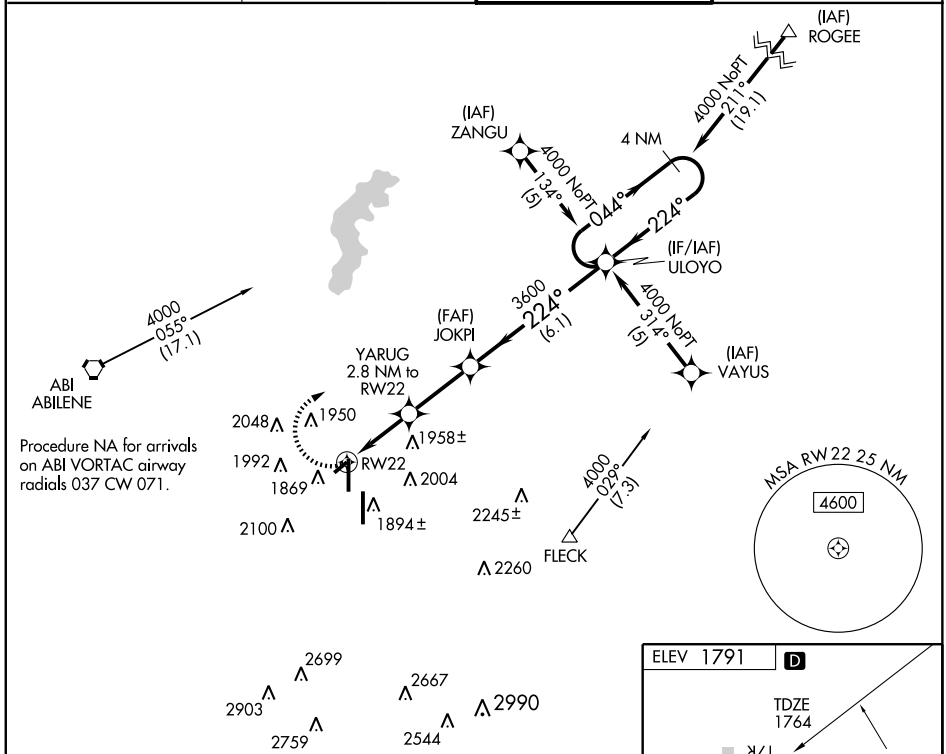
ABILENE RGNL (ABI)

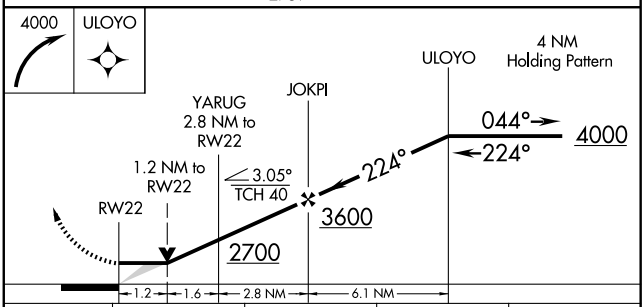
T A ASR

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dyess AFB altimeter setting and increase all MDA 40 feet, increase LNAV Cat D visibility ¼ mile. VDP NA when using Dyess AFB altimeter setting.

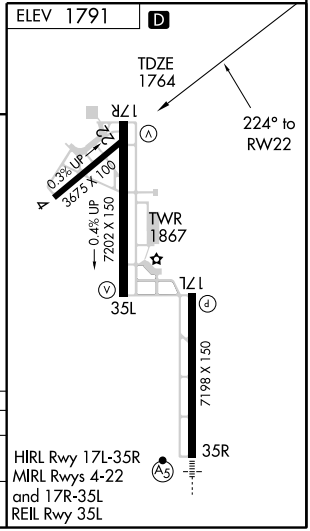
MISSED APPROACH: Climbing right turn to 4000 direct ULOYO and hold.

ATIS	ABILENE APP CON	ABILENE TOWER	GND CON
118.25	125.0 338.3 (EAST) 127.2 282.3 (WEST)	120.1 257.8	121.7 348.6





CATEGORY	A	B	C	D
LNAV MDA	2180-1 416 (500-1)		2180-1¼ 416 (500-1¼)	
CIRCLING	2260-1 469 (500-1)		2260-1½ 469 (500-1½)	2360-2 569 (600-2)



SC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 97517 W35A	APP CRS 352°	Rwy ldg 7198 TDZE 1776 Apt Elev 1791

RNAV (GPS) RWY 35R

ABILENE RGNL (ABI)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dyess AFB altimeter setting and increase all DA 21feet and all MDA 40 feet and LNAV Cat C/D and Circling Cat C/E visibility ¼ mile. For inoperative MALSR, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 1½ miles, and LNAV Cat E visibility to 1¾ miles. Baro-VNAV NA when using Dyess AFB altimeter setting. VDP NA with Dyess AFB altimeter setting.

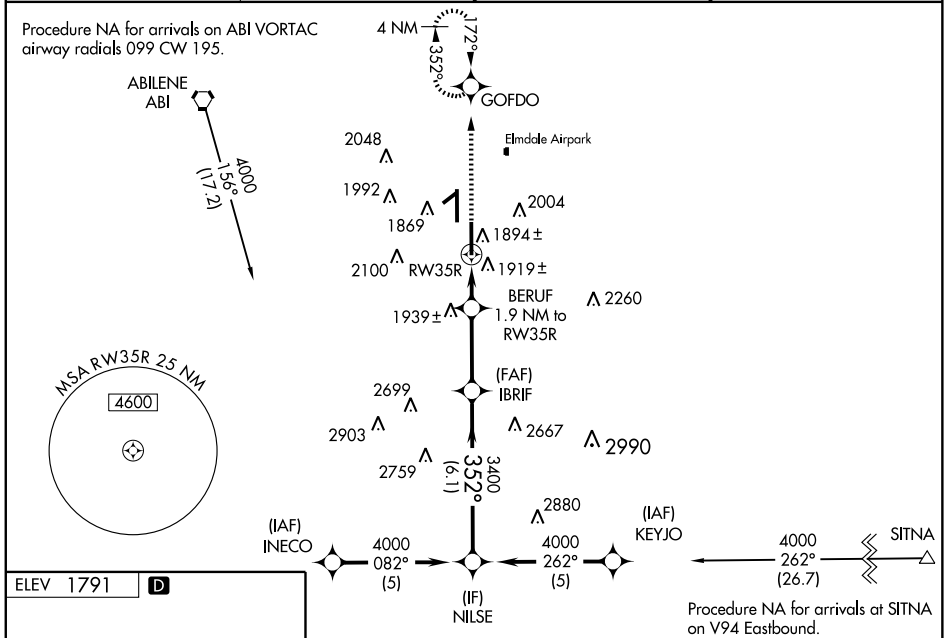
ASR

MALSR

MISSED APPROACH: Climb to 4000 direct GOFDO and hold, continue climb-in-hold to 4000.

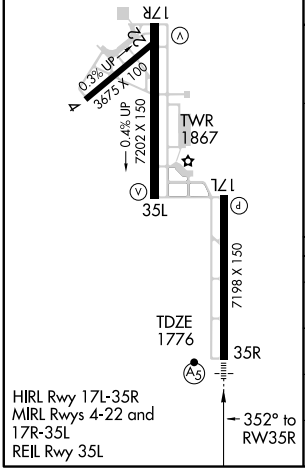
ATIS	ABILENE APP CON	ABILENE TOWER	GND CON
118.25	125.0 338.3 (EAST) 127.2 282.3 (WEST)	120.1 257.8	121.7 348.6

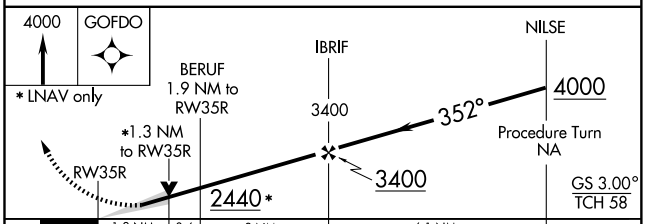
Procedure NA for arrivals on ABI VORTAC airway radials 099 CW 195.



Procedure NA for arrivals at SITNA on V94 Eastbound.

ELEV 1791 D





CATEGORY	A	B	C	D	E
LPV DA	1976/24 200 (200-½)				
LNAV/ VNAV DA	2189/50 413 (500-1)				
LNAV MDA	2260/24 484 (500-½)		2260/40 484 (500-¾)	2260/50 484 (500-1)	2260/60 484 (500-1¼)
CIRCLING	2260-1 469 (500-1)		2360-1½ 569 (600-1½)	2360-2 569 (600-2)	2520-2½ 729 (800-2½)

SC-2, 08 APR 2010 to 06 MAY 2010

VOR ABI	APP CRS	Rwy Idg	N/A
113.7	105°	TDZE	N/A
Chan 84		Apt Elev	1790

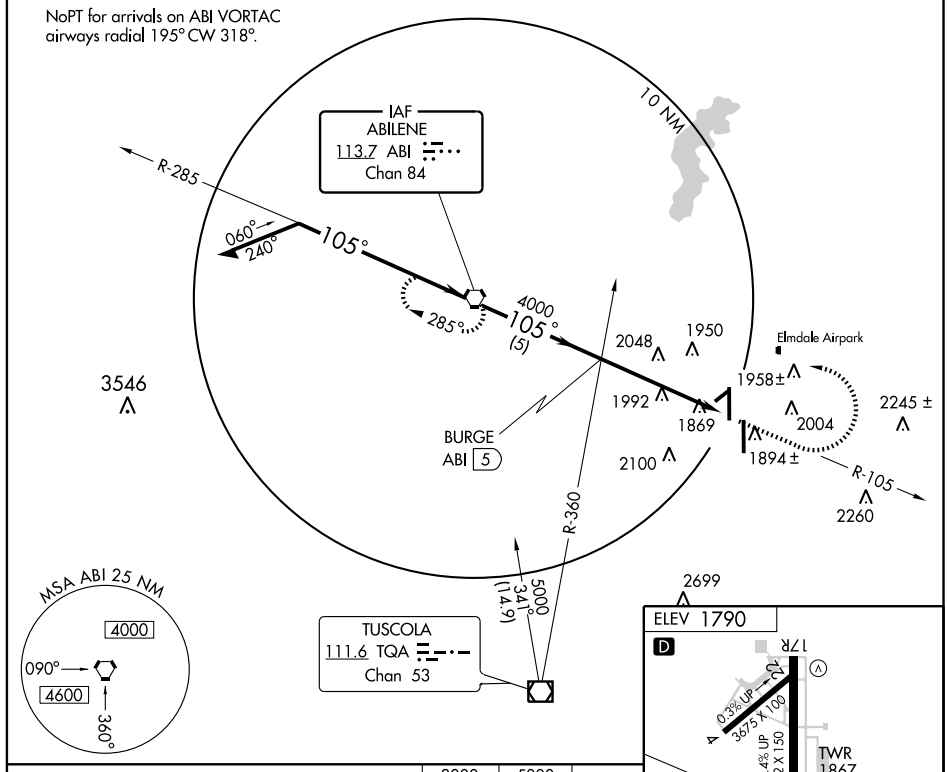
VOR-A
ABILENE RGNL (ABI)

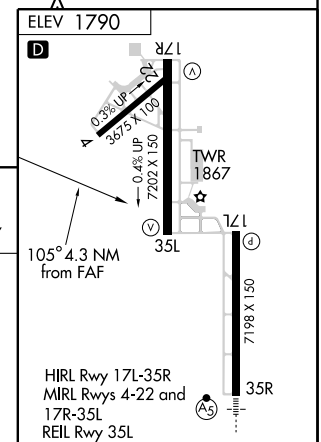
ASR

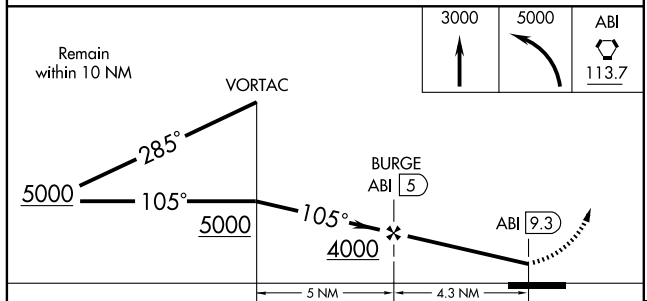
MISSED APPROACH: Climb to 3000, then climbing left turn to 5000 direct ABI VORTAC and hold.

ATIS	ABILENE APP CON	ABILENE TOWER	GND CON
118.25	125.0 338.3 (EAST) 127.2 282.3 (WEST)	120.1 257.8	121.7 348.6

NoPT for arrivals on ABI VORTAC airways radial 195° CW 318°.







CATEGORY	A	B	C	D
CIRCLING	2300-1 510 (600-1)		2360-1½ 570 (600-1½)	2360-2 570 (600-2)

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

SC-2, 08 APR 2010 to 06 MAY 2010

VOR/DME TQA	APP CRS	Rwy Idg	3675
111.6	200°	TDZE	1764
Chan 53		Apt Elev	1791

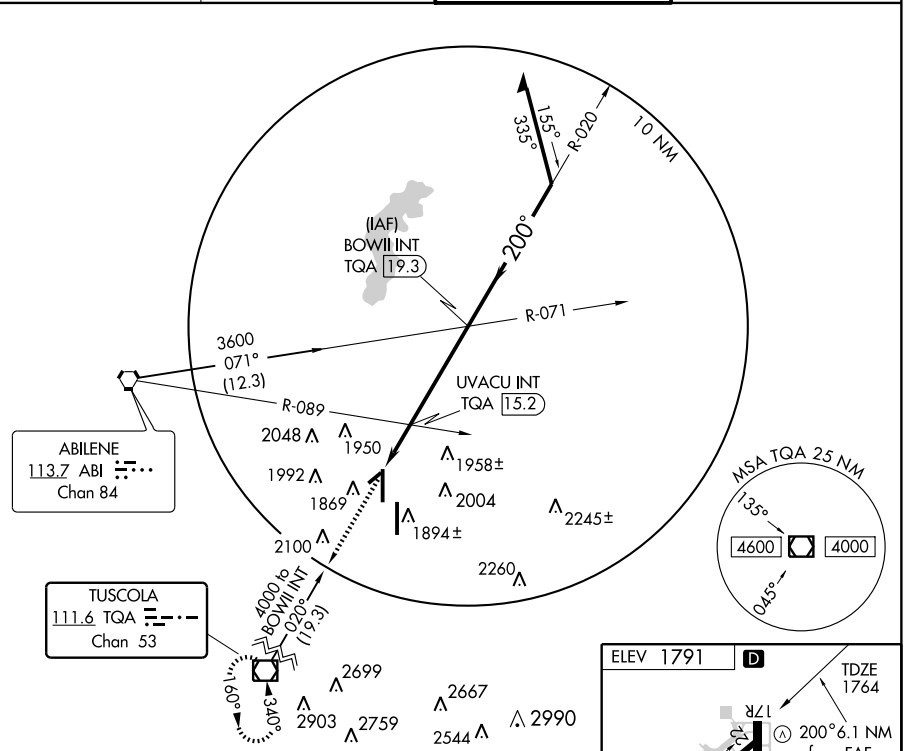
VOR RWY 22
ABILENE RGNL (ABI)

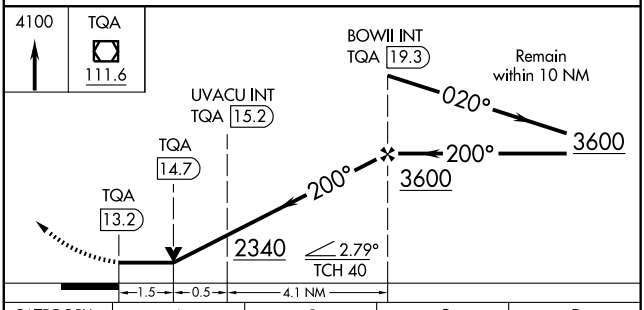
ASR

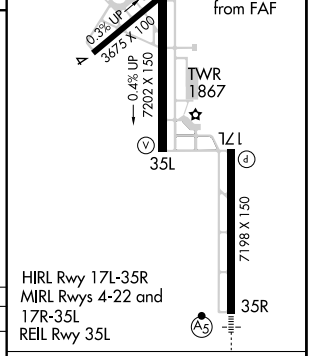
VDP NA when using Dyess AFB altimeter setting. When local altimeter setting not received, use Dyess AFB altimeter setting and increase all MDA 40 feet and increase S-22 Cat C and D visibilities ¼ mile.

MISSED APPROACH: Climb to 4100 direct TQA VOR/DME and hold.

ATIS	ABILENE APP CON	ABILENE TOWER	GND CON
118.25	125.0 338.3 (EAST) 127.2 282.3 (WEST)	120.1 257.8	121.7 348.6







CATEGORY	A	B	C	D
S-22	2240-1	476 (500-1)	2240-1¼ 476 (500-1¼)	2240-1½ 476 (500-1½)
CIRCLING	2260-1	469 (500-1)	2260-1½ 469 (500-1½)	2360-2 569 (600-2)

FAF to MAP 6.1 NM

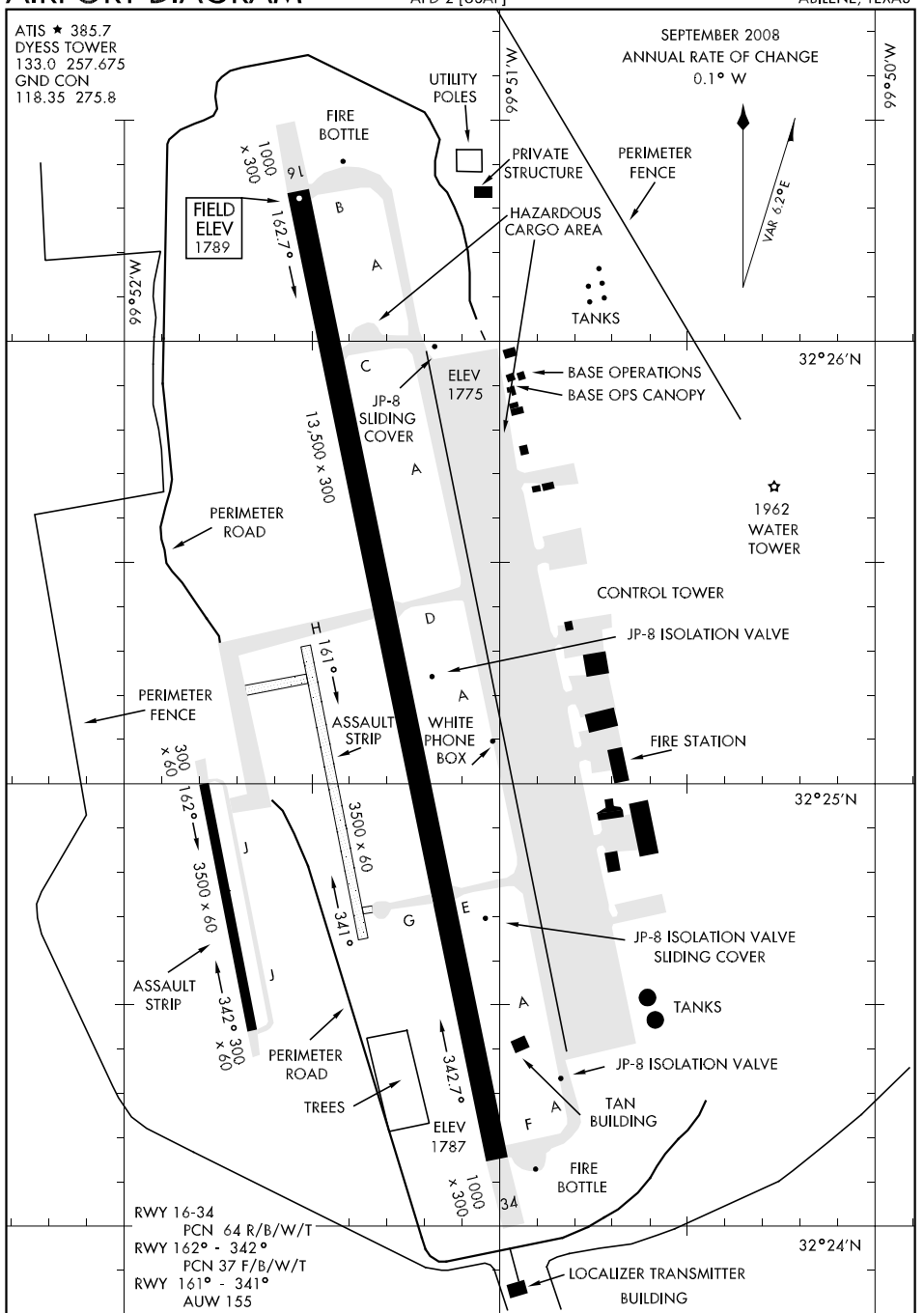
Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

SC-2, 08 APR 2010 to 06 MAY 2010

AIRPORT DIAGRAM

DYESS AFB (KDYS)

ABILENE, TEXAS



RWY 16-34
PCN 64 R/B/W/T
RWY 162° - 342°
PCN 37 F/B/W/T
RWY 161° - 341°
AUW 155

HI-ILS or LOC/DME RWY 16

LOC I-TYY	APCH CRS	Rwy ldg 13,500 / TDZE 1789 / Arpt Elev 1789
109.9	161°	JAL-2 [USAF]

DYESS AFB (KDYS)

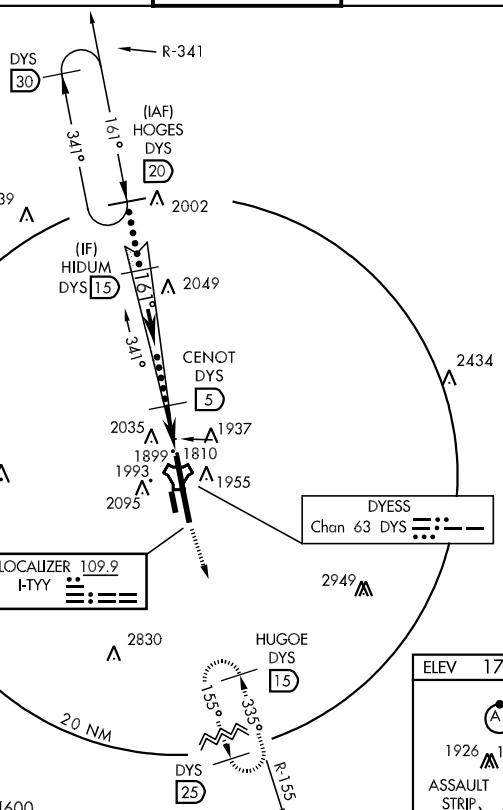
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

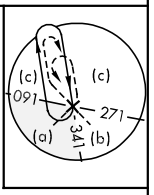
ALSF-1

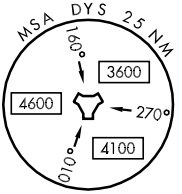
MISSED APPROACH: Climb to 4000 via DYS TACAN R-155 to HUGOE and hold.

ATIS ★	ABILENE APP CON	DYESS TOWER	GND CON	ASR
385.7	125.0 338.3 EAST 127.2 282.3 WEST	133.0 257.675	118.35 275.8	

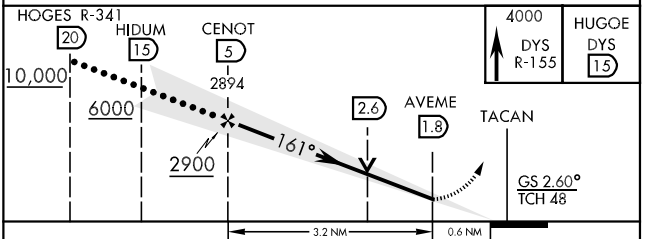
*** Circling to other than RWY 34 NA

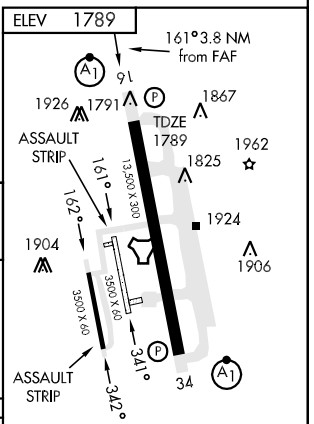






EMERG SAFE ALT 100 NM 4600





LIRL Rwy 162°-342°
HIRL Rwy 16-34

CATEGORY	C	D	E
S-ILS 16 *	1989/24	200 (200-½)	
S-LOC 16 **	2220/40 431 (500-¾)	2220/50 431 (500-1)	
CIRCLING ***	2300-1½ 511 (600-1½)	2360-2 571 (600-2)	2460-2½ 671 (700-2½)

FAF to MAP 3.2 NM

Knots	120	140	160	180	200
Min:Sec	1:36	1:22	1:12	1:04	0:58

HI-ILS or LOC/DME RWY 34

LOC I-DYS	APCH CRS	Rwy ldg 13,500 / TDZE 1786 / Arpt Elev 1789
109.9	341°	

JAL-2 [USAF]

DYESS AFB (KDYS)

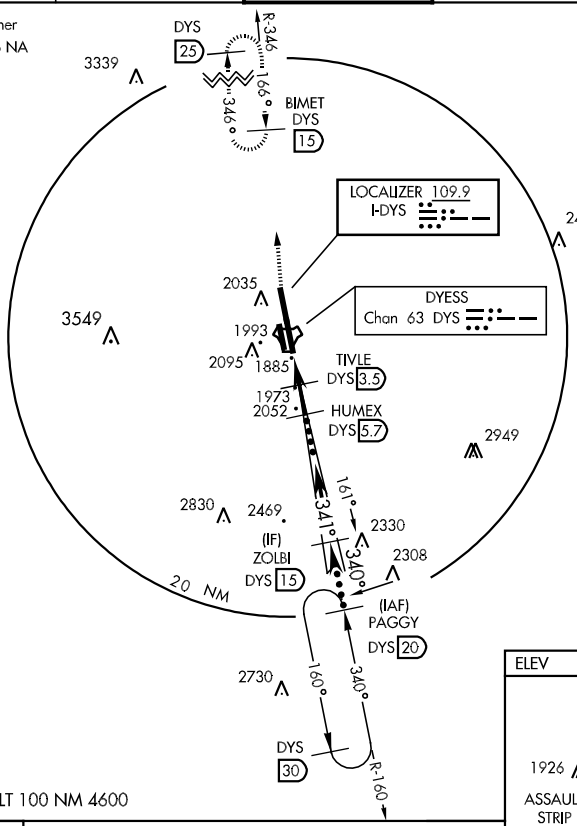
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

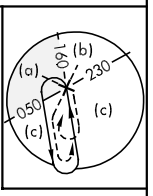
ALSF-1

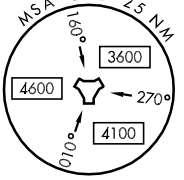
MISSED APPROACH: Climb to 4400 via DYS TACAN R-346 to BIMET and hold.

ATIS ★	ABILENE APP CON	DYESS TOWER	GND CON	ASR
385.7	125.0 338.3 EAST 127.2 282.3 WEST	133.0 257.675	118.35 275.8	

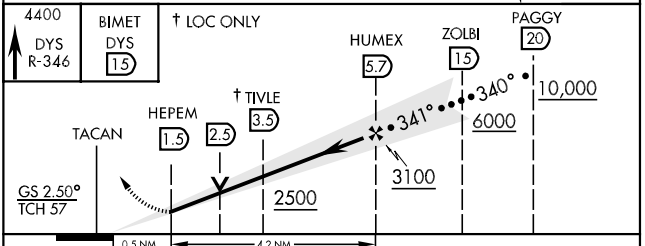
*** Circling to other than RWY 16 NA

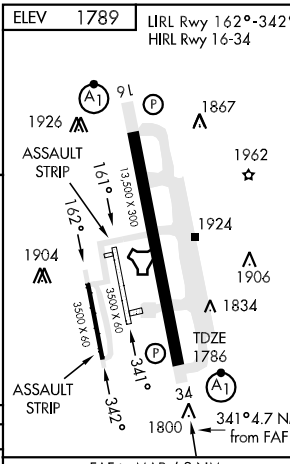






EMERG SAFE ALT 100 NM 4600





CATEGORY	C	D	E
S-ILS 34 *	1986/24 200 (200-½)		
S-LOC 34 **	2240/40 454 (500-¾)	2240/50 454 (500-1)	
CIRCLING ***	2300-1½ 511 (600-1½)	2360-2 571 (600-2)	2460-2½ 671 (700-2½)

FAF to MAP 4.2 NM

Knots	120	140	160	180	200
Min:Sec	2:06	1:48	1:35	1:24	1:16

HI-TACAN RWY 16

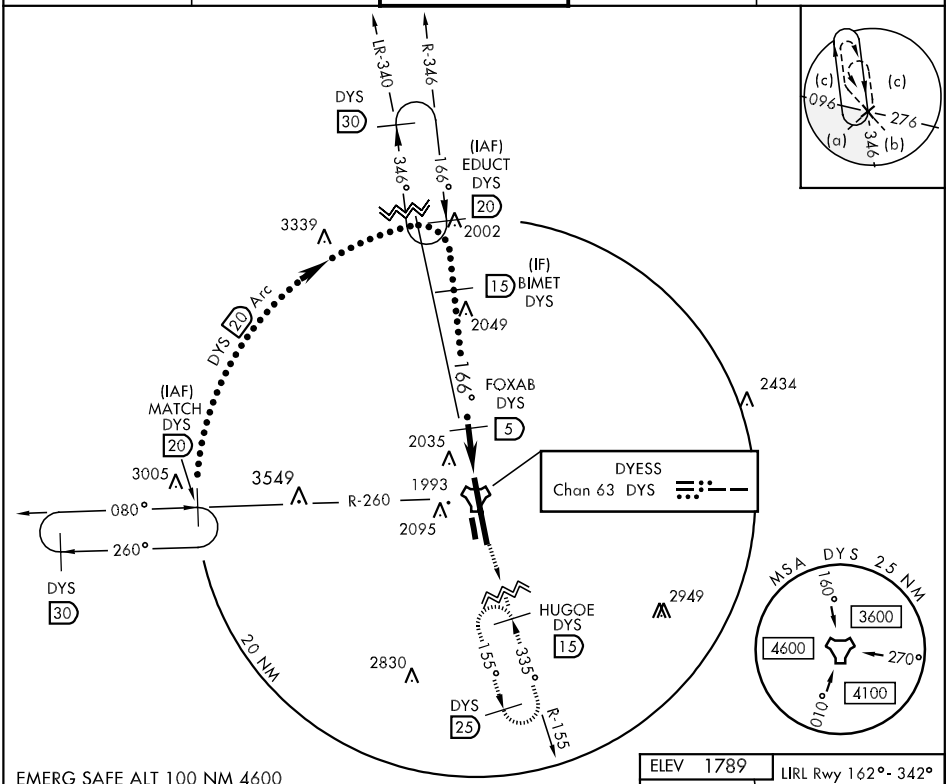
TACAN	APCH CRS	Rwy ldg / TDZE / Arpt Elev	JAL-2 [USAF]	DYESS AFB (KDYS)
DYS Chan 63	166°	13,500 / 1789 / 1789		

* Circling to other than RWY 34 NA

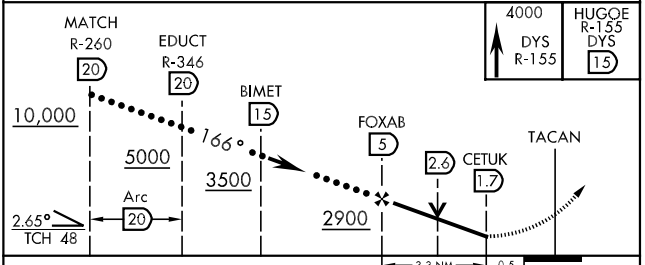
ALSF-1

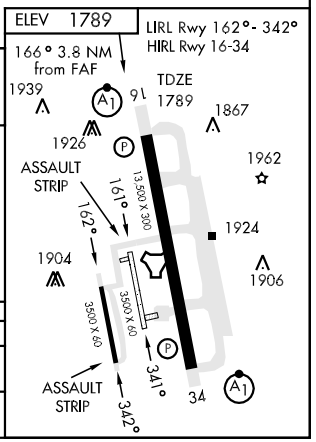
MISSED APPROACH: Climb to 4000 via DYS TACAN R-155 to HUGOE and hold.

ATIS ★	ABILENE APP CON	DYESS TOWER	GND CON	ASR
385.7	125.0 338.3 EAST 127.2 282.3 WEST	133.0 257.675	118.35 275.8	



EMERG SAFE ALT 100 NM 4600





CATEGORY	C	D	E
S-16	2220/40 431 (500-¾)	2220/50 431 (500-1)	
CIRCLING *	2300-1½ 511 (600-1½)	2360-2 571 (600-2)	2460-2½ 671 (700-2½)

HI-TACAN RWY 34

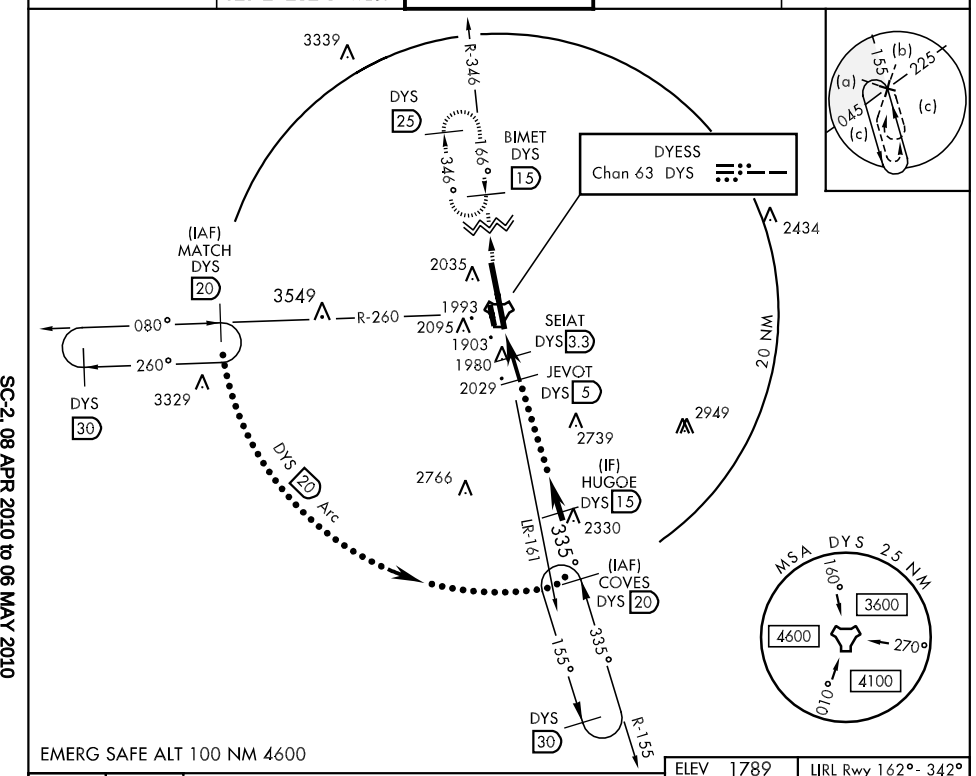
TACAN	APCH CRS	Rwy ldg / TDZE / Arpt Elev	JAL-2 [USAF]	DYESS AFB (KDYS)
DYS Chan 63	335°	13,500 / 1786 / 1789		

* Circling to other than RWY 16 NA

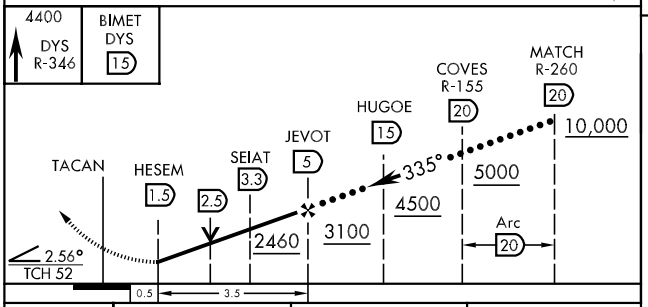
ALSF-1

MISSED APPROACH: Climb to 4400 via DYS TACAN R-346 to BIMET and hold.

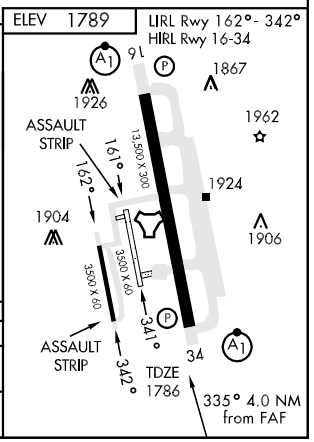
ATIS ★	ABILENE APP CON	DYESS TOWER	GND CON	ASR
385.7	125.0 338.3 EAST 127.2 282.3 WEST	133.0 257.675	118.35 275.8	



EMERG SAFE ALT 100 NM 4600



CATEGORY	C	D	E
S-34	2240/40 454 (500-¾)	2240/50 454 (500-1)	
CIRCLING *	2300-1½ 511 (600-1½)	2360-2 571 (600-2)	2460-2½ 671 (700-2½)



ILS or LOC/DME RWY 16

LOC I-TYY	APCH CRS	Rwy ldg 13,500 / TDZE 1789 / Arpt Elev 1789	AL-2 [USAF]	DYESS AFB (KDYS)
109.9	161°			

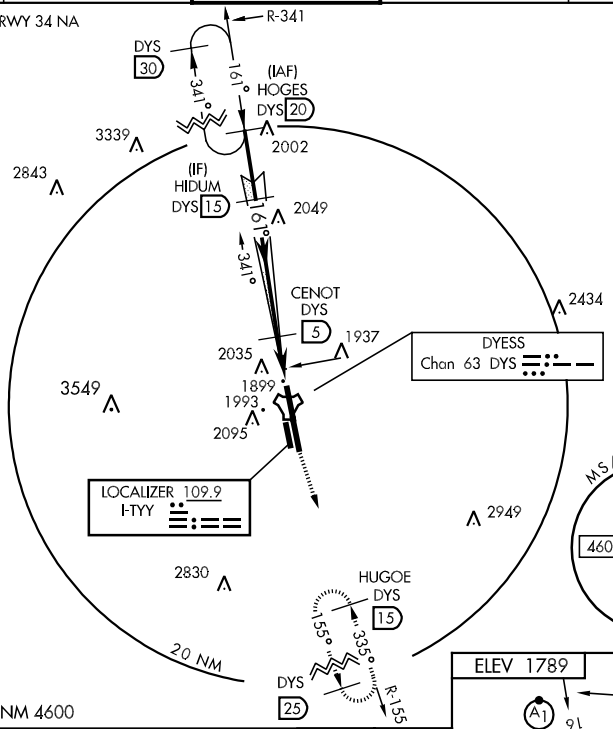
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

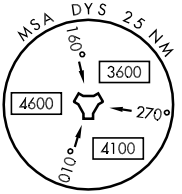
ALSF-1 (A1)

MISSED APPROACH: Climb to 4000 via DYS TACAN R-155 to HUGOE and hold.

ATIS ★	ABILENE APP CON	DYESS TOWER	GND CON	ASR
385.7	125.0 338.3 EAST 127.2 282.3 WEST	133.0 257.675	118.35 275.8	

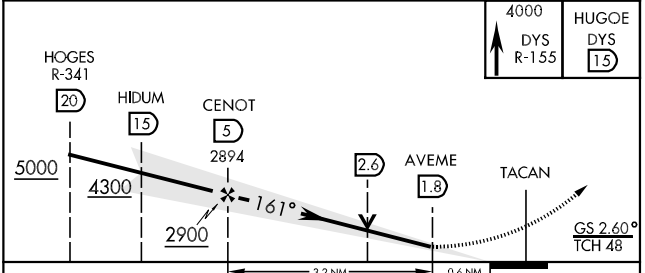
*** Circling to other than RWY 34 NA

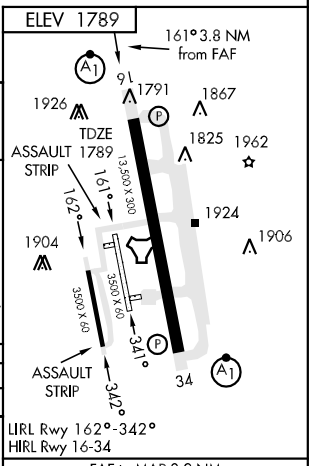




EMERG SAFE ALT 100 NM 4600

4000 DYS R-155 | HUGOE DYS 15





CATEGORY	A	B	C	D	E
S-ILS 16 *	1989/24 200 (200-½)				
S-LOC 16 **	2220/24 431 (500-½)		2220/40 431 (500-¾)	2220/50 431 (500-1)	
*** CIRCLING	2300-1 511 (600-1)		2300-1½ 511 (600-1½)	2360-2 571 (600-2)	2460-2½ 671 (700-2½)

FAF to MAP 3.2 NM

Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04

ILS or LOC/DME RWY 34

LOC I-DYS	APCH CRS	Rwy ldg 13,500 / TDZE 1786 / Arpt Elev 1789
109.9	341°	AL-2 [USAF]

DYESS AFB (KDYS)

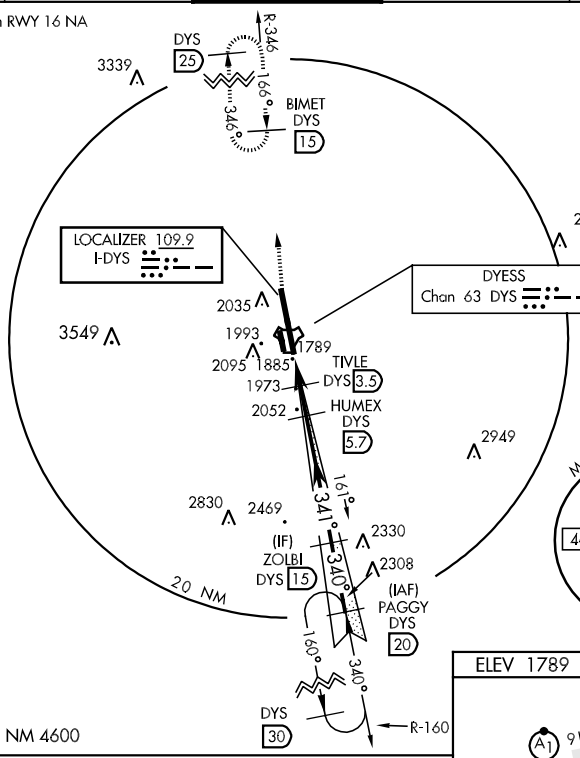
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼, CAT DE vis to 1½ miles.

ALSF-1

MISSED APPROACH: Climb to 4400 via DYS TACAN R-346 to BIMET and hold.

ATIS ★	ABILENE APP CON	DYESS TOWER	GND CON	ASR
385.7	125.0 338.3 EAST 127.2 282.3 WEST	133.0 257.675	118.35 275.8	

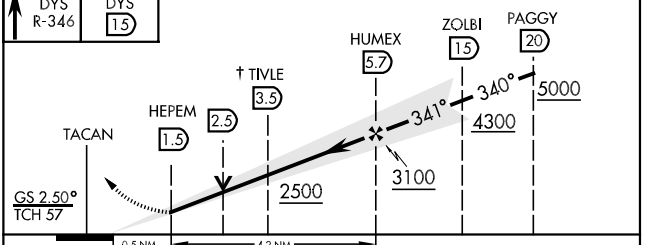
*** Circling to other than RWY 16 NA

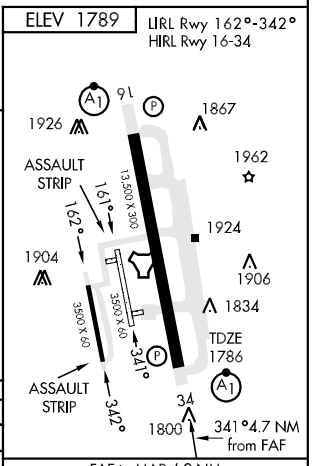


EMERG SAFE ALT 100 NM 4600

4400 DYS R-346 | BIMET DYS 15

† LOC ONLY





CATEGORY	A	B	C	D	E
S-ILS 34 *	1986/24 200 (200-½)				
S-LOC 34**	2240/24 454 (500-½)		2240/40 454 (500-¾)	2240/50 454 (500-1)	
CIRCLING***	2300-1 511 (600-1)		2300-1½ 511 (600-1½)	2360-2 571 (600-2)	2460-2½ 671 (700-2½)

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

TACAN RWY 16

TACAN	APCH CRS	Rwy ldg	13,500
DYS	166°	TDZE	1789
Chan 63		Arpt Elev	1789

AL-2 [USAF]

DYESS AFB (KDYS)

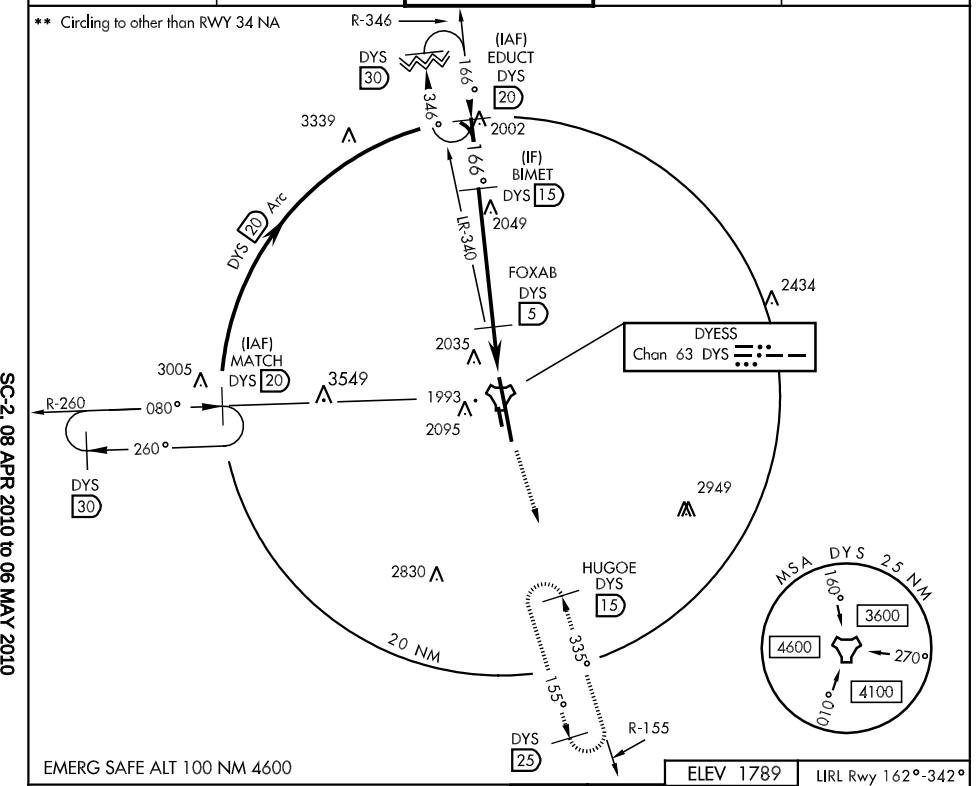
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

ALSF-1

MISSED APPROACH: Climb to 4000 via DYS TACAN R-155 to HUGOE and hold.

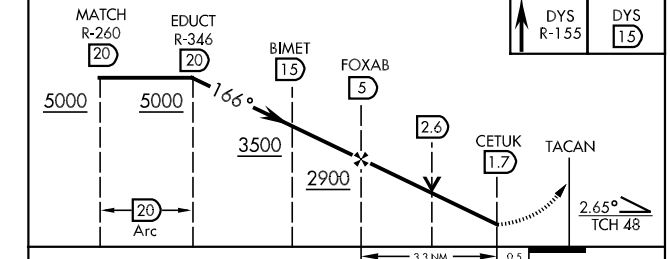
ATIS ★	ABILENE APP CON	DYESS TOWER	GND CON	ASR
385.7	125.0 338.3 EAST 127.2 282.3 WEST	133.0 257.675	118.35 275.8	

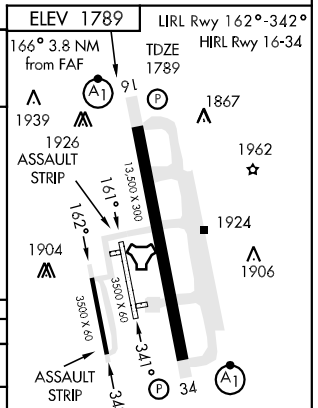
** Circling to other than RWY 34 NA



EMERG SAFE ALT 100 NM 4600

4000 DYS R-155 | HUGOE DYS 15





CATEGORY	A	B	C	D	E
S-16*	2220/24 431 (500-½)		2220/40 431 (500-¾)	2220/50 431 (500-1)	
CIRCLING **	2300-1 511 (600-1)		2300-1½ 511 (600-1½)	2360-2 571 (600-2)	2460-2½ 671 (700-2½)

TACAN RWY 34

TACAN DYS Chan 63	APCH CRS 335°	Rwy ldg 13,500 TDZE 1786 Arpt Elev 1789	AL-2 [USAF]	DYESS AFB (KDYS)

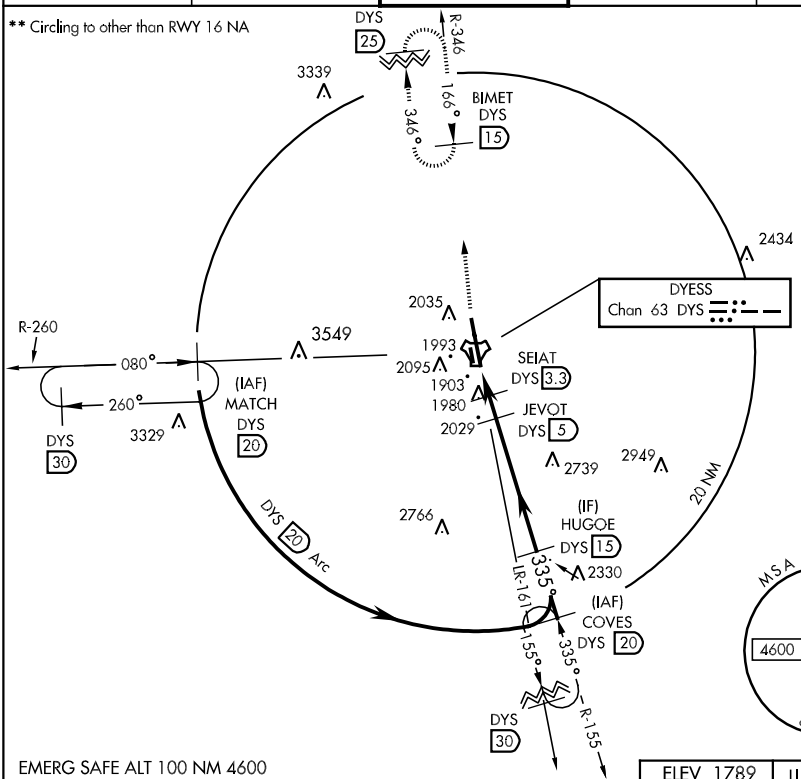
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

ALSF-1 (A1)

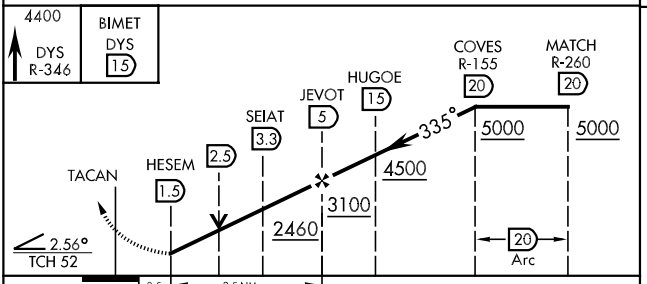
MISSED APPROACH: Climb to 4400 via DYS TACAN R-346 to BIMET and hold.

ATIS ★	ABILENE APP CON	DYESS TOWER	GND CON	ASR
385.7	125.0 338.3 EAST 127.2 282.3 WEST	133.0 257.675	118.35 275.8	

** Circling to other than RWY 16 NA



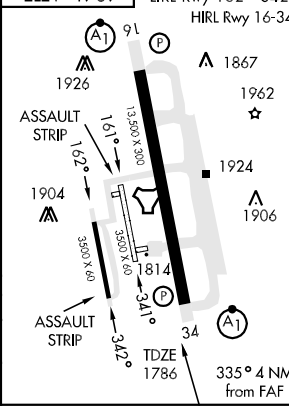
EMERG SAFE ALT 100 NM 4600



CATEGORY	A	B	C	D	E
S-34 *	2240/24 454 (500-½)		2240/40 454 (500-¾)	2240/50 454 (500-1)	
CIRCLING **	2300-1 511 (600-1)		2300-1½ 511 (600-1½)	2360-2 571 (600-2)	2460-2½ 671 (700-2½)

ELEV 1789

LIRL Rwy 162°-342°
HIRL Rwy 16-34



VOR/DME RWY 16

VOR/DME TQA	APCH CRS	Rwy Idg 13,500
111.6	160°	TDZE 1789
Chan 53		Arpt Elev 1789

AL-2 [USAF]

DYESS AFB (KDYS)

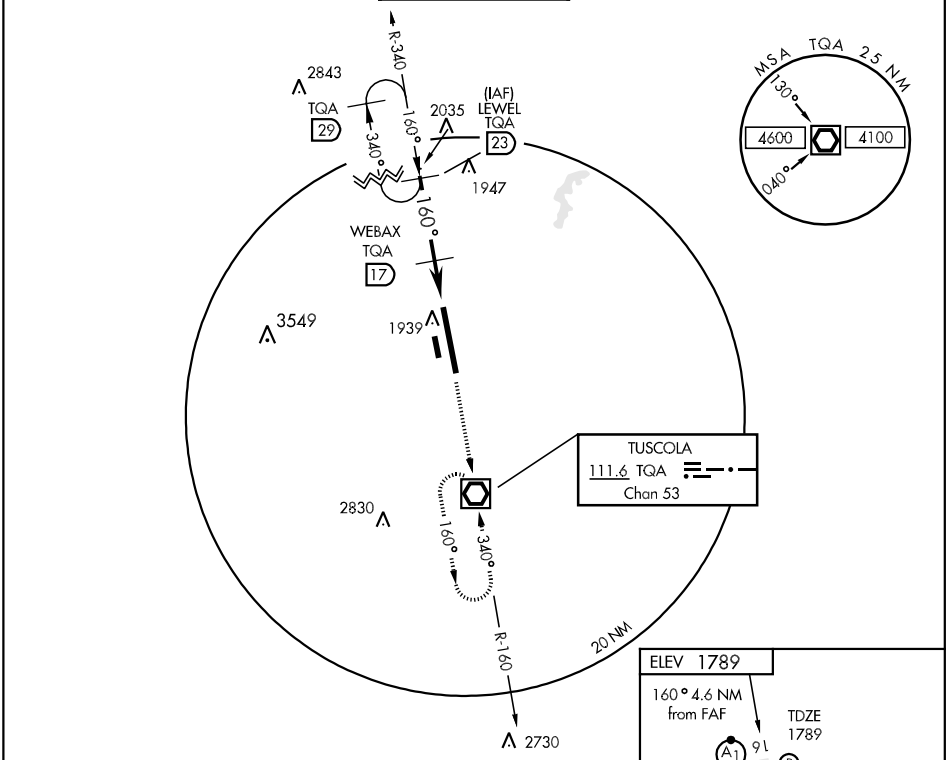
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD vis to 1½ miles, CAT E vis to 1¾ miles.

** Circling to other than Rwy 34 NA.

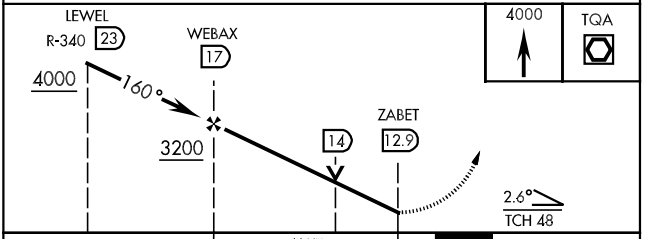
ALSF-1

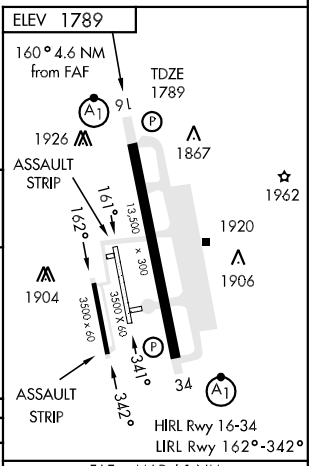
MISSED APPROACH: Climb and maintain 4000 proceed direct TQA and hold.

ATIS ★	ABILENE APP CON	DYESS TOWER	GND CON	ASR
385.7	125.0 338.3 EAST 127.2 282.3 WEST	133.0 257.675	118.35 275.8	



EMERG SAFE ALT 100 NM 4600





CATEGORY	A	B	C	D	E
S-16 *	2300/24	511 (600-½)	2300/50	511 (600-1)	2300/60 511 (600-1¼)
CIRCLING **	2340-1	551 (600-1)	2340-1½ 551 (600-1½)	2360-2 571 (600-2)	2460-2½ 671 (700-2½)

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:24	2:03	1:38	1:22

SC-2, 08 APR 2010 to 06 MAY 2010

VOR/DME RWY 34

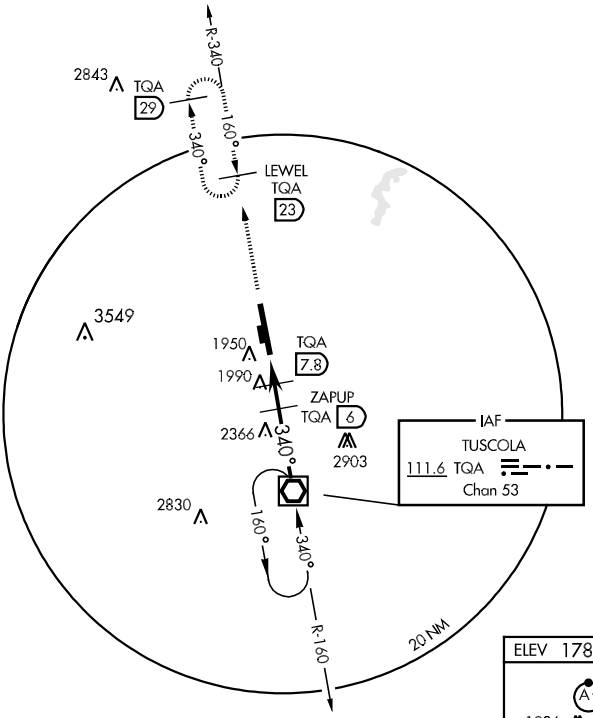
VOR/DME TQA	APCH CRS	Rwy ldg 13,500	AL-2 [USAF]	DYESS AFB (KDYS)
111.6 Chan 53	340°	TDZE 1787 Arpt Elev 1789		

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.
** Circling to other than Rwy 16 NA.

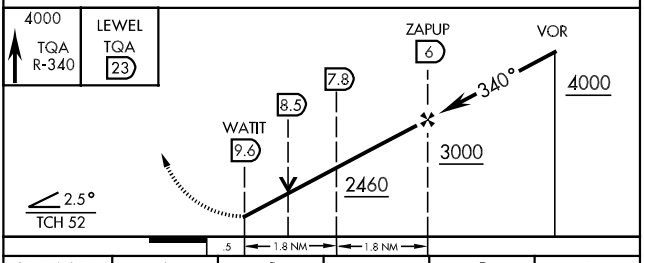
ALSF-1

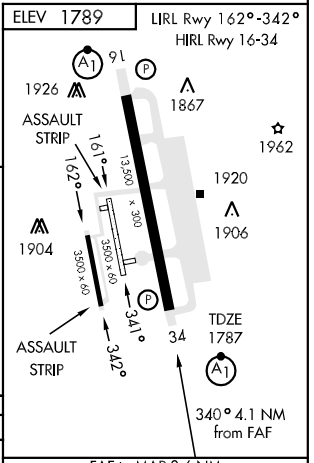
MISSED APPROACH: Climb to 4000 via TQA VOR/DME R-340 to LEWEL and hold.

ATIS ★	ABILENE APP CON	DYESS TOWER	GND CON	ASR
385.7	125.0 338.3 EAST 127.2 282.3 WEST	133.0 257.675	118.35 275.8	



EMERG SAFE ALT 100 NM 4600





CATEGORY	A	B	C	D	E
S-34 *	2260/24 473 (500-½)		2260/40 473 (500-¾)	2260/50 473 (500-1)	2260/60 473 (500-1¼)
CIRCLING **	2340-1 551 (600-1)		2340-1½ 551 (600-1½)	2360-2 571 (600-2)	2460-2½ 671 (700-2½)

FAF to MAP 3.6 NM

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

RNAV (GPS) RWY 17

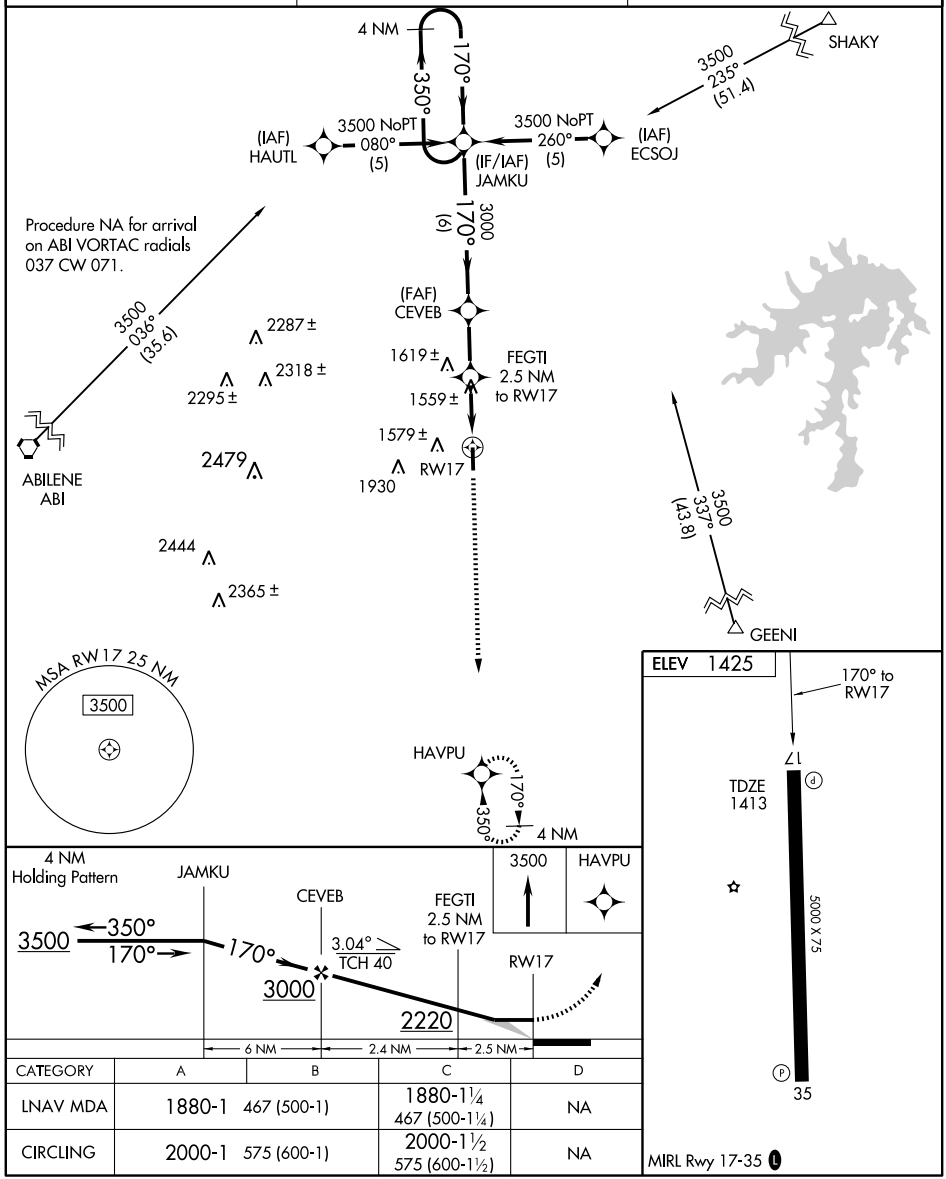
ALBANY MUNI (T23)

APP CRS	Rwy Idg	5000
170°	TDZE	1413
	Apt Elev	1425

NA — DME/DME RNP-0.3 NA. Use Breckenridge altimeter setting; when not received, use Abilene altimeter setting and increase all MDA 60 feet and LNAV and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3500 direct HAVPU and hold.

BRECKENRIDGE AWOS-3 120.175	122.9 (CTAF)	123.5 L



CATEGORY	A	B	C	D
LNAV MDA	1880-1 467 (500-1)		1880-1¼ 467 (500-1¼)	NA
CIRCLING	2000-1 575 (600-1)		2000-1½ 575 (600-1½)	NA

MIRL Rwy 17-35 L

SC-2, 08 APR 2010 to 06 MAY 2010

ALBANY, TEXAS

AL-10392 (FAA)

10098

RNAV (GPS) RWY 35

ALBANY MUNI (T23)

APP CRS	Rwy Idg	5000
350°	TDZE	1413
	Apt Elev	1425

NA

DME/DME RNP-0.3 NA.
Use Breckenridge altimeter setting; when not received, use Abilene altimeter setting and increase all MDA 60 feet and LNAV and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3500 direct JAMKU and hold.

BRECKENRIDGE AWOS-3		
120.175	122.9 (CTAF)	123.5 L

MISSED APCH FIX
4 NM
170°
350°
JAMKU

2287 ±
2295 ±
2318 ±
1579 ±
2479
1930
RW35
GIHYO
1.8 NM
to RW35
1529 ±
2444
2365 ±
(FAF)
ANQIJ

SHAKY
3500
216°
(64.6)

Procedure NA for arrival on ABI VORTAC radials 037 CW 099.

3000
(6)
350°

MSA RW35 25 NM
3500

3500 NoPT
080°
(5)
(IAF)
IDOVY

(IF/IAF)
HAVPU

3500 NoPT
260°
(5)
(IAF)
FEKUX

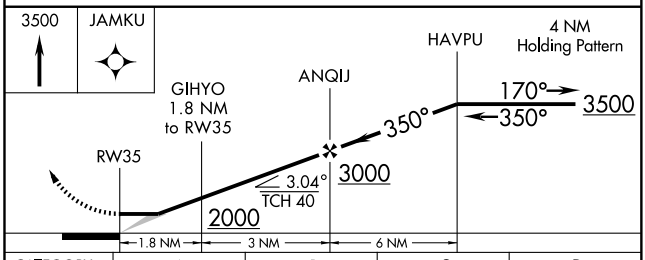
170°
350°
4 NM

3500
075°
(25.7)
ABILENE
ABI

3500
324°
(22.5)
GEENI

ELEV 1425

17
5000 X 75
TDZE
1413
35
350° to RW35
MIRL Rwy 17-35 L



CATEGORY	A	B	C	D
LNAV MDA	1860-1	447 (500-1)	1860-1¼ 447 (500-1¼)	NA
CIRCLING	2000-1	575 (600-1)	2000-1½ 575 (600-1½)	NA

SC-2, 08 APR 2010 to 06 MAY 2010

LOC/DME I-ALI	APP CRS	Rwy Idg	5997
109.3	308°	TDZE	174
Chan 30		Apt Elev	178

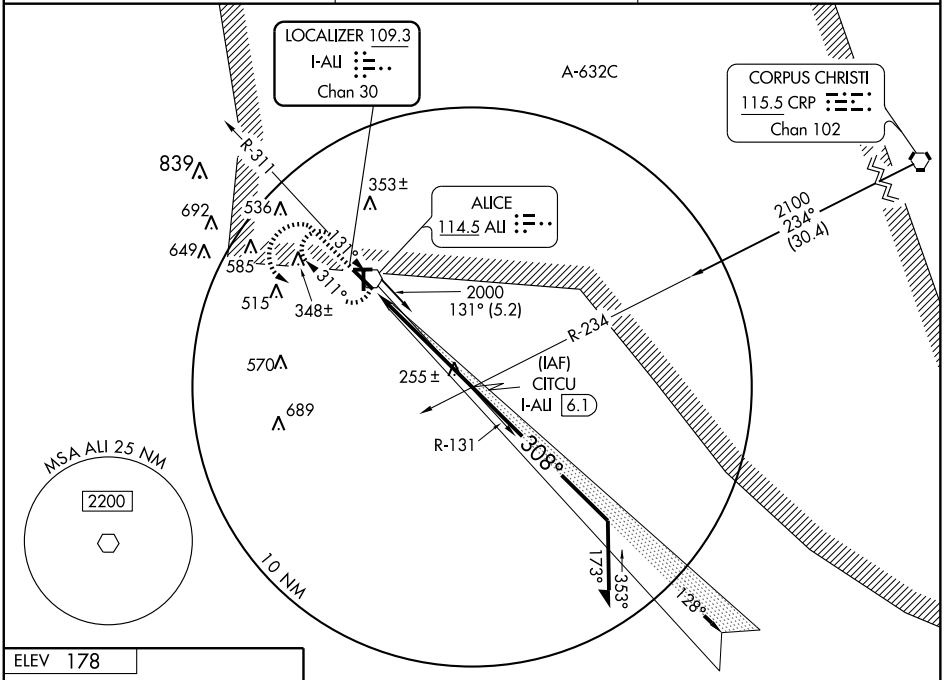
LOC/DME RWY 31
ALICE INTL (ALI)

If local altimeter setting not received, use Nueces County altimeter setting and increase all MDAs 20 feet. VDP NA when using Nueces County altimeter setting.

MALS

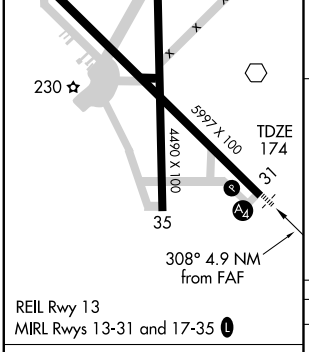
MISSED APPROACH: Climb to 1500 then climbing left turn to 2000 direct ALI VOR and hold.

ASOS	KINGSVILLE APP CON ★	UNICOM
119.225	119.9 290.45	123.0 (CTAF) L



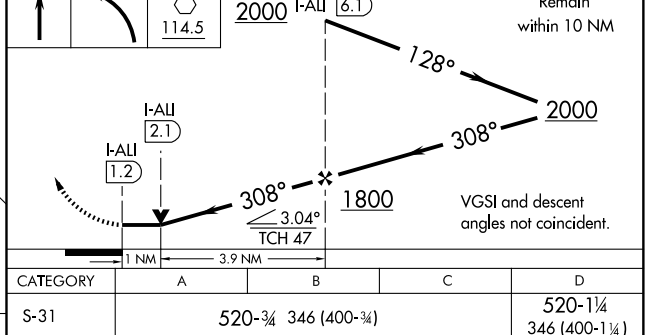
Radar required for procedure entry from Corpus Cristi (CRP) VORTAC.

ELEV 178



REIL Rwy 13
MIRL Rwys 13-31 and 17-35 L

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-31	520-¾ 346 (400-¾)			520-1¼ 346 (400-1¼)
CIRCLING	600-1 422 (500-1)	640-1 462 (500-1)	640-1½ 462 (500-1½)	740-2 562 (600-2)

SC-3, 08 APR 2010 to 06 MAY 2010

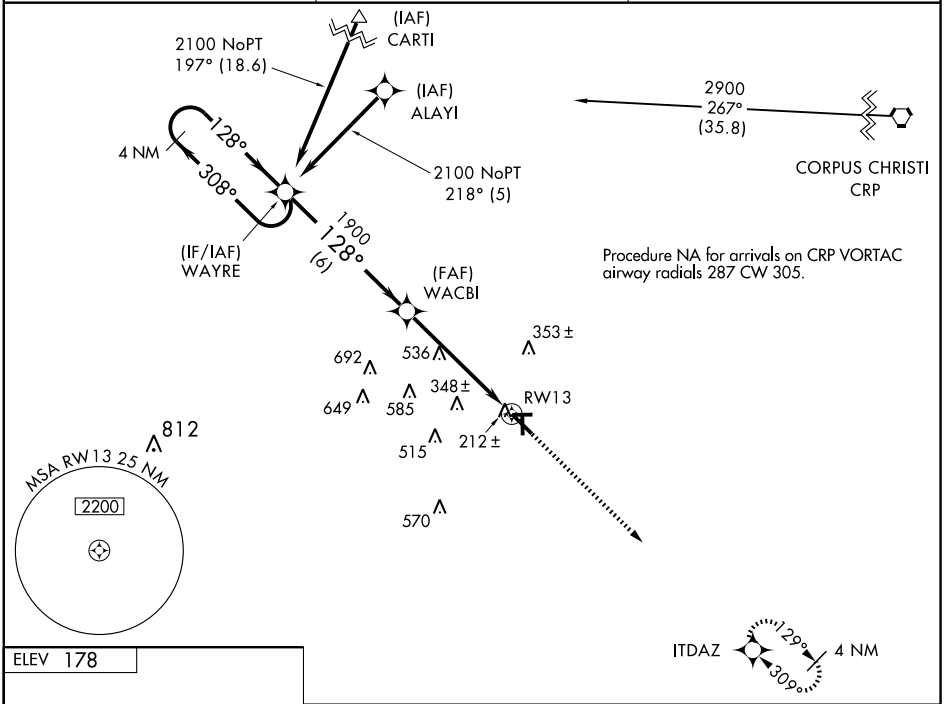
APP CRS	Rwy Idg	5997
128°	TDZE	178
	Apt Elev	178

RNAV (GPS) RWY 13
ALICE INTL (ALI)

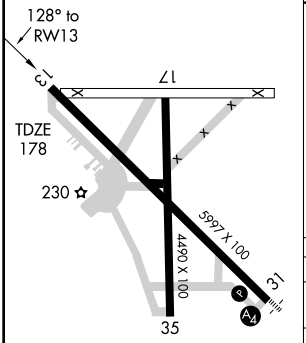
If local altimeter setting not received, use Nueces County altimeter setting and increase all DA and MDA 20 feet. DME/DME RNP-0.3 NA. BARO VNAV NA below -15°C (5°F).

MISSED APPROACH: Climb to 2600 direct ITDAZ and hold.

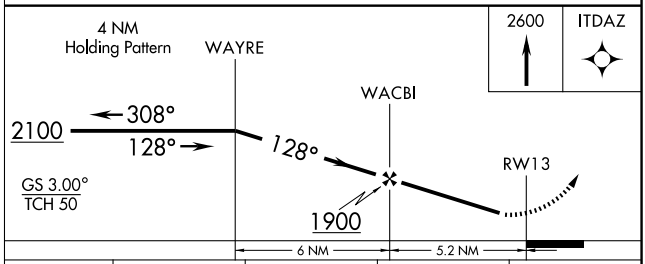
ASOS	KINGSVILLE APP CON ★	UNICOM
119.225	119.9 290.45	123.0 (CTAF) L



ELEV 178



REIL Rwy 13
MIRL Rwys 13-31 and 17-35 L



CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	480-1 302 (400-1)			
LNAV MDA	800-1 622 (700-1)		800-1¾ 622 (700-1¾)	800-2 622 (700-2)
CIRCLING	800-1 622 (700-1)		800-1¾ 622 (700-1¾)	800-2 622 (700-2)

SC-3, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5997
Chan 81813	309°	TDZE	174
W31A		Apt Elev	178

RNAV (GPS) RWY 31
ALICE INTL (ALI)

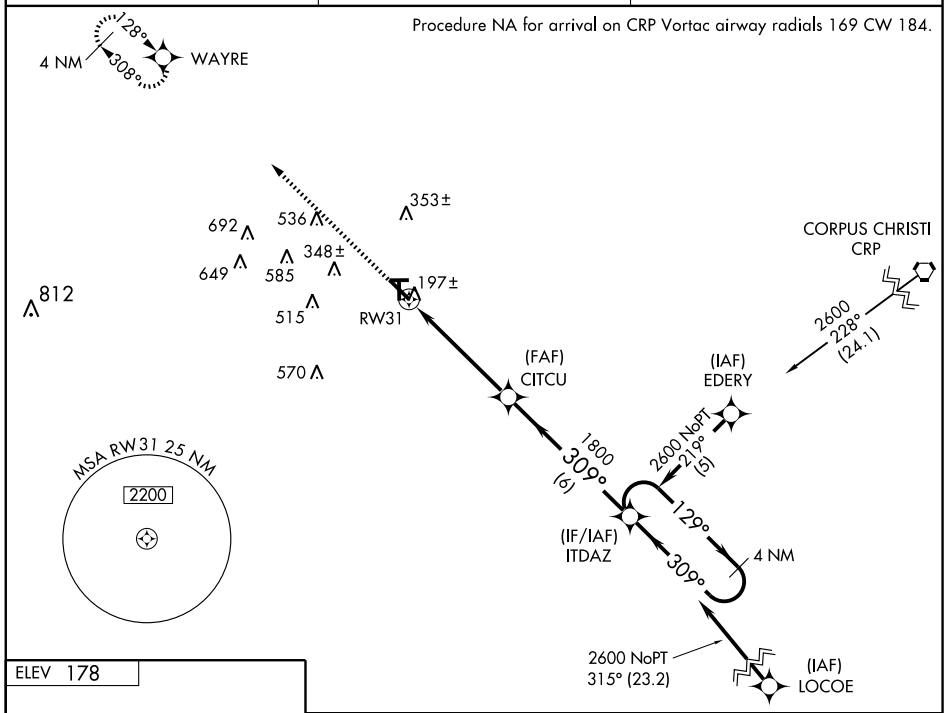
If local altimeter setting not received, use Nueces County altimeter setting and increase all DA and MDA 20 feet. BARO VNAV NA below -15°C (5°F).
DME/DME RNP-0.3 NA. For inoperative MALS increase LPV all Cats visibility to 1.

MALS

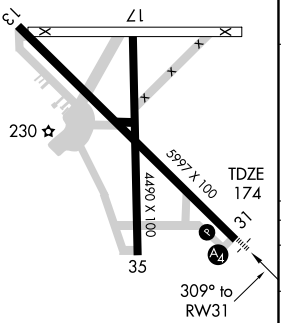
MISSED APPROACH: Climb to 2100 direct WAYRE and hold.

ASOS	KINGSVILLE APP CON ★	UNICOM
119.225	119.9 290.45	123.0 (CTAF) L

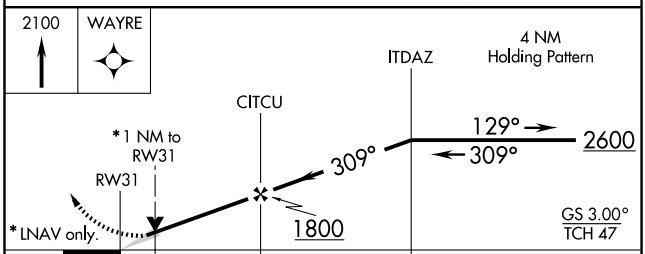
Procedure NA for arrival on CRP Vortac airway radials 169 CW 184.



ELEV 178



REIL Rwy 13
MIRL Rwys 13-31 and 17-35 L



CATEGORY	A	B	C	D
LPV DA	430-¾ 256 (300-¾)			430-1 256 (300-1)
LNAV/VNAV DA	460-¾ 286 (300-¾)			460-1 286 (300-1)
LNAV MDA	520-¾ 346 (400-¾)			520-1¼ 346 (400-1¼)
CIRCLING	600-1 422 (500-1)	640-1 462 (500-1)	640-1½ 462 (500-1½)	740-2 562 (600-2)

SC-3. 08 APR 2010 to 06 MAY 2010

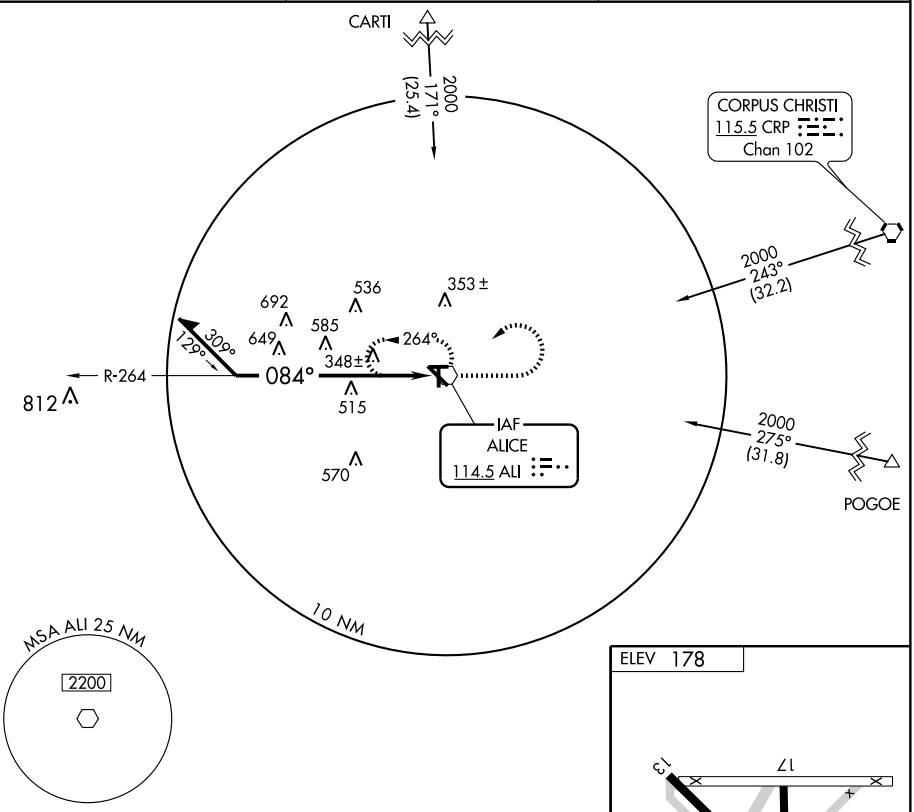
VOR ALI 114.5	APP CRS 084°	Rwy Idg N/A TDZE N/A Apt Elev 178

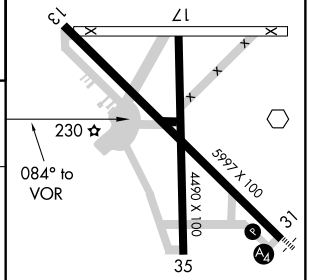
VOR-A
ALICE INTL (ALI)

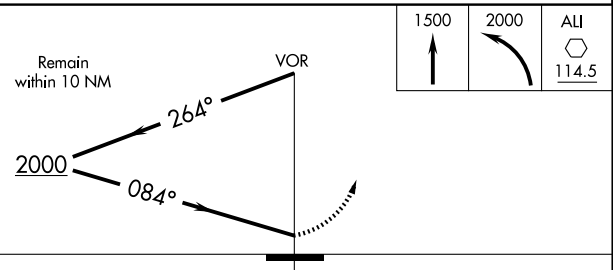
If local altimeter setting not received, use Nueces County altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 1500, then climbing left turn to 2000 direct ALI VOR and hold.

ASOS	KINGSVILLE APP CON ★	UNICOM
119.225	119.9 290.45	123.0 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1060-1¼	882 (900-1¼)	1060-2¾ 882 (900-2¾)	1060-3 882 (900-3)

Knots	60	90	120	150	180
Min:Sec					

SC-3, 08 APR 2010 to 06 MAY 2010

VOR ALI	APP CRS	Rwy Idg	5997
114.5	325°	TDZE	174
		Apt Elev	178

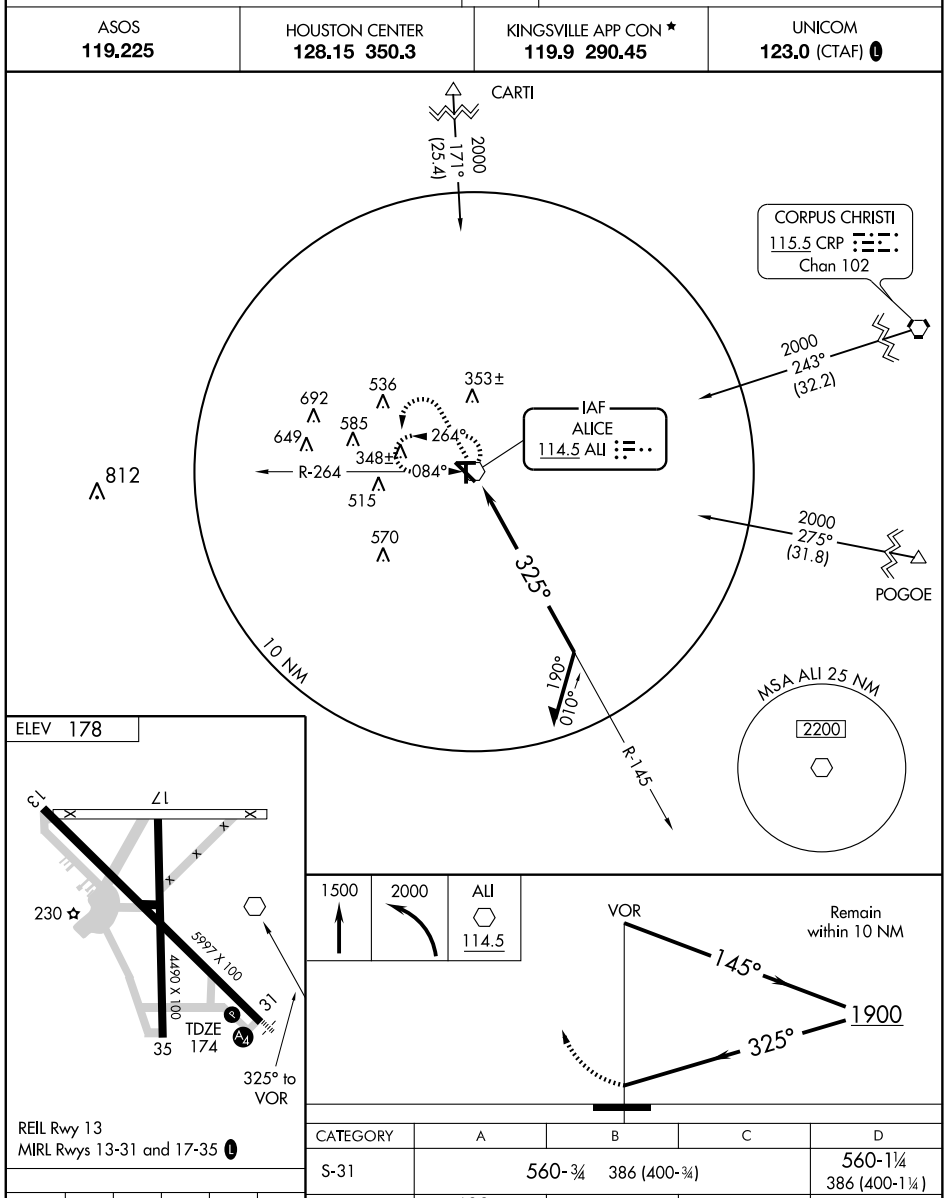
VOR RWY 31
ALICE INTL (ALI)

If local altimeter setting not received, use Nueces County altimeter setting and increase all MDA 20 feet.

MALS

MISSED APPROACH: Climb to 1500, then climbing left turn to 2000 direct ALI VOR and hold.

ASOS	HOUSTON CENTER	KINGSVILLE APP CON ★	UNICOM
119.225	128.15 350.3	119.9 290.45	123.0 (CTAF) L



REIL Rwy 13
MIRL Rwys 13-31 and 17-35 L

Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-31	560-¾ 386 (400-¾)			560-1¼ 386 (400-1¼)
CIRCLING	600-1 422 (500-1)	640-1 462 (500-1)	640-1½ 462 (500-1½)	740-2 562 (600-2)

SC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	6003
194°	TDZE	4480
	Apt Elev	4513

GPS RWY 19

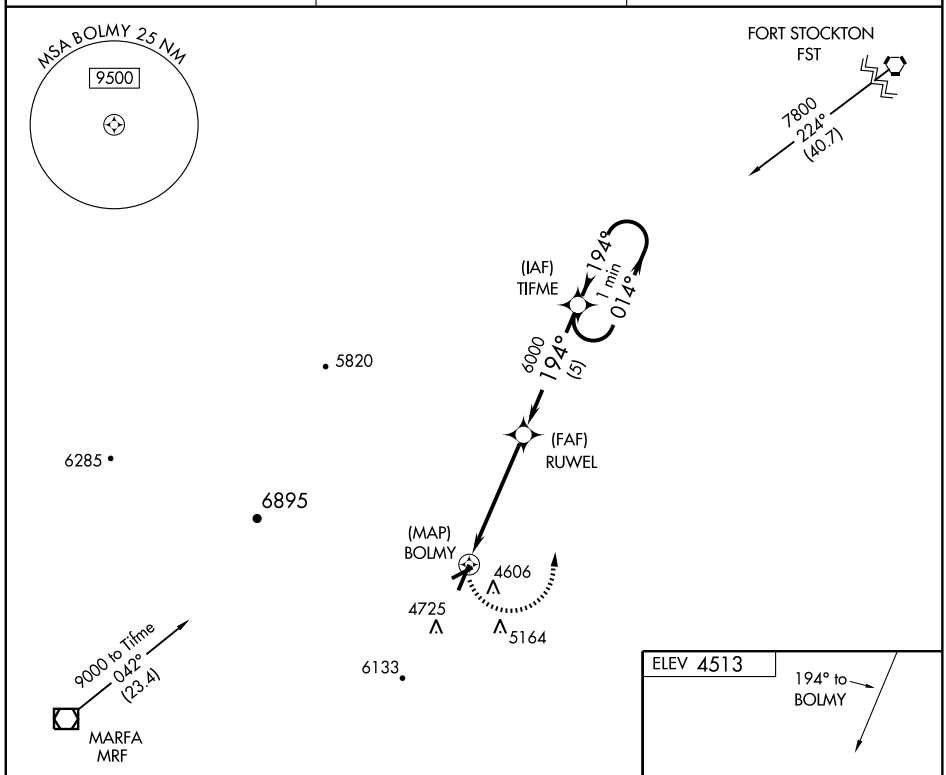
ALPINE-CASPARIS MUNI (E38)

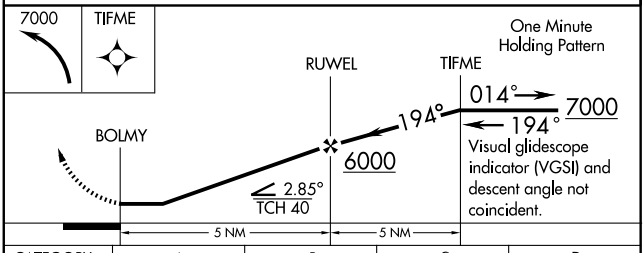
Circling not authorized west of runway 1-19.

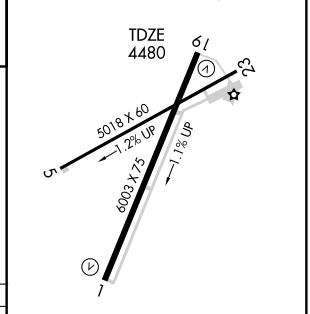
NA

MISSED APPROACH: Immediate climbing left turn to 7000 direct TIFME WP and hold.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
119.025	135.875 292.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-19	5100-1 620 (600-1)		5100-1¾ 620 (600-1¾)	NA
CIRCLING	5100-1 587 (600-1)	5120-1 607 (700-1)	5280 2¼ 767 (800-2¼)	NA

MIRL Rwys 1-19 and 5-23 L

SC-3. 08 APR 2010 to 06 MAY 2010

NBD BWR	APP CRS	Rwy Idg	6003
412	194°	TDZE	4480
		Apt Elev	4513

NDB RWY 19

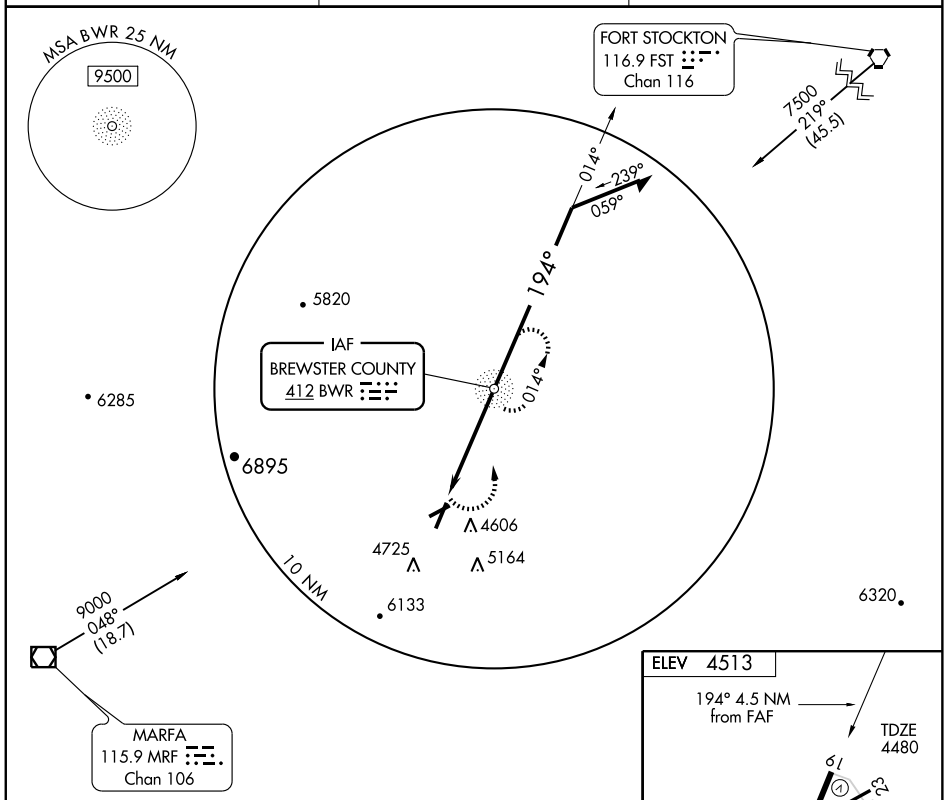
ALPINE-CASPARIS MUNI (E38)

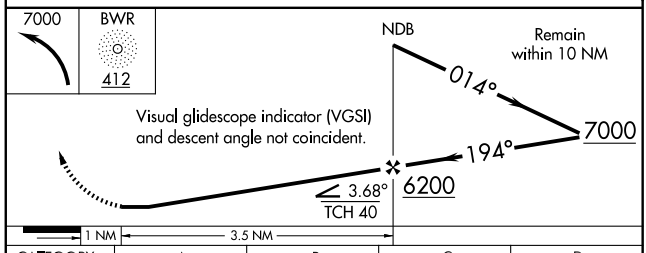
Circling not authorized west of runway 1-19.

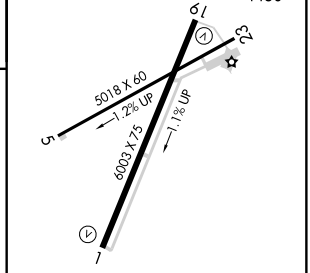
NA

MISSED APPROACH: Immediate climbing left turn to 7000 direct BWR NDB and hold.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
119.025	135.875 292.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-19	5100-1¼ 620 (600-1¼)		5100-1¾ 620 (600-1¾)	NA
CIRCLING	5100-1¼ 587 (600-1¼)	5120-1¼ 607 (700-1¼)	5280-2¼ 767 (800-2¼)	NA

MIRL Rwys 1-19 and 5-23 L

FAF to MAP 3.5 NM

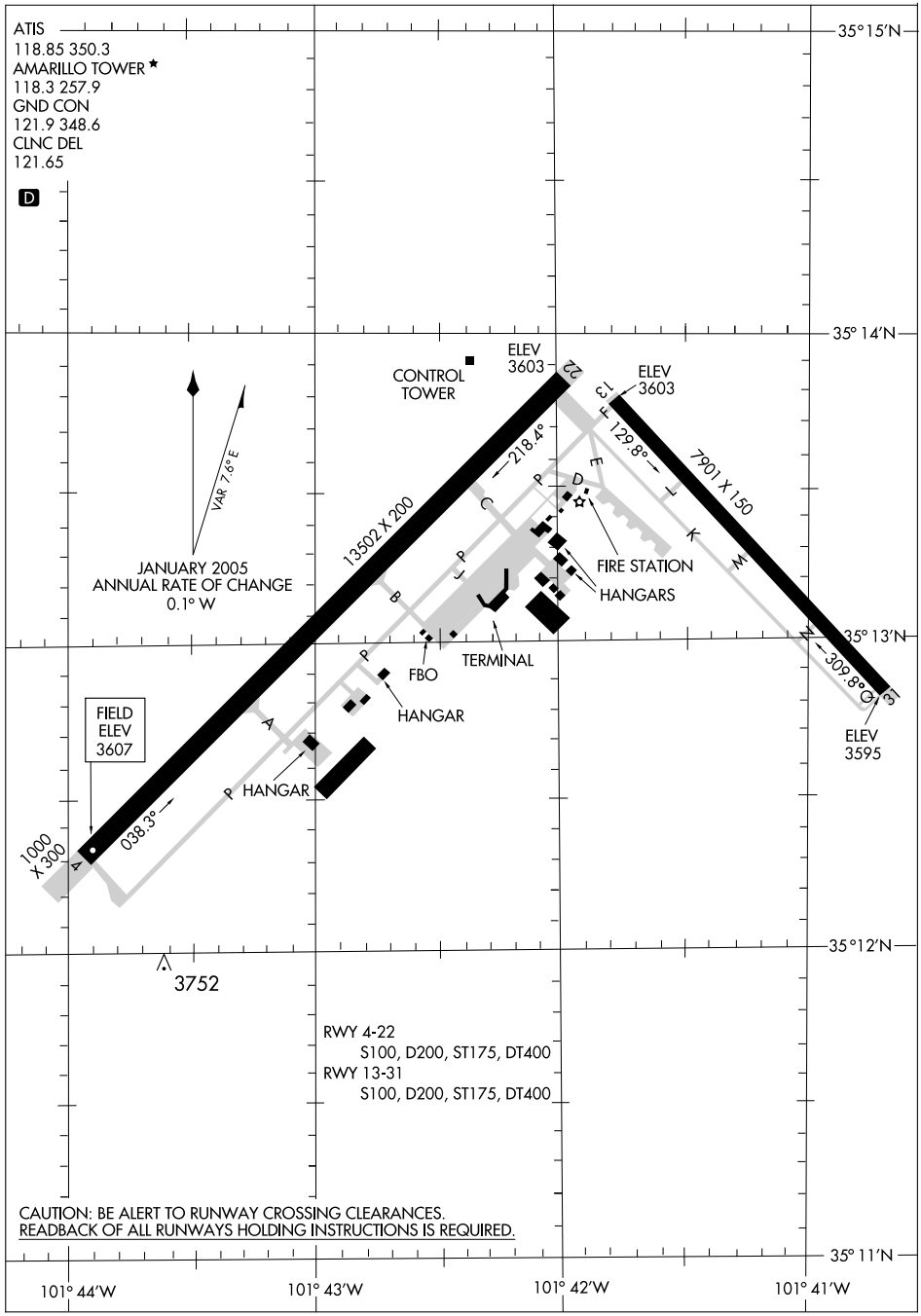
Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10

SC-3, 08 APR 2010 to 06 MAY 2010

09183

AIRPORT DIAGRAM

AMARILLO/RICK HUSBAND AMARILLO INTL (AMA)
AL-19 (FAA)
AMARILLO, TEXAS



SC-2, 08 APR 2010 to 06 MAY 2010

AMARILLO, TEXAS

HI-VOR/DME or TACAN RWY 4

VOR/DME PNH	APCH CRS	Rwy ldg 13,502
116.6	037°	TDZE 3607
Chan 113		Arpt Elev 3607

JAL-19 [USAF] RICK HUSBAND AMARILLO INTL (KAMA)

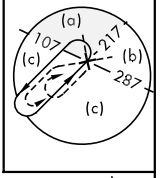
▼ * For inop ALS, increase CAT D vis to 1¼ miles, CAT E vis to 1½ miles.

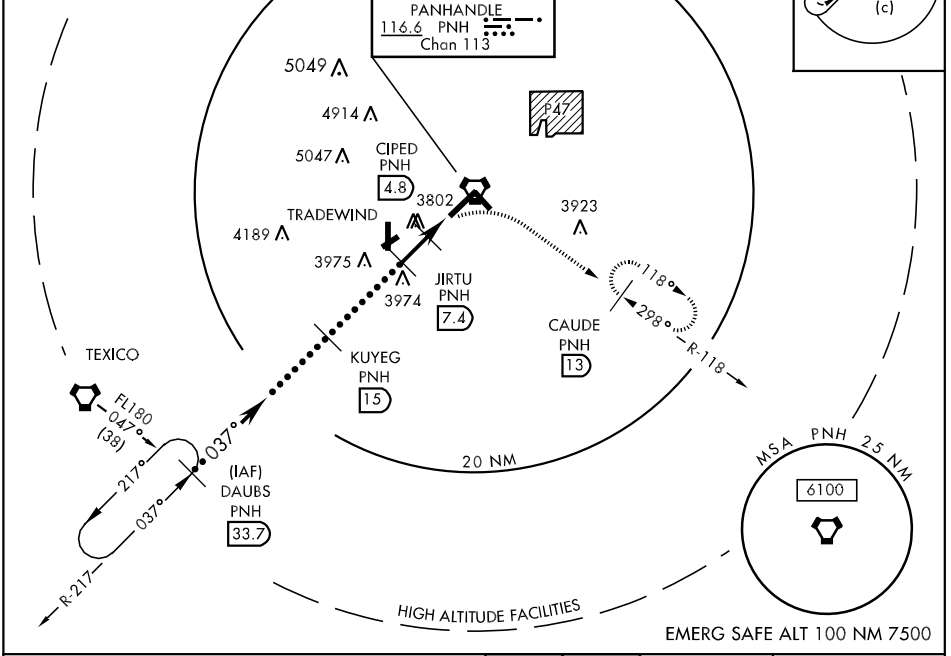
MALSR

MISSED APPROACH: Climbing right turn to 5000 via heading 090° and PNH VORTAC R-118 to CAUDE INT/PNH 13 DME and hold.

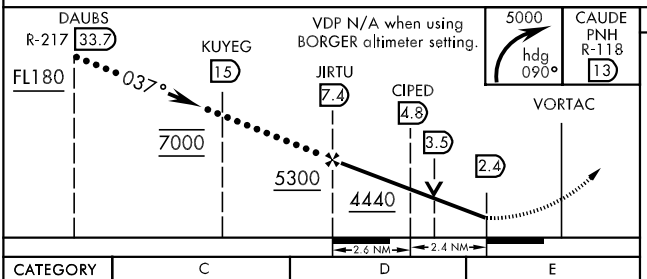
ATIS	AMARILLO APP CON	AMARILLO TOWER★	GND CON	CLNC DEL	ASR
118.85 350.3	119.5 307.0 (161°- 339°) 124.8 319.15 (340°- 160°)	118.3 L 257.9	121.9 348.6	121.65	

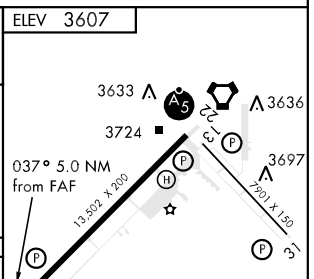
† When local altimeter setting is not available use BORGER altimeter setting and increase all MDAs 160 feet; increase CAT C RVR to 50, CAT D RVR to 60, CAT E vis to 1½. Circling CAT C vis to 1¾, CAT D vis to 2½.





EMERG SAFE ALT 100 NM 7500





CATEGORY	C	D	E
S-4 * †	4020/40 413 (500-¾)	4020/50 413 (500-1)	
CIRCLING †	4080-1½ 473 (500-1½)	4240-2 633 (700-2)	4460-3 853 (900-3)
S-ASR-4	4160/50 555 (600-1)	4160/60 555 (600-1¼)	4160-1½ 555 (600-1½)

AMARILLO, TEXAS 35°13'N-101°42'W RICK HUSBAND AMARILLO INTL (KAMA)

Amdt 1 08241

HI-VOR/DME or TACAN RWY 4

SC-2, 08 APR 2010 to 06 MAY 2010

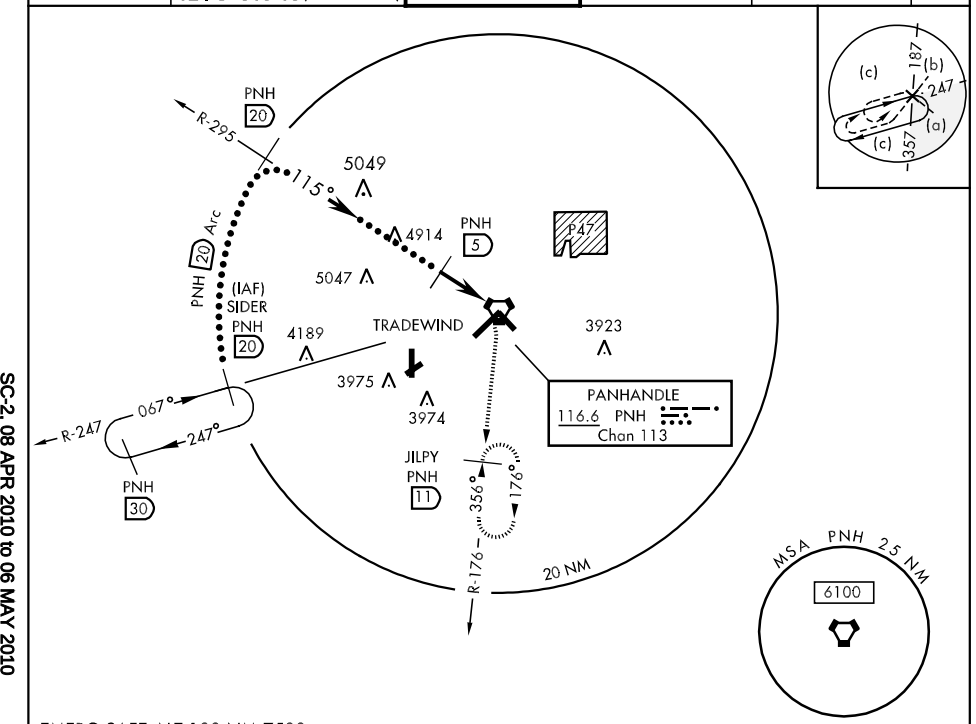
HI-VOR/DME or TACAN RWY 13

VOR/DME PNH 116.6 Chan 113	APCH CRS 115°	Rwy ldg 7901 TDZE 3600 Arpt Elev 3607

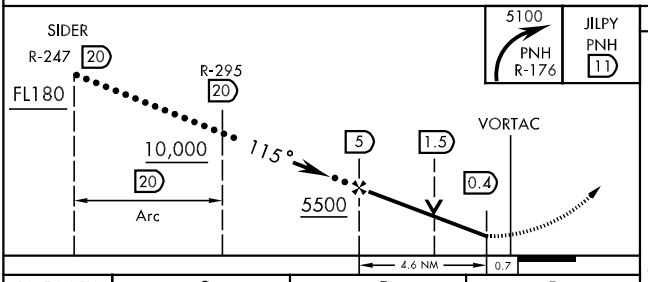
JAL-19 [USAF] RICK HUSBAND AMARILLO INTL (KAMA)

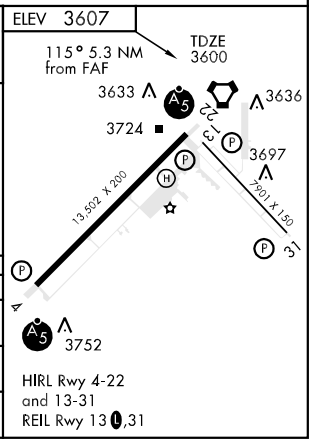
MISSED APPROACH: Climbing right turn to 5100 via PNH R-176 to JILPY/11 DME and hold.

ATIS	AMARILLO APP CON	AMARILLO TOWER★	GND CON	CLNC DEL	ASR
118.85 350.3	119.5 307.0 (161°- 339°) 124.8 319.15 (340°- 160°)	118.3 L 257.9	121.9 348.6	121.65	



EMERG SAFE ALT 100 NM 7500





CATEGORY	C	D	E
S-13	3980-1 380 (400-1)	3980-1¼ 380 (400-1¼)	
CIRCLING	4080-1½ 475 (500-1½)	4240-2 635 (700-2)	4460-3 855 (900-3)
S-ASR-13	3980-1 380 (400-1)	3980-1¼ 380 (400-1¼)	NA

HIRL Rwy 4-22 and 13-31
REIL Rwy 13 L,31

SC-2, 08 APR 2010 to 06 MAY 2010

HI-VOR/DME or TACAN RWY 22

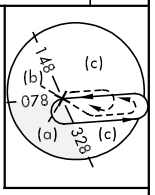
VOR/DME PNH 116.6 Chan 113	APCH CRS 235°	Rwy ldg 13,502 TDZE 3603 Arpt Elev 3607

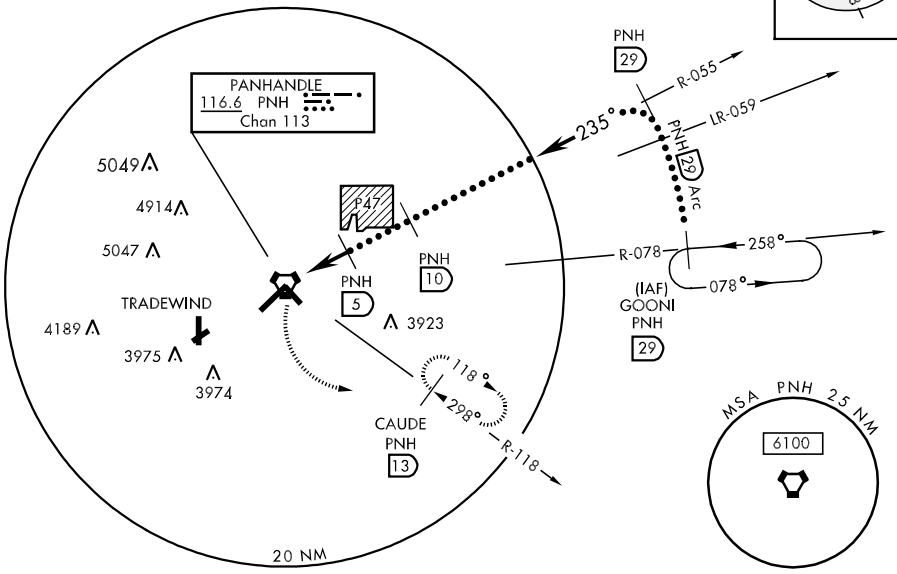
JAL-19 [USAF] RICK HUSBAND AMARILLO INTL (KAMA)

MALSR

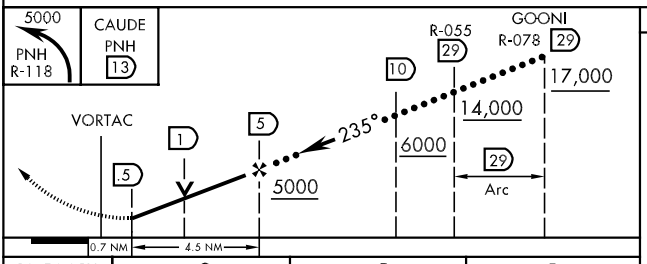
MISSED APPRAOCH: Climbing left turn to 5000 via PNH R-118 to CAUDE INT/PNH 13 DME and hold.

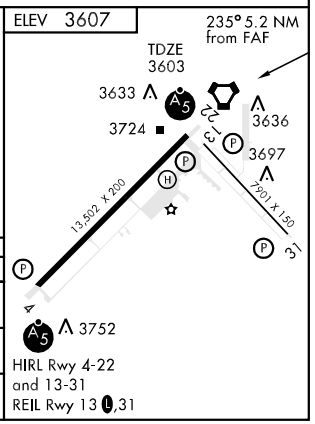
ATIS	AMARILLO APP CON	AMARILLO TOWER★	GND CON	CLNC DEL	ASR
118.85 350.3	119.5 307.0 (161°- 339°) 124.8 319.15 (340°- 160°)	118.3 L 257.9	121.9 348.6	121.65	





EMERG SAFE ALT 100 NM 7500





CATEGORY	C	D	E
S-22	3960-½ 357 (400-½)	3960-1 357 (400-1)	
CIRCLING	4080-1½ 475 (500-1½)	4240-2 635 (700-2)	4460-3 855 (900-3)
S-ASR-22	3960- ¾ 357 (400-¾)	3960-1¼ 357 (400-1¼)	

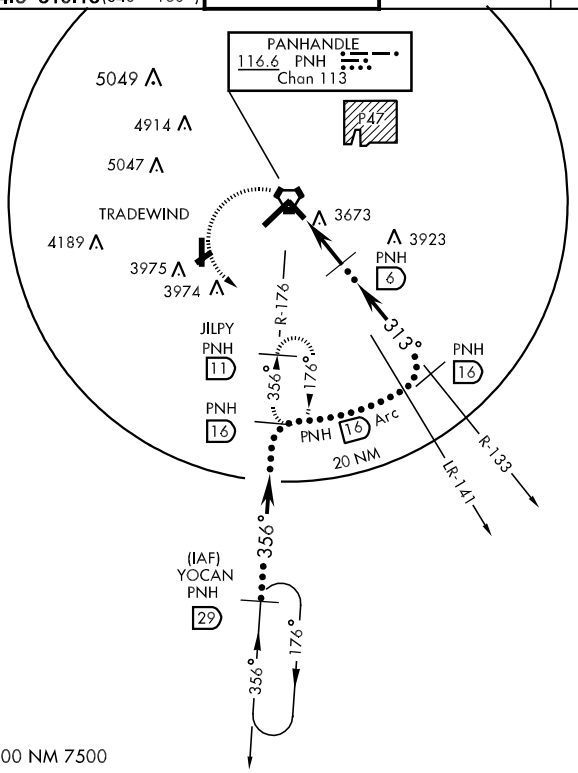
HI-VOR/DME or TACAN RWY 31

VOR/DME PNH 116.6 Chan 113	APCH CRS 313°	Rwy ldg 7901 TDZE 3598 Arpt Elev 3607

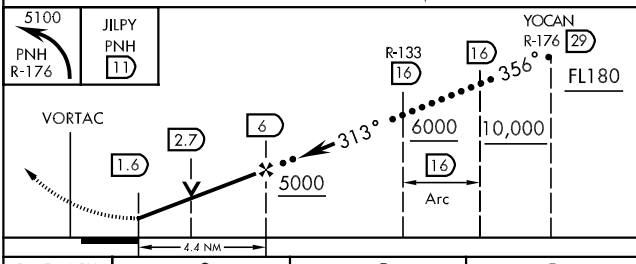
JAL-19 [USAF] RICK HUSBAND AMARILLO INTL (KAMA)

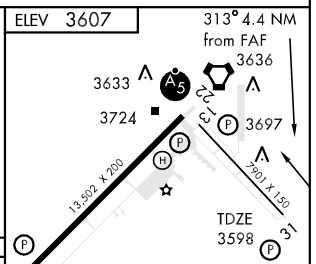
MISSED APPROACH: Climbing left turn to 5100 via PNH R-176 to JILPY/PNH 11 DME and hold.

ATIS	AMARILLO APP CON	AMARILLO TOWER★	GND CON	CLNC DEL	ASR
118.85 350.3	119.5 307.0 (161°- 339°) 124.8 319.15 (340°- 160°)	118.3 257.9	121.9 348.6	121.65	



EMERG SAFE ALT 100 NM 7500





CATEGORY	C	D	E
S-31	3960-1 362 (400-1)	3960-1¼ 362 (400-1¼)	
CIRCLING	4080-1½ 475 (500-1½)	4240-2 635 (700-2)	4460-3 855 (900-3)
S-ASR-31	3960-1 362 (400-1)	3960-1¼ 362 (400-1¼)	NA

HIRL Rwy 4-22 and 13-31
REIL Rwys 13 ,31

LOC I-AMA	APP CRS	Rwy Idg	13502
110.3	038°	TDZE	3605
		Apt Elev	3605

ILS or LOC RWY 4

AMARILLO/ RICK HUSBAND AMARILLO INTL (AMA)

ASR

S-ILS-4 RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 4100, then climbing right turn to 5000 via PNH R-118 to CAUDE INT/13 DME and hold.

ATIS	AMARILLO APP CON★	AMARILLO TOWER★	GND CON	CLNC DEL
118.85 350.3	119.5 307.0	118.3 (L) (CTAF) 257.9	121.9 348.6	121.65

ADF or DME REQUIRED

PANHANDLE 116.6 PNH Chan 113

P-47

BGD 108.6 Chan 23

4932 4914 5047 4144 3880 4098 3743

5300 to LOM 217° (7.5)

(IAF) R-261 (IAF) R-078

Tradewind

5500 NoPT PNH 14 Arc

5500 082° (14)

LR-226 5300 038° (6.4) LR-209

LOCALIZER 110.3 I-AMA

R-118 R-176

SIDER

LOM/IAF PANDE 251 AM PNH 7.4

CAUDE PNH 13 118° 298°

218° 353° 173°

5300 NoPT PNH 14 Arc

5500 284° (31) DOGIN

MSA AM 25 NM 190° 6100 060° 5300

10 NM

5500 344° (23.9) YOCAN

Remain within 10 NM

LOM* PNH 7.4 218° 5272 5300 038° 5300

GS 3.00° TCH 44

4100	5000	CAUDE
	PNH R-118	PNH 13

* Procedure turn not authorized for Cat. E.

5.0 NM

ELEV 3605 D

3633 3636 3724 3697 3768 3752 TDZE 3605

13,502 × 200 7,001 × 150

038° 5 NM from FAF

REIL Rwy 13 (L)
REIL Rwy 31
HIRL Rwys 4-22 and 13-31

CATEGORY	A	B	C	D	E
S-ILS-4	# 3805/24 200 (200-½)				
S-LOC-4	4000/24 395 (400-½)			4000/40 395 (400-¾)	4000/50 395 (400-1)
CIRCLING	4080-1 475 (500-1)		4080-1½ 475 (500-1½)	4240-2 635 (700-2)	4460-3 855 (900-3)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SC-2, 08 APR 2010 to 06 MAY 2010

LOC I-RIQ	APP CRS	Rwy Idg	13502
111.1	214°	TDZE	3603
Chan 48		Apt Elev	3605

LDA/DME RWY 22

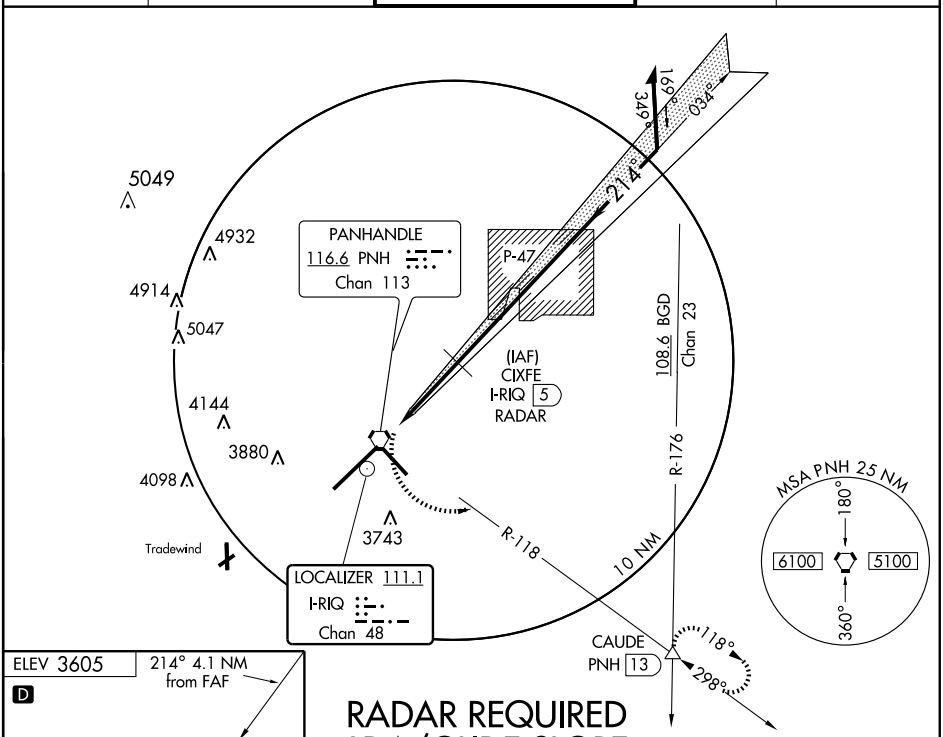
AMARILLO/ RICK HUSBAND AMARILLO INTL (AMA)

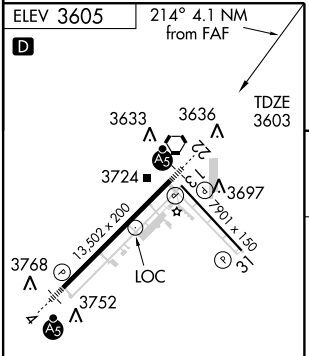
Final approach course offset 4.45 degrees intersects the runway centerline 2509' from Rwy 22. For inoperative MALSR, increase S-LDA 22 Cat D and E visibilities to 1,S-LDA/GS22 to ¾ all Cats.

MALSR

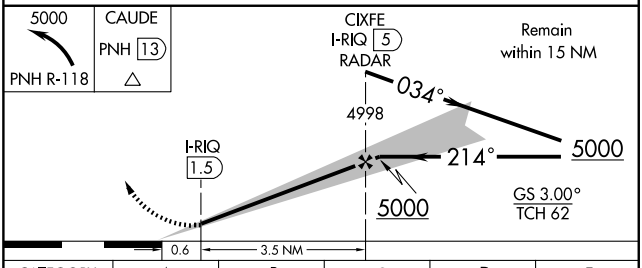
MISSED APPROACH: Climbing left turn to 5000 via PNH VORTAC R-118 to CAUDE Int and hold.

ATIS	AMARILLO APP CON ★	AMARILLO TOWER ★	GND CON	CLNC DEL
118.85 350.3	119.5 307.0	118.3 L (CTAF) 257.9	121.9 348.6	121.65





RADAR REQUIRED
LDA/GLIDE SLOPE



CATEGORY	A	B	C	D	E
LDA/GS-22	3853-½ 250 (300-½)				
LDA-22	3900-½ 297 (300-½)			3900-¾ 297 (300-¾)	
CIRCLING	4080-1 475 (500-1)		4080-1½ 475 (500-1½)	4240-2 635 (700-2)	4460-3 855 (900-3)

REIL Rwy 13 L
REIL Rwy 31
HIRL Rwys 4-22 and 13-31

SC-2, 08 APR 2010 to 06 MAY 2010

LOM AM	APP CRS	Rwy Idg	13502
251	038°	TDZE	3605
		Apt Elev	3605

NDB RWY 4

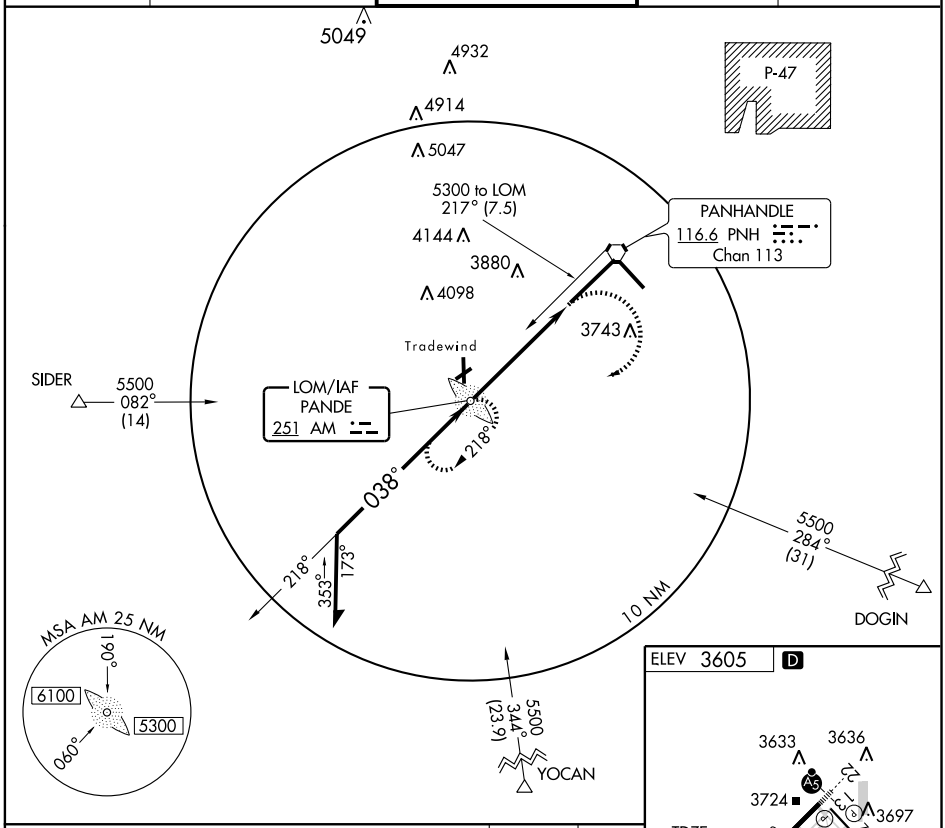
AMARILLO/ RICK HUSBAND AMARILLO INTL (AMA)

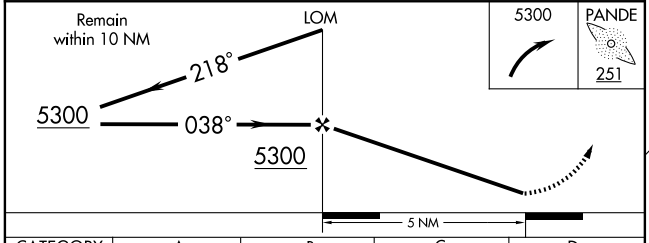
ASR

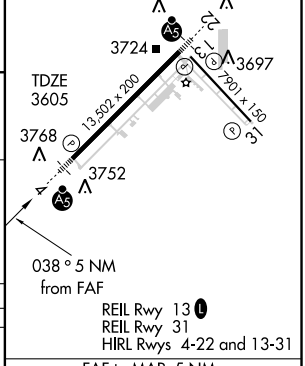
MALSR

MISSED APPROACH: Climbing right turn to 5300 direct PANDE LOM and hold.

ATIS	AMARILLO APP CON ★	AMARILLO TOWER ★	GND CON	CLNC DEL
118.85 350.3	119.5 307.0	118.3 L (CTAF) 257.9	121.9 348.6	121.65







CATEGORY	A	B	C	D
S-4	4220/40	615 (700-¾)	4220/60 615 (700-1¼)	4220-1¾ 615 (700-1¾)
CIRCLING	4220-1	615 (700-1)	4220-1¾ 615 (700-1¾)	4240-2 635 (700-2)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SC-2, 08 APR 2010 to 06 MAY 2010

AMARILLO, TEXAS

AL-19 (FAA)

APP CRS	Rwy Idg	13,502
038°	TDZE	3607
	Apt Elev	3607

RNAV (GPS) RWY 4

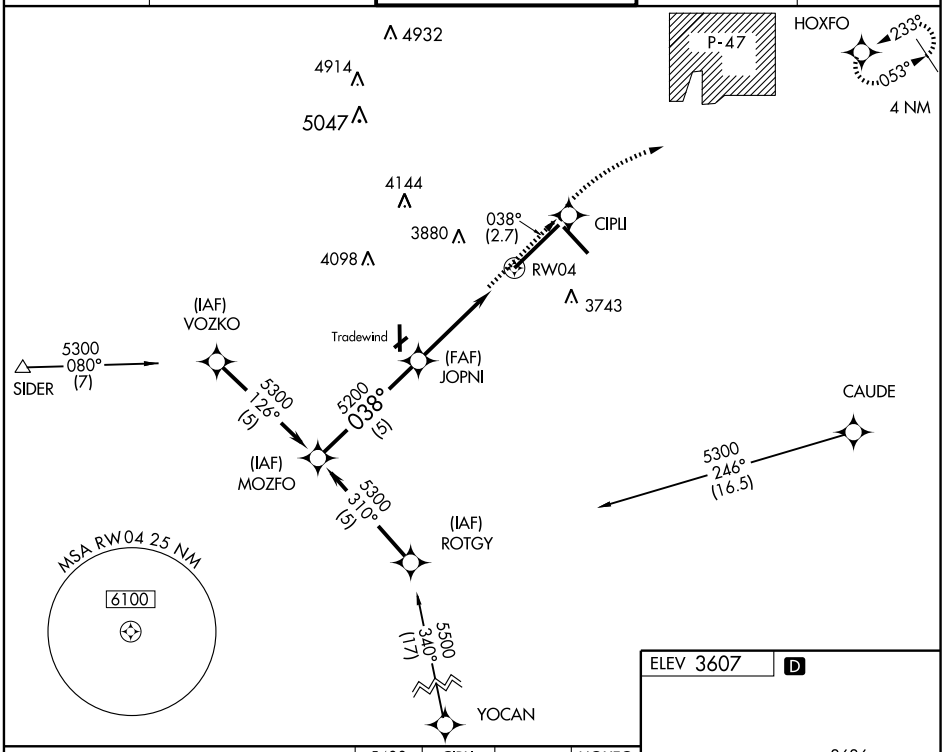
AMARILLO/ RICK HUSBAND AMARILLO INTL (AMA)

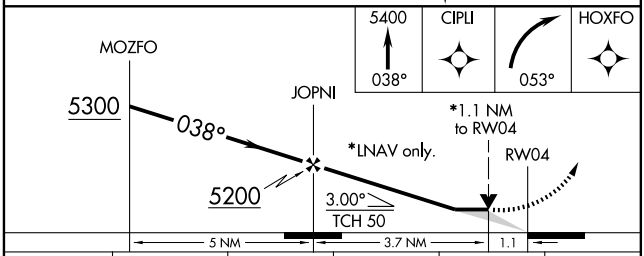
NA ASR — GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA. Baro-VNAV NA below -22°C (-7°F). For inoperative MALSR increase LNAV Cat D visibility to 6000 RVR.

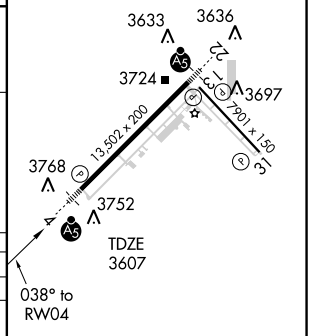
MALSR

MISSED APPROACH: Climb to 5400 via course 038° to CIPLI then right turn via course 053° to HOXFO and hold.

ATIS	AMARILLO APP CON ★	AMARILLO TOWER ★	GND CON	CLNC DEL
118.85 350.3	119.5 307.0	118.3 L (CTAF) 257.9	121.9 348.6	121.65







CATEGORY	A	B	C	D	E
GLS PA DA	NA				
LNAV/ VNAV DA	4020/50 413 (500-1)				
LNAV MDA	4020/24 413 (500-½)		4020/40 413 (500-¾)	4020/50 413 (500-1)	
CIRCLING	4080-1½ 473 (500-1½)			4240-2 633 (700-2)	4460-3 853 (900-3)

HIRL Rwys 4-22 and 13-31
REIL Rwy 13 L
REIL Rwy 31

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	7901
129°	TDZE	3602
	Apt Elev	3607

RNAV (GPS) RWY 13

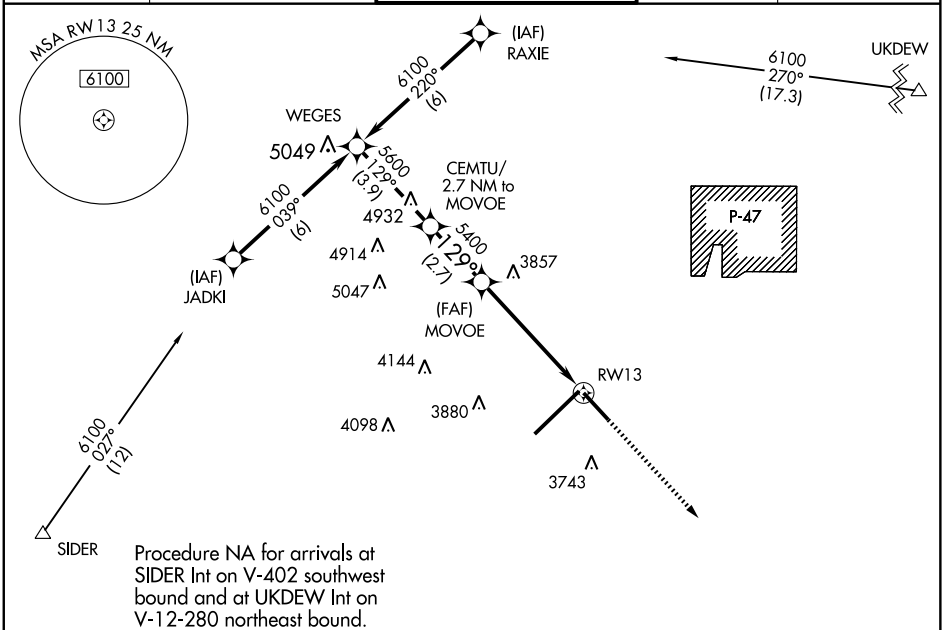
AMARILLO/RICK HUSBAND AMARILLO INTL (AMA)

NA
ASR

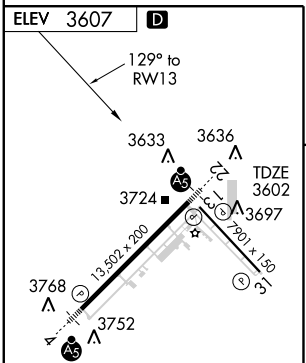
GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6000 direct CEVEX and hold.

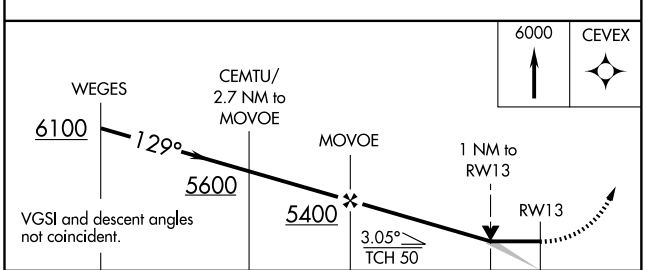
ATIS	AMARILLO APP CON ★	AMARILLO TOWER ★	GND CON	CLNC DEL
118.85 350.3	119.5 307.0	118.3 L (CTAF) 257.9	121.9 348.6	121.65



Procedure NA for arrivals at SIDER Int on V-402 southwest bound and at UKDEW Int on V-12-280 northeast bound.



REIL Rwy13 L
REIL Rwy 31
HIRL Rwys 4-22 and 13-31



CATEGORY	A	B	C	D
LNAV MDA	3980-1 378 (400-1)			3980-1¼ 378 (400-1¼)
CIRCLING	4080-1 473 (500-1)		4080-1½ 473 (500-1½)	4240-2 633 (700-2)

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	13,502
233°	TDZE	3606
	Apt Elev	3607

RNAV (GPS) RWY 22

AMARILLO/ RICK HUSBAND AMARILLO INTL (AMA)

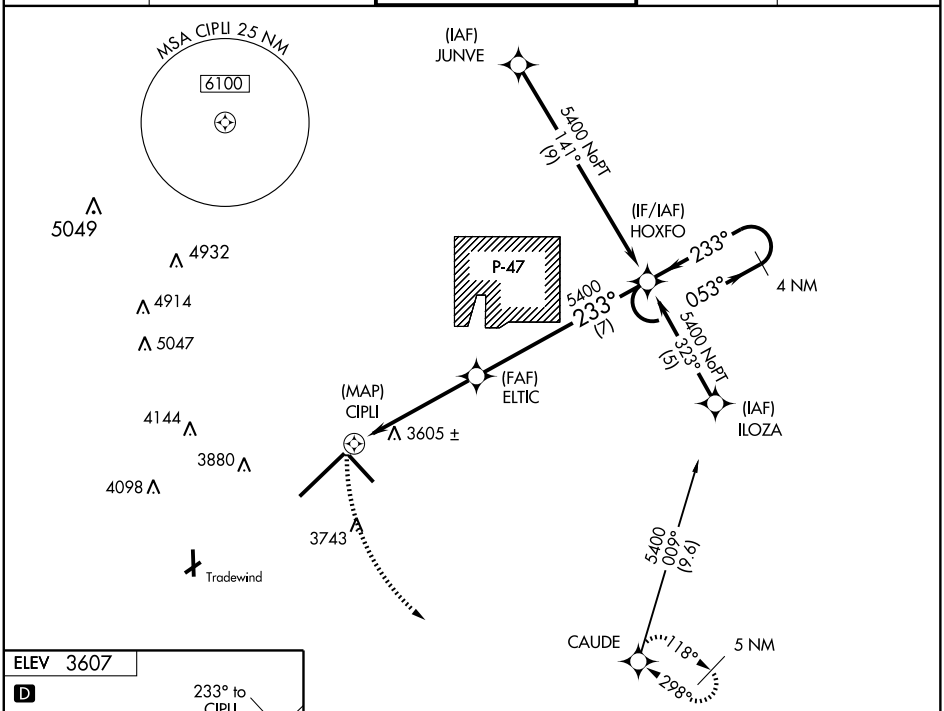
NA ASR

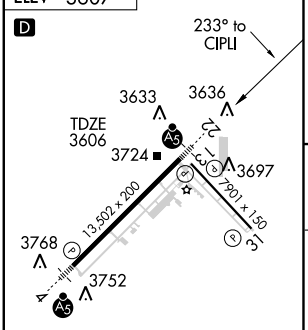
Inoperative table does not apply to Cat D and E. DME/DME RNP-0.3 NA.

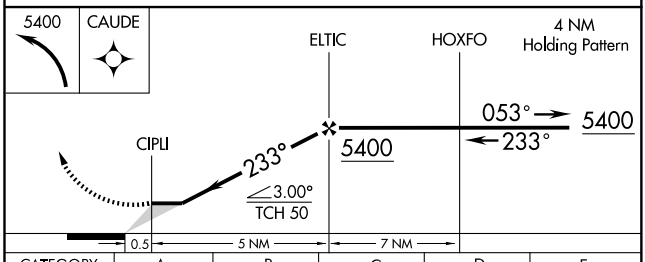
MALSR

MISSED APPROACH: Climbing left turn to 5400 direct CAUDE and hold

ATIS	AMARILLO APP CON ★	AMARILLO TOWER ★	GND CON	CLNC DEL
118.85 350.3	119.5 307.0	118.3 L (CTAF) 257.9	121.9 348.6	121.65







CATEGORY	A	B	C	D	E
LNAV MDA	3960-½	354 (400-½)		3960-1	354 (400-1)
CIRCLING	4080-1	473 (500-1)	4080-1½ 473 (500-1½)	4240-2 633 (700-2)	4460-3 853 (900-3)

HIRL Rwys 4-22 and 13-31
REIL Rwy 13 L
REIL Rwy 31

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	7901
310°	TDZE	3600
	Apt Elev	3607

RNAV (GPS) RWY 31

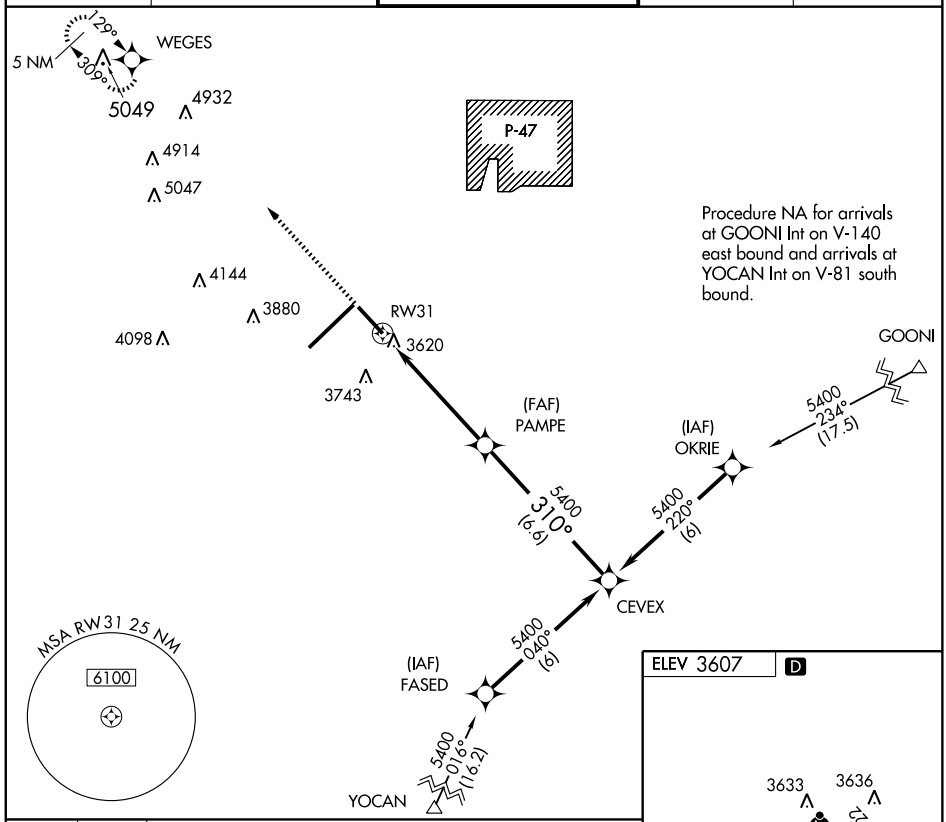
AMARILLO/RICK HUSBAND AMARILLO INTL (AMA)

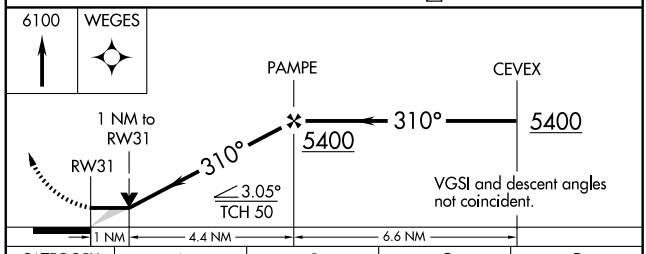
ASR

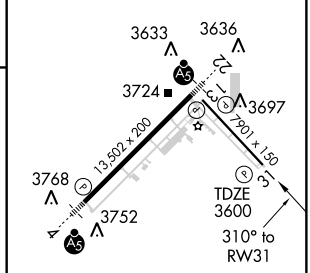
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6100 direct WEGES and hold.

ATIS	AMARILLO APP CON★	AMARILLO TOWER★	GND CON	CLNC DEL
118.85 350.3	119.5 307.0	118.3 L (CTAF) 257.9	121.9 348.6	121.65







CATEGORY	A	B	C	D
LNAV MDA	3960-1 360 (400-1)			3960-1¼ 360 (400-1¼)
CIRCLING	4080-1 473 (500-1)		4080-1½ 473 (500-1½)	4240-2 633 (700-2)

REIL Rwy 13 L
REIL Rwy 31
HIRL Rwys 4-22 and 13-31

SC-2, 08 APR 2010 to 06 MAY 2010

VORTAC PNH	APP CRS	Rwy Idg	N/A
116.6	214°	TDZE	N/A
Chan 113		Apt Elev	3605

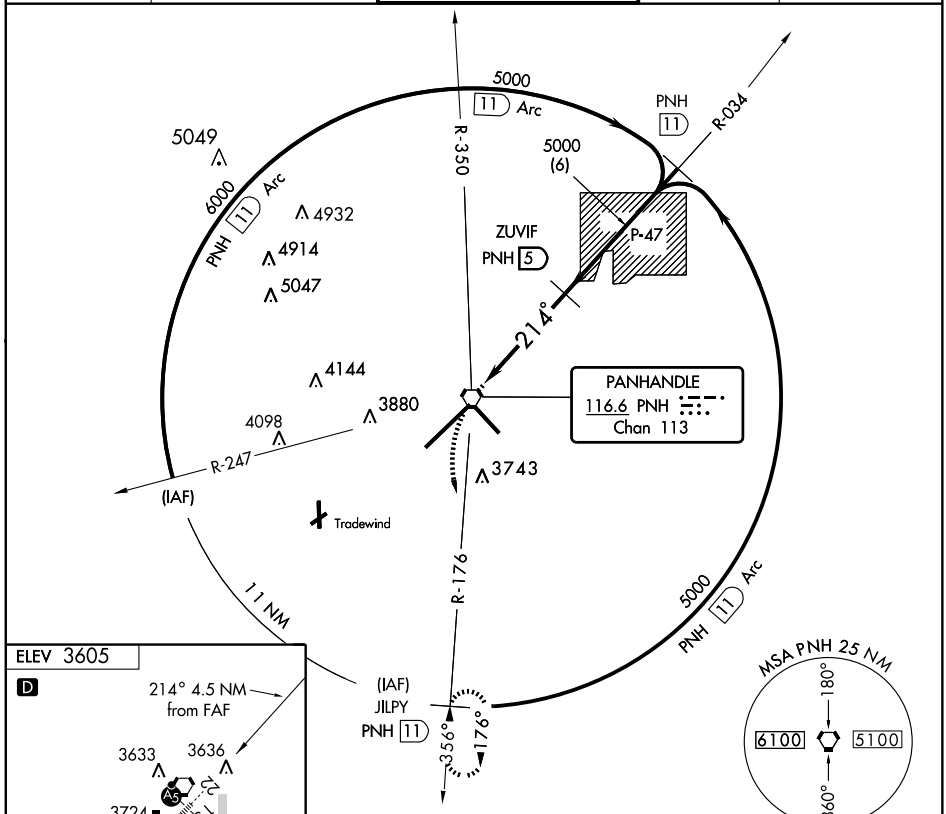
VOR/DME-A

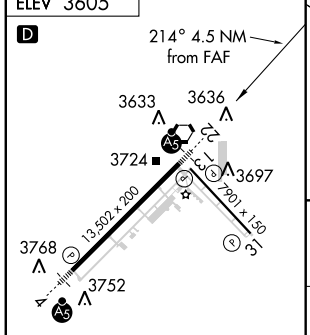
AMARILLO/ RICK HUSBAND AMARILLO INTL (AMA)

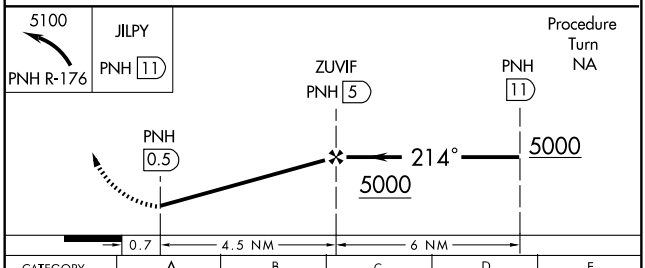
T
A
ASR

MISSED APPROACH: Climbing left turn to 5100 via PNH-176 to JILPY/11 DME and hold.

ATIS	AMARILLO APP CON ★	AMARILLO TOWER ★	GND CON	CLNC DEL
118.85 350.3	119.5 307.0	118.3 L (CTAF) 257.9	121.9 348.6	121.65







REIL Rwy 13 L
REIL Rwy 31
HIRL Rwys 4-22 and 13-31

CATEGORY	A	B	C	D	E
CIRCLING	4080-1	473 (500-1)	4080-1½ 473 (500-1½)	4240-2 633 (700-2)	4460-3 853 (900-3)

SC-2, 08 APR 2010 to 06 MAY 2010

AMARILLO,TEXAS

VORTAC PNH	APP CRS	Rwy Idg	7901
116.6	115°	TDZE	3600
Chan 113		Apt Elev	3605

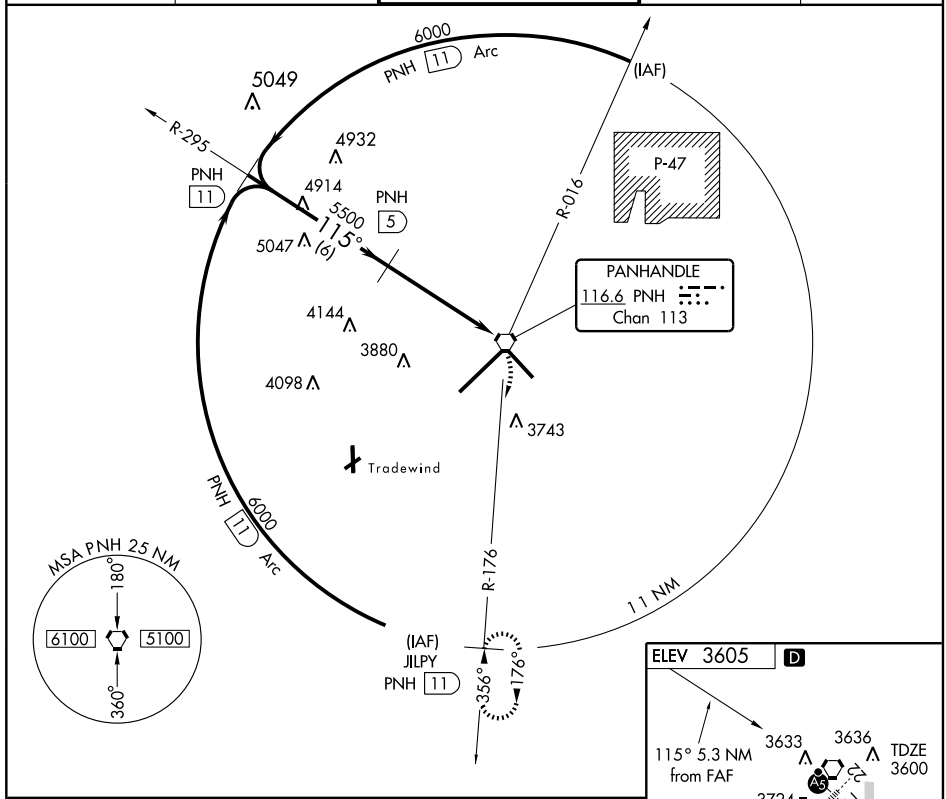
VOR/DME RWY 13

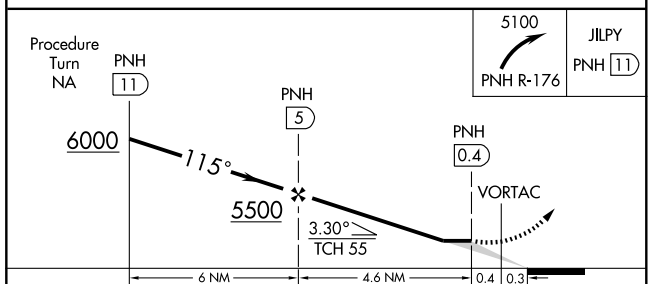
AMARILLO/ RICK HUSBAND AMARILLO INTL (AMA)

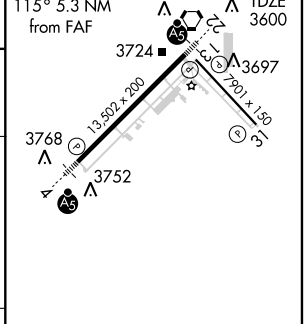
T
A
ASR

MISSED APPROACH: Climbing right turn to 5100 via PNH R-176 to JILPY/11 DME and hold.

ATIS	AMARILLO APP CON★	AMARILLO TOWER★	GND CON	CLNC DEL
118.85 350.3	119.5 307.0	118.3 L (CTAF) 257.9	121.9 348.6	121.65







CATEGORY	A	B	C	D	E
S-13	3980-1 380 (400-1)			3980-1¼ 380 (400-1¼)	
CIRCLING	4080-1 475 (500-1)		4080-1½ 475 (500-1½)	4240-2 635 (700-2)	4460-3 855 (900-3)

REIL Rwy 13 L
REIL Rwy 31
HIRL Rwys 4-22 and 13-31

SC-2, 08 APR 2010 to 06 MAY 2010

VORTAC PNH 116.6 Chan 113	APP CRS 235°	Rwy Idg 13502 TDZE 3603 Apt Elev 3605

VOR/DME RWY 22

AMARILLO/ RICK HUSBAND AMARILLO INTL (AMA)

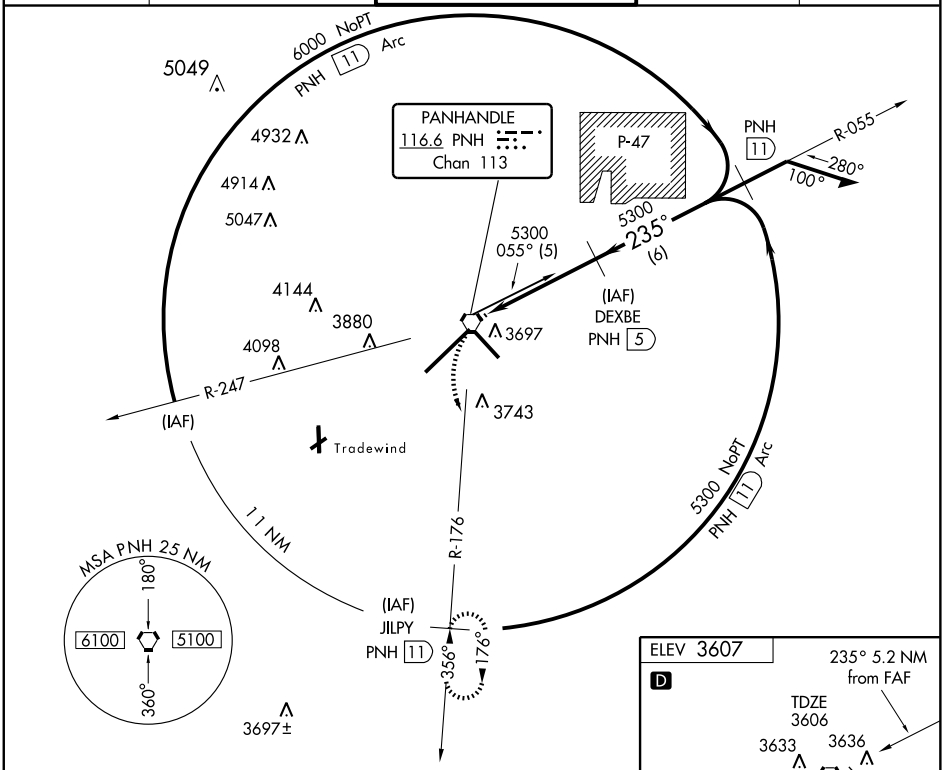
ASR

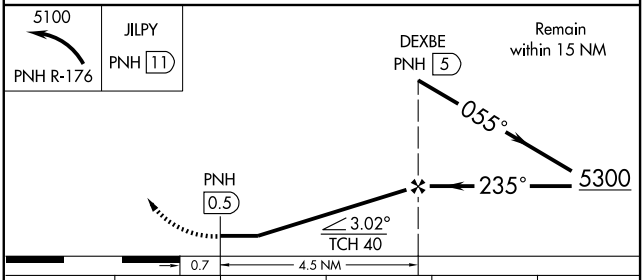
For inoperative MALSRS, increase S-22 visibility CAT D and E to 1¼.

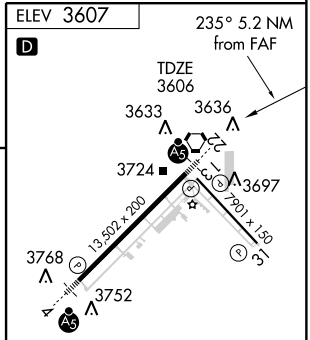
MALSR

MISSED APPROACH: Climbing left turn to 5100 via PNH R-176 to JILPY/11 DME and hold.

ATIS	AMARILLO APP CON ★	AMARILLO TOWER ★	GND CON	CLNC DEL
118.85 350.3	119.5 307.0	118.3 L (CTAF) 257.9	121.9 348.6	121.65







CATEGORY	A	B	C	D	E
S-22	3960-½ 354 (400-½)			3960-1 354 (400-1)	
CIRCLING	4080-1 473 (500-1)		4080-1½ 473 (500-1½)	4240-2 633 (700-2)	4460-3 853 (900-3)

REIL Rwy 13 L
REIL Rwy 31
HIRL Rwys 4-22 and 13-31

SC-2. 08 APR 2010 to 06 MAY 2010

AMARILLO,TEXAS

AL-19 (FAA)

VOR/DME RWY 31

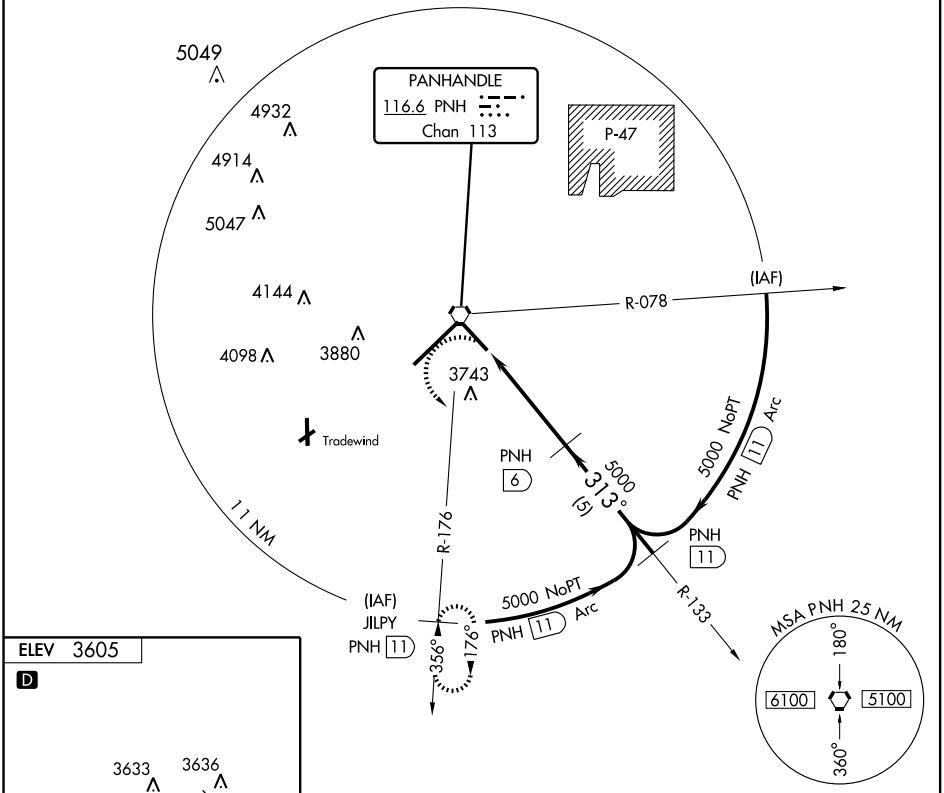
AMARILLO/ RICK HUSBAND AMARILLO INTL (AMA)

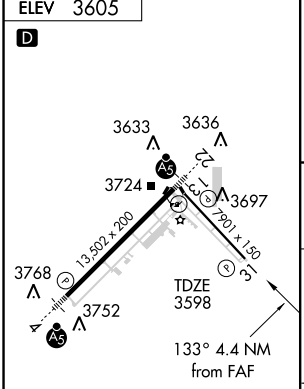
VORTAC PNH	APP CRS	Rwy Idg	7901
116.6	313°	TDZE	3598
Chan 113		Apt Elev	3605

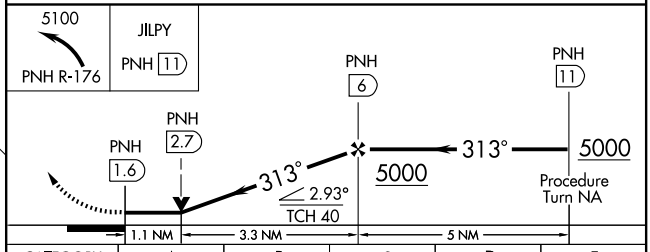
ASR

MISSED APPROACH: Climbing left turn to 5100 via PNH-176 to JILPY/11 DME and hold.

ATIS	AMARILLO APP CON ★	AMARILLO TOWER★	GND CON	CLNC DEL
118.85 350.3	119.5 307.0	118.3 (L) (CTAF) 257.9	121.9 348.6	121.65







CATEGORY	A	B	C	D	E
S-31	3960-1 362 (400-1)			3960-1¼ 362 (400-1¼)	
CIRCLING	4080-1 475 (500-1)		4080-1½ 475 (500-1½)	4240-2 635 (700-2)	4460-3 855 (900-3)

REIL Rwy 13 (L)
REIL Rwy 31
HIRL Rwys 4-22 and 13-31

SC-2, 08 APR 2010 to 06 MAY 2010

AMARILLO,TEXAS

VORTAC PNH	APP CRS	Rwy Idg 13,502
116.6	235°	TDZE 3603
Chan 113		Apt Elev 3605

VOR RWY 22

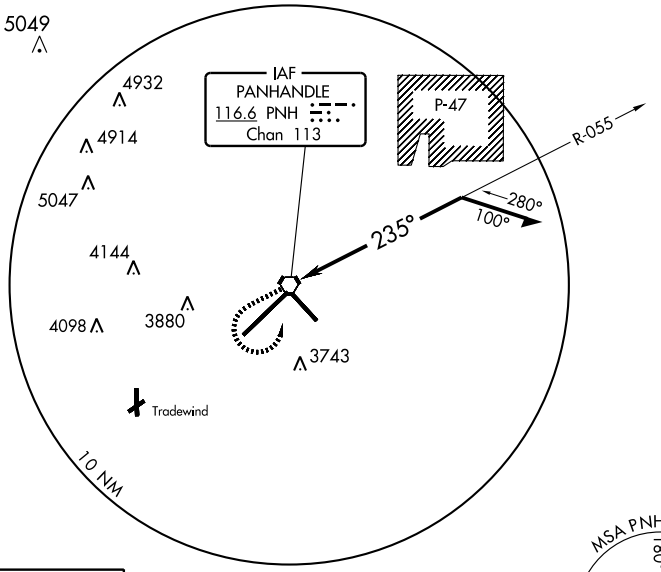
AMARILLO/ RICK HUSBAND AMARILLO INTL (AMA)

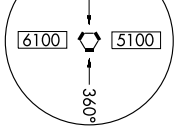
ASR

MALSR

MISSED APPROACH: Climb to 4400, then climbing left turn to 5000 direct PNH VORTAC.

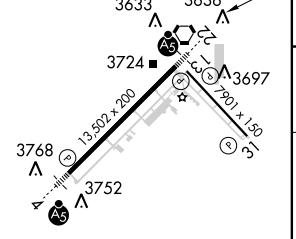
ATIS	AMARILLO APP CON ★	AMARILLO TOWER ★	GND CON	CLNC DEL
118.85 350.3	119.5 307.0	118.3 (L) (CTAF) 257.9	121.9 348.6	121.65

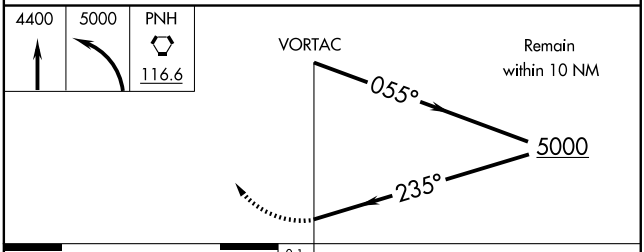




ELEV 3605

D





CATEGORY	A	B	C	D
S-22	4080-½	477 (500-½)	4080-¾ 477 (500-¾)	4080-1 477 (500-1)
CIRCLING	4080-1	475 (500-1)	4080-1½ 475 (500-1½)	4240-2 635 (700-2)

REIL Rwy 13 (L)
REIL Rwy 31
HIRL Rwys 4-22 and 13-31

SC-2. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4809
352°	TDZE	3642
	Apt Elev	3648

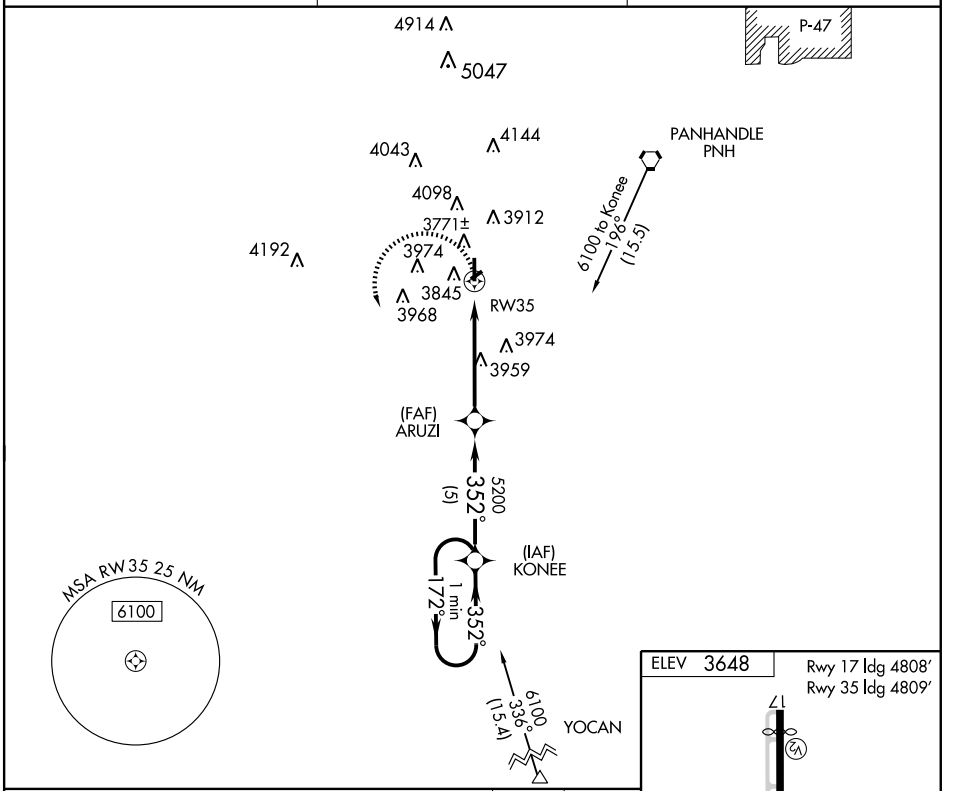
GPS RWY 35

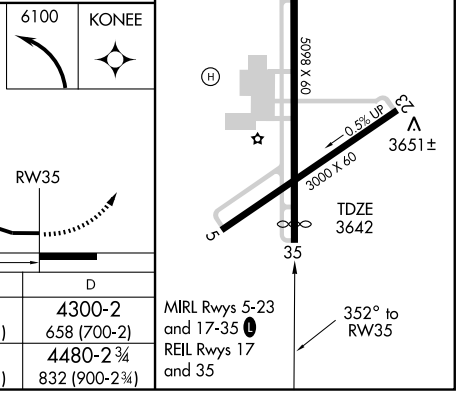
AMARILLO/ TRADEWIND (TDW)

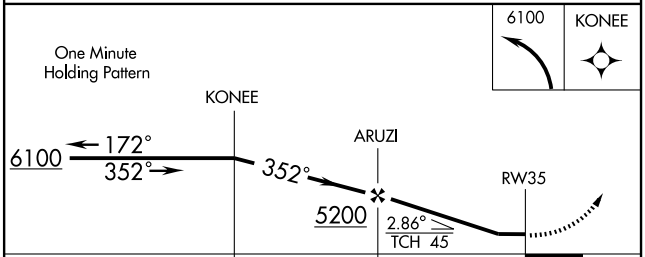
Use Rick Husband Amarillo Intl altimeter setting.
NA Circling not authorized to runway 5-23.

MISSED APPROACH: Climbing left turn to 6100 direct KONEE WP and hold.

AMARILLO APP CON ★	CLNC DEL	UNICOM
119.5 307.0	125.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-35	4300-1	658 (700-1)	4300-1¾ 658 (700-1¾)	4300-2 658 (700-2)
CIRCLING	4300-1	652 (700-1)	4300-1¾ 652 (700-1¾)	4480-2¾ 832 (900-2¾)

SC-2. 08 APR 2010 to 06 MAY 2010

NDB AM	APP CRS	Rwy Idg	N/A
251	313°	TDZE	N/A
		Apt Elev	3648

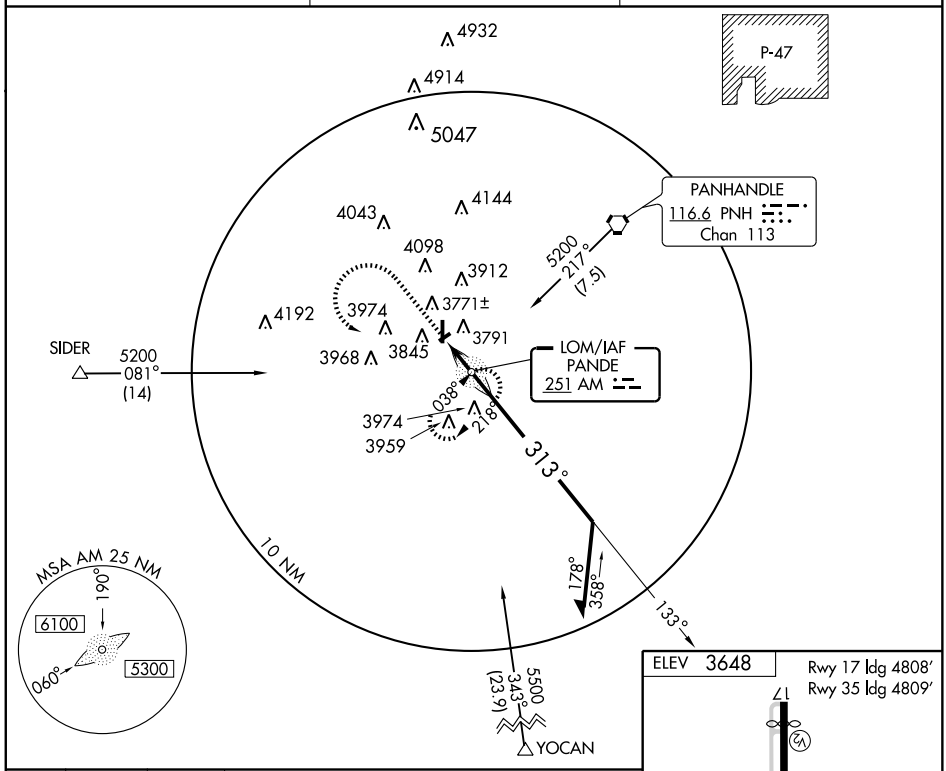
NDB-A

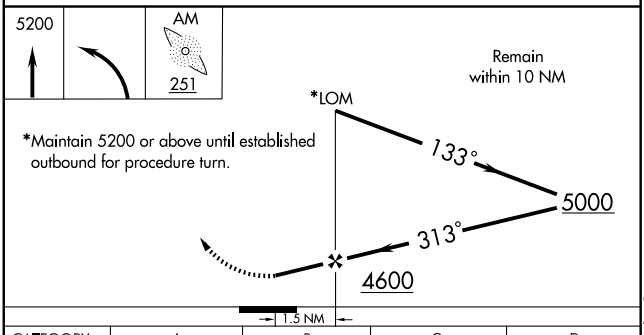
AMARILLO/ TRADEWIND (TDW)

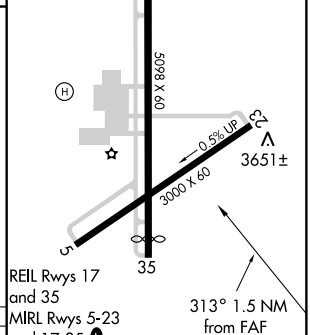
Use Rick Husband Amarillo Intl altimeter setting.
Circling not authorized to runway 5-23.

MISSED APPROACH: Climb to 5200, then left turn direct AM LOM and hold.

AMARILLO APP CON *	CLNC DEL	UNICOM
119.5 307.0	125.4	122.8 (CTAF) L



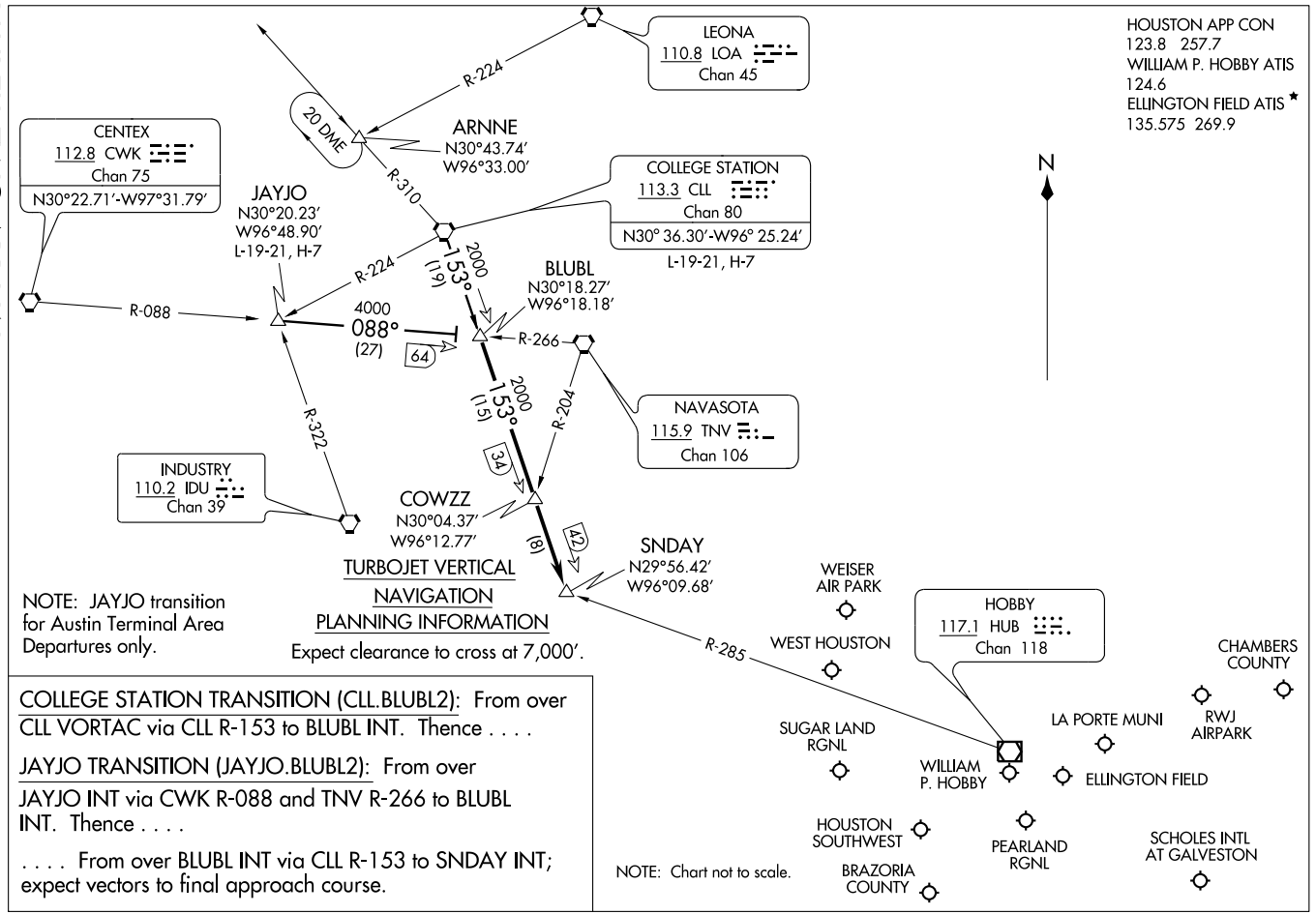




CATEGORY	A	B	C	D
CIRCLING	4220-1 572 (600-1)	4260-1 612 (700-1)	4260-1¾ 612 (700-1¾)	4480-2¾ 832 (900-2¾)

FAF TO MAP 1.5 NM					
Knots	60	90	120	150	180
Min:Sec	1:30	1:00	0:45	0:36	0:30

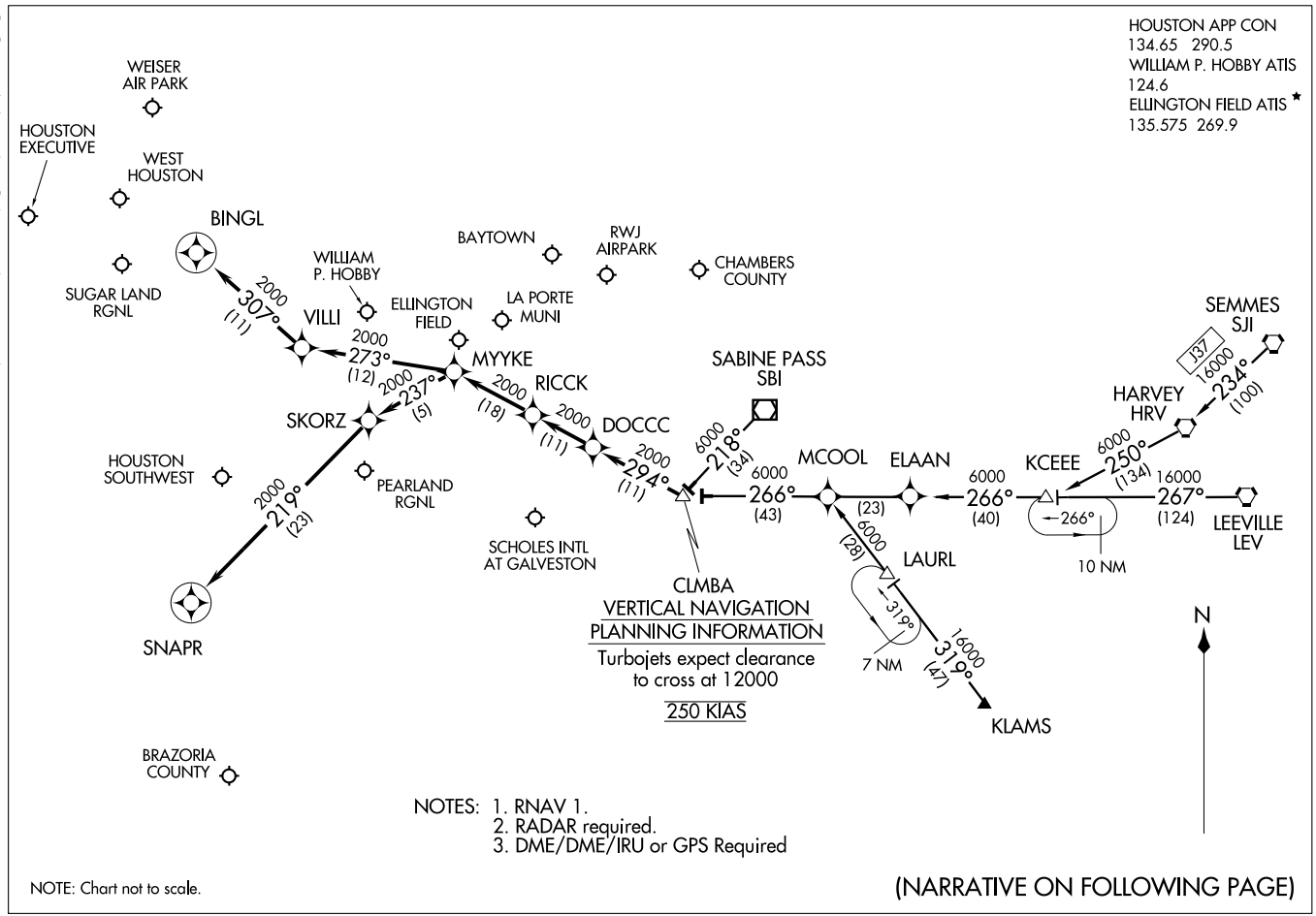
SC-2. 08 APR 2010 to 06 MAY 2010



COLLEGE STATION TRANSITION (CLL.BLUBL2): From over CLL VORTAC via CLL R-153 to BLUBL INT. Thence . . . .

JAYJO TRANSITION (JAYJO.BLUBL2): From over JAYJO INT via CWK R-088 and TNV R-266 to BLUBL INT. Thence . . . .

. . . . From over BLUBL INT via CLL R-153 to SNDAY INT; expect vectors to final approach course.



COLUMBIA ONE ARRIVAL (RNAV)

(CLMBA.CLMBA1) 09239

ST-198 (FAA)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)
KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF, and VUH must be operational.)
LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)
SABINE PASS TRANSITION (SBI.CLMBA1):
SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK . . . .

WILLIAM P. HOBBY/HOUSTON (HOU):

LANDING RUNWAY 4: . . . . From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

LANDING RUNWAY 12R: . . . . From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

SC-5, 08 APR 2010 to 06 MAY 2010

DAISETTA EIGHT ARRIVAL (DAS.DAS8)

HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS *
135.575 269.9

NOTE: For all conventional navigation aircraft landing in the Houston terminal area. For all turboprops/pistons landing IAH. ATC assigned only for all others.

NOTE: For RNAV equipped aircraft landing IAH runways 8L/R and 9 from over DAETN INT direct JOESZ INT, expect vectors to final approach course prior to JOESZ INT, if not received by JOESZ INT fly present heading.

ELM GROVE
111.2 EMG
Chan 49
N32°24.01'-W93°35.71'
L-17, H-6

QUESO
N30°46.86'
W94°06.54'

BROWW
N30°54.22'
W93°52.20'

SAWMILL
113.75 SWB
Chan 84(Y)
N31°58.39' - W92°40.63'
L-22, H-6

LUFKIN
112.1 LFK
Chan 58
N31°09.74'
W94°43.02'
L-19-21, H-6

VIERA
N30°44.51'
W94°02.83'

TQELA
N30°32.39'
W93°46.23'

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40' -W92°30.06'
L-21-22, H-6

INDUSTRY
110.2 IDU
Chan 39

JOESZ
N30°06.40'
W95°46.72'

INNIS
N30°02.07'
W95°06.83'

REHAB
N29°59.59'
W95°14.25'

COMBS
N30°23.32'
W94°25.84'

DAETN
N30°06.31'
W94°54.07'

YAAOW
N29°53.12'
W95°10.69'

DRXLR
N29°45.59'
W95°13.92'

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

HUMBLE
116.6 IAH
Chan 113

HOBBY
117.1 HUB
Chan 118

DAISETTA
116.9 DAS
Chan 116
N30°11.38' -W94°38.70'

LAKE CHARLES
113.4 LCH
Chan 81
N30°08.49' -W93°06.33'
L-21-22, H-7

BEAUMONT
114.5 BPT
Chan 92
N29°56.76' -W94°00.97'

VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: 280K IAS
Expect clearance
to cross at 13,000'

RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

WEISER AIRPARK
WEST HOUSTON
HOUSTON EXECUTIVE
SUGAR LAND RGNL
LA PORTE MUNI
CHAMBERS COUNTY
WILLIAM P. HOBBY
BAYTOWN
RWJ AIRPARK
PEARLAND RGNL
ELLINGTON FIELD
HOUSTON-SOUTHWEST
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY

DAISETTA EIGHT ARRIVAL (DAS.DAS8)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence . . . .

SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

. . . . From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:

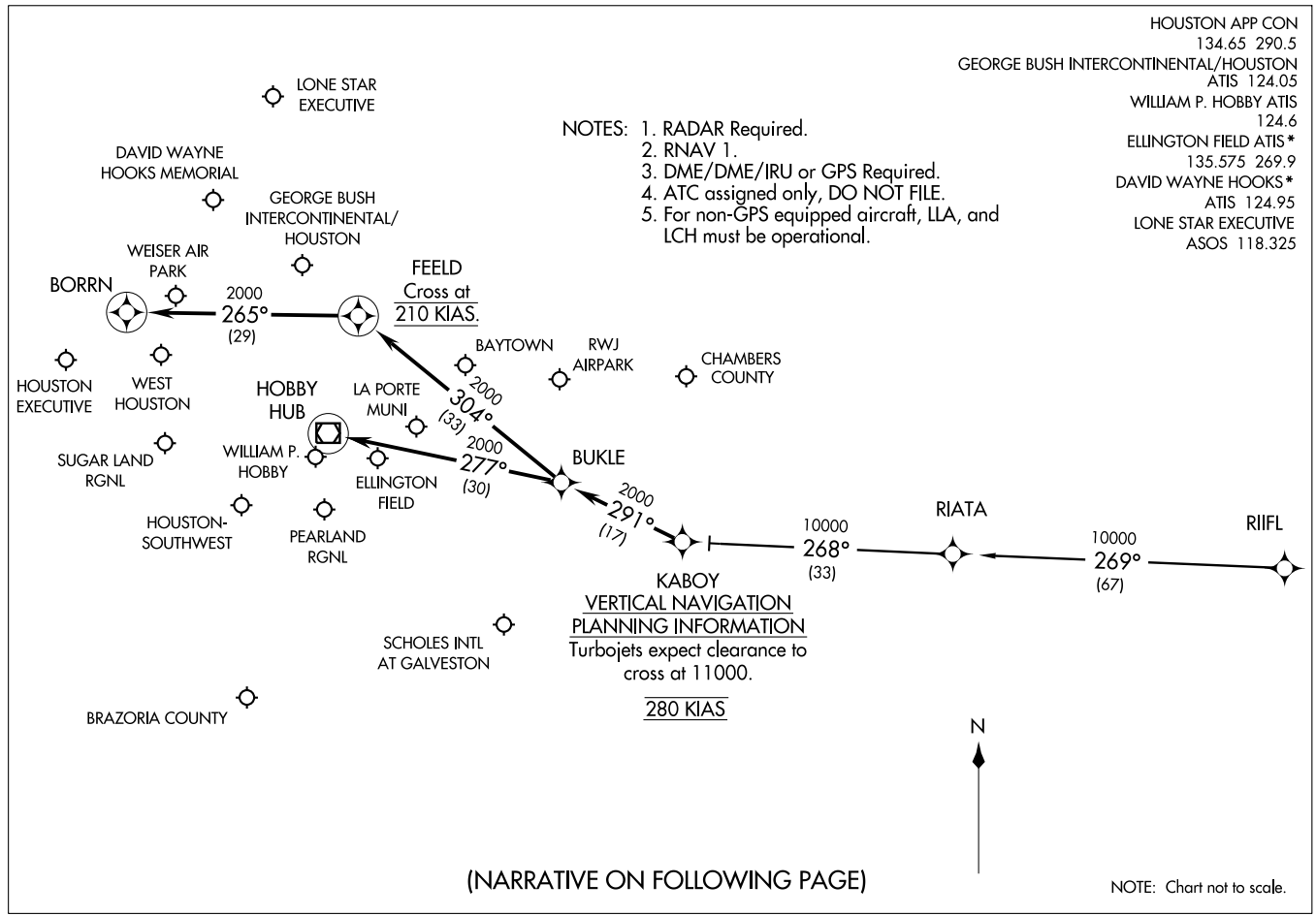
. . . . From DAETN INT fly heading 265° for vectors to final approach course.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

FOR ALL OTHER AIRPORTS:

. . . . From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.

SC-5, 08 APR 2010 to 06 MAY 2010


HOUSTON APP CON
134.65 290.5
GEORGE BUSH INTERCONTINENTAL/HOUSTON
ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS*
135.575 269.9
DAVID WAYNE HOOKS*
ATIS 124.95
LONE STAR EXECUTIVE
ASOS 118.325
(KABOY.KABOY1) 09071
KABOY ONE ARRIVAL (RNAV)
ST-5461(FAA)
HOUSTON, TEXAS
NOTES: 1. RADAR Required.
2. RNAV 1.
3. DME/DME/IRU or GPS Required.
4. ATC assigned only, DO NOT FILE.
5. For non-GPS equipped aircraft, LLA, and LCH must be operational.
LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIR PARK
BORRN
2000
265°
(29)
FEELD
Cross at
210 KIAS.
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
HOUSTON EXECUTIVE
WEST HOUSTON
HOBBY HUB
LA PORTE MUNI
2000
304°
(33)
SUGAR LAND RGNL
WILLIAM P. HOBBY
2000
277°
(30)
ELLINGTON FIELD
BUKLE
2000
291°
(17)
HOUSTON-SOUTHWEST
PEARLAND RGNL
10000
268°
(33)
RIATA
10000
269°
(67)
RIIFL
KABOY
VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets expect clearance to cross at 11000.
280 KIAS
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY
N
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY1)

From KABOY via 291° track to BUKLE . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/8R, OR 9: . . . . From BUKLE via 304° track to FEELD, thence as depicted to BORRN. Expect vectors to final approach course prior to BORRN, if not received by BORRN, fly present heading.

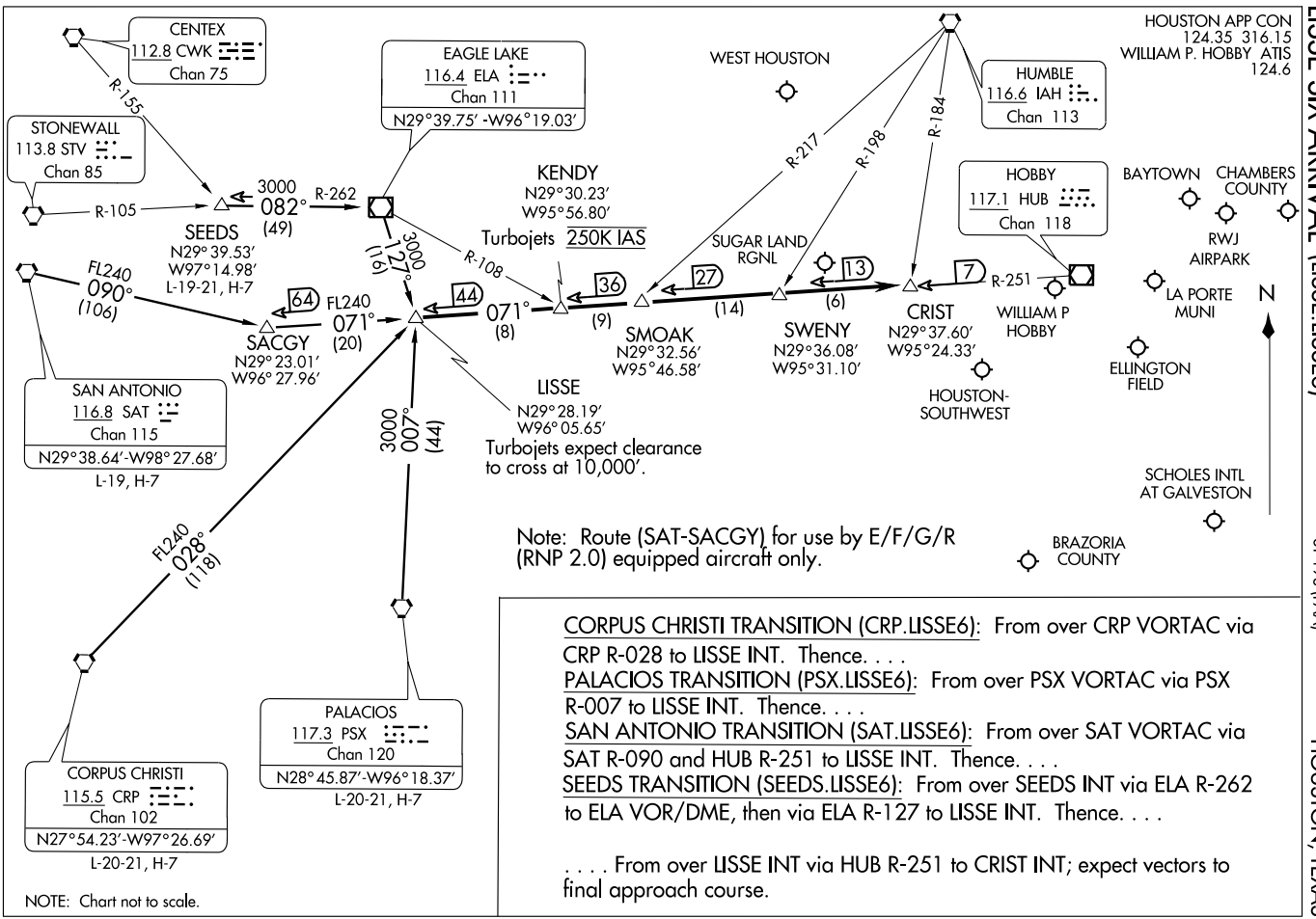
ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO): . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

ALL OTHER AIRPORTS: . . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course prior to HUB VOR/DME.

LISSE SIX ARRIVAL (LISSE.LISSE6)

HOUSTON, TEXAS



CORPUS CHRISTI TRANSITION (CRP.LISSE6): From over CRP VORTAC via CRP R-028 to LISSE INT. Thence. . . .

PALACIOS TRANSITION (PSX.LISSE6): From over PSX VORTAC via PSX R-007 to LISSE INT. Thence. . . .

SAN ANTONIO TRANSITION (SAT.LISSE6): From over SAT VORTAC via SAT R-090 and HUB R-251 to LISSE INT. Thence. . . .

SEEDS TRANSITION (SEEDS.LISSE6): From over SEEDS INT via ELA R-262 to ELA VOR/DME, then via ELA R-127 to LISSE INT. Thence. . . .

. . . . From over LISSE INT via HUB R-251 to CRIST INT; expect vectors to final approach course.

NOTE: Chart not to scale.

APP CRS	Rwy Idg	3005
124°	TDZE	21
	Apt Elev	21

RNAV (GPS) RWY 12

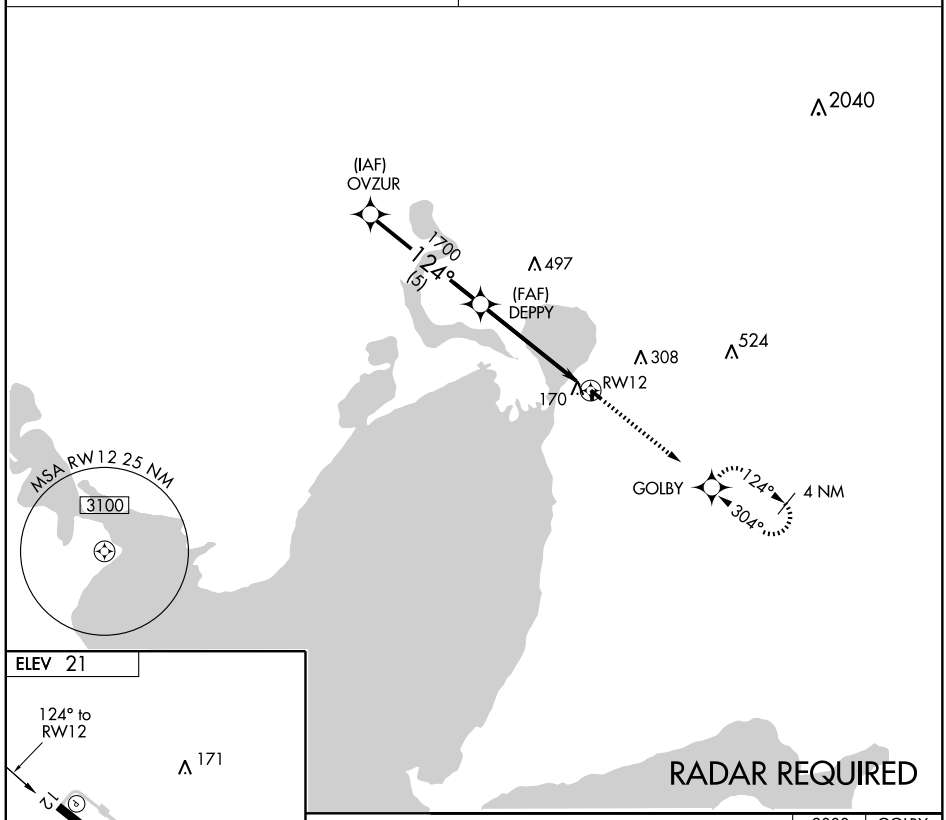
ANAHUAC/CHAMBERS COUNTY (T00)

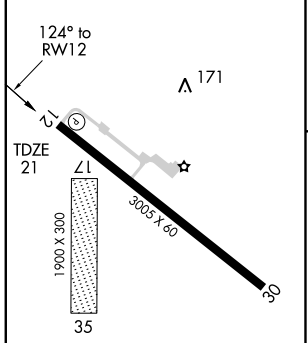
NA Use Houston William P. Hobby altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA

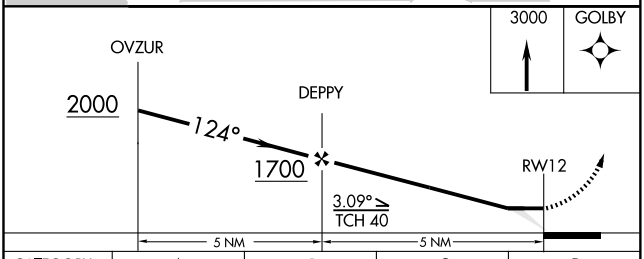
MISSED APPROACH: Climb to 3000 direct GOLBY WP and hold.

HOUSTON APP CON
134.45 281.4

CTAF
122.9 L



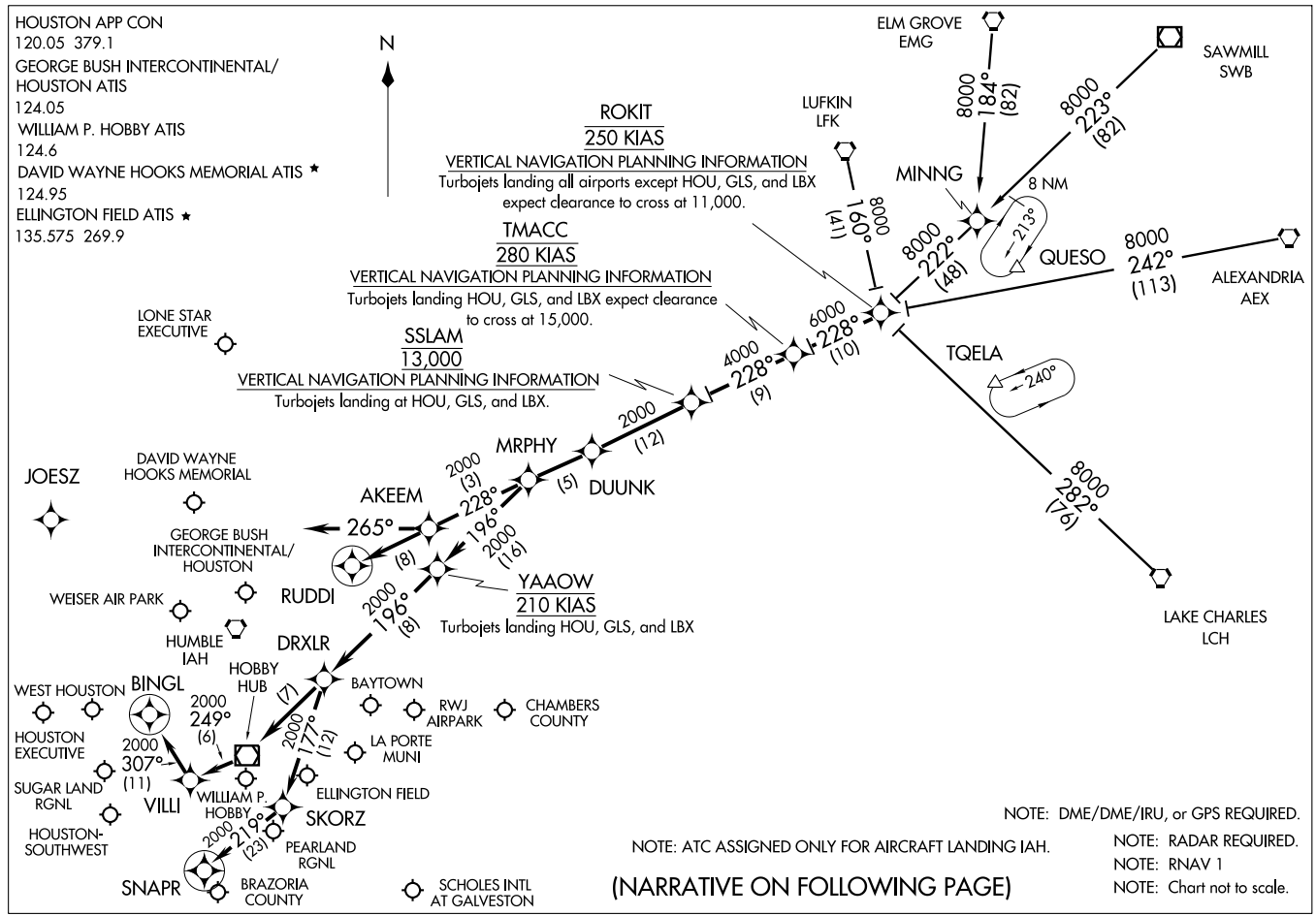




CATEGORY	A	B	C	D
LNAV MDA	560-1	539 (600-1)	560-1½ 539 (600-1½)	NA
CIRCLING	620-1	599 (600-1)	620-1½ 599 (600-1½)	NA

MIRL Rwy 12-30 L
LIRL Rwy 12-30

SC-5, 08 APR 2010 to 06 MAY 2010



(ROKIT.ROKIT1) 09127

ROKIT ONE ARRIVAL (RNAV)

ST-5461(FAA)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

SC-5, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5816
CH 65813	155°	TDZE	3174
W16A		Apt Elev	3174

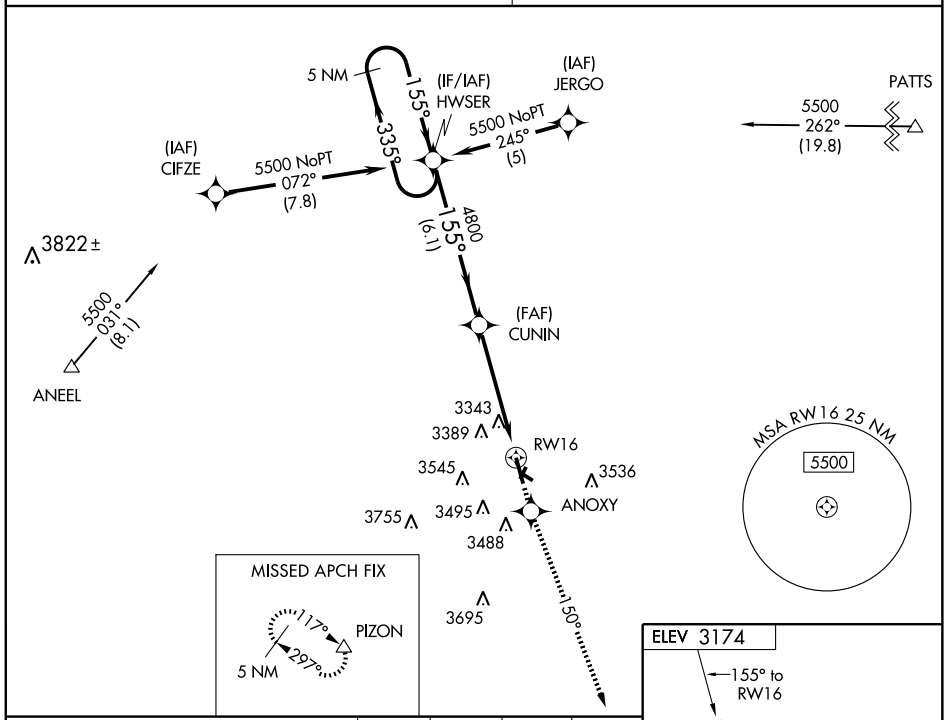
RNAV (GPS) RWY 16
ANDREWS COUNTY (E11)

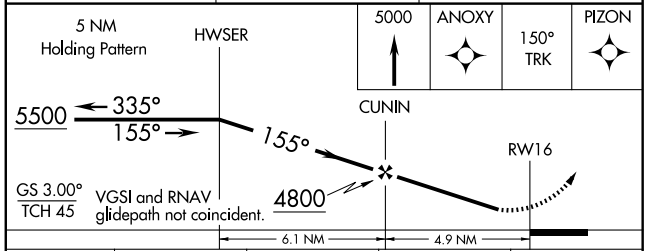
Circling NA west of rwy 16/34. Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Midland altimeter setting; when not received use Big Spring altimeter setting and increase all DA 95 feet, all MDA 100 feet, increase LPV and LNAV/VNAV all Cats, LNAV Cat C and circling Cat C visibility ¼ mile.

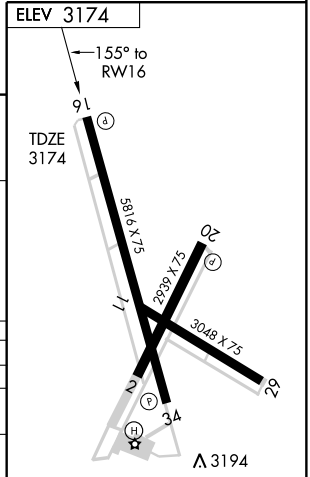
NA

MISSED APPROACH: Climb to 5000 direct ANOXY and via track 150° to PIZON and hold.

MIDLAND APP CON ★	UNICOM
121.1 290.4	122.8 (CTAF) L



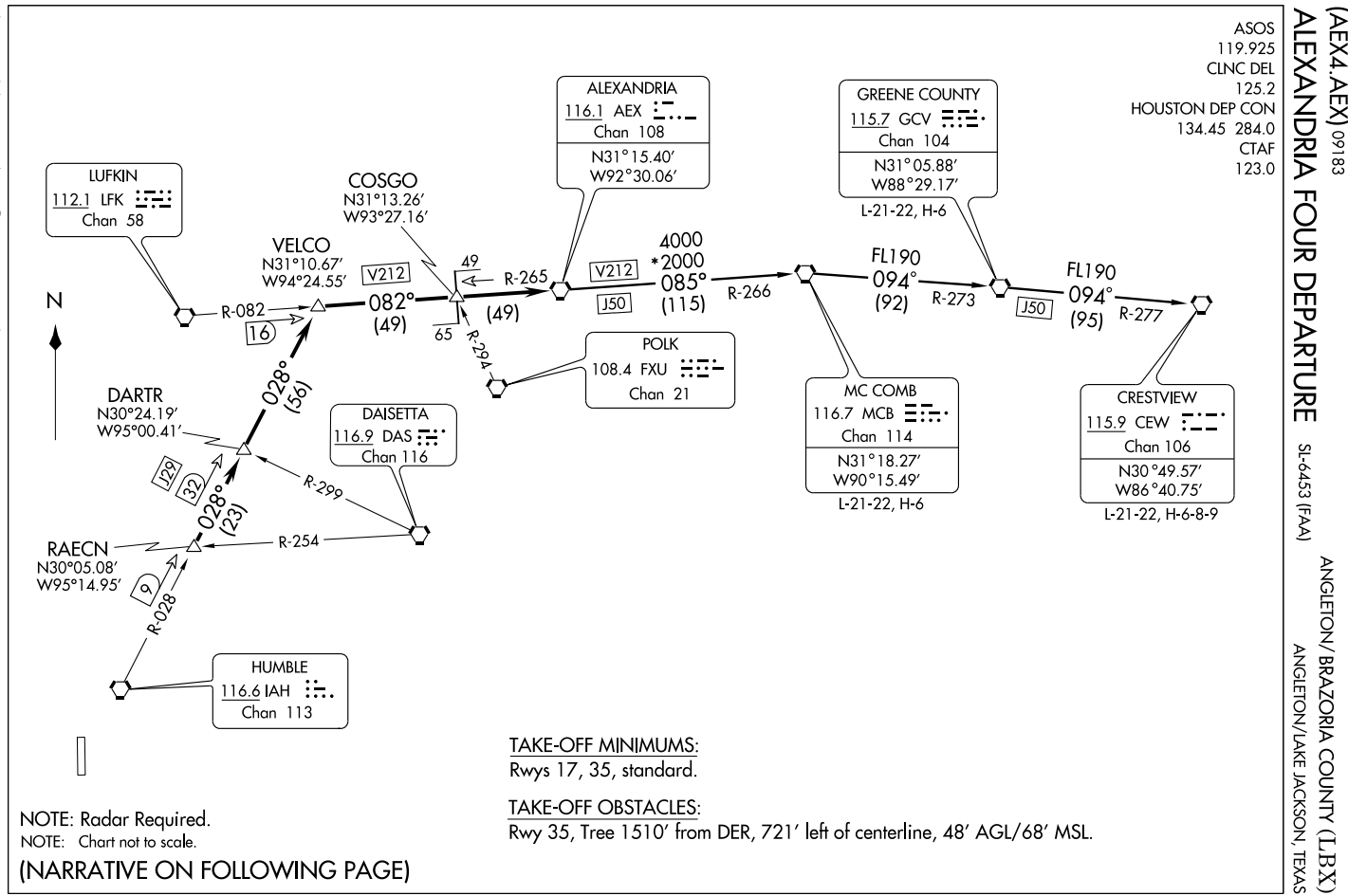




CATEGORY	A	B	C	D
LPV DA	3533-1¼ 359 (400-1¼)			NA
LNAV/VNAV DA	3802-2¼ 628 (700-2¼)			NA
LNAV MDA	3780-1 606 (700-1)		3780-1¾ 606 (700-1¾)	NA
CIRCLING	3780-1 606 (700-1)		3780-1¾ 606 (700-1¾)	NA

MIRL Rwys 2-20 and 16-34 L
REIL Rwys 16 and 34 L

SC-2, 08 APR 2010 to 06 MAY 2010



TAKE-OFF MINIMUMS:
Rwys 17, 35, standard.

TAKE-OFF OBSTACLES:
Rwy 35, Tree 1510′ from DER, 721′ left of centerline, 48′ AGL/68′ MSL.

NOTE: Radar Required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000', expect filed altitude 10 minutes after departure. Thence . . . .

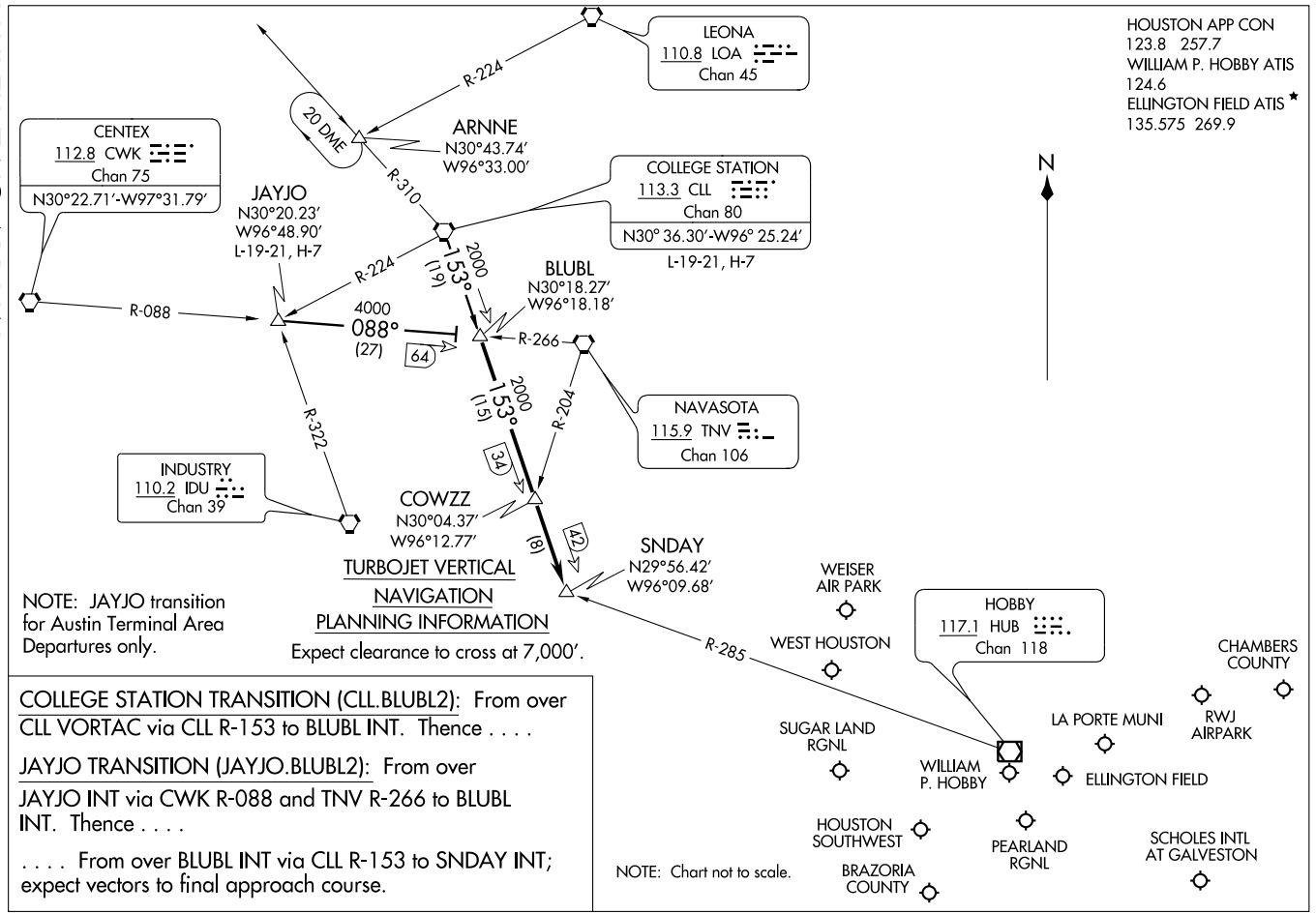
. . . . via IAH R-028 to VELCO INT, then right turn via LFK R-082 and AEX R-265 to AEX VORTAC.

THE FOLLOWING TRANSITIONS ARE ATC ASSIGNED ONLY DO NOT FILE:

CRESTVIEW TRANSITION (AEX4.CEW): (For aircraft being weather rerouted to join a jet route off CEW VORTAC or overflying CEW VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC, then via GCV R-094 and CEW R-277 to CEW VORTAC.

GREENE COUNTY TRANSITION (AEX4.GCV): (For aircraft being weather rerouted to join a jet route off GCV VORTAC or overflying GCV VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC.

MC COMB TRANSITION (AEX4.MCB): (For aircraft being weather rerouted to join a jet route off MCB VORTAC or overflying MCB VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC.



COLLEGE STATION TRANSITION (CLL.BLUBL2): From over CLL VORTAC via CLL R-153 to BLUBL INT. Thence . . . .

JAYJO TRANSITION (JAYJO.BLUBL2): From over JAYJO INT via CWK R-088 and TNV R-266 to BLUBL INT. Thence . . . .

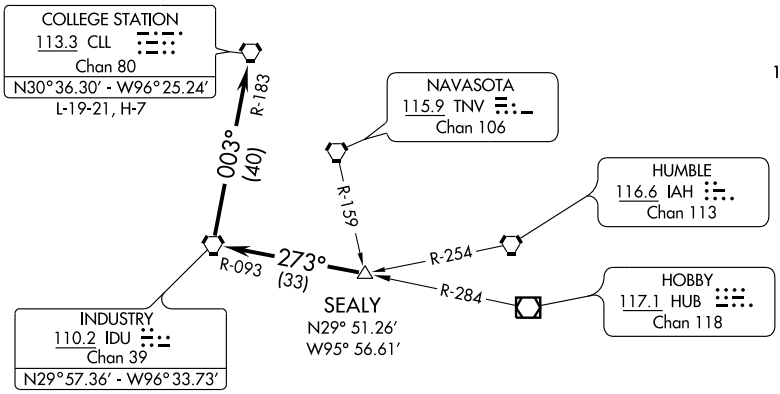
. . . . From over BLUBL INT via CLL R-153 to SNDAY INT; expect vectors to final approach course.

COLLEGE TWO DEPARTURE

SL-6453 (FAA)

ANGLETON/BRAZORIA COUNTY(LBX)
ANGLETON/LAKE JACKSON, TEXAS

CLNC DEL
125.2
HOUSTON DEP CON
134.45 284.0
CTAF
123.0
ASOS
119.925



TAKE-OFF MINIMUMS:
Rwys 17, 35 standard.

TAKE-OFF OBSTACLES:
Rwy 35, Tree 1510' from DER, 721' left of centerline, 48' AGL/68' MSL.

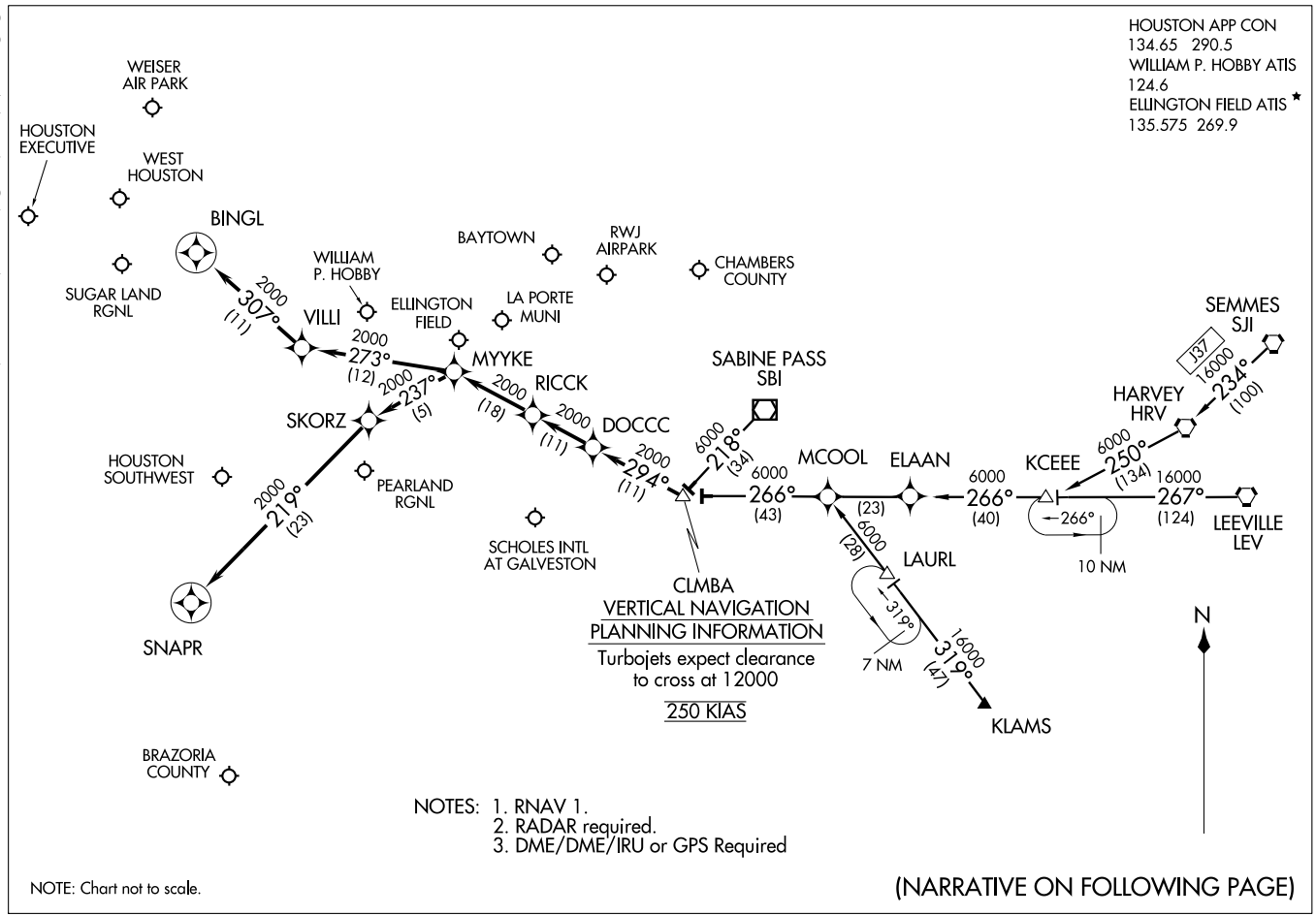
NOTE: Radar Required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to SEALY INT, maintain 4000, expect filed altitude 10 minutes after departure, Thence . . . .

. . . . via IDU R-093 to IDU VORTAC, then right turn via IDU R-003 and CLL R-183 to CLL VORTAC.



COLUMBIA ONE ARRIVAL (RNAV)

(CLMBA.CLMBA1) 09239

ST-198 (FAA)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)
KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF, and VUH must be operational.)
LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)
SABINE PASS TRANSITION (SBI.CLMBA1):
SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK . . . .

WILLIAM P. HOBBY/HOUSTON (HOU):

LANDING RUNWAY 4: . . . . From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

LANDING RUNWAY 12R: . . . . From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

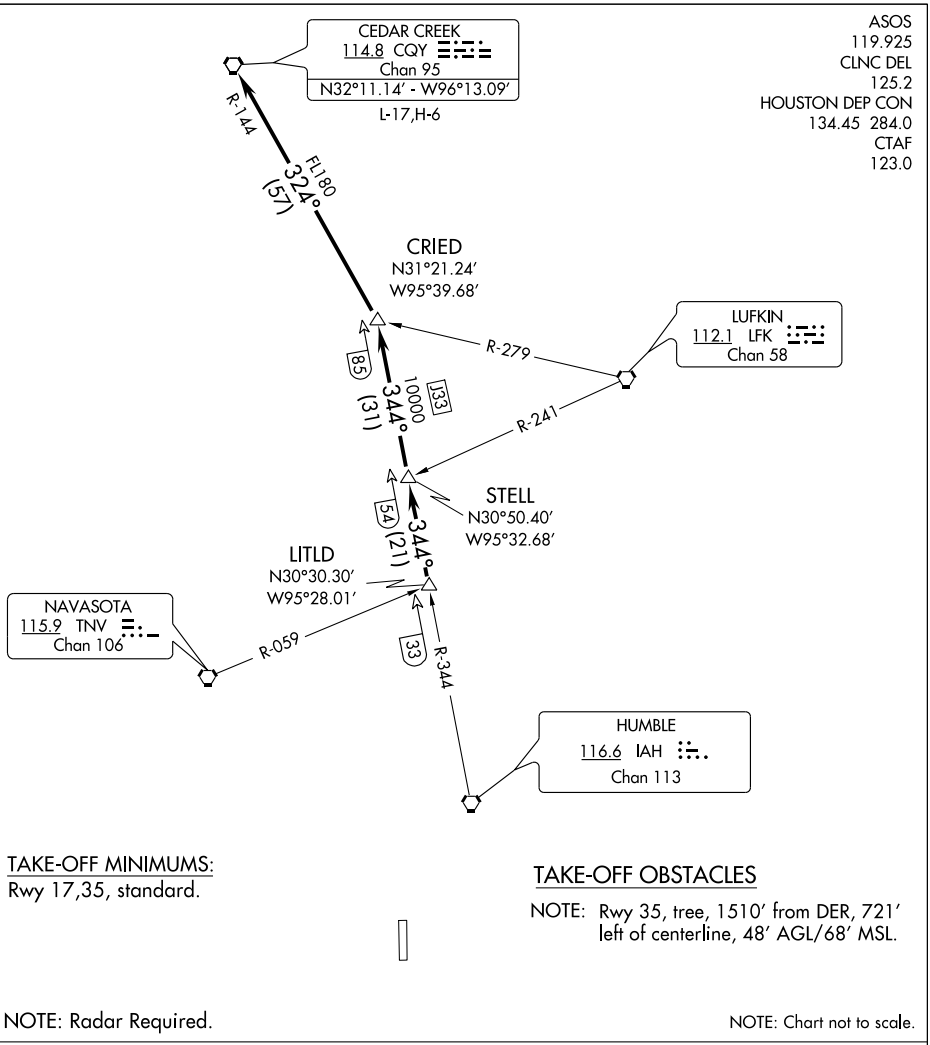
FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

SC-5, 08 APR 2010 to 06 MAY 2010

CRIED THREE DEPARTURE

SL-6453 (FAA)

ANGLETON/BRAZORIA COUNTY (LBX)
ANGLETON/LAKE JACKSON, TEXAS



TAKE-OFF MINIMUMS:
Rwy 17,35, standard.

TAKE-OFF OBSTACLES

NOTE: Rwy 35, tree, 1510' from DER, 721' left of centerline, 48' AGL/68' MSL.

NOTE: Radar Required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to LITLD INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-344 to STELL INT, then via IAH R-344 to CRIED INT, then left turn via CQY R-144 to CQY VORTAC.

SC-5, 08 APR 2010 to 06 MAY 2010

DAISETTA EIGHT ARRIVAL (DAS.DAS8)

HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS *
135.575 269.9

NOTE: For all conventional navigation aircraft landing in the Houston terminal area. For all turboprops/pistons landing IAH. ATC assigned only for all others.

NOTE: For RNAV equipped aircraft landing IAH runways 8L/R and 9 from over DAETN INT direct JOESZ INT, expect vectors to final approach course prior to JOESZ INT, if not received by JOESZ INT fly present heading.

ELM GROVE
111.2 EMG
Chan 49
N32°24.01'-W93°35.71'
L-17, H-6

QUESO
N30°46.86'
W94°06.54'

BROWW
N30°54.22'
W93°52.20'

SAWMILL
113.75 SWB
Chan 84(Y)
N31°58.39' - W92°40.63'
L-22, H-6

LUFKIN
112.1 LFK
Chan 58
N31°09.74'
W94°43.02'
L-19-21, H-6

VIERA
N30°44.51'
W94°02.83'

TQELA
N30°32.39'
W93°46.23'

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40' -W92°30.06'
L-21-22, H-6

INDUSTRY
110.2 IDU
Chan 39

JOESZ
N30°06.40'
W95°46.72'

INNIS
N30°02.07'
W95°06.83'

REHAB
N29°59.59'
W95°14.25'

COMBS
N30°23.32'
W94°25.84'

DAETN
N30°06.31'
W94°54.07'

YAAOW
N29°53.12'
W95°10.69'

DRXLR
N29°45.59'
W95°13.92'

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

HUMBLE
116.6 IAH
Chan 113

HOBBY
117.1 HUB
Chan 118

DAISETTA
116.9 DAS
Chan 116
N30°11.38' -W94°38.70'

LAKE CHARLES
113.4 LCH
Chan 81
N30°08.49' -W93°06.33'
L-21-22, H-7

BEAUMONT
114.5 BPT
Chan 92
N29°56.76' -W94°00.97'

VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: 280K IAS
Expect clearance
to cross at 13,000'

RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

WEISER AIRPARK
WEST HOUSTON
HOUSTON EXECUTIVE
SUGAR LAND RGNL
LA PORTE MUNI
CHAMBERS COUNTY
WILLIAM P. HOBBY
BAYTOWN
RWJ AIRPARK
PEARLAND RGNL
ELLINGTON FIELD
HOUSTON-SOUTHWEST
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY

DAISETTA EIGHT ARRIVAL (DAS.DAS8)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence . . . .

SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

. . . . From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:

. . . . From DAETN INT fly heading 265° for vectors to final approach course.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

FOR ALL OTHER AIRPORTS:

. . . . From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.

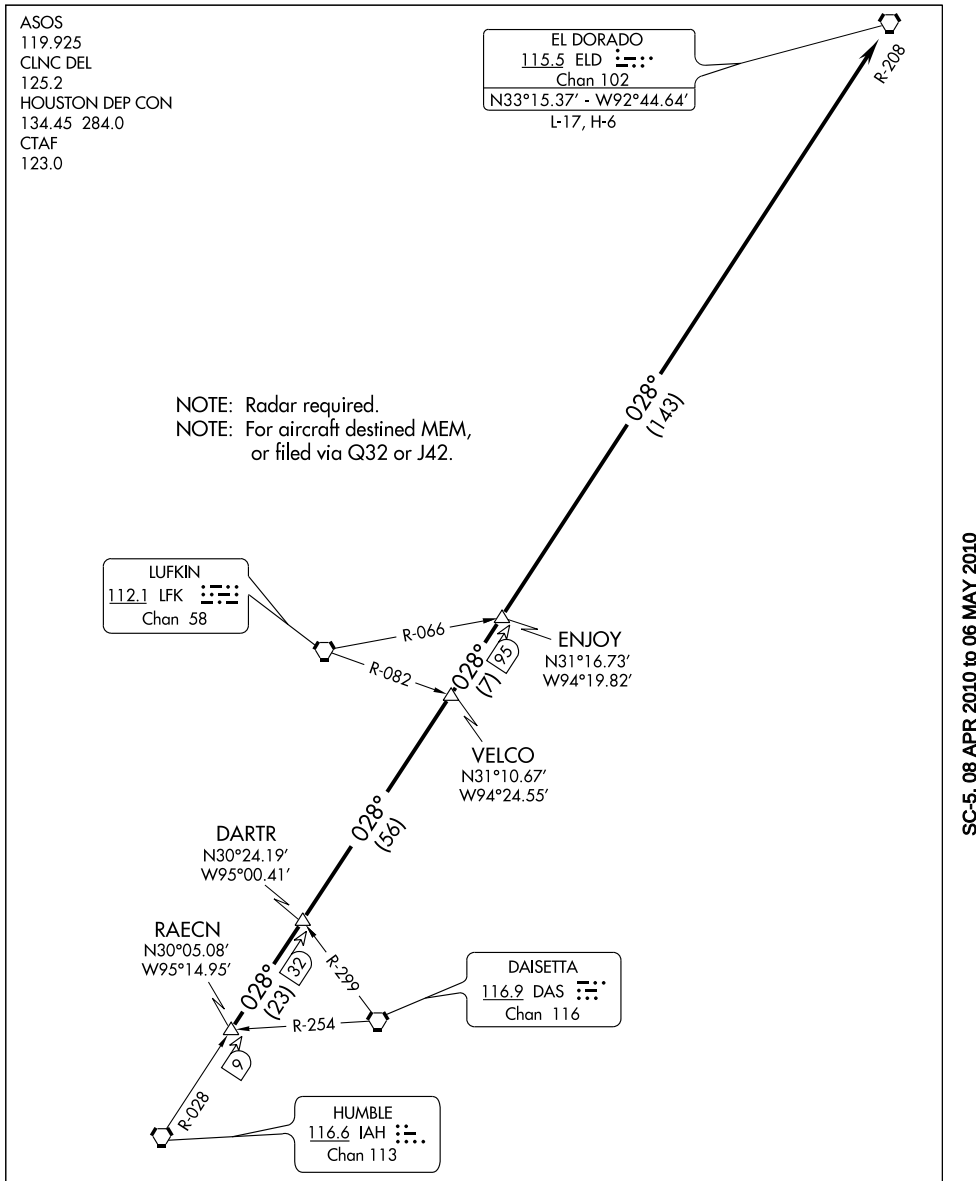
SC-5, 08 APR 2010 to 06 MAY 2010

EL DORADO ONE DEPARTURE

SL-6453 (FAA)

ANGLETON/BRAZORIA COUNTY (LBX)
ANGLETON/LAKE JACKSON, TEXAS

ASOS
119.925
CLNC DEL
125.2
HOUSTON DEP CON
134.45 284.0
CTAF
123.0



NOTE: Chart not to scale.

TAKE-OFF MINIMUMS:
Rwy 17, 35, standard.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 and the ELD R-208 to ELD VORTAC.

TAKE-OFF OBSTACLES

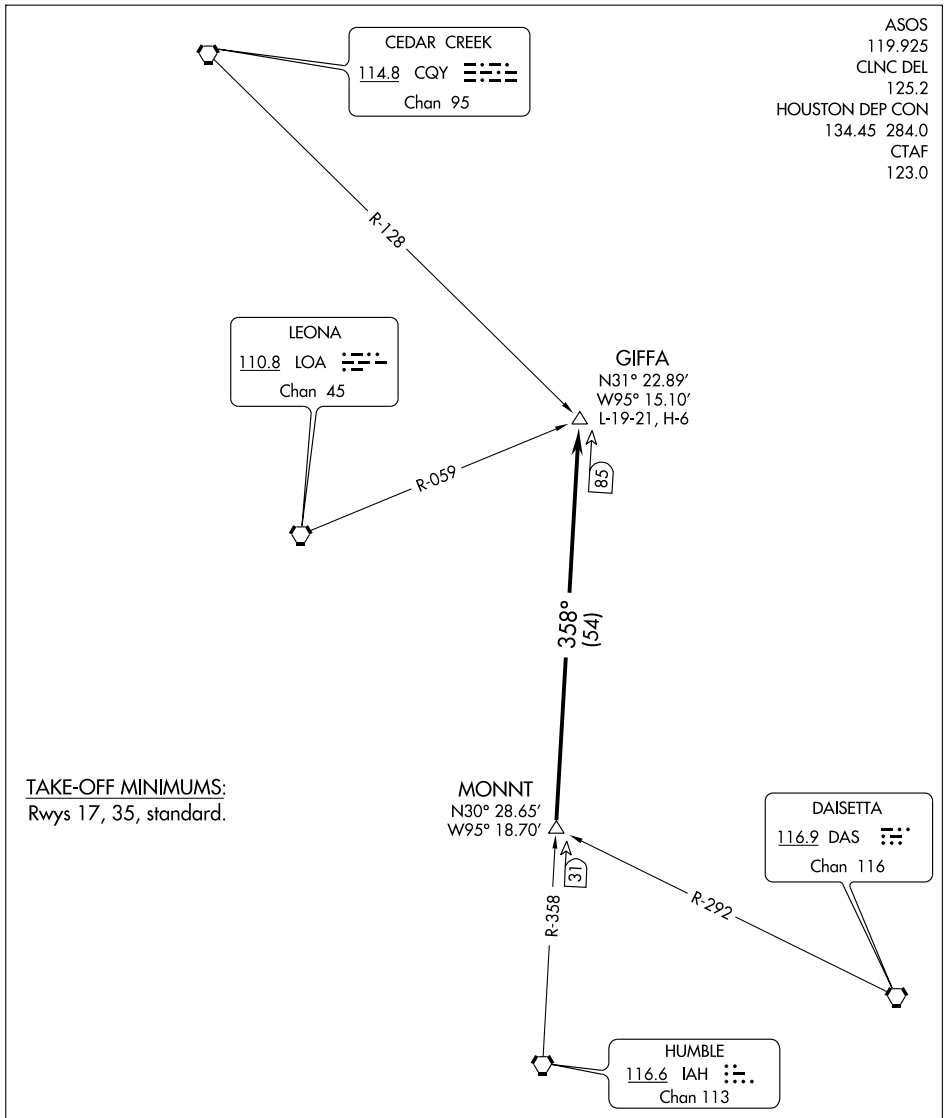
Rwy 35, Tree 1510′ from DER, 721′ left of centerline, 48′ AGL/68′ MSL.

SC-5, 08 APR 2010 to 06 MAY 2010

GIFFA THREE DEPARTURE

SL-6453 (FAA)

ANGLETON/ BRAZORIA COUNTY (LBX)
ANGLETON/LAKE JACKSON, TEXAS



TAKE-OFF MINIMUMS:
Rwys 17, 35, standard.

NOTE: Radar Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to MONNT INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-358 to GIFFA INT.

TAKE-OFF OBSTACLES:
Rwy 35, Tree 1510' from DER, 721' left of centerline, 48' AGL/68' MSL.

SC-5, 08 APR 2010 to 06 MAY 2010

LOC I-LBX	APP CRS	Rwy Idg	7000
109.1	175°	TDZE	25
		Apt Elev	25

ILS or LOC RWY 17

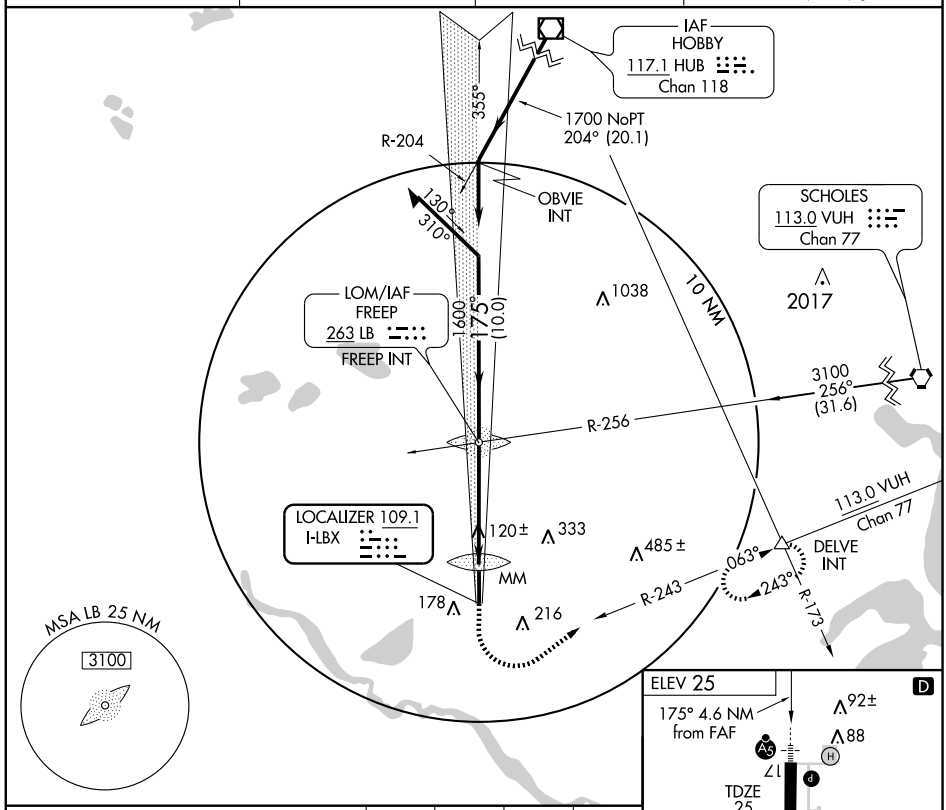
ANGLETON/ BRAZORIA COUNTY (LBX)

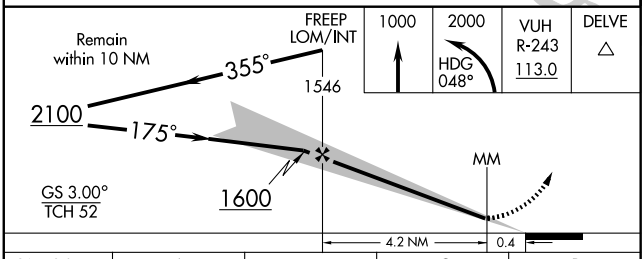
If local altimeter setting not received; use William P. Hobby altimeter setting and increase all DAs/MDAs 100 feet. Circling not authorized east of Rwy 17-35.

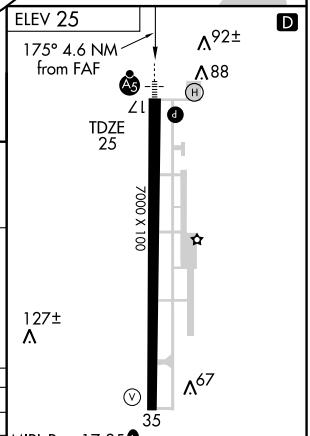
MALSR

MISSED APPROACH: Climb to 1000, then climbing left turn to 2000 via heading 048° and VUH VORTAC R-243 to DELVE Int and hold.

ASOS	HOUSTON APP CON	CLNC DEL	UNICOM
119.925	134.45 284.0	125.2	123.0 (CTAF)





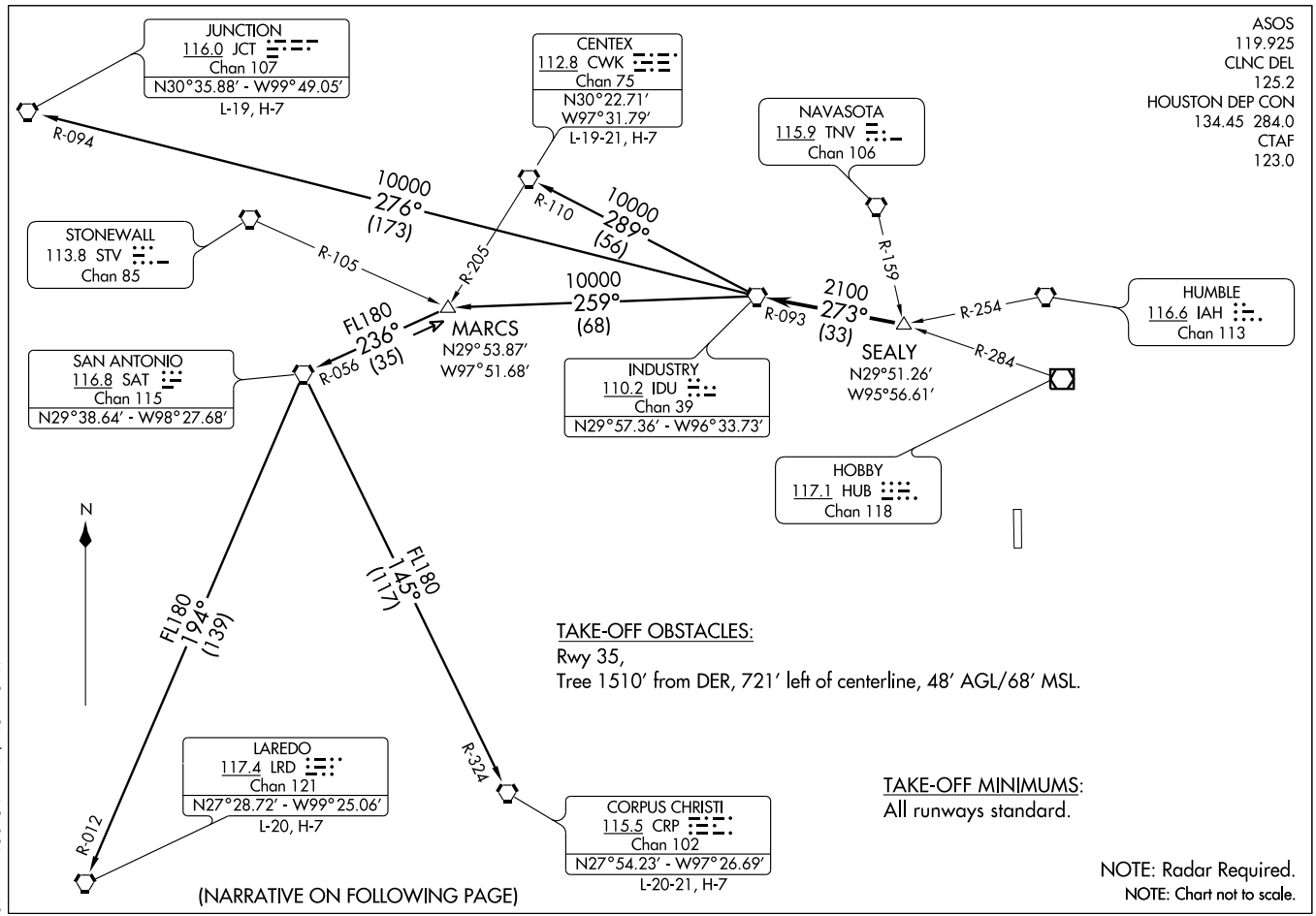


CATEGORY	A	B	C	D
S-ILS 17	225-½ 200 (200-½)			
S-LOC 17	420-½ 395 (400-½)			420-¾ 395 (400-¾)
CIRCLING	480-1 455 (500-1)		480-1½ 455 (500-1½)	580-2 555 (600-2)

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

SC-5, 08 APR 2010 to 06 MAY 2010



(IDU3.IDU) 08157

INDUSTRY THREE DEPARTURE

SL-6453 (FAA)

ANGLETON/BRAZORIA COUNTY (LBX)

ANGLETON/LAKE JACKSON, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to SEALY INT. Maintain 4000'. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . VIA IDU R-093 to IDU VORTAC.

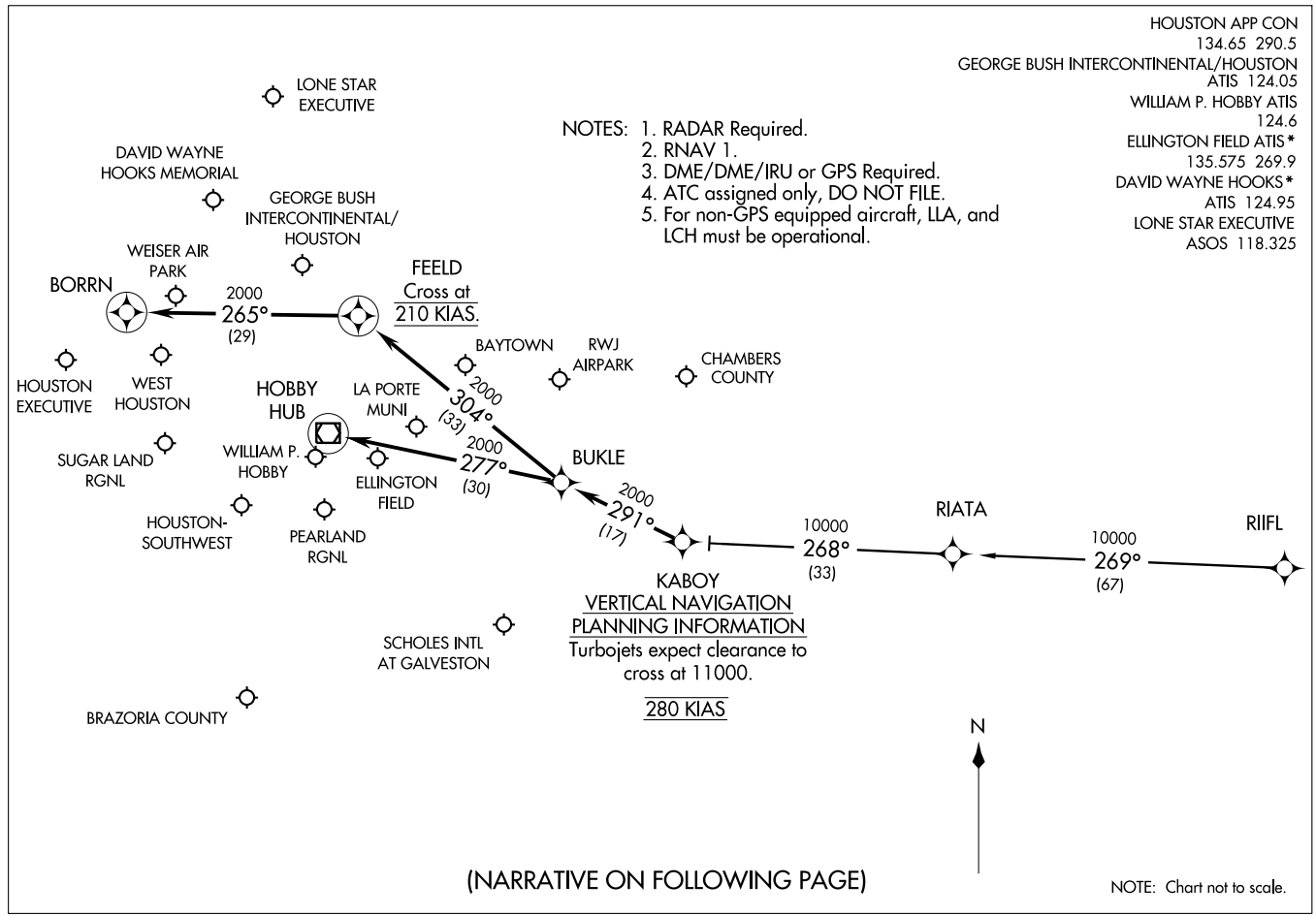
CENTEX TRANSITION (IDU3.CWK): (ATC assigned only. For aircraft inbound to the DFW Metroplex area that are being rerouted due to bad weather.) From over IDU VORTAC via IDU R-289 and CWK R-110 to CWK VORTAC.

CORPUS CHRISTI TRANSITION (IDU3.CRP): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-145 and CRP R-324 to CRP VORTAC.

JUNCTION TRANSITION (IDU3.JCT): (For aircraft overflying JCT VORTAC via J2, J15, or J86.) From over IDU VORTAC via IDU R-276 and JCT R-094 to JCT VORTAC.

LAREDO TRANSITION (IDU3.LRD): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-194 and LRD R-012 to LRD VORTAC.

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HOUSTON APP CON
134.65 290.5
GEORGE BUSH INTERCONTINENTAL/HOUSTON
ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS*
135.575 269.9
DAVID WAYNE HOOKS*
ATIS 124.95
LONE STAR EXECUTIVE
ASOS 118.325
(KABOY.KABOY1) 09071
KABOY ONE ARRIVAL (RNAV)
ST-5461(FAA)
HOUSTON, TEXAS
NOTES: 1. RADAR Required.
2. RNAV 1.
3. DME/DME/IRU or GPS Required.
4. ATC assigned only, DO NOT FILE.
5. For non-GPS equipped aircraft, LLA, and LCH must be operational.
LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIR PARK
BORRN
2000
265°
(29)
FEELD
Cross at
210 KIAS.
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
HOUSTON EXECUTIVE
WEST HOUSTON
HOBBY HUB
LA PORTE MUNI
2000
304°
(33)
SUGAR LAND RGNL
WILLIAM P. HOBBY
2000
277°
(30)
ELLINGTON FIELD
BUKLE
2000
291°
(17)
HOUSTON-SOUTHWEST
PEARLAND RGNL
10000
268°
(33)
RIATA
10000
269°
(67)
RIIFL
KABOY
VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets expect clearance to cross at 11000.
280 KIAS
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY
N
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY1)

From KABOY via 291° track to BUKLE . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/8R, OR 9: . . . . From BUKLE via 304° track to FEELD, thence as depicted to BORRN. Expect vectors to final approach course prior to BORRN, if not received by BORRN, fly present heading.

ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

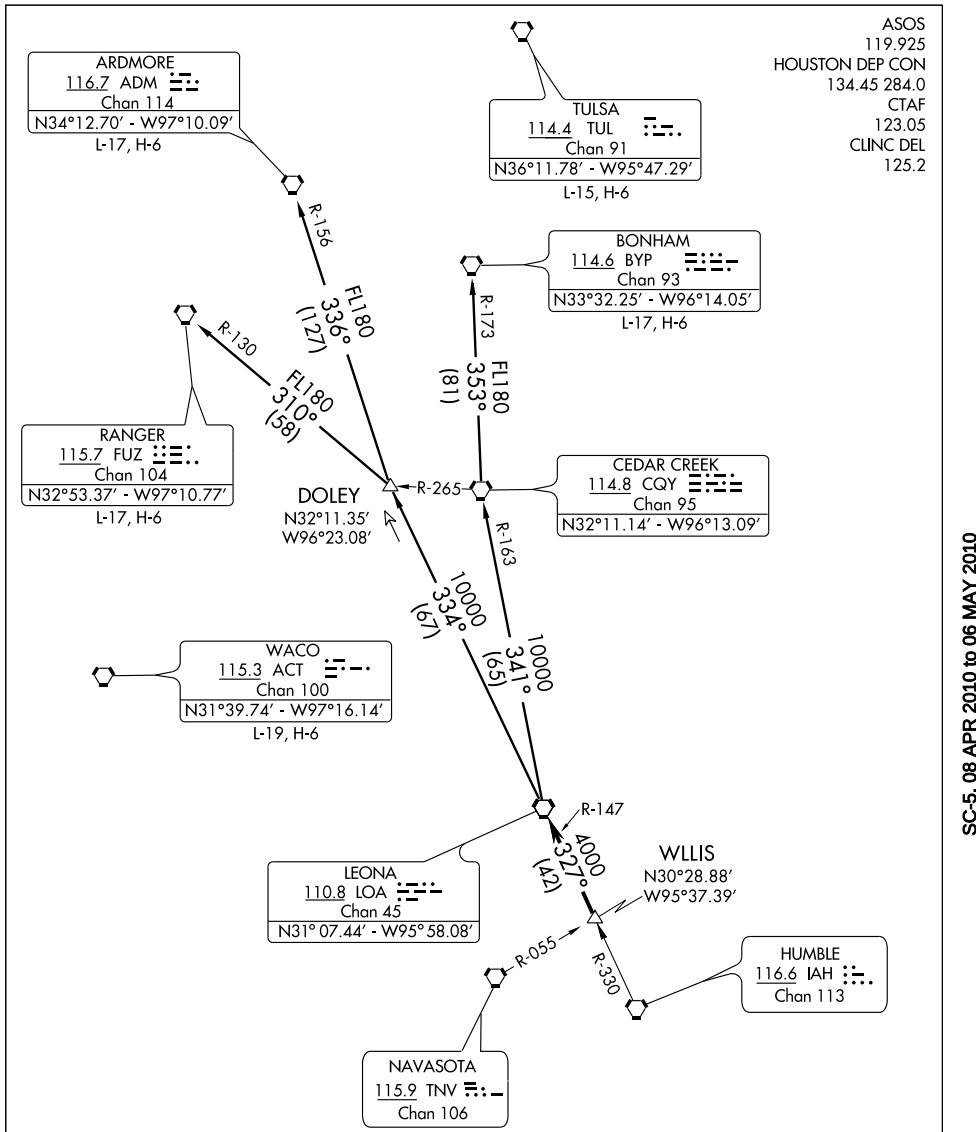
DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO): . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

ALL OTHER AIRPORTS: . . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course prior to HUB VOR/DME.

LEONA SIX DEPARTURE

SL-6453 (FAA)

ANGLETON/BRAZORIA COUNTY (LBX)
ANGLETON/LAKE JACKSON, TEXAS



TAKE-OFF MINIMUMS:
Rwy 17, 35 standard.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar required.

SC-5, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to WLLIS INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via LOA R-147 to LOA VORTAC.

ARDMORE TRANSITION (LOA6.ADM): (For aircraft overflying North/Northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via ADM R-156 to ADM VORTAC.

BONHAM TRANSITION (LOA6.BYP): (For aircraft overflying/landing TUL VORTAC FL240 and above.) From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-353 and BYP R-173 to BYP VORTAC.

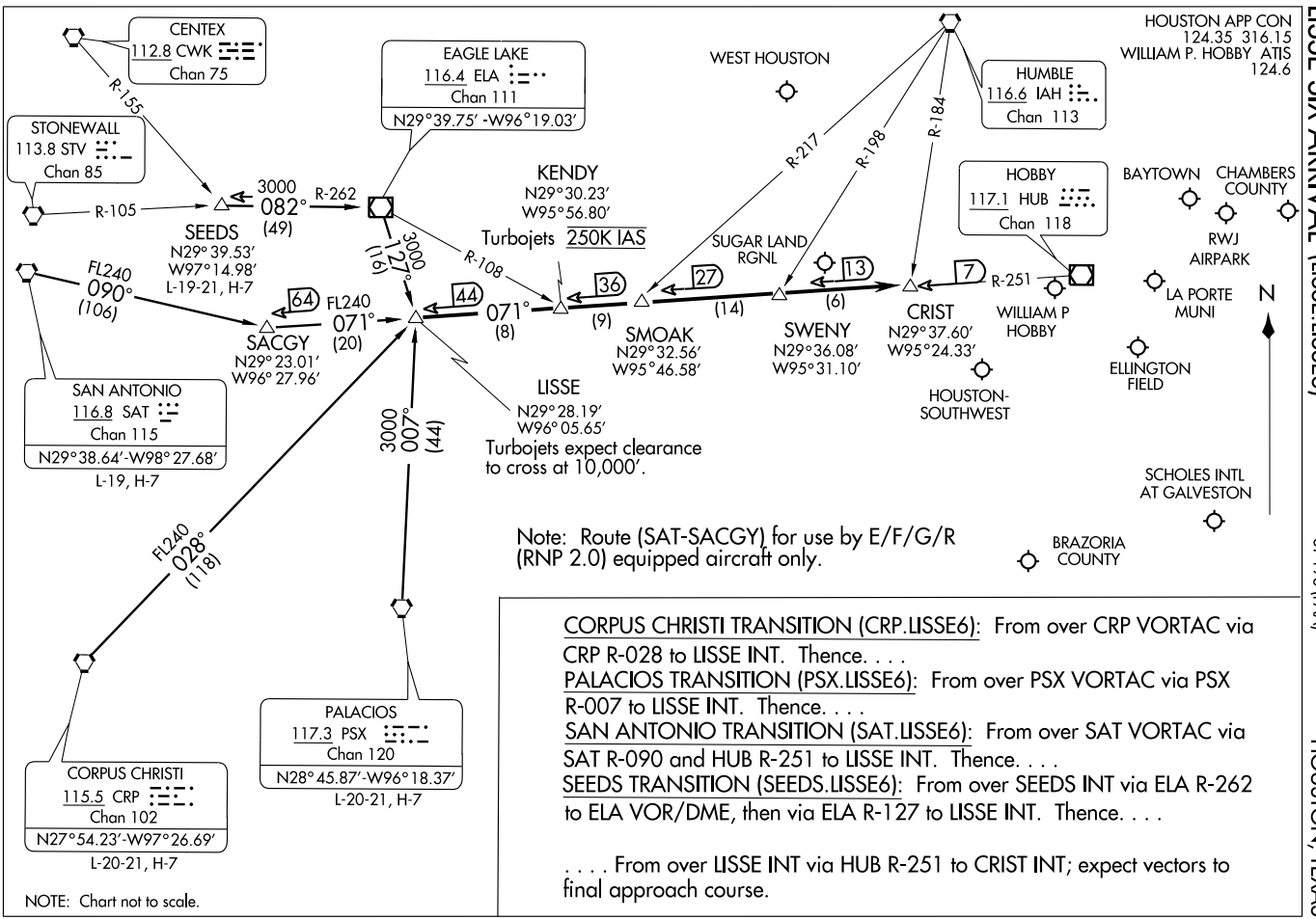
RANGER TRANSITION (LOA6.FUZ): (For aircraft overflying west/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via FUZ R-130 to FUZ VORTAC.

TAKE-OFF OBSTACLES

Rwy 35, Tree 1510′ from DER, 721′ left of centerline, 48′ AGL/68′ MSL.

LISSE SIX ARRIVAL (LISSE.LISSE6)

HOUSTON, TEXAS



CORPUS CHRISTI TRANSITION (CRP.LISSE6): From over CRP VORTAC via CRP R-028 to LISSE INT. Thence. . . .

PALACIOS TRANSITION (PSX.LISSE6): From over PSX VORTAC via PSX R-007 to LISSE INT. Thence. . . .

SAN ANTONIO TRANSITION (SAT.LISSE6): From over SAT VORTAC via SAT R-090 and HUB R-251 to LISSE INT. Thence. . . .

SEEDS TRANSITION (SEEDS.LISSE6): From over SEEDS INT via ELA R-262 to ELA VOR/DME, then via ELA R-127 to LISSE INT. Thence. . . .

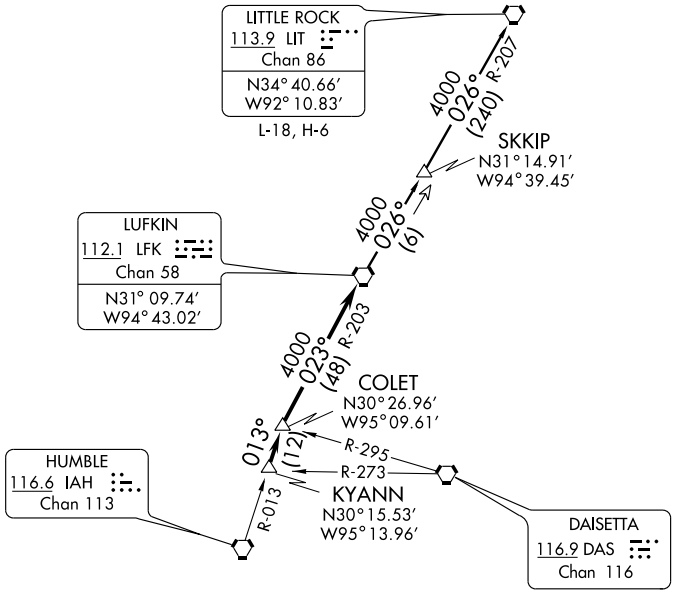
. . . . From over LISSE INT via HUB R-251 to CRIST INT; expect vectors to final approach course.

NOTE: Chart not to scale.

LUFKIN FIVE DEPARTURE

SL-6453 (FAA)

ASOS
119.925
CLNC DEL
125.2
HOUSTON DEP CON
134.45 284.0
CTAF
123.0



TAKE-OFF MINIMUMS:
Rwy 17, 35, standard.

NOTE: Radar Required.
NOTE: For aircraft destined LIT, or overflying LIT or PXV.

TAKE-OFF OBSTACLES:
Rwy 35, Tree 1510′ from DER, 721′ left of centerline, 48′ AGL/68′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to KYANN INT, maintain 4000′, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-013 to COLET INT, then right turn via LFK R-203 to LFK VORTAC.

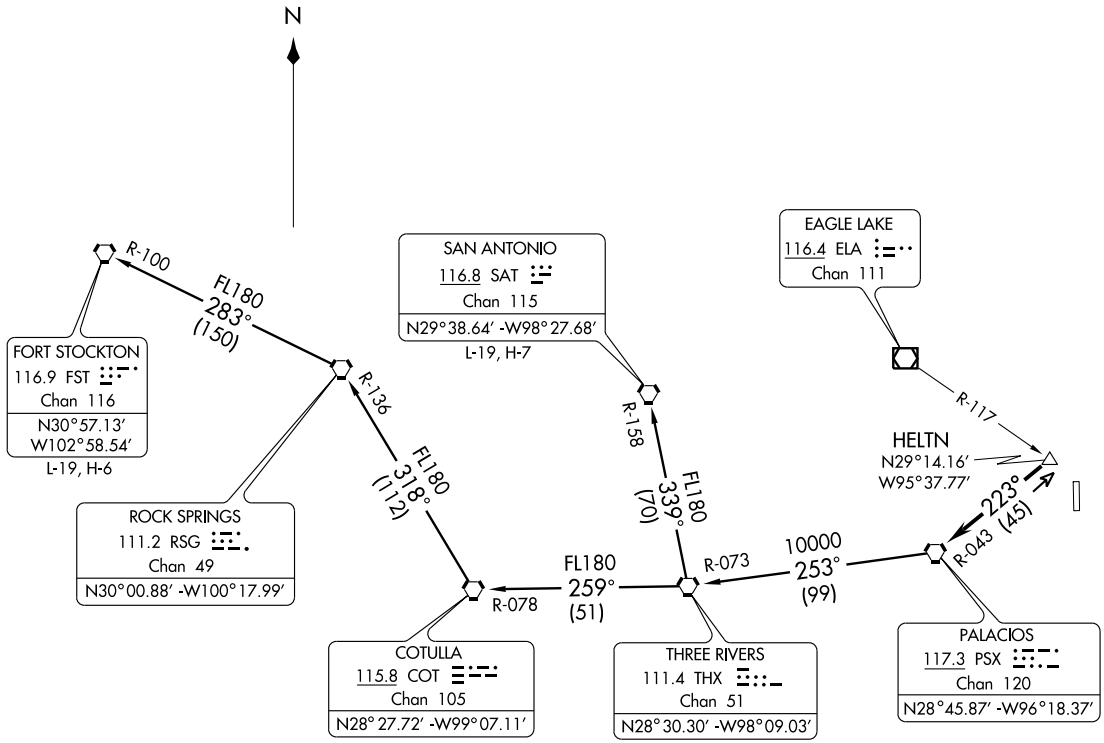
LITTLE ROCK TRANSITION (LFK5.LIT): From over LFK VORTAC via LFK R-026 to SKKIP INT, then via LIT R-207 to LIT VORTAC.

SC-5, 08 APR 2010 to 06 MAY 2010

PALACIOS THREE DEPARTURE (PSX3.PSX) 08157

ANGLETON/ BRAZORIA COUNTY (LBX) SL-6453 (FAA) ANGLETON/LAKE JACKSON, TEXAS

ASOS 119.925
CLNC DEL 125.2
HOUSTON DEP CON 134.45 284.0
CTAF 123.0



TAKE-OFF MINIMUMS:
Rwys 17, 35, standard.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar Required
NOTE: Chart not to scale

PALACIOS THREE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to HELTN INT, maintain 4000'. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via PSX R-043 to PSX VORTAC.

FORT STOCKTON TRANSITION (PSX3.FST): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-259 and COT R-078 to COT VORTAC, then via COT R-318 and RSG R-136 to RSG VORTAC, then via RSG R-283 and FST R-100 to FST VORTAC.

SAN ANTONIO TRANSITION (PSX3.SAT): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-339 and SAT R-158 to SAT VORTAC.

TAKE-OFF OBSTACLES:
Rwy 35, Tree 1510' from DER, 721' left of centerline, 48' AGL/68' MSL.

SC-5, 08 APR 2010 to 06 MAY 2010

WAAS Ch **70316** W17A	APP CRS **175°**	Rwy Idg **7000** TDZE **25** Apt Elev **25**

RNAV (GPS) RWY 17

ANGLETON/BRAZORIA COUNTY (LBX)

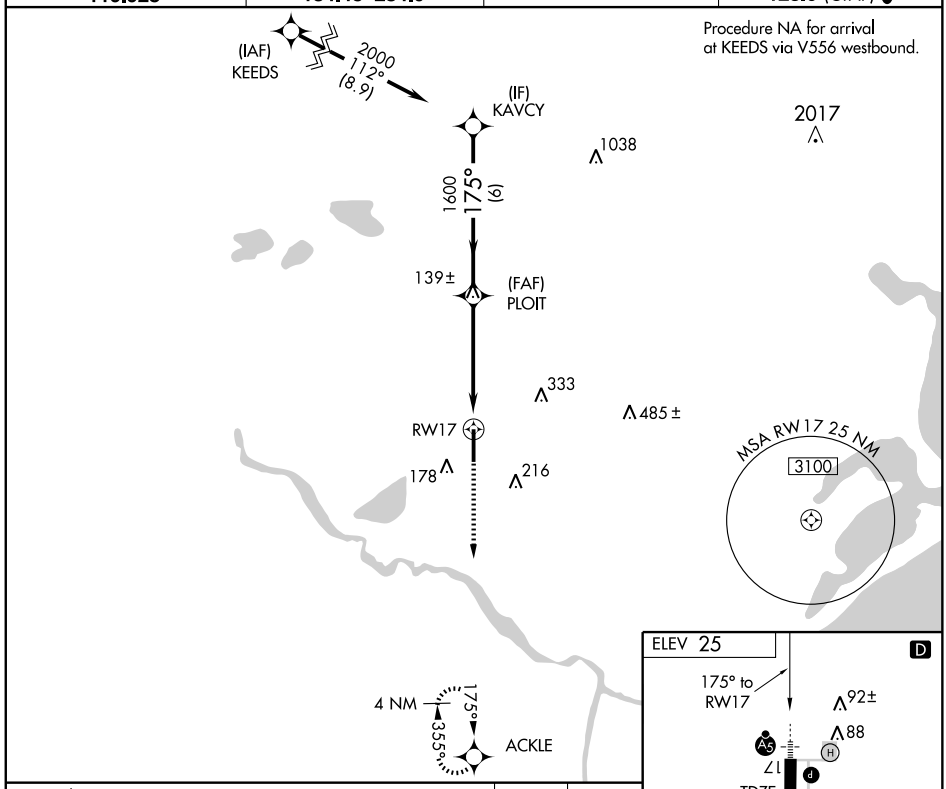
T DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F). If local altimeter setting not received, use William P. Hobby altimeter setting and increase all A DAs/MDAs 100 feet. Baro-VNAV and VDP NA when using William P. Hobby altimeter setting. Circling NA east of runway 17-35. For inoperative MALSR, increase LPV visibility to 1 mile all Cats, LNAV Cat D visibility to 1¼ mile.

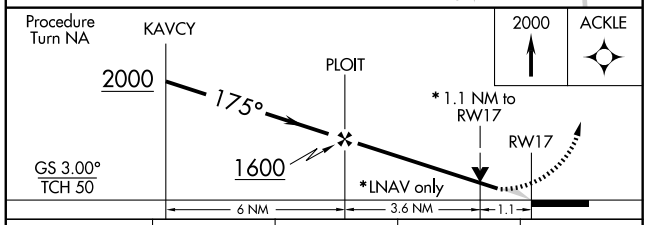
MALSR

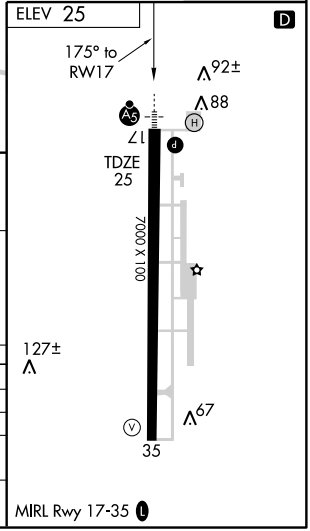
MISSED APPROACH: Climb to 2000 direct ACKLE and hold.

ASOS	HOUSTON APP CON	CLNC DEL	UNICOM
119.925	**134.45 284.0**	**125.2**	**123.0** (CTAF)

Procedure NA for arrival at KEEDS via V556 westbound.







CATEGORY	A	B	C	D
LPV DA	282-½ 257 (300-½)			
LNAV/VNAV DA	360-¾ 335 (400-¾)			
LNAV MDA	420-½ 395 (400-½)			420-1 395 (400-1)
CIRCLING	480-1¼ 455 (500-1¼)		480-1½ 455 (500-1½)	580-2 555 (600-2)

SC-5, 08 APR 2010 to 06 MAY 2010

WAAS Ch **77516** W35A	APP CRS **355°**	Rwy Idg **7000** TDZE **25** Apt Elev **25**

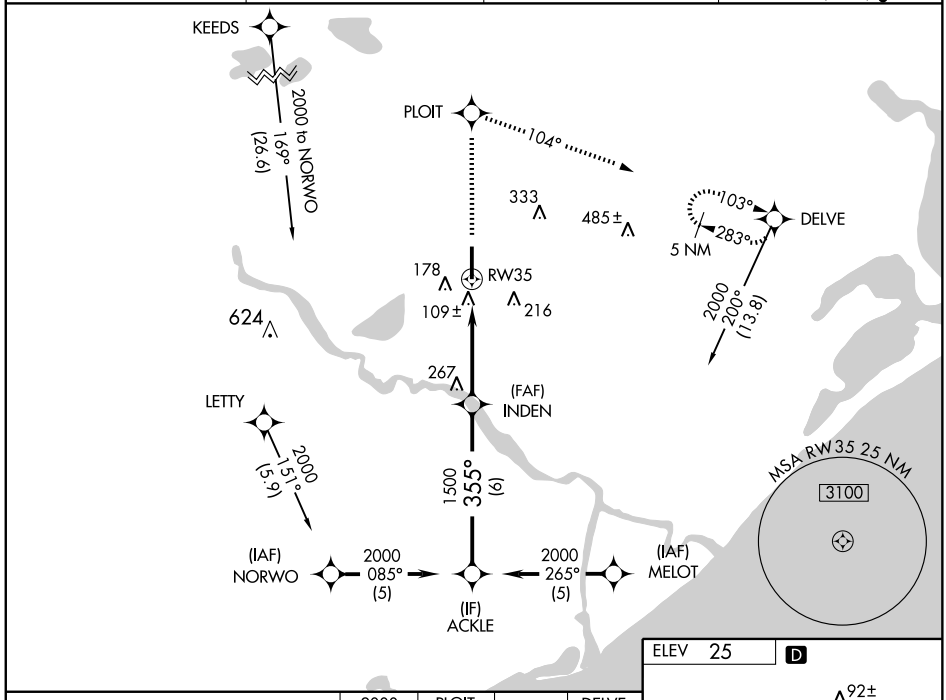
RNAV (GPS) RWY 35

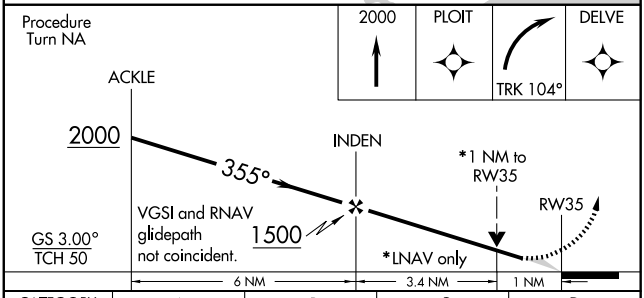
ANGLETON/BRAZORIA COUNTY (LBX)

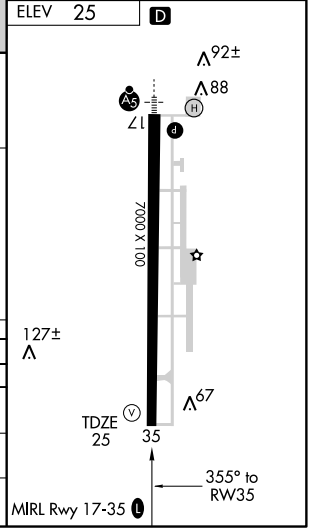
DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F). If local altimeter setting not received, use William P. Hobby altimeter setting and increase all DAs/MDAs 100 feet. Baro-VNAV and VDP NA when using William P. Hobby altimeter setting. Circling NA east of runway 17-35.

MISSED APPROACH: Climb to 2000 direct PLOIT and right turn via 104° track to DELVE and hold.

ASOS	HOUSTON APP CON	CLNC DEL	UNICOM
119.925	**134.45 284.0**	**125.2**	**123.0** (CTAF)

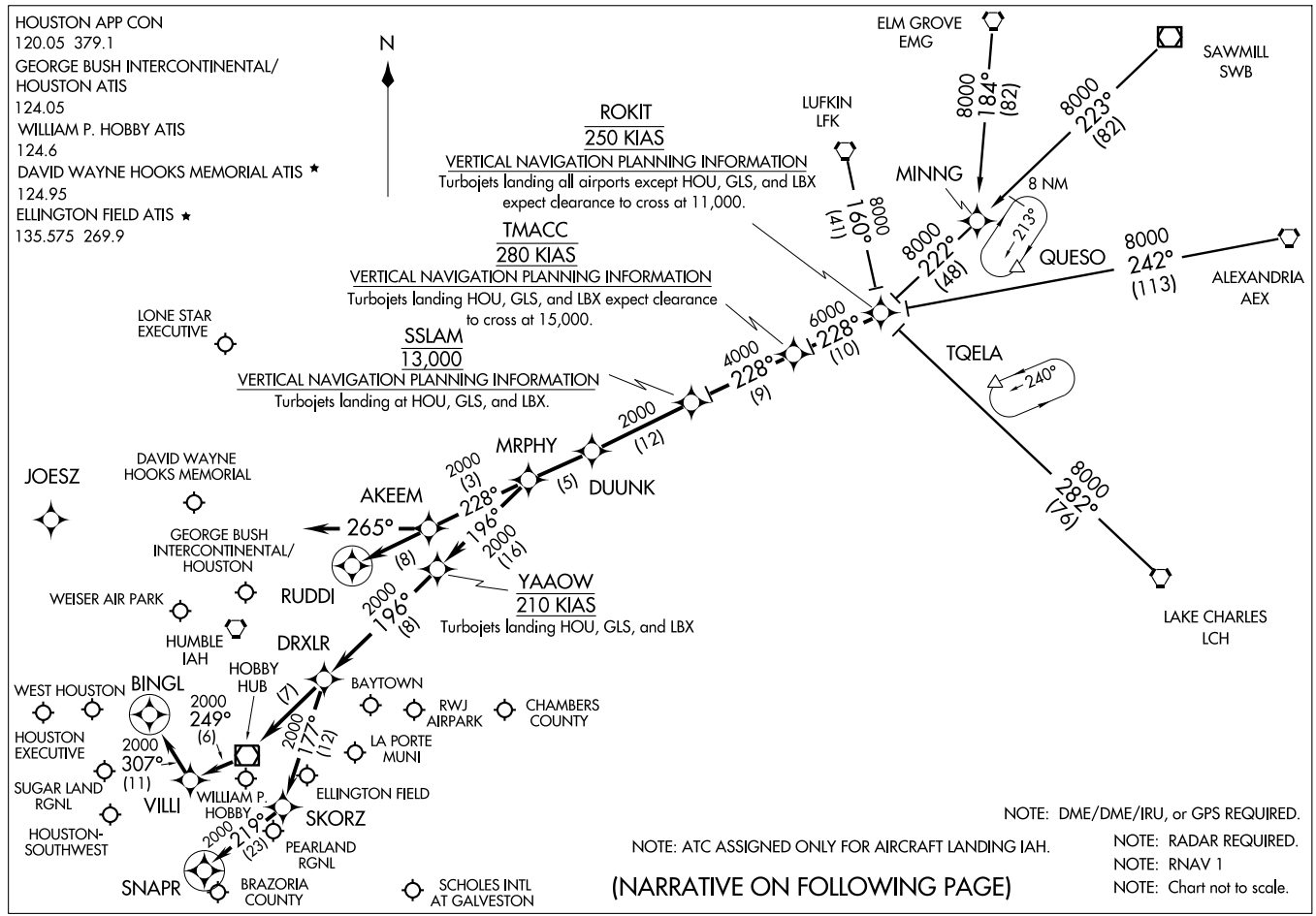






CATEGORY	A	B	C	D
LPV DA	275-¾	250 (300-¾)		
LNAV/VNAV DA	428-1½	403 (500-1½)		
LNAV MDA	420-1	395 (400-1)		420-1¼ 395 (400-1¼)
CIRCLING	480-1½	455 (500-1½)		580-2 555 (600-2)

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(ROKIT.ROKIT1) 09127

ROKIT ONE ARRIVAL (RNAV)

ST-5461(FAA)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

SC-5, 08 APR 2010 to 06 MAY 2010

SABINE PASS ONE DEPARTURE (RNAV) (SBI1.SBI) 09071

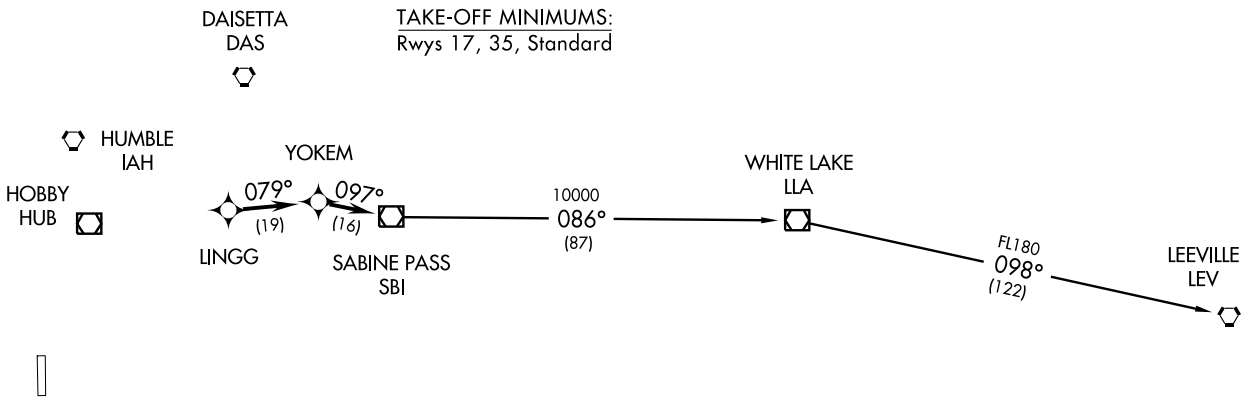
SL-6453 (FAA)

ANGLETON/BRAZORIA COUNTY (LBX)
ANGLETON/LAKE JACKSON, TEXAS

Note: RADAR Required.
Note: RNAV 1.
Note: DME/DME/IRU or GPS Required.
Note: For non-GPS equipped aircraft, BPT and LCH must be operational.

ASOS
119.925
CLNC DEL
125.2
HOUSTON DEP CON
134.45 284.0
CTAF
123.0

TAKE-OFF MINIMUMS:
Rwys 17, 35, Standard



DEPARTURE ROUTE DESCRIPTION

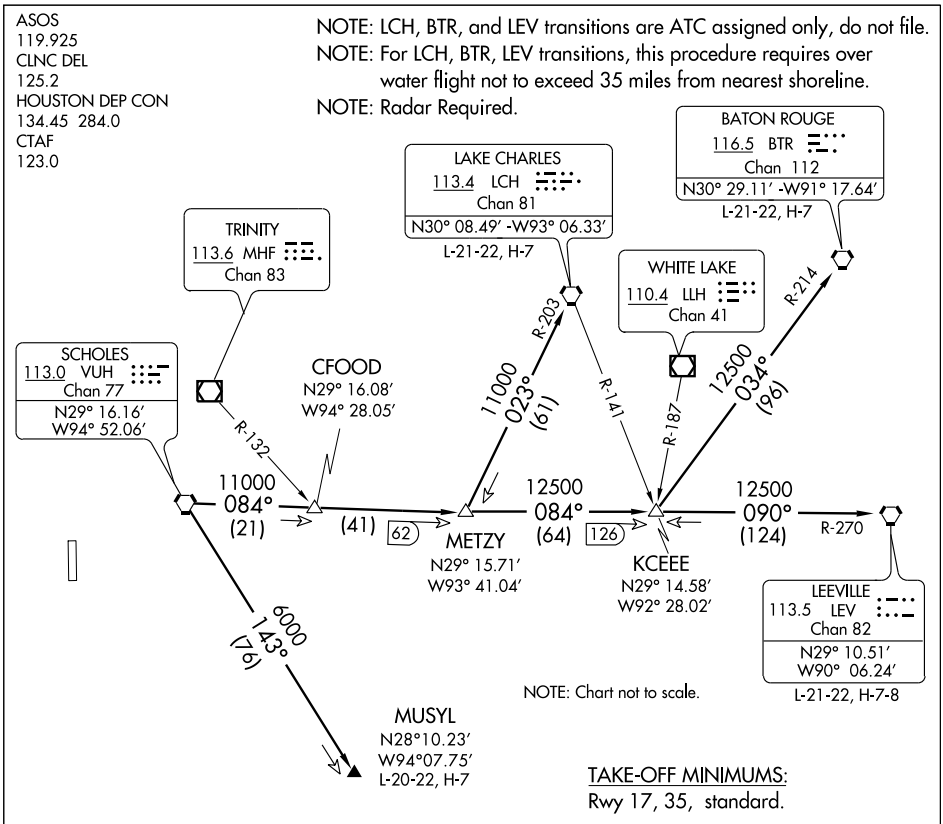
When entering controlled airspace, fly assigned heading for vectors to LINGG, maintain 4000, then via depicted route to SBI VOR/DME, thence. . . .

. . . .via (transition). Expect clearance to filed altitude/flight level 10 minutes after departure.

LEEVILLE TRANSITION: (SBI1.LEV)
WHITE LAKE TRANSITION: (SBI1.LLA)

TAKE-OFF OBSTACLES:
Rwy 35, Tree 1510' from DER, 721' left of centerline, 48' AGL/68' MSL.

NOTE: Chart not to scale.



TAKE-OFF OBSTACLES:
Rwy 35, Tree 1510′ from DER, 721′ left of centerline, 48′ AGL/68′ MSL.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to VUH VORTAC, maintain 4000′, expect filed altitude 10 minutes after departure.

BATON ROUGE TRANSITION (VUH3.BTR): From over VUH VORTAC via VUH R-084 to KCEEE INT, then via BTR R-214 to BTR VORTAC.

LAKE CHARLES TRANSITION (VUH3.LCH): From over VUH VORTAC via VUH R-084 to METZY INT, then via LCH R-203 to LCH VORTAC.

LEEVILLE TRANSITION (VUH3.LEV): From over VUH VORTAC via VUH R-084 to KCEEE INT, then via LEV R-270 to LEV VORTAC.

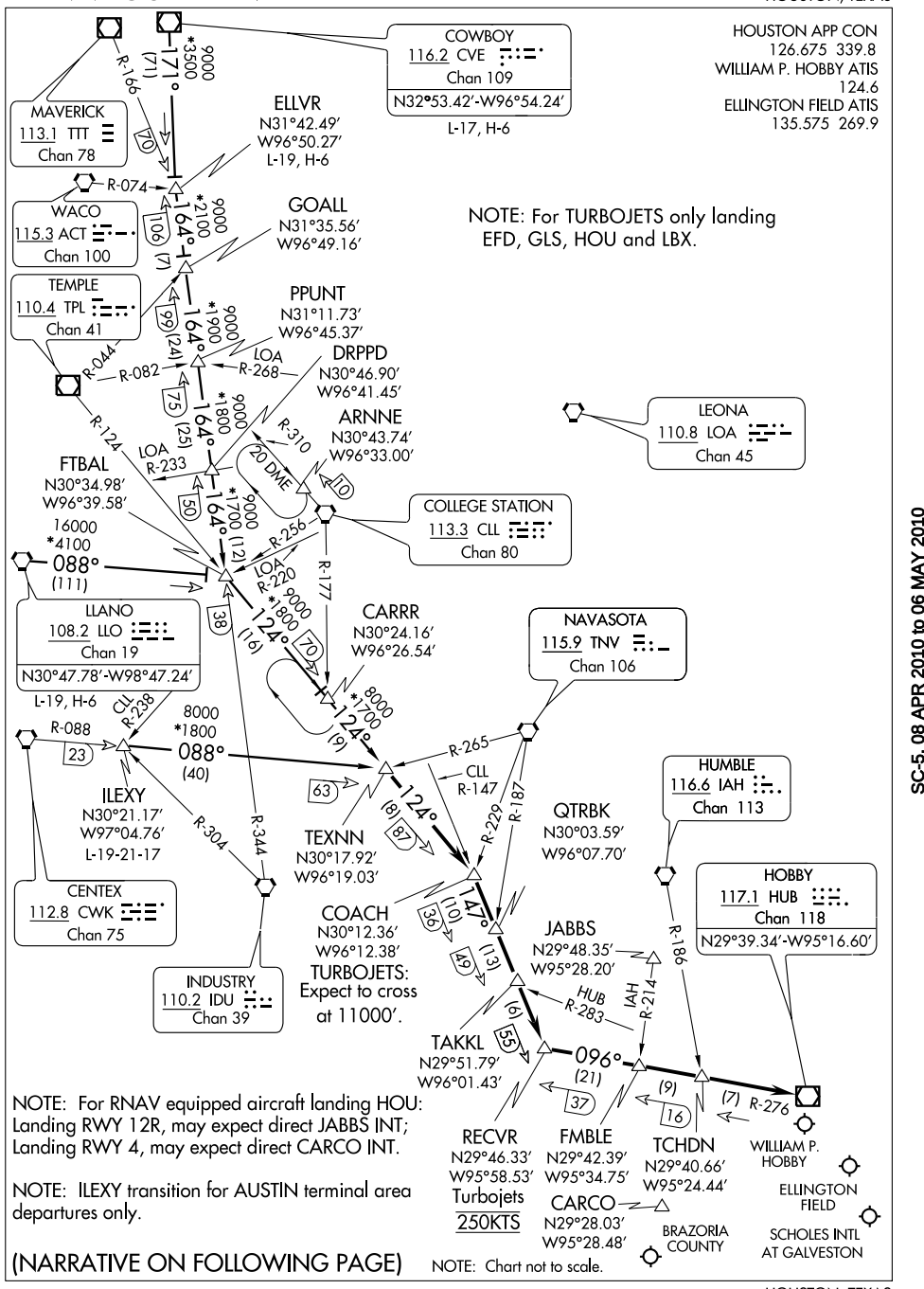
MUSYL TRANSITION (VUH3.MUSYL): From over VUH VORTAC via VUH R-143 to MUSYL.

SC-5, 08 APR 2010 to 06 MAY 2010

(TEXNN.TEXNN4) 10098 ST-198 (FAA)

TEXNN FOUR ARRIVAL

WILLIAM P. HOBBY
HOUSTON, TEXAS



SC-5, 08 APR 2010 to 06 MAY 2010

TEXNN FOUR ARRIVAL (TEXNN.TEXNN4)

ARRIVAL DESCRIPTION

COWBOY TRANSITION (CVE.TEXNN4): From over CVE VOR/DME via CVE R-171 to ELLVR INT, then via IDU R-344 to FTBAL INT, then via TPL R-124 to TEXNN INT. Thence . . . .

ELLVR TRANSITION (ELLVR.TEXNN4): From over ELLVR INT via IDU R-344 to FTBAL INT, then via TPL R-124 to TEXNN INT. Thence . . . .

ILEXY TRANSITION (ILEXY.TEXNN4): From over ILEXY INT via CWK R-088 to TEXNN INT. Thence . . . .

LLANO TRANSITION (LLO.TEXNN4): From over LLO VORTAC via LLO R-088 to FTBAL INT, then via TPL R-124 to CARRR INT, then to TEXNN INT. Thence . . . .

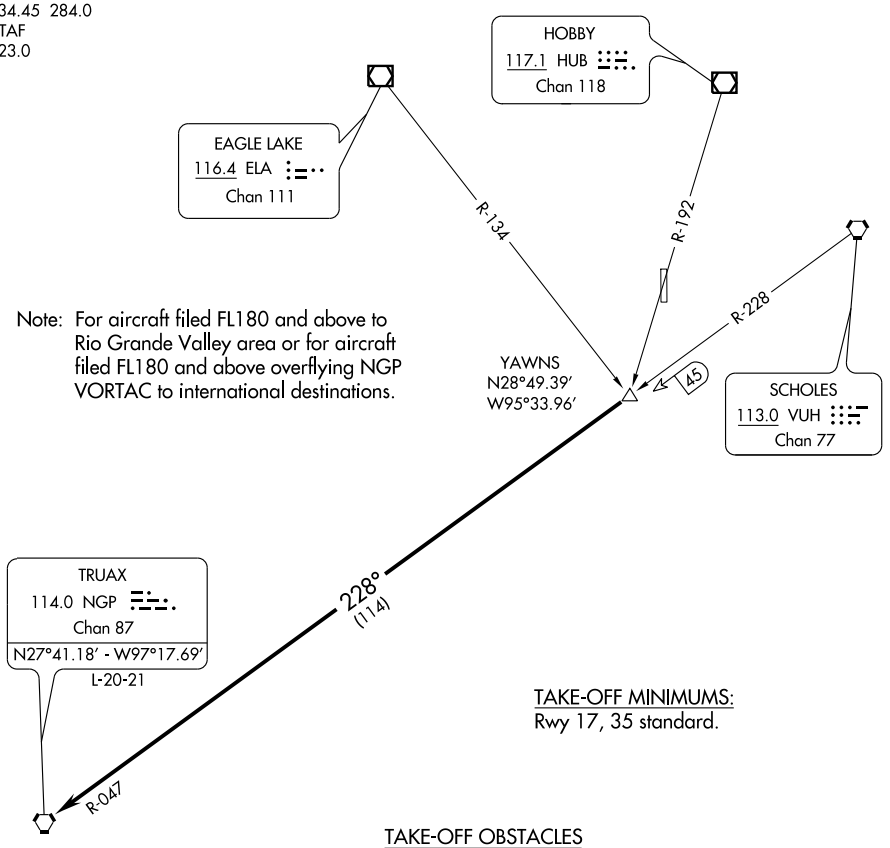
. . . . From over TEXNN INT via TPL R-124 to COACH INT/87 DME, then via CLL R-147 to RECVR INT/55 DME, then via HUB R-276 to TCHDN INT, then via HUB R-276 to HUB VOR. Expect vectors to final approach course at or prior to TCHDN INT.

. . . . LANDING RWY 22: Expect vectors to final approach course at or prior to HUB VOR.

SC-5, 08 APR 2010 to 06 MAY 2010

TRUAX TWO DEPARTURE

ASOS
119.925
CLNC DEL
125.2
HOUSTON DEP CON
134.45 284.0
CTAF
123.0



Note: For aircraft filed FL180 and above to Rio Grande Valley area or for aircraft filed FL180 and above overflying NGP VORTAC to international destinations.

TAKE-OFF MINIMUMS:
Rwy 17, 35 standard.

TAKE-OFF OBSTACLES
Rwy 35, Tree 1510' from DER, 721' left of centerline, 48' AGL/ 68' MSL.

NOTE: Chart not to scale.

NOTE: Radar Required.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to YAWNS INT, maintain 4000', expect filed altitude 10 minutes after departure. Thence. . . .

. . . . via VUH R-228 and NGP R-047 to NGP VORTAC.

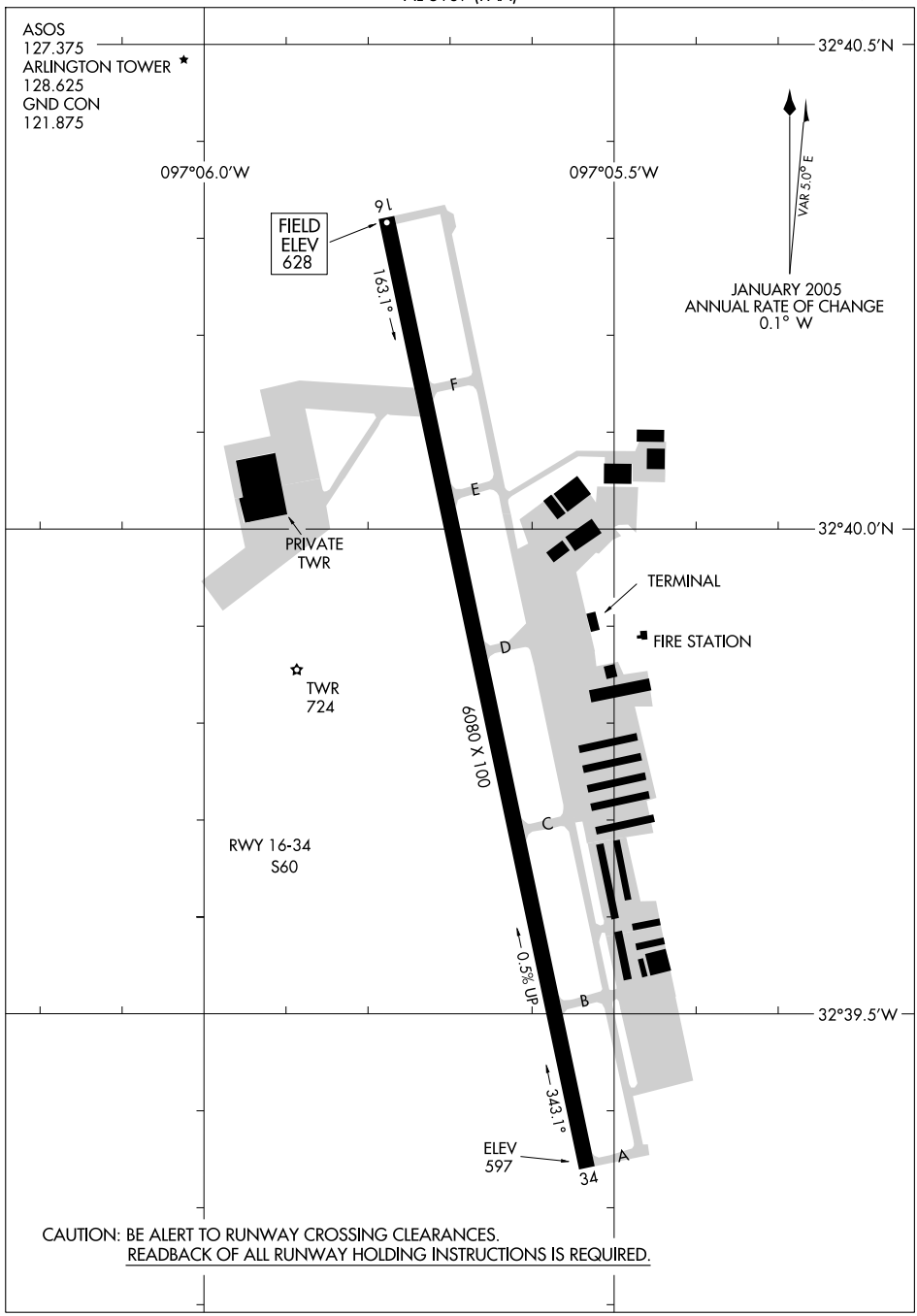
09239

AIRPORT DIAGRAM

AL-5189 (FAA)

ARLINGTON MUNI (GKY)

ARLINGTON, TEXAS



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SC-2, 08 APR 2010 to 06 MAY 2010

DALLAS NINE DEPARTURE

CLNC DEL (When tower closed)
118.85
REGIONAL DEP CON
135.975 379.9 (SOUTH)
CTAF 128.625

TAKE-OFF MINIMUMS:
Rwys 16,34: Standard.

NOTE: For Jets requesting FL180 and above.

LITTLE ROCK
113.9 LIT
Chan 86
N34°40.66′-W92°10.83′
L-18, H-6

TEXARKANA
116.3 TXK
Chan 110
N33°30.83′-W94°04.39′
L-17, H-6

SIDON
114.7 SQS
Chan 94
N33°27.83′-W90°16.64′
L-18, H-6

EL DORADO
115.5 ELD
Chan 102
N33°15.37′-W92°44.64′
L-17, H-6

SULPHUR SPRINGS
109.0 SLR
Chan 27

BONHAM
114.6 BYP
Chan 93

QUITMAN
114.0 UIM
Chan 87
N32°52.82′-W95°22.01′
L-17, H-6

MERIDIAN
117.0 MEI
Chan 117
N32°22.71′-W88°48.26
L-18, H-6

BELCHER
117.4 EIC
Chan 121
N32°46.28′-W93°48.60′
L-17, H-6

SAWMILL
113.75 SWB
Chan 84
N31°58.39′
W92°40.63′
L-22, H-6

GREGG COUNTY
112.3 GGG
Chan 70

MAVERICK
113.1 TTT
Chan 78
N32°52.15′
W97°02.43′

ORTRO
N33°41.47′
W94°12.75′

COBUG
N33°17.38′
W95°37.68′

NOBLY
N33°04.94′
W96°19.96′

TRISS
N32°58.20′
W96°19.94′

SHERO
N33°04.49′
W95°33.78′

SOLDO
N32°51.92′
W96°19.94′
L-17

SHRLY
N32°44.60′
W94°18.17′

CLARE
N32°45.66′
W96°19.93′

POTEN
N32°39.33′
W95°40.03′

TEKBE
N32°42.80′
W94°47.73′

055° (117) R-235
FL230 064° (75) R-320
6500 064° (79) R-244
5000 (38) 76 R-324
5000 (39) 76 R-312
14000 072° (134) R-254
FL200 077° (125) R-262
FL200 097° (206) R-281
064° (38) R-184
074° (36) R-182
084° (36) R-181
094° (36) R-180
5000 081° (49) R-261
6000 (34) R-183
10000 079° (44) R-259
(25) (25) R-187
14000 111° (116) R-291
R-346
151
94
71

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

N

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

JETS

Jets requesting 17,000 and below expect GARLAND Departure.

BELCHER TRANSITION (DALL9.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (DALL9.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.

LITTLE ROCK TRANSITION (DALL9.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO INT, then via LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (DALL9.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (DALL9.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.

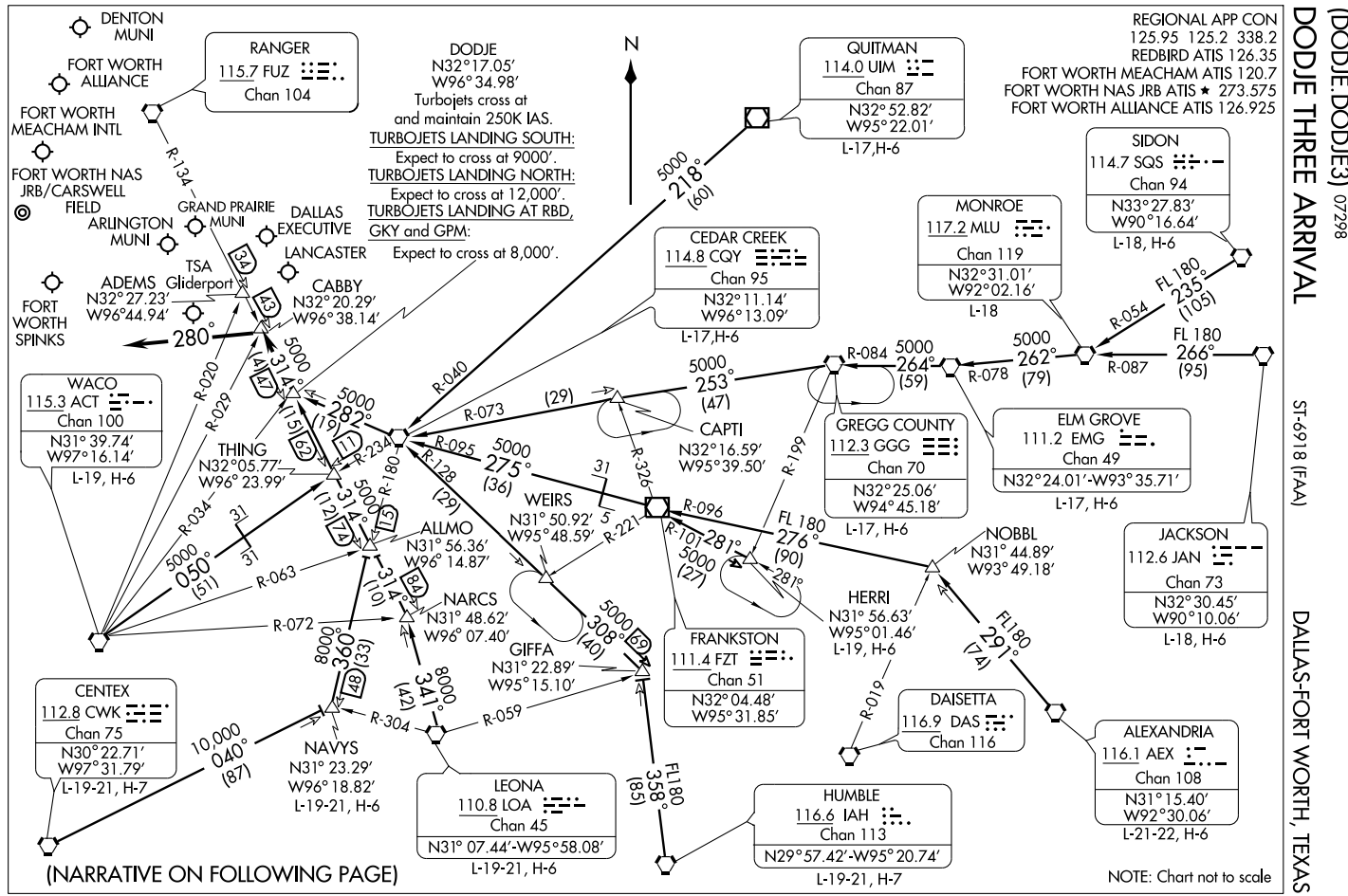
SAWMILL TRANSITION (DALL9.SWB): From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (DALL9.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.

SOLDO TRANSITION (DALL9.SOLDO): From over TTT VOR/DME via TTT R-084 to SOLDO INT.

TEXARKANA TRANSITION (DALL9.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.

SC-2, 08 APR 2010 to 06 MAY 2010


DODGE THREE ARRIVAL
(DODJE.DODJE3) 07298
ST-6918 (FAA)
DALLAS-FORT WORTH, TEXAS
REGIONAL APP CON
125.95 125.2 338.2
REDBIRD ATIS 126.35
FORT WORTH MEACHAM ATIS 120.7
FORT WORTH NAS JRB ATIS ★ 273.575
FORT WORTH ALLIANCE ATIS 126.925
DENTON MUNI
FORT WORTH ALLIANCE
FORT WORTH MEACHAM INTL
FORT WORTH NAS JRB/CARSWELL FIELD
ARLINGTON MUNI
GRAND PRAIRIE MUNI
DALLAS EXECUTIVE
LANCASTER
TSA
ADEMS Gliderport
N32°27.23′
W96°44.94′
CABBY
N32°20.29′
W96°38.14′
FORT WORTH SPINKS
RANGER
115.7 FUZ
Chan 104
R-134
DODJE
N32°17.05′
W96°34.98′
Turbojets cross at and maintain 250K IAS.
TURBOJETS LANDING SOUTH:
Expect to cross at 9000′.
TURBOJETS LANDING NORTH:
Expect to cross at 12,000′.
TURBOJETS LANDING AT RBD, GKY and GPM:
Expect to cross at 8,000′.
N
QUITMAN
114.0 UIM
Chan 87
N32°52.82′
W95°22.01′
L-17,H-6
5000
218°
(60)
CEDAR CREEK
114.8 CQY
Chan 95
N32°11.14′
W96°13.09′
L-17,H-6
MONROE
117.2 MLU
Chan 119
N32°31.01′
W92°02.16′
L-18
SIDON
114.7 SQS
Chan 94
N33°27.83′
W90°16.64′
L-18, H-6
FL 180
235°
(105)
R-054
R-087
5000
262°
(79)
R-078
R-084
5000
264°
(59)
FL 180
266°
(95)
WACO
115.3 ACT
Chan 100
N31° 39.74′
W97°16.14′
L-19, H-6
THING
N32°05.77′
W96° 23.99′
CAPTI
N32°16.59′
W95°39.50′
GREGG COUNTY
112.3 GGG
Chan 70
N32°25.06′
W94°45.18′
L-17, H-6
ELM GROVE
111.2 EMG
Chan 49
N32°24.01′-W93°35.71′
L-17, H-6
JACKSON
112.6 JAN
Chan 73
N32°30.45′
W90°10.06′
L-18, H-6
WEIRS
N31° 50.92′
W95° 48.59′
ALLMO
N31° 56.36′
W96° 14.87′
NARCS
N31° 48.62′
W96° 07.40′
GIFFA
N31° 22.89′
W95° 15.10′
NOBBL
N31° 44.89′
W93° 49.18′
HERRI
N31° 56.63′
W95° 01.46′
L-19, H-6
FRANKSTON
111.4 FZT
Chan 51
N32° 04.48′
W95° 31.85′
DAISETTA
116.9 DAS
Chan 116
CENTEX
112.8 CWK
Chan 75
N30° 22.71′
W97° 31.79′
L-19-21, H-7
NAVYS
N31° 23.29′
W96° 18.82′
L-19-21, H-6
LEONA
110.8 LOA
Chan 45
N31° 07.44′-W95° 58.08′
L-19-21, H-6
HUMBLE
116.6 IAH
Chan 113
N29° 57.42′-W95° 20.74′
L-19-21, H-7
ALEXANDRIA
116.1 AEX
Chan 108
N31° 15.40′
W92° 30.06′
L-21-22, H-6
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale

DODJE THREE ARRIVAL (DODJE.DODJE3)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DODJE3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

CEDAR CREEK TRANSITION (CQY.DODJE3): From over CQY VORTAC via CQY R-282 to DODJE INT. Thence. . . .

CENTEX TRANSITION (CWK.DODJE3): From over CWK VORTAC via CWK R-040 to NAVYS INT, then via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

ELM GROVE TRANSITION (EMG.DODJE3): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

GREGG COUNTY TRANSITION (GGG.DODJE3): From over GGG VORTAC via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HERRI TRANSITION (HERRI.DODJE3): (Assigned by ATC) From over HERRI INT via FZT R-101 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HUMBLE TRANSITION (IAH.DODJE3): From over IAH VORTAC via IAH R-355 to GIFFA INT, then via CQY R-128 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

JACKSON TRANSITION (JAN.DODJE3): From over JAN VORTAC via JAN R-266 and MLU R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

LEONA TRANSITION (LOA.DODJE3): From over LOA VORTAC via LOA R-341 to NARCS INT, then via FUZ R-134 to DODJE INT. Thence. . . .

MONROE TRANSITION (MLU.DODJE3): From over MLU VORTAC via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

NAVYS TRANSITION (NAVYS.DODJE3): From over NAVYS INT via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

QUITMAN TRANSITION (UIM.DODJE3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

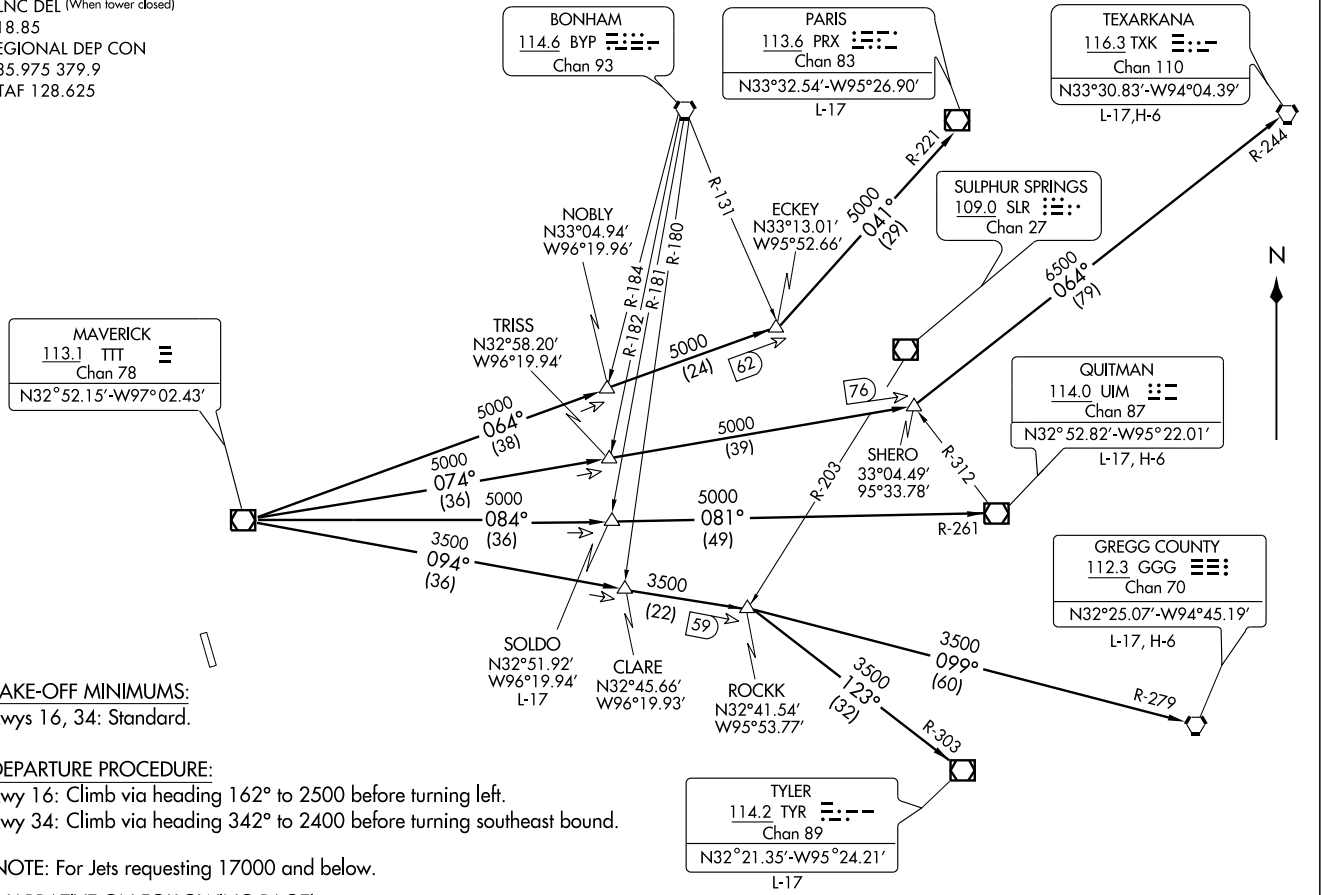
SIDON TRANSITION (SQS.DODJE3): From over SQS VORTAC via SQS R-235 and MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

WACO TRANSITION (ACT.DODJE3): From over ACT VORTAC via ACT R-050 and CQY R-234 to THING INT, then via FUZ R-134 to DODJE INT. Thence. . . .

. . . .From over DODJE INT via FUZ R-134 to CABBY INT or ADEMS INT (when directed by ATC). Depart CABBY INT heading 280°. Expect radar vectors to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010

CLNC DEL (When tower closed)
118.85
REGIONAL DEP CON
135.975 379.9
CTAF 128.625



TAKE-OFF MINIMUMS:
Rwys 16, 34: Standard.

DEPARTURE PROCEDURE:
Rwy 16: Climb via heading 162° to 2500 before turning left.
Rwy 34: Climb via heading 342° to 2400 before turning southeast bound.

NOTE: For Jets requesting 17000 and below.
(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading to appropriate route.

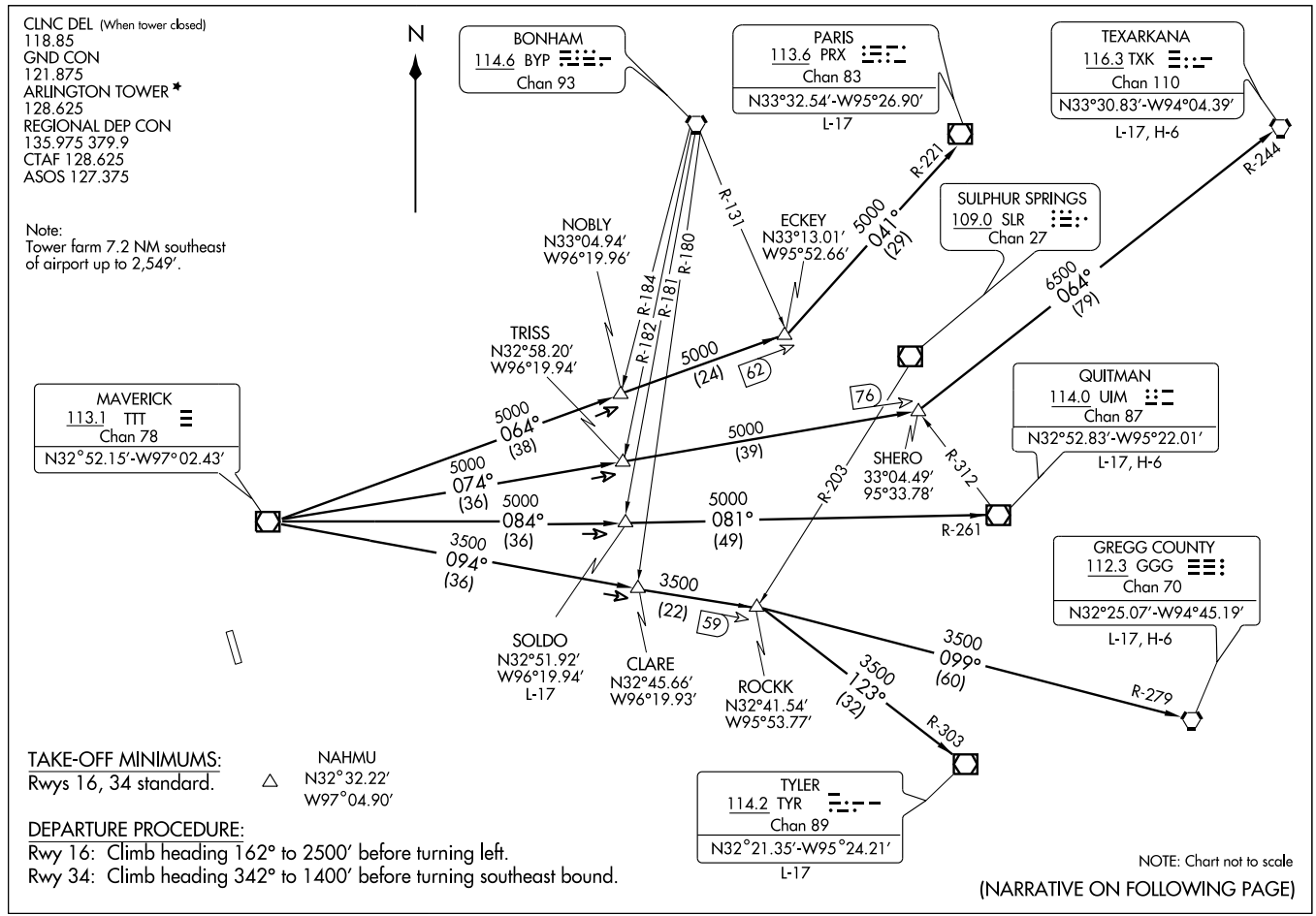
LONGVIEW TRANSITION (GARL3.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL3.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (GARL3.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (GARL3.SOLDO): (ATC assigned) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (GARL3.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL3.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

SC-2, 08 APR 2010 to 06 MAY 2010

HUBBARD SIX DEPARTURE

SI-5189 (FAA)

ARLINGTON MUNI (GKY)
ARLINGTON, TEXAS



DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES:
Rwy 16:
Multiple REILS beginning 77′ from departure end of runway, 127′ right of centerline, 7′ AGL/601′ MSL. Multiple REILS beginning 74′ from departure end of runway, 126′ left of centerline, 7′ AGL/603′ MSL. Tree 590′ from departure end of runway, 480′ right of centerline, 16′ AGL/614′ MSL.
Rwy 34:
Tree 1,083′ from departure end of runway, 710′ right of centerline, 35′ AGL/670′ MSL. Tree 705′ from departure end of runway, 403′ left of centerline, 38′ AGL/654′ MSL′. Tree 231′ from departure end of runway, 464′ left of centerline, 35′ AGL/642′ MSL. Multiple trees beginning 1.093′ from departure end of runway, 415′ right of centerline, up to 39′ AGL/663′ MSL.

SC-2, 08 APR 2010 to 06 MAY 2010

LOC/DME I-GKY	APP CRS	Rwy Idg 6080
111.55	342°	TDZE 620
Chan 52(Y)		Apt Elev 628

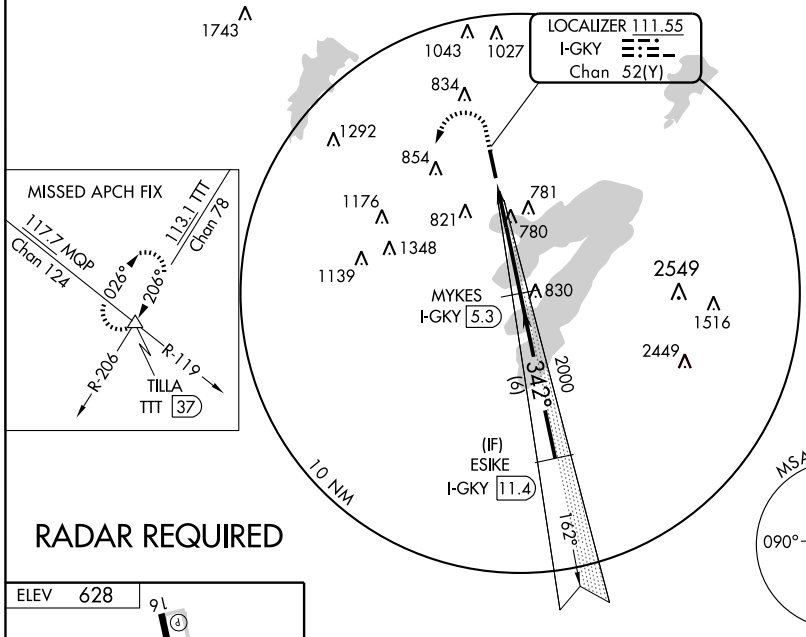
ILS or LOC/DME RWY 34

ARLINGTON MUNI (GKY)

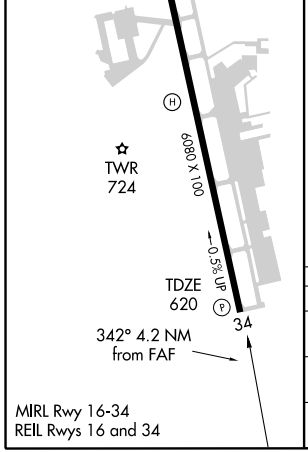
If local altimeter setting not received, use Grand Prairie Muni altimeter setting.

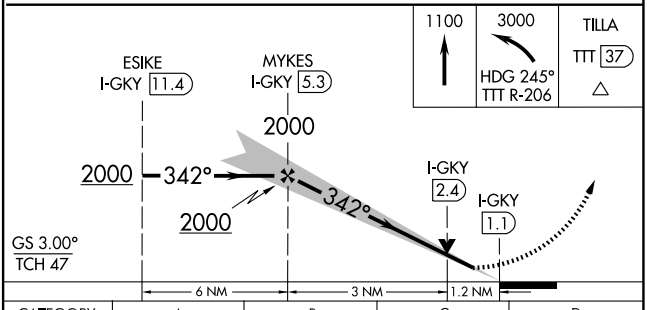
MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 via heading 245° and TTT VOR/DME R-206 to TILLA Int/37 DME and hold.

ASOS	REGIONAL APP CON	ARLINGTON TOWER ★	GND CON	CLNC DEL	CTAF
127.375	135.975 379.9	128.625	121.875	118.85 (When tower closed)	128.625 L



RADAR REQUIRED





CATEGORY	A	B	C	D
S-ILS 34	820-¾ 200 (200-¾)			NA
S-LOC 34	1040-1 420 (500-1)		1040-1¼ 420 (500-1¼)	NA
CIRCLING	1080-1 452 (500-1)		1080-1½ 452 (500-1½)	NA

SC-2, 08 APR 2010 to 06 MAY 2010

(JPOOL4.TTT) 09351

JOE POOL FOUR DEPARTURE

SL-5189 (FAA)

ARLINGTON MUNI (GKY)
ARLINGTON, TEXAS

CLNC DEL (When tower closed)
118.85
GND CON
121.875
ARLINGTON TOWER ★
128.625
REGIONAL DEP CON
135.975 379.9
CTAF 128.625
ASOS 127.375

MAVERICK
113.1 TTT
Chan 78
N32°52.15'-W97°02.43'

TAKE-OFF MINIMUMS:
Rwys 16, 34 standard.

DEPARTURE PROCEDURE:
Rwy 16: Climb via heading 162° to 2500 before turning left.
Rwy 34: Climb via heading 342° to 1400 before turning southeast bound.

186° (36)
156° (37)
166° (35)
176° (35)
V369
TSA Gliderport

NELYN
N32°17.10'
W97°11.15'

DARTZ
N32°17.07'
W96°48.93'

CEDAR CREEK
114.8 CQY
Chan 95

R-072
R-074
R-273
R-275

JASPA
N32°17.10'
W97°03.54'
L-17

ARDIA
N32°17.10'
W96°56.27'
L-17

156° (25)
62

GLEN ROSE
115.0 JEN
Chan 97

BRDEN
N31°53.06'
W96°39.80'

4000
177° (38)
7000 (35)
8000 (45)
6000 (23)

R-357
70
ELLVR
N31°42.49'
W96°50.27'
L-19, H-6

TNV
R-334
11 NM
154°
85

TORNN
N31°31.22'
W96°30.88'
H-6

WACO
115.3 ACT
Chan 100
N31°39.74'-W97°16.14'
L-19, H-6

R-074
R-093
R-120
80

LEONA
110.8 LOA
Chan 45

6000
156° (22)
187

WINDU
N31°31.83'
W97°04.95'
L-19, H-6

R-268

12000
193° (70)
7000
154° (69)

BILEE
N31°09.75'
W96°23.31'
L-19-21, H-6

R-334

COLLEGE STATION
113.3 CLL
Chan 80
N30°36.30'-W96°25.24'
L-19-21,H-7

HOARY
N30°34.63'
W97°46.52'
L-19-21, H-7

R-012

NAVASOTA
115.9 TNV
Chan 106

R-307

CENTEX
112.8 CWK
Chan 75

12000
204° (66)

SAN ANTONIO
116.8 SAT
Chan 115
N29°38.64'
W98°27.68'
L-19,H-7

R-024

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude, expect vector to appropriate route.

ARDIA TRANSITION (JPOOL4.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (JPOOL4.BILEE): (For aircraft overflying the BILEE intersection, thence via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to overfly the TNV VORTAC.) From over TTT VOR/DME via TTT R-156 to BILEE INT.

BRDEN TRANSITION (JPOOL4.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.

COLLEGE STATION TRANSITION (JPOOL4.CLL): (For piston aircraft inbound to Houston Hobby and all aircraft inbound to West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.

ELLVR TRANSITION (JPOOL4.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT VOR/DME via TTT R-166 to ELLVR INT.

HOARY TRANSITION (JPOOL4.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.

JASPA TRANSITION (JPOOL4.JASPA): (ATC assigned.) From over TTT VOR/DME via TTT R-176 to JASPA INT.

SAN ANTONIO TRANSITION (JPOOL4.SAT): (For aircraft overflying Centex and San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

TORNN TRANSITION (JPOOL4.TORNN): (For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT R-156 to TORNN INT.

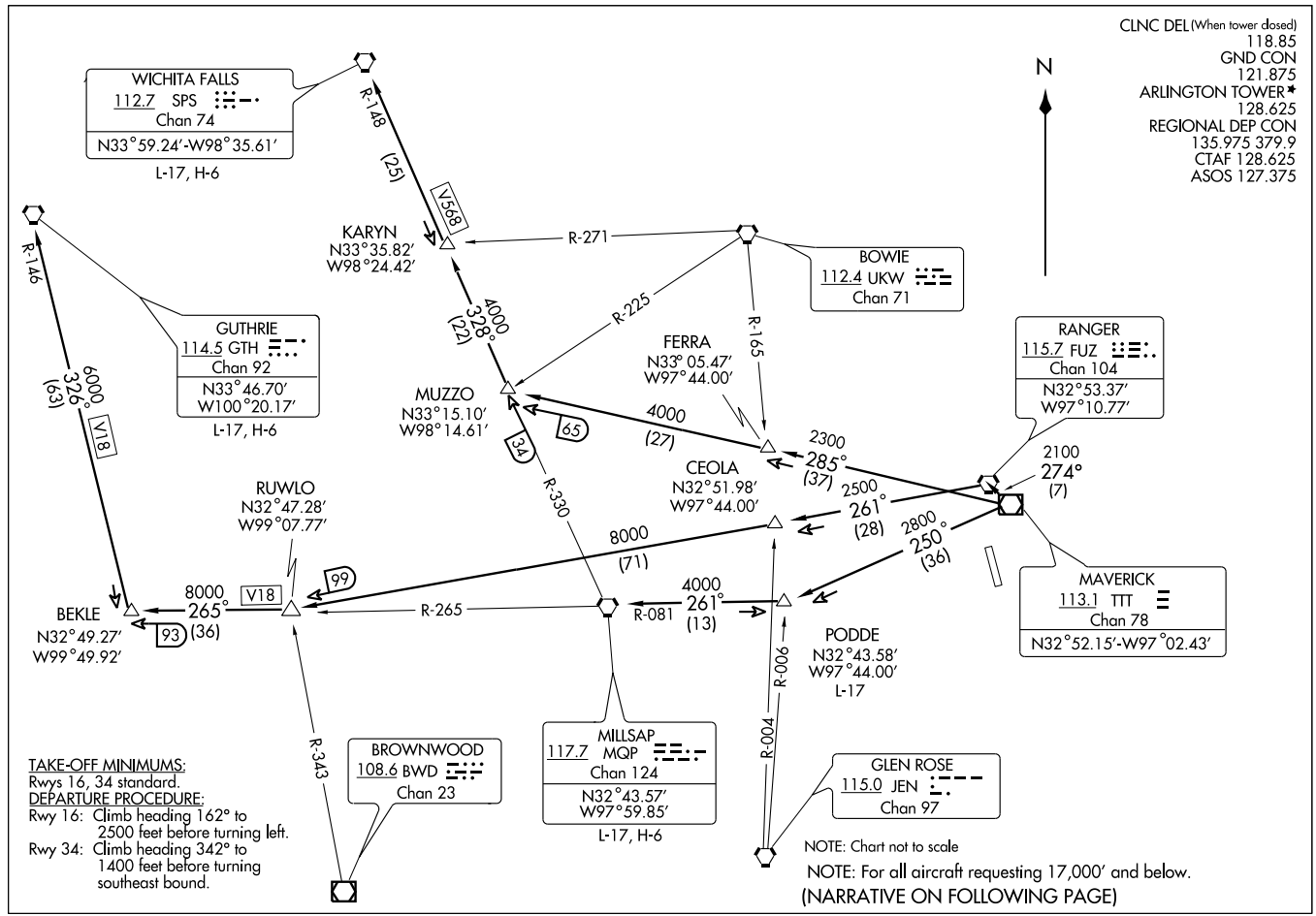
WACO TRANSITION (JPOOL4.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

WINDU TRANSITION (JPOOL4.WINDU): (For aircraft inbound to Austin or San Antonio terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU.) From over TTT VOR/DME via TTT R-176 to WINDU INT.

SC-2, 08 APR 2010 to 06 MAY 2010

KINGDOM SEVEN DEPARTURE

SI-5189 (FAA)



TAKE-OFF MINIMUMS:
Rwys 16, 34 standard.

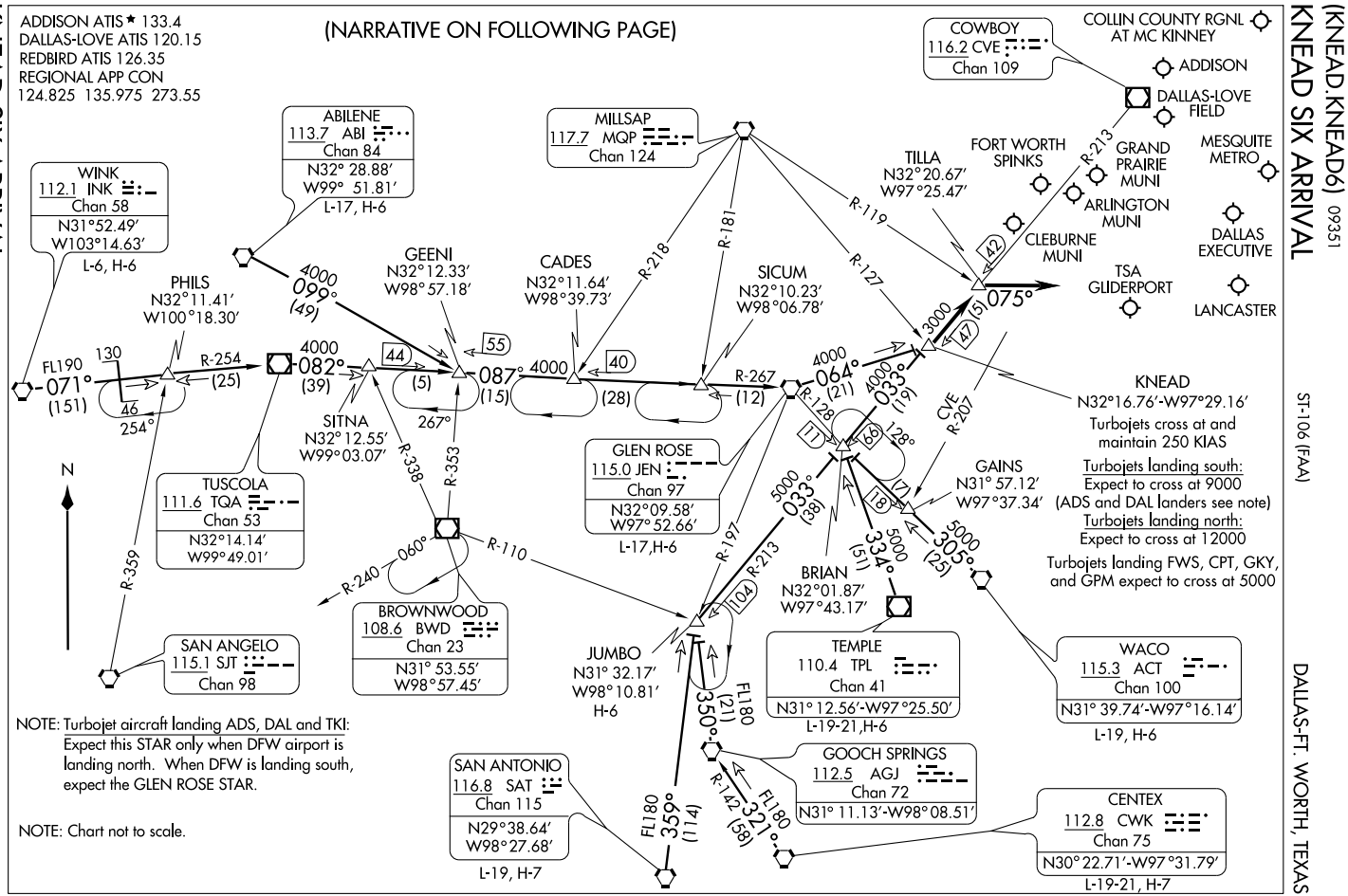
DEPARTURE PROCEDURE:
Rwy 16: Climb heading 162° to 2500 feet before turning left.
Rwy 34: Climb heading 342° to 1400 feet before turning southeast bound.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock terminal area or proceeding westbound via V-18 to GTH VORTAC). From over TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT, then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC.
MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC westbound via V-18 or direct). From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.
PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.
WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VORTAC). From over TTT VOR/DME via TTT R-285 to MUZZO INT, then via SPS R-148 to SPS VORTAC.

TAKE-OFF OBSTACLES:
Note: Rwy 16, Multiple REILS beginning 77′ from DER, 127′ right of centerline, 7′ AGL/601′ MSL. Multiple REILS beginning 74′ from DER, 126′ left of centerline, 7′ AGL/603′ MSL. Tree 590′ from DER, 480′ right of centerline, 16′ AGL/614′ MSL.
Note: Rwy 34, Tree 1,083′ from DER, 710′ right of centerline, 35′ AGL/670′ MSL. Tree 705′ from DER, 403′ left of centerline, 38′ AGL/654′ MSL. Tree 231′ from DER, 464′ left of centerline, 35′ AGL/642′ MSL. Multiple trees beginning 1093′ from DER, 415′ right of centerline, up to 39′ AGL/663′ MSL.



(KNEAD.KNEAD6) 09351

KNEAD SIX ARRIVAL

ST-106 (FAA)

DALLAS-FT. WORTH, TEXAS

ARRIVAL DESCRIPTION

ABILENE TRANSITION (ABI.KNEAD6): From over ABI VORTAC via ABI R-099 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

CENTEX TRANSITION (CWK.KNEAD6): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

GLEN ROSE TRANSITION (JEN.KNEAD6): From over JEN VORTAC via JEN R-064 to KNEAD INT. Thence . . . .

JUMBO TRANSITION (JUMBO.KNEAD6): From over JUMBO INT via CVE R-213 to KNEAD INT. Thence . . . .

SAN ANTONIO TRANSITION (SAT.KNEAD6): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

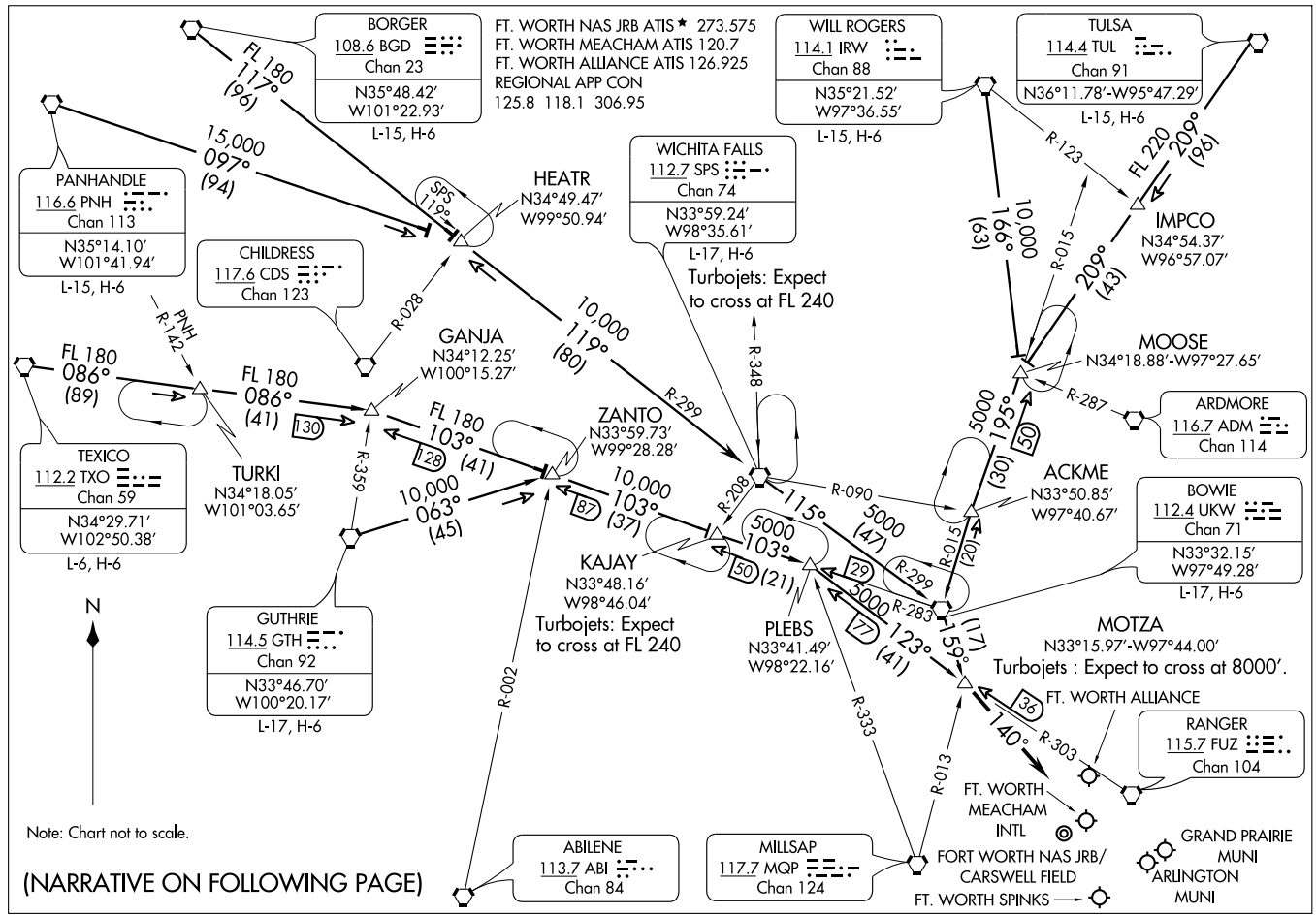
TEMPLE TRANSITION (TPL.KNEAD6): From over TPL VOR/DME via TPL R-334 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WACO TRANSITION (ACT.KNEAD6): From over ACT VORTAC via ACT R-305 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WINK TRANSITION (INK.KNEAD6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

. . . . From over KNEAD INT via CVE R-213 to TILLA INT, thence via heading 075° for vectors to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010


MOTZA SIX ARRIVAL
(MOTZA.MOTZA6) 07298
ST-6918 (FAA)
DALLAS-FT. WORTH, TEXAS
FT. WORTH NAS JRB ATIS ★ 273.575
FT. WORTH MEACHAM ATIS 120.7
FT. WORTH ALLIANCE ATIS 126.925
REGIONAL APP CON
125.8 118.1 306.95
BORGER
108.6 BGD
Chan 23
N35°48.42′
W101°22.93′
L-15, H-6
WILL ROGERS
114.1 IRW
Chan 88
N35°21.52′
W97°36.55′
L-15, H-6
TULSA
114.4 TUL
Chan 91
N36°11.78′-W95°47.29′
L-15, H-6
PANHANDLE
116.6 PNH
Chan 113
N35°14.10′
W101°41.94′
L-15, H-6
CHILDRESS
117.6 CDS
Chan 123
WICHITA FALLS
112.7 SPS
Chan 74
N33°59.24′
W98°35.61′
L-17, H-6
HEATR
N34°49.47′
W99°50.94′
IMPCO
N34°54.37′
W96°57.07′
GANJA
N34°12.25′
W100°15.27′
MOOSE
N34°18.88′-W97°27.65′
ARDMORE
116.7 ADM
Chan 114
TEXICO
112.2 TXO
Chan 59
N34°29.71′
W102°50.38′
L-6, H-6
TURKI
N34°18.05′
W101°03.65′
ZANTO
N33°59.73′
W99°28.28′
ACKME
N33°50.85′
W97°40.67′
BOWIE
112.4 UKW
Chan 71
N33°32.15′
W97°49.28′
L-17, H-6
KAJAY
N33°48.16′
W98°46.04′
PLEBS
N33°41.49′
W98°22.16′
MOTZA
N33°15.97′-W97°44.00′
GUTHRIE
114.5 GTH
Chan 92
N33°46.70′
W100°20.17′
L-17, H-6
RANGER
115.7 FUZ
Chan 104
ABILENE
113.7 ABI
Chan 84
MILLSAP
117.7 MQP
Chan 124
FORT WORTH NAS JRB/
CARSWELL FIELD
FT. WORTH SPINKS
FT. WORTH
MEACHAM
INTL
GRAND PRAIRIE
MUNI
ARLINGTON
MUNI
FT. WORTH ALLIANCE
Turbojets: Expect
to cross at FL 240
Turbojets: Expect
to cross at FL 240
Turbojets : Expect to cross at 8000′.
FL 180
117°
(96)
15,000
097°
(94)
SPS
119°
10,000
119°
(80)
FL 180
086°
(89)
FL 180
086°
(41)
FL 180
103°
(41)
10,000
063°
(45)
10,000
103°
(37)
5000
103°
(21)
5000
115°
(47)
5000
123°
(41)
5000
159°
(17)
10,000
166°
(63)
5000
195°
(30)
FL 220
209°
(96)
209°
(43)
140°
R-123
R-015
R-348
R-299
R-208
R-090
R-287
R-359
R-028
PNH
R-142
R-002
R-333
R-013
R-303
130
128
87
50
29
27
36
N
Note: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

MOTZA SIX ARRIVAL

ARRIVAL DESCRIPTION

BORGER TRANSITION (BGD.MOTZA6): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

BOWIE TRANSITION (UKW.MOTZA6): From over UKW VORTAC via UKW R-159 to MOTZA INT. Thence . . . .

GUTHRIE TRANSITION (GTH.MOTZA6): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to PLEBS INT, then via FUZ R-303 to MOTZA INT. Thence . . . .

PANHANDLE TRANSITION (PNH.MOTZA6): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

TEXICO TRANSITION (TXO.MOTZA6): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to PLEBS INT, then via FUZ R-303 to MOTZA INT. Thence . . . .

TULSA TRANSITION (TUL.MOTZA6): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

WICHITA FALLS TRANSITION (SPS.MOTZA6): From over SPS VORTAC via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

WILL ROGERS TRANSITION (IRW.MOTZA6): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

. . . . From over MOTZA INT, thence via heading 140° for vectors to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010

ARLINGTON, TEXAS

AL-5189 (FAA)

RNAV (GPS) RWY 34

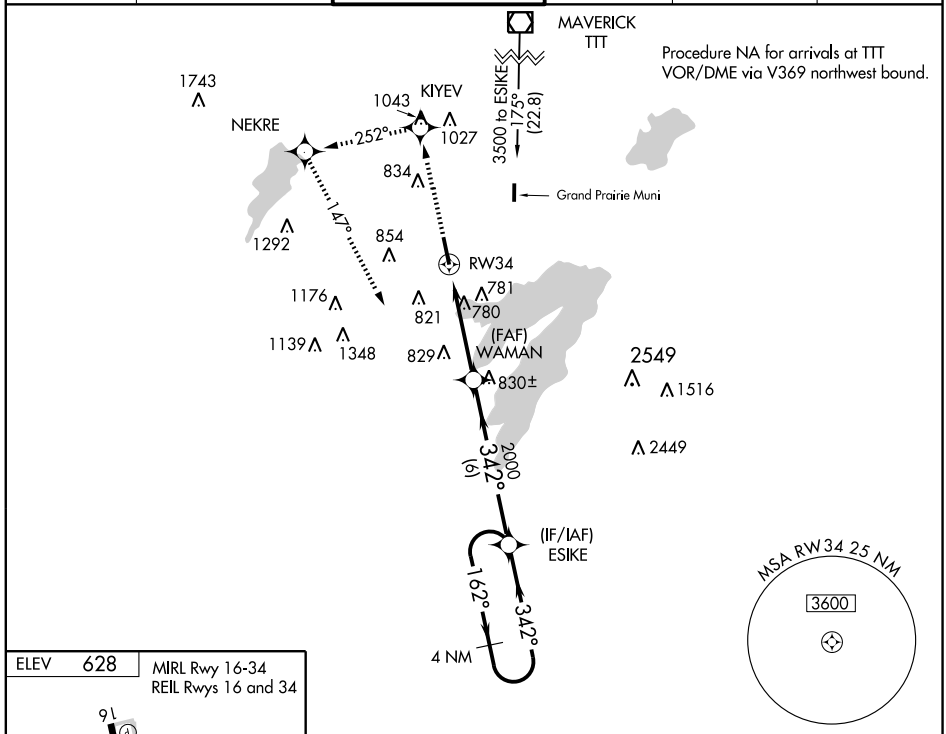
ARLINGTON MUNI (GKY)

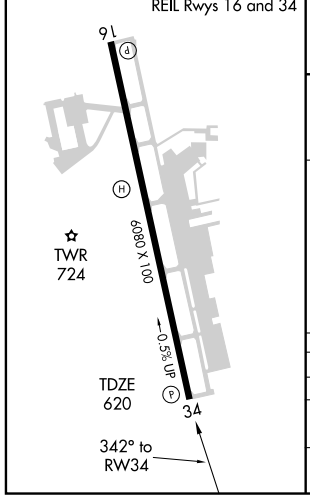
WAAS	APP CRS	Rwy Idg	6080
CH 56227	342°	TDZE	620
W34A		Apt Elev	628

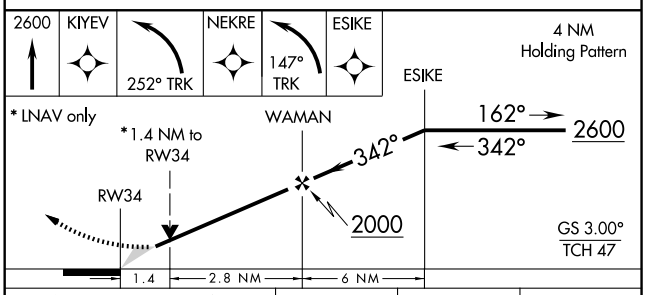
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Grand Prairie Muni altimeter setting.

MISSED APPROACH: Climb to 2600 direct KIYEV and left turn via 252° track to NEKRE and left turn via 147° track to ESIKE and hold.

ASOS	REGIONAL APP CON	ARLINGTON TOWER ★	GND CON	CLNC DEL	CTAF
127.375	135.975 379.9	128.625	121.875	118.85 (When tower closed)	128.625 L

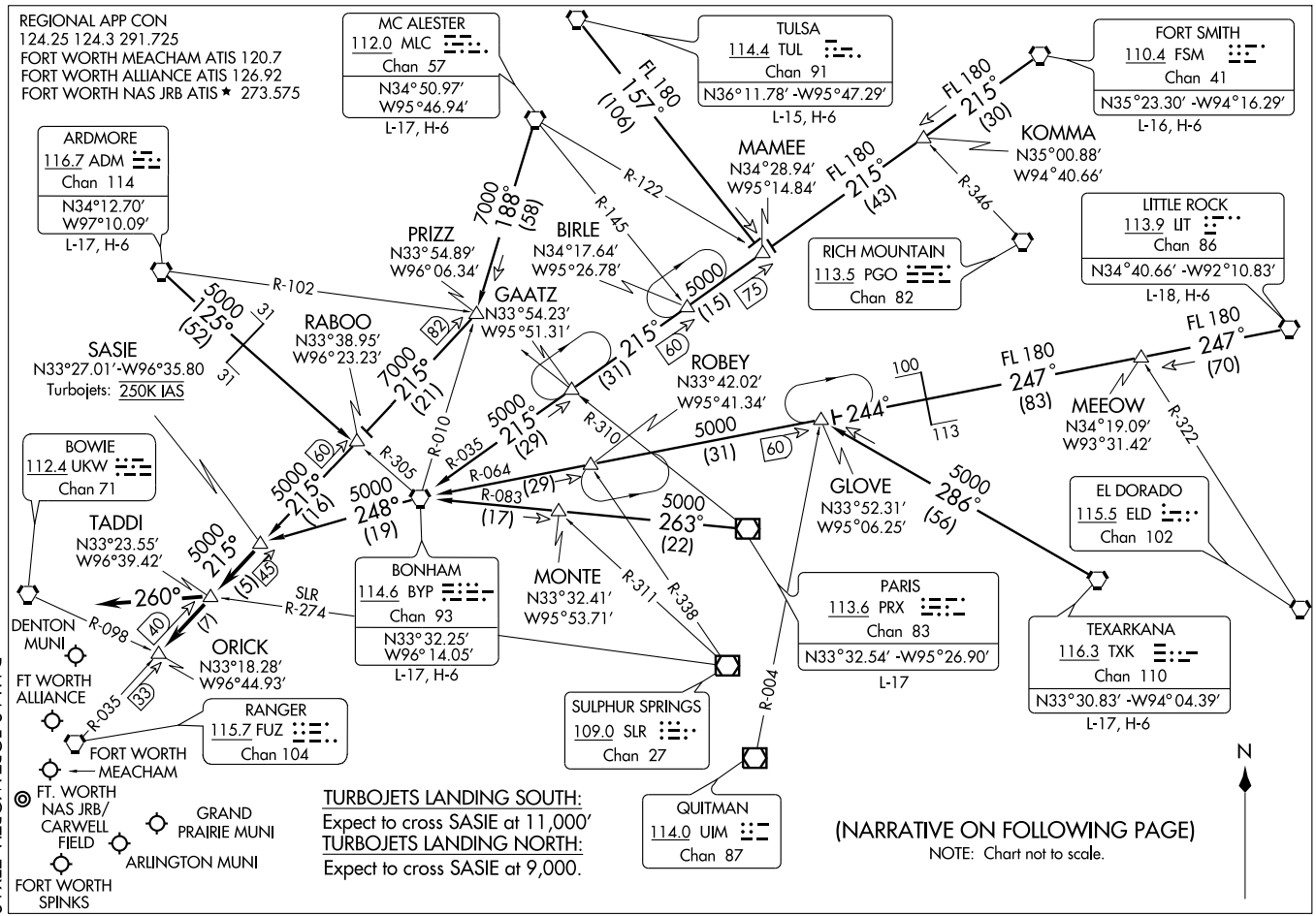






CATEGORY	A	B	C	D
LPV DA	957-1¼ 337 (400-1¼)			NA
LNAV MDA	1080-1 460 (500-1)		1080-1¼ 460 (500-1¼)	NA
CIRCLING	1100-1 472 (500-1)		1100-1½ 472 (500-1½)	NA

SC-2, 08 APR 2010 to 06 MAY 2010



SASIE TWO ARRIVAL

(SASIE.SASIE2) 09351

ST-6918 (FAA)

DALLAS-FORT WORTH, TEXAS

ARRIVAL DESCRIPTION

ARDMORE TRANSITION (ADM.SASIE2): From over ADM VORTAC via ADM R-125 and BYP R-305 to RABOO INT, then via FUZ R-035 to SASIE INT. Thence. . . .
BONHAM TRANSITION (BYP.SASIE2): From over BYP VORTAC via BYP R-248 to SASIE INT. Thence. . . .
FORT SMITH TRANSITION (FSM.SASIE2): From over FSM VORTAC via FSM R-215 to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
LITTLE ROCK TRANSITION (LIT.SASIE2): From over LIT VORTAC via LIT R-247 and BYP R-064 to GLOVE INT, then via BYP R-064 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
MC ALESTER TRANSITION (MLC.SASIE2): From over MLC VORTAC via MLC R-188 to PRIZZ INT, then via FUZ R-035 to SASIE INT. Thence. . . .
PARIS TRANSITION (PRX.SASIE2): From over PRX VOR/DME via PRX R-263 and BYP R-083 to BYP VORTAC, then via BYP VORTAC R-248 to SASIE INT. Thence. . . .
TEXARKANA TRANSITION (TXK.SASIE2): From over TXK VORTAC via TXK R-286 to GLOVE INT, then via BYP R-064 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
TULSA TRANSITION (TUL.SASIE2): From over TUL VORTAC via TUL R-157 to MAMEE INT, then via BYP R-035 to BYP VORTAC, the via BYP R-248 to SASIE INT. Thence. . . .
. . . . From over SASIE INT via FUZ R-035 to TADDI INT or ORICK INT (when directed by ATC). Depart TADDI INT heading 260° for vectors to final approach course.

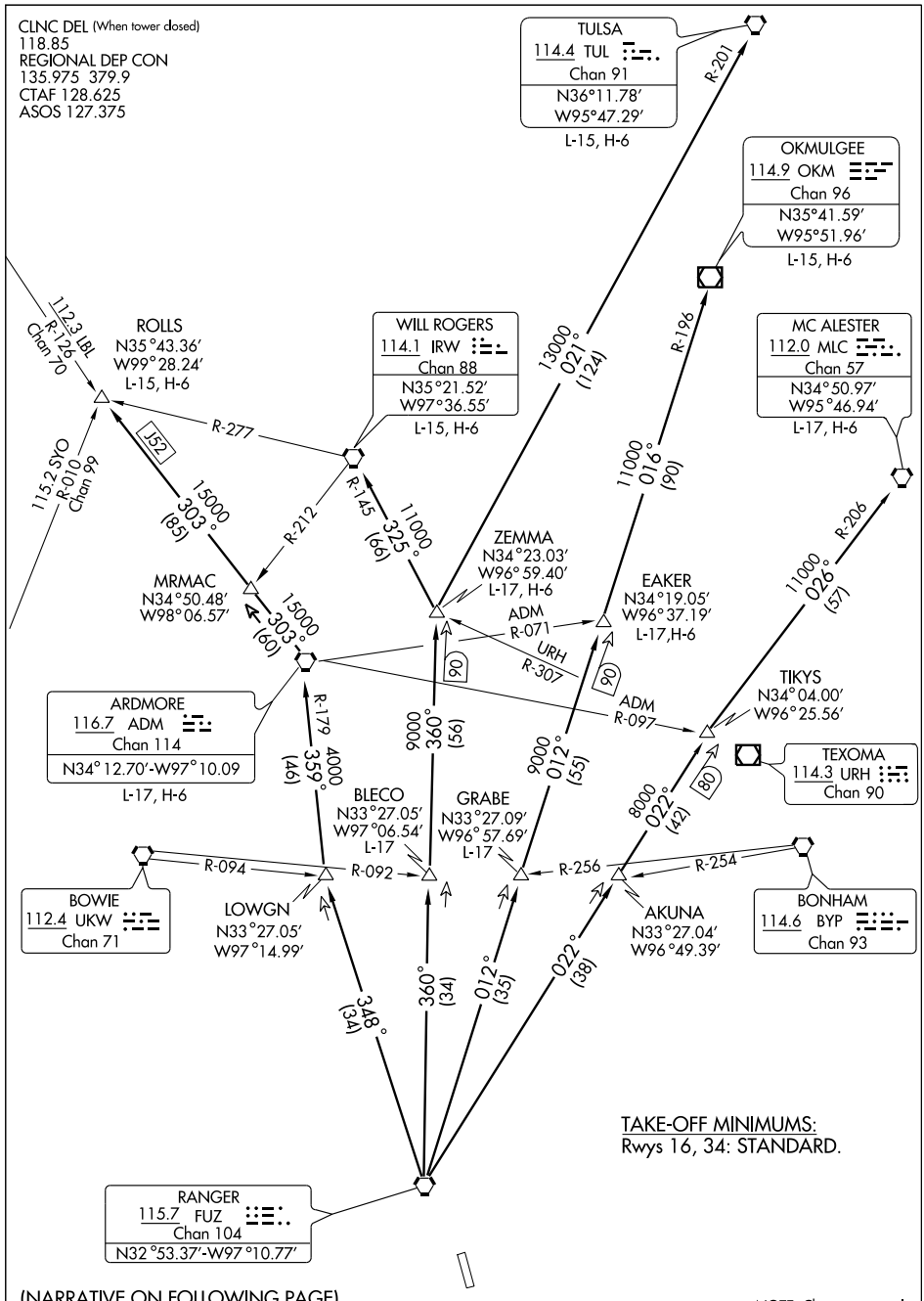
SC-2, 08 APR 2010 to 06 MAY 2010

TEXOMA ONE DEPARTURE

SL-5189 (FAA)

ARLINGTON, TEXAS

CLNC DEL (When tower closed)
118.85
REGIONAL DEP CON
135.975 379.9
CTAF 128.625
ASOS 127.375



TAKE-OFF MINIMUMS:
Rwys 16, 34: STANDARD.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to BLECO INT.

EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC via FUZ R-012 to EAKER INT.

GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT, then via MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to OKM VOR/DME.

ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.

TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (TEX1.IRW): (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT.

SC-2, 08 APR 2010 to 06 MAY 2010

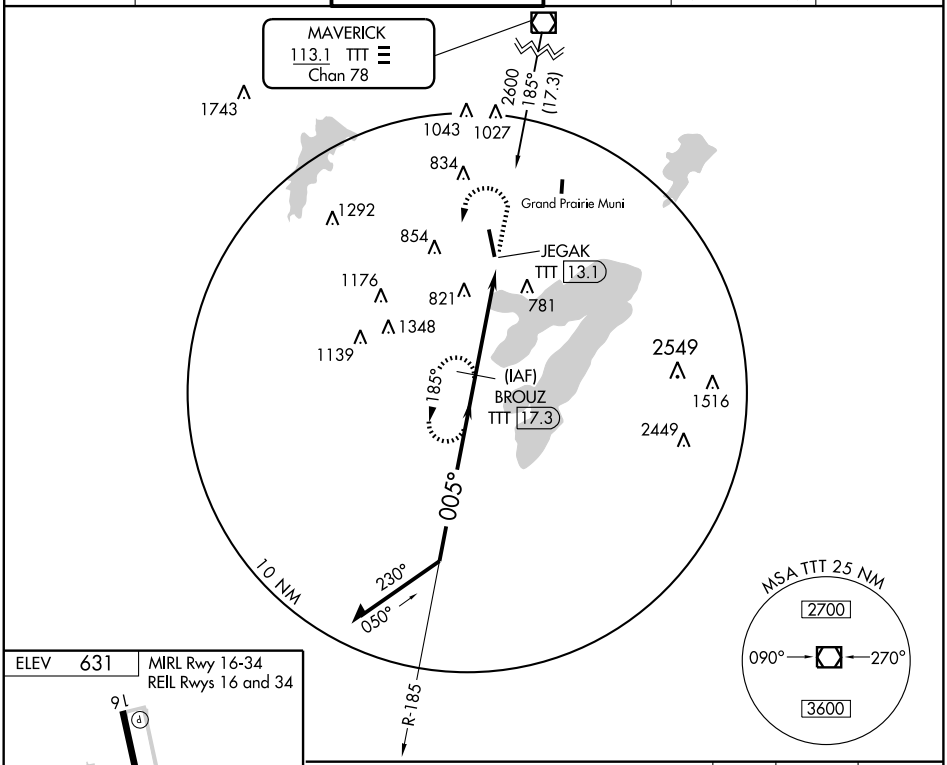
VOR/DME TTT	APP CRS	Rwy Idg	6080
113.1	005°	TDZE	619
Chan 78		Apt Elev	631

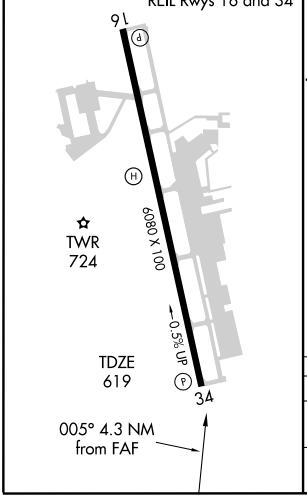
VOR/DME RWY 34
ARLINGTON MUNI (GKY)

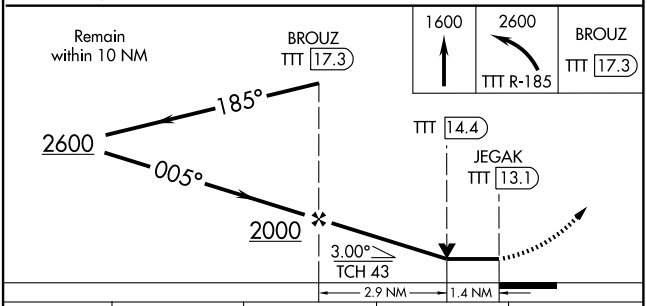
If local altimeter setting not received, use Grand Prairie Muni altimeter setting.

MISSED APPROACH: Climb to 1600 then climbing left turn to 2600 via TTT R-185 to BROUZ/17.3 DME and hold.

ASOS	REGIONAL APP CON	ARLINGTON TOWER★	GND CON	CLNC DEL	CTAF
127.375	135.975 379.9	128.625	121.875	118.85 (When tower closed)	128.625 L

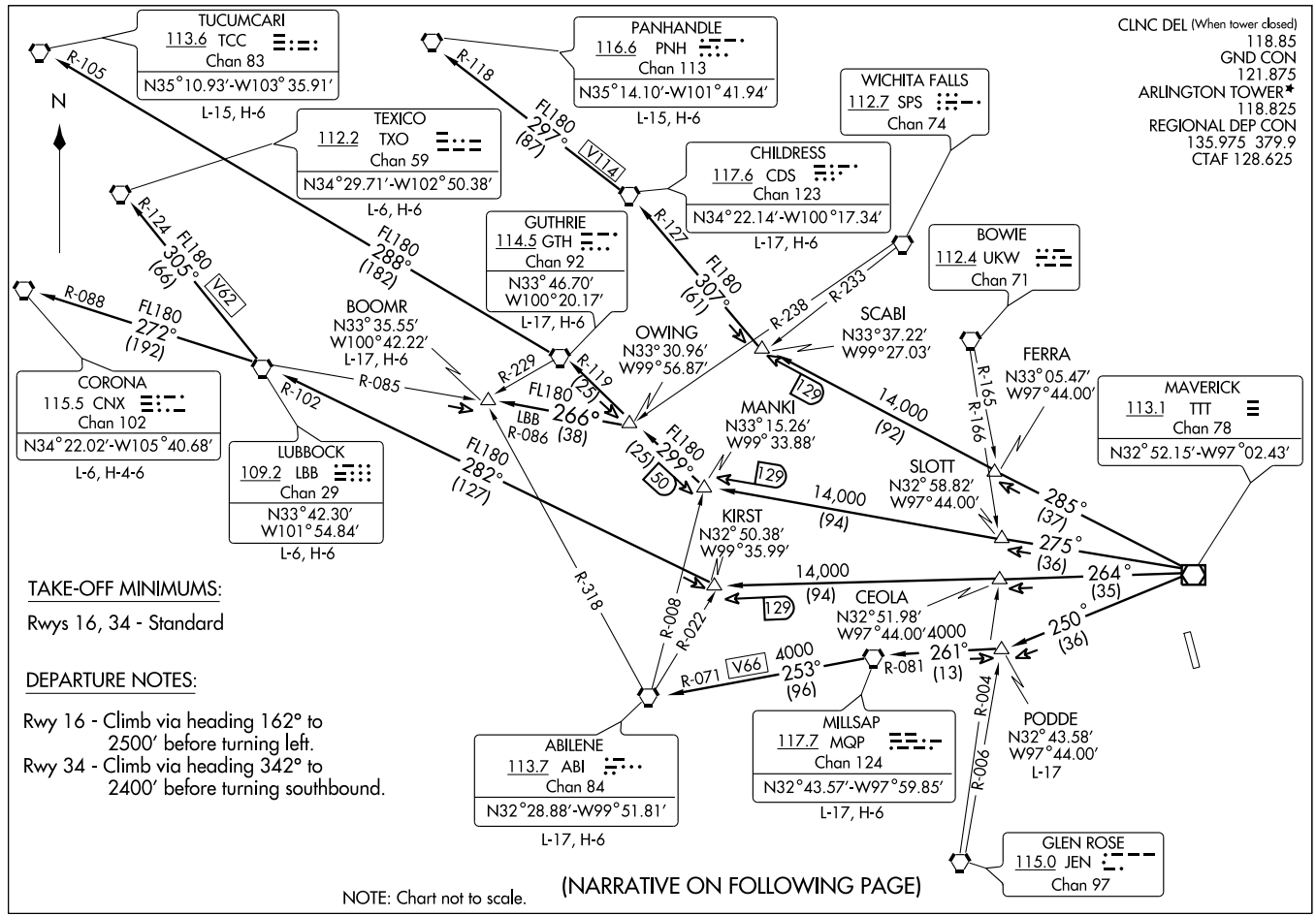






CATEGORY	A	B	C	D
S-34	1080-1 461 (500-1)		1080-1¼ 461 (500-1¼)	NA
CIRCLING	1080-1 449 (500-1)	1100-1 469 (500-1)	1100-1½ 469 (500-1½)	NA

SC-2, 08 APR 2010 to 06 MAY 2010


CLNC DEL (When tower closed)
118.85
GND CON
121.875
ARLINGTON TOWER*
118.825
REGIONAL DEP CON
135.975 379.9
CTAF 128.625
TUCUMCARI
113.6 TCC
Chan 83
N35°10.93'-W103°35.91'
L-15, H-6
PANHANDLE
116.6 PNH
Chan 113
N35°14.10'-W101°41.94'
L-15, H-6
WICHITA FALLS
112.7 SPS
Chan 74
TEXICO
112.2 TXO
Chan 59
N34°29.71'-W102°50.38'
L-6, H-6
CHILDRESS
117.6 CDS
Chan 123
N34°22.14'-W100°17.34'
L-17, H-6
GUTHRIE
114.5 GTH
Chan 92
N33°46.70'
W100°20.17'
L-17, H-6
BOWIE
112.4 UKW
Chan 71
BOOMR
N33°35.55'
W100°42.22'
L-17, H-6
OWING
N33°30.96'
W99°56.87'
SCABI
N33°37.22'
W99°27.03'
FERRA
N33°05.47'
W97°44.00'
CORONA
115.5 CNX
Chan 102
N34°22.02'-W105°40.68'
L-6, H-4-6
LUBBOCK
109.2 LBB
Chan 29
N33°42.30'
W101°54.84'
L-6, H-6
MANKI
N33°15.26'
W99°33.88'
MAVERICK
113.1 TTT
Chan 78
N32°52.15'-W97°02.43'
SLOTT
N32°58.82'
W97°44.00'
KIRST
N32°50.38'
W99°35.99'
CEOLA
N32°51.98'
W97°44.00'
ABILENE
113.7 ABI
Chan 84
N32°28.88'-W99°51.81'
L-17, H-6
MILLSAP
117.7 MQP
Chan 124
N32°43.57'-W97°59.85'
L-17, H-6
PODDE
N32°43.58'
W97°44.00'
L-17
GLEN ROSE
115.0 JEN
Chan 97
R-105
R-118
FL180 297° (87)
V114
R-124
FL180 305° (66)
V62
FL180 288° (182)
R-127
FL180 307° (61)
R-088
FL180 272° (192)
R-102
R-085
R-229
R-119
FL180 (25) 266° (38)
LBB R-086
R-238
R-233
14,000 (92)
R-165
R-166
FL180 (25) 299°
50
129
14,000 (94)
285° (37)
275° (36)
264° (35)
250° (36)
FL180 282° (127)
R-318
R-008
R-022
14,000 (94)
129
4000
261° (13)
R-081
R-071
V66
4000
253° (96)
R-004
R-006
N
TAKE-OFF MINIMUMS:
Rwys 16, 34 - Standard
DEPARTURE NOTES:
Rwy 16 - Climb via heading 162° to 2500' before turning left.
Rwy 34 - Climb via heading 342° to 2400' before turning southbound.
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

BOOMR TRANSITION (WORTH5.BOOMR): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT.

CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

PANHANDLE TRANSITION (WORTH5.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via TTT R-250 to PODDE INT.

TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

SC-2, 08 APR 2010 to 06 MAY 2010

CLNC DEL (When tower closed)
118.85
GND CON
121.875
ARLINGTON TOWER ★
128.625
REGIONAL DEP CON
135.975 379.9 (SOUTH)
CTAF 128.625

NOTE: Tower farm 7.2 NM southeast of airport up to 2549′ MSL.

LITTLE ROCK
113.9 LIT
Chan 86
N34°40.66′-W92°10.83′
L-18, H-6

TEXARKANA
116.3 TXK
Chan 110
N33°30.83′-W94°04.40′
L-17, H-6

EL DORADO
115.5 ELD
Chan 102
N33°15.37′-W92°44.64′
L-17, H-6

SIDON
114.7 SQS
Chan 94
N33°27.83′-W90°16.64′
L-18, H-6

QUITMAN
114.0 UIM
Chan 87
N32°52.83′-W95°22.01′
L-17, H-6

MERIDIAN
117.0 MEI
Chan 117
N32°22.71′-W88°48.26′
L-18, H-6

BELCHER
117.4 EIC
Chan 121
N32°46.28′-W93°48.60′
L-17, H-6

SAWMILL
113.75 SWB
Chan 84 (Y)
N31°58.39′-W92°40.63′
L-22, H-6

SULPHUR SPRINGS
109.0 SLR
Chan 27

BONHAM
114.6 BYP
Chan 93

MAVERICK
113.1 TTT
Chan 78
N32°52.15′-W97°02.43′

GREGG COUNTY
112.3 GGG
Chan 70

ORTRO
N33°41.47′
W94°12.75′

COBUG
N33°17.38′
W95°37.68′

SHERO
N33°04.49′
W95°33.78′

NOBLY
N33°04.94′
W96°19.96′

TRISS
N32°58.20′
W96°19.94′

SOLDO
N32°51.92′
W96°19.94′
L-17

SHRLY
N32°44.60′
W94°18.17′

CLARE
N32°45.66′
W96°19.93′

POTEN
N32°39.33′
W95°40.03′

TEKBE
N32°42.80′
W94°47.73′

FL230 055° (117) R-235
R-320
(151)
FL230 (75)
R-244
6500 064° (79)
R-187
5000 (38) (76)
R-324
R-184
R-182
R-181
5000 064° (38)
5000 074° (36)
5000 084° (36)
5000 094° (36)
5000 (39) (76)
R-312
14,000 072° (134) R-254
FL200 077° (125) R-262
FL200 097° (206)
R-281
5000 081° (49)
R-261
R-180
5000 (34)
R-183
(94)
9000 079° (44)
(71)
(50)
(25) (25)
R-259
14,000 111° (116)
R-346
R-291

N

TAKE-OFF MINIMUMS:
Rwys 16,34: Standard.

DEPARTURE PROCEDURE:
Rwy 16: Climb via heading 162° to 2500 before turning left.
Rwy 34: Climb via heading 342° to 1400 before turning southeast bound.

NOTE: For Props requesting FL240 and above.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

(WYLIE5.TTT) 07298
WYLIE FIVE DEPARTURE
SL-5189 (FAA)
ARLINGTON MUNI (GKY)
ARLINGTON, TEXAS

WYLIE FIVE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitiude to appropriate route.

BELCHER TRANSITION (WYLIE5.EIC): (For aircraft inbound to Jackson, Monroe, and Shreveport terminal area.) From over TTT VOR/DME via TTT R-094 to POTEN, then via EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (WYLIE5.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.

LITTLE ROCK TRANSITION (WYLIE5.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO, then via LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (WYLIE5.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (WYLIE5.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME.

SAWMILL TRANSITION (WYLIE5.SWB): From over TTT VOR/DME via TTT R-094 to POTEN, then via EIC R-259 to TEKBE, then via SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (WYLIE5.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.

SOLDO TRANSITION (WYLIE5.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO.

TEXARKANA TRANSITION (WYLIE5.TXK): From over TTT VOR/DME via TTT R-074 to SHERO, then via TXK R-244 to TXK VORTAC.

TAKE-OFF OBSTACLES:

Rwy 16, multiple Reils beginning 77′ from departure end of runway, 127′ right of centerline, 7′ AGL/601′ MSL. Multiple Reils beginning 74′ from departure end of runway, 126′ left of centerline, 7′ AGL/603′ MSL. Tree 590′ from departure end of runway, 480′ right of centerline, 16′ AGL/614′ MSL.

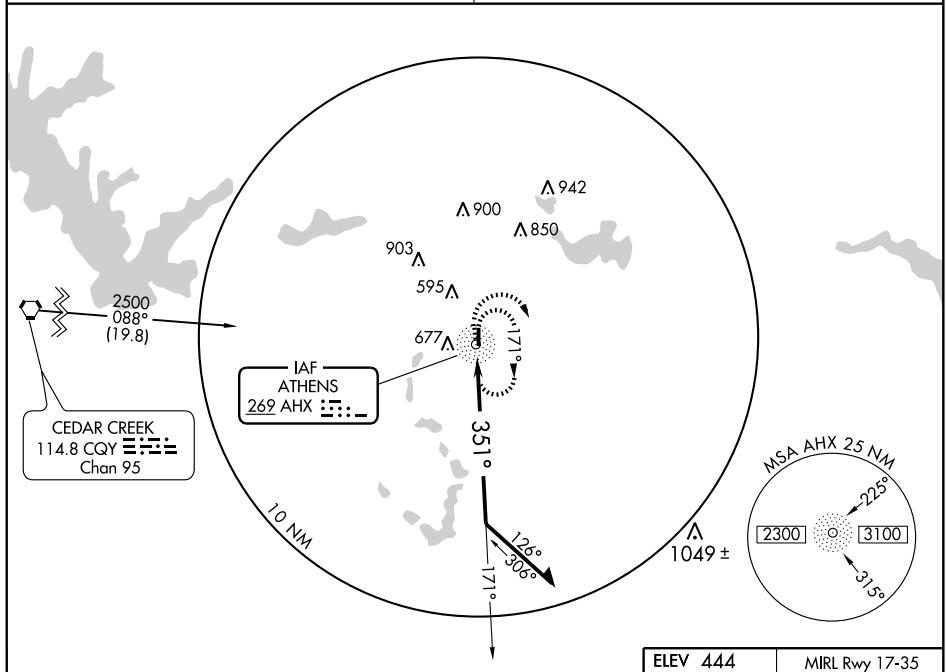
Rwy 34, tree 1083′ from departure end of runway, 710′ right of centerline, 35′ AGL/670′ MSL. Tree 705′ from departure end of runway, 403′ left of centerline, 38′ AGL/654′ MSL. Tree 231′ from departure end of runway, 464′ left of centerline, 35′ AGL/642′ MSL. Multiple trees 1093′ from departure end of runway, 415′ to 576′ right of centerline, up to 39′ AGL/663′ MSL.

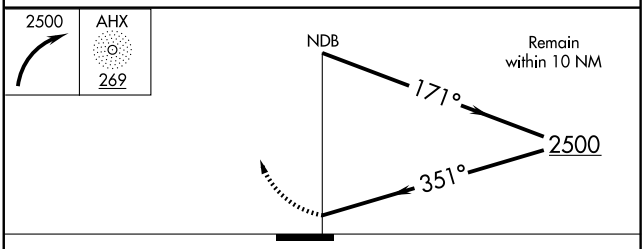
SC-2, 08 APR 2010 to 06 MAY 2010

NDB AHX 269	APP CRS 351°	Rwy Idg 3988 TDZE 444 Apt Elev 444

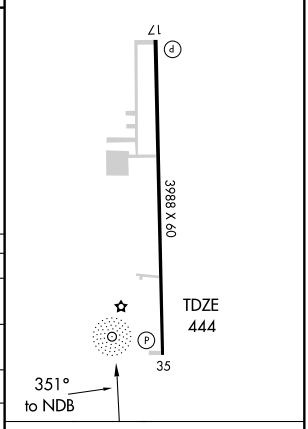
NDB RWY 35
ATHENS MUNI (F44)

⚠ NA — Use Tyler Pounds altimeter setting. If not received, use East Texas Rgnl altimeter setting. When neither received, procedure not authorized.	MISSED APPROACH: Climbing right turn to 2500 in AHX NDB holding pattern.
FORT WORTH CENTER **135.25 265.1**	UNICOM **123.0** (CTAF)





CATEGORY	A	B	C	D
S-35	1140-1 696 (700-1)		1140-2 696 (700-2)	NA
CIRCLING	1140-1 696 (700-1)		1140-2 696 (700-2)	NA
EAST TEXAS RGNL ALTIMETER SETTING MINIMUMS				
S-35	1200-1 756 (800-1)	1200-1¼ 756 (800-1¼)	1200-2¼ 756 (800-2¼)	NA
CIRCLING	1200-1 756 (800-1)	1200-1¼ 756 (800-1¼)	1200-2¼ 756 (800-2¼)	NA



Knots	60	90	120	150	180
Min:Sec					

SC-2, 08 APR 2010 to 06 MAY 2010

NDB ATA	APP CRS		
347	053°	Rwy Idg	3800
		TDZE	280
		Apt Elev	280

NDB RWY 5

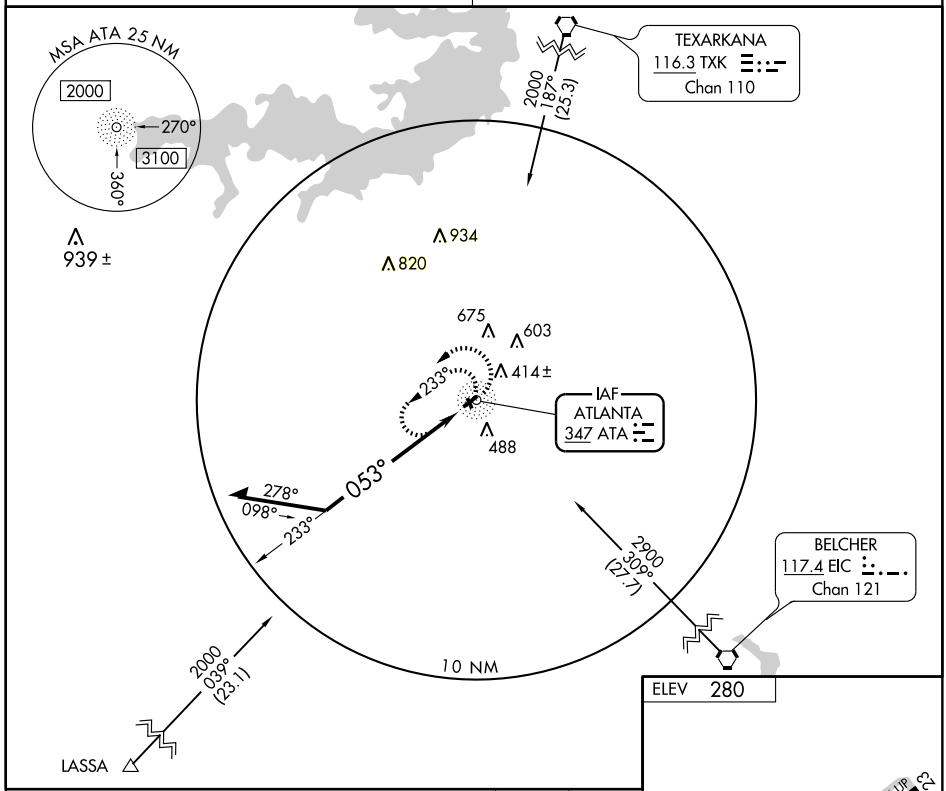
ATLANTA/HALL-MILLER MUNI (ATA)

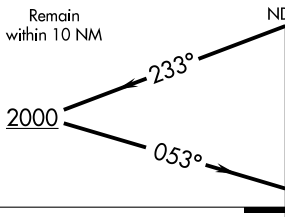
NA

Visibility reduction by helicopters NA. Use Texarkana altimeter setting, when not received use Mount Pleasant altimeter setting and increase all MDA 40 feet and all Cat B visibility ¼ mile.

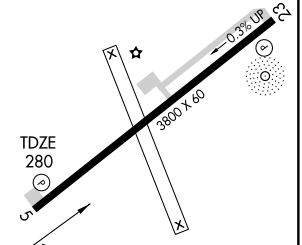
MISSED APPROACH: Climbing left turn to 2000 in ATA NDB holding pattern.

FORT WORTH CENTER	CTAF
123.925 269.475	122.9





2000	ATA
	347



MIRL Rwy 5-23
REIL Rwys 5 and 23

CATEGORY	A	B	C	D
S-5	1220-1¼	940 (1000-1¼)	NA	
CIRCLING	1220-1¼	940 (1000-1¼)	NA	

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3800
048°	TDZE	280
	Apt Elev	280

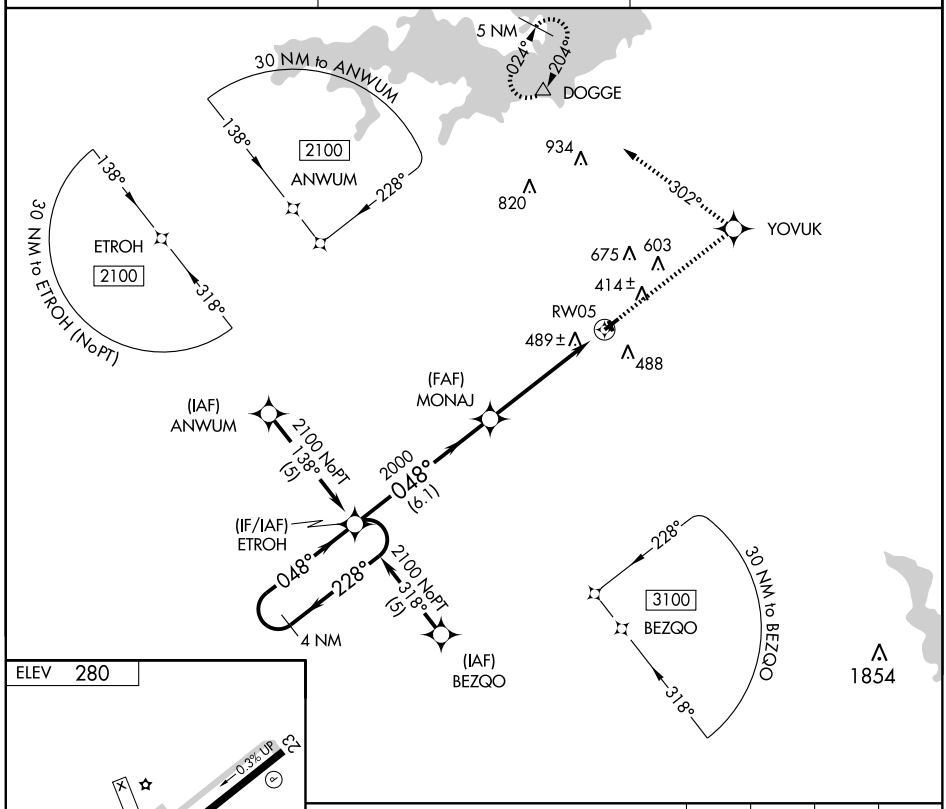
RNAV (GPS) RWY 5

ATLANTA/HALL-MILLER MUNI (ATA)

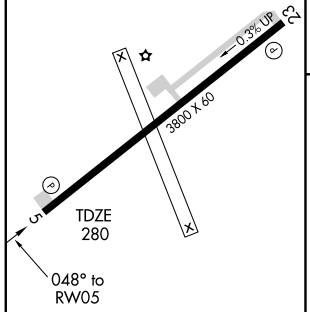
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Texarkana altimeter setting, when not received use Mount Pleasant altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 3000 direct YOVUK and left turn via 302° track to DOGGE and hold.

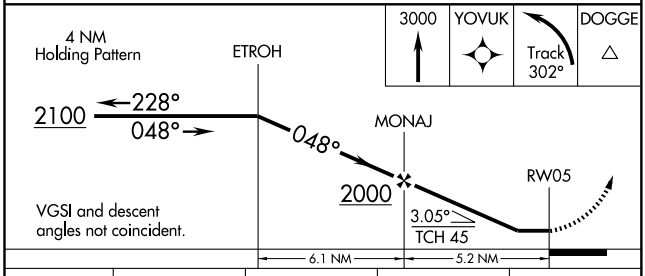
TEXARKANA ASOS	FORT WORTH CENTER	CTAF
120.2	123.925 269.475	122.9



ELEV 280



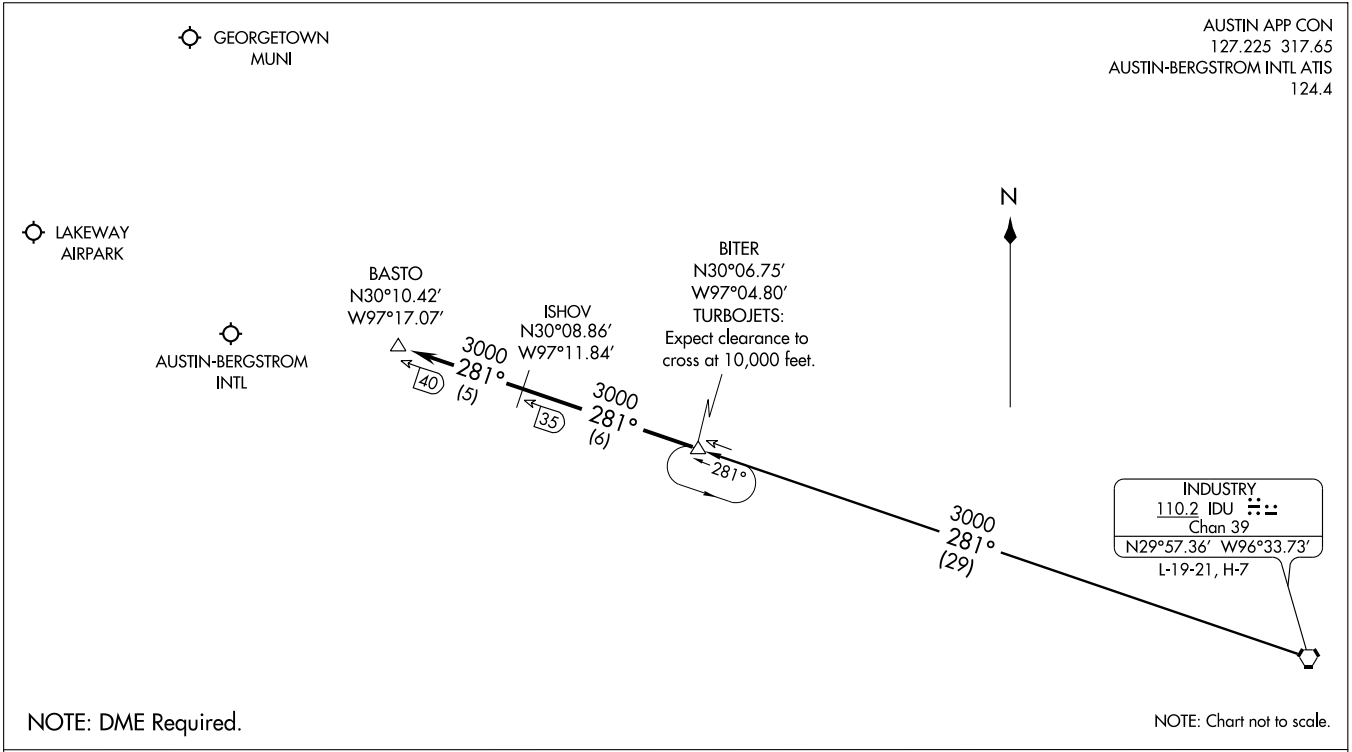
MIRL Rwy 5-23
REIL Rwys 5 and 23



CATEGORY	A	B	C	D
LNAV MDA	860-1	580 (600-1)	NA	
CIRCLING	920-1	640 (700-1)	NA	

SC-2, 08 APR 2010 to 06 MAY 2010

BITER FOUR ARRIVAL (BITER.BITER4)

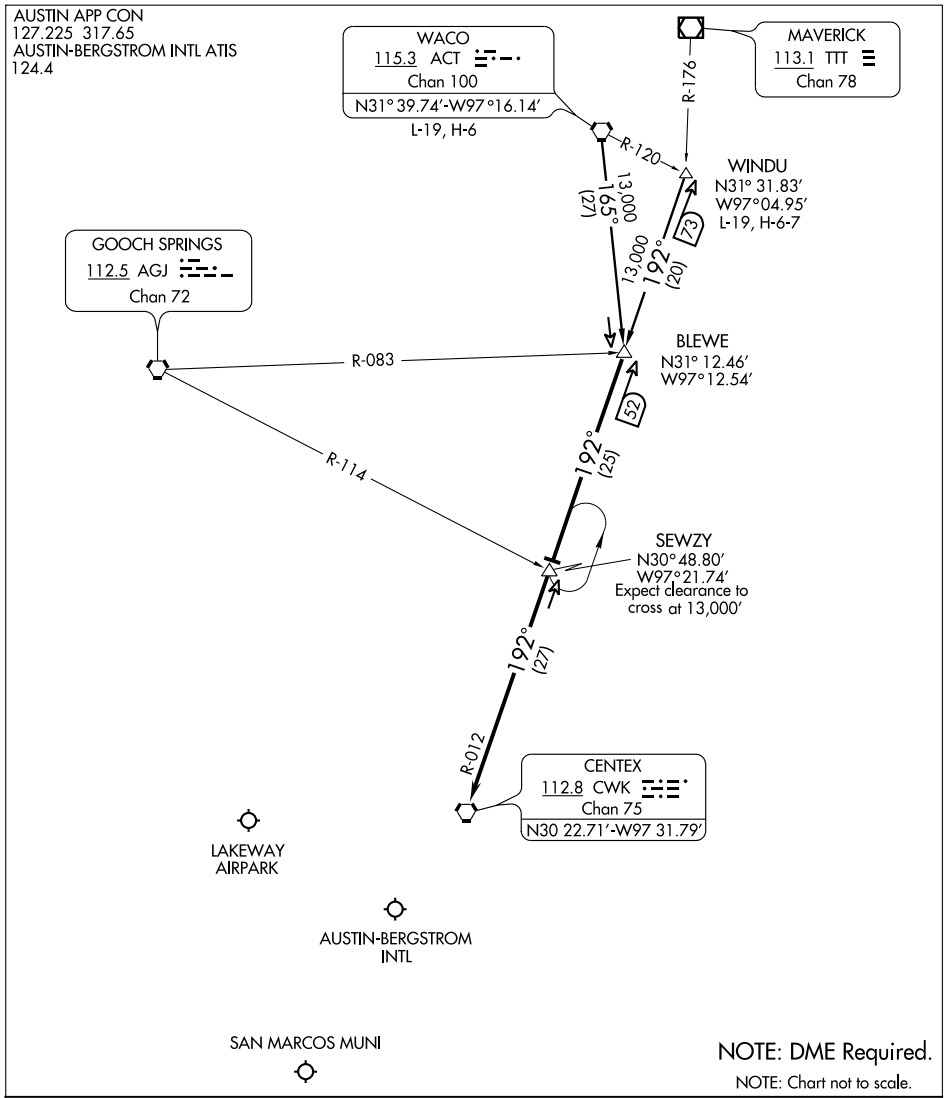


INDUSTRY TRANSITION (IDU.BITER4): From over IDU VORTAC via IDU R-281 to BITER INT. Thence . . . .

. . . . From over BITER INT via IDU R-281 to BASTO INT (MEA 3000). Expect radar vectors to final approach.

BLEWE TWO ARRIVAL (BLEWE.BLEWE2)

AUSTIN, TEXAS



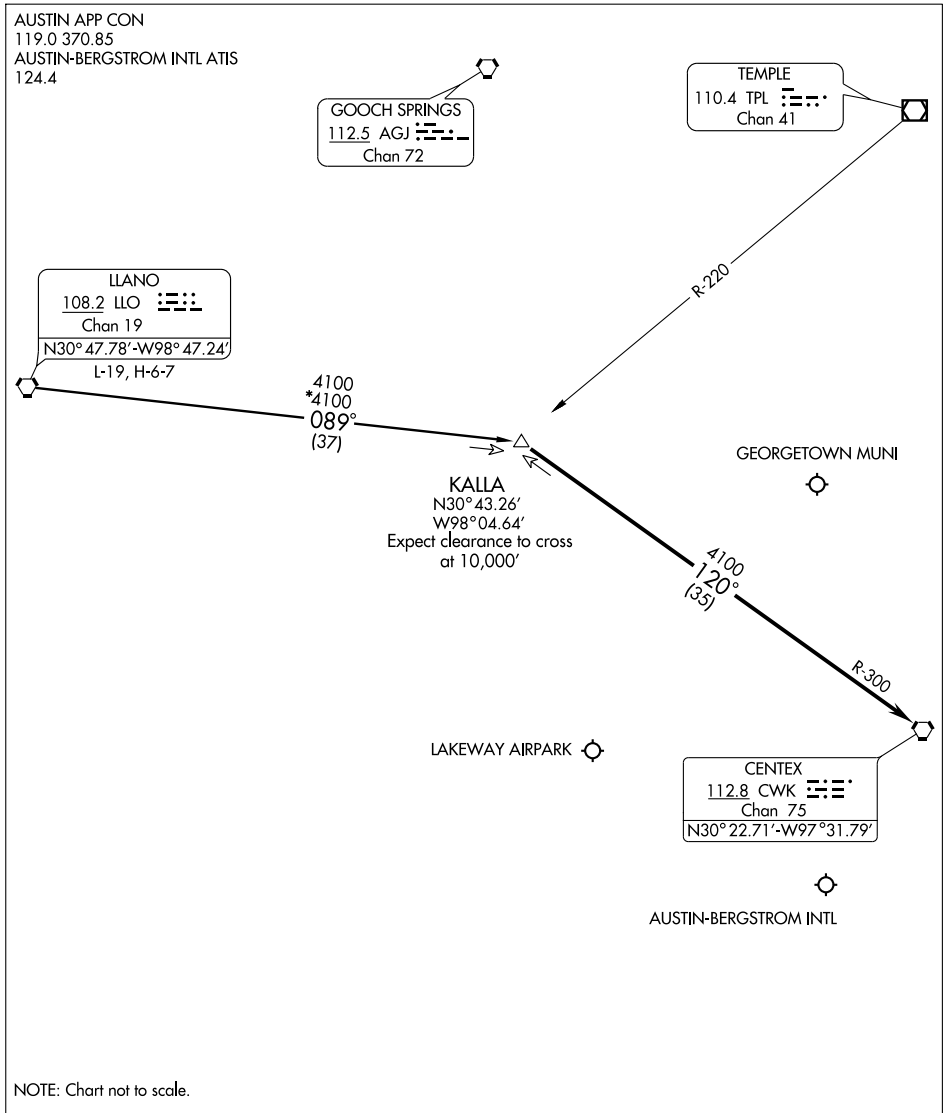
WACO TRANSITION (ACT.BLEWE2): From over ACT VORTAC via ACT R-165 to BLEWE INT. Thence . . . .

WINDU TRANSITION (WINDU.BLEWE2): From over WINDU INT via CWK R-012 to BLEWE INT. Thence . . . .

. . . . From over BLEWE INT via CWK R-012 to CWK VORTAC. Expect radar vectors to final approach.

KALLA TWO ARRIVAL (KALLA.KALLA2)

AUSTIN, TEXAS



NOTE: Chart not to scale.

LLANO TRANSITION (LLO.KALLA2): From over LLO VORTAC via LLO R-089 to KALLA INT. Thence . . . .

. . . . From over KALLA INT via CWK R-300 to CWK VORTAC. Expect radar vectors to final approach.

SC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3148
162°	TDZE	903
	Apt Elev	909

RNAV (GPS) RWY 16

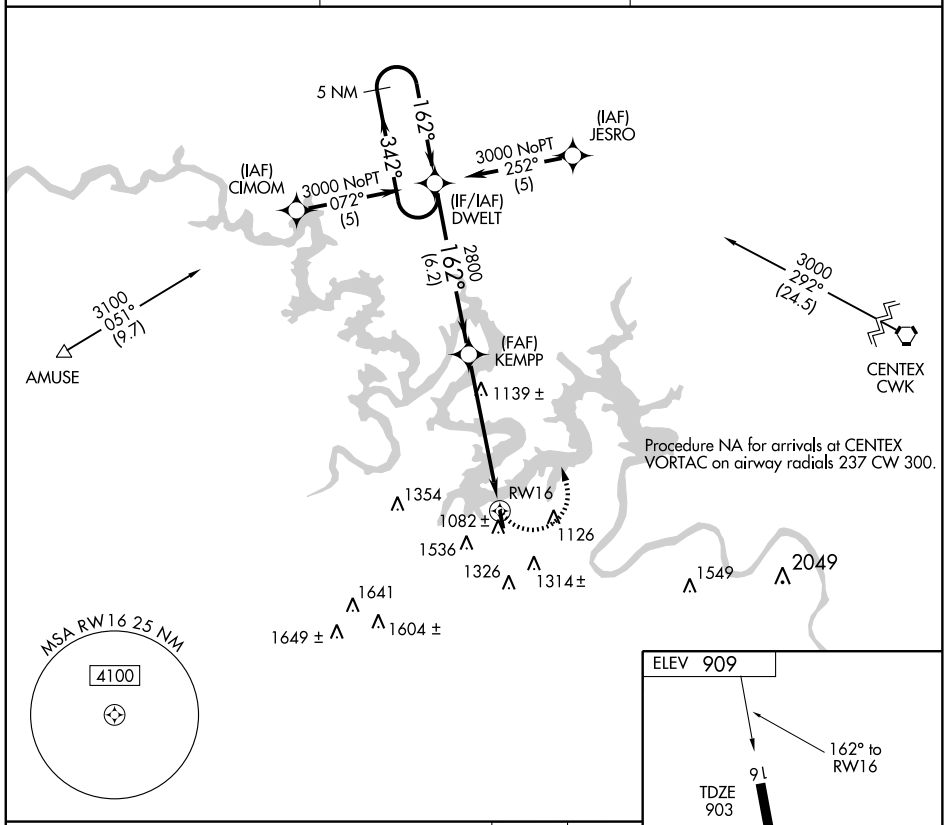
AUSTIN/ LAKEWAY AIRPARK (3R9)

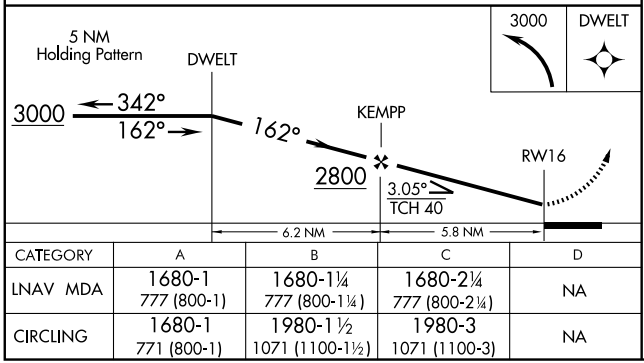
Use Georgetown Muni altimeter setting; if not received, use Austin-Bergstrom Intl altimeter setting and increase all MDAs 40 feet. Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

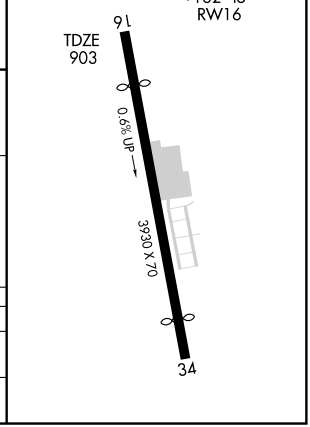
NA

MISSED APPROACH: Climbing left turn to 3000 direct DWELT and hold.

GEORGETOWN	AUSTIN APP CON	UNICOM
AWOS-3 **135.425**	**119.0 370.85**	**123.0** (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1680-1 *777* (800-1)	1680-1¼ *777* (800-1¼)	1680-2¼ *777* (800-2¼)	NA
CIRCLING	1680-1 *771* (800-1)	1980-1½ 1071 (1100-1½)	1980-3 1071 (1100-3)	NA

SC-3, 08 APR 2010 to 06 MAY 2010

VORTAC CWK 112.8 Chan 75	APP CRS 081°	Rwy Idg N/A TDZE N/A Apt Elev 909

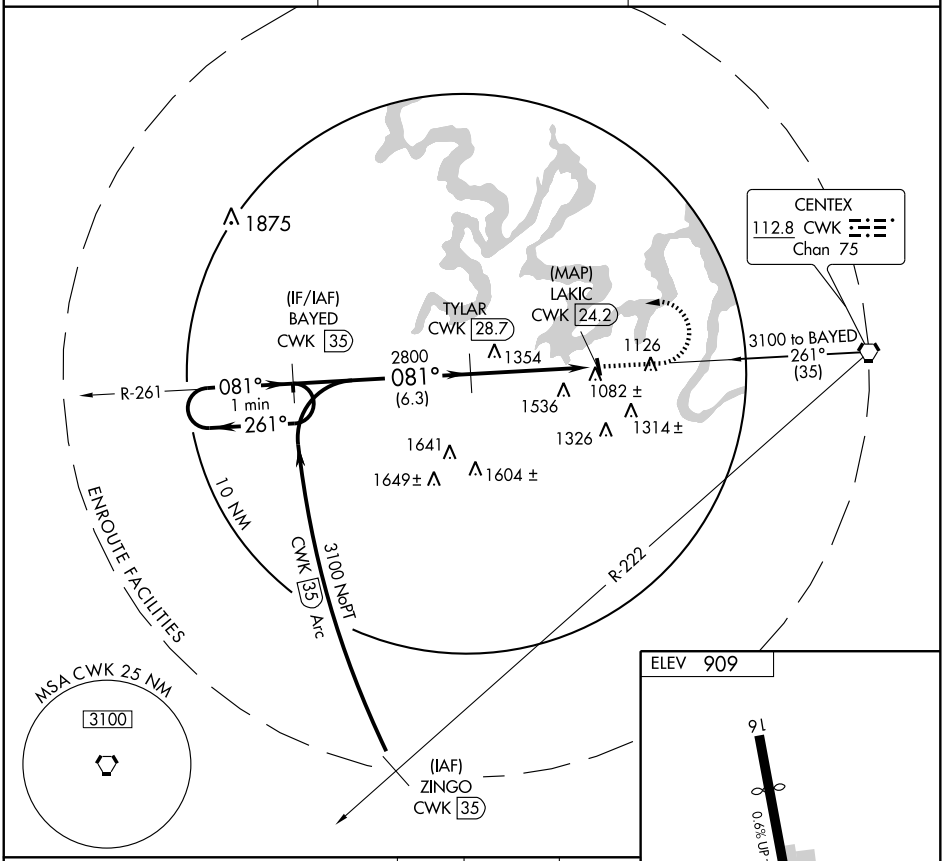
VOR/DME-A

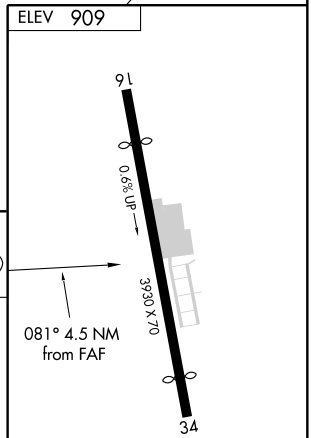
AUSTIN/ LAKEWAY AIRPARK (3R9)

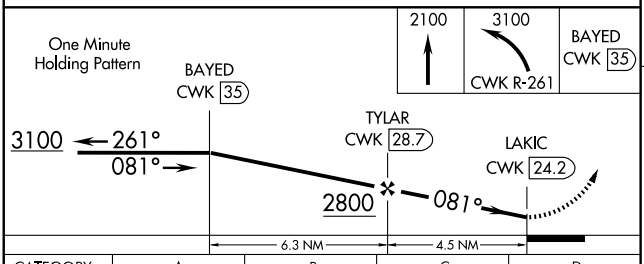
▼ NA Use Georgetown Muni altimeter setting; if not received, use Austin-Bergstrom Intl altimeter setting and increase all MDAs 40 feet. Procedure NA at night.

MISSED APPROACH: Climb to 2100 then climbing left turn to 3100 via CWK VORTAC R-261 to BAYED/35 DME and hold.

GEORGETOWN AWOS-3 135.425	AUSTIN APP CON 119.0 370.85	UNICOM 123.0 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	1920-1¼ 1011 (1100-1¼)	1980-1½ 1071 (1100-1½)	1980-3 1071 (1100-3)	NA

SC-3, 08 APR 2010 to 06 MAY 2010

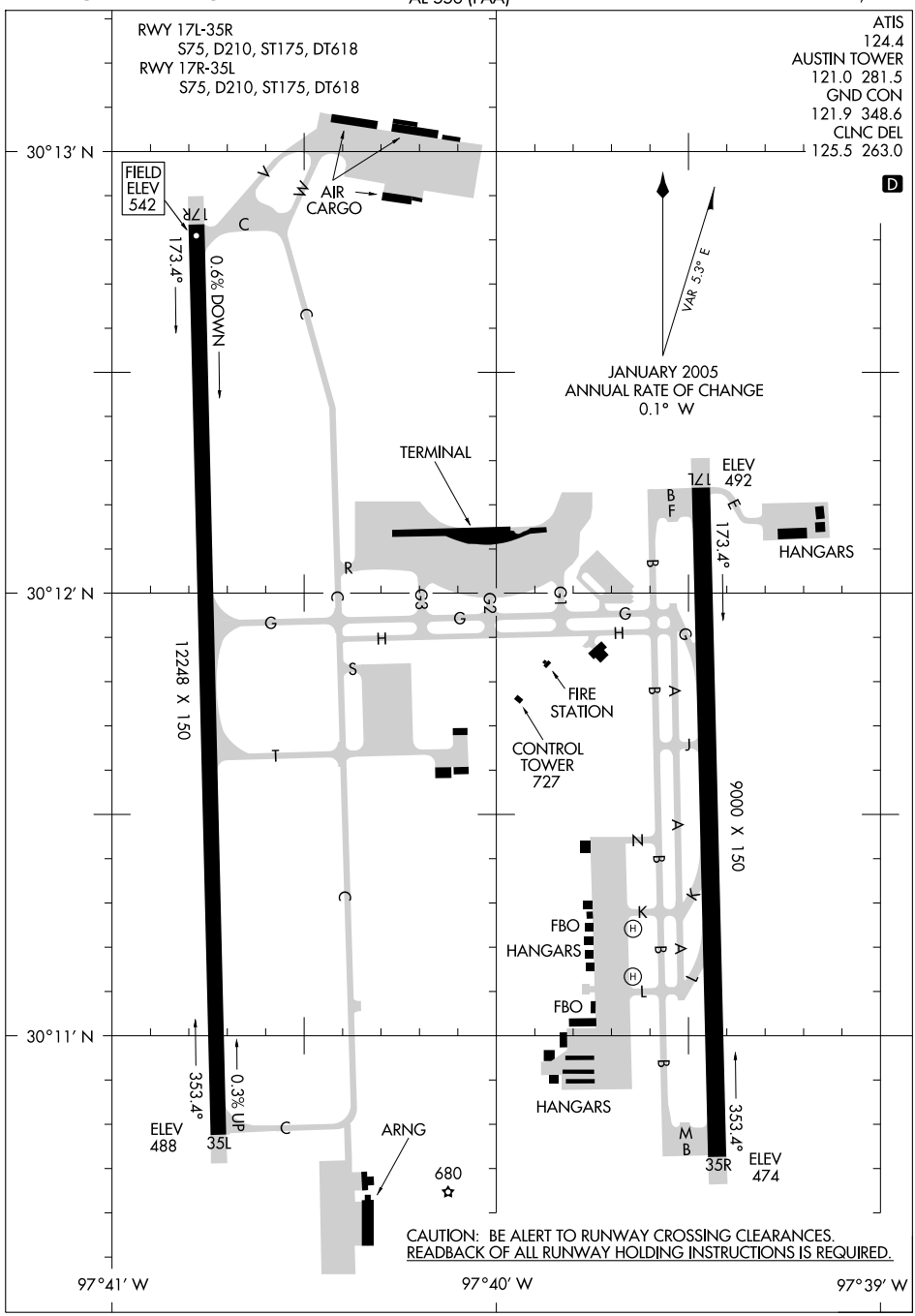
09295

AIRPORT DIAGRAM

AL-556 (FAA)

AUSTIN-BERGSTROM INTL (AUS)

AUSTIN, TEXAS

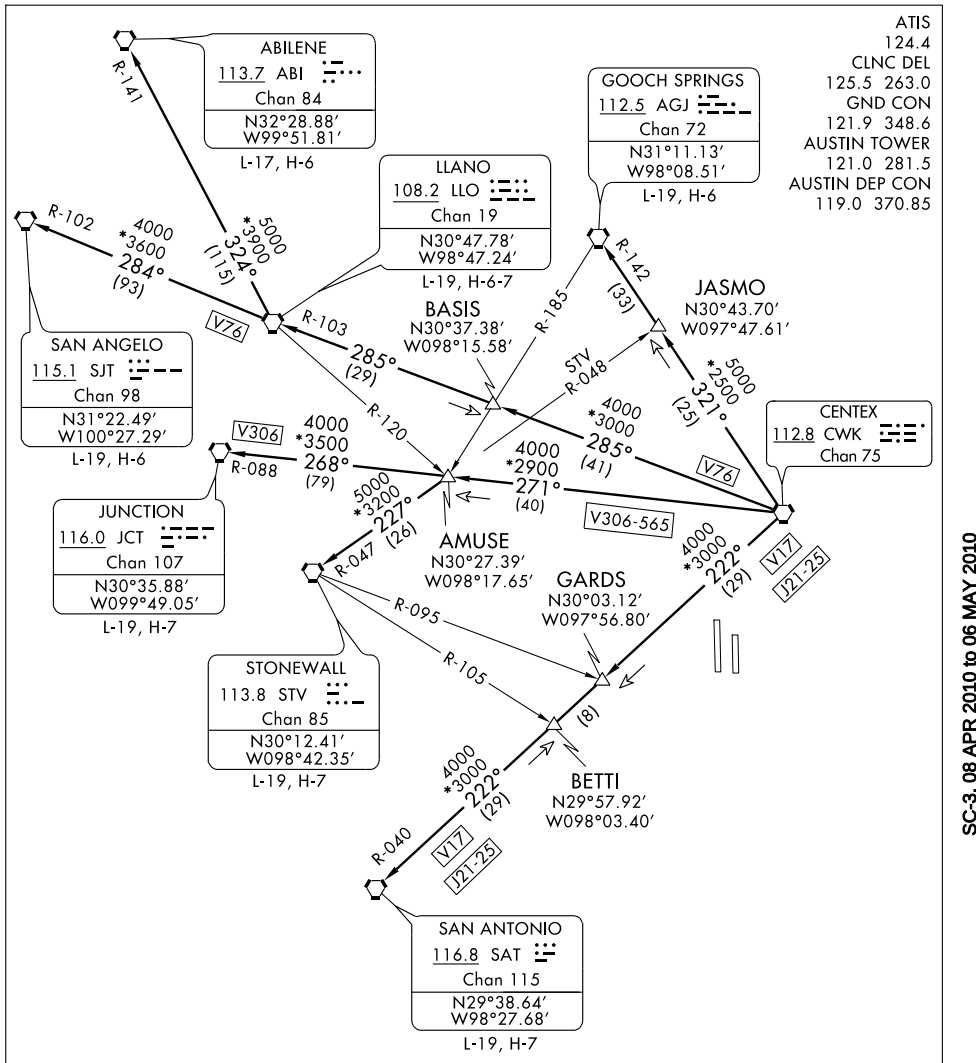


SC-3, 08 APR 2010 to 06 MAY 2010

AUSTIN THREE DEPARTURE

SL-556 (FAA)

AUSTIN-BERGSTROM INTL (AUS)
AUSTIN, TEXAS



TAKE-OFF MINIMUMS:

Rwys 17L/R, 35L/R: Standard.

TAKE-OFF OBSTACLE NOTES:

Rwy 17L: Trees beginning 498′ from DER, 576′ left of centerline, up to 80′ AGL/517′ MSL.
Tree 617′ from DER, 585′ right of centerline, 55′ AGL/498′ MSL.
Rwy 17R: Trees 1007′ from DER, 739′ right of centerline, up to 61′ AGL/523′ MSL.
Rwy 35R: Tree 817′ from DER, 664′ right of centerline, 55′ AGL/528′ MSL.

NOTE: RADAR required.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SC-3, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 35L/R,17L/R: Fly tower assigned heading for vectors, maintain 4000, expect filed altitude 10 minutes after departure, thence via assigned transition.

ABILENE TRANSITION (AUS3.ABI): From over CWK VORTAC via CWK R-285 and LLO R-103 to LLO VORTAC, then via LLO R-324 and ABI R-141 to ABI VORTAC.

GOOCH SPRINGS TRANSITION (AUS3.AGJ): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC.

JUNCTION TRANSITION (AUS3.JCT): From over CWK VORTAC via CWK R-271 and JCT R-088 to JCT VORTAC.

LLANO TRANSITION (AUS3.LLO): From over CWK VORTAC via CWK R-285 and LLO R-103 to LLO VORTAC.

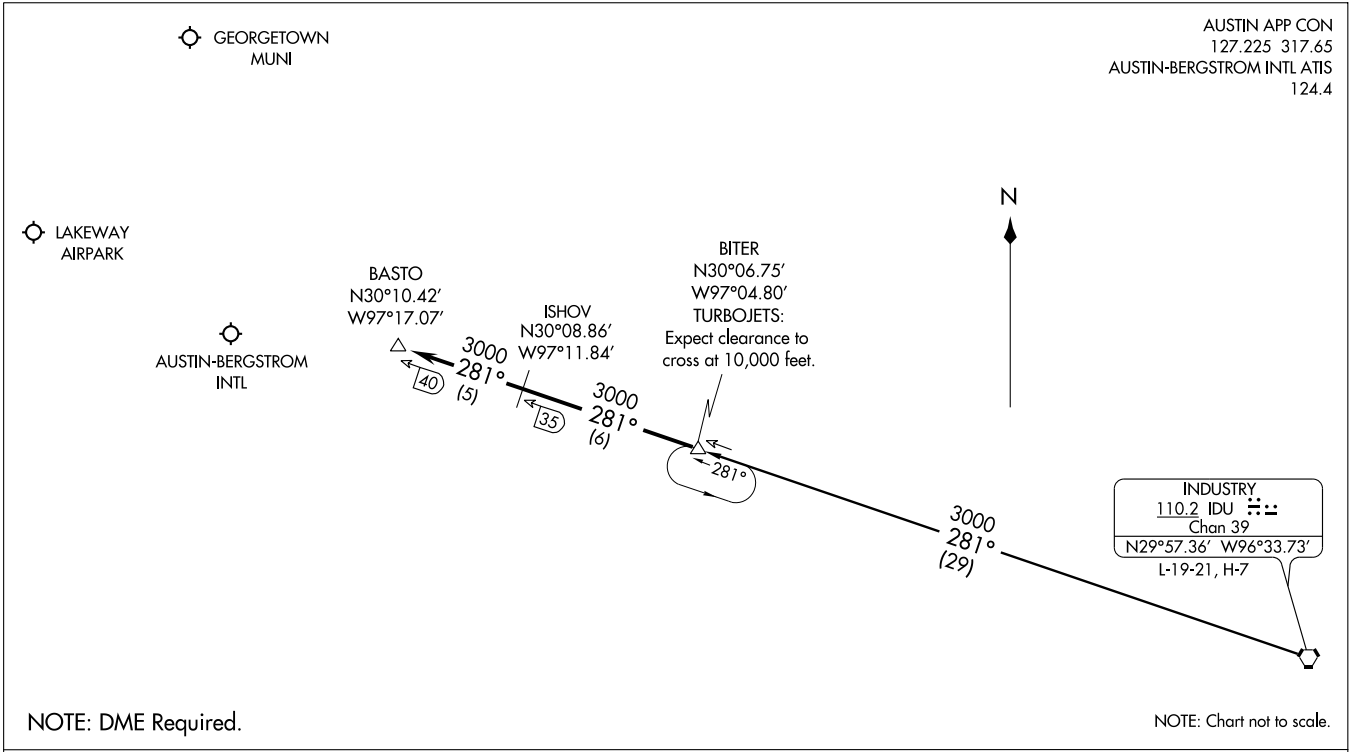
SAN ANGELO TRANSITION (AUS3.SJT): From over CWK VORTAC via CWK R-285 and LLO R-103 to LLO VORTAC, then via LLO R-284 and SJT R-102 to SJT VORTAC.

SAN ANTONIO TRANSITION (AUS3.SAT): From over CWK VORTAC via CWK R-222 and SAT R-040 to SAT VORTAC.

STONEWALL TRANSITION (AUS3.STV): From over CWK VORTAC via CWK R-271 to AMUSE INT, then via STV R-047 to STV VORTAC.

SC-3, 08 APR 2010 to 06 MAY 2010

BITER FOUR ARRIVAL (BITER.BITER4)

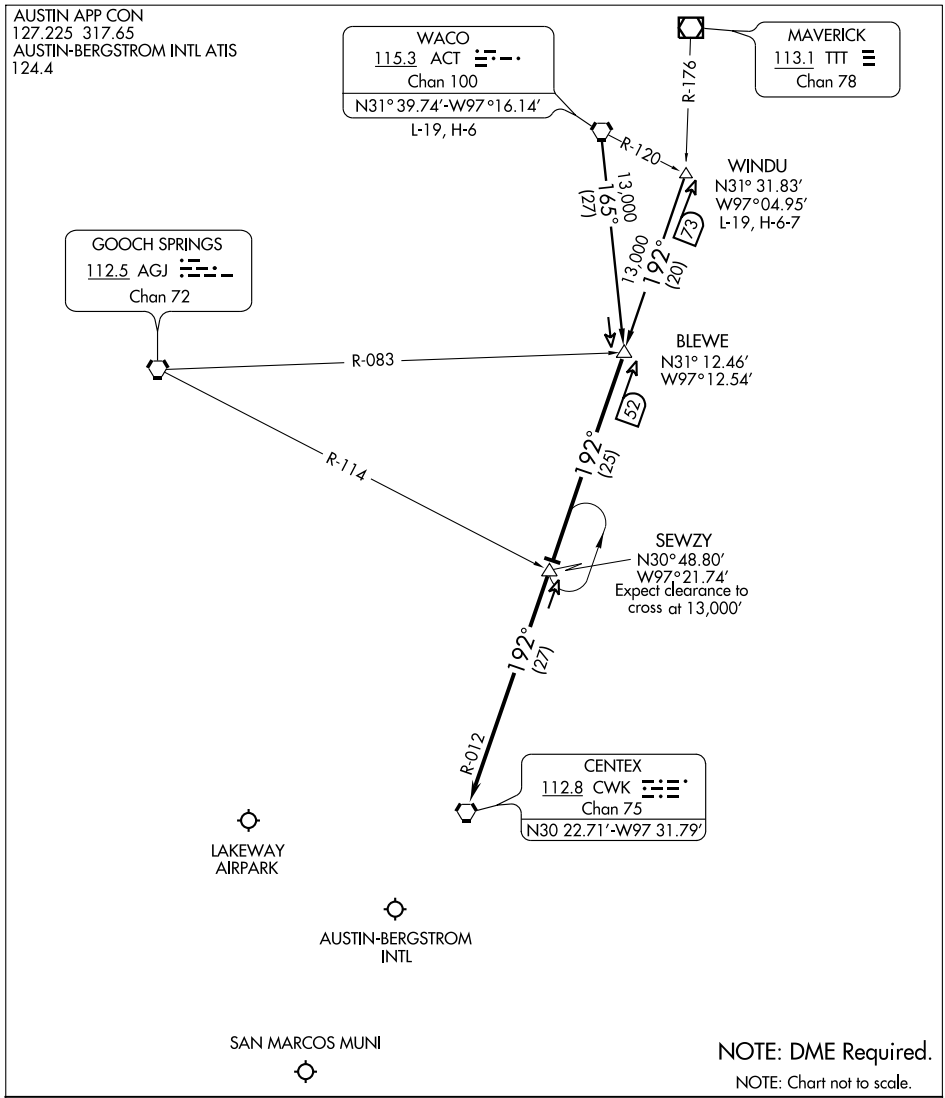


INDUSTRY TRANSITION (IDU.BITER4): From over IDU VORTAC via IDU R-281 to BITER INT. Thence . . . .

. . . . From over BITER INT via IDU R-281 to BASTO INT (MEA 3000). Expect radar vectors to final approach.

BLEWE TWO ARRIVAL (BLEWE.BLEWE2)

AUSTIN, TEXAS



WACO TRANSITION (ACT.BLEWE2): From over ACT VORTAC via ACT R-165 to BLEWE INT. Thence . . . .

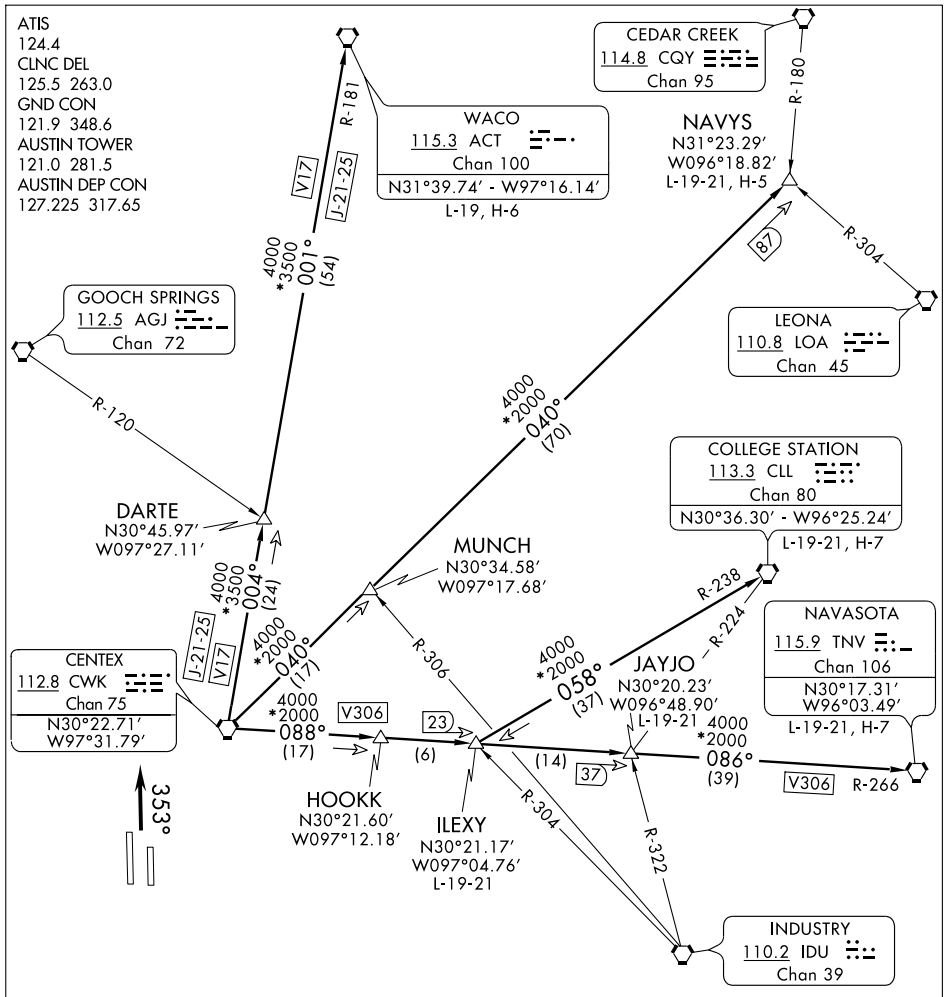
WINDU TRANSITION (WINDU.BLEWE2): From over WINDU INT via CWK R-012 to BLEWE INT. Thence . . . .

. . . . From over BLEWE INT via CWK R-012 to CWK VORTAC. Expect radar vectors to final approach.

CENTEX FOUR DEPARTURE

SL-556 (FAA)

AUSTIN-BERGSTROM INTL (AUS)
AUSTIN, TEXAS



NOTE: Radar Required.

TAKE-OFF MINIMUMS:
Rwys 17L/R, 35L/R: Standard.

TAKE-OFF OBSTACLE NOTES:

Rwy 17L: Trees beginning 498' from DER, 576' left of centerline, up to 80' AGL/517' MSL.
Tree 617' from DER, 585' right of centerline, 55' AGL/498' MSL.
Rwy 17R: Trees 1007' from DER, 739' right of centerline, up to 61' AGL/523' MSL.
Rwy 35R: Tree 817' from DER, 664' right of centerline, 55' AGL/528' MSL.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SC-3, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 35L: Climb via heading 353° to 1800. Thence . . . .

TAKEOFF RWY 35R: Climb via heading 353° to 1800. Thence . . . .

TAKEOFF RWY 17 L/R: Climb via assigned heading. Thence . . . .

. . . . climb to 4000 via radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

COLLEGE STATION TRANSITION (CWK4.CLL): (For aircraft requesting 13,000' MSL to FL230.) From over CWK VORTAC via CWK R-088 to ILEXY INT, then via CLL R-238 to CLL VORTAC.

ILEXY TRANSITION (CWK4.ILEXY): (For turboprop and turbojet aircraft landing HOU; for turbojet aircraft landing EFD, GLS or LBX; for all aircraft landing IAH.) From over CWK VORTAC via CWK R-088 to ILEXY INT.

JAYJO TRANSITION (CWK4.JAYJO): (For piston aircraft landing HOU; for piston and turboprop aircraft landing EFD, GLS, or LBX; for all aircraft landing other West/South Houston terminal area airports.) From over CWK VORTAC via CWK R-088 to JAYJO INT.

NAVASOTA TRANSITION (CWK4.TNV): From over CWK VORTAC via CWK R-088 and TNV R-266 to TNV VORTAC.

NAVYS TRANSITION (CWK4.NAVYS): (For aircraft landing DFW terminal area requesting FL230 and below.) From over CWK VORTAC via CWK R-040 to NAVYS INT.

WACO TRANSITION (CWK4.ACT): (For aircraft requesting 12,000' MSL and below.) From over CWK VORTAC via CWK R-004 and ACT R-181 to ACT VORTAC.

SC-3, 08 APR 2010 to 06 MAY 2010

LOC I-VNK	APP CRS	Rwy Idg	9000
110.5	173°	TDZE	492
Chan 42		Apt Elev	542

ILS or LOC RWY 17L

AUSTIN-BERGSTROM INTL (AUS)

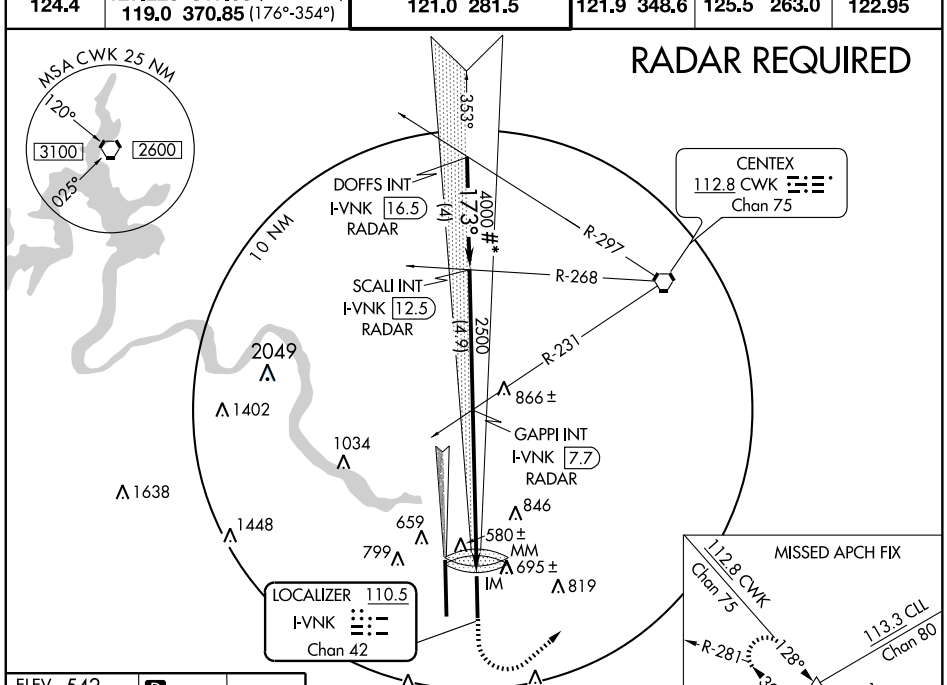
Simultaneous approach authorized with Rwy 17R.
For inoperative ALSF, increase S-ILS Cat E visibility to RVR 4000 and S-LOC Cat E visibility to 1½.

ALSF-2

MISSED APPROACH: Climb to 1000, then climbing left turn to 3000 via CWK VORTAC R-128 to BASTO INT/CWK 17.7 DME and hold.

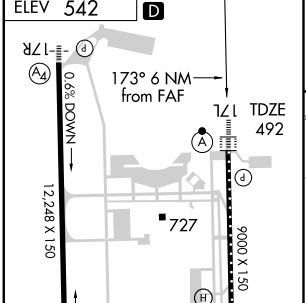
ATIS	AUSTIN APP CON	AUSTIN TOWER	GND CON	CLNC DEL	UNICOM
124.4	127.225 317.65 (355°-175°) 119.0 370.85 (176°-354°)	121.0 281.5	121.9 348.6	125.5 263.0	122.95

RADAR REQUIRED

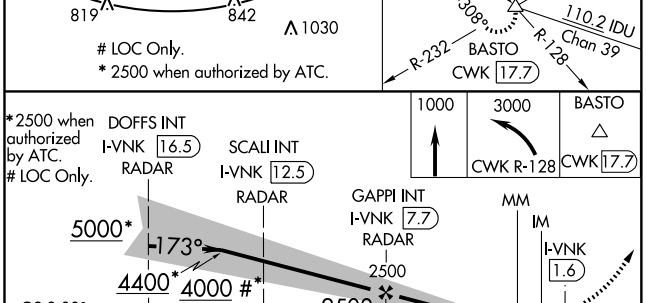


LOC Only.

* 2500 when authorized by ATC.



FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00



CATEGORY	A	B	C	D	E
S-ILS 17L	692/18 200 (200-½)				
S-LOC 17L	940/24 448 (400-½)		940/40 448 (400-¾)	940/50 448 (400-1)	
CIRCLING	1040-1 498 (500-1)		1040-1½ 498 (500-1½)	1160-2 618 (700-2)	1260-2½ 718 (800-2½)

SC-3, 08 APR 2010 to 06 MAY 2010

AUSTIN, TEXAS

AL-556 (FAA)

10098

ILS or LOC RWY 17R

AUSTIN-BERGSTROM INTL (AUS)

LOC/DME I-GFQ	APP CRS	Rwy Idg	12248
110.95	173°	TDZE	542
Chan 46 (Y)		Apt Elev	542

Simultaneous approach authorized with Rwy 17L.

MALS

MISSED APPROACH: Climb to 1000, then climbing right turn to 3500 via CWK VORTAC R-222 to GARDS Int/CWK 29.2 DME and hold.

ATIS	AUSTIN APP CON	AUSTIN TOWER	GND CON	CLNC DEL	UNICOM
124.4	127.225 317.65 (355°-175°) 119.0 370.85 (176°-354°)	121.0 281.5	121.9 348.6	125.5 263.0	122.95

RADAR REQUIRED

MSA CWK 25 NM
120°
3100
2600
025°

353°

(IF)
CHADE INT
I-GFQ 14.6
RADAR

CENTEX
112.8 CWK
Chan 75

R-281

*#2900

173°

(4)

BROMS INT
I-GFQ 10.6
RADAR

R-253

*2100

(3.8)

R-230

R-222

HOMAL INT
I-GFQ 6.8
RADAR

#2100 when authorized by ATC
* LOC only

2049
1402
1034
688±
1638
1448
659
799
580±
846
695±
819
842
1030

LOCALIZER 110.95
I-GFQ
Chan 46 (Y)

10 NM

MISSED APCH FIX
GARDS
CWK 29.2
CWK R-222
113.8 STV
Chan 85
R-095
042°
222°
R-222

ALTERNATE MISSED APCH FIX
CREED LOM
BS
255
173°
353°

ELEV 542
D
173° 4.6 NM from FAF
17R
0.6% DOWN
TDZE
542
17L
12,248 X 150
9000 X 150
727
0.3% UP
680
35L
35R
TDZ/CL Rwys 17L and 35R
HIRL Rwy 17L-35R and 17R-35L
FAF to MAP 4.6 NM

CHADE INT
I-GFQ 14.6
RADAR

BROMS INT
I-GFQ 10.6
RADAR

HOMAL INT
I-GFQ 6.8
RADAR

#4000
173°
#3400
*#2900
*2100
2100
I-GFQ 3.3
I-GFQ 2.2
GS 3.00°
TCH 59
#2100 when authorized by ATC.
* LOC only

1000 ↑	3500 CWK R-222	GARDS △ CWK 29.2

4 NM — 3.8 NM — 3.5 NM — 1.1

CATEGORY	A	B	C	D	E
S-ILS 17R	742/40 200 (200-¾)				
S-LOC 17R	940/40 398 (400-¾)			940/60 398 (400-1¼)	940-1½ 398 (400-1½)
CIRCLING	1040-1 498 (500-1)		1040-1½ 498 (500-1½)	1160-2 618 (700-2)	1260-2½ 718 (800-2½)

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

SC-3, 08 APR 2010 to 06 MAY 2010

LOC/DME I-BSM	APP CRS	Rwy Idg	12248
110.95	353°	TDZE	496
Chan 46 (Y)		Apt Elev	542

ILS or LOC RWY 35L

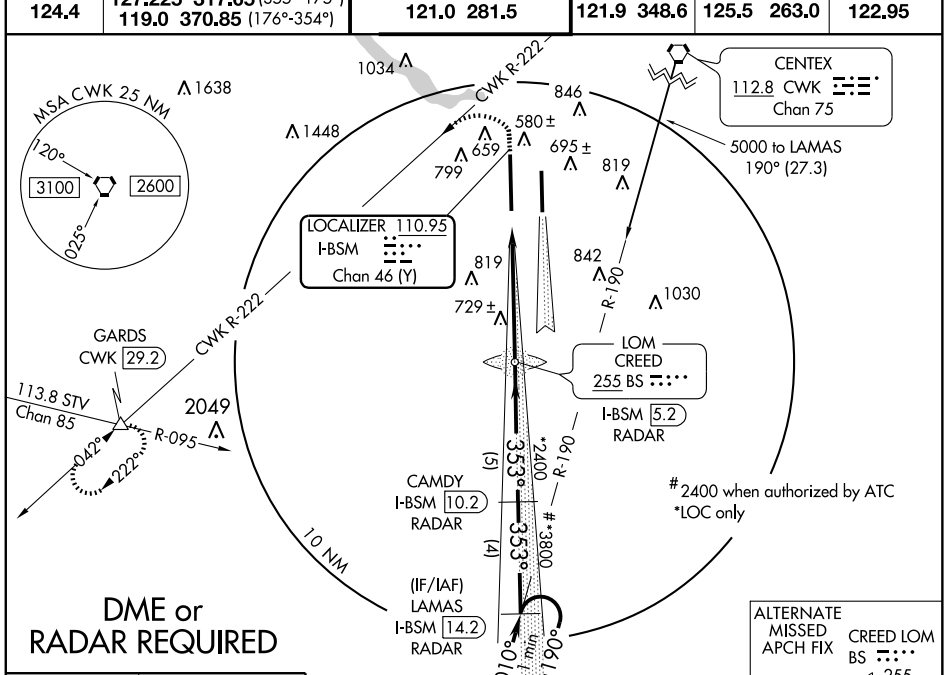
AUSTIN-BERGSTROM INTL (AUS)

Simultaneous approach authorized with Rwy 35R. For inoperative MALSR, increase S-ILS 35L Cat E visibility to RVR 4000, and S-LOC 35L Cat E visibility to 1¾ mile. ** RVR 1800 authorized with the use of FD or AP or HUD to DA.

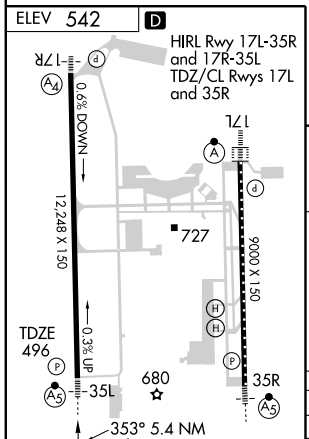
MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 3500 via CWK VORTAC R-222 to GARDS Int/CWK 29.2 DME and hold.

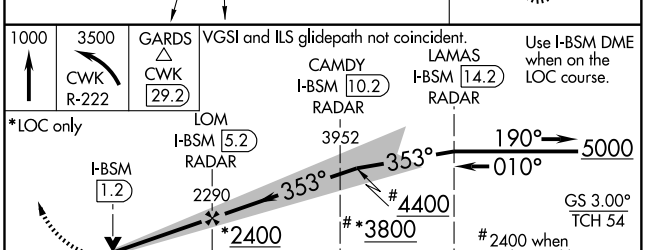
ATIS	AUSTIN APP CON	AUSTIN TOWER	GND CON	CLNC DEL	UNICOM
124.4	127.225 317.65 (355°-175°) 119.0 370.85 (176°-354°)	121.0 281.5	121.9 348.6	125.5 263.0	122.95



DME or RADAR REQUIRED



FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48



CATEGORY	A	B	C	D	E
S-ILS 35L	** 696/24 200 (200-½)				
S-LOC 35L	980/24 484 (500-½)		980/40 484 (500-¾)	980/50 484 (500-1)	980/60 484 (500-1¼)
CIRCLING	1040-1 498 (500-1)		1040-1½ 498 (500-1½)	1160-2 618 (700-2)	1260-2½ 718 (800-2½)

SC-3, 08 APR 2010 to 06 MAY 2010

LOC I-HCE	APP CRS	Rwy Idg	9000
110.5	353°	TDZE	480
Chan 42		Apt Elev	542

ILS or LOC RWY 35R

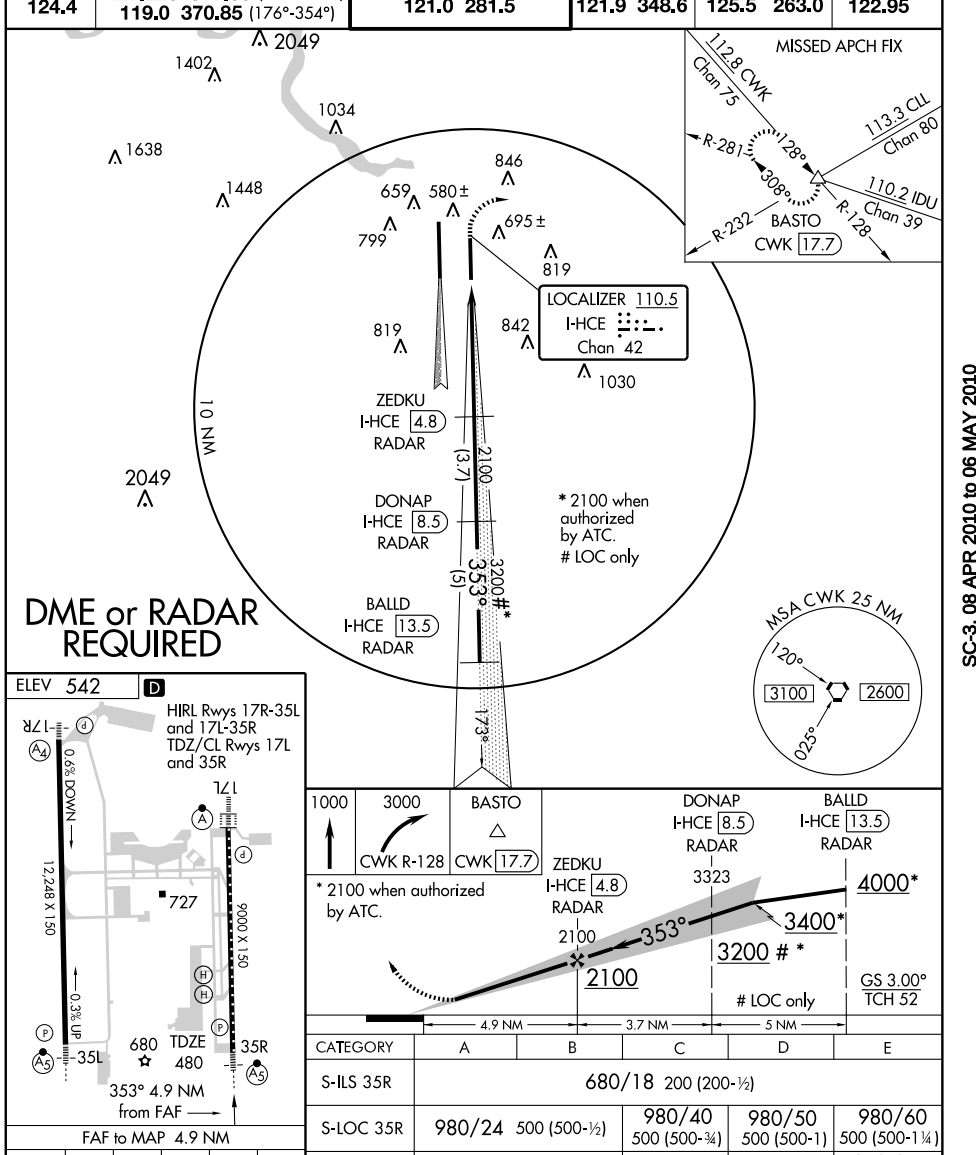
AUSTIN-BERGSTROM INTL (AUS)

Simultaneous approach authorized with Rwy 35L. For inoperative MALSR, increase S-ILS Cat E visibility to RVR 4000, and S-LOC Cat E visibility to 1¾ miles.

MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 via CWK VORTAC R-128 to BASTO INT/CWK 17.7 DME and hold.

ATIS	AUSTIN APP CON	AUSTIN TOWER	GND CON	CLNC DEL	UNICOM
124.4	127.225 317.65 (355°-175°) 119.0 370.85 (176°-354°)	121.0 281.5	121.9 348.6	125.5 263.0	122.95



DME or RADAR REQUIRED

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

CATEGORY	A	B	C	D	E
S-ILS 35R	680/18 200 (200-½)				
S-LOC 35R	980/24 500 (500-½)		980/40 500 (500-¾)	980/50 500 (500-1)	980/60 500 (500-1¼)
CIRCLING	1040-1 498 (500-1)		1040-1½ 498 (500-1½)	1160-2 618 (700-2)	1260-2½ 718 (800-2½)

SC-3, 08 APR 2010 to 06 MAY 2010

LOC I-VNK	APP CRS	Rwy Idg	9000
110.5	173°	TDZE	492
Chan 42		Apt Elev	542

ILS RWY 17L (CAT II)

AUSTIN-BERGSTROM INTL (AUS)

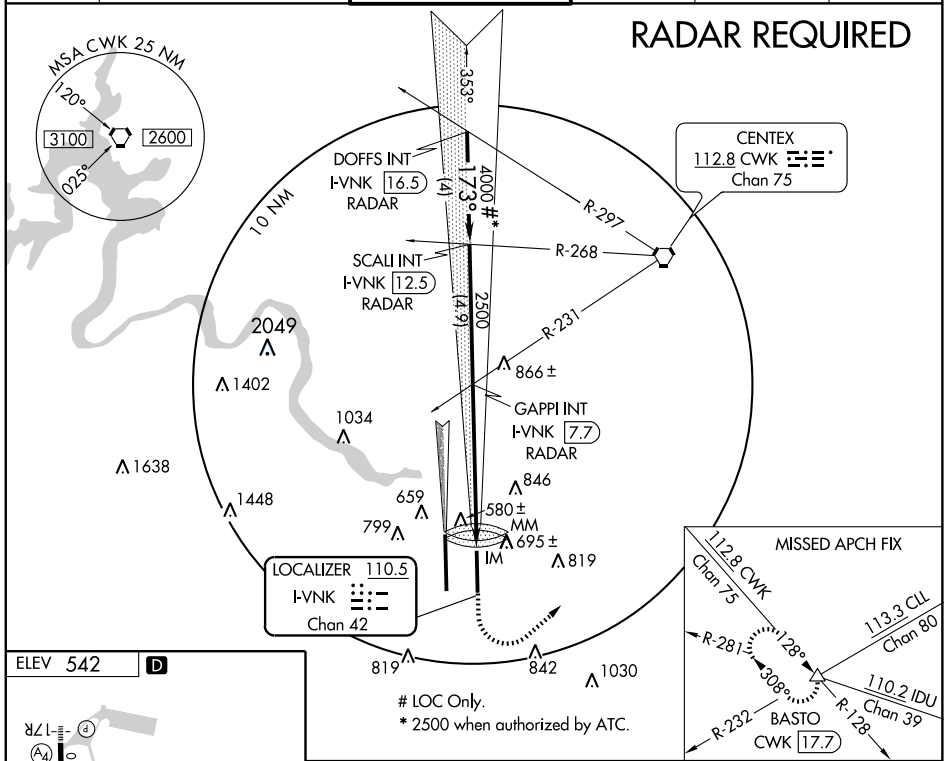
Simultaneous approach authorized with Rwy 17R.
For inoperative ALSF, increase S-ILS Cat E visibility to RVR 4000 and S-LOC Cat E visibility to 1½.

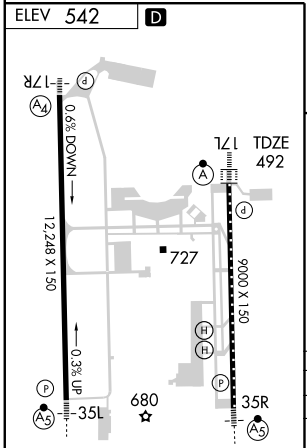
ALSF-2

MISSED APPROACH: Climb to 1000, then climbing left turn to 3000 via CWK VORTAC R-128 to BASTO INT/CWK 17.7 DME and hold.

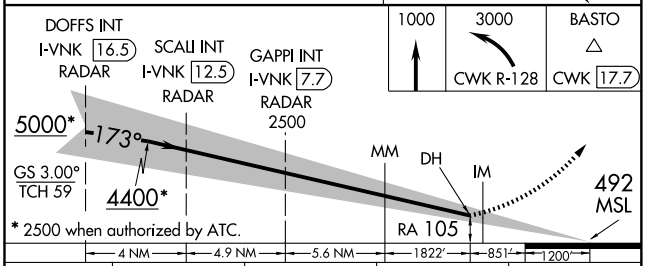
ATIS	AUSTIN APP CON	AUSTIN TOWER	GND CON	CLNC DEL	UNICOM
124.4	127.225 317.65 (355°-175°) 119.0 370.85 (176°-354°)	121.0 281.5	121.9 348.6	125.5 263.0	122.95

RADAR REQUIRED





HIRL Rwy 17L-35R and 17R-35L
TDZ/CL Rwys 17L and 35R



CATEGORY	A	B	C	D
S-ILS 17L	RA 105/12 100 DA 592			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-3, 08 APR 2010 to 06 MAY 2010

LOC I-VNK	APP CRS	Rwy Idg	9000
110.5	173°	TDZE	492
Chan 42		Apt Elev	542

ILS RWY 17L (CAT III)
AUSTIN-BERGSTROM INTL (AUS)

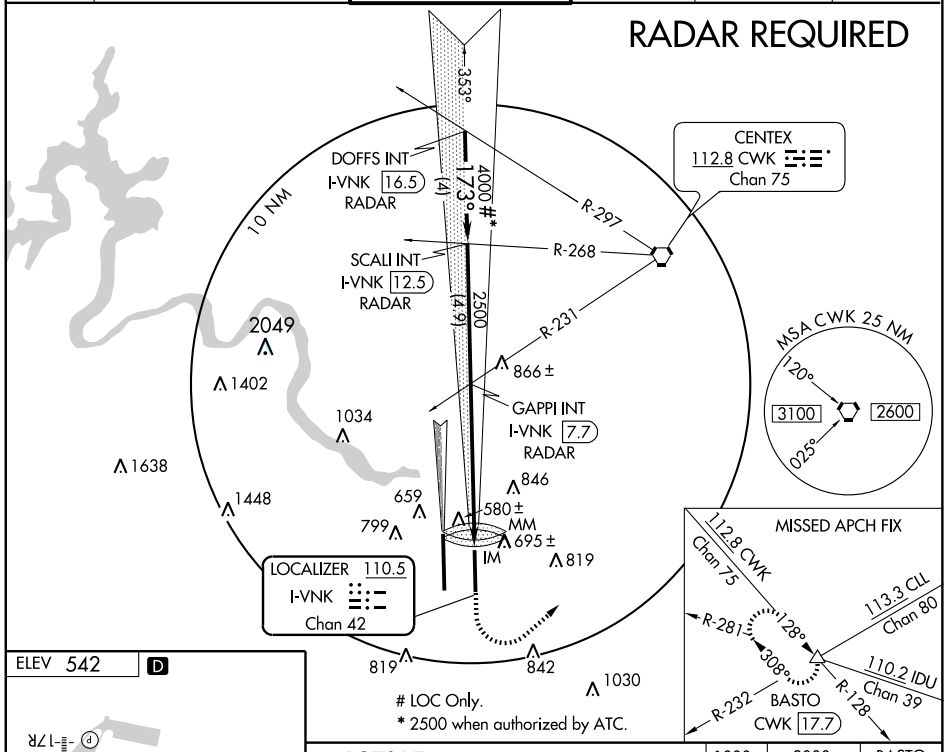
Simultaneous approach authorized with Rwy 17R.
For inoperative ALSF, increase S-ILS Cat E visibility to RVR 4000 and S-LOC Cat E visibility to 1½.

ALSF-2

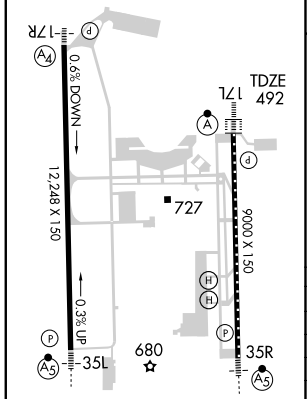
MISSED APPROACH: Climb to 1000, then climbing left turn to 3000 via CWK VORTAC R-128 to BASTO INT/CWK 17.7 DME and hold.

ATIS	AUSTIN APP CON	AUSTIN TOWER	GND CON	CLNC DEL	UNICOM
124.4	127.225 317.65 (355°-175°) 119.0 370.85 (176°-354°)	121.0 281.5	121.9 348.6	125.5 263.0	122.95

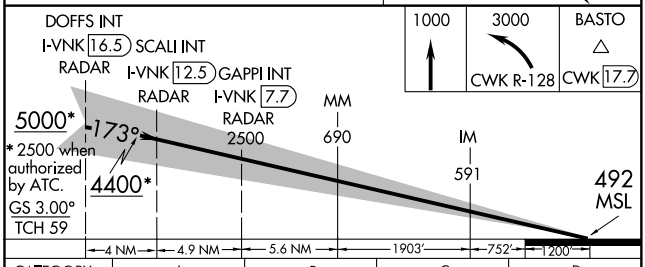
RADAR REQUIRED



ELEV 542 D



HIRL Rwy 17L-35R and 17R-35L
TDZ/CL Rwys 17L and 35R



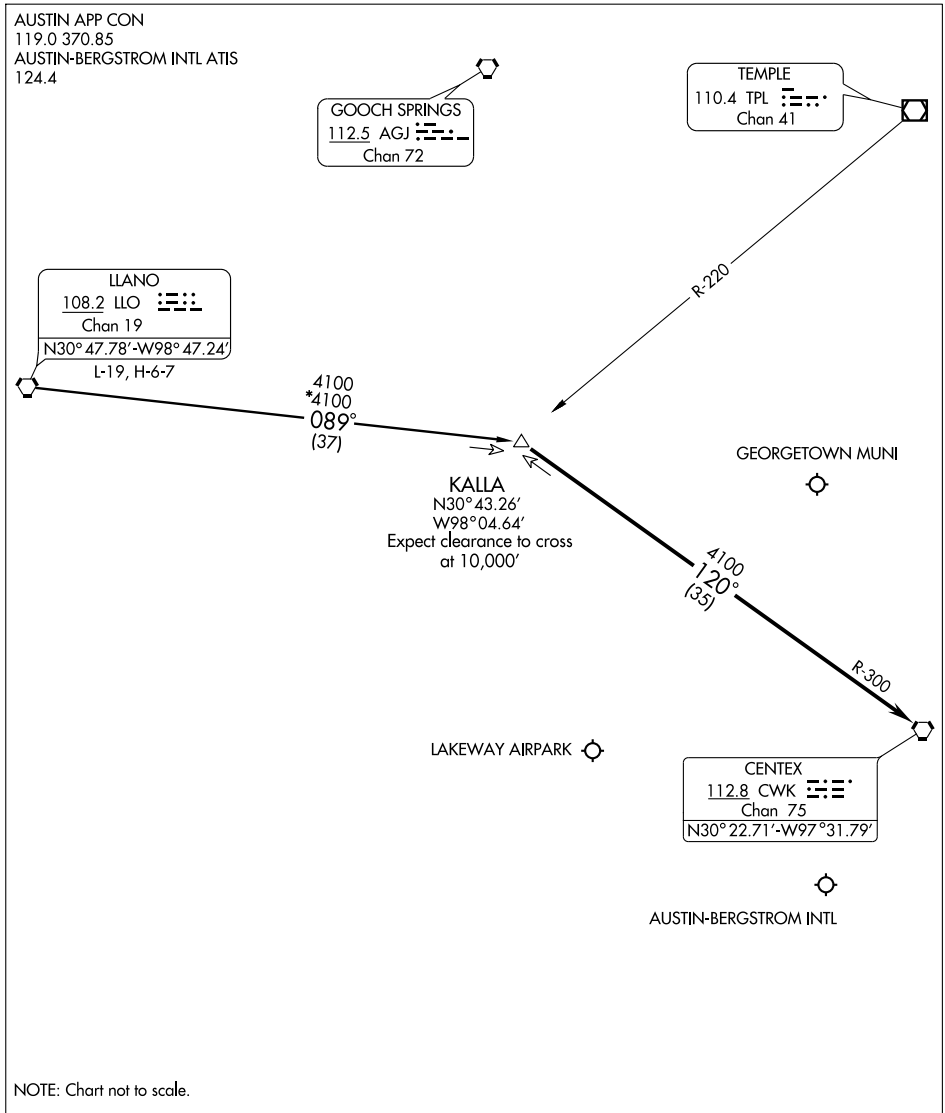
CATEGORY	A	B	C	D
S-ILS 17L	CAT IIIa RVR 07			
S-ILS 17L	CAT IIIb RVR 06			
S-ILS 17L	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-3, 08 APR 2010 to 06 MAY 2010

KALLA TWO ARRIVAL (KALLA.KALLA2)

AUSTIN, TEXAS



NOTE: Chart not to scale.

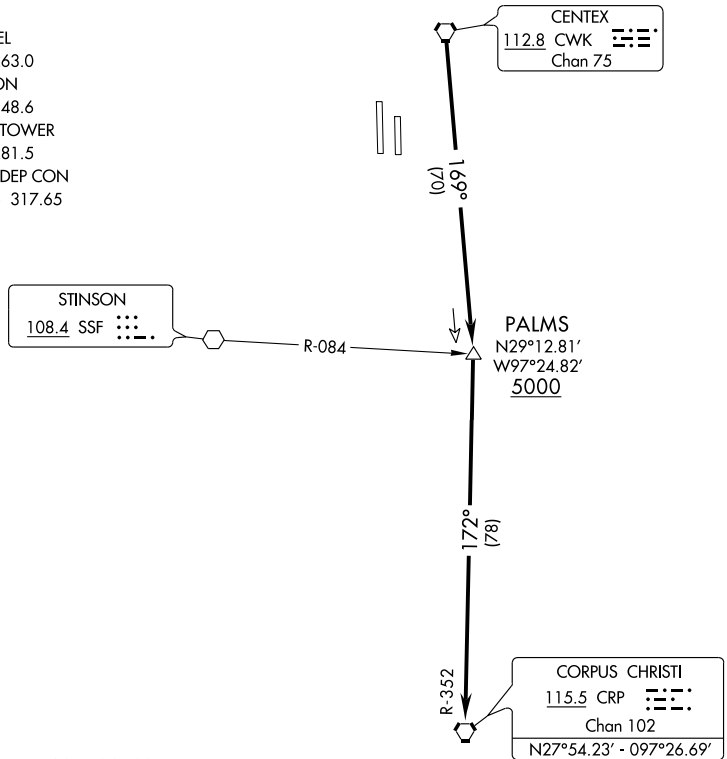
LLANO TRANSITION (LLO.KALLA2): From over LLO VORTAC via LLO R-089 to KALLA INT. Thence . . . .

. . . . From over KALLA INT via CWK R-300 to CWK VORTAC. Expect radar vectors to final approach.

SC-3, 08 APR 2010 to 06 MAY 2010

PALMS ONE DEPARTURE

ATIS
124.4
CLNC DEL
125.5 263.0
GND CON
121.9 348.6
AUSTIN TOWER
121.0 281.5
AUSTIN DEP CON
127.225 317.65



TAKE-OFF MINIMUMS:

Rwys 17L/17R, standard.
Rwy 35L, standard with an obstacle climb of 227′ per NM to 2600.
Rwy 35R, standard with an obstacle climb of 204′ per NM to 2600.

NOTE: Rwy 17L, multiple trees beginning 498′ from departure end of runway, 576′ left of centerline, up to 80′ AGL/517′ MSL.
Tree 617′ from departure end of runway, 584′ right of centerline, 55′ AGL/498′ MSL.
NOTE: Rwy 17R, multiple trees beginning 1007′ from departure end of runway, 730′ right of centerline to 603′ left of centerline up to 61′ AGL/540′ MSL.
NOTE: Rwy 35R, tree 816′ from departure end of runway, 663′ right of centerline, 55′ AGL/528′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 35L/R,17L/R: Fly tower assigned heading for vectors to CWK VORTAC, maintain 4000, expect filed altitude 10 minutes after departure, then via CWK R-169 to PALMS INT, cross PALMS INT at or above 5000, then via CRP R-352 to CRP VORTAC.

APP CRS	Rwy Idg	9000
173°	TDZE	492
	Apt Elev	542

RNAV (GPS) RWY 17L

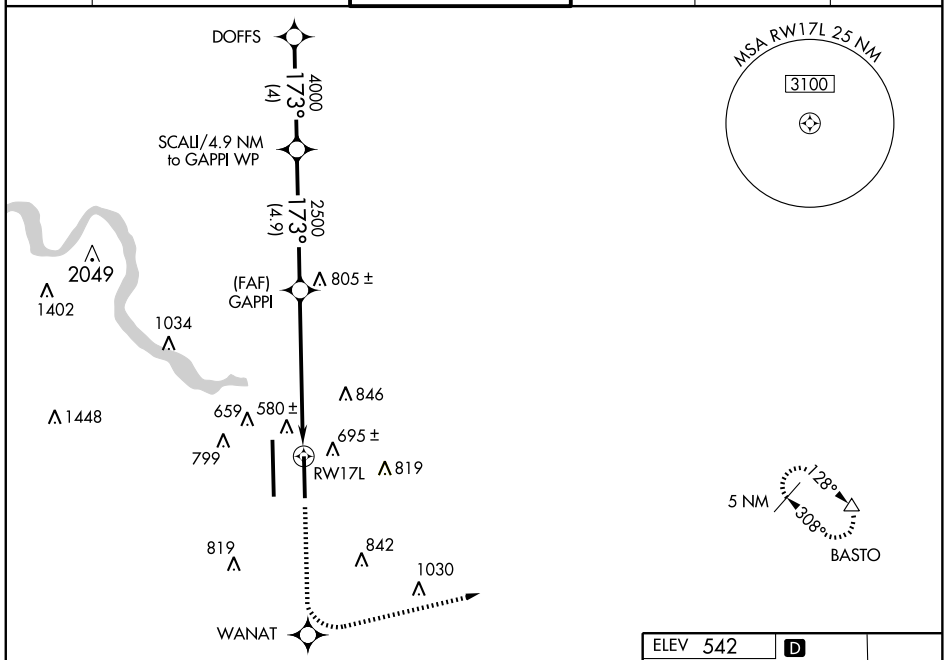
AUSTIN-BERGSTROM INTL (AUS)

Baro-VNAV NA below -16°C (4°F).
NA GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA.
For inoperative ALSF, increase LNAV/VNAV and LNAV Cat E visibility to 1¾.

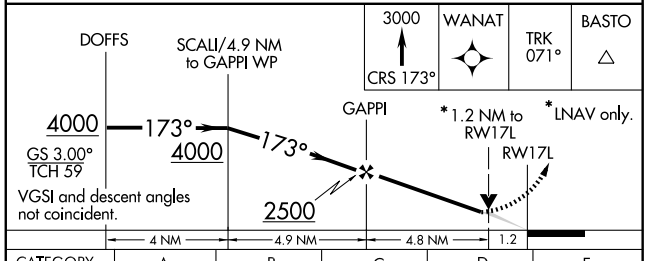
ALSF-2

MISSED APPROACH: Climb to 3000 via 173° course to WANAT then via 071° track to BASTO and hold.

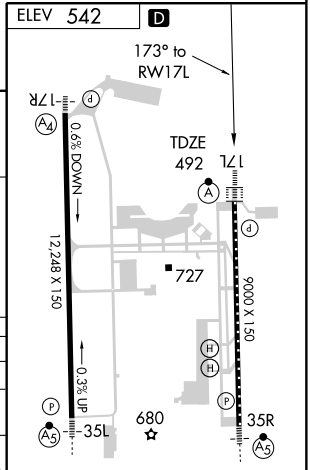
ATIS	AUSTIN APP CON	AUSTIN TOWER	GND CON	CLNC DEL	UNICOM
124.4	127.225 317.65 (355°-175°) 119.0 370.85 (176°-354°)	121.0 281.5	121.9 348.6	125.5 263.0	122.95



RADAR REQUIRED



CATEGORY	A	B	C	D	E
GLS PA DA	NA				
LNAV/VNAV DA	1000/60 508 (500-1¼)				
LNAV MDA	960/24 468 (500-½)		960/40 468 (500-¾)	960/50 468 (500-1)	960/60 468 (500-1¼)
CIRCLING	1040-1¾ 498 (500-1¾)			1160-2 618 (700-2)	1260-2½ 718 (800-2½)



HIRL Rwy 17L-35R and 17R-35L
TDZ/CL Rwys 17L and 35R

SC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	12248
173°	TDZE	542
	Apt Elev	542

RNAV (GPS) RWY 17R

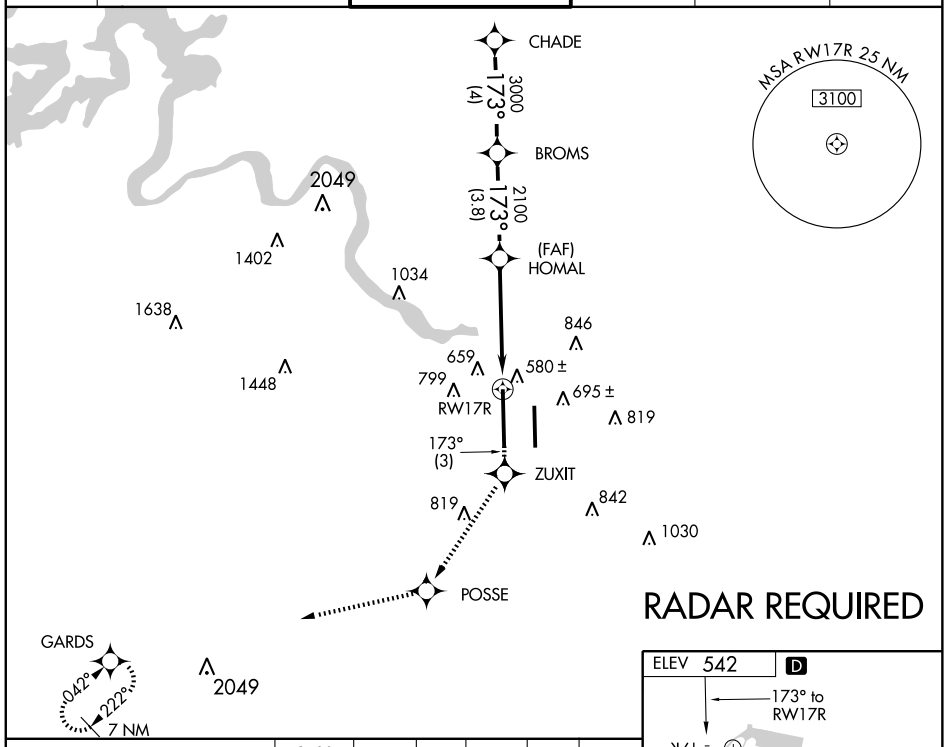
AUSTIN-BERGSTROM INTL (AUS)

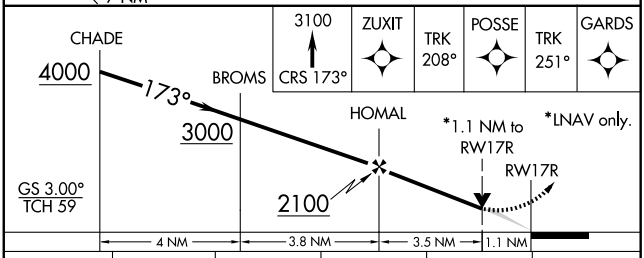
Baro-VNAV NA below -16°C (4°F).
NA GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA.
Inoperative table does not apply to LNAV/VNAV.
For inoperative MALS, increase LNAV Cat E visibility to ½.

MALS

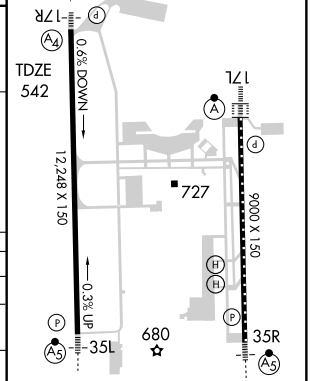
MISSED APPROACH: Climb to 3100 via 173° course to ZUXIT, then via 208° track to POSSE, then via 251° track to GARDS and hold.

ATIS	AUSTIN APP CON	AUSTIN TOWER	GND CON	CLNC DEL	UNICOM
124.4	127.225 317.65 (355°-175°) 119.0 370.85 (176°-354°)	121.0 281.5	121.9 348.6	125.5 263.0	122.95





CATEGORY	A	B	C	D	E
GLS PA DA	NA				
LNAV/VNAV DA	920/60 378 (400-1¼)				
LNAV MDA	940/40 398 (400-¾)			940/60 398 (400-1¼)	
CIRCLING	1040-1¼ 498 (500-1¼)		1040-1½ 498 (500-1½)	1160-2 618 (700-2)	1260-2½ 718 (800-2½)



TDZ/CL Rwys 17L and 35R
HIRL Rwys 17L-35R and 17R-35L

SC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	9000
353°	TDZE	480
	Apt Elev	542

RNAV (GPS) RWY 35R

AUSTIN-BERGSTROM INTL (AUS)

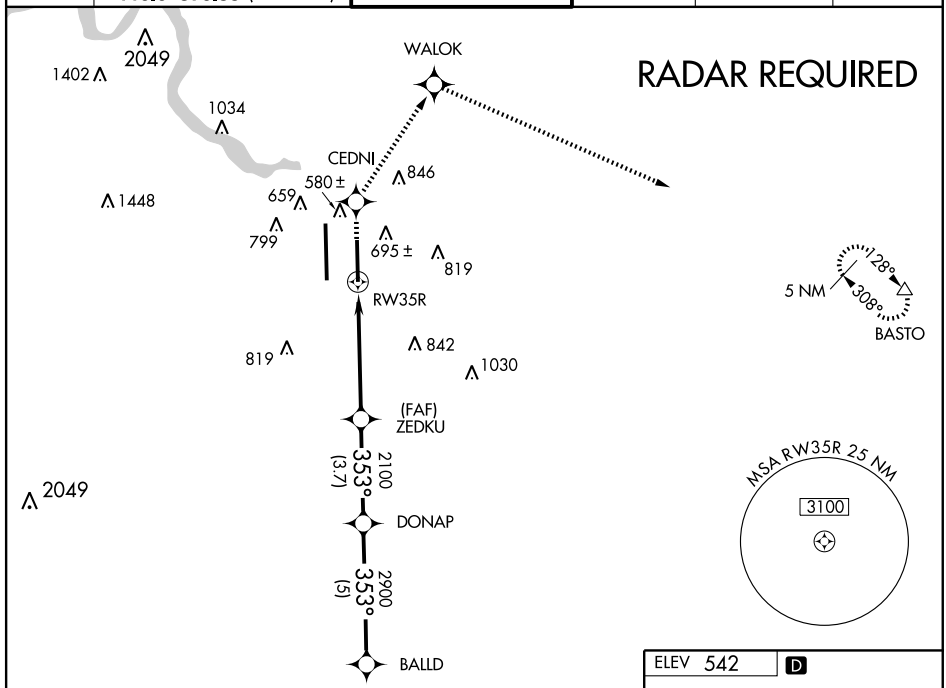
Baro-VNAV NA below -15°C (5°F).
NA GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA.
For inoperative MALSR, increase LNAV/VNAV Cat E visibility to 1½ and LNAV Cat E visibility to 1¾.

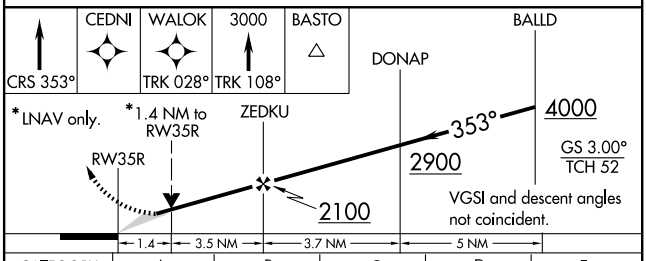
MALSR

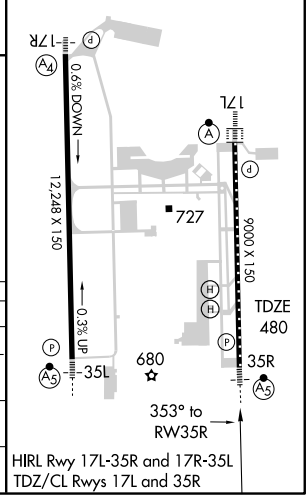
MISSED APPROACH: Climb via 353° course to CEDNI then via 028° to track to WALOK then via 108° track to 3000 to BASTO and hold.

ATIS	AUSTIN APP CON	AUSTIN TOWER	GND CON	CLNC DEL	UNICOM
124.4	127.225 317.65 (355°-175°) 119.0 370.85 (176°-354°)	121.0 281.5	121.9 348.6	125.5 263.0	122.95

RADAR REQUIRED







CATEGORY	A	B	C	D	E
GLS PA DA	NA				
LNAV/VNAV DA	880/50 400 (400-1)				
LNAV MDA	980/24 500 (500-½)		980/40 500 (500-¾)	980/50 500 (500-1)	980/60 500 (500-1¼)
CIRCLING	1040-1½ 498 (500-1½)			1160-2 618 (700-2)	1260-2½ 718 (800-2½)

HIRL Rwy 17L-35R and 17R-35L
TDZ/CL Rwys 17L and 35R

SC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	12248
353°	TDZE	496
	Apt Elev	542

RNAV (GPS) Y RWY 35L

AUSTIN-BERGSTROM INTL (AUS)

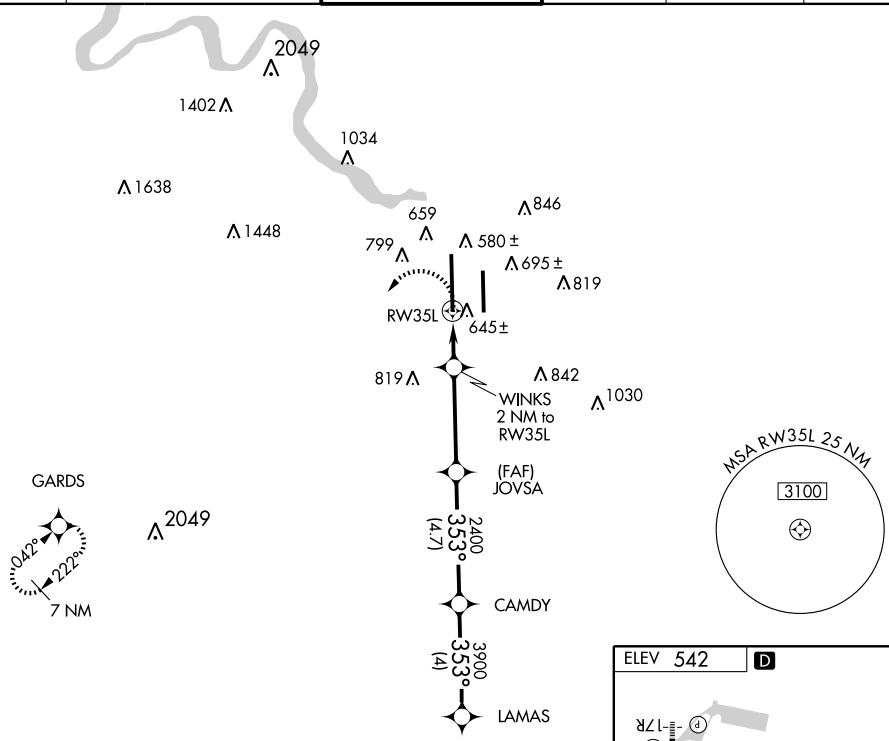
GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000 and Cat E to 1½.

NA

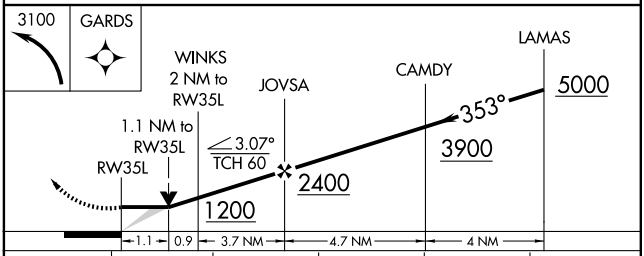
MALSR

MISSED APPROACH: Climbing left turn to 3100 direct GARDS and hold.

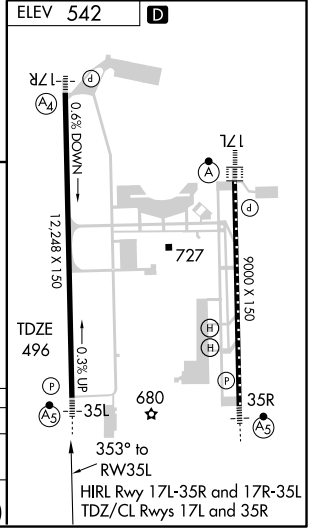
ATIS	AUSTIN APP CON	AUSTIN TOWER	GND CON	CLNC DEL	UNICOM
124.4	127.225 317.65 (355°-175°) 119.0 370.85 (176°-354°)	121.0 281.5	121.9 348.6	125.5 263.0	122.95



RADAR REQUIRED



CATEGORY	A	B	C	D	E
LNAV MDA	900/24	404 (400-½)	900/40 404 (400-¾)	900/50	404 (400-1)
CIRCLING	1040-1	498 (500-1)	1040-1½ 498 (500-1½)	1160-2 618 (700-2)	1260-2½ 718 (800-2½)



SC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	12248
353°	TDZE	496
	Apt Elev	542

RNAV (GPS) Z RWY 35L

AUSTIN-BERGSTROM INTL (AUS)

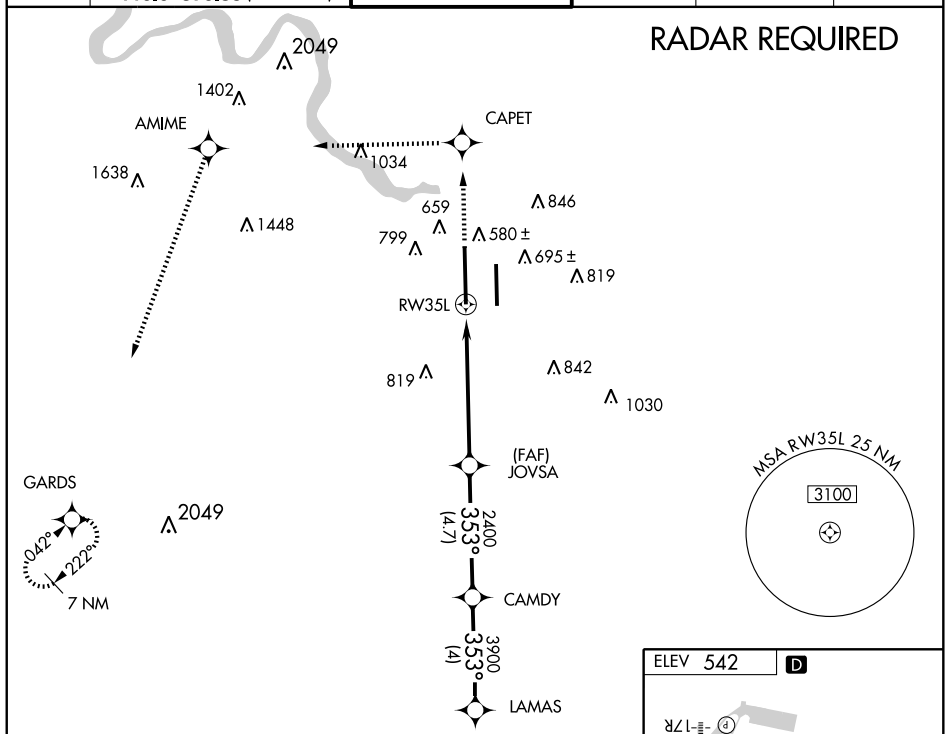
Baro-VNAV NA Below -16°C (4°F).
NA GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA.
For inoperative MALSR, increase LNAV/VNAV Cat E visibility to 1½ and LNAV Cat E visibility to 2¼.

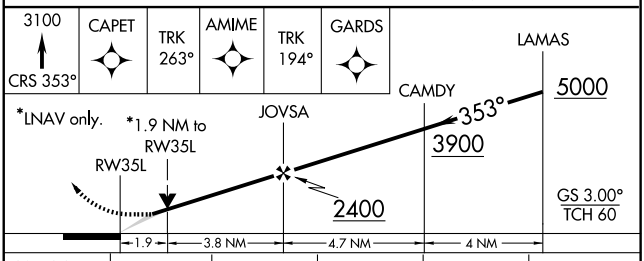
MALSR

MISSED APPROACH: Climb to 3100 via 353° course to CAPET then via 263° track to AMIME then via 194° track to GARDS and hold.

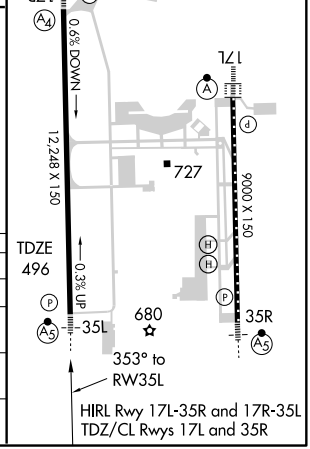
ATIS	AUSTIN APP CON	AUSTIN TOWER	GND CON	CLNC DEL	UNICOM
124.4	127.225 317.65 (355°-175°) 119.0 370.85 (176°-354°)	121.0 281.5	121.9 348.6	125.5 263.0	122.95

RADAR REQUIRED





CATEGORY	A	B	C	D	E
GLS PA DA	NA				
LNAV/VNAV DA	900/50 404 (400-1)				
LNAV MDA	1140/24 644 (700-½)		1140/60 644 (700-1¼)	1140-1½ 644 (700-1½)	1140-1¾ 644 (700-1¾)
CIRCLING	1140-1½ 598 (600-1½)		1140-1¾ 598 (600-1¾)	1160-2 618 (700-2)	1260-2½ 718 (800-2½)



SC-3, 08 APR 2010 to 06 MAY 2010

NDB UBC	APP CRS	Rwy Idg	3906
239	358°	TDZE	1737
		Apt Elev	1737

NDB RWY 35

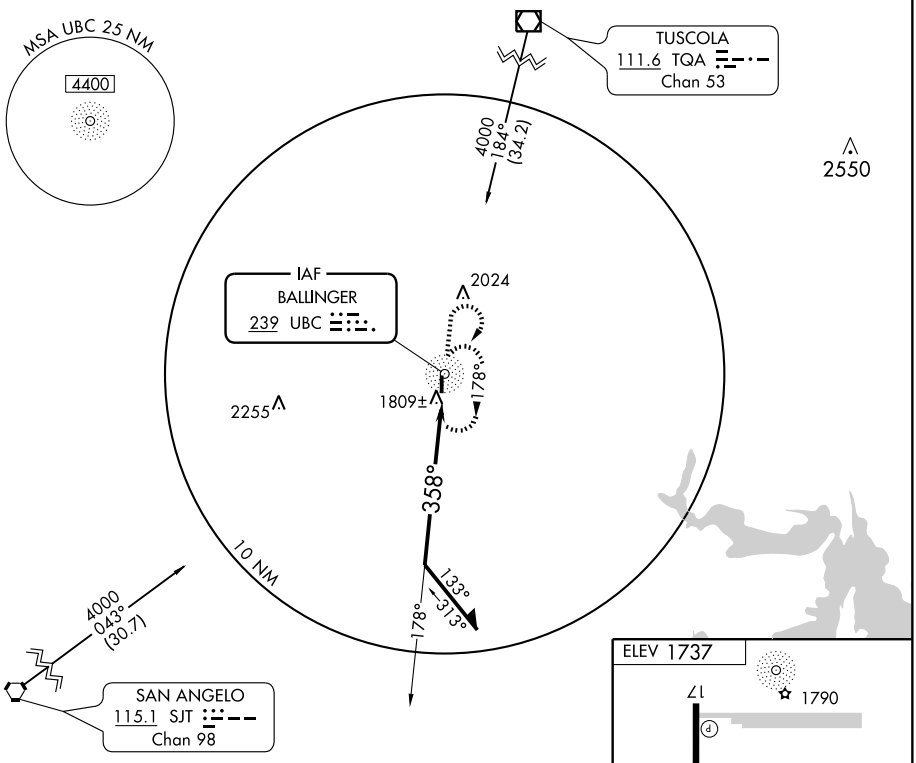
BALLINGER/BRUCE FIELD (E30)

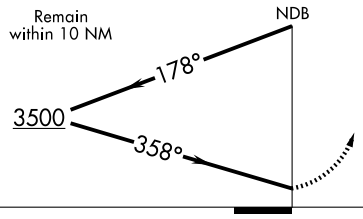
NA

Use San Angelo altimeter setting.

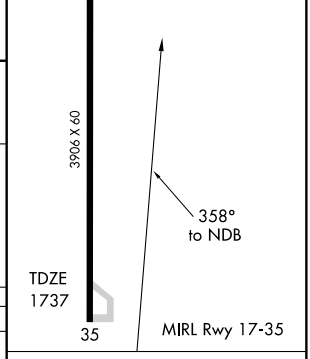
MISSED APPROACH: Climb to 3000, then climbing right turn to 3500 direct UBC NDB and hold.

SAN ANGELO APP CON*	CTAF
125.35 354.1	122.9





3000	3500	UBC 239



CATEGORY	A	B	C	D
S-35	2260-1	523 (600-1)	2260-1½ 523 (600-1½)	NA
CIRCLING	2260-1	523 (600-1)	2260-1½ 523 (600-1½)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-3. 08 APR 2010 to 06 MAY 2010

WAAS CH 86228 W35A	APP CRS 352°	Rwy Idg 3906 TDZE 1738 Apt Elev 1738

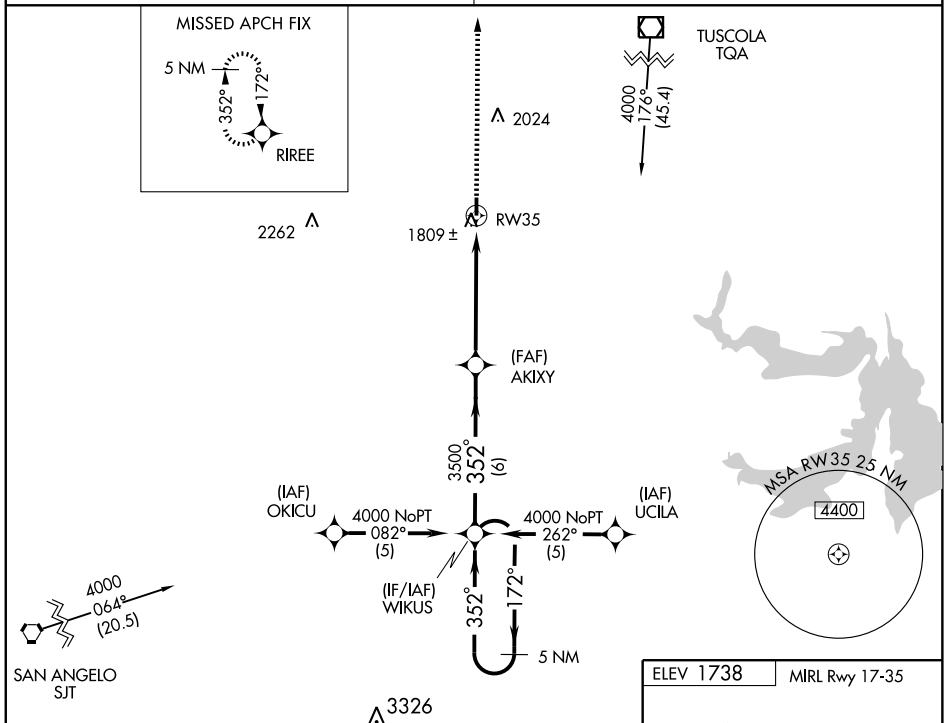
RNAV (GPS) RWY 35

BALLINGER/BRUCE FIELD (E30)

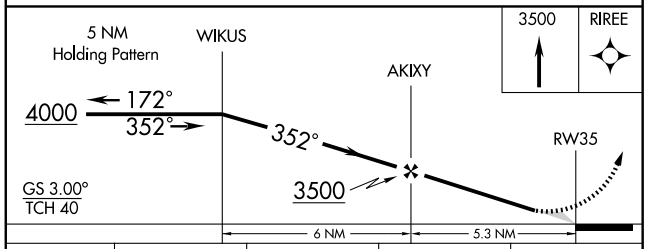
⚠ NA DME/DME RNP-0.3 NA. Use San Angelo Rgnl/Mathis Field altimeter setting, if not received use Curtis Field altimeter setting and increase all DA/MDAs 20 feet.

MISSED APPROACH: Climb to 3500 direct RIREE and hold.

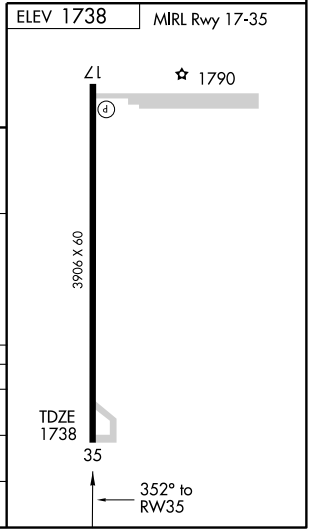
SAN ANGELO APP CON ★	CTAF
125.35 354.1	122.9



Procedure NA for arrivals at SJT VORTAC via airway radials 014 CW 102.



CATEGORY	A	B	C	D
LPV DA	2089-1¼ 351 (400-1¼)			NA
LNAV MDA	2160-1 422 (500-1)		2160-1¼ 422 (500-1¼)	NA
CIRCLING	2220-1 482 (500-1)		2220-1½ 482 (500-1½)	NA



SC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5107
128°	TDZE	45
	Apt Elev	45

GPS RWY 13

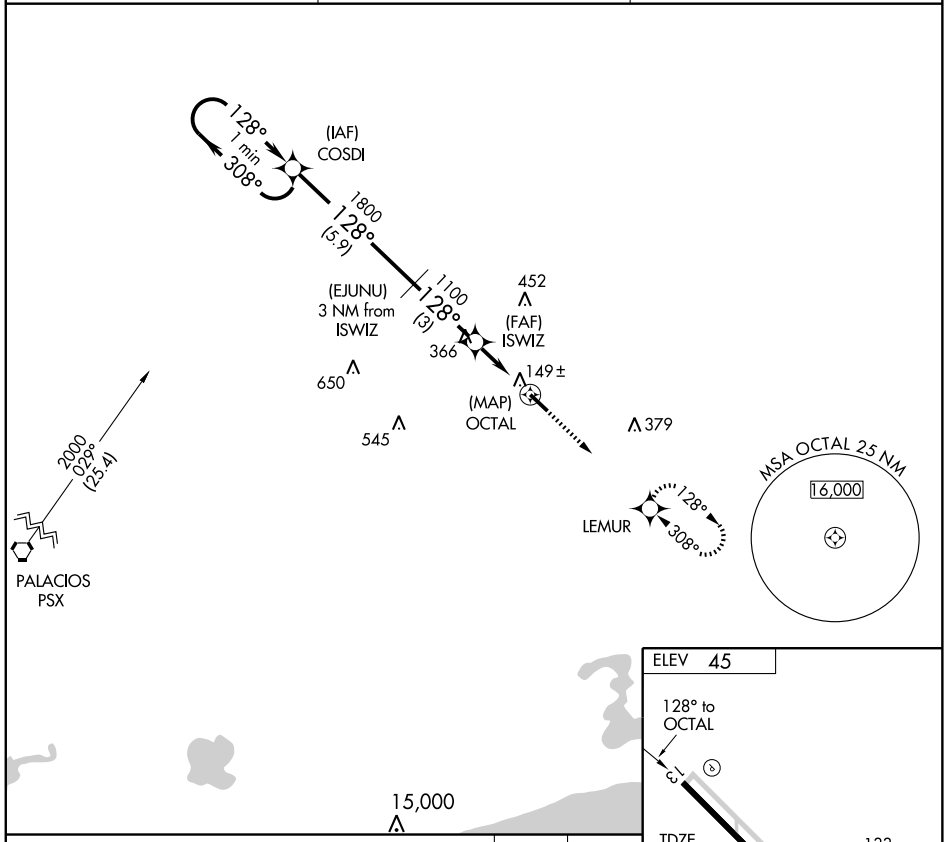
BAY CITY MUNI (BYY)

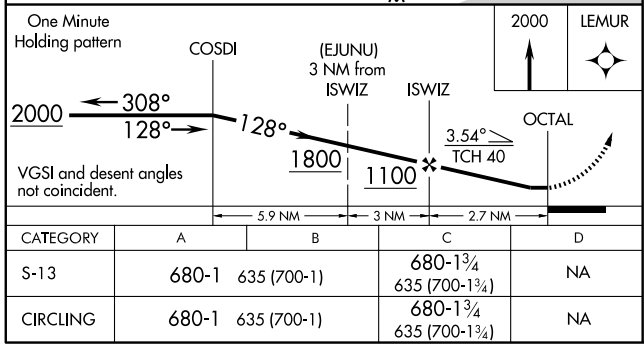
NA

Visibility reduction by helicopters NA.
Use Palacios Muni altimeter setting.

MISSED APPROACH: Climb to 2000 direct LEMUR and hold.

AWOS-3	HOUSTON CENTER	UNICOM
118.075	128.6 360.8	122.8 (CTAF)





CATEGORY	A	B	C	D
S-13	680-1	635 (700-1)	680-1¾ 635 (700-1¾)	NA
CIRCLING	680-1	635 (700-1)	680-1¾ 635 (700-1¾)	NA

REIL Rwy 13
MIRL Rwy 13-31

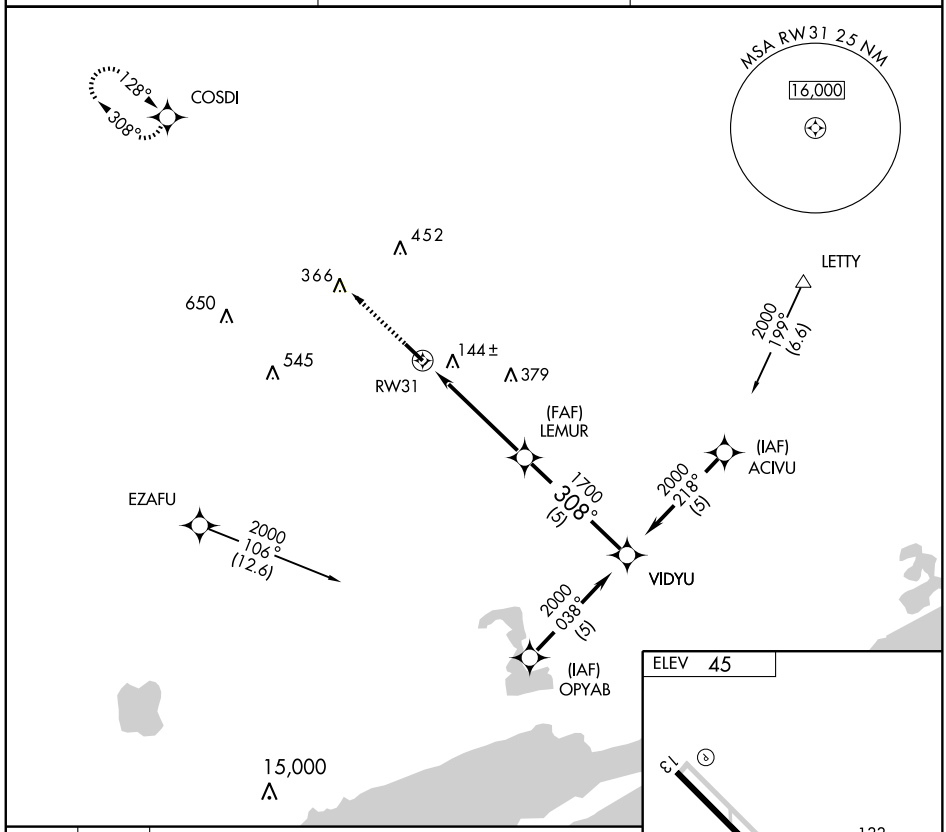
SC-5, 08 APR 2010 to 06 MAY 2010

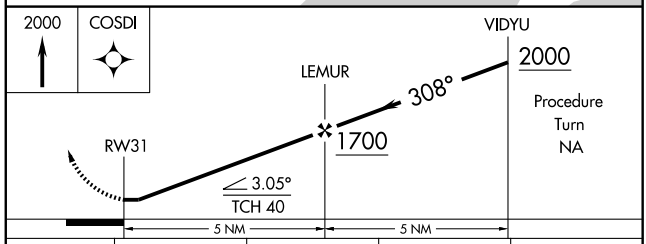
APP CRS	Rwy Idg	5107
308°	TDZE	41
	Apt Elev	45

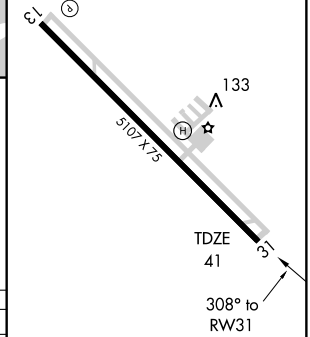
GPS RWY 31
BAY CITY MUNI (BYY)

NA	Visibility reduction by helicopters NA. Use Palacios Muni altimeter setting.	MISSED APPROACH: Climb to 2000 direct COSDI WP and hold.

AWOS-3	HOUSTON CENTER	UNICOM
118.075	128.6 360.8	122.8 (CTAF)







REIL Rwy 13
MIRL Rwy 13-31

CATEGORY	A	B	C	D
S-31	500-1 459 (500-1)		500-1¼ 459 (500-1¼)	NA
CIRCLING	560-1 515 (600-1)		560-1½ 515 (600-1½)	NA

SC-5, 08 APR 2010 to 06 MAY 2010

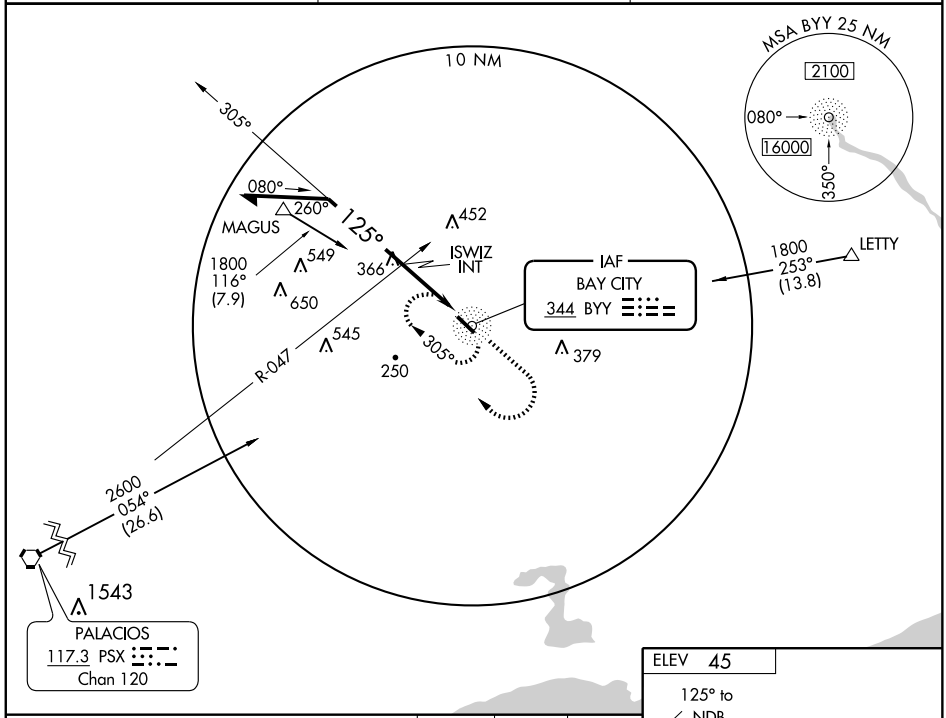
NDB BYY 344	APP CRS 125°	Rwy Idg 5107 TDZE 45 Apt Elev 45

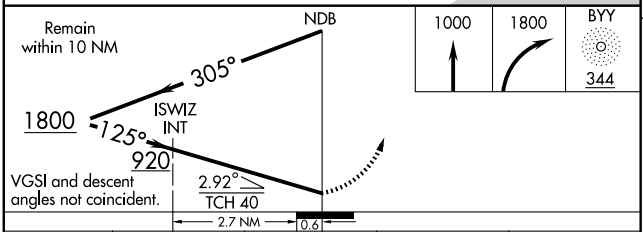
NDB RWY 13

BAY CITY MUNI (BYY)

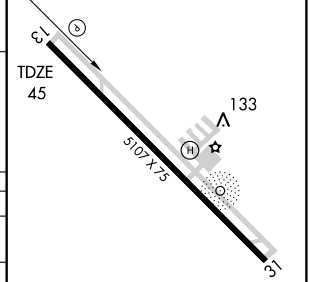
⚠ NA	Use Palacios Muni altimeter setting. Visibility reduction by helicopters NA.
MISSED APPROACH: Climb to 1000 then climbing right turn to 1800 direct BYY NDB and hold.	

AWOS-3	HOUSTON CENTER	UNICOM
118.075	128.6 360.8	122.8 (CTAF)





CATEGORY	A	B	C	D
S-13	920-1 875 (900-1)	920-1¼ 875 (900-1¼)	920- 2½ 875 (900-2½)	NA
CIRCLING	920-1 875 (900-1)	920-1¼ 875 (900-1¼)	920-2½ 875 (900-2½)	NA
ISWIZ MINIMUMS				
S-13	840-1 795 (800-1)	840-1¼ 795 (800-1¼)	840-2¼ 795 (800-2¼)	NA
CIRCLING	840-1 795 (800-1)	840-1¼ 795 (800-1¼)	840-2¼ 795 (800-2¼)	NA



REIL Rwy 13
MIRL Rwy 13-31

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VOR PSX 117.3 Chan 120	APP CRS 054°	Rwy Idg NA TDZE NA Apt Elev 45

VOR/DME-A

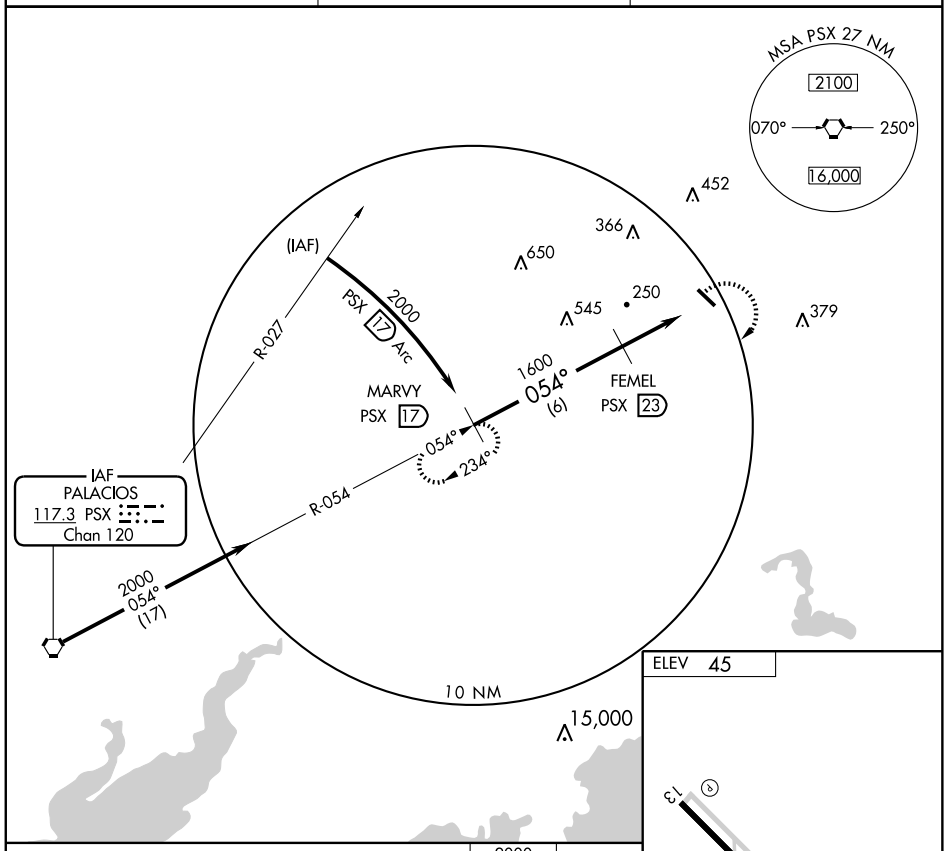
BAY CITY MUNI (BYY)

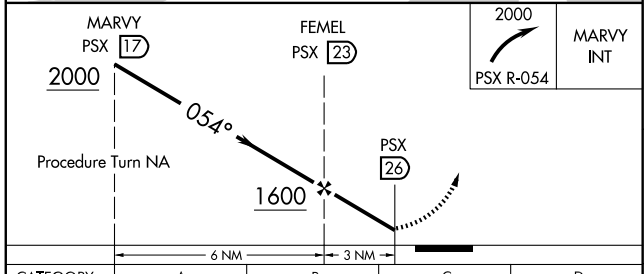
Use Palacios Muni altimeter setting.

NA

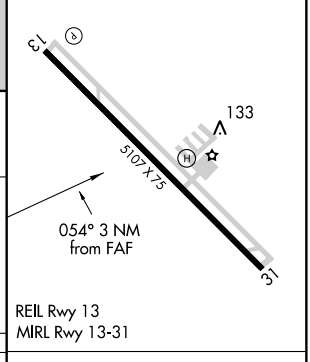
MISSED APPROACH: Climbing right turn to 2000 via PSX VORTAC R-054 to MARVY/17 DME and hold.

AWOS-3	HOUSTON CENTER	UNICOM
118.075	128.6 360.8	122.8 (CTAF)





2000
PSX R-054
MARVY INT

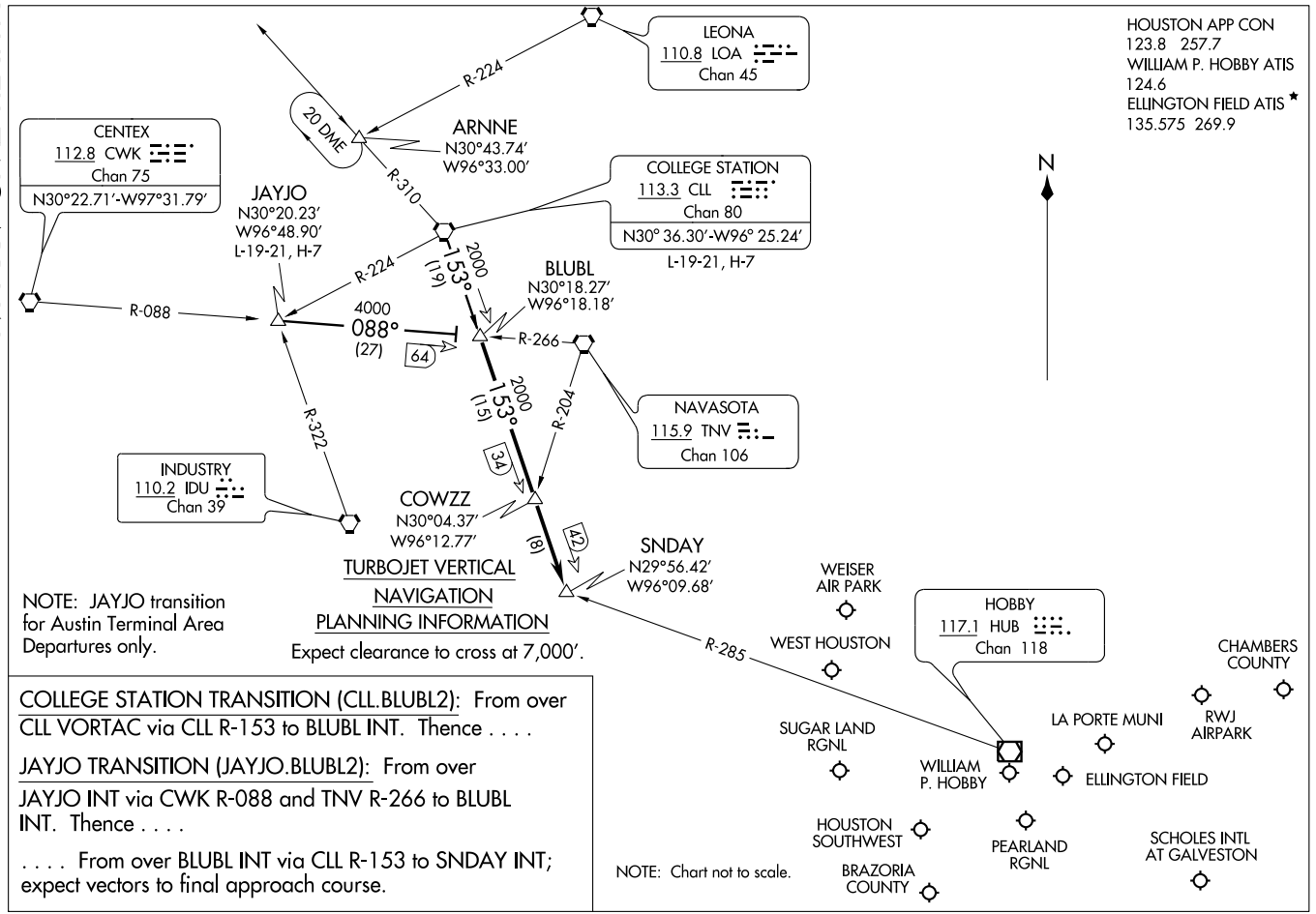


REIL Rwy 13
MIRL Rwy 13-31

CATEGORY	A	B	C	D
CIRCLING	1080-1¼ 1035 (1100-1¼)	1080-1½ 1035 (1100-1½)	1080-3 1035 (1100-3)	NA

Knots	60	90	120	150	180
Min:Sec					

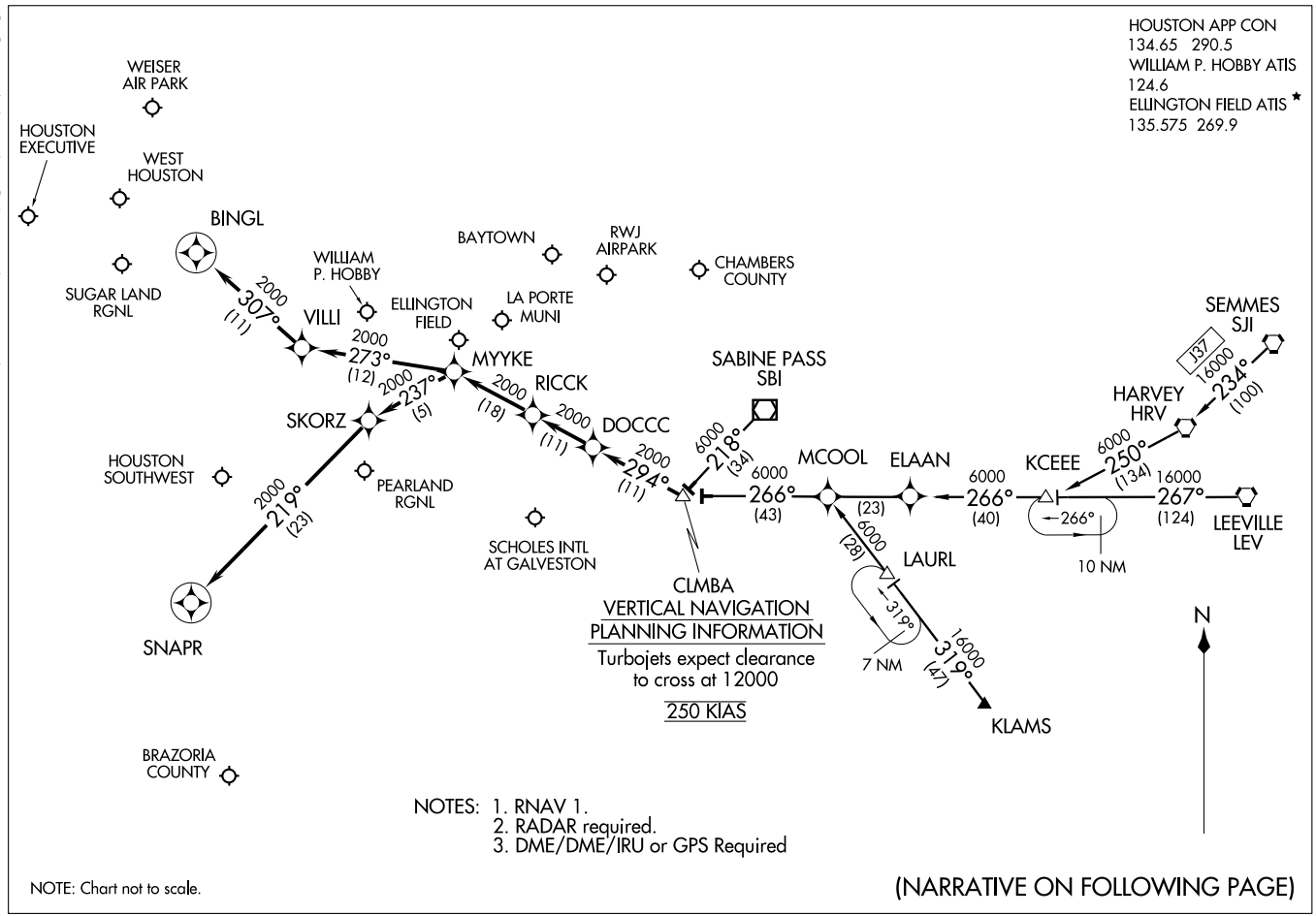
SC-5, 08 APR 2010 to 06 MAY 2010



COLLEGE STATION TRANSITION (CLL.BLUBL2): From over CLL VORTAC via CLL R-153 to BLUBL INT. Thence . . . .

JAYJO TRANSITION (JAYJO.BLUBL2): From over JAYJO INT via CWK R-088 and TNV R-266 to BLUBL INT. Thence . . . .

. . . . From over BLUBL INT via CLL R-153 to SNDAY INT; expect vectors to final approach course.



COLUMBIA ONE ARRIVAL (RNAV)

(CLMBA.CLMBA1) 09239

ST-198 (FAA)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)
KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF, and VUH must be operational.)
LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)
SABINE PASS TRANSITION (SBI.CLMBA1):
SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK . . . .

WILLIAM P. HOBBY/HOUSTON (HOU):

LANDING RUNWAY 4: . . . . From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

LANDING RUNWAY 12R: . . . . From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

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DAISETTA EIGHT ARRIVAL (DAS.DAS8)

HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS *
135.575 269.9

NOTE: For all conventional navigation aircraft landing in the Houston terminal area. For all turboprops/pistons landing IAH. ATC assigned only for all others.

NOTE: For RNAV equipped aircraft landing IAH runways 8L/R and 9 from over DAETN INT direct JOESZ INT, expect vectors to final approach course prior to JOESZ INT, if not received by JOESZ INT fly present heading.

ELM GROVE
111.2 EMG
Chan 49
N32°24.01'-W93°35.71'
L-17, H-6

QUESO
N30°46.86'
W94°06.54'

BROWW
N30°54.22'
W93°52.20'

SAWMILL
113.75 SWB
Chan 84(Y)
N31°58.39' - W92°40.63'
L-22, H-6

LUFKIN
112.1 LFK
Chan 58
N31°09.74'
W94°43.02'
L-19-21, H-6

VIERA
N30°44.51'
W94°02.83'

TQELA
N30°32.39'
W93°46.23'

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40' -W92°30.06'
L-21-22, H-6

INDUSTRY
110.2 IDU
Chan 39

JOESZ
N30°06.40'
W95°46.72'

INNIS
N30°02.07'
W95°06.83'

REHAB
N29°59.59'
W95°14.25'

COMBS
N30°23.32'
W94°25.84'

DAETN
N30°06.31'
W94°54.07'

YAAOW
N29°53.12'
W95°10.69'

DRXLR
N29°45.59'
W95°13.92'

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

HUMBLE
116.6 IAH
Chan 113

HOBBY
117.1 HUB
Chan 118

DAISETTA
116.9 DAS
Chan 116
N30°11.38' -W94°38.70'

LAKE CHARLES
113.4 LCH
Chan 81
N30°08.49' -W93°06.33'
L-21-22, H-7

BEAUMONT
114.5 BPT
Chan 92
N29°56.76' -W94°00.97'

VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: 280K IAS
Expect clearance
to cross at 13,000'

RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

WEISER AIRPARK
WEST HOUSTON
HOUSTON EXECUTIVE
SUGAR LAND RGNL
LA PORTE MUNI
CHAMBERS COUNTY
WILLIAM P. HOBBY
BAYTOWN
RWJ AIRPARK
PEARLAND RGNL
ELLINGTON FIELD
HOUSTON-SOUTHWEST
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY

DAISETTA EIGHT ARRIVAL (DAS.DAS8)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence . . . .

SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

. . . . From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:

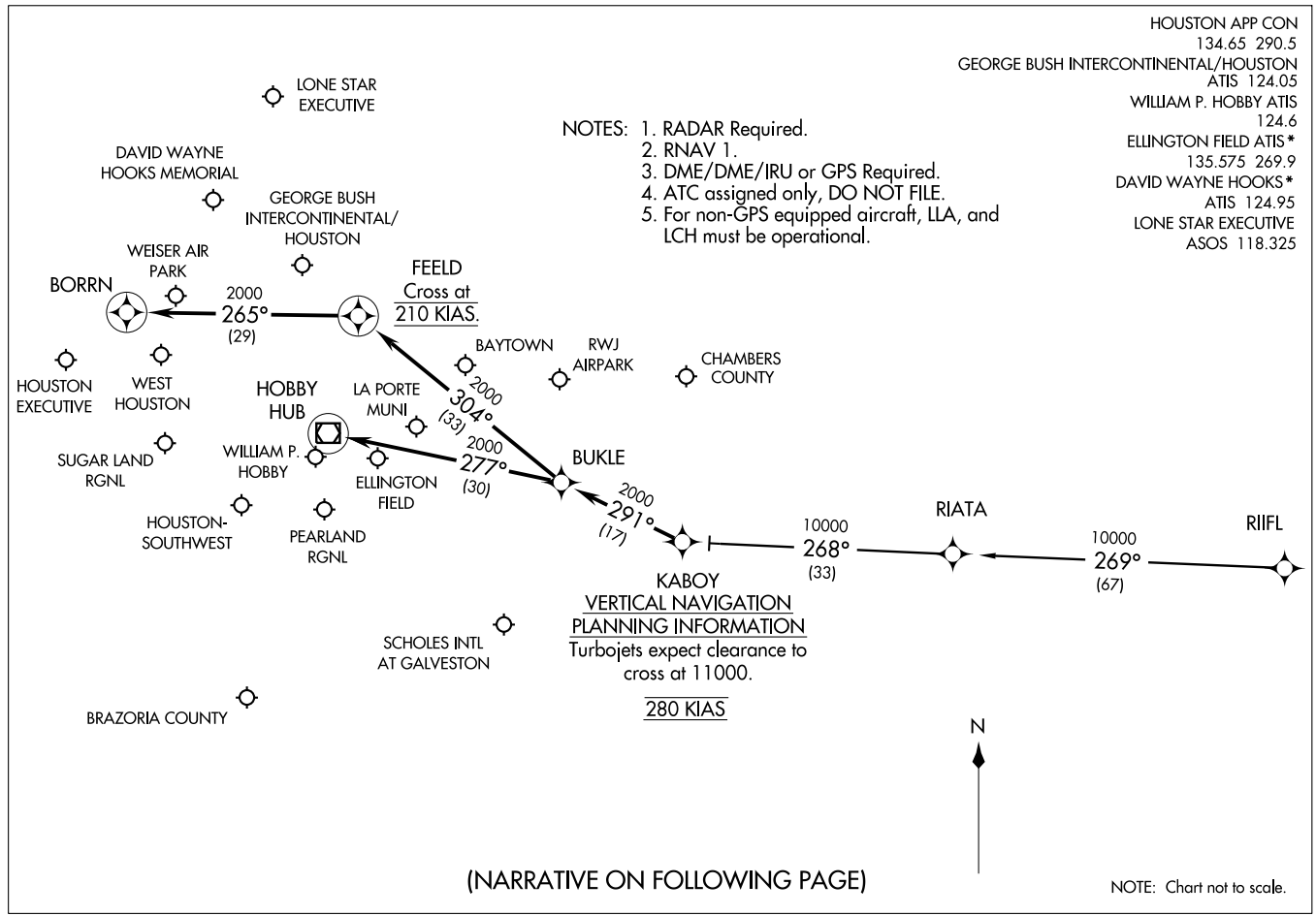
. . . . From DAETN INT fly heading 265° for vectors to final approach course.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

FOR ALL OTHER AIRPORTS:

. . . . From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.

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HOUSTON APP CON
134.65 290.5
GEORGE BUSH INTERCONTINENTAL/HOUSTON
ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS*
135.575 269.9
DAVID WAYNE HOOKS*
ATIS 124.95
LONE STAR EXECUTIVE
ASOS 118.325
(KABOY.KABOY1) 09071
KABOY ONE ARRIVAL (RNAV)
ST-5461(FAA)
HOUSTON, TEXAS
NOTES: 1. RADAR Required.
2. RNAV 1.
3. DME/DME/IRU or GPS Required.
4. ATC assigned only, DO NOT FILE.
5. For non-GPS equipped aircraft, LLA, and LCH must be operational.
LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIR PARK
BORRN
2000
265°
(29)
FEELD
Cross at
210 KIAS.
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
HOUSTON EXECUTIVE
WEST HOUSTON
HOBBY HUB
LA PORTE MUNI
2000
304°
(33)
SUGAR LAND RGNL
WILLIAM P. HOBBY
2000
277°
(30)
ELLINGTON FIELD
BUKLE
2000
291°
(17)
HOUSTON-SOUTHWEST
PEARLAND RGNL
10000
268°
(33)
RIATA
10000
269°
(67)
RIIFL
KABOY
VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets expect clearance to cross at 11000.
280 KIAS
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY
N
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY1)

From KABOY via 291° track to BUKLE . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/8R, OR 9: . . . . From BUKLE via 304° track to FEELD, thence as depicted to BORRN. Expect vectors to final approach course prior to BORRN, if not received by BORRN, fly present heading.

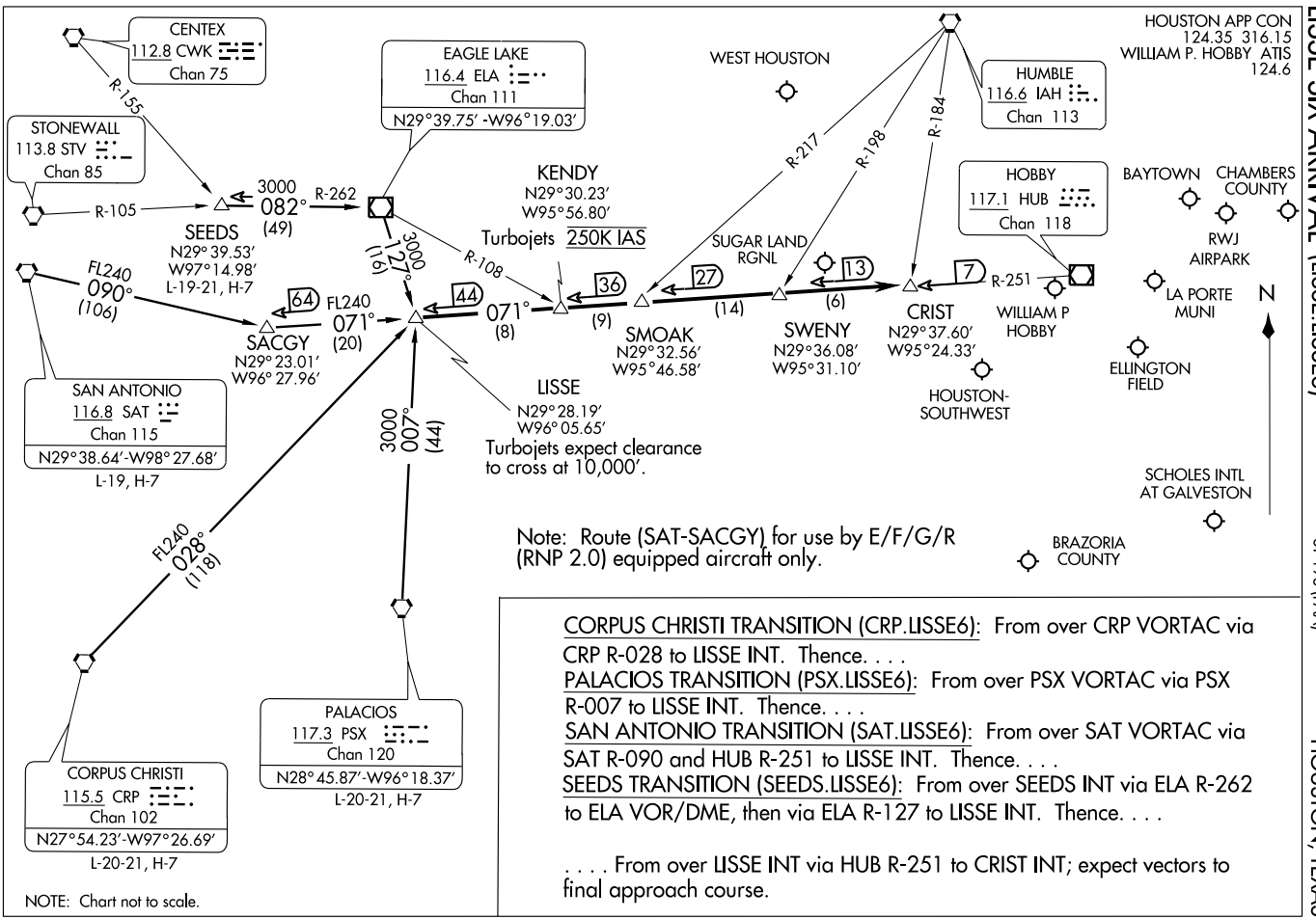
ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO): . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

ALL OTHER AIRPORTS: . . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course prior to HUB VOR/DME.

LISSE SIX ARRIVAL (LISSE.LISSE6)

HOUSTON, TEXAS



CORPUS CHRISTI TRANSITION (CRP.LISSE6): From over CRP VORTAC via CRP R-028 to LISSE INT. Thence. . . .

PALACIOS TRANSITION (PSX.LISSE6): From over PSX VORTAC via PSX R-007 to LISSE INT. Thence. . . .

SAN ANTONIO TRANSITION (SAT.LISSE6): From over SAT VORTAC via SAT R-090 and HUB R-251 to LISSE INT. Thence. . . .

SEEDS TRANSITION (SEEDS.LISSE6): From over SEEDS INT via ELA R-262 to ELA VOR/DME, then via ELA R-127 to LISSE INT. Thence. . . .

. . . . From over LISSE INT via HUB R-251 to CRIST INT; expect vectors to final approach course.

NOTE: Chart not to scale.

BAYTOWN, TEXAS

AL-6674 (FAA)

APP CRS	Rwy ldg	4096
263°	TDZE	28
	Apt Elev	33

RNAV (GPS) RWY 26

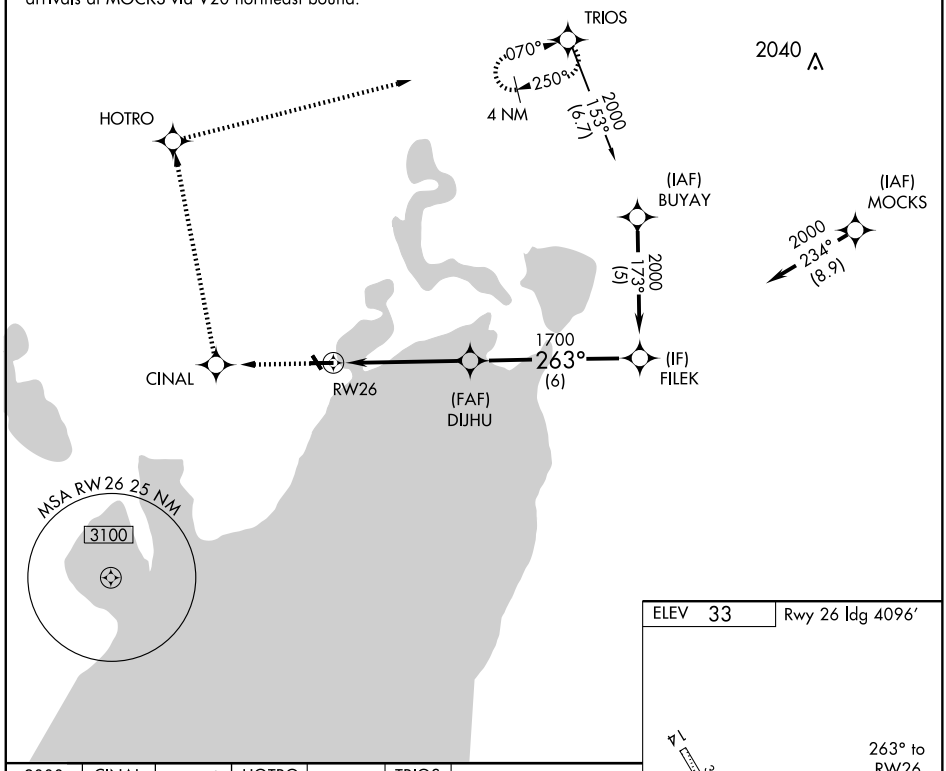
BAYTOWN/ RWJ AIRPARK (54T)

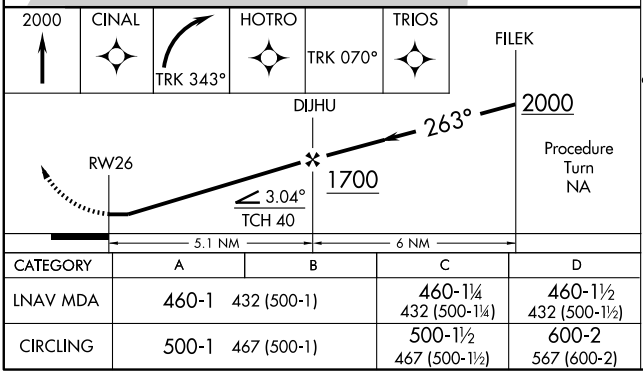
NA Use Houston, TX (William P. Hobby) altimeter setting.
DME/DME RNP-0.3 NA.
Circling NA at night to Rwy 14/32.

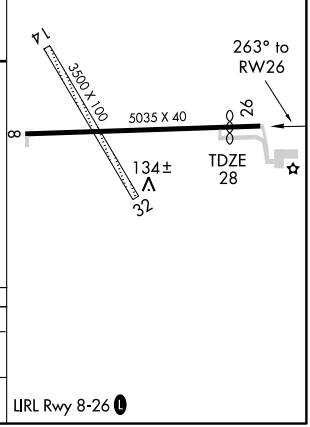
MISSED APPROACH: Climb to 2000 direct CINAL then right turn via 343° track to HOTRO and via 070° track to TRIOS and hold.

HOUSTON APP CON	UNICOM
134.45 284.0	122.7 (CTAF) L

Procedure NA for arrivals at TRIOS via V222 west bound, and arrivals at MOCKS via V20 northeast bound.







CATEGORY	A	B	C	D
LNAV MDA	460-1	432 (500-1)	460-1¼ 432 (500-1¼)	460-1½ 432 (500-1½)
CIRCLING	500-1	467 (500-1)	500-1½ 467 (500-1½)	600-2 567 (600-2)

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APP CRS	Rwy Idg	3500
333°	TDZE	31
	Apt Elev	33

RNAV (GPS) RWY 32

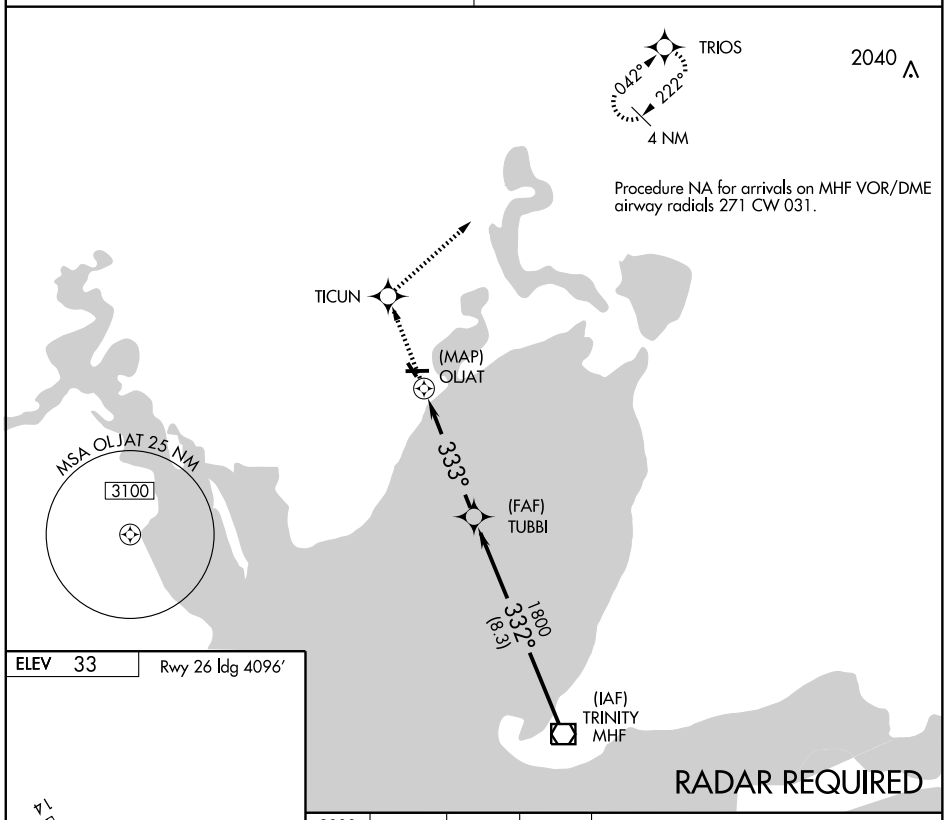
BAYTOWN/ RWJ AIRPARK (54T)

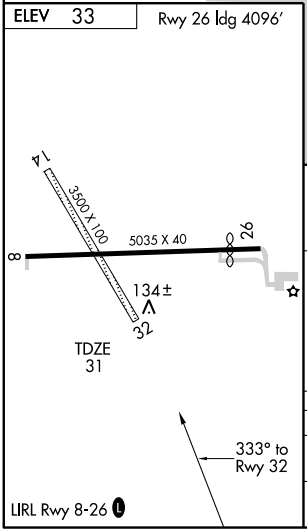
NA

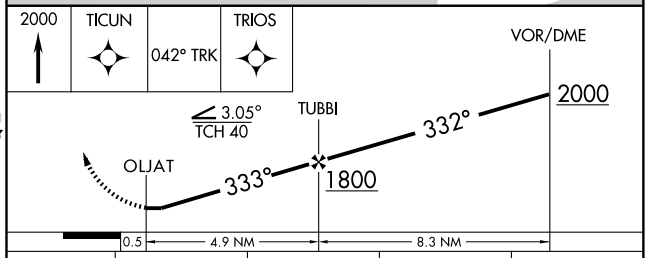
Use Houston, TX (William P. Hobby) altimeter setting.
GPS or RNP-0.3 required, DME/DME RNP-0.3 NA.
Straight in minimums NA at night.
Circling NA at night to Rwy 14/32.

MISSED APPROACH: Climb to 2000 direct TICUN then via 042° track to TRIOS and hold.

HOUSTON APP CON	UNICOM
134.45 284.0	122.7 (CTAF) L

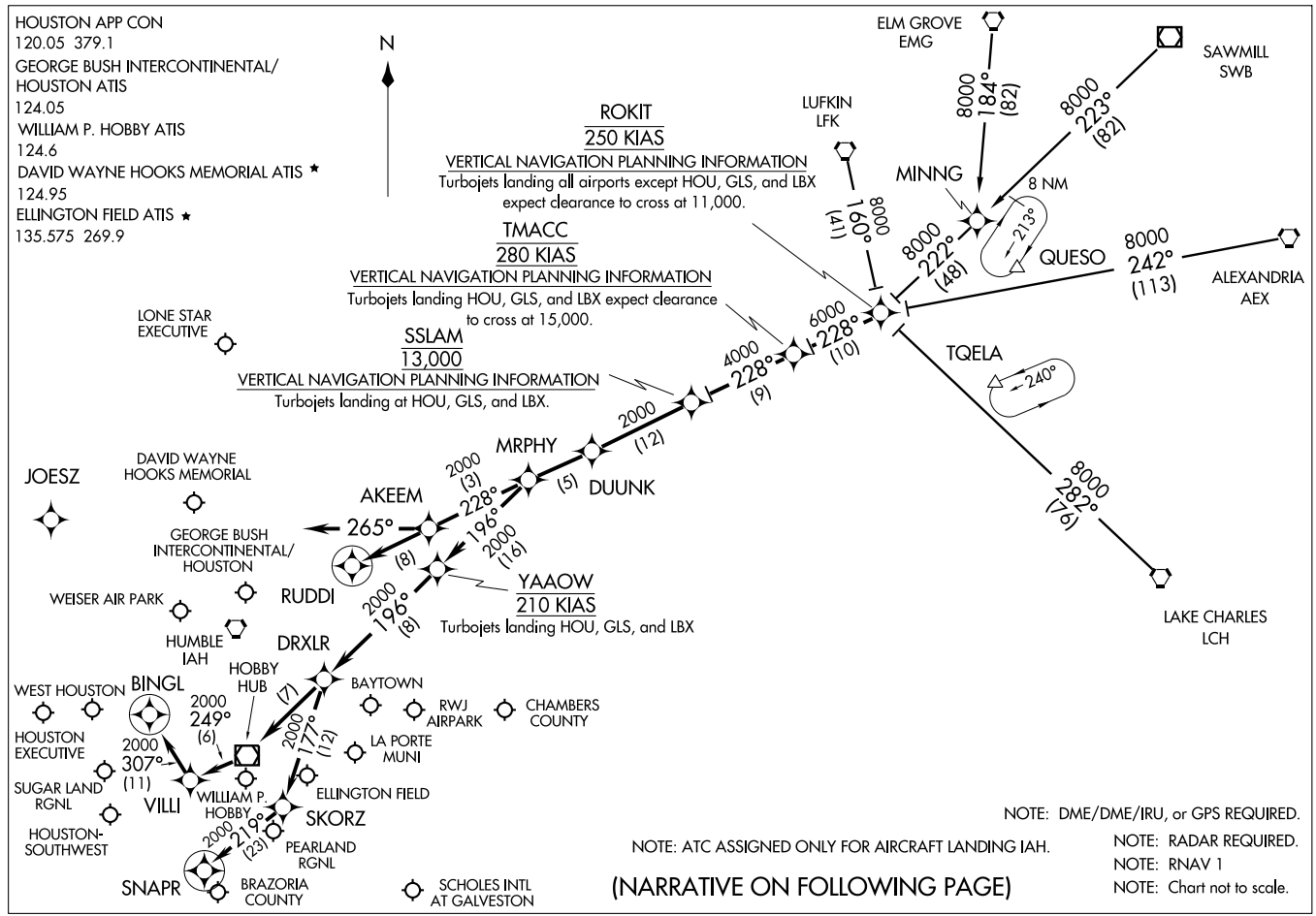






CATEGORY	A	B	C	D
LNAV MDA	460-1	429 (500-1)	NA	
CIRCLING	500-1	467 (500-1)	NA	

SC-5. 08 APR 2010 to 06 MAY 2010



(ROKIT.ROKIT1) 09127

ROKIT ONE ARRIVAL (RNAV)

ST-5461(FAA)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

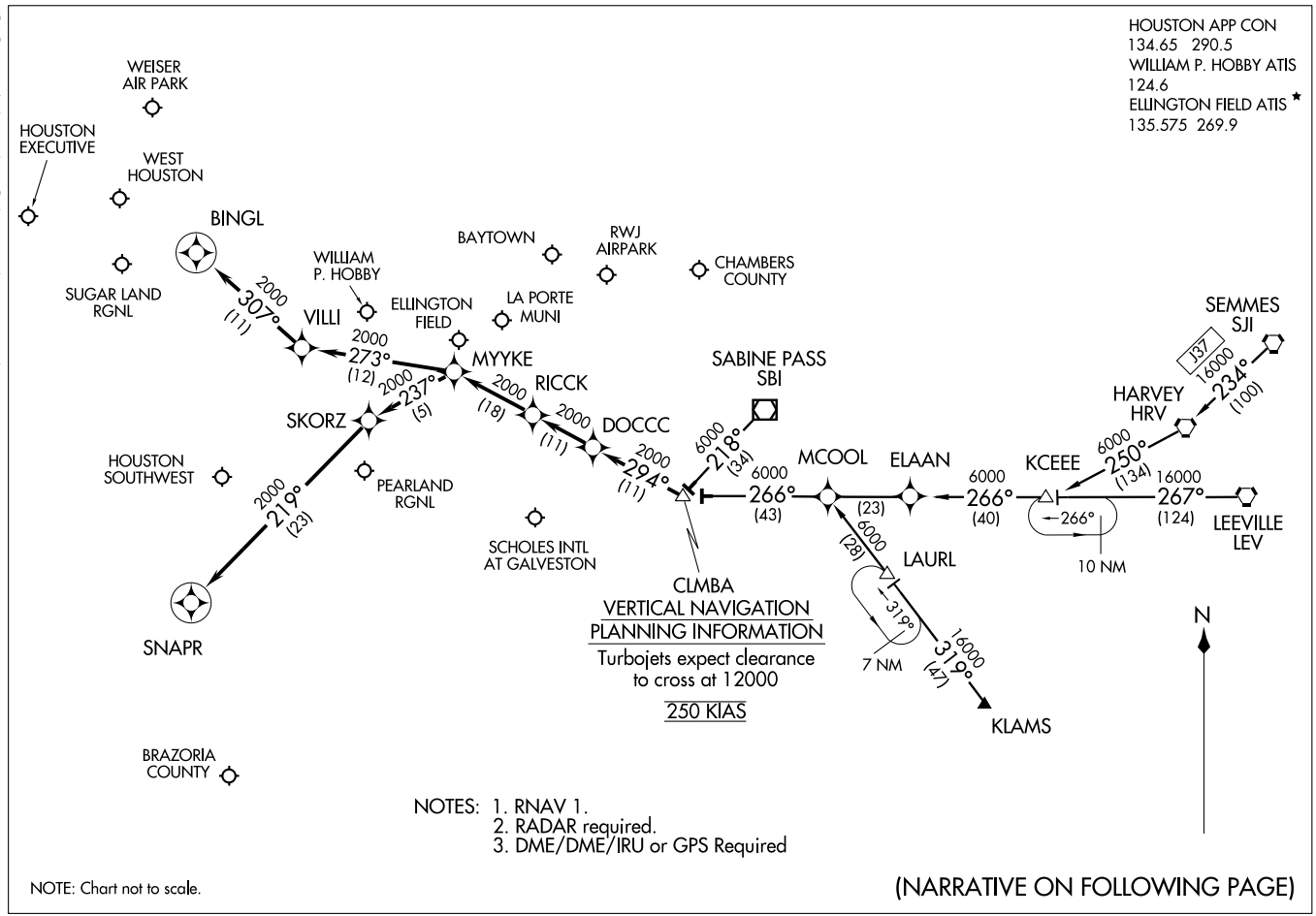
ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

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COLUMBIA ONE ARRIVAL (RNAV)

(CLMBA.CLMBA1) 09239

ST-198 (FAA)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)
KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF, and VUH must be operational.)
LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)
SABINE PASS TRANSITION (SBI.CLMBA1):
SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK . . . .

WILLIAM P. HOBBY/HOUSTON (HOU):

LANDING RUNWAY 4: . . . . From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

LANDING RUNWAY 12R: . . . . From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

SC-5, 08 APR 2010 to 06 MAY 2010

DAISETTA EIGHT ARRIVAL (DAS.DAS8)

HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS *
135.575 269.9

NOTE: For all conventional navigation aircraft landing in the Houston terminal area. For all turboprops/pistons landing IAH. ATC assigned only for all others.

NOTE: For RNAV equipped aircraft landing IAH runways 8L/R and 9 from over DAETN INT direct JOESZ INT, expect vectors to final approach course prior to JOESZ INT, if not received by JOESZ INT fly present heading.

ELM GROVE
111.2 EMG
Chan 49
N32°24.01'-W93°35.71'
L-17, H-6

QUESO
N30°46.86'
W94°06.54'

BROWW
N30°54.22'
W93°52.20'

SAWMILL
113.75 SWB
Chan 84(Y)
N31°58.39' - W92°40.63'
L-22, H-6

LUFKIN
112.1 LFK
Chan 58
N31°09.74'
W94°43.02'
L-19-21, H-6

VIERA
N30°44.51'
W94°02.83'

TQELA
N30°32.39'
W93°46.23'

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40' -W92°30.06'
L-21-22, H-6

INDUSTRY
110.2 IDU
Chan 39

JOESZ
N30°06.40'
W95°46.72'

INNIS
N30°02.07'
W95°06.83'

REHAB
N29°59.59'
W95°14.25'

COMBS
N30°23.32'
W94°25.84'

DAETN
N30°06.31'
W94°54.07'

YAAOW
N29°53.12'
W95°10.69'

DRXLR
N29°45.59'
W95°13.92'

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

HUMBLE
116.6 IAH
Chan 113

HOBBY
117.1 HUB
Chan 118

DAISETTA
116.9 DAS
Chan 116
N30°11.38' -W94°38.70'

LAKE CHARLES
113.4 LCH
Chan 81
N30°08.49' -W93°06.33'
L-21-22, H-7

BEAUMONT
114.5 BPT
Chan 92
N29°56.76' -W94°00.97'

VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: 280K IAS
Expect clearance
to cross at 13,000'

RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

WEISER AIRPARK
WEST HOUSTON
HOUSTON EXECUTIVE
SUGAR LAND RGNL
LA PORTE MUNI
CHAMBERS COUNTY
WILLIAM P. HOBBY
BAYTOWN
RWJ AIRPARK
PEARLAND RGNL
ELLINGTON FIELD
HOUSTON-SOUTHWEST
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY

DAISETTA EIGHT ARRIVAL (DAS.DAS8)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence . . . .

SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

. . . . From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:

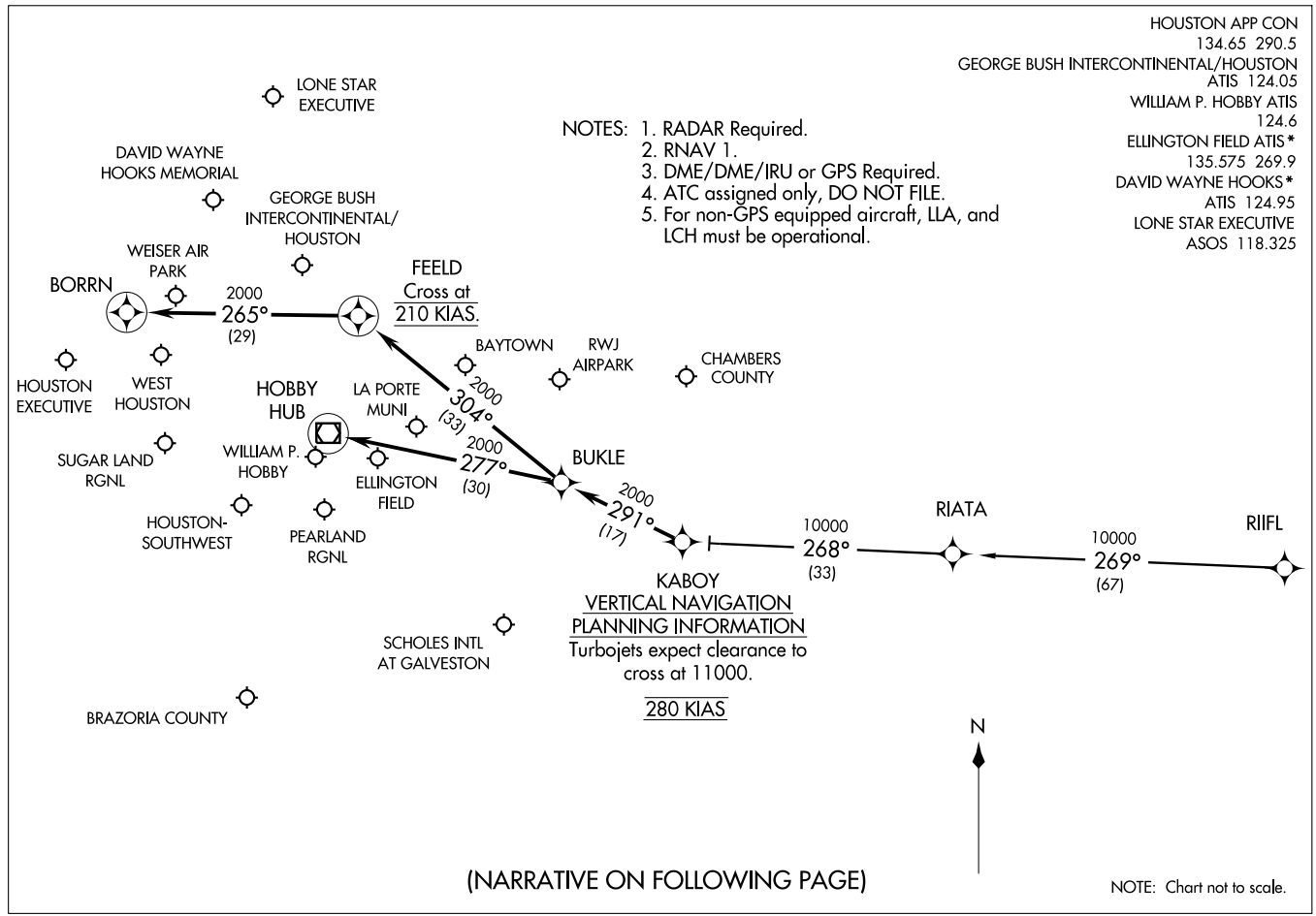
. . . . From DAETN INT fly heading 265° for vectors to final approach course.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

FOR ALL OTHER AIRPORTS:

. . . . From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.

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HOUSTON APP CON
134.65 290.5
GEORGE BUSH INTERCONTINENTAL/HOUSTON
ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS*
135.575 269.9
DAVID WAYNE HOOKS*
ATIS 124.95
LONE STAR EXECUTIVE
ASOS 118.325
(KABOY.KABOY1) 09071
KABOY ONE ARRIVAL (RNAV)
ST-5461(FAA)
HOUSTON, TEXAS
NOTES: 1. RADAR Required.
2. RNAV 1.
3. DME/DME/IRU or GPS Required.
4. ATC assigned only, DO NOT FILE.
5. For non-GPS equipped aircraft, LLA, and LCH must be operational.
LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIR PARK
BORRN
2000
265°
(29)
FEELD
Cross at
210 KIAS.
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
HOUSTON EXECUTIVE
WEST HOUSTON
HOBBY HUB
LA PORTE MUNI
2000
304°
(33)
SUGAR LAND RGNL
WILLIAM P. HOBBY
2000
277°
(30)
ELLINGTON FIELD
BUKLE
2000
291°
(17)
HOUSTON-SOUTHWEST
PEARLAND RGNL
10000
268°
(33)
RIATA
10000
269°
(67)
RIIFL
KABOY
VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets expect clearance to cross at 11000.
280 KIAS
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY
N
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY1)

From KABOY via 291° track to BUKLE . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/8R, OR 9: . . . . From BUKLE via 304° track to FEELD, thence as depicted to BORRN. Expect vectors to final approach course prior to BORRN, if not received by BORRN, fly present heading.

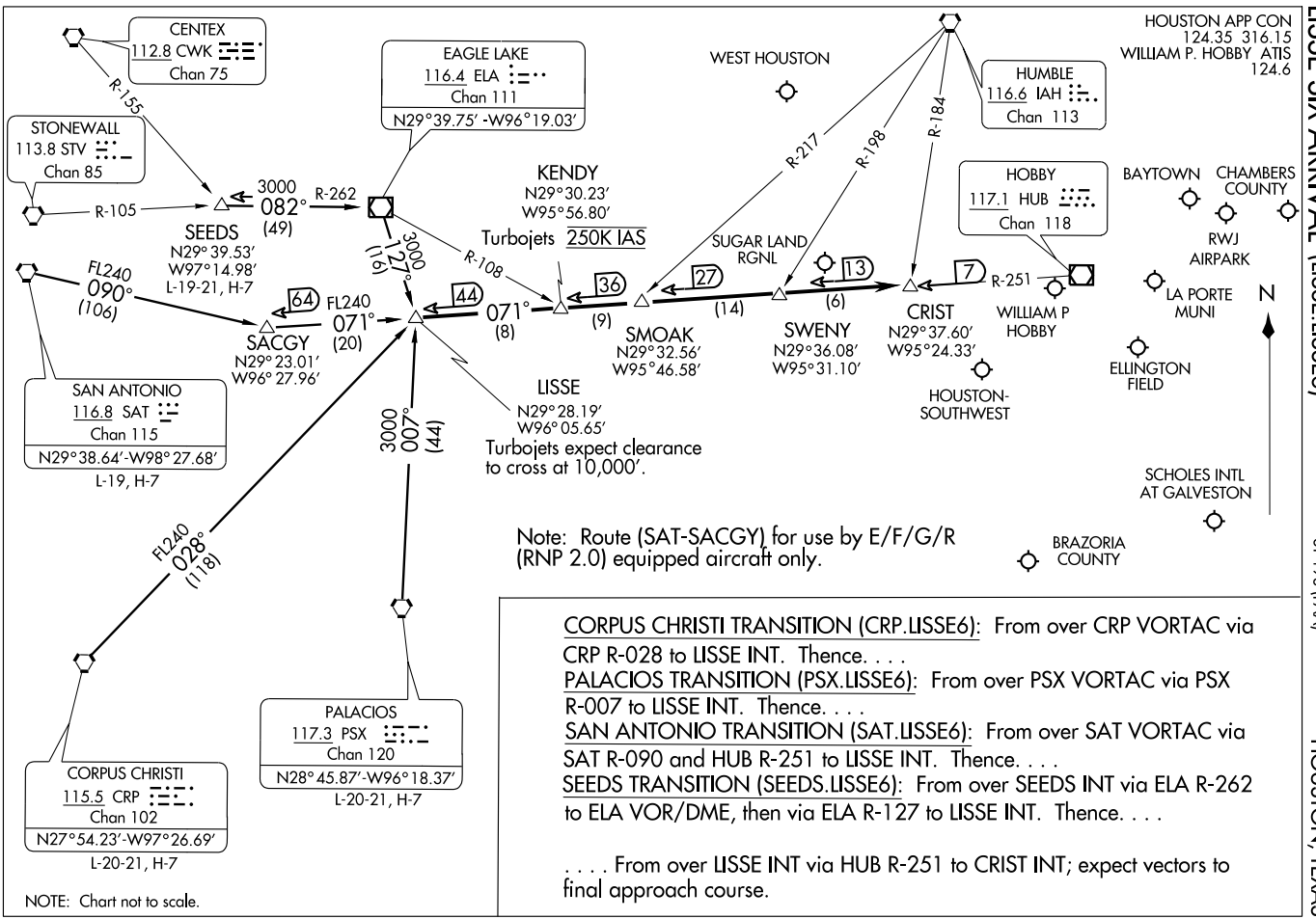
ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO): . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

ALL OTHER AIRPORTS: . . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course prior to HUB VOR/DME.

LISSE SIX ARRIVAL (LISSE.LISSE6)

HOUSTON, TEXAS



CORPUS CHRISTI TRANSITION (CRP.LISSE6): From over CRP VORTAC via CRP R-028 to LISSE INT. Thence. . . .

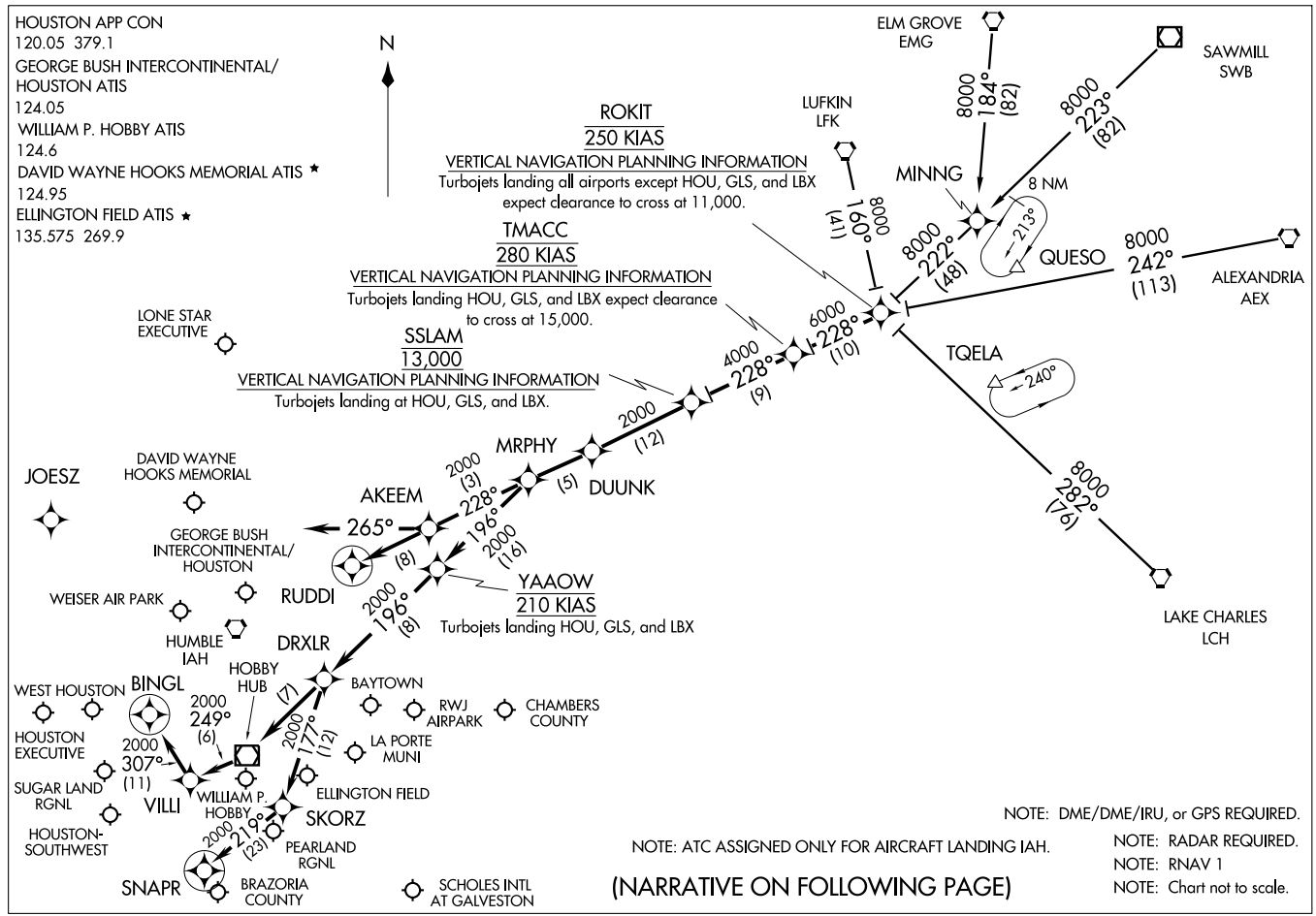
PALACIOS TRANSITION (PSX.LISSE6): From over PSX VORTAC via PSX R-007 to LISSE INT. Thence. . . .

SAN ANTONIO TRANSITION (SAT.LISSE6): From over SAT VORTAC via SAT R-090 and HUB R-251 to LISSE INT. Thence. . . .

SEEDS TRANSITION (SEEDS.LISSE6): From over SEEDS INT via ELA R-262 to ELA VOR/DME, then via ELA R-127 to LISSE INT. Thence. . . .

. . . . From over LISSE INT via HUB R-251 to CRIST INT; expect vectors to final approach course.

NOTE: Chart not to scale.



(ROKIT.ROKIT1) 09127

ROKIT ONE ARRIVAL (RNAV)

ST-5461(FAA)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

SC-5, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3668
128°	TDZE	31
	Apt Elev	32

RNAV (GPS) RWY 13

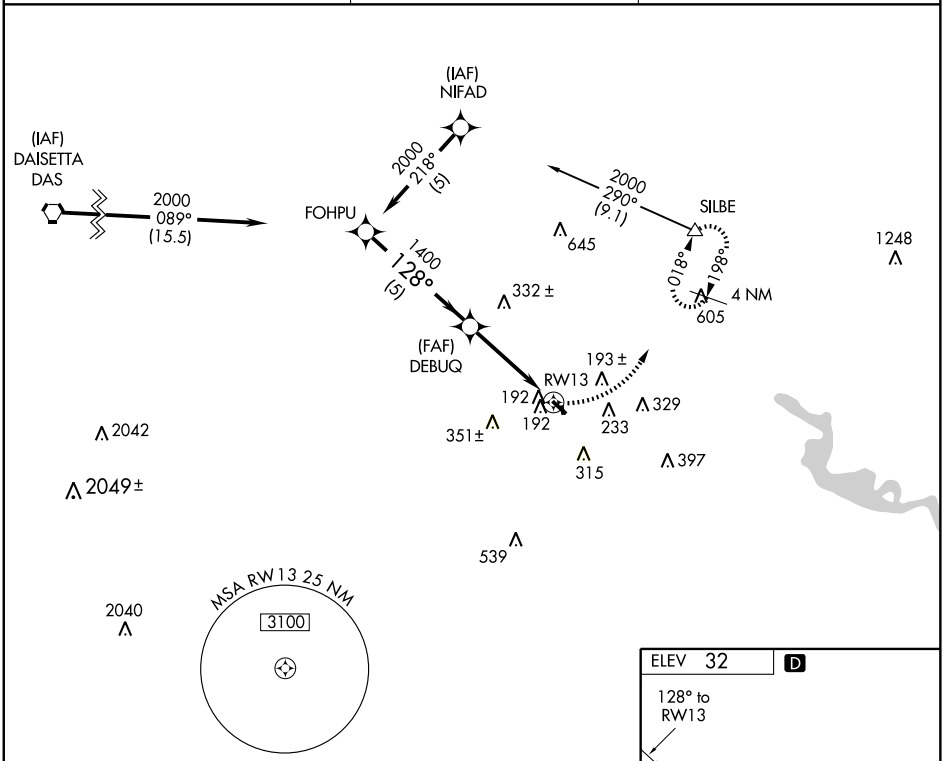
BEAUMONT MUNI (BMT)

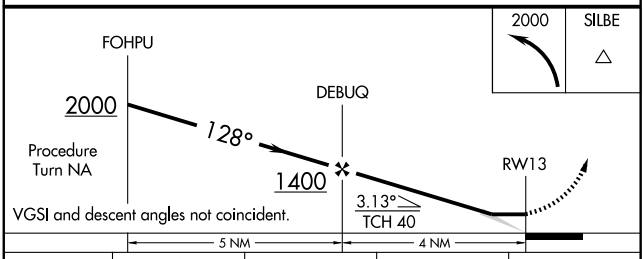
Use Beaumont-Port Arthur, TX (Southeast Texas Rgnl) altimeter setting. Circling NA Rwy 16-34. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

NA

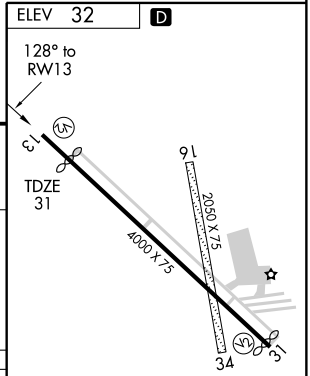
MISSED APPROACH: Climbing left turn to 2000 direct SILBE and hold.

HOUSTON APP CON	CLNC DEL	UNICOM
121.3 377.1	121.75	123.0 (CTAF) L





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	540-1 509 (600-1)		540-1½ 509 (600-1½)	
CIRCLING	580-1 548 (600-1)		620-1½ 588 (600-1½)	720-2¼ 688 (700-2¼)



REIL Rwy 13
MIRL Rwy 13-31 L

SC-5, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 31

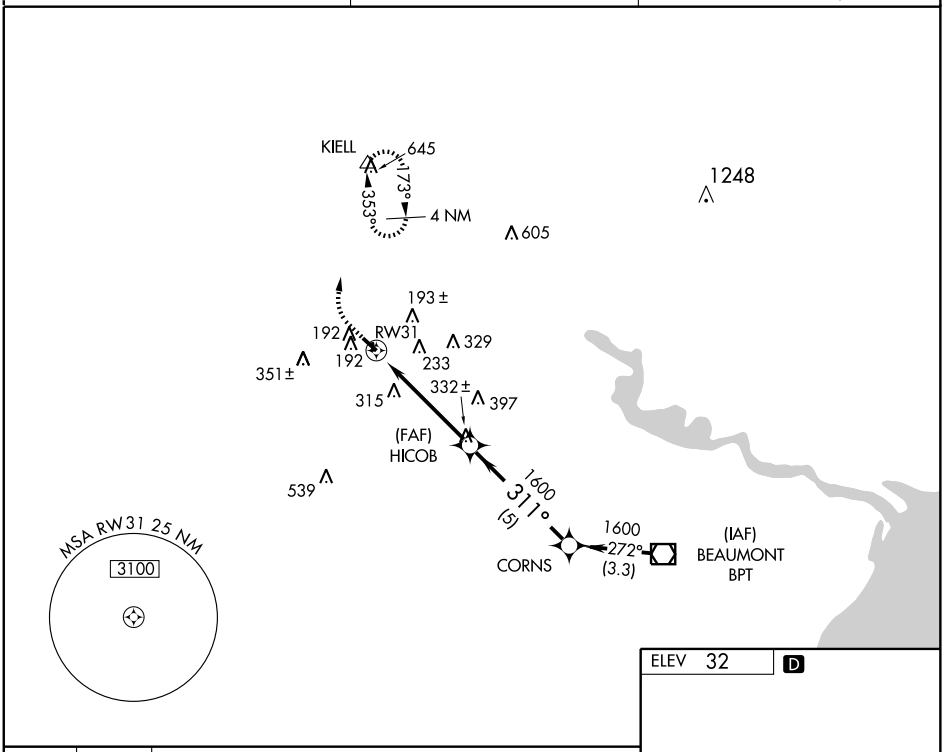
BEAUMONT MUNI (BMT)

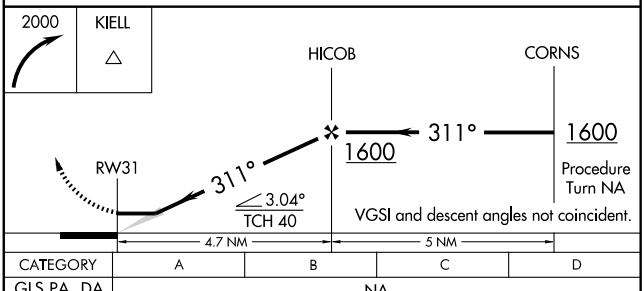
APP CRS	Rwy Idg	3933
311°	TDZE	31
	Apt Elev	32

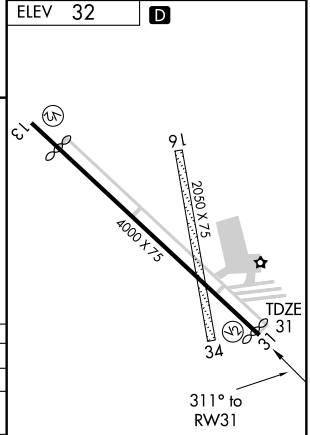
Use Beaumont-Port Arthur, TX (Southeast Texas Rgnl) altimeter setting. Circling NA to Rwy 16-34. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 2000 direct KIELL WP and hold.

HOUSTON APP CON	CLNC DEL	UNICOM
121.3 377.1	121.75	123.0 (CTAF) L







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	600-1 568 (600-1)		600-1 ½ 568 (600-1½)	600-1 ¾ 568 (600-1¾)
CIRCLING	600-1 568 (600-1)		620-1 ½ 588 (600-1½)	720-2 ¼ 688 (700-2¼)

REIL Rwy 13
MIRL Rwy 13-31 L

SC-5, 08 APR 2010 to 06 MAY 2010

VOR/DME BPT	APP CRS	Rwy Idg	3668
114.5	119°	TDZE	31
Chan 92		Apt Elev	32

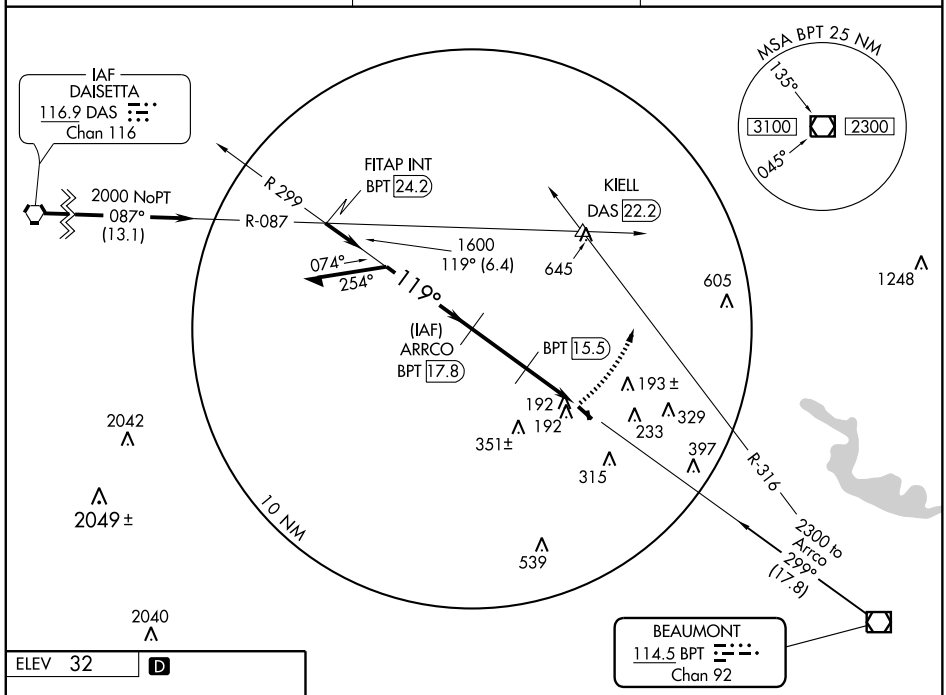
VOR/DME RWY 13

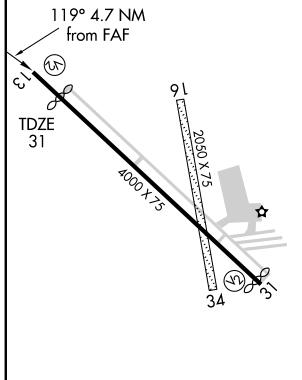
BEAUMONT MUNI (BMT)

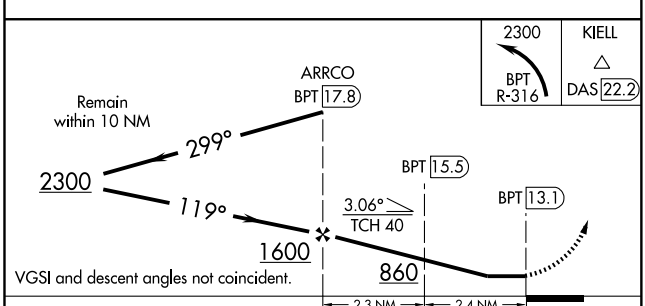
T NA — Use Beaumont-Port Arthur, TX (Southeast Texas Rgnl) altimeter setting. Circling NA Rwy 16-34. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 2300 via BPT R-316 to KIELL INT/DAS 22.2 DME.

HOUSTON APP CON	CLNC DEL	UNICOM
121.3 377.1	121.75	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-13	580-1 549 (600-1)		580-1½ 549 (600-1½)	580-1¾ 549 (600-1¾)
CIRCLING	580-1 548 (600-1)		620-1½ 588 (600-1½)	720-2 ¼ 688 (700-2 ¼)

SC-5, 08 APR 2010 to 06 MAY 2010

VOR/DME BPT	APP CRS	Rwy Idg	3933
114.5	299°	TDZE	32
Chan 92		Apt Elev	32

VOR/DME RWY 31

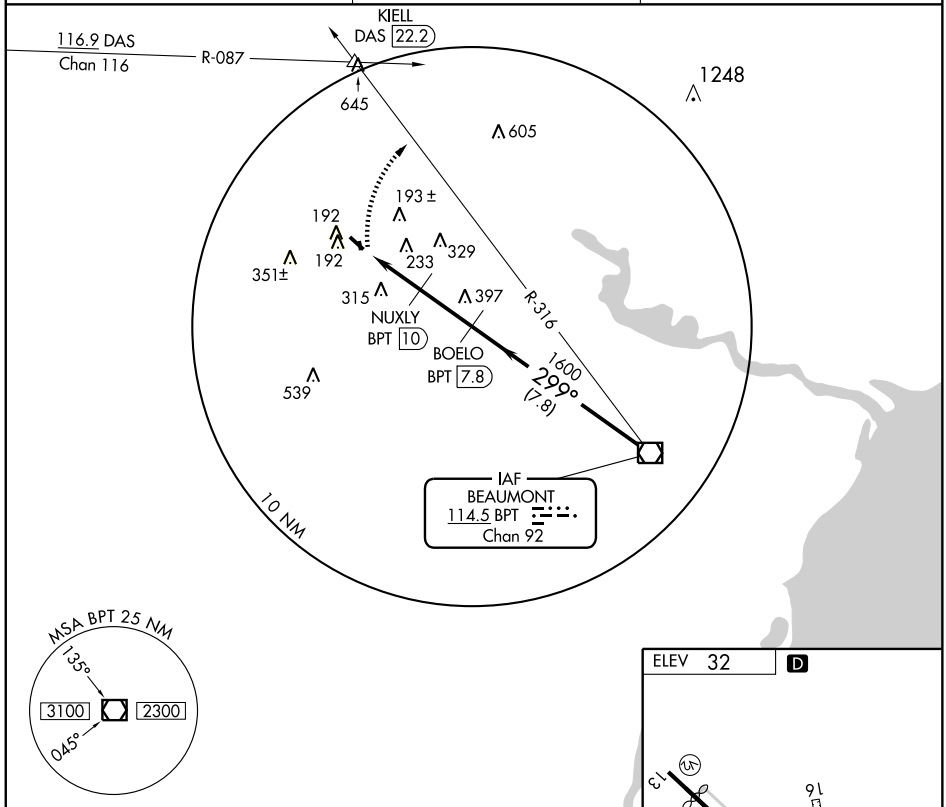
BEAUMONT MUNI (BMT)

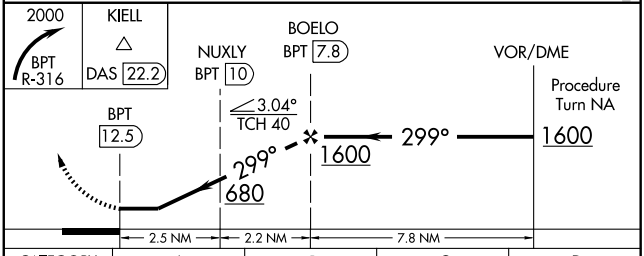
Use Beaumont-Port Arthur, TX (Southeast Texas Rgnl) altimeter setting. Circling NA Rwy 16-34. Visibility reduction by helicopters NA.

NA

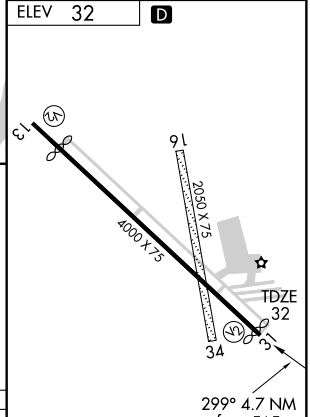
MISSED APPROACH: Climbing right turn to 2000 via BPT R-316 to KIELL INT/DAS 22.2 DME.

HOUSTON APP CON	CLNC DEL	UNICOM
121.3 377.1	121.75	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-31	600-1	568 (600-1)	600-1½ 568 (600-1½)	600-1¾ 568 (600-1¾)
CIRCLING	600-1	568 (600-1)	620-1½ 588 (600-1½)	720-2¼ 688 (700-2¼)



REIL Rwy 13
MIRL Rwy 13-31 L

SC-5, 08 APR 2010 to 06 MAY 2010

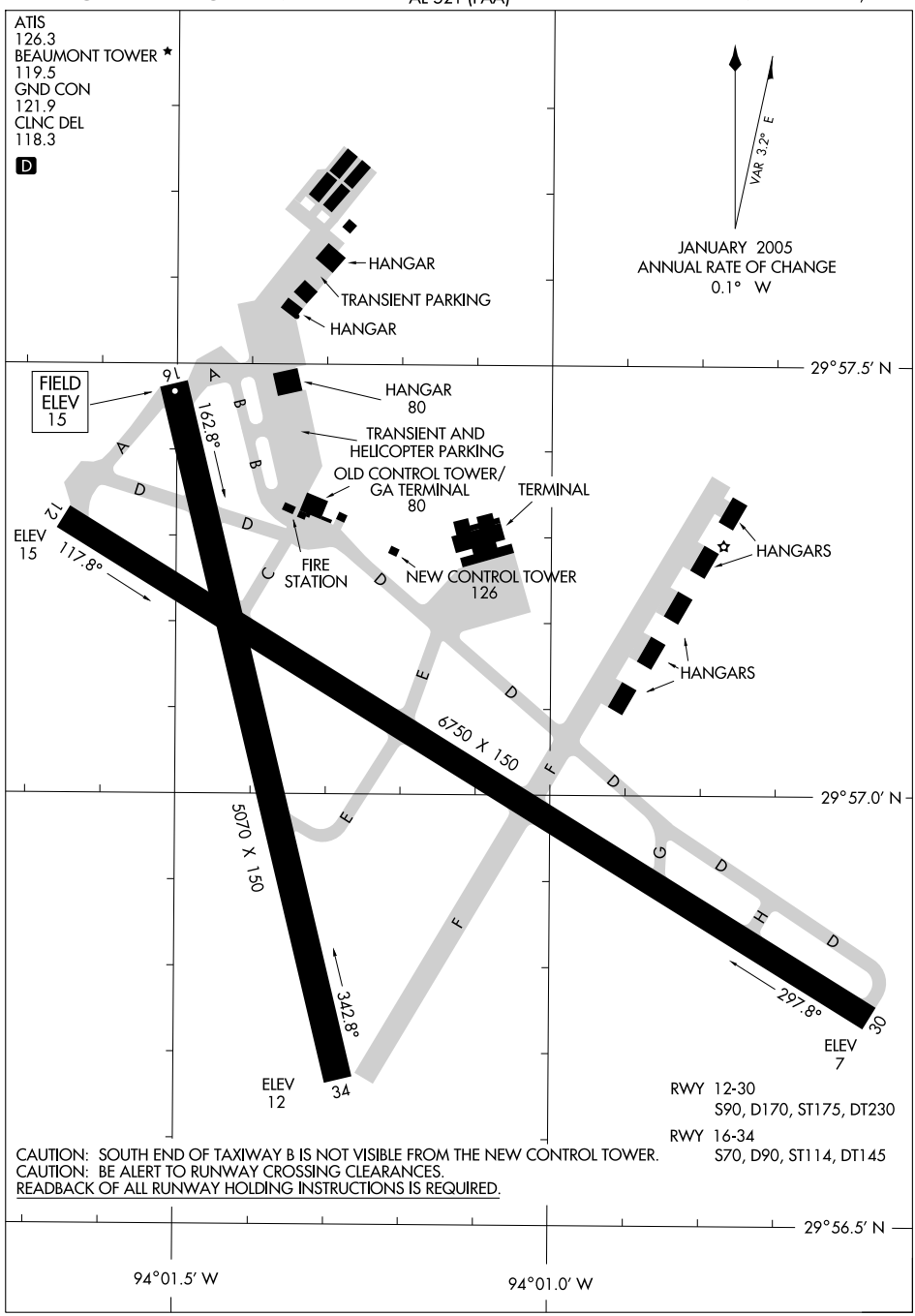
09295

AIRPORT DIAGRAM

BEAUMONT-PORT ARTHUR/SOUTHEAST TEXAS RGNL (BPT)

AL-521 (FAA)

BEAUMONT-PORT ARTHUR, TEXAS



SC-5, 08 APR 2010 to 06 MAY 2010

LOC/DME I-BPT	APP CRS	Rwy Idg	6750
110.15	116°	TDZE	15
Chan 38(Y)		Apt Elev	15

ILS or LOC RWY 12

BEAUMONT-PORT ARTHUR/SOUTHEAST TEXAS RGNL (BPT)

When local altimeter setting not received, use Orange County altimeter setting and increase all DA 32 feet and all MDA 40 feet, increase S-LOC 12 Cat A visibility to RVR 4000, Cat C to 2 miles, Cat D to 2¼ miles, Cat E to 2½ miles and increase Circling Cat C visibility to 2½ miles, Cat D to 2¾ miles and Cat E to 3 miles. COUGS Fix minimums: increase S-LOC 12 Cat E visibility to RVR 6000 and Circling Cat E visibility to 3 miles.

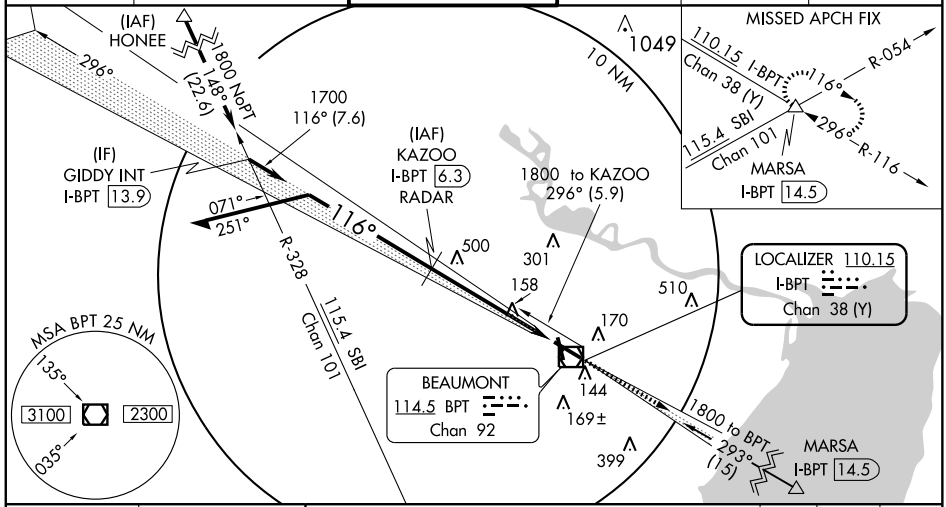
For inoperative MALSR increase S-ILS 12 Cat E visibility to RVR 4000 and S-LOC 12 Cat E to 2½ miles, COUGS Fix minimums: increase S-ILS 12 Cat E visibility to RVR 4000 and S-LOC Cat E to 1½ miles.

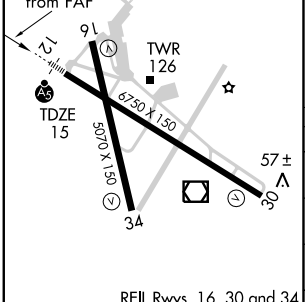
For inoperative MALSR when using Orange County altimeter setting, increase S-ILS 12 Cat E visibility to RVR 4000 and S-LOC 12 Cat A to 1 mile, and Cat E to 3 miles, COUGS Fix minimums: increase S-ILS 12 Cat E visibility to RVR 4000 and S-LOC Cat E to 1¾ miles. VDP NA when using Orange County altimeter setting. DME or RADAR required.

MALSR (A5)

MISSED APPROACH: Climb to 3000 via I-BPT SE course to MARSA Int/I-BPT 14.5 DME and hold.

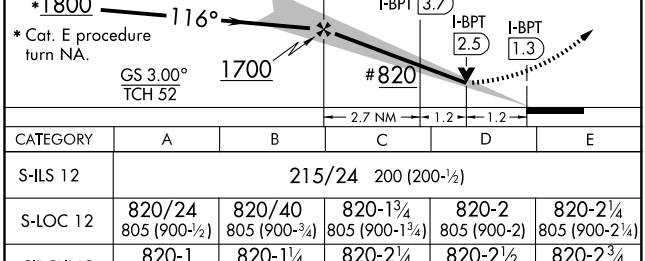
ATIS	HOUSTON APP CON	BEAUMONT TOWER ★	GND CON	CLNC DEL	UNICOM
126.3	121.3 377.1	119.5 (CTAF)	121.9	118.3	122.95





REIL Rwys 16, 30 and 34
HIRL Rwys 12-30, 16-34

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



CATEGORY	A	B	C	D	E
S-ILS 12	215/24 200 (200-½)				
S-LOC 12	820/24 805 (900-½)	820/40 805 (900-¾)	820-1¾ 805 (900-1¾)	820-2 805 (900-2)	820-2¼ 805 (900-2¼)
CIRCLING	820-1 805 (900-1)	820-1¼ 805 (900-1¼)	820-2¼ 805 (900-2¼)	820-2½ 805 (900-2½)	820-2¾ 805 (900-2¾)
COUGS FIX MINIMUMS					
S-LOC 12	460/24 445 (500-½)		460/40 445 (500-¾)	460/50 445 (500-1)	
CIRCLING	480-1 465 (500-1)		480-1½ 465 (500-1½)	580-2 565 (600-2)	820-2¾ 805 (900-2¾)

SC-5, 08 APR 2010 to 06 MAY 2010

LOC I-BPT	APP CRS	Rwy Idg	6750
110.15	296°	TDZE	12
Chan 38(Y)		Apt Elev	15

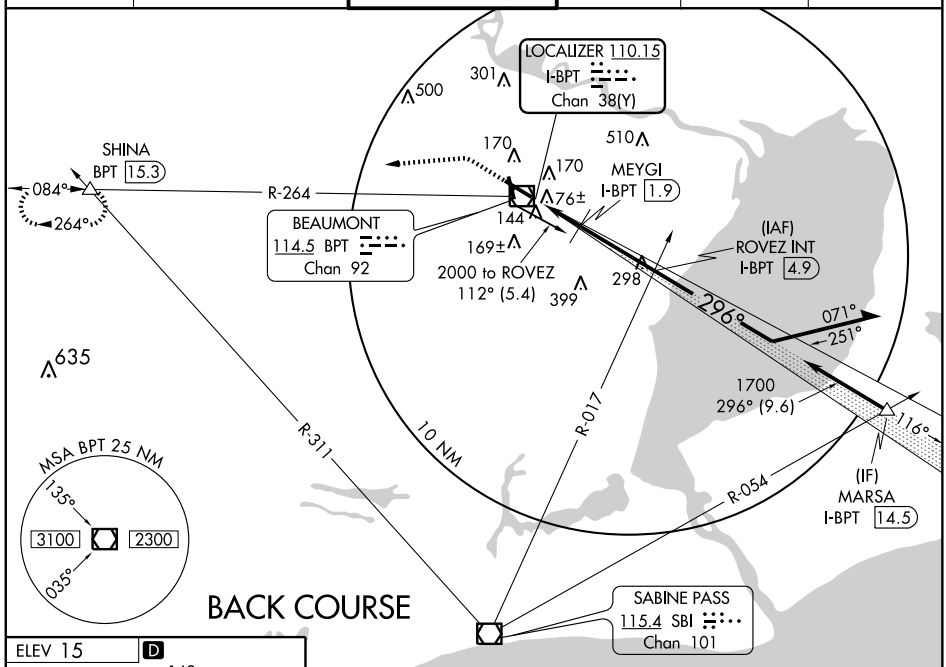
LOC BC RWY 30

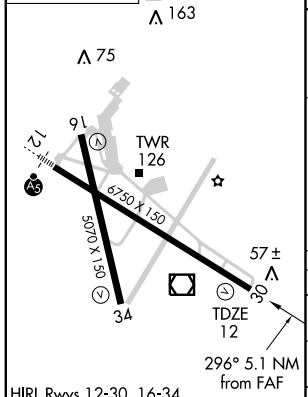
BEAUMONT-PORT ARTHUR/SOUTHEAST TEXAS RGNL (BPT)

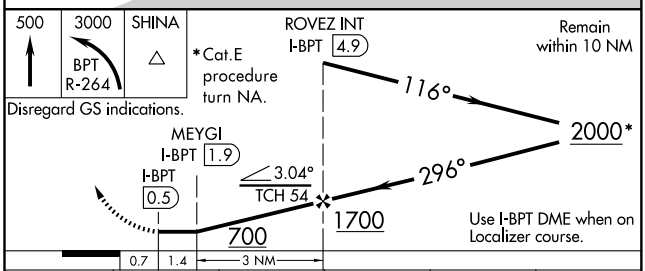
Visibility reduction by helicopters NA. When local altimeter setting not received, use Orange County altimeter setting and increase all MDA 40 feet, increase Circling Cat E visibility ¼ mile, MEYGI fix minimums: increase S-30 Cat C/D/E visibility ¼ mile and Circling Cat E ¼ mile.

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 via BPT VOR/DME R-264 to SHINA Int/BPT 15.3 DME and hold.

ATIS	HOUSTON APP CON	BEAUMONT TOWER ★	GND CON	CLNC DEL	UNICOM
126.3	121.3 377.1	119.5 (CTAF)	121.9	118.3	122.95







CATEGORY	A	B	C	D	E
S-30	700-1 688 (700-1)		700-2 688 (700-2)	700-2¼ 688 (700-2¼)	700-2½ 688 (700-2½)
CIRCLING	700-1 685 (700-1)		700-2 685 (700-2)	700-2¼ 685 (700-2¼)	820-2¾ 805 (900-2¾)
MEYGI FIX MINIMUMS					
S-30	400-1 388 (400-1)			400-1¼ 388 (400-1¼)	
CIRCLING	480-1 465 (500-1)		480-1½ 465 (500-1½)	580-2 565 (600-2)	820-2¾ 805 (900-2¾)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

WAAS	APP CRS		
CH 99715	116°	Rwy Idg	6750
W12A		TDZE	15
		Apt Elev	15

RNAV (GPS) RWY 12

BEAUMONT-PORT ARTHUR/SOUTHEAST TEXAS RGNL (BPT)

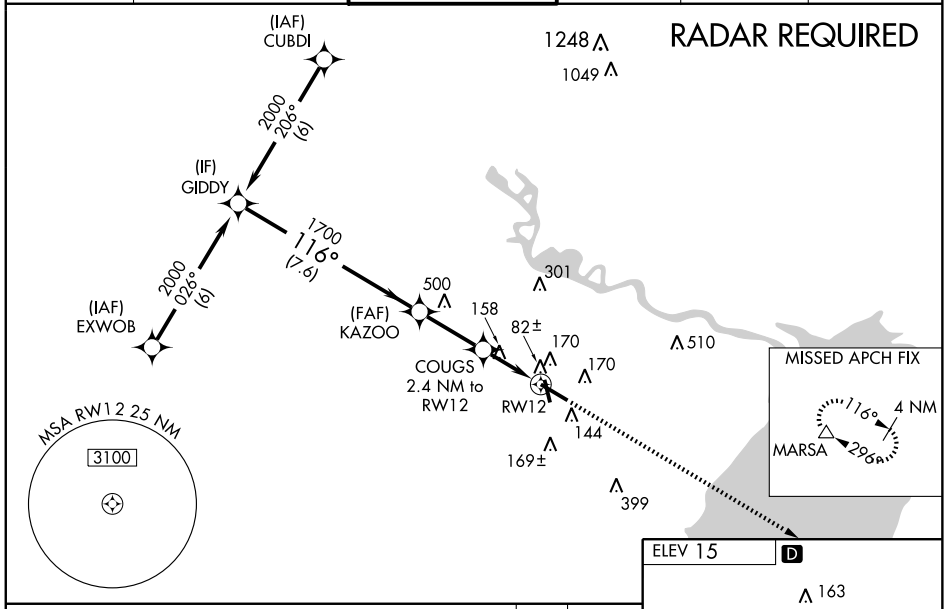
T A Baro-VNAV NA when using Orange County altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.When local altimeter setting not received, use Orange County altimeter setting and increase all DA 32 feet and all MDA 40 feet, increase LNAV/VNAV Cat E, LNAV Cat E and Circling Cat E visibility ¼ mile. For inoperative MALSR, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E to RVR 6000 and LNAV Cat E to 1½ miles. For inoperative MALSR when using Orange County altimeter setting, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E to 1½ miles, and LNAV Cat E to 1¾ miles. VDP NA when using Orange County altimeter setting.

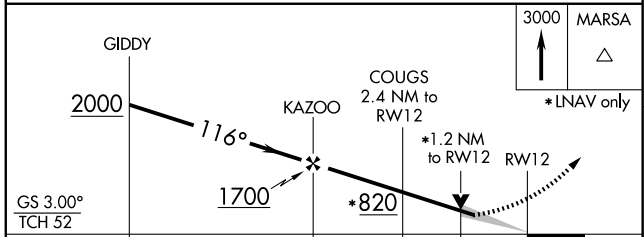
MALSR

MISSED APPROACH: Climb to 3000 direct MARSA and hold.

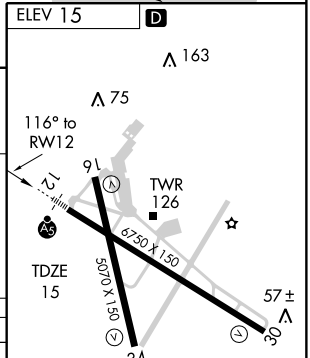
ATIS	HOUSTON APP CON	BEAUMONT TOWER ★	GND CON	CLNC DEL	UNICOM
126.3	121.3 377.1	119.5 (CTAF)	121.9	118.3	122.95

RADAR REQUIRED





CATEGORY	A	B	C	D	E
LPV DA	215/24 200 (200-½)				
LNAV/VNAV DA	375/40 360 (400-¾)				
LNAV MDA	460/24 445 (500-½)		460/40 445 (500-¾)	460/50 445 (500-1)	
CIRCLING	480-1 465 (500-1)		480-1½ 465 (500-1½)	580-2 565 (600-2)	820-2¾ 805 (900-2¾)



REIL Rwys 16, 30 and 34
HIRL Rwys 12-30, 16-34

SC-5, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5070
CH 82316	161°	TDZE	15
W16A		Apt Elev	15

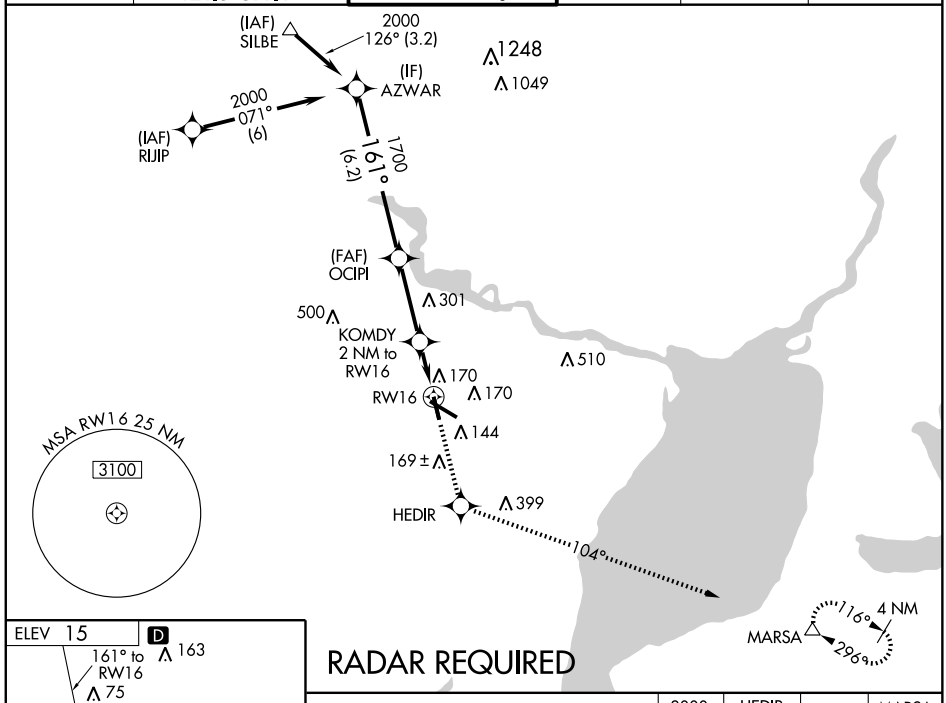
RNAV (GPS) RWY 16

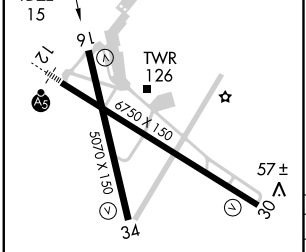
BEAUMONT-PORT ARTHUR/SOUTHEAST TEXAS RGNL (BPT)

T Baro-VNAV NA when using Orange County altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below-15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.
A Visibility reduction by helicopters NA. When local altimeter setting not received, use Orange County altimeter setting and increase all DA 32 feet and all MDA 40 feet, increase LPV all Cats visibility ¼ mile, LNAV Cat D and Circling Cat E visibility ¼ mile. VDP NA when using Orange County altimeter setting.

MISSED APPROACH: Climb to 3000 direct HEDIR and via track 104° to MARSA and hold.

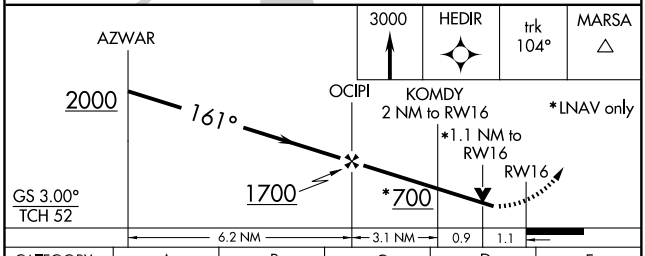
ATIS	HOUSTON APP CON	BEAUMONT TOWER ★	GND CON	CLNC DEL	UNICOM
126.3	121.3 377.1	119.5 (CTAF) L	121.9	118.3	122.95





REIL Rwys 16, 30 and 34
HIRL Rwys 12-30, 16-34

RADAR REQUIRED



CATEGORY	A	B	C	D	E
LPV DA	273-¾ 258 (300-¾)				
LNAV/VNAV DA	422-1½ 407 (500-1½)				
LNAV MDA	420-1 405 (500-1)		420-1¼ 405 (500-1¼)		420-1½ 405 (500-1½)
CIRCLING	480-1 465 (500-1)		480-1½ 465 (500-1½)	580-2 565 (600-2)	820-2¾ 805 (900-2¾)

SC-5, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	6750
CH 69216	296°	TDZE	12
W30A		Apt Elev	15

RNAV (GPS) RWY 30

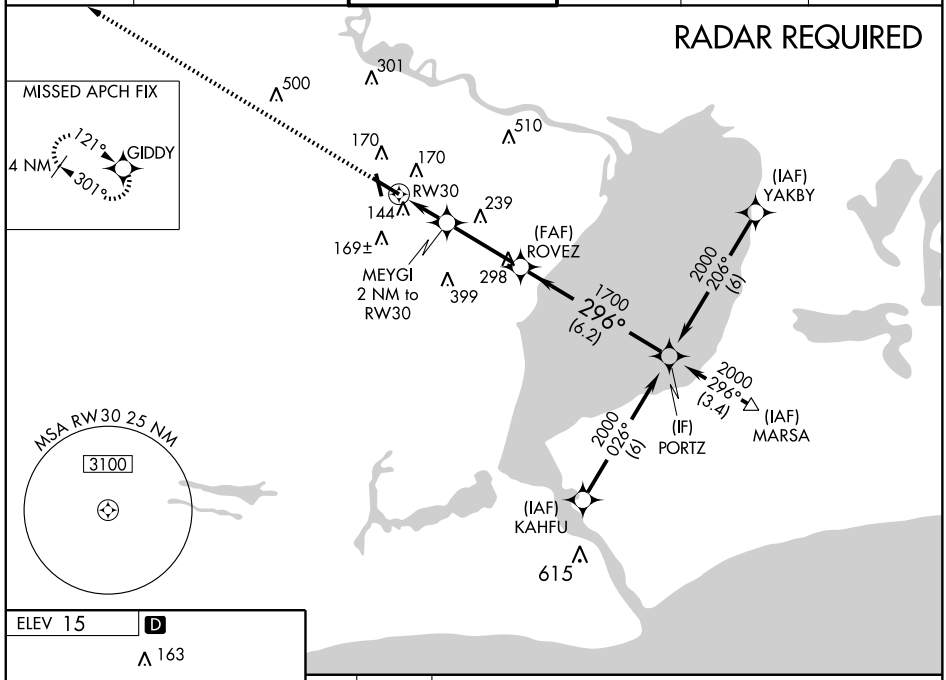
BEAUMONT-PORT ARTHUR/SOUTHEAST TEXAS RGNL (BPT)

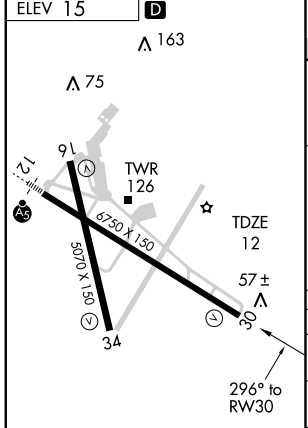
Baro-VNAV NA when using Orange County altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Orange County altimeter setting and increase all DA 32 feet and all MDA 40 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV Cat E and Circling Cat E visibility ¼ mile.

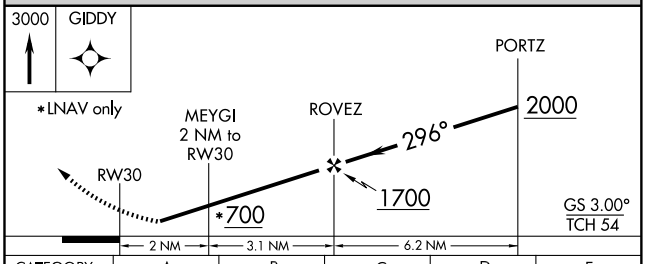
MISSED APPROACH: Climb to 3000 direct GIDDY and hold.

ATIS	HOUSTON APP CON	BEAUMONT TOWER ★	GND CON	CLNC DEL	UNICOM
126.3	121.3 377.1	119.5 (CTAF)	121.9	118.3	122.95

RADAR REQUIRED







CATEGORY	A	B	C	D	E
LPV DA	263-¾ 251 (300-¾)				
LNAV/VNAV DA	404-1¼ 392 (400-1¼)				404-1½ 392 (400-1½)
LNAV MDA	540-1 528 (600-1)		540-1½ 528 (600-1½)	540-1¾ 528 (600-1¾)	
CIRCLING	540-1 525 (600-1)		540-1½ 525 (600-1½)	580-2 565 (600-2)	820-2¾ 805 (900-2¾)

REIL Rwys 16, 30 and 34
HIRL Rwys 12-30, 16-34

SC-5, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5070
CH 72616	341°	TDZE	15
W34A		Apt Elev	15

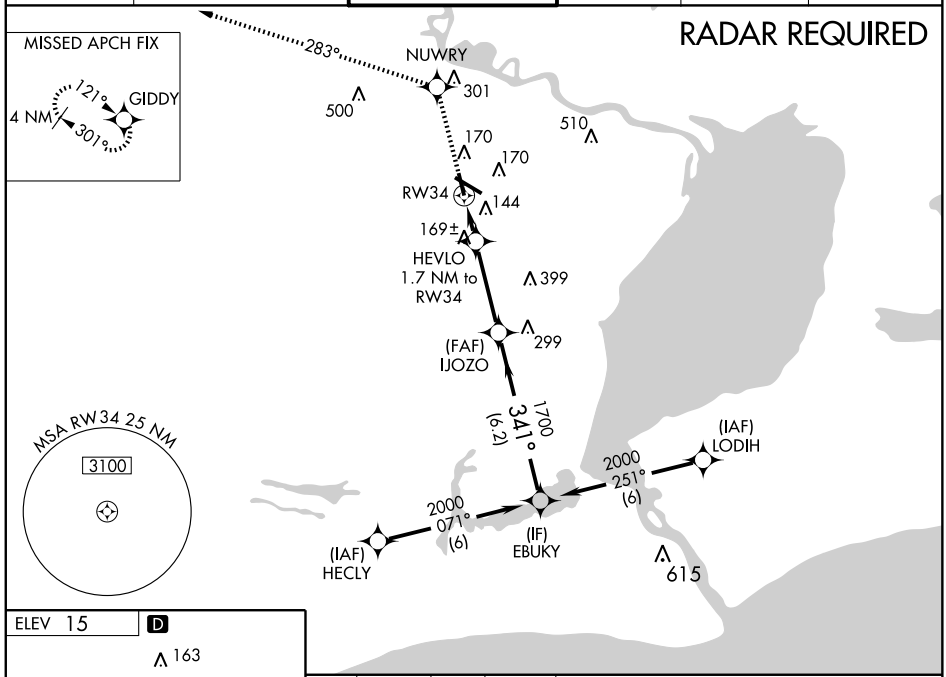
RNAV (GPS) RWY 34

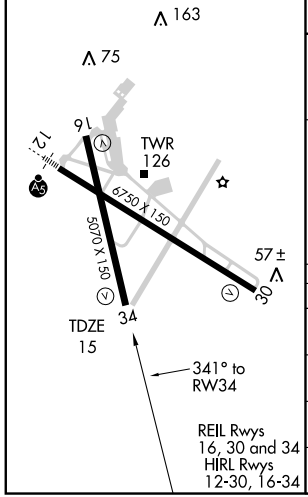
BEAUMONT-PORT ARTHUR/SOUTHEAST TEXAS RGNL (BPT)

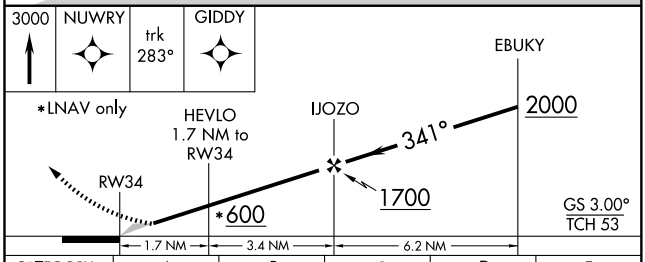
Baro-VNAV NA when using Orange County altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Orange County altimeter setting and increase all DA 32 feet and all MDA 40 feet, increase LNAV Cat C and Circling Cat E visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct NUWRY and via track 283° to GIDDY and hold.

ATIS	HOUSTON APP CON	BEAUMONT TOWER ★	GND CON	CLNC DEL	UNICOM
126.3	121.3 377.1	119.5 (CTAF) L	121.9	118.3	122.95







CATEGORY	A	B	C	D	E
LPV DA	215-¾ 200 (200-¾)				
LNAV/VNAV DA	437-1½ 422 (500-1½)				
LNAV MDA	480-1 465 (500-1)		480-1¼ 465 (500-1¼)	480-1½ 465 (500-1½)	480-1¾ 465 (500-1¾)
CIRCLING	480-1 465 (500-1)		480-1½ 465 (500-1½)	580-2 565 (600-2)	820-2¾ 805 (900-2¾)

SC-5, 08 APR 2010 to 06 MAY 2010

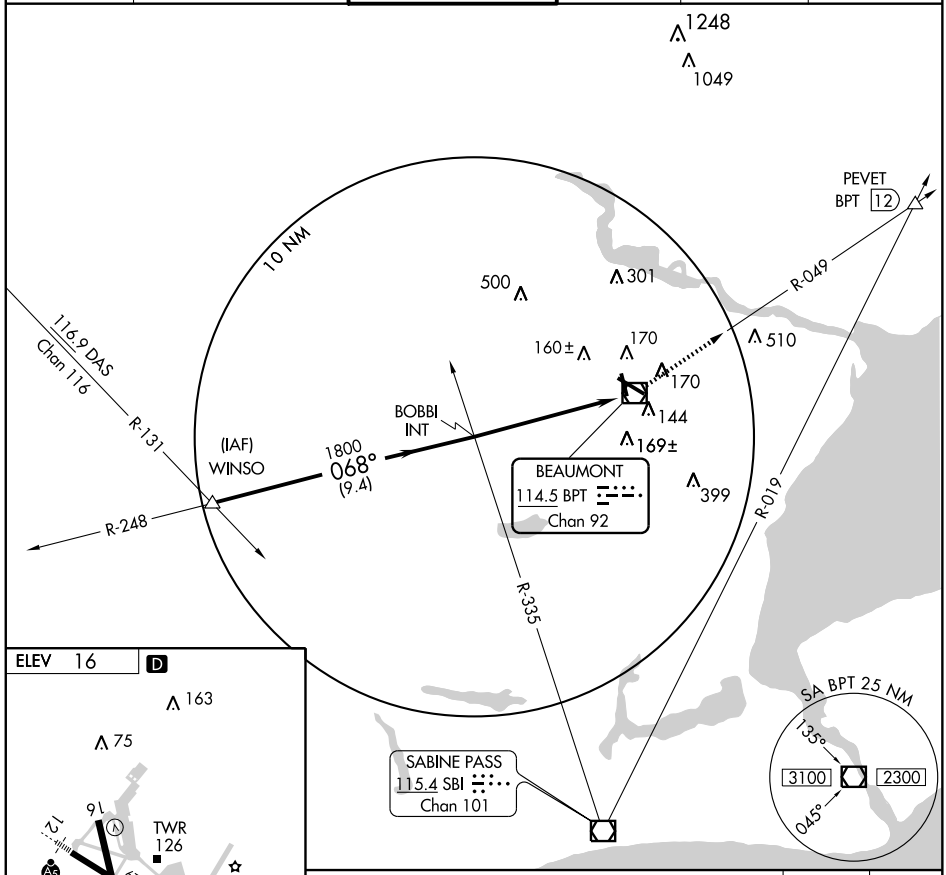
VOR/DME BPT	APP CRS	Rwy Idg	N/A
114.5	068°	TDZE	N/A
Chan 92		Apt Elev	16

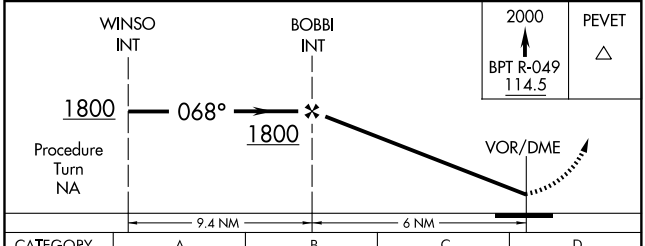
VOR-A

BEAUMONT-PORT ARTHUR/ SOUTHEAST TEXAS RGNL (BPT)

MISSED APPROACH: Climb to 2000 via BPT VOR/DME R-049 to PEVET Int.

ATIS	HOUSTON APP CON	BEAUMONT TOWER ★	GND CON	CLNC DEL	UNICOM
126.3	121.3 377.1	119.5 (CTAF)	121.9	118.3	122.95





CATEGORY	A	B	C	D
CIRCLING	480-1 464 (500-1)		480-1½ 464 (500-1½)	580-2 564 (600-2)

REIL Rwys 16, 30 and 34
HIRL Rwys 12-30, 16-34

SC-5, 08 APR 2010 to 06 MAY 2010

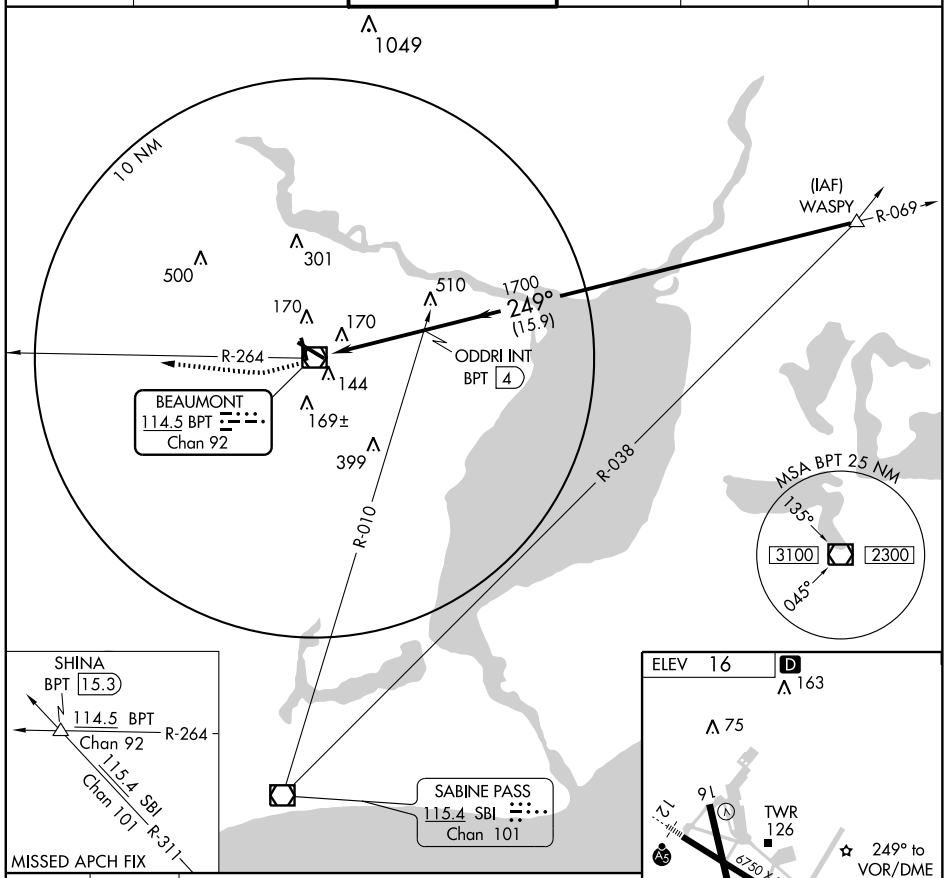
VOR/DME BPT	APP CRS	Rwy Idg	N/A
114.5	249°	TDZE	N/A
Chan 92		Apt Elev	16

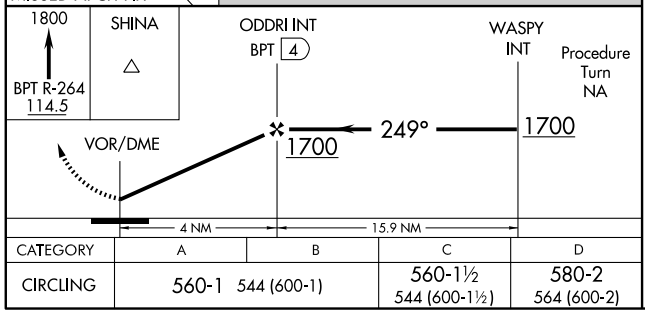
VOR-B

BEAUMONT-PORT ARTHUR/SOUTHEAST TEXAS RGNL (BPT)

MISSED APPROACH: Climb to 1800 via BPT R-264 to SHINA Int.

ATIS	HOUSTON APP CON	BEAUMONT TOWER ★	GND CON	CLNC DEL	UNICOM
126.3	121.3 377.1	119.5 (CTAF)	121.9	118.3	122.95





CATEGORY	A	B	C	D
CIRCLING	560-1 544 (600-1)		560-1½ 544 (600-1½)	580-2 564 (600-2)

REIL Rwys 16, 30 and 34
HIRL Rwys 12-30, 16-34

SC-5, 08 APR 2010 to 06 MAY 2010

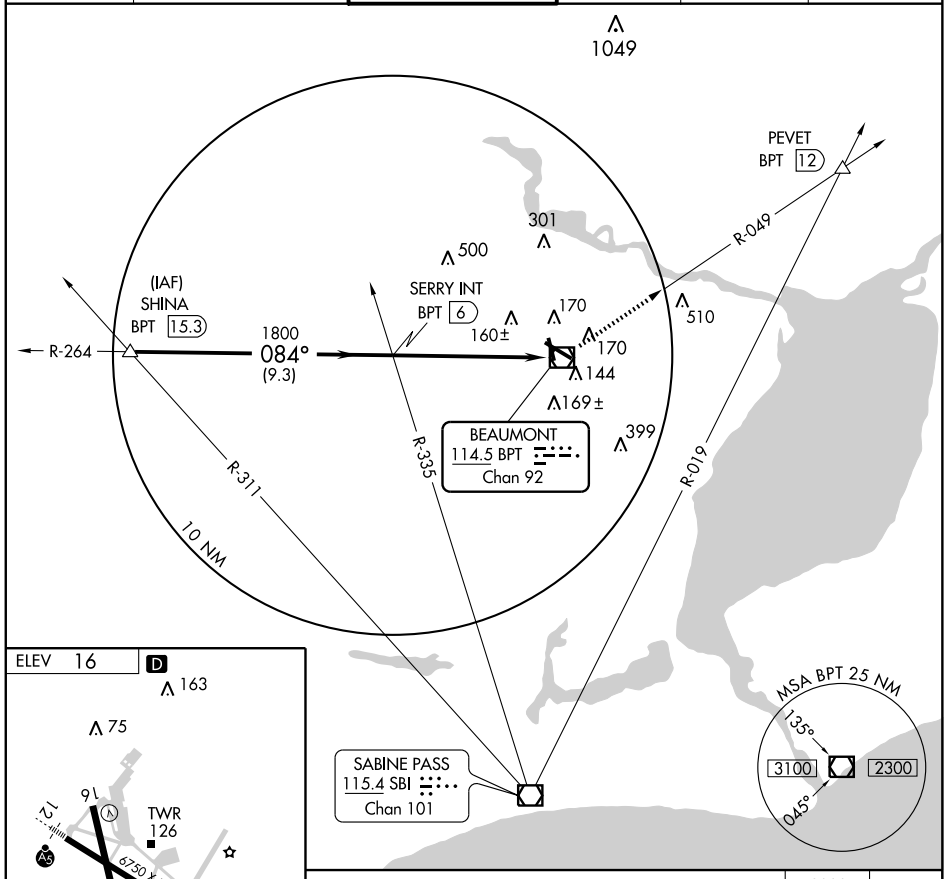
VOR/DME BPT	APP CRS	Rwy Idg	N/A
114.5	084°	TDZE	N/A
Chan 92		Apt Elev	16

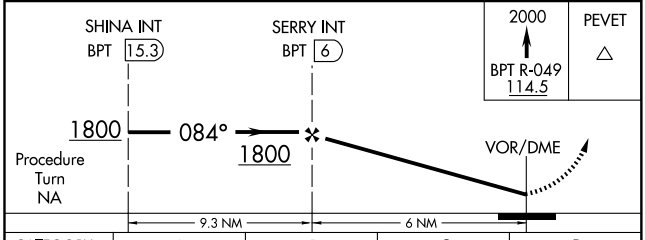
VOR-C

BEAUMONT-PORT ARTHUR/SOUTHEAST TEXAS RGNL (BPT)

MISSED APPROACH: Climb to 2000 via BPT VOR/DME R-049 to PEVET Int.

ATIS	HOUSTON APP CON	BEAUMONT TOWER ★	GND CON	CLNC DEL	UNICOM
126.3	121.3 377.1	119.5 (CTAF)	121.9	118.3	122.95





CATEGORY	A	B	C	D
CIRCLING	480-1 464 (500-1)		480-1½ 464 (500-1½)	580-2 564 (600-2)

REIL Rwys 16, 30 and 34
HIRL Rwys 12-30, 16-34

SC-5. 08 APR 2010 to 06 MAY 2010

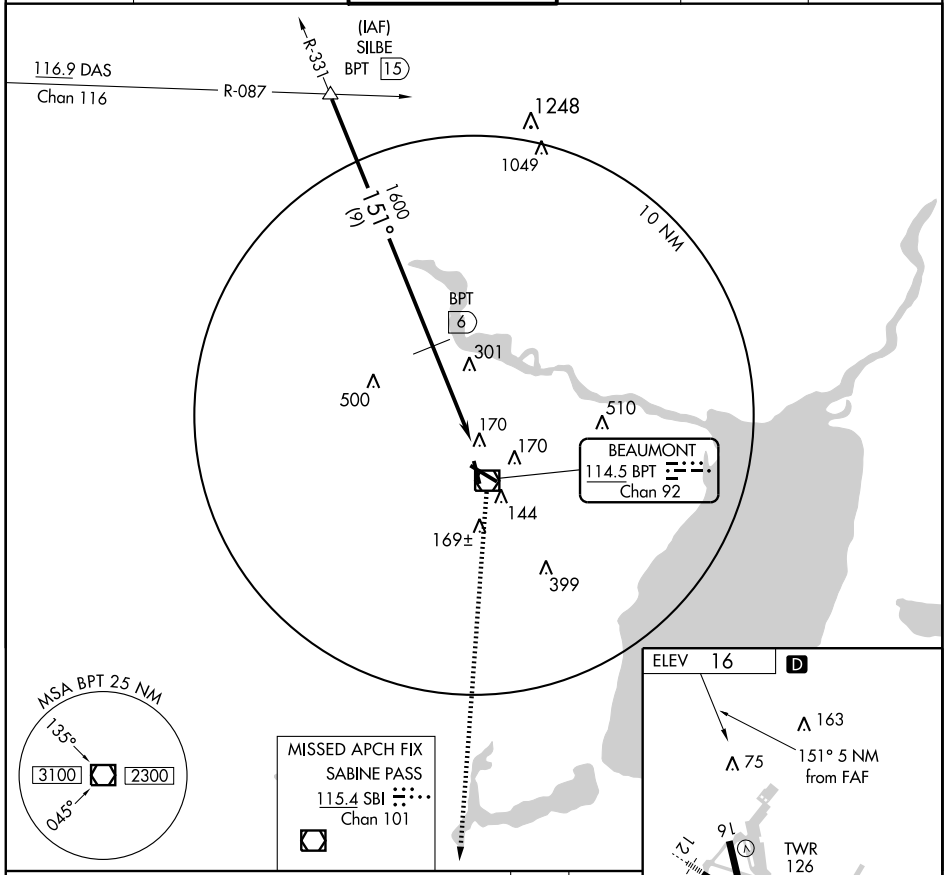
VOR/DME BPT	APP CRS	Rwy Idg	N/A
114.5	151°	TDZE	N/A
Chan 92		Apt Elev	16

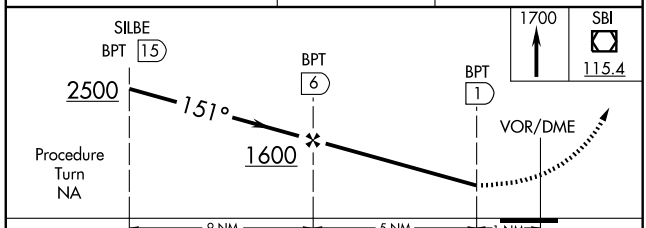
VOR/DME-D

BEAUMONT-PORT ARTHUR/SOUTHEAST TEXAS RGNL (BPT)

MISSED APPROACH: Climb to 1700 direct SBI VOR/DME.

ATIS	HOUSTON APP CON	BEAUMONT TOWER★	GND CON	CLNC DEL	UNICOM
126.3	121.3 377.1	119.5 (CTAF)	121.9	118.3	122.95





CATEGORY	A	B	C	D
CIRCLING	560-1 544 (600-1)		560-1½ 544 (600-1½)	580-2 564 (600-2)

REIL Rwys 16, 30 and 34
HIRL Rwys 12-30, 16-34

SC-5, 08 APR 2010 to 06 MAY 2010

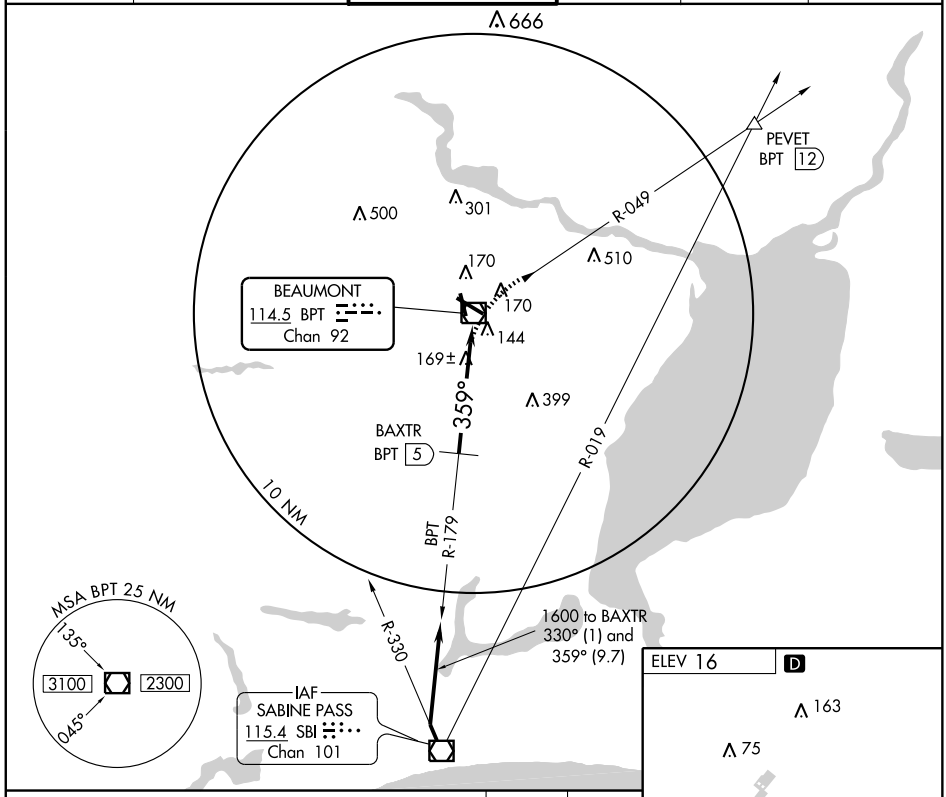
VOR BPT 114.5 Chan 92	APP CRS 359°	Rwy Idg 5070 TDZE 16 Apt Elev 16

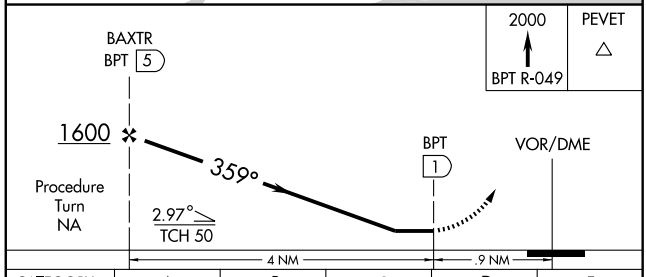
VOR/DME RWY 34

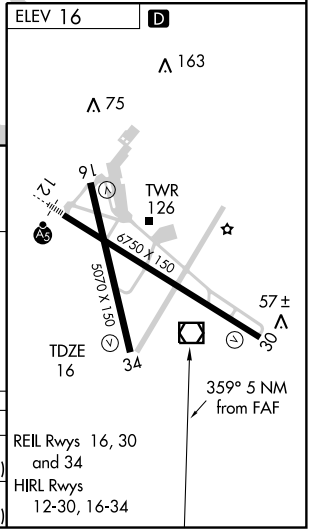
BEAUMONT-PORT ARTHUR/SOUTHEAST TEXAS RGNL (BPT)

MISSED APPROACH: Climb to 2000 via BPT VOR/DME R-049 to PEVET Int.

ATIS	HOUSTON APP CON	BEAUMONT TOWER★	GND CON	CLNC DEL	UNICOM
126.3	121.3 377.1	119.5 (CTAF)	121.9	118.3	122.95







CATEGORY	A	B	C	D	E
S-34	500-1¼ 484 (500-1¼)			500-1½ 484 (500-1½)	500-1¾ 484 (500-1¾)
CIRCLING	500-1¼ 484 (500-1¼)		500-1½ 484 (500-1½)	580-2 564 (600-2)	820-2¾ 804 (900-2¾)

SC-5, 08 APR 2010 to 06 MAY 2010

VOR/DME BPT	APP CRS	Rwy Idg	6750
114.5	120°	TDZE	16
Chan 92		Apt Elev	16

VOR RWY 12

BEAUMONT-PORT ARTHUR/SOUTHEAST TEXAS RGNL (BPT)

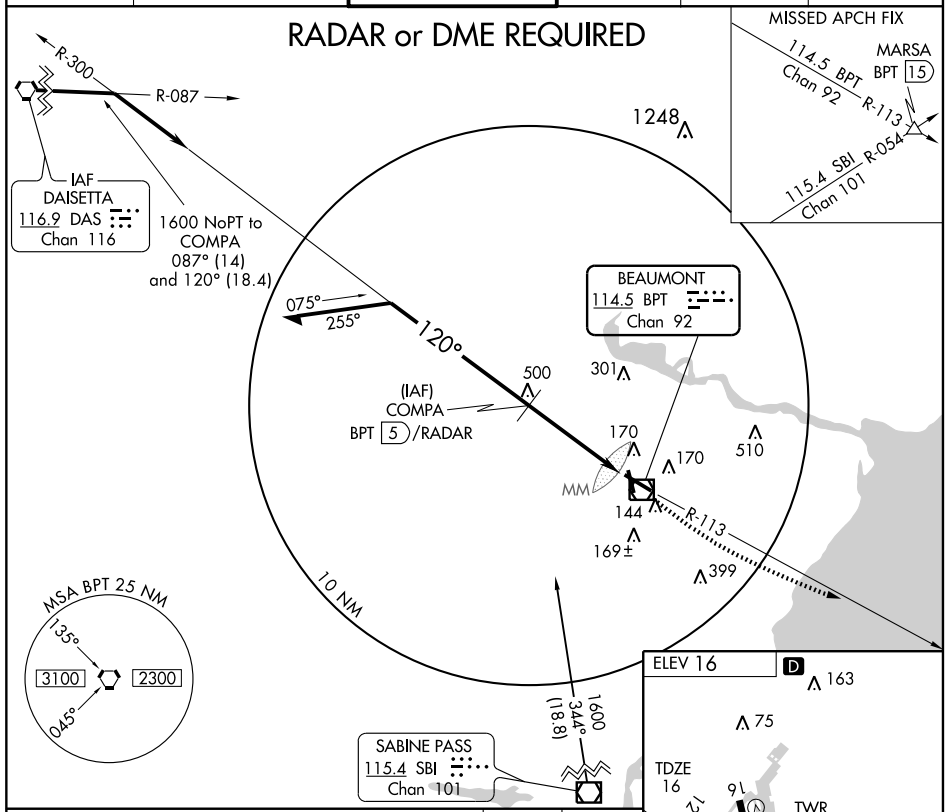
For inoperative MALSR, increase S-12 Cats A/B visibility to RVR 5000 and Cat D to RVR 6000.
* Cat E procedure turn not authorized.

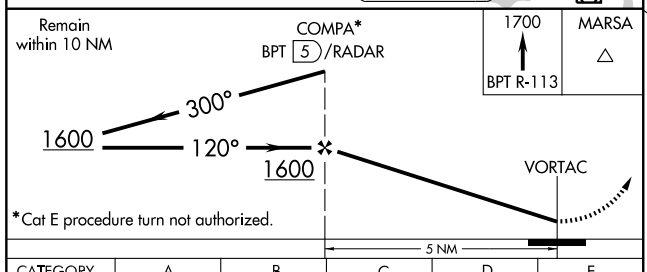
MALSR

MISSED APPROACH: Climb to 1700 via BPT R-113 to MARSA Int/BPT 15 DME.

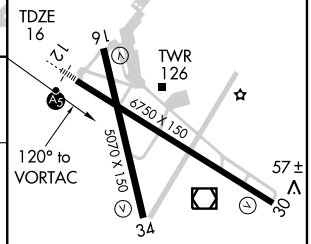
ATIS	HOUSTON APP CON	BEAUMONT TOWER *	GND CON	CLNC DEL	UNICOM
126.3	121.3 377.1	119.5 (CTAF)	121.9	118.3	122.95

RADAR or DME REQUIRED





*Cat E procedure not authorized.



CATEGORY	A	B	C	D	E
S-12	420/40 404 (500-¾)			420/50 404 (500-1)	
CIRCLING	480-1 464 (500-1)		480-1½ 464 (500-1½)	580-2 564 (600-2)	820-2¾ 804 (900-2¾)

REIL Rwys 16, 30 and 34
HIRL Rwys 12-30, 16-34

SC-5, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4551
124°	TDZE	268
	Apt Elev	268

RNAV (GPS) RWY 12
BEEVILLE MUNI (BEA)

Use Corpus Christi Intl altimeter setting.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct JOSUK and hold.

AWOS-3	HOUSTON CENTER	UNICOM
118.675	134.6 322.5	122.8 L (CTAF)

Radar required for arrivals at CUVUM

(IAF) CUVUM

(IAF) THREE RIVERS THX

2000 NoPT 088° (10.2) 4 NM

(IF/IAF) NEYIB

2000 NoPT 214° (5)

124° 304°

2000 124° (6.2)

(IAF) ZAMLI

2000 NoPT 034° (6.4)

(FAF) ECEPA

882

MSA RW12 25 NM
2100

KINGSVILLE 4 MOA

850 703 669 620 542 685

RW12

JOSUK 124° 4 NM 304°

ELEV 268

124° to RW12

8 l

2530 X 60

12

TDZE 268

36

4551 X 75

0.5% UP

30

MIRL Rwy 12-30 L

4 NM Holding Pattern

2000 JOSUK

NEYIB 304° 124° ECEPA 124° 2000

VGSI and descent angles not coincident.

RW12 3.05° TCH 40

6.2 NM 5.2 NM

CATEGORY	A	B	C	D
LNAV MDA	1000-1 732 (800-1)		1000-2 732 (800-2)	NA
CIRCLING	1000-1 732 (800-1)	1020-1¼ 752 (800-1¼)	1120-2½ 852 (900-2½)	NA

SC-3, 08 APR 2010 to 06 MAY 2010

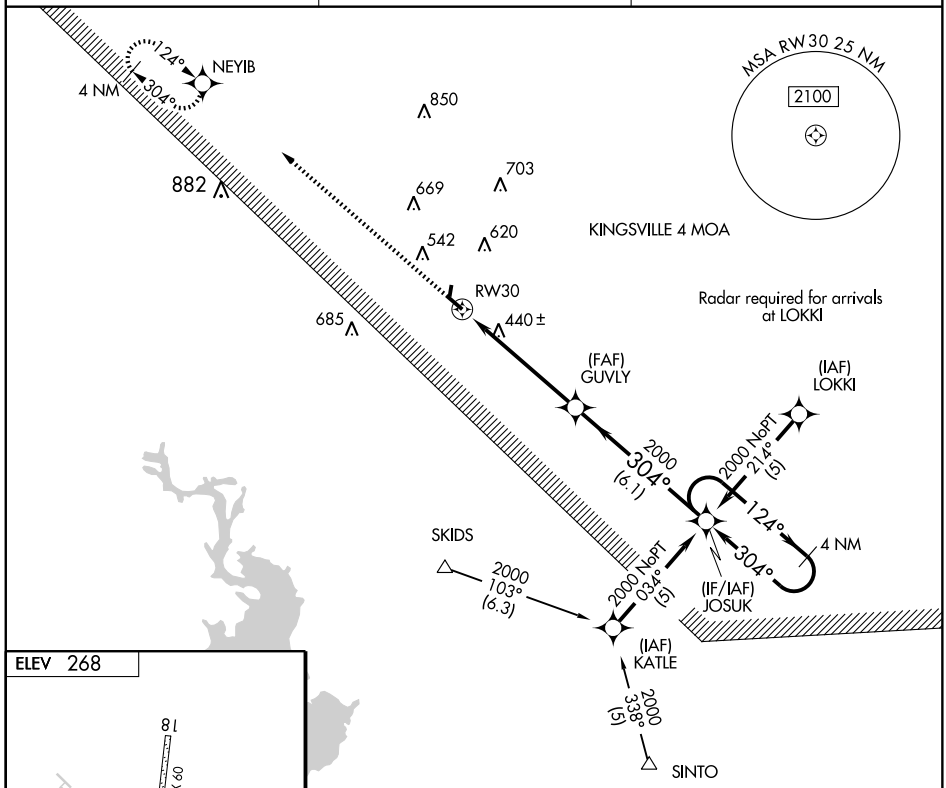
APP CRS	Rwy Idg	4551
304°	TDZE	262
	Apt Elev	268

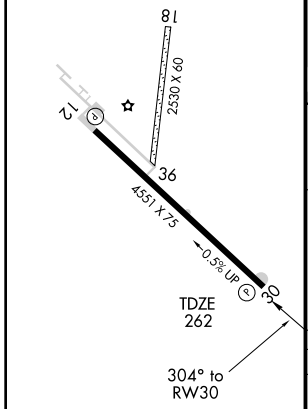
RNAV (GPS) RWY 30
BEEVILLE MUNI (BEA)

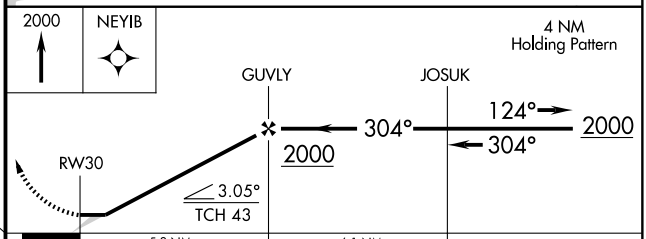
Use Corpus Christi Intl altimeter setting.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct NEYIB and hold.

AWOS-3	HOUSTON CENTER	UNICOM
118.675	134.6 322.5	122.8 L (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1060-1 798 (800-1)	1060-1¼ 798 (800-1¼)	1060-2¼ 798 (800-2¼)	NA
CIRCLING	1060-1 792 (800-1)	1060-1¼ 792 (800-1¼)	1120-2½ 852 (900-2½)	NA

SC-3, 08 APR 2010 to 06 MAY 2010

VORTAC THX	APP CRS	Rwy Idg	4551
111.4	106°	TDZE	268
Chan 51		Apt Elev	268

VOR/DME RWY 12

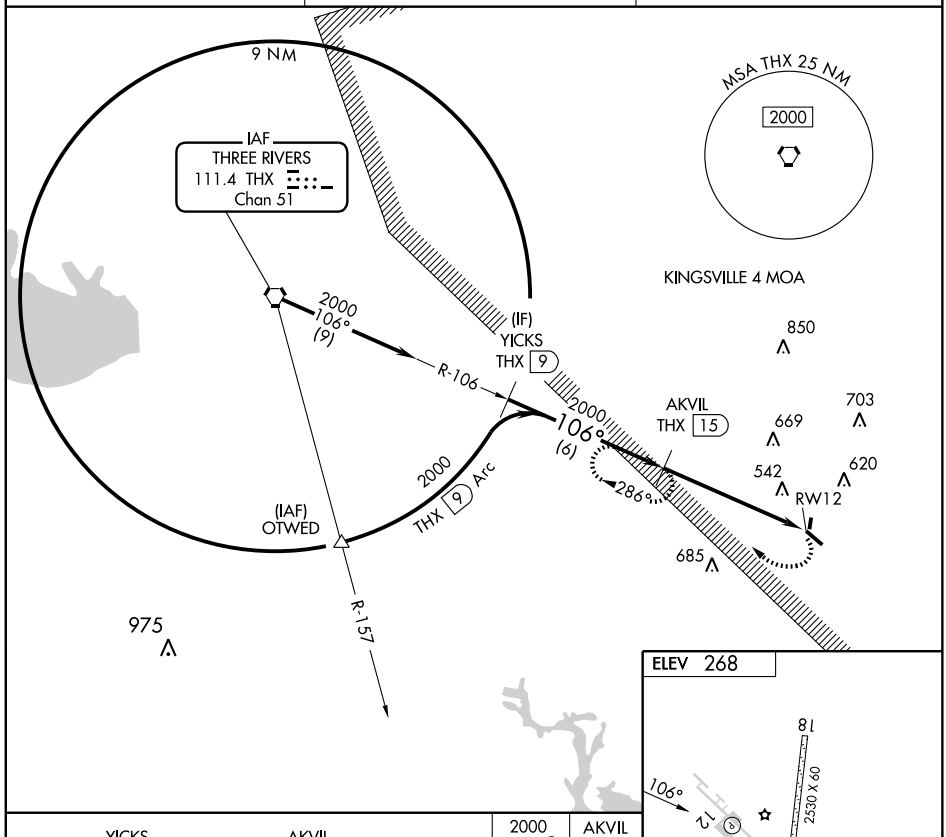
BEEVILLE MUNI (BEA)

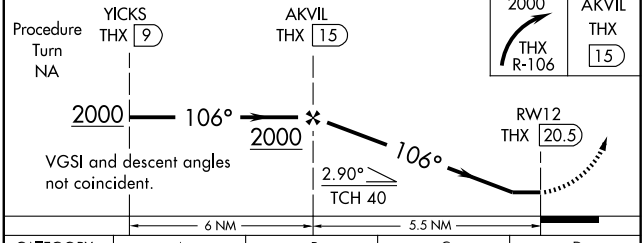
Use Corpus Christi Intl altimeter setting.

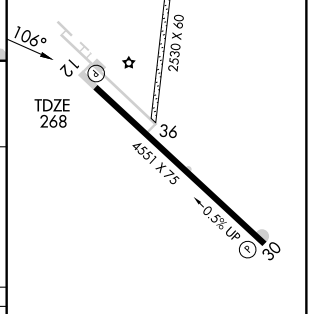
NA

MISSED APPROACH: Climbing right turn to 2000 via THX VORTAC R-106 to AKVIL THX VORTAC 15 DME and hold. Continue climb-in-hold to 2000.

AWOS-3	HOUSTON CENTER	UNICOM
118.675	134.6 322.5	122.8 L (CTAF)







CATEGORY	A	B	C	D
S-12	1000-1 732 (800-1)	1000-1¼ 732 (800-1¼)	1000-2 732 (800-2)	NA
CIRCLING	1000-1 732 (800-1)	1020-1¼ 752 (800-1¼)	1120-2½ 852 (900-2½)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-3. 08 APR 2010 to 06 MAY 2010

BIG LAKE, TEXAS AL-6703 (FAA)

APP CRS	Rwy Idg	4032
161°	TDZE	2706
	Apt Elev	2706

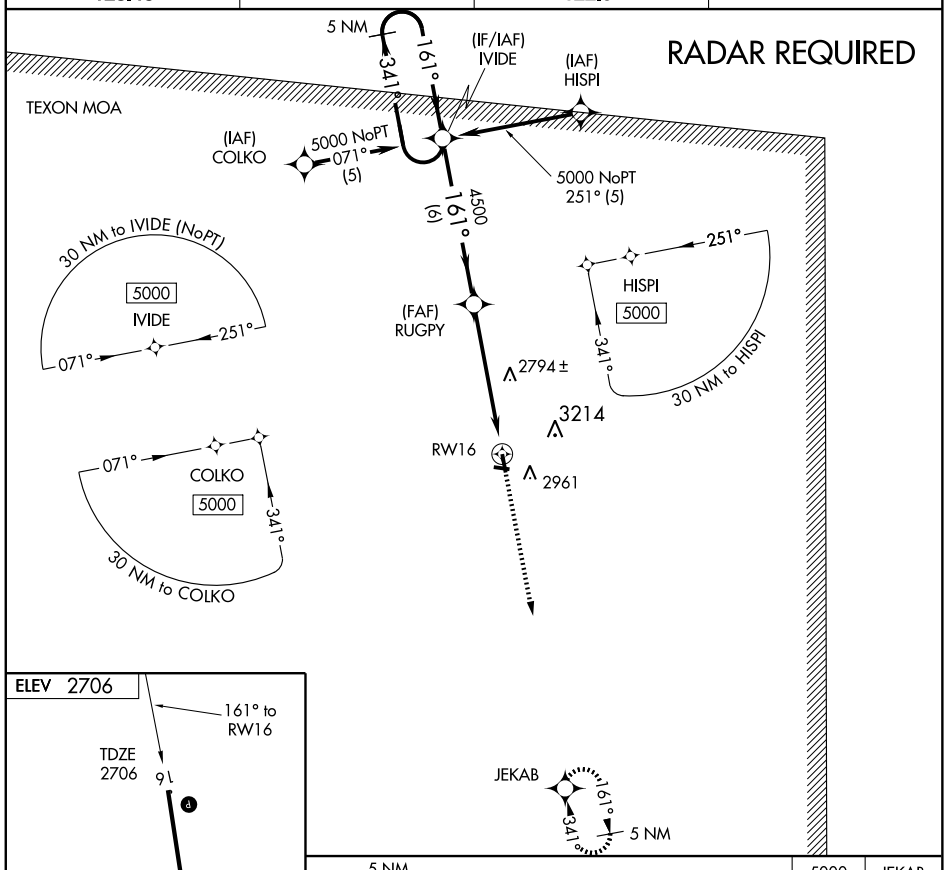
RNAV (GPS) RWY 16

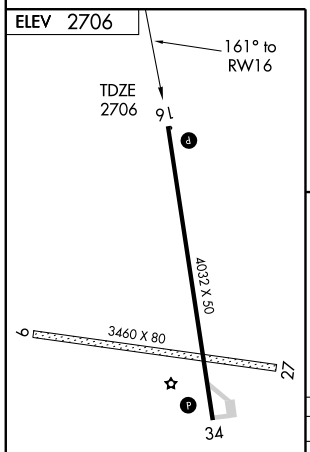
BIG LAKE/ REAGAN COUNTY (E41)

Use San Angelo altimeter setting; If not received, procedure NA.
Circling NA east of Rwy 16-34. DME/DME RNP-0.3 NA.

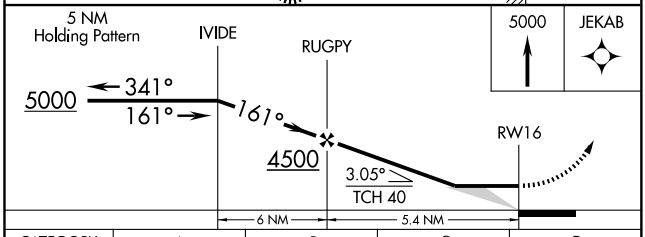
MISSED APPROACH: Climb to 5000 direct JEKAB and hold.

SAN ANGELO ASOS	FORT WORTH CENTER	CTAF	
128.45	126.15 322.55	122.9	123.5 L





MIRL Rwy 16-34 L



CATEGORY	A	B	C	D
LNAV MDA	3460-1 754 (800-1)	3460-1¼ 754 (800-1¼)	3460-2¼ 754 (800-2¼)	NA
CIRCLING	3460-1 754 (800-1)	3460-1¼ 754 (800-1¼)	3460-2¼ 754 (800-2¼)	NA

SC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	8802
173°	TDZE	2562
	Apt Elev	2573

RNAV (GPS) RWY 17

BIG SPRING McMAHON-WRINKLE (BPG)

When VGSI inoperative, circling Rwy 6 NA at night. Circling NA east of Rwy 17-35. Inoperative table does not apply to LNAV Cat C. DME/DME RNP-0.3 NA. VDP NA when using Midland Intl altimeter setting. When local altimeter setting not received, use Midland Intl altimeter setting and increase all MDA 140 feet, increase LNAV Cats C and D and circling Cat C visibility ½ mile, circling Cat D visibility ¼ mile.

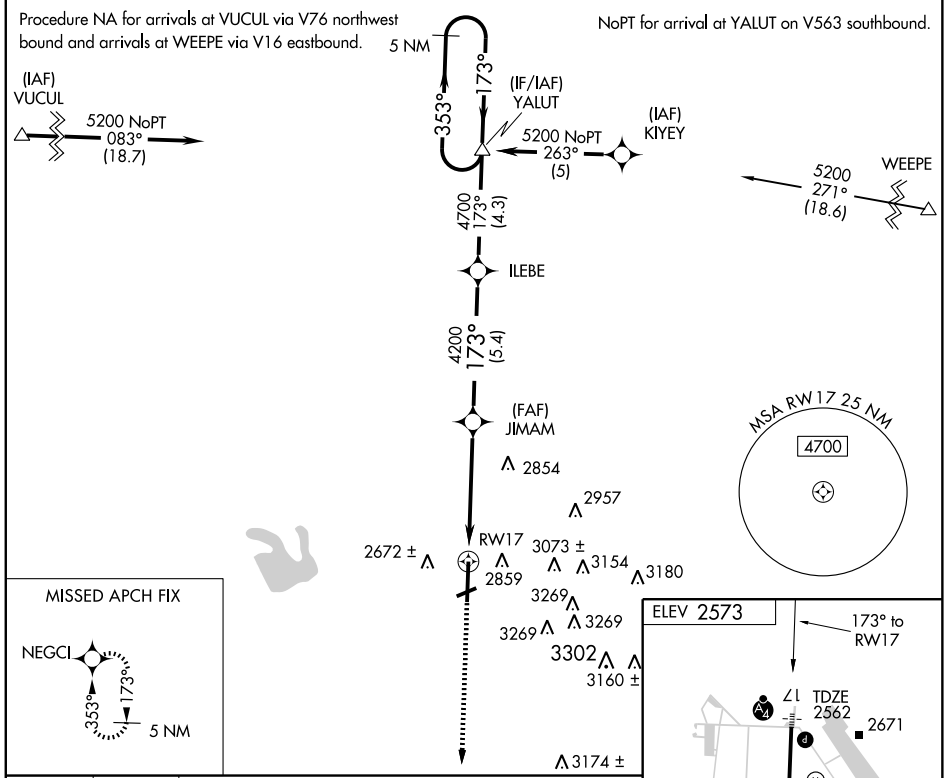
SSALS

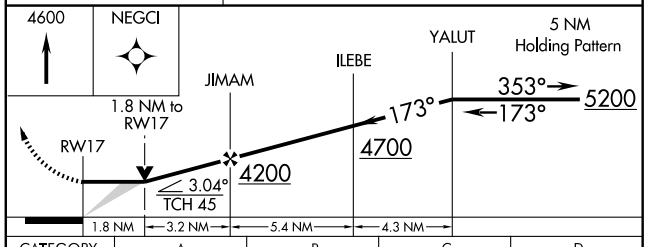
MISSED APPROACH: Climb to 4600 direct NEGCI and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.025	133.7 350.2	122.8 (CTAF) L

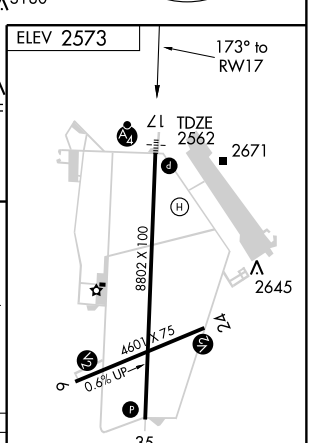
Procedure NA for arrivals at VUCUL via V76 northwest bound and arrivals at WEEPE via V16 eastbound.

NoPT for arrival at YALUT on V563 southbound.





CATEGORY	A	B	C	D
LNAV MDA	3160-¾ 598 (600-¾)		3160-1½ 598 (600-1½)	3160-1¾ 598 (600-1¾)
CIRCLING	3160-1 587 (600-1)		3160-1½ 587 (600-1½)	3160-2 587 (600-2)



MIRL Rwys 6-24 and 17-35 L

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	8802
353°	TDZE	2563
	Apt Elev	2573

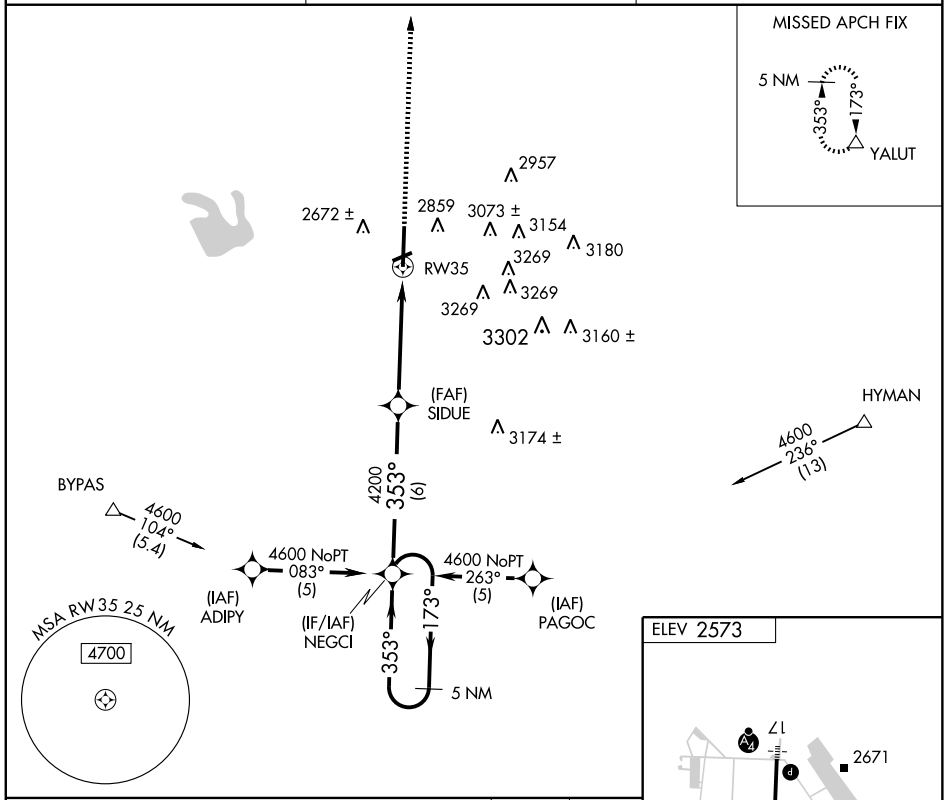
RNAV (GPS) RWY 35

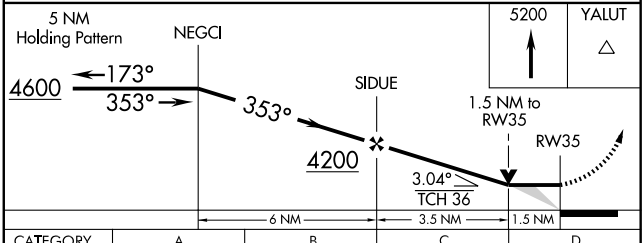
BIG SPRING McMAHON-WRINKLE (BPG)

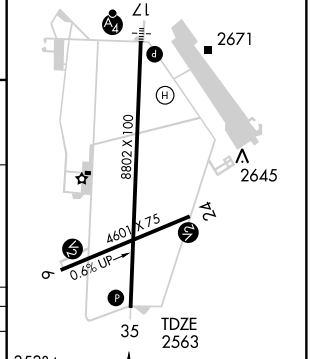
When VGSI inoperative, circling Rwy 6 NA at night. Circling NA East of Rwy 17-35. DME/DME RNP-0.3 NA. VDP NA when using Midland Intl altimeter setting. When local altimeter setting not received, use Midland Intl altimeter setting and increase all MDA 140 feet, increase LNAV Cats C and D visibility ½ mile and circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 5200 direct YALUT and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.025	133.7 350.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	3060-1	497 (500-1)	3060-1¼ 497 (500-1¼)	3060-1½ 497 (500-1½)
CIRCLING	3060-1	487 (500-1)	3060-1½ 487 (500-1½)	3140-2 567 (600-2)

SC-2, 08 APR 2010 to 06 MAY 2010

VORTAC BGS 114.3 Chan 90	APP CRS 180°	Rwy Idg 8802 TDZE 2562 Apt Elev 2573

VOR/DME RWY 17

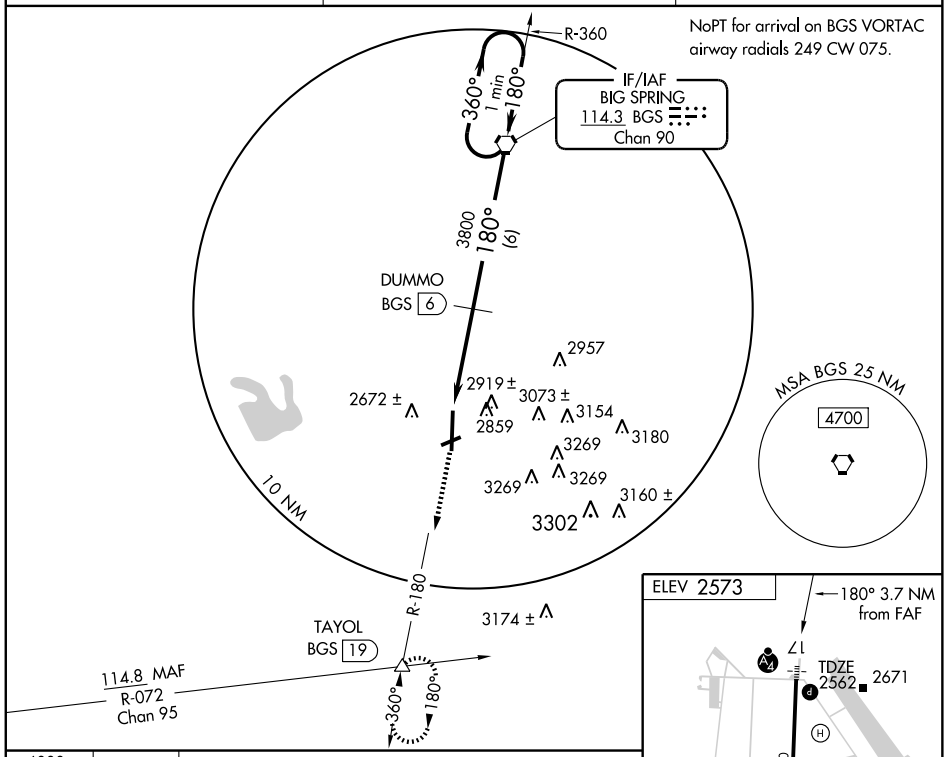
BIG SPRING McMAHON-WRINKLE (BPG)

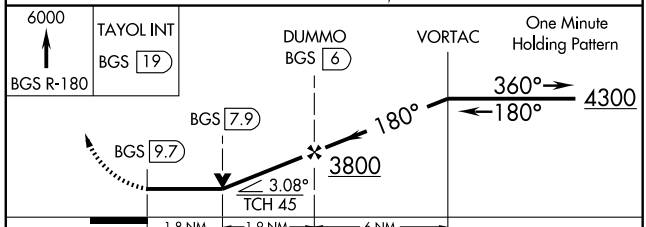
When VGSI inoperative, circling Rwy 6 NA at night. Circling NA east of Rwy 17-35. Inoperative table does not apply to S-17 Cat C, when using Midland Intl altimeter setting inoperative table does not apply to S-17 Cat B. VDP NA when using Midland Intl altimeter setting. When local altimeter setting not received, use Midland Intl altimeter setting and increase all MDA 140 feet, increase S-17 Cats B, C, and D and circling Cats C and D visibility ½ mile, circling Cat B visibility ¼ mile.

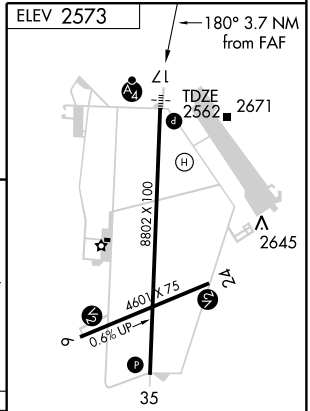
SSALS

MISSED APPROACH: Climb to 6000 via BGS VORTAC R-180 to TAYOL INT/BGS 19 DME and hold, continue climb-in-hold to 6000.

AWOS-3	FORT WORTH CENTER	UNICOM
118.025	133.7 350.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-17	3180-¾ 618 (700-¾)		3180-1¾ 618 (700-1¾)	3180-2 618 (700-1)
CIRCLING	3180-1 607 (700-1)		3180-1¾ 607 (700-1¾)	3180-2 607 (700-2)

MIRL Rwys 6-24 and 17-35 L

SC-2, 08 APR 2010 to 06 MAY 2010

VORTAC BGS	APP CRS	Rwy Idg	8802
114.3	359°	TDZE	2563
Chan 90		Apt Elev	2573

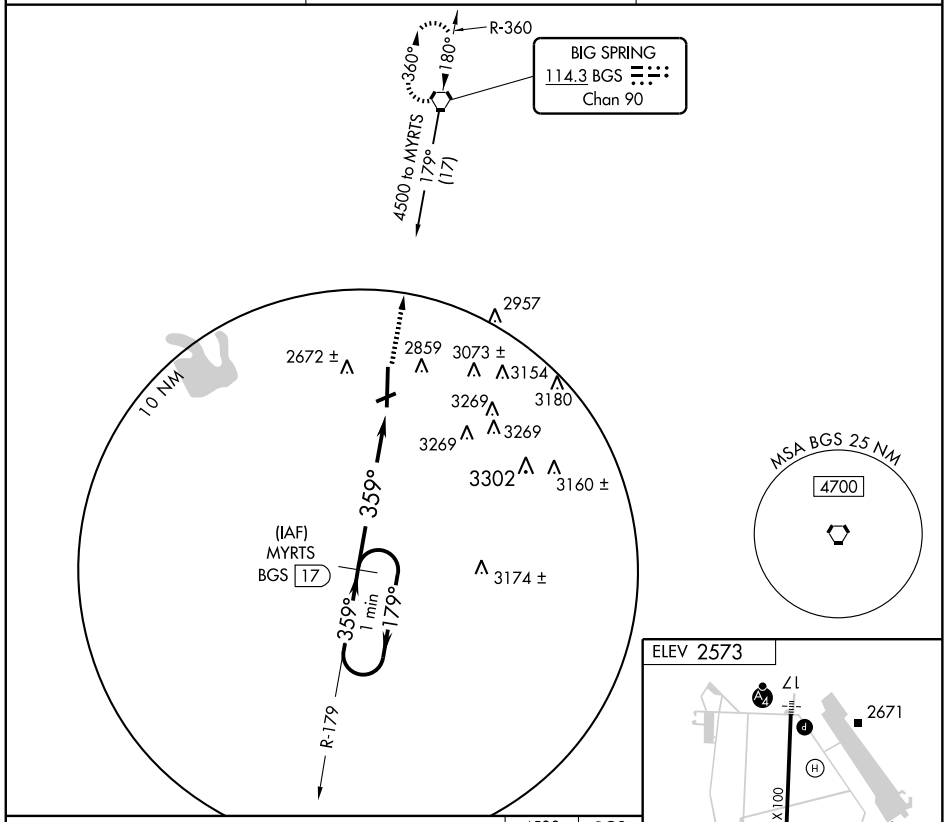
VOR/DME RWY 35

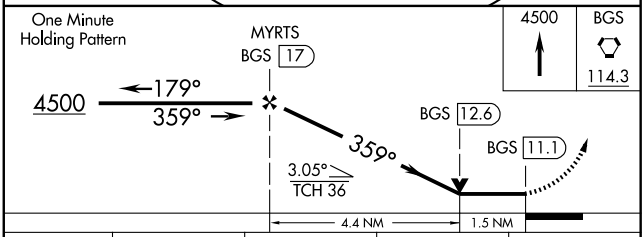
BIG SPRING McMAHON-WRINKLE (BPG)

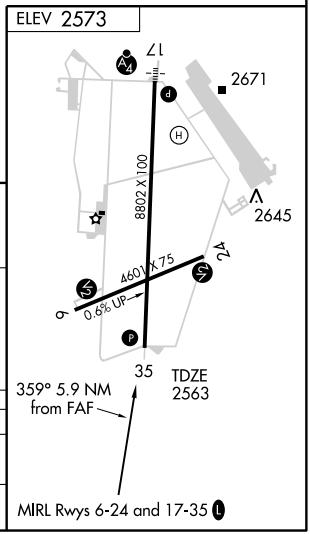
When VGSI inoperative, circling Rwy 6 NA at night. Circling NA east of Rwy 17-35. VDP NA when using Midland Intl altimeter setting. When local altimeter setting not received, use Midland Intl altimeter setting and increase all MDA 140 feet, increase S-35 Cats C and D and circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 4500 direct to BGS VORTAC and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.025	133.7 350.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-35	3080-1	517 (600-1)	3080-1½ 517 (600-1½)	3080-1¾ 517 (600-1¾)
CIRCLING	3080-1	507 (600-1)	3080-1½ 507 (600-1½)	3140-2 567 (600-2)

SC-2. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4000
176°	TDZE	618
	Apt Elev	618

RNAV (GPS) RWY 17

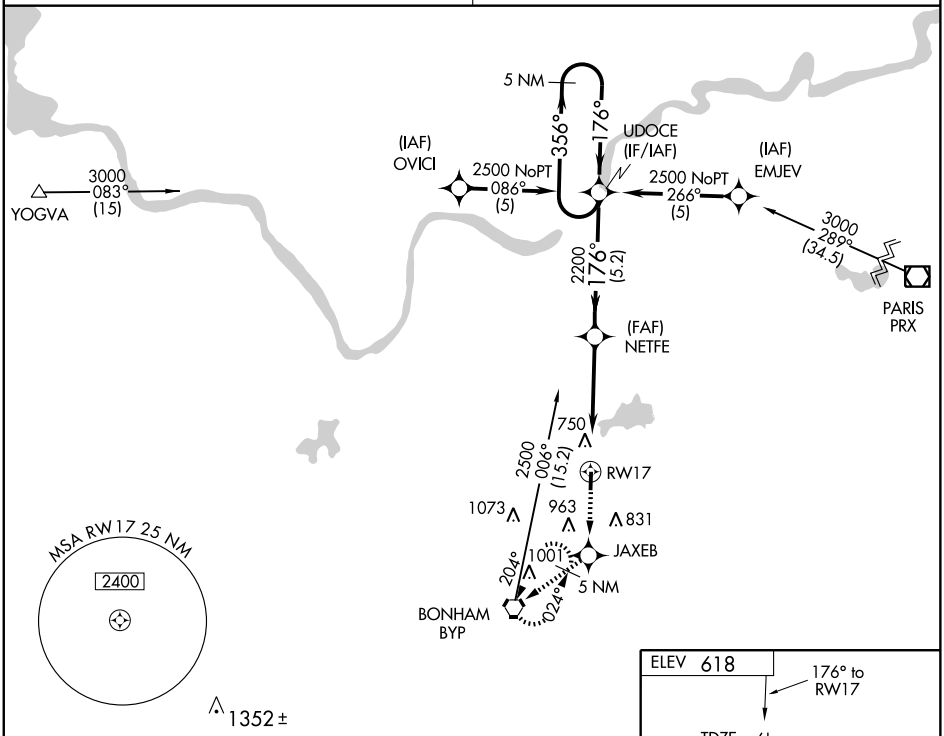
BONHAM/ JONES FIELD (FØØ)

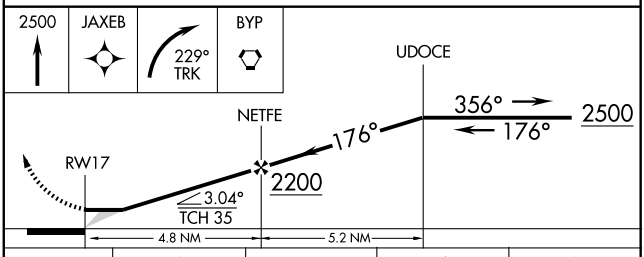
DME/DME RNP-0.3 NA. Use Majors altimeter setting; if not received, use Paris altimeter setting and increase all MDAs 20 feet.

NA

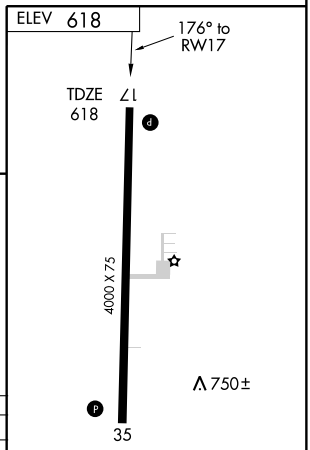
MISSED APPROACH: Climb to 2500 direct JAXEB and via 229° track to BYP VORTAC and hold, continue climb-in-hold to 2500.

FORT WORTH CENTER	UNICOM
127.6 254.3	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1140-1	522 (600-1)	NA	
CIRCLING	1200-1	582 (600-1)	NA	



MIRL Rwy 17-35 L

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4000
356°	TDZE	618
	Apt Elev	618

RNAV (GPS) RWY 35

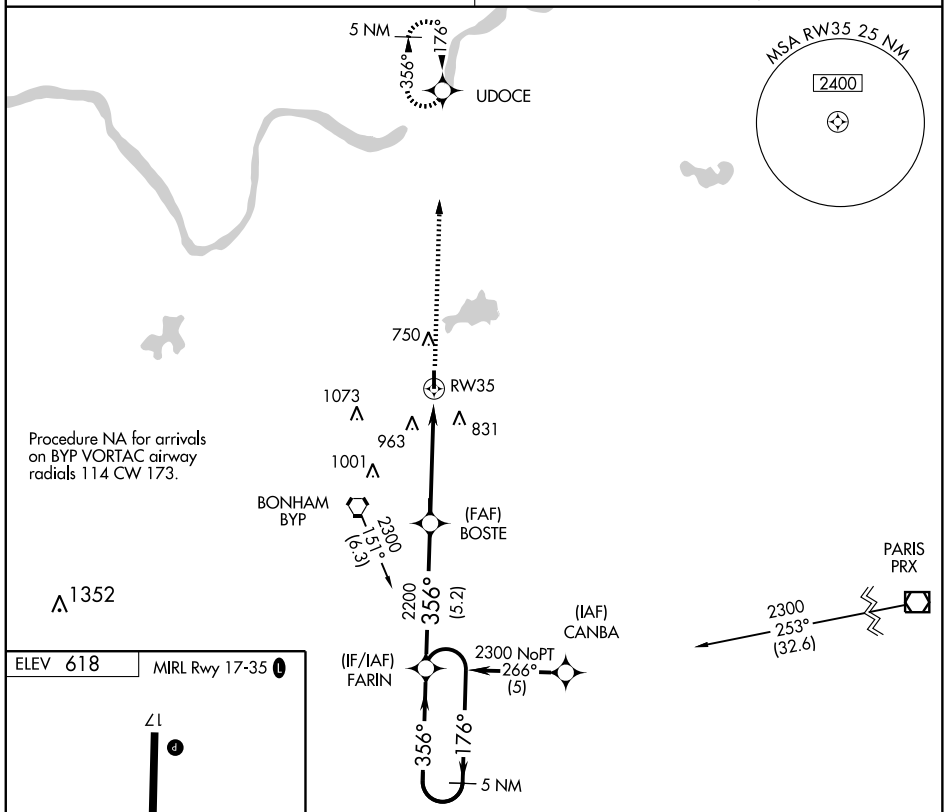
BONHAM/ JONES FIELD (F00)

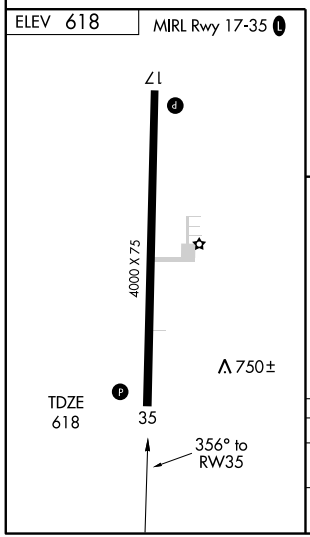
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Majors altimeter setting; if not received, use Paris altimeter setting.

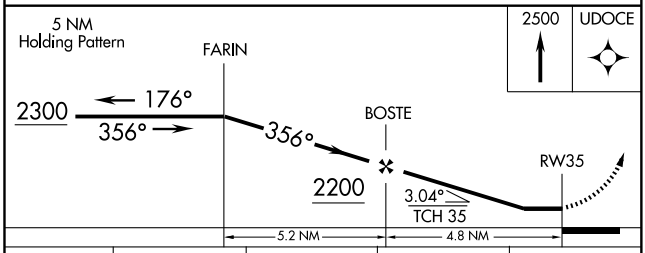
NA

MISSED APPROACH: Climb to 2500 direct UDOCE and hold.

FORT WORTH CENTER	UNICOM
127.6 254.3	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1340-1 722 (800-1)		NA	
CIRCLING	1340-1 722 (800-1)		NA	

SC-2, 08 APR 2010 to 06 MAY 2010

VORTAC BYP	APP CRS	Rwy Idg	4000
114.6	202°	TDZE	618
Chan 93		Apt Elev	618

VOR/DME RWY 17

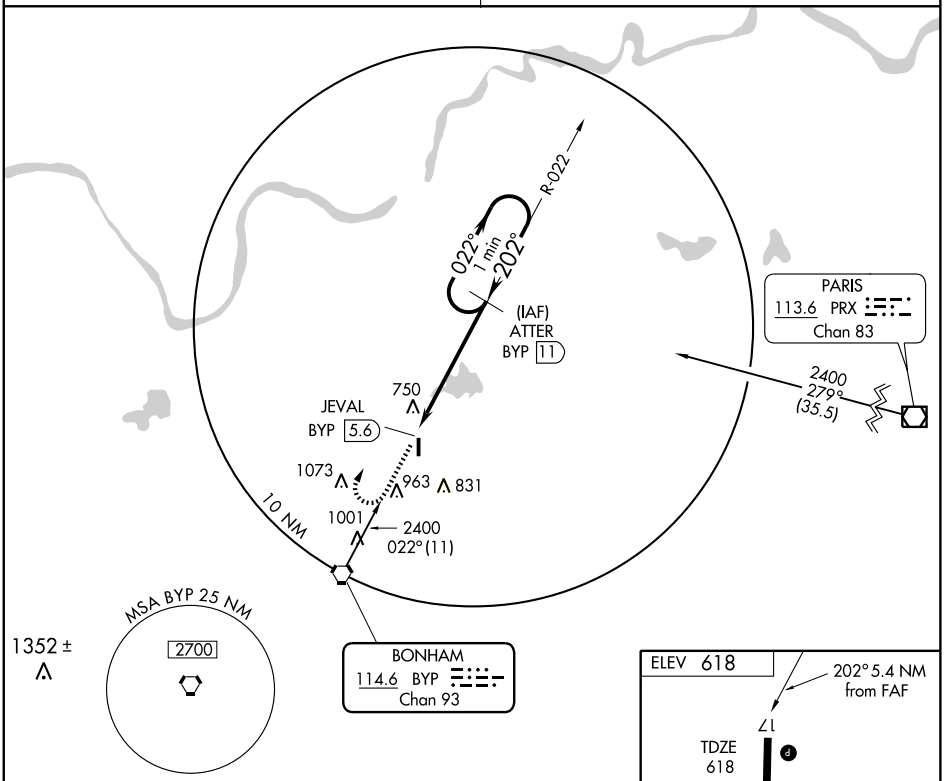
BONHAM/ JONES FIELD (F00)

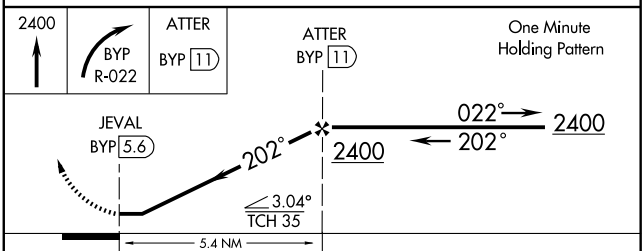
Use Majors altimeter setting; if not received, use Paris altimeter setting and increase all MDAs 20 feet.

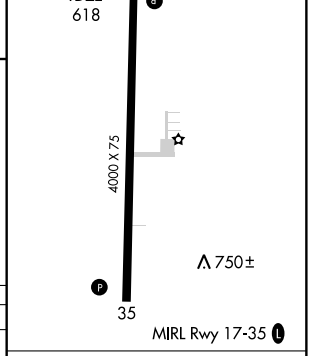
NA

MISSED APPROACH: Climb to 2400, then right turn via BYP R-022 to ATTER/11 DME and hold.

FORT WORTH CENTER	UNICOM
127.6 254.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-17	1140-1	522 (600-1)	NA	
CIRCLING	1200-1	582 (600-1)	NA	

Knots	60	90	120	150	180
Min:Sec					

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	6300
171°	TDZE	3013
	Apt Elev	3055

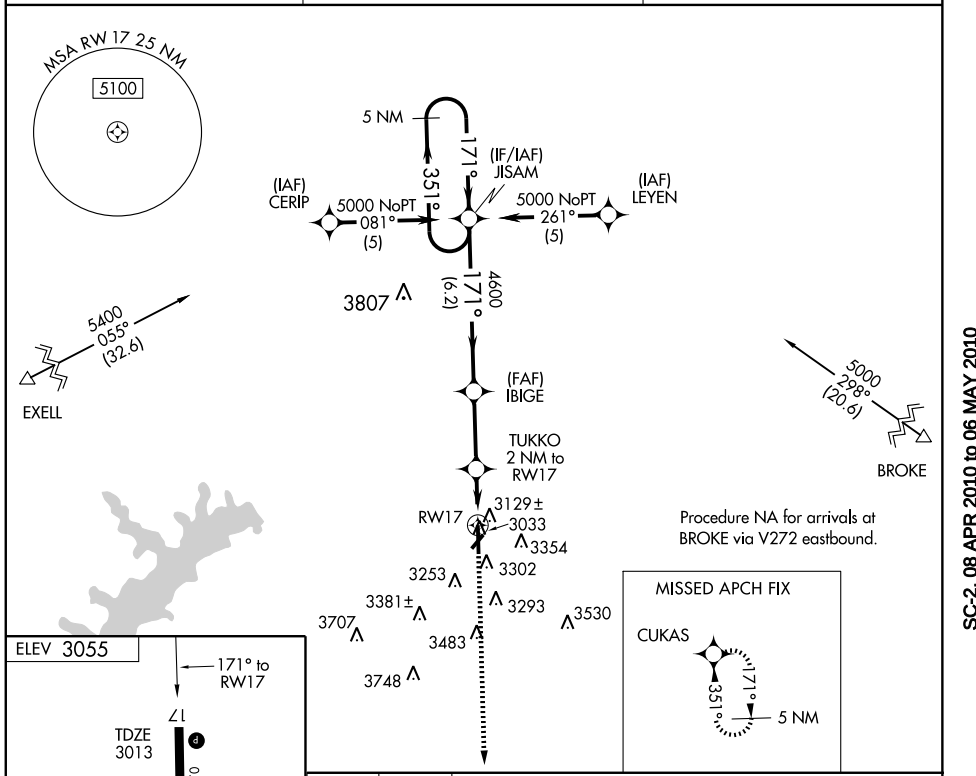
RNAV (GPS) RWY 17

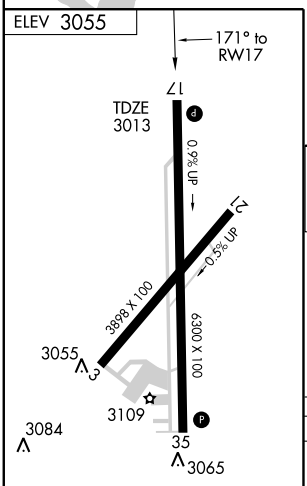
BORGER/HUTCHINSON COUNTY (BGD)

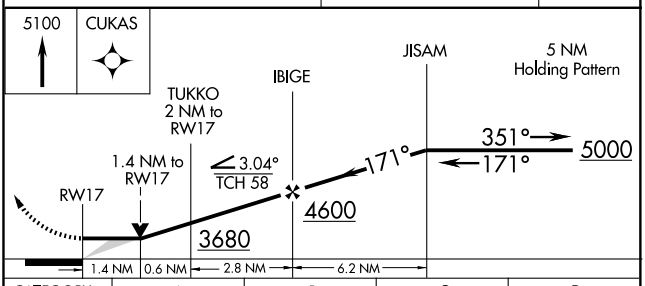
When local altimeter setting not received, use Pampa altimeter setting; increase all MDA 80 feet, LNAV and circling Cat C and D visibilities ¼ mile. VDP NA when using Pampa altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 5100 direct CUKAS and hold.

ASOS	AMARILLO APP CON ★	UNICOM
118.325	119.5 307.0	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	3500-1 487 (500-1)		3500-1¼ 487 (500-1¼)	3500-1½ 487 (500-1½)
CIRCLING	3620-1 565 (600-1)	3660-1 605 (700-1)	3660-1¾ 605 (700-1¾)	3660-2 605 (700-2)

MIRL Rwys 3-21 and 17-35 L

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	6300
351°	TDZE	3055
	Apt Elev	3055

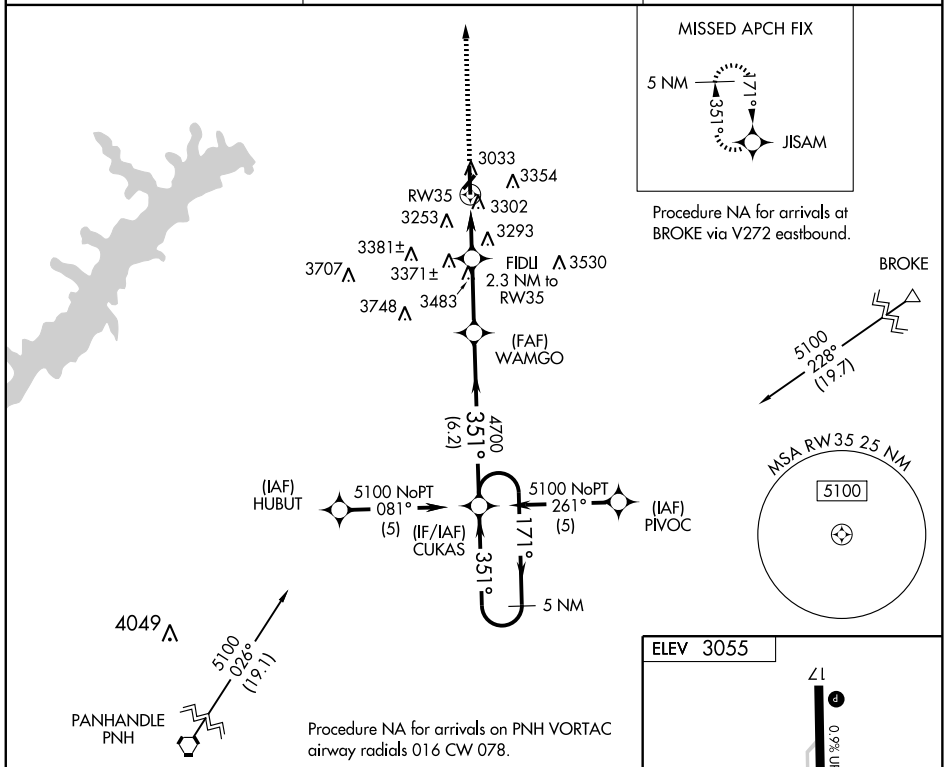
RNAV (GPS) RWY 35

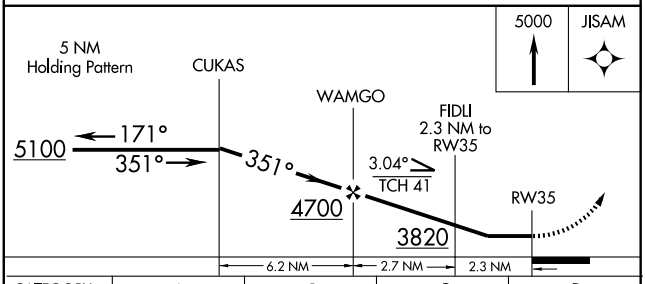
BORGER/HUTCHINSON COUNTY (BGD)

When local altimeter setting not received, use Pampa altimeter setting; increase all MDA 80 feet, LNAV Cat D and circling Cat C, D visibility ¼ mile. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

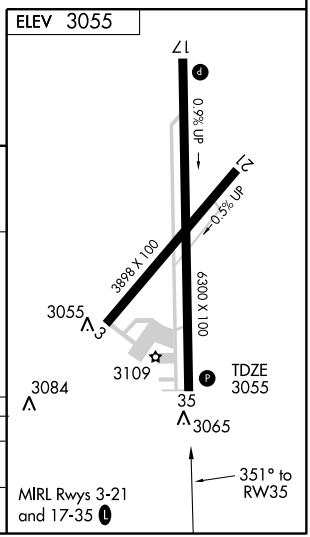
MISSED APPROACH: Climb to 5000 direct JISAM and hold.

ASOS	AMARILLO APP CON ★	UNICOM
118.325	119.5 307.0	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	3560-1 505 (600-1)		3560-1½ 505 (600-1½)	
CIRCLING	3620-1 565 (600-1)	3660-1 605 (700-1)	3660-1¾ 605 (700-1¾)	3660-2 605 (700-2)



SC-2, 08 APR 2010 to 06 MAY 2010

VORTAC BGD	APP CRS	Rwy Idg	6300
108.6	355°	TDZE	3055
Chan 23		Apt Elev	3055

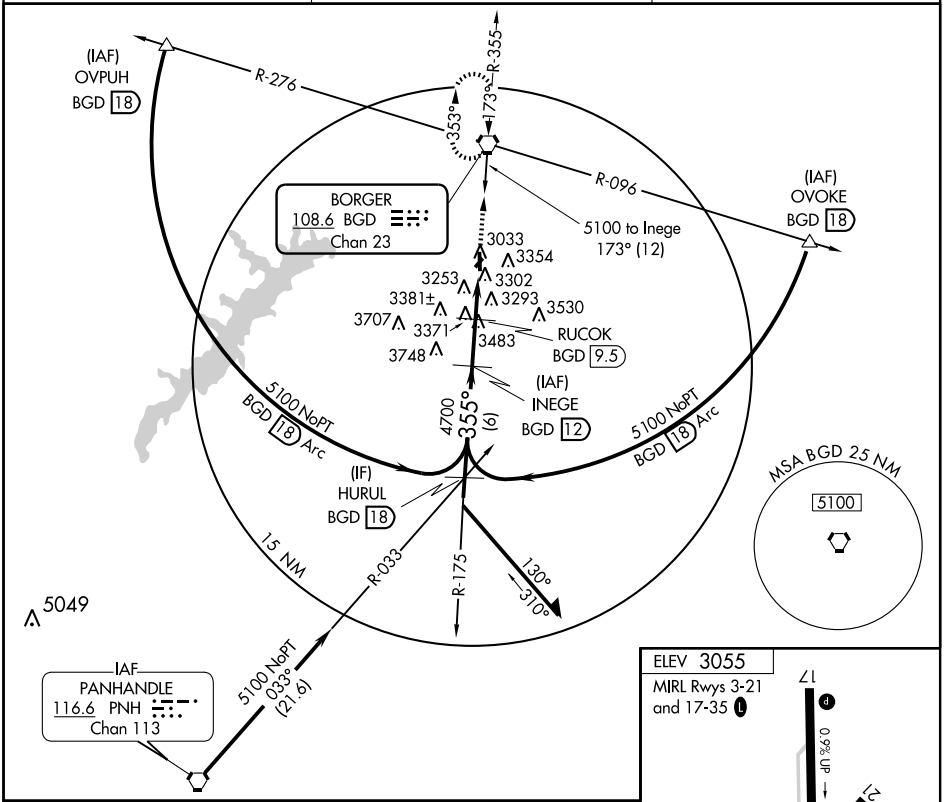
VOR/DME RWY 35

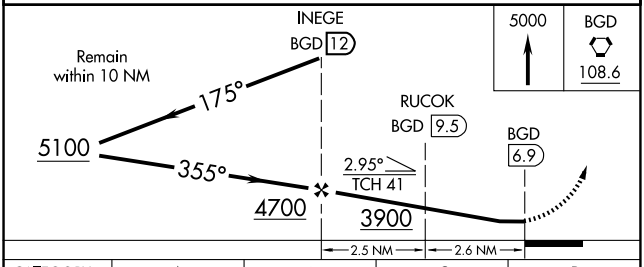
BORGER/ HUTCHINSON COUNTY (BGD)

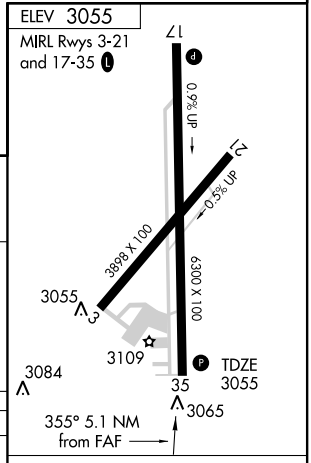
Visibility reduction by helicopters NA. When local altimeter setting not received, use Perry Lefors Field altimeter setting; increase all MDA 80 feet and increase all Cat C and D visibilities ¼ mile.

MISSED APPROACH: Climb to 5000 direct BGD VORTAC and hold.

ASOS	AMARILLO APP CON ★	UNICOM
118.325	119.5 307.0	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-35	3680-1	625 (700-1)	3680-1¾ 625 (700-1¾)	3680-2 625 (700-2)
CIRCLING	3680-1	625 (700-1)	3680-1¾ 625 (700-1¾)	3680-2 625 (700-2)

Knots	60	90	120	150	180
Min:Sec					

SC-2, 08 APR 2010 to 06 MAY 2010

VORTAC BGD 108.6 Chan 23	APP CRS 175°	Rwy Idg 6300 TDZE 3013 Apt Elev 3055

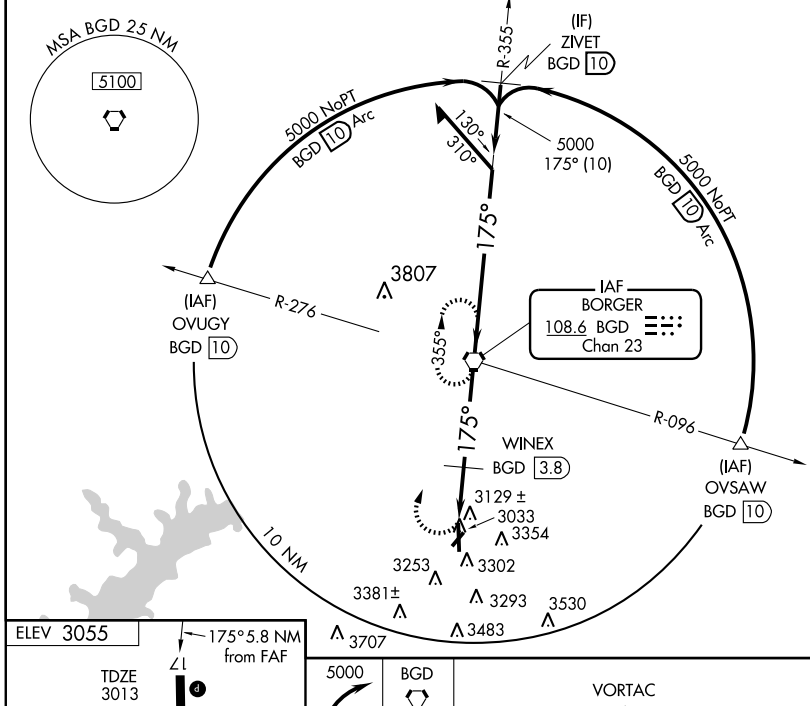
VOR RWY 17

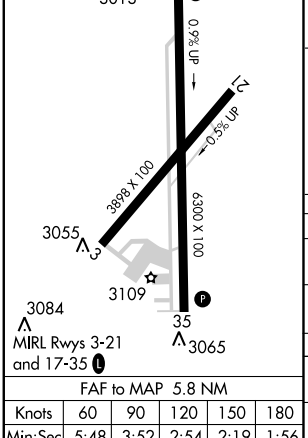
BORGER/HUTCHINSON COUNTY (BGD)

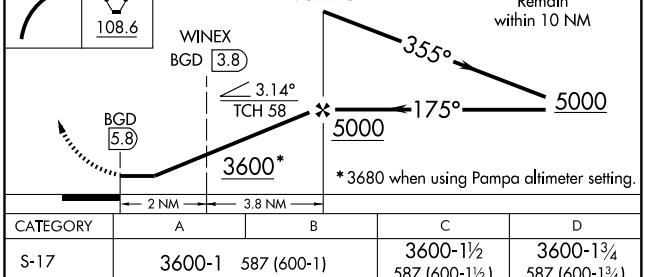
Visibility reduction by helicopters NA. When local altimeter setting not received, use Pampa altimeter setting; increase all MDA 80 feet and S-17 Cat C, D visibility and circling Cat C, D visibility ¼ mile, increase WINEX fix minimums S-17 Cat D visibility ¼ mile and circling Cat C, D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 5000 direct BGD VORTAC and hold.

ASOS	AMARILLO APP CON ★	UNICOM
118.325	119.5 307.0	123.0 (CTAF) L







FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

CATEGORY	A	B	C	D
S-17	3600-1 587 (600-1)		3600-1½ 587 (600-1½)	3600-1¾ 587 (600-1¾)
CIRCLING	3620-1 565 (600-1)	3660-1 605 (700-1)	3660-1¾ 605 (700-1¾)	3660-2 605 (700-2)
WINEX FIX MINIMUMS				
S-17	3520-1 507 (500-1)		3520-1½ 507 (500-1½)	
CIRCLING	3620-1 565 (600-1)	3660-1 605 (700-1)	3660-1¾ 605 (700-1¾)	3660-2 605 (700-2)

SC-2, 08 APR 2010 to 06 MAY 2010

NDB GMZ	APP CRS	Rwy Idg	3603
356	160°	TDZE	1101
		Apt Elev	1101

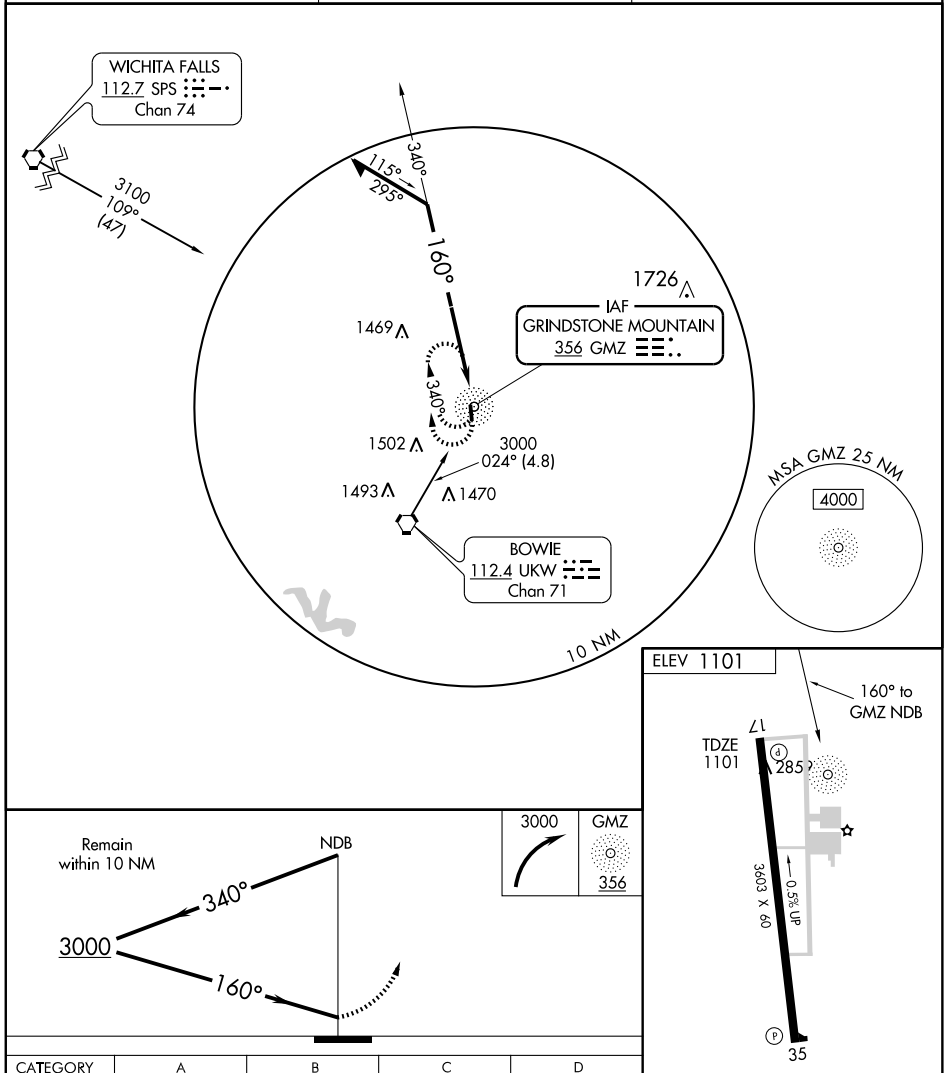
NDB RWY 17
BOWIE MUNI (ØF2)

Use Sheppard AFB/Wichita Falls Muni, TX altimeter setting.

NA

MISSED APPROACH: Climbing right turn to 3000 in GMZ NDB holding pattern.

AWOS-3	FORT WORTH CENTER	UNICOM
118.75	133.25 285.55	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-17	1880-1 779 (800-1)	1880-1¼ 779 (800-1¼)	1880-2¼ 779 (800-2¼)	NA
CIRCLING	1880-1 779 (800-1)	1880-1¼ 779 (800-1¼)	1880-2¼ 779 (800-2¼)	NA

MIRL Rwy 17-35 L

SC-2, 08 APR 2010 to 06 MAY 2010

NDB GMZ 356	APP CRS 353°	Rwy Idg 3603 TDZE 1098 Apt Elev 1101

NDB RWY 35

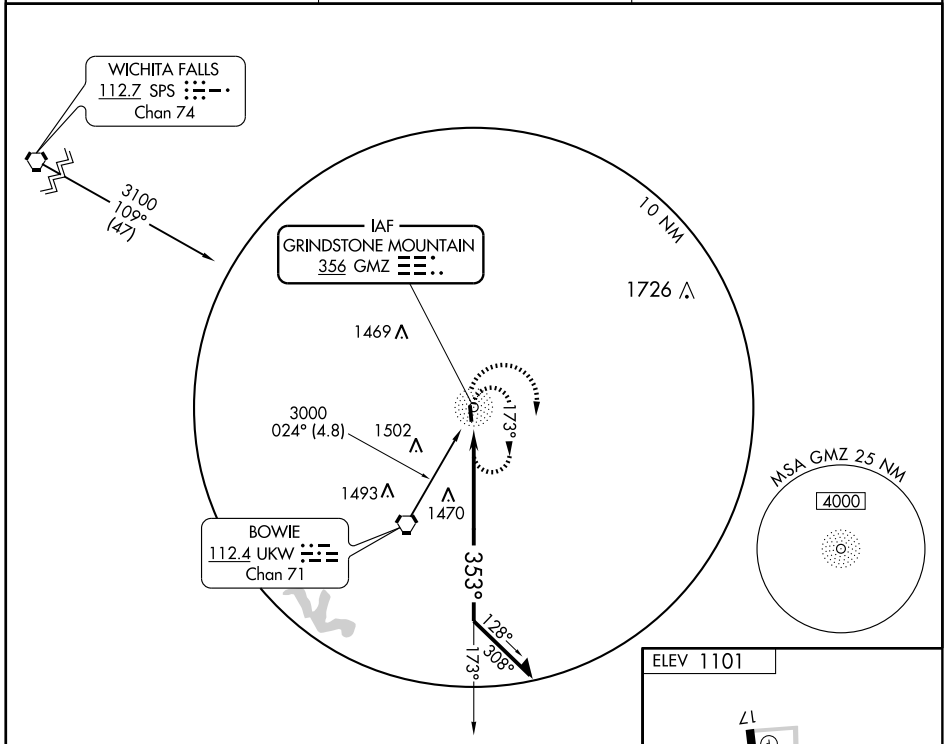
BOWIE MUNI (ØF2)

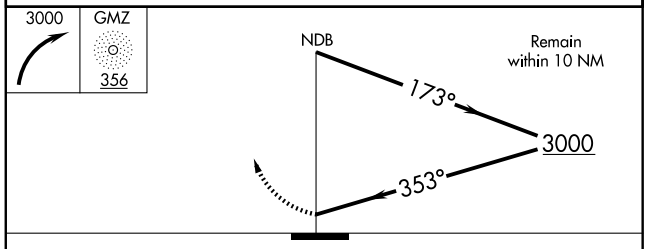
NA

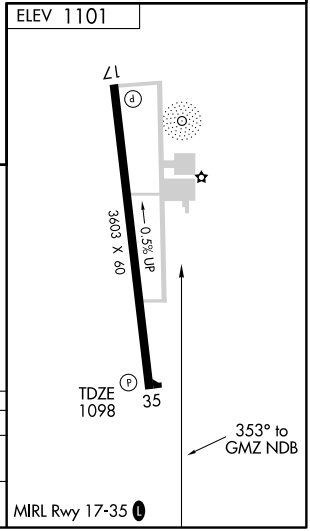
Use Sheppard AFB/Wichita Falls Muni, TX altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 in GMZ NDB holding pattern.

AWOS-3	FORT WORTH CENTER	UNICOM
118.75	133.25 285.55	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-35	1980-1¼ 882 (900-1¼)		1980-2¾ 882 (900-2¾)	NA
CIRCLING	1980-1¼ 879 (900-1¼)		1980-2¾ 879 (900-2¾)	NA

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3603
167°	TDZE	1101
	Apt Elev	1101

RNAV (GPS) RWY 17

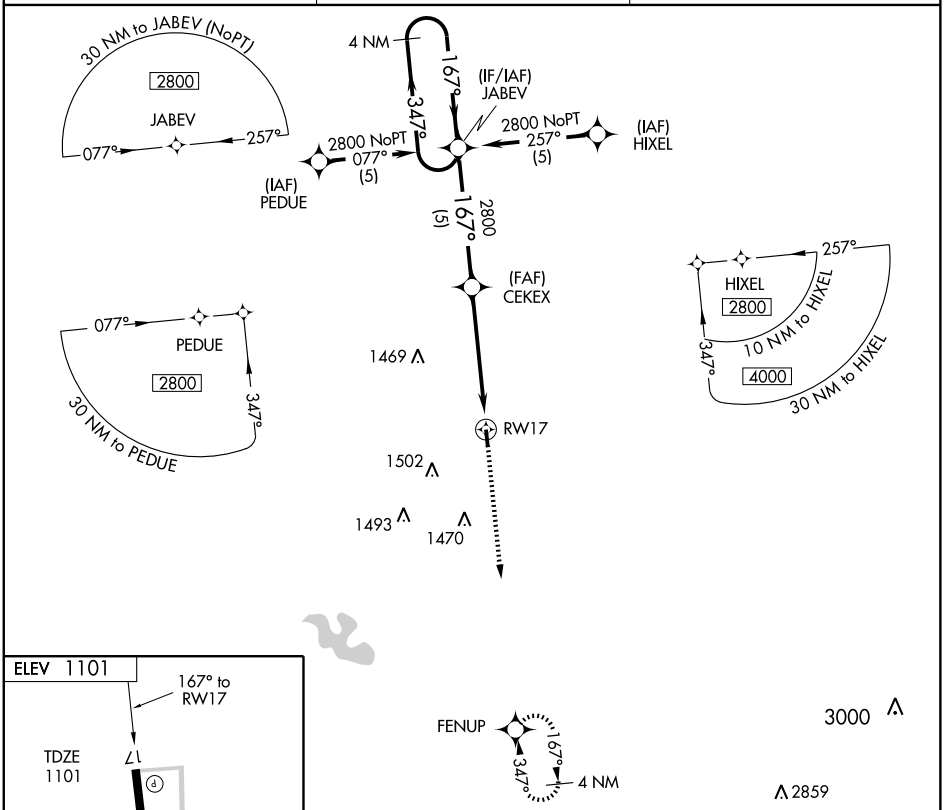
BOWIE MUNI (ØF2)

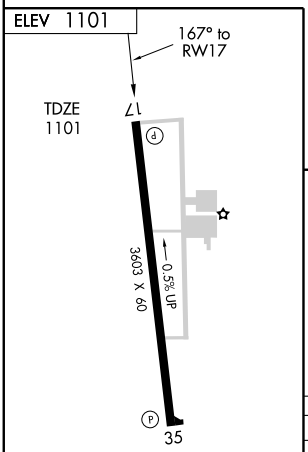
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Use Sheppard AFB/Wichita Falls Muni altimeter setting.

NA

MISSED APPROACH: Climb to 3000 direct to FENUP WP and hold.

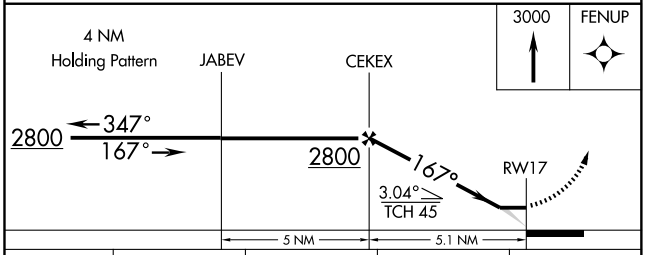
AWOS-3	FORT WORTH CENTER	UNICOM
118.75	133.25 285.55	122.8 (CTAF) L





3000

2859



CATEGORY	A	B	C	D
LNAV MDA	1640-1	539 (600-1)	1640-1½ 539 (600-1½)	NA
CIRCLING	1660-1	559 (600-1)	1680-1½ 579 (600-1½)	NA

MIRL Rwy 17-35 L

SC-2. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3603
347°	TDZE	1098
	Apt Elev	1101

RNAV (GPS) RWY 35

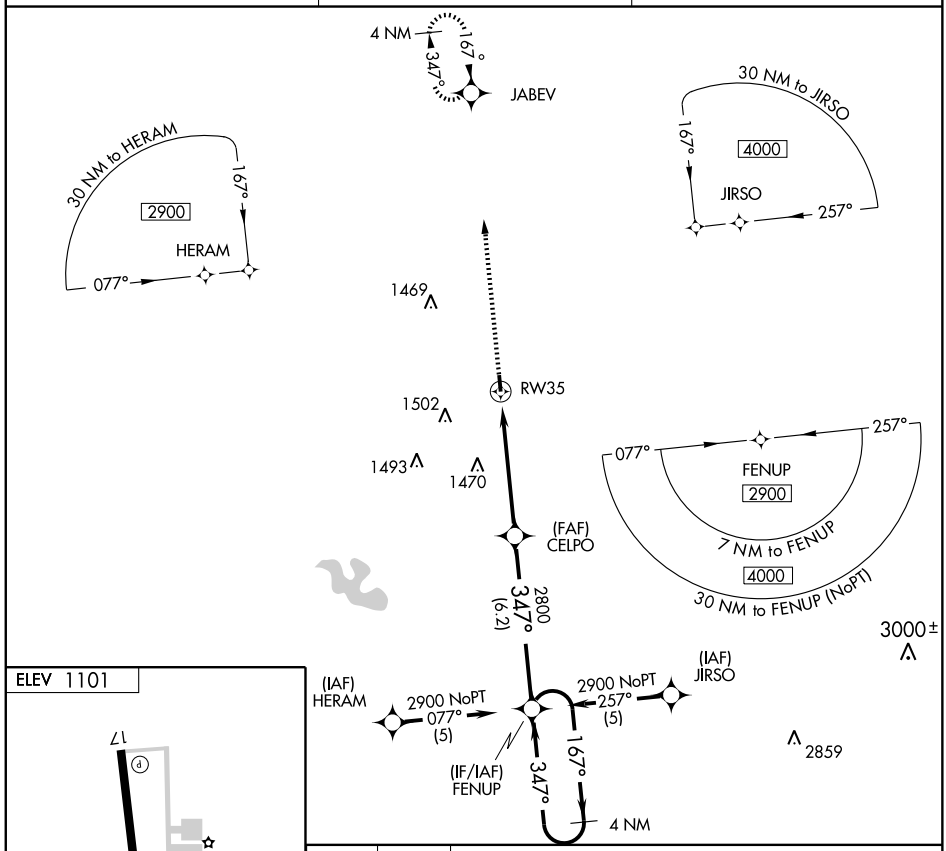
BOWIE MUNI (ØF2)

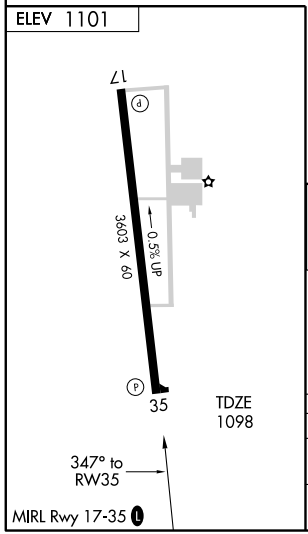
DME/DME RNP-0.3 NA. Use Decatur altimeter setting; when not received, use Gainsville altimeter setting and increase all MDA 60 feet, increase Cat B and C visibility ¼ mile.

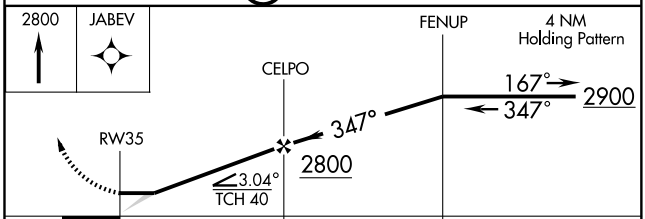
NA

MISSED APPROACH: Climb to 2800 direct JABEV and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.75	133.25 285.55	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1780-1	682 (700-1)	1780-2 682 (700-2)	NA
CIRCLING	1780-1	679 (700-1)	1780-2 679 (700-2)	NA

SC-2, 08 APR 2010 to 06 MAY 2010

NDB BBD 380	APP CRS 167°	Rwy Idg 4605 TDZE 1827 Apt Elev 1827

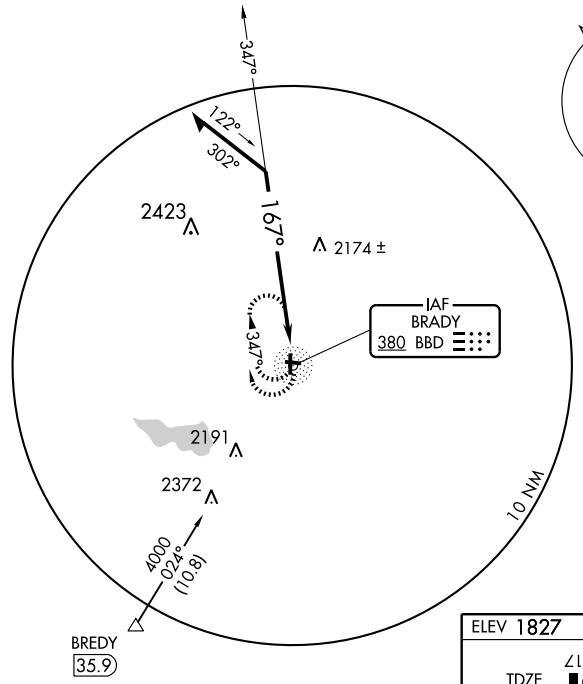
NDB RWY 17

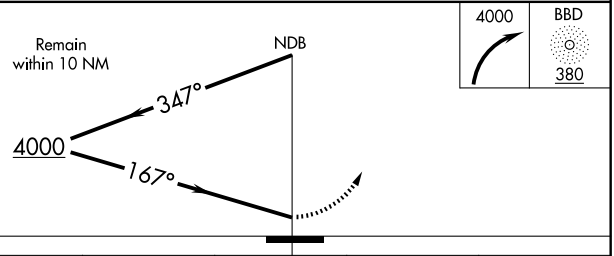
BRADY/CURTIS FIELD (BBD)

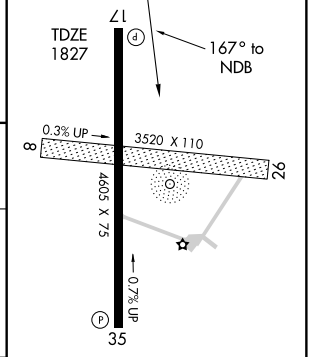
Circling to Rwy 35 NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Junction altimeter setting and increase all MDAs 120 feet and increase S-17 and circling Cat B visibility ¼ mile and Cat C visibility ½ mile.

MISSED APPROACH: Climbing right turn to 4000 in BBD NDB holding pattern.

AWOS-3	HOUSTON CENTER	UNICOM
118.375	132.35 317.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-17	2540-1	713 (800-1)	2540-2 713 (800-1)	NA
CIRCLING	2540-1	713 (800-1)	2540-2 713 (800-1)	NA

MIRL Rwy 17-35 L

SC-3. 08 APR 2010 to 06 MAY 2010

WAAS CH 53608 W17A	APP CRS 173°	Rwy Idg 4605 TDZE 1827 Apt Elev 1827

RNAV (GPS) RWY 17

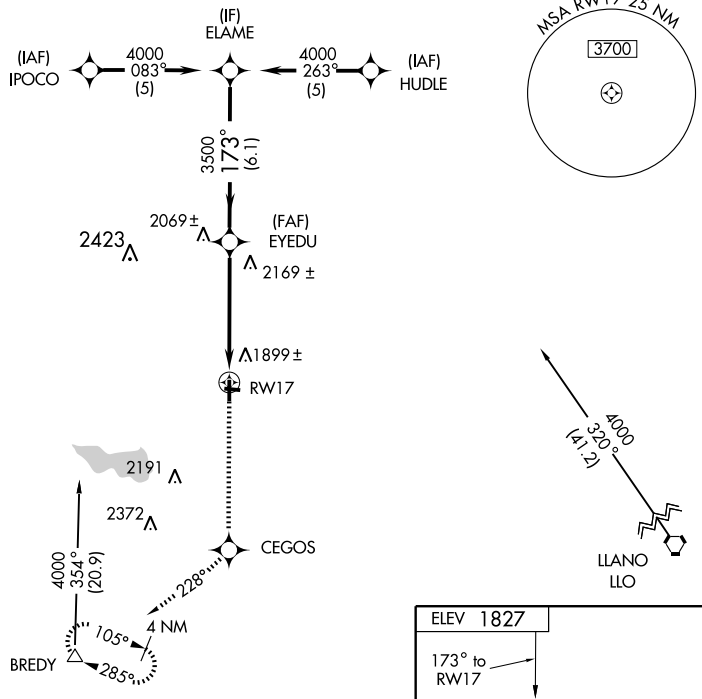
BRADY/ CURTIS FIELD (BBD)

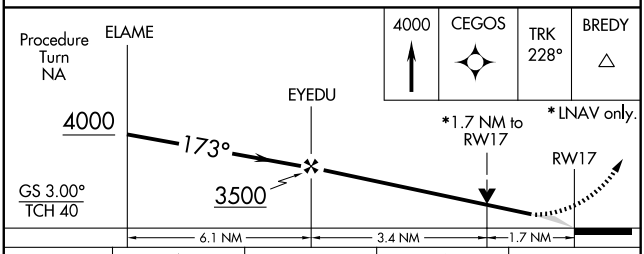
Circling to Rwy 35 NA at night. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). When local altimeter setting not received, use Junction altimeter setting and increase all DA/MDA 120 feet, increase LPV all Cats visibility ¼ mile, LNAV and circling Cat C visibility ½ mile. VDP and Baro-VNAV NA when using Junction altimeter setting.

MISSED APPROACH: Climb to 4000 direct CEGOS and via 228° track to BREDY and hold.

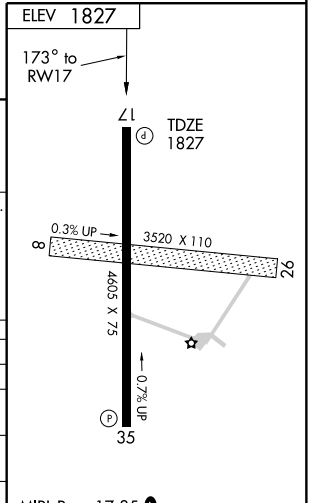
AWOS-3	HOUSTON CENTER	UNICOM
118.375	132.35 317.5	122.8 (CTAF) L

Procedure NA for arrivals at LLO Vortac via V161-568 southbound.





CATEGORY	A	B	C	D
LPV DA	2077-1	250 (300-1)		NA
LNAV/ VNAV DA	2191-1¼	364 (400-1¼)		NA
LNAV MDA	2420-1	593 (600-1)	2420-1½ 593 (600-1½)	NA
CIRCLING	2420-1	593 (600-1)	2420-1½ 593 (600-1½)	NA



MIRL Rwy 17-35 L

SC-3. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	4605
CH 49108	353°	TDZE	1823
W35A		Apt Elev	1827

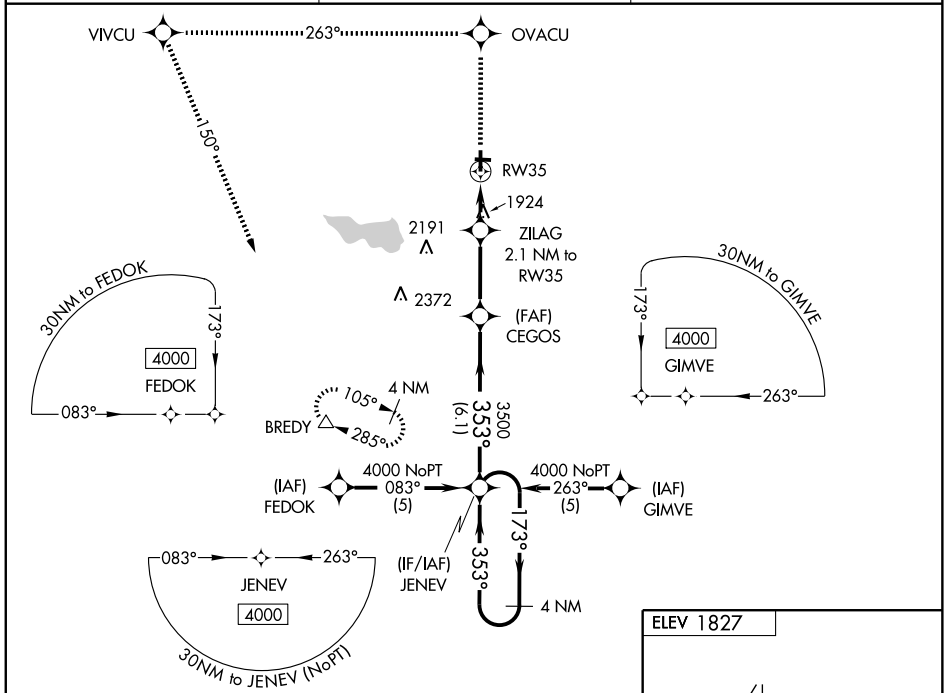
RNAV (GPS) RWY 35

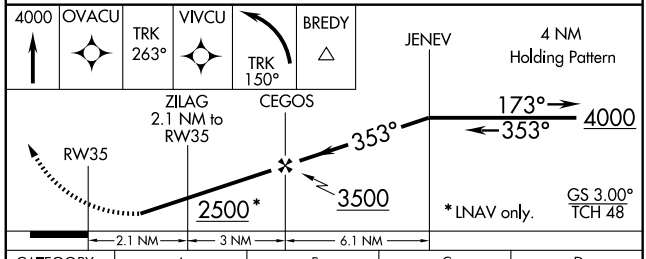
BRADY/ CURTIS FIELD (BBD)

DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). When local altimeter setting not received, use Junction altimeter setting and increase all DA/MDA 120 feet, increase LPV, LNAV/VNAV all Cats visibility ½ mile, LNAV Cat C visibility ¼ mile. Baro-VNAV NA when using Junction altimeter setting. Procedure NA at night. Visibility reduction by helicopters NA.

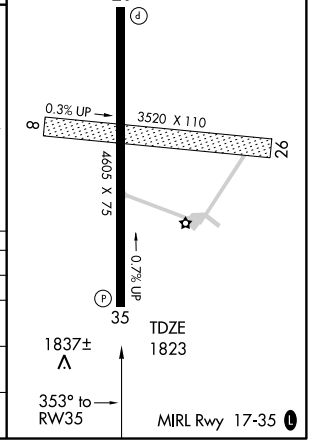
MISSED APPROACH: Climb to 4000 direct OVACU and via 263° track to VIVCU and left turn via 150° track to BREDY and hold.

AWOS-3	HOUSTON CENTER	UNICOM
118.375	132.35 317.5	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	2073-1 250 (300-1)			NA
LNAV/VNAV DA	2107-1 284 (300-1)			NA
LNAV MDA	2240-1 417 (500-1)		2240-1¼ 417 (500-1¼)	NA
CIRCLING	2240-1 413 (500-1)	2280-1 453 (500-1)	2280-1½ 453 (500-1½)	NA



SC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4998
338°	TDZE	1283
	Apt Elev	1283

GPS RWY 35

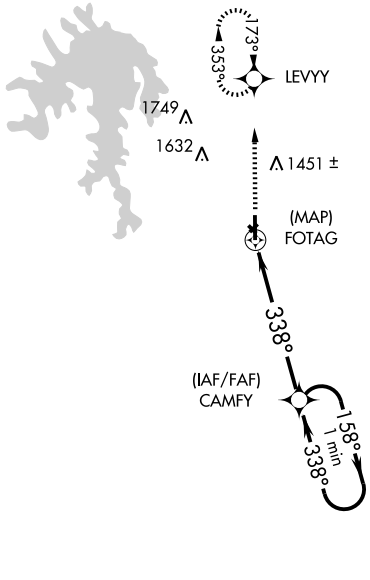
BRECKENRIDGE/STEPHENS COUNTY (BKD)

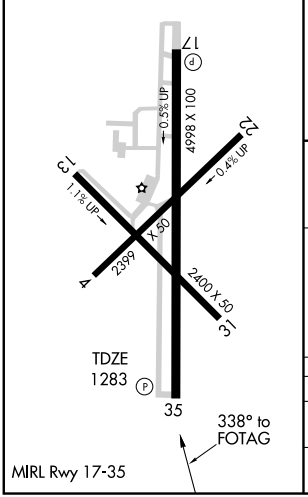
NA

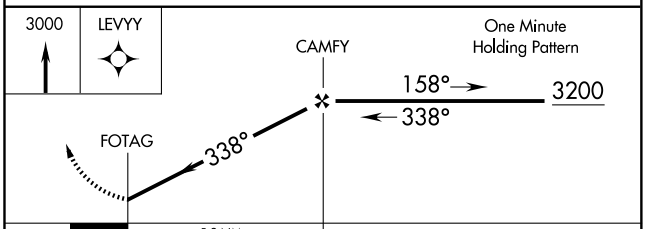
Use Abilene Regional altimeter setting.

MISSED APPROACH: Climb to 3000 direct LEVYY and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
120.175	127.0 360.6	122.8 (CTAF)







CATEGORY	A	B	C	D
S-35	1900-1 617 (700-1)		1900-1¾ 617 (700-1¾)	1900-2 617 (700-2)
CIRCLING	1900-1 617 (700-1)		1900-1¾ 617 (700-1¾)	1940-2 657 (700-2)

SC-2, 08 APR 2010 to 06 MAY 2010

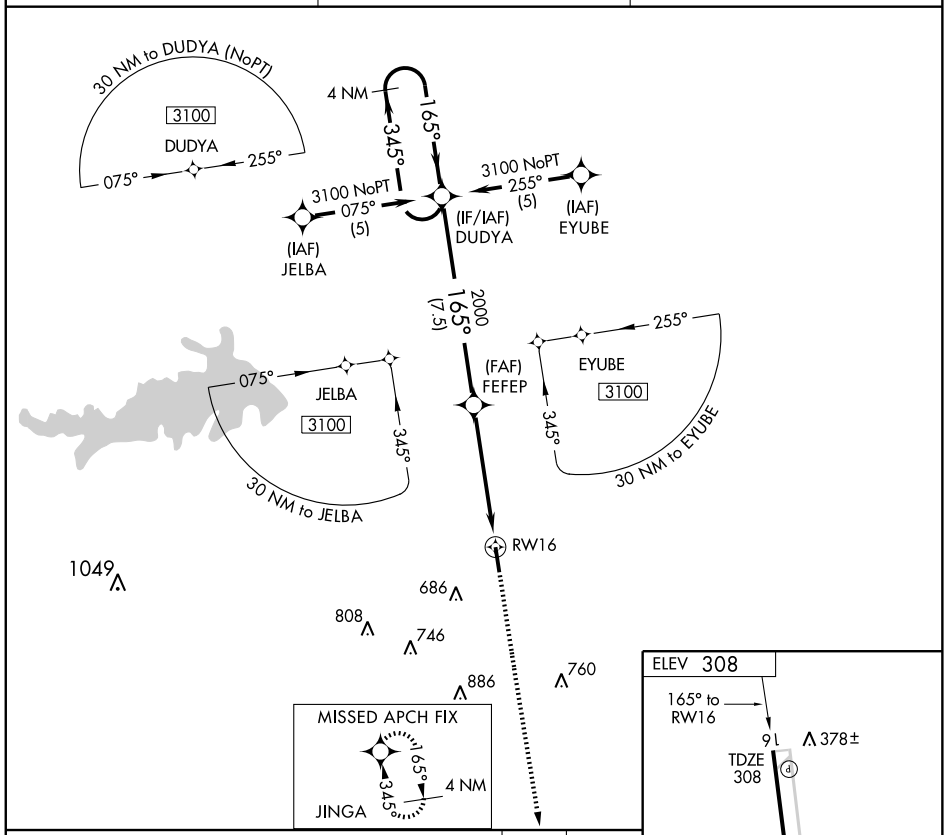
APP CRS	Rwy Idg	5496
165°	TDZE	308
	Apt Elev	308

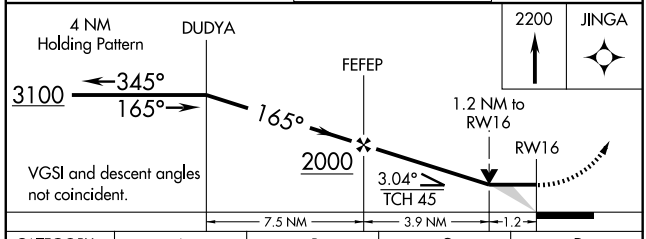
RNAV (GPS) RWY 16
BRENHAM MUNI (11R)

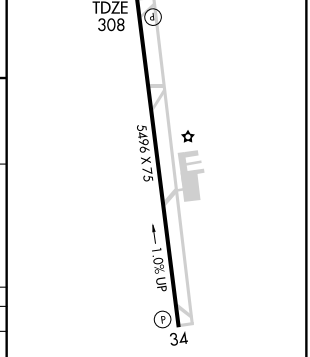
When local altimeter setting not received, use College Station altimeter setting and increase all MDAs 60 ft. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2200 direct JINGA WP and hold.

AWOS-3	HOUSTON CENTER	UNICOM
121.125	120.4 371.9	123.075 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	780-1	472 (500-1)	780-1¼ 472 (500-1¼)	780-1½ 472 (500-1½)
CIRCLING	780-1	472 (500-1)	800-1½ 492 (500-1½)	1040-2¼ 732 (800-2¼)

MIRL Rwy 16-34 L
REIL Rwys 16 and 34

SC-5, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5496
345°	TDZE	269
	Apt Elev	308

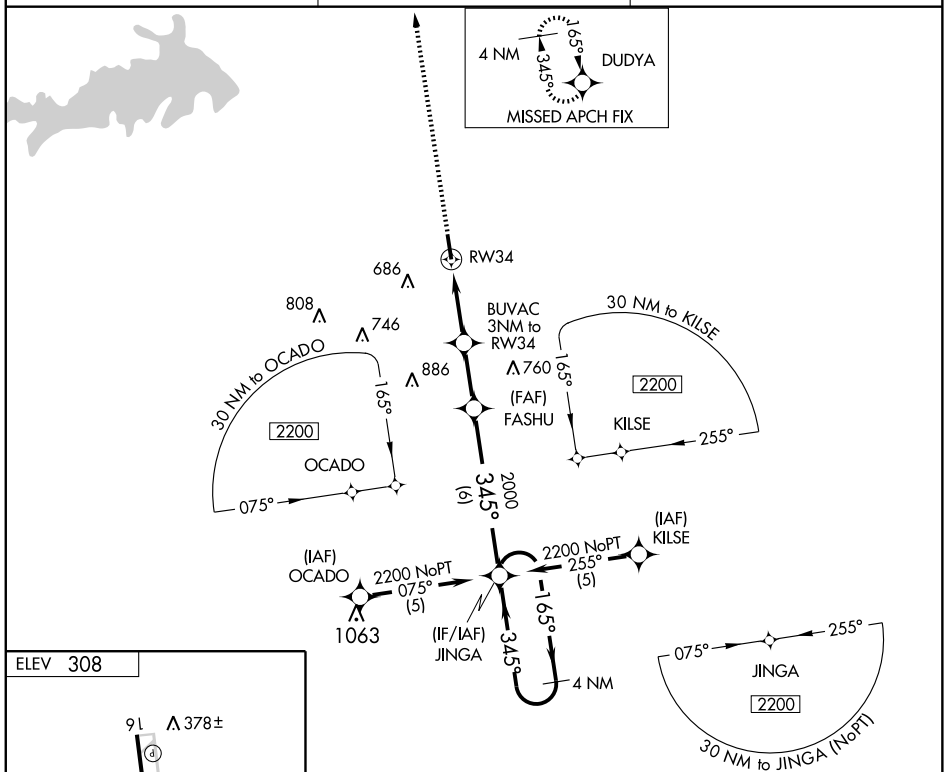
RNAV (GPS) RWY 34

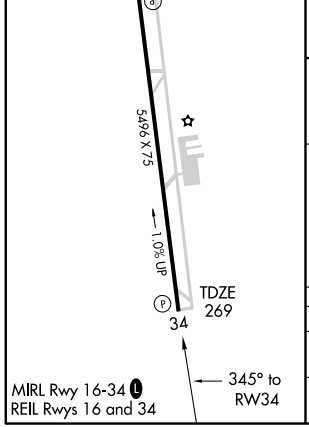
BRENHAM MUNI (11R)

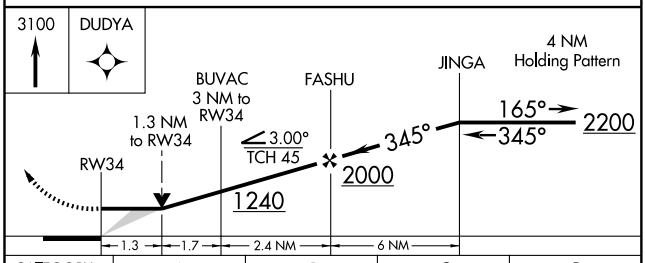
When local altimeter setting not received, use College Station altimeter setting and increase all MDAs 60 ft. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: CLimb to 3100 direct DUDYA WP and hold.

AWOS-3	HOUSTON CENTER	UNICOM
121.125	120.4 371.9	123.075 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	700-1 431 (400-1)		700-1¼ 431 (400-1¼)	700-1½ 431 (400-1½)
CIRCLING	780-1 472 (500-1)		800-1½ 492 (500-1½)	1040-2¼ 732 (800-2¼)

SC-5, 08 APR 2010 to 06 MAY 2010

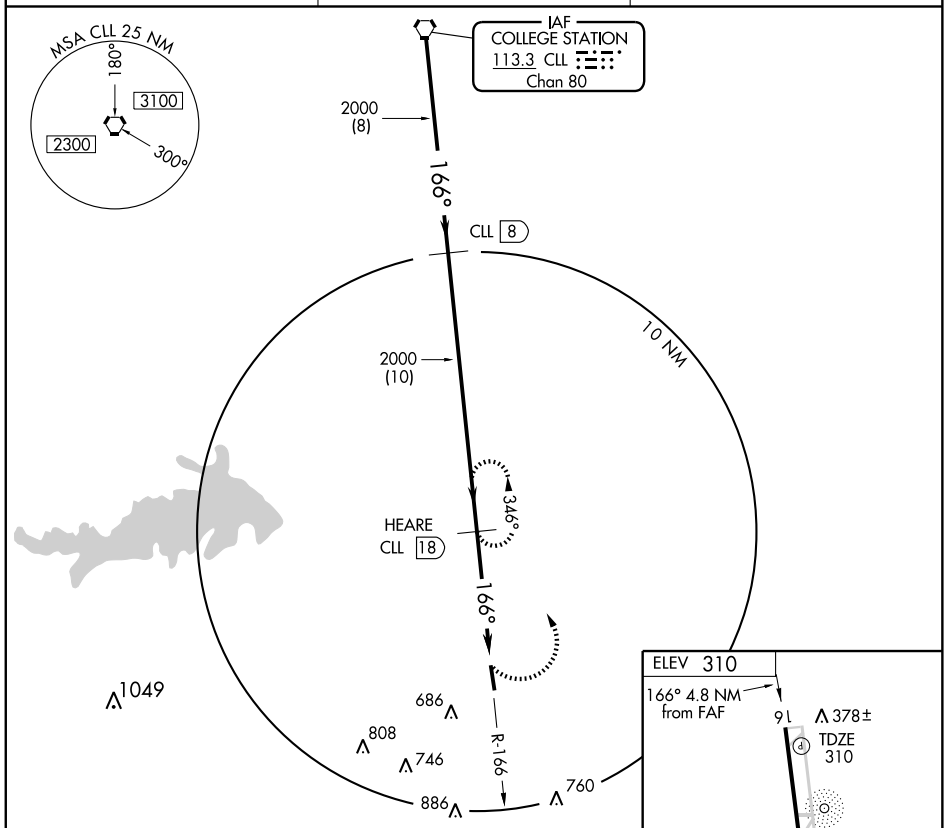
VOR CLL 113.3 Chan 80	APP CRS 166°	Rwy Idg 5496 TDZE 310 Apt Elev 310

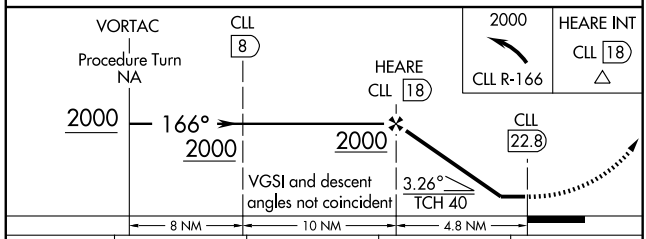
VOR/DME RWY 16
BRENHAM MUNI (11R)

NA

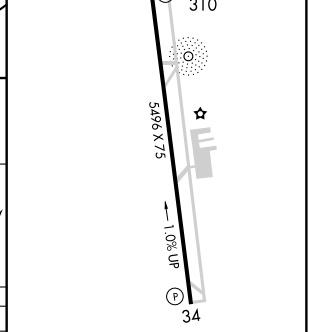
MISSED APPROACH: Climbing left turn to 2000 via CLL R-166 to HEARE/18 DME and hold.

AWOS-3	HOUSTON CENTER	UNICOM
121.125	120.4 371.9	123.075 (CTAF) L





CATEGORY	A	B	C	D
S-16	920-1	610 (700-1)	920-1¾ 610 (700-1¾)	920-2 610 (700-2)
CIRCLING	920-1	610 (700-1)	920-1¾ 610 (700-1¾)	1080-2½ 770 (800-2½)



MIRL Rwy 16-34 L
REIL Rwys 16 and 34

SC-5, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	4004
CH 49215	176°	TDZE	841
W18A		Apt Elev	852

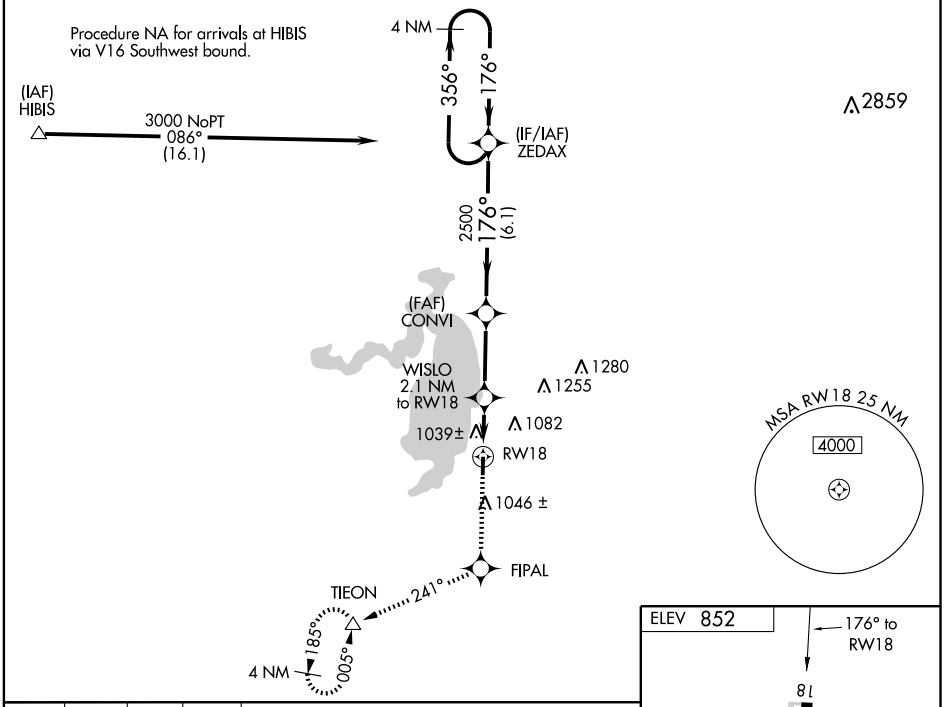
RNAV (GPS) RWY 18

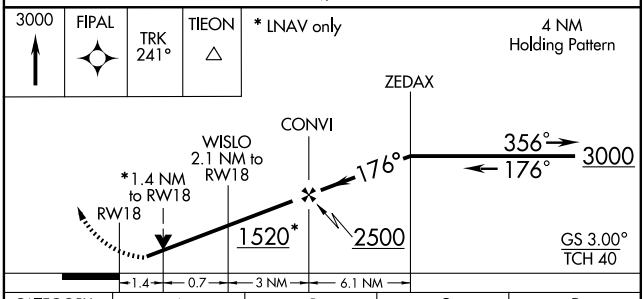
BRIDGEPORT MUNI (XBP)

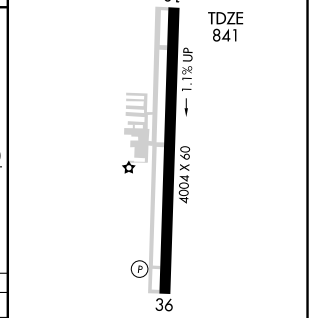
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimter setting not received, use Decatur altimeter setting and increase all DA 58 feet and all MDA 60 feet and LPV and LNAV/VNAV Cats A/B visibility ¼ mile. Baro-VNAV and VDP NA when using Decatur altimeter setting.

MISSED APPROACH: Climb to 3000 direct FIPAL and via track 241° to TIEON and hold, continue climb-in-hold to 3000.

AWOS-3	FORT WORTH CENTER	UNICOM
119.225	127.0 360.6	123.0 (CTAF)







CATEGORY	A	B	C	D
LPV DA	1235-1½	394 (400-1½)	NA	
LNAV/VNAV DA	1366-2	525 (600-2)	NA	
LNAV MDA	1300-1	459 (500-1)	NA	
CIRCLING	1480-1	628 (700-1)	NA	

MIRL Rwy 18-36

SC-2, 08 APR 2010 to 06 MAY 2010

VORTAC UKW	APP CRS	Rwy Idg	4004
112.4	175°	TDZE	841
Chan 71		Apt Elev	852

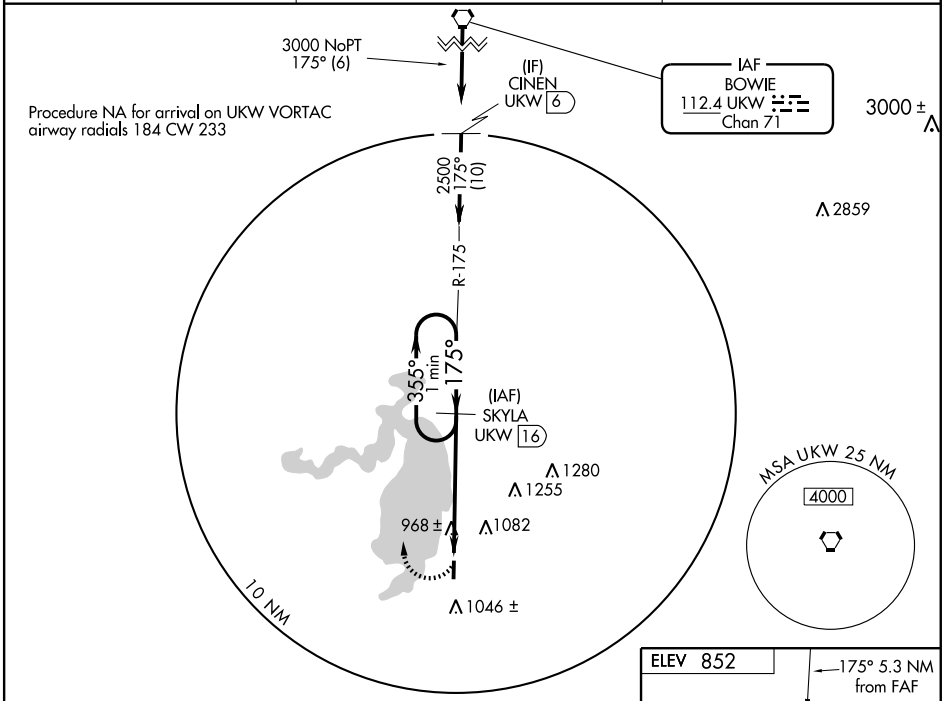
VOR/DME RWY 18

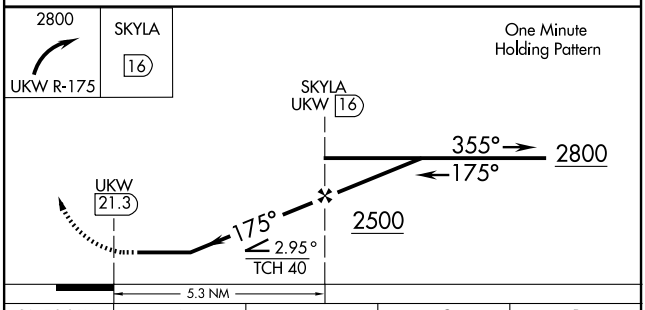
BRIDGEPORT MUNI (XBP)

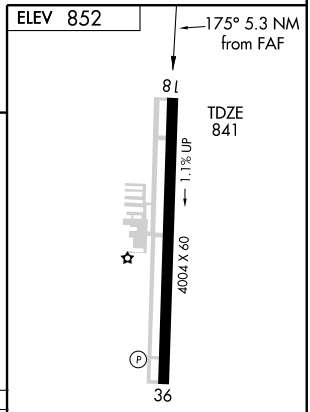
Visibility reduction by helicopters NA. When local altimeter setting not received, use Decatur altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climbing right turn to 2800 via UKW VORTAC R-175 to SKYLA/UKW 16 DME and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
119.225	127.0 360.6	123.0 (CTAF)







CATEGORY	A	B	C	D
S-18	1440-1 599 (600-1)	1440-1¼ 599 (600-1¼)	NA	
CIRCLING	1480-1 628 (700-1)	1480-1¼ 628 (700-1¼)	NA	

MIRL Rwy 17-35

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5217
017°	TDZE	3256
	Apt Elev	3264

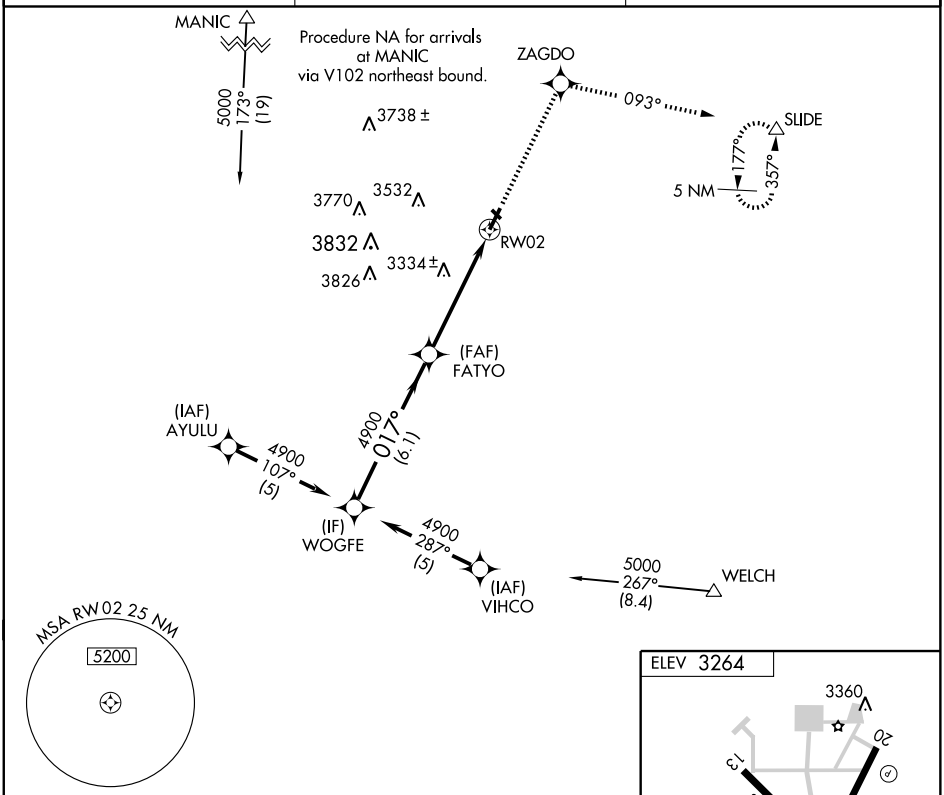
RNAV (GPS) RWY 2

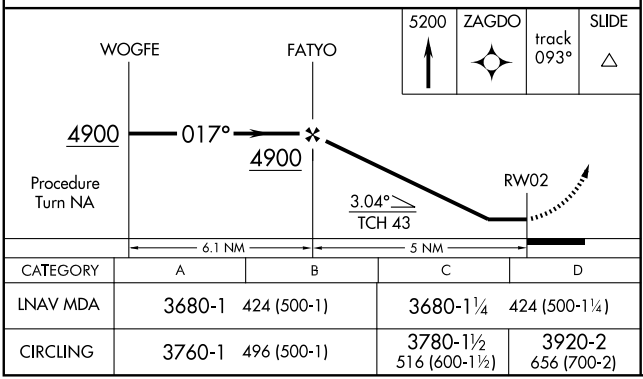
BROWNFIELD/TERRY COUNTY (BFE)

T NA — DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Seminole altimeter setting, when not received, use Lubbock altimeter setting.

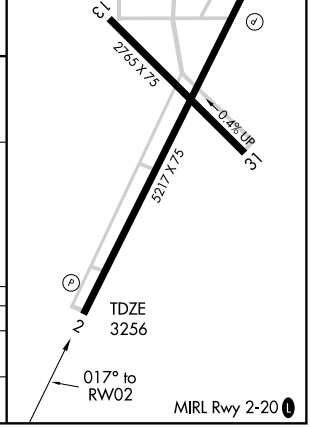
MISSED APPROACH: Climb to 5200 direct ZAGDO and via track 093° to SLIDE and hold.

SEMINOLE AWOS-3	LUBBOCK APP CON	UNICOM
118.075	119.9 335.6	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	3680-1 424 (500-1)		3680-1¼ 424 (500-1¼)	
CIRCLING	3760-1 496 (500-1)		3780-1½ 516 (600-1½)	3920-2 656 (700-2)



SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5217
197°	TDZE	3264
	Apt Elev	3264

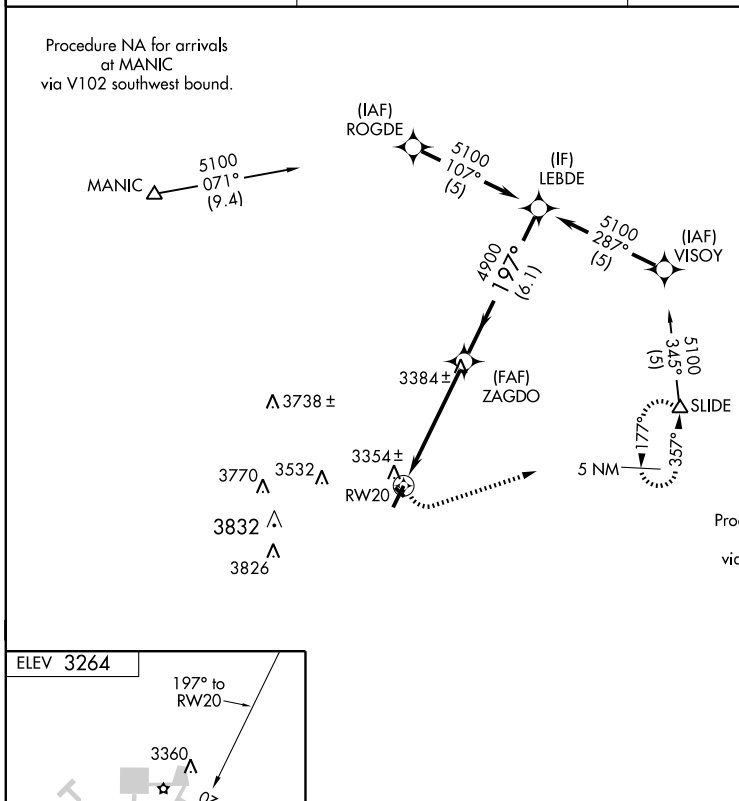
RNAV (GPS) RWY 20

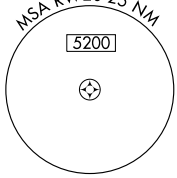
BROWNFIELD/ TERRY COUNTY (BFE)

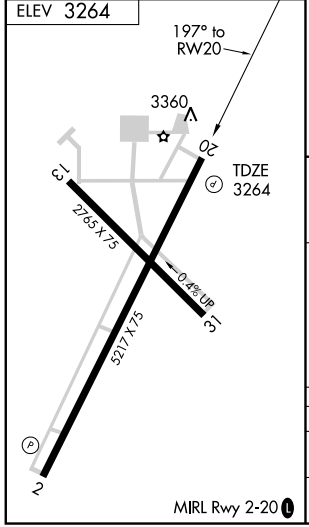
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Seminole altimeter setting, when not received, use Lubbock altimeter setting.

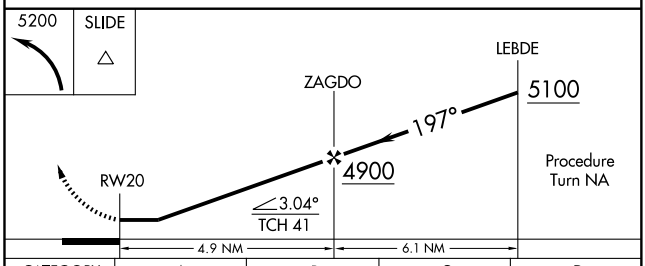
MISSED APPROACH: Climbing left turn to 5200 direct SLIDE and hold.

SEMINOLE AWOS-3	LUBBOCK APP CON	UNICOM
118.075	119.9 335.6	122.8 (CTAF) L









CATEGORY	A	B	C	D
LNAV MDA	3700-1	436 (500-1)	3700-1¼ 436 (500-1¼)	3700-1½ 436 (500-1½)
CIRCLING	3760-1	496 (500-1)	3780-1½ 516 (600-1½)	3920-2 656 (700-2)

MIRL Rwy 2-20 L

SC-2, 08 APR 2010 to 06 MAY 2010

AIRPORT DIAGRAM

BROWNSVILLE/ SOUTH PADRE ISLAND INTL (BRO)
BROWNSVILLE, TEXAS
AL-61 (FAA)

ATIS
128.55
BROWNSVILLE TOWER ★
118.9 239.3
GND CON
121.9

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

25°55′ N

116

17
ELEV
20

HANGARS

FIRE
STATION

AIR
FREIGHT
TERMINAL

13R
ELEV
17

13L
ELEV
17

177.0°

130.2°

3000 X 75

FBO
107

HANGARS

PASSENGER
TERMINAL

CONTROL
TOWER
127

6000 X 150

310.2°
31R

ELEV
19

7399 X 150

25°54′ N

357.0°

35

FIELD
ELEV
22

310.2°
31L

ELEV
20

VAR 5.2° E

JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W

RWY 13L-31R
S10, D50
RWY 13R-31L
S75, D170, ST175, DT240
RWY 17-35
S75, D144, ST175, DT150

97°26′ W

97°25′ W

SC-3, 08 APR 2010 to 06 MAY 2010

LOC I-BRO	APP CRS	Rwy Idg	7399
110.3	128°	TDZE	19
Chan 40		Apt Elev	22

ILS or LOC RWY 13R

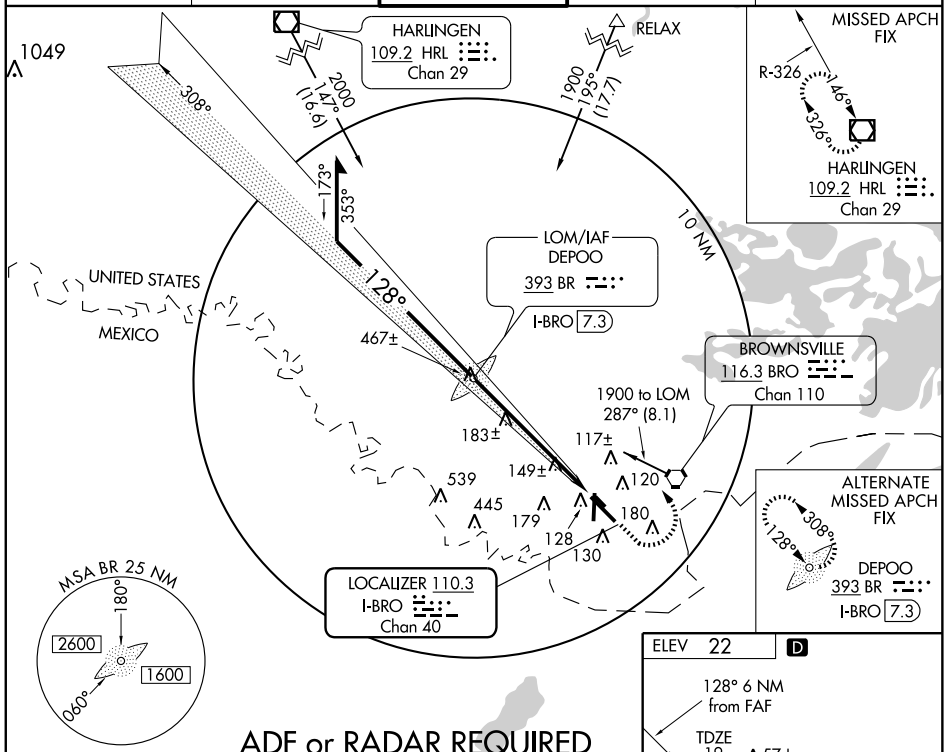
BROWNSVILLE/ SOUTH PADRE ISLAND INTL (BRO)

⚠ When local altimeter setting not received use Port Isabel altimeter setting and increase all DA 38 feet and all MDAs 40 feet and S-LOC 13R Cat D visibility to RVR 5000. For inoperative MALSR increase S-ILS 13R all Cats visibility to RVR 5000.

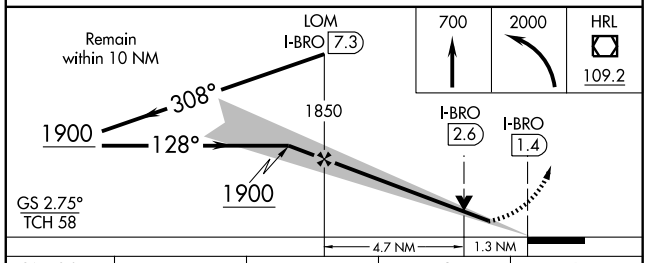
MALSR

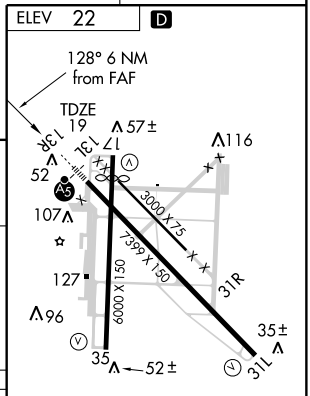
MISSED APPROACH: Climb to 700 then climbing left turn to 2000 direct HRL VOR/DME and hold.

ATIS	VALLEY APP CON	BROWNSVILLE TOWER ★	GND CON	UNICOM
128.55	119.5 257.6	118.9 (CTAF) 239.3	121.9	122.95



ADF or RADAR REQUIRED





MIRL Rwy 17-35
HIRL Rwy 13R-31L

CATEGORY	A	B	C	D
S-ILS 13R	219/24		200 (200-½)	
S-LOC 13R	440/24 421 (500-½)		440/40 421 (500-¾)	
CIRCLING	440-1 418 (500-1)	540-1 518 (600-1)	540-1½ 518 (600-1½)	580-2 558 (600-1)

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

SC-3, 08 APR 2010 to 06 MAY 2010

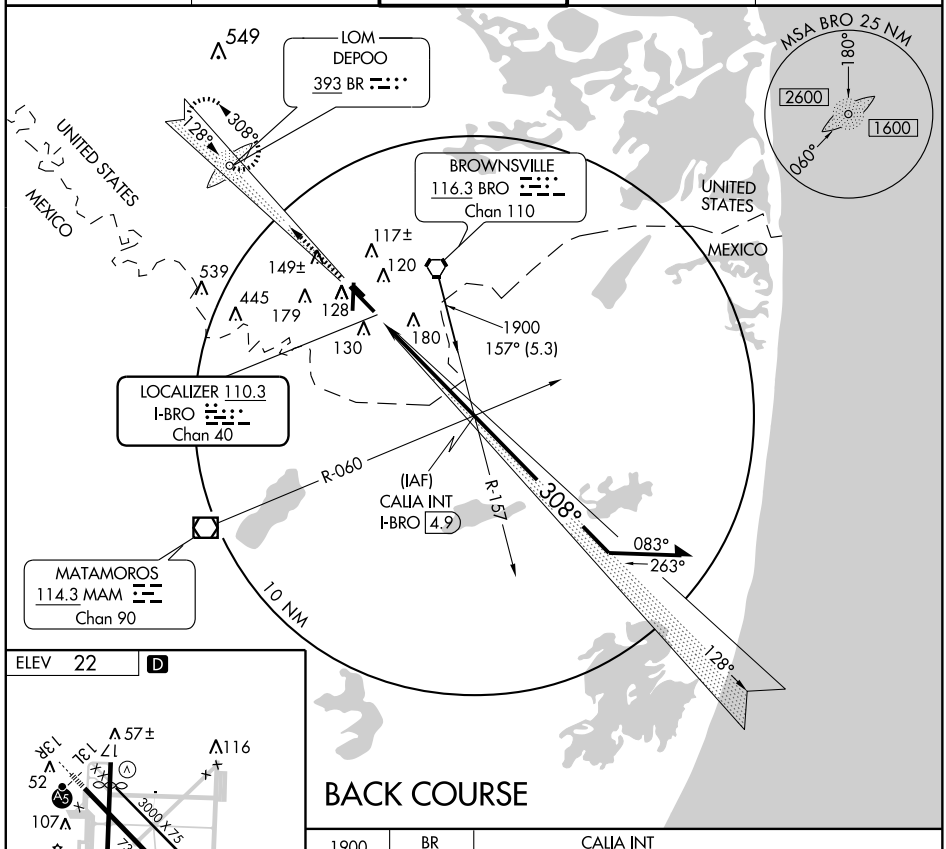
LOC I-BRO	APP CRS	Rwy Idg	7399
110.3	308°	TDZE	20
Chan 40		Apt Elev	22

LOC BC RWY 31L

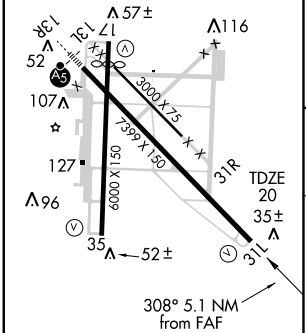
BROWNSVILLE/SOUTH PADRE ISLAND INTL (BRO)

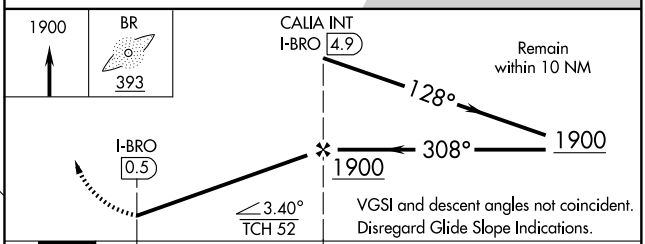
MISSED APPROACH: Climb to 1900 direct BR LOM and hold.

ATIS	VALLEY APP CON	BROWNSVILLE TOWER★	GND CON	UNICOM
128.55	119.5 257.6	118.9 (CTAF) 239.3	121.9	122.95



SC-3, 08 APR 2010 to 06 MAY 2010





FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

CATEGORY	A	B	C	D
S-31L		340-1 320 (400-1)		
CIRCLING	440-1 418 (500-1)	480-1 458 (500-1)	480-1½ 458 (500-1½)	580-2 558 (600-2)

APP CRS	Rwy Idg	7399
128°	TDZE	19
	Apt Elev	22

RNAV (GPS) RWY 13R

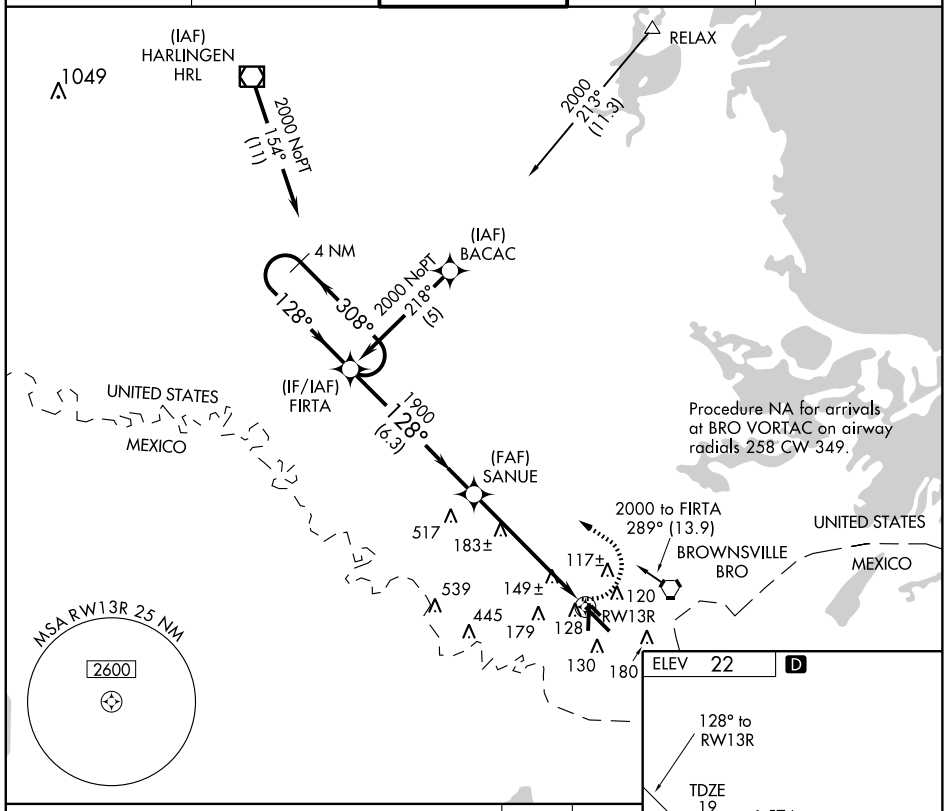
BROWNSVILLE/ SOUTH PADRE ISLAND INTL (BRO)

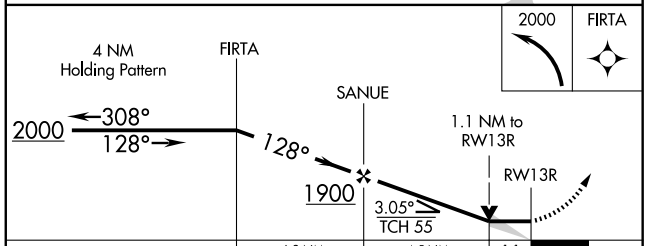
When local altimeter setting not received use Port Isabel altimeter setting and increase all MDAs 40 feet. For inoperative MALSR increase LNAV Cat D visibility to RVR 6000. VDP NA when using Port Isabel altimeter setting. DME/DME RNP-0.3 NA.

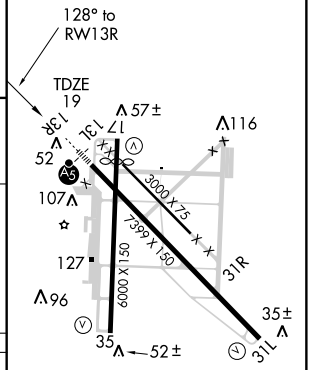
MALSR

MISSED APPROACH: Climbing left turn to 2000 direct FIRTA and hold.

ATIS	VALLEY APP CON	BROWNSVILLE TOWER★	GND CON	UNICOM
128.55	119.5 257.6	118.9 (CTAF) 239.3	121.9	122.95







CATEGORY	A	B	C	D
LNAV MDA	440/24 421 (500-½)		440/40 421 (500-¾)	440/50 421 (500-1)
CIRCLING	440-1 418 (500-1)	540-1 518 (600-1)	540-1½ 518 (600-1½)	580-2 558 (600-2)

MIRL Rwy 17-35
HIRL Rwy 13R-31L

SC-3, 08 APR 2010 to 06 MAY 2010

VORTAC BRO	APP CRS	Rwy Idg	5810
116.3	173°	TDZE	20
Chan110		Apt Elev	23

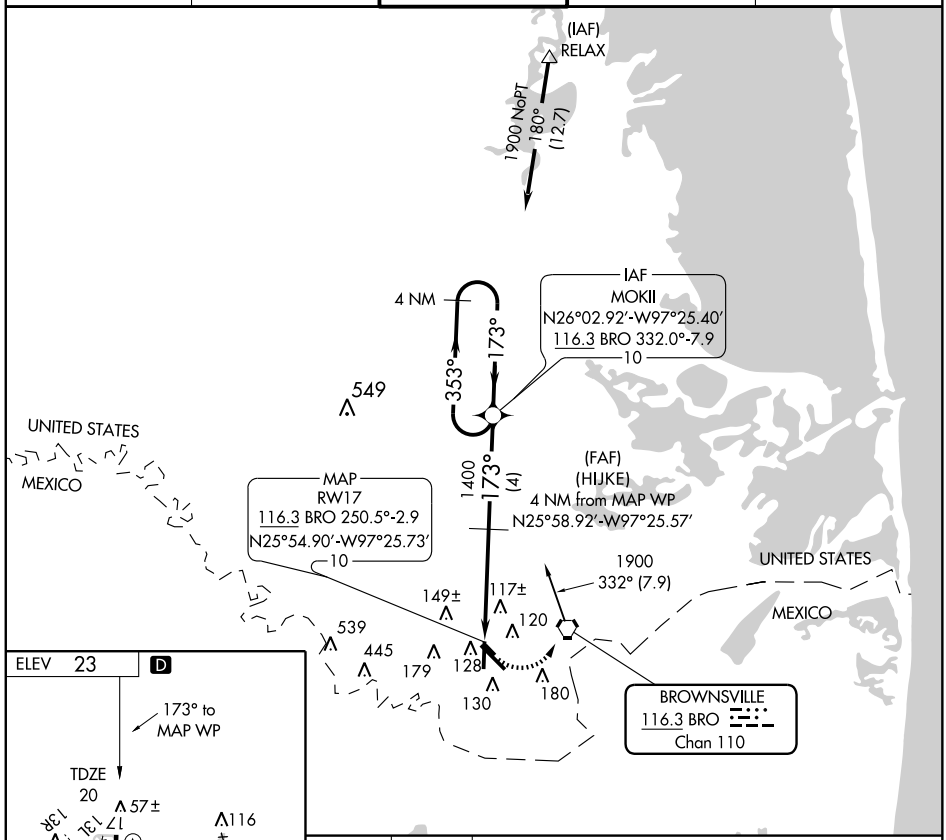
VOR/DME RNAV or GPS RWY 17

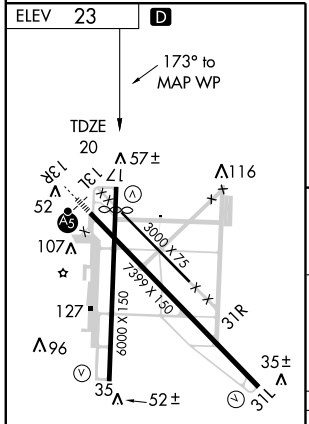
BROWNSVILLE/SOUTH PADRE ISLAND INTL (BRO)

Night straight in minimums NA

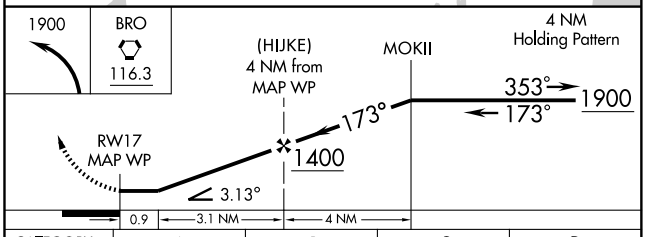
MISSED APPROACH: Climbing left turn to 1900 direct BRO VORTAC.

ATIS	VALLEY APP CON	BROWNSVILLE TOWER ★	GND CON	UNICOM
128.55	119.5 257.6	118.9 (CTAF) L 239.3	121.9	122.95





MIRL Rwy 17-35
HIRL Rwy 13R-31L



CATEGORY	A	B	C	D
S-17	400-1 380 (400-1)			400-1¼ 380 (400-1¼)
CIRCLING	420-1 397 (400-1)	480-1 457 (500-1)	480-1½ 457 (500-1½)	580-2 557 (600-2)

SC-3, 08 APR 2010 to 06 MAY 2010

BROWNSVILLE, TEXAS

AL-61 (FAA)

VORTAC BRO	APP CRS	Rwy Idg	6000
116.3	353°	TDZE	23
Chan 110		Apt Elev	23

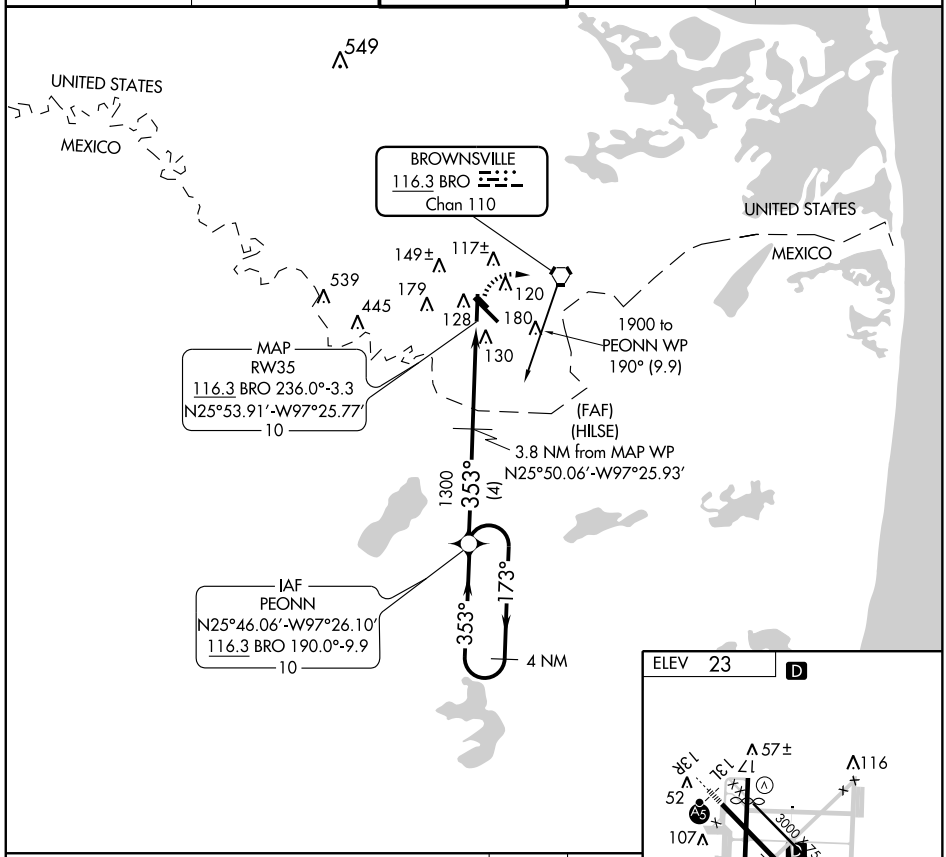
VOR/DME RNAV or GPS RWY 35

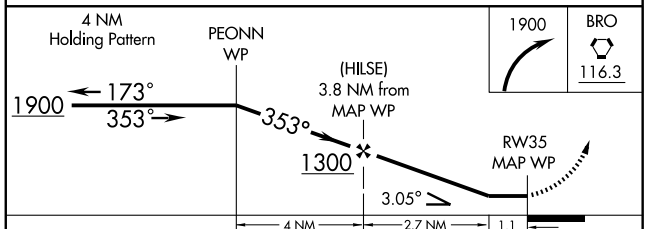
BROWNSVILLE/SOUTH PADRE ISLAND INTL (BRO)

Night straight in minimums not authorized when BRO tower closed.

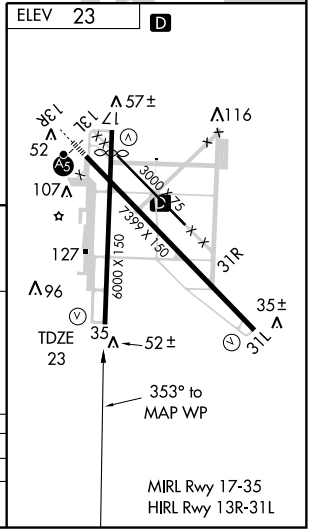
MISSED APPROACH: Climbing right turn to 1900 direct BRO VORTAC.

ATIS	VALLEY APP CON	BROWNSVILLE TOWER ★	GND CON	UNICOM
128.55	119.5 257.6	118.9 (CTAF) Ⓛ 239.3	121.9	122.95





CATEGORY	A	B	C	D
S-35	440-1 417 (500-1)		440-1¼ 417 (500-1¼)	
CIRCLING	440-1 417 (500-1)	480-1 457 (500-1)	480-1½ 457 (500-1½)	580-2 557 (600-2)



SC-3, 08 APR 2010 to 06 MAY 2010

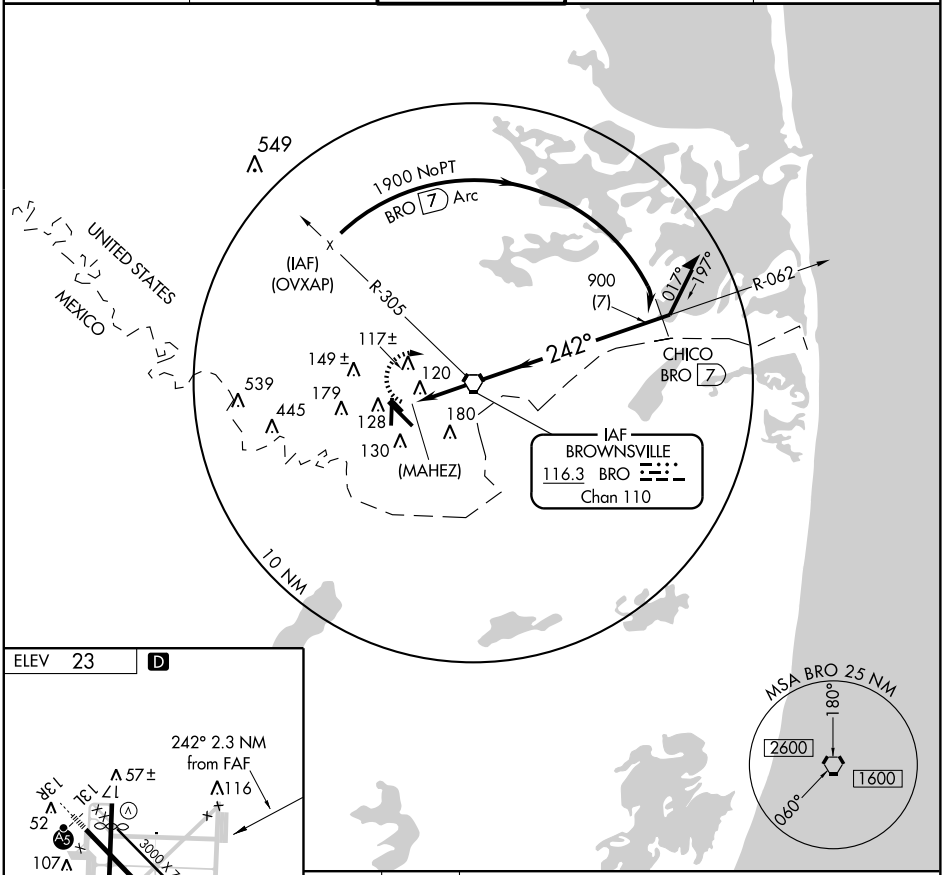
VORTAC BRO 116.3 Chan110	APP CRS 242°	Rwy Idg N/A TDZE N/A Apt Elev 23

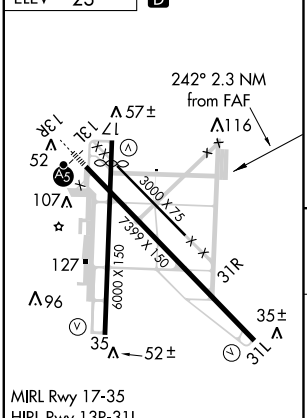
VOR or TACAN or GPS-A

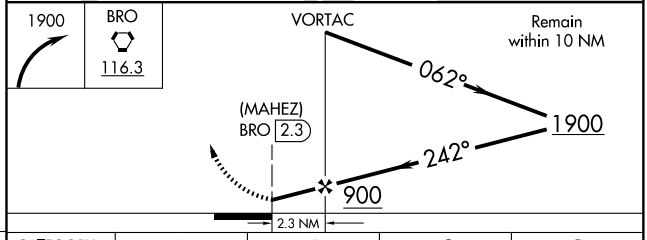
BROWNSVILLE/SOUTH PADRE ISLAND INTL (BRO)

MISSED APPROACH: Climbing right turn to 1900 direct BRO VORTAC. (TACAN aircraft climbing right turn to 1900 via BRO R-062 to CHICO/BRO 7 DME and hold NE, right turn, 242° inbound).

ATIS	VALLEY APP CON	BROWNSVILLE TOWER★	GND CON	UNICOM
128.55	119.5 257.6	118.9 (CTAF) 239.3	121.9	122.95







FAF to MAP 2.3 NM					
Knots	60	90	120	150	180
Min:Sec	2:18	1:32	1:09	0:55	0:46

CATEGORY	A	B	C	D
CIRCLING	440-1 417 (500-1)	480-1 457 (500-1)	480-1½ 457 (500-1½)	580-2 557 (600-2)

SC-3, 08 APR 2010 to 06 MAY 2010

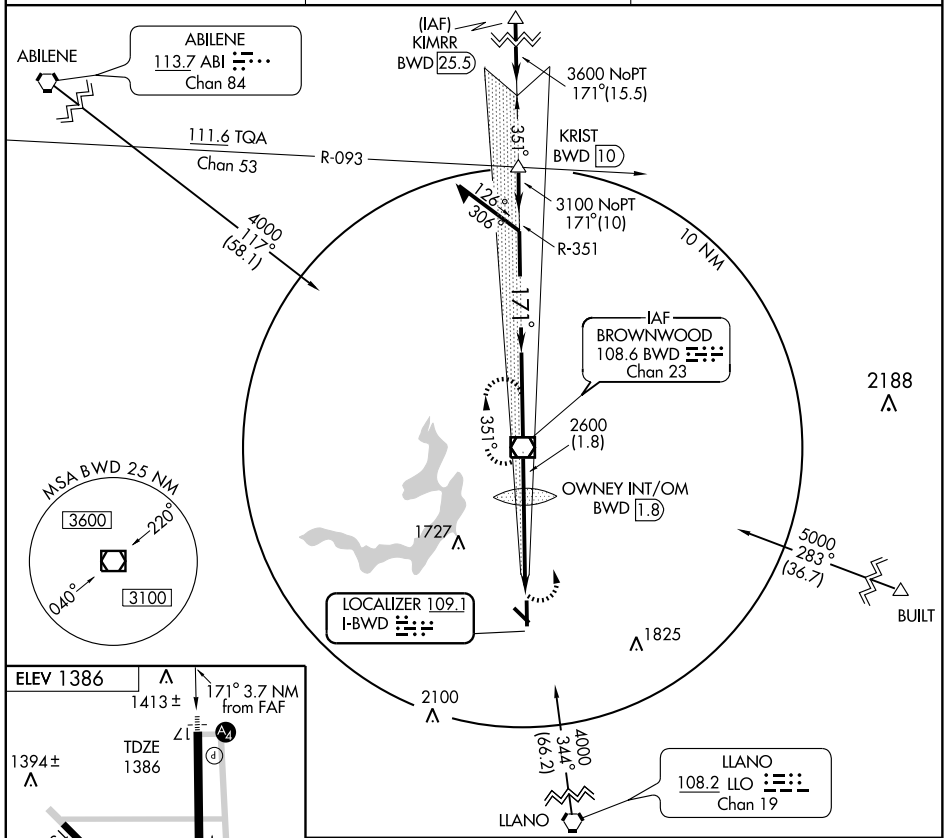
LOC I-BWD	APP CRS	Rwy Idg	5599
109.1	171°	TDZE	1386
		Apt Elev	1386

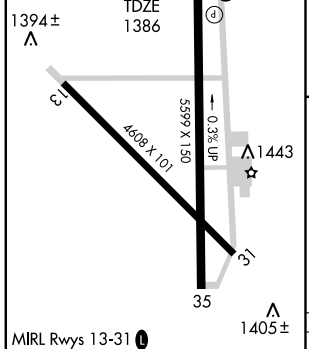
LOC RWY 17

BROWNWOOD RGNL (BWD)

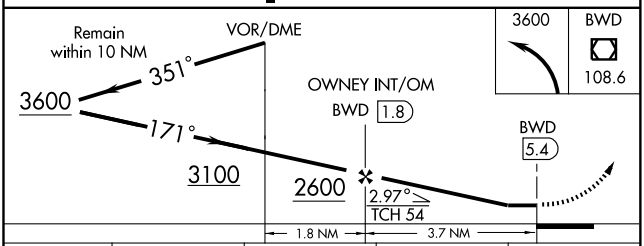
NA	MALS	MISSED APPROACH: Climbing left turn to 3600 direct BWD VOR/DME and hold.
Inoperative table does not apply.		

AWOS-3	FORT WORTH CENTER	UNICOM
118.325	127.45 290.3	122.8 (CTAF) L





FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14



CATEGORY	A	B	C	D
S-17	1820-1 434 (500-1)		1820-1¼ 434 (500-1¼)	1820-1½ 434 (500-1½)
CIRCLING	1820-1 434 (500-1)	1840-1 454 (500-1)	1840-1½ 454 (500-1½)	1940-2 554 (600-2)

SC-3, 08 APR 2010 to 06 MAY 2010

WAAS CH 70325 W17A	APP CRS 171°	Rwy Idg 5599 TDZE 1387 Apt Elev 1387

RNAV (GPS) RWY 17

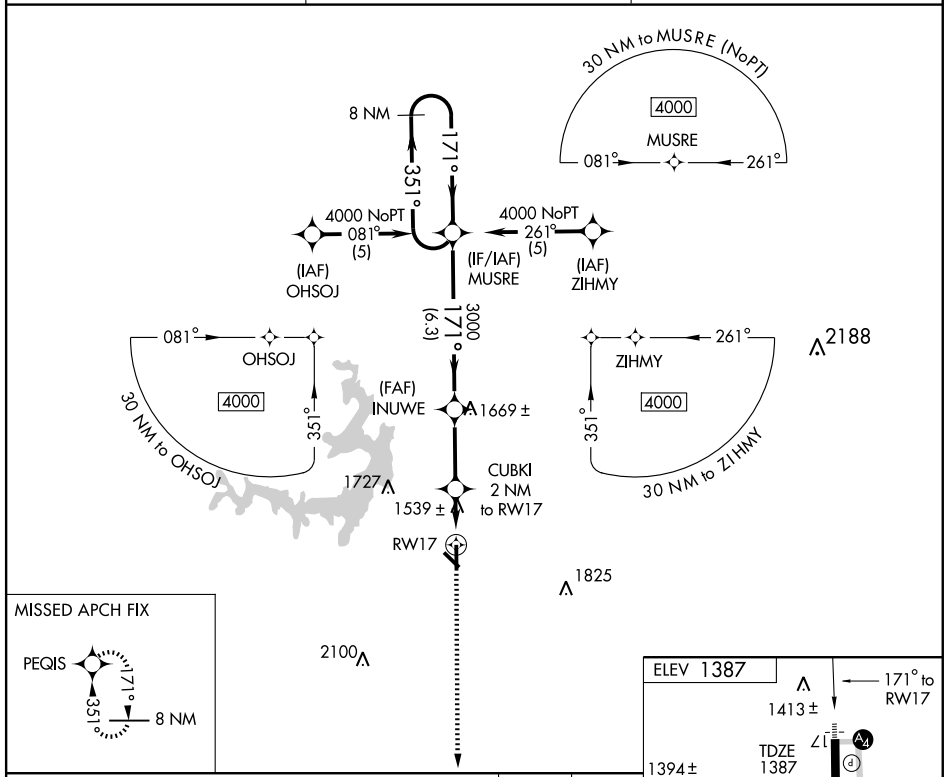
BROWNWOOD RGNL (BWD)

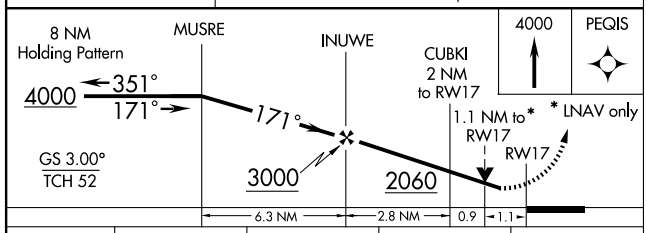
⚠ If local altimeter setting not received, use Comanche County-City altimeter setting and increase all DAs/MDAs 60 feet. Inoperative table does not apply to LPV all CATs and LNAV CAT C. VDP NA with Comanche County-City Altimeter setting. DME/DME RNP-0.3 NA.

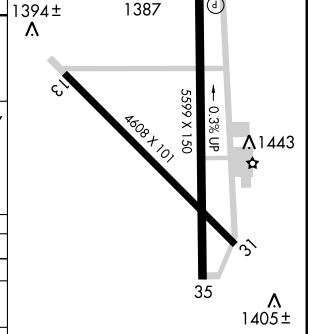
MALS

MISSED APPROACH: Climb to 4000 direct PEQIS and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.325	127.45 290.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1637-¾	250 (300-¾)		
LNAV/VNAV DA	NA			
LNAV MDA	1800-¾ 413 (500-¾)		1800-1¼ 413 (500-1¼)	
CIRCLING	1840-1 453 (500-1)		1840-1½ 453 (500-1½)	1940-2 553 (600-2)

MIRL Rwys 13-31 L and 17-35 L

SC-3. 08 APR 2010 to 06 MAY 2010

WAAS CH 77525 W35A	APP CRS 351°	Rwy Idg 5599 TDZE 1386 Apt Elev 1387

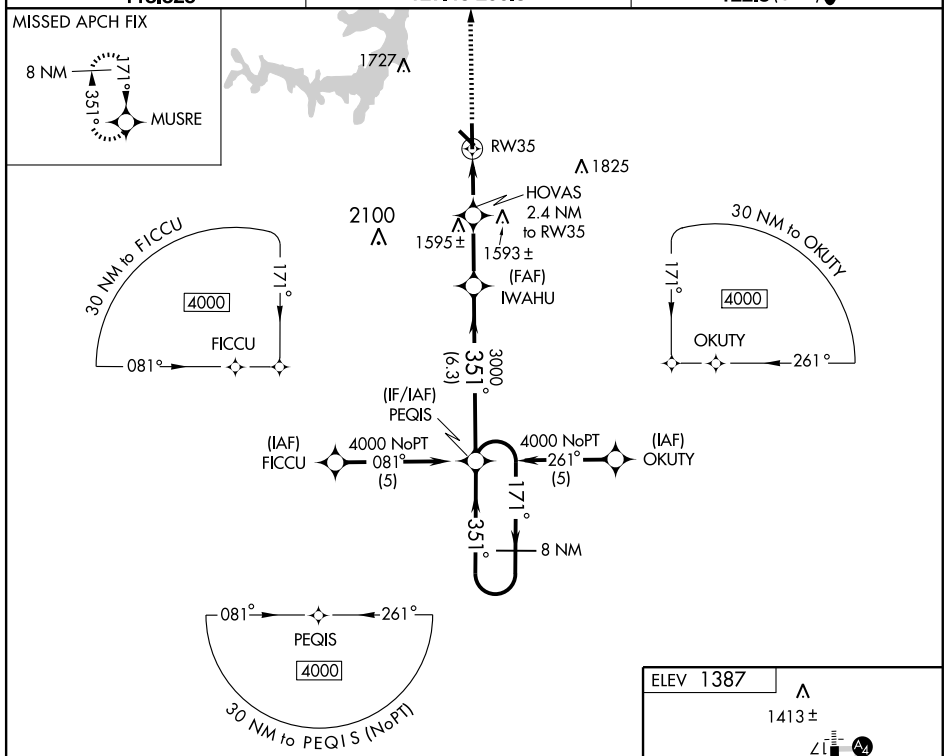
RNAV (GPS) RWY 35

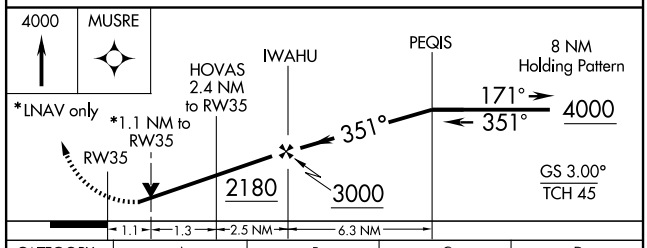
BROWNWOOD RGNL (BWD)

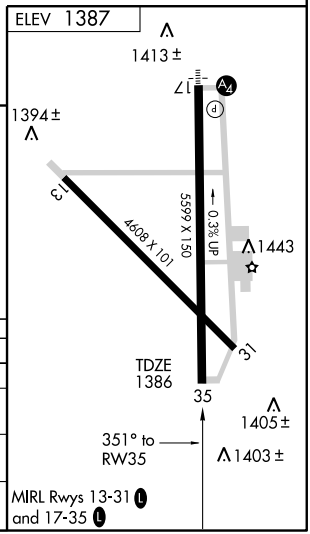
⚠ If local altimeter setting not received, use Comanche County-City altimeter setting and increase all DAs/MDAs 60 feet. VDP NA with Comanche County-City altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct MUSRE and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.325	127.45 290.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1636-1 250 (300-1)			
LNAV/VNAV DA	NA			
LNAV MDA	1780-1 394 (400-1)			1780-1¼ 394 (400-1¼)
CIRCLING	1840-1 453 (500-1)		1840-1½ 453 (500-1½)	1940-2 553 (600-2)

SC-3. 08 APR 2010 to 06 MAY 2010

VOR/DME BWD	APP CRS	Rwy Idg	5599
108.6	351°	TDZE	1385
Chan 23		Apt Elev	1386

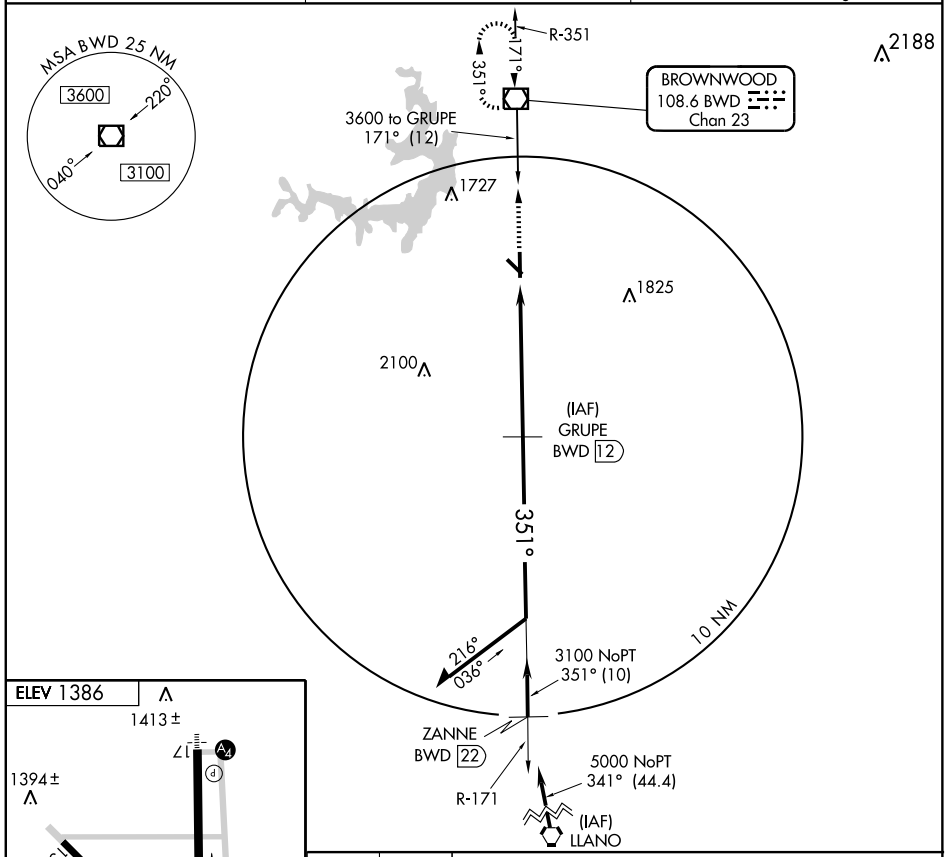
VOR/DME RWY 35

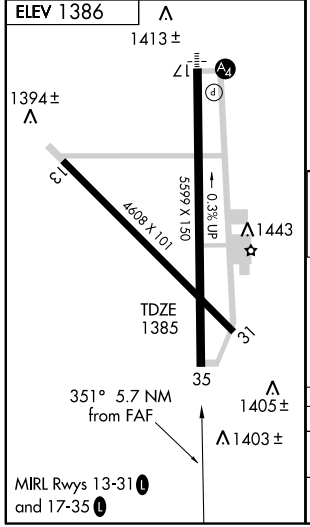
BROWNWOOD RGNL (BWD)

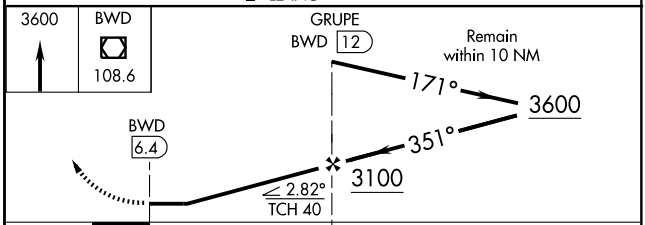
NA

MISSED APPROACH: Climb to 3600 direct BWD VOR/DME and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.325	127.45 290.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-35	1880-1	495 (500-1)	1880-1¼ 495 (500-1¼)	1880-1½ 495 (500-1½)
CIRCLING	1880-1	494 (500-1)	1880-1½ 494 (500-1½)	1940-2 554 (600-2)

SC-3, 08 APR 2010 to 06 MAY 2010

VOR/DME BWD	APP CRS	Rwy Idg	5599
108.6	171°	TDZE	1386
Chan 23		Apt Elev	1386

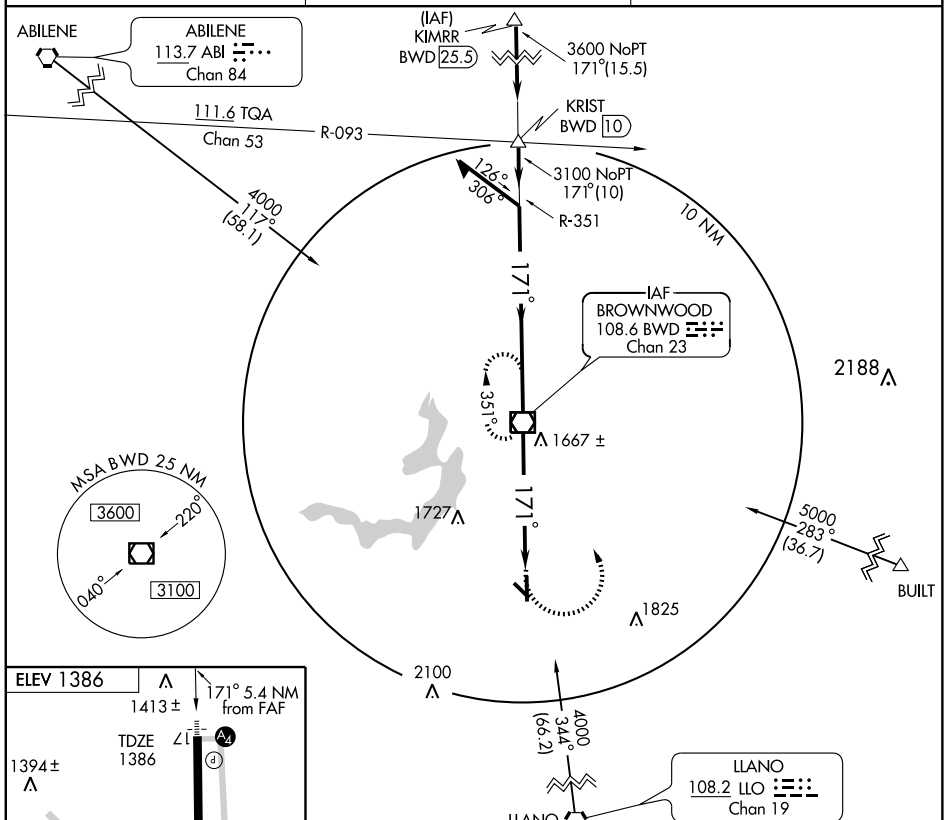
VOR RWY 17
BROWNWOOD RGNL (BWD)

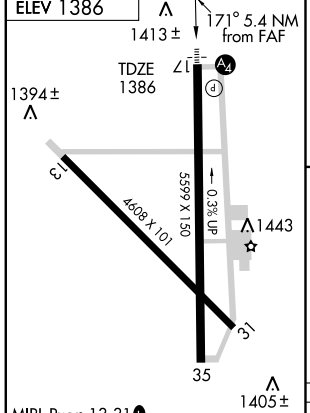
NA Inoperative table does not apply.

MALS (A4)

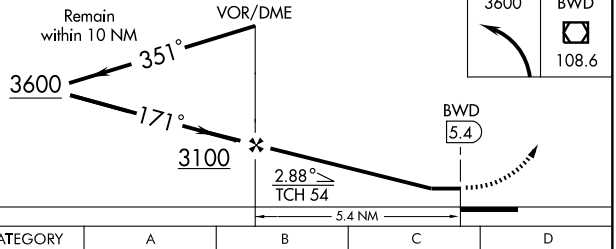
MISSED APPROACH: Cimbing left turn to 3600 direct BWD VOR/DME and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.325	127.45 290.3	122.8 (CTAF) L





FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48



CATEGORY	A	B	C	D
S-17	1820-1 434 (500-1)		1820-1¼ 434 (500-1¼)	1820-1½ 434 (500-1½)
CIRCLING	1820-1 434 (500-1)	1840-1 454 (500-1)	1840-1½ 454 (500-1½)	1940-2 554 (600-2)

SC-3. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	4000
CH 69403	148°	TDZE	361
W15A		Apt Elev	367

RNAV (GPS) RWY 15

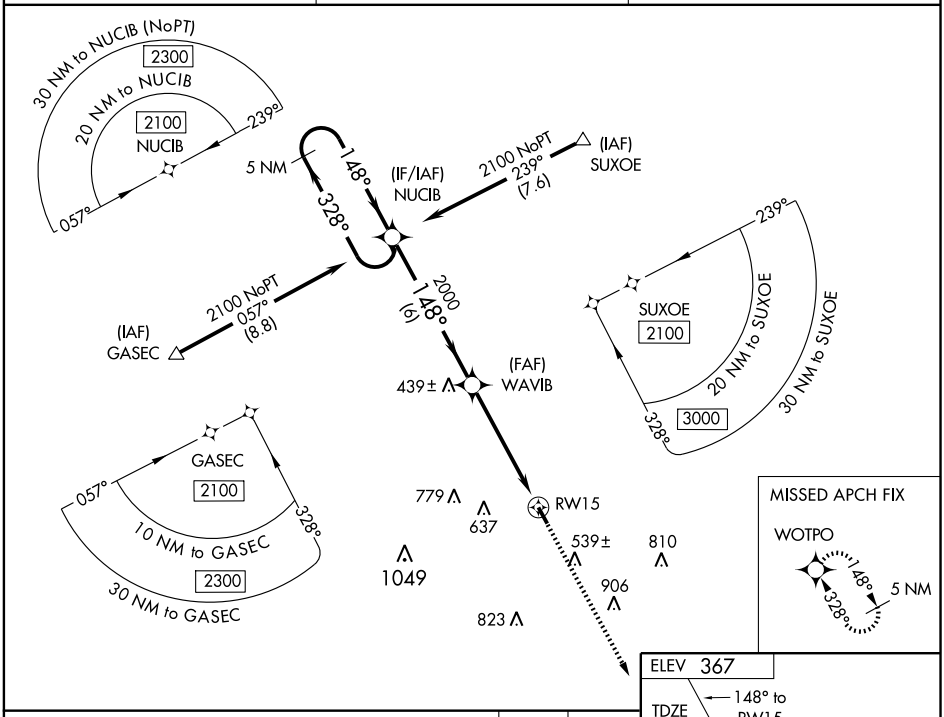
BRYAN/COULTER FIELD (CFD)

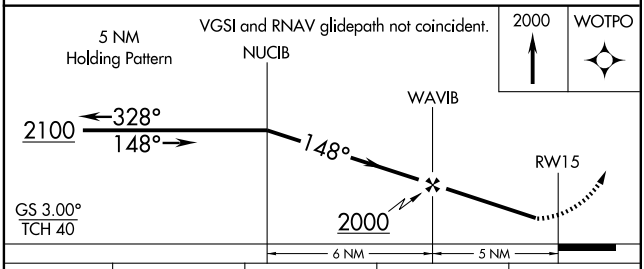
T NA W

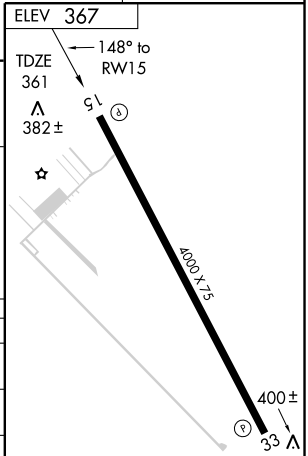
BARO-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use College Station altimeter setting; if not received, use Caldwell Muni altimeter setting and increase all DAs 31 feet and all MDAs 40 feet.

MISSED APPROACH: Climb to 2000 direct WOTPO and hold.

COLLEGE STATION ASOS	HOUSTON CENTER	UNICOM
126.85	120.4 371.9	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	636-1 275 (300-1)		NA	
LNAV/VNAV DA	707-1¼ 346 (400-1¼)		NA	
LNAV MDA	720-1 359 (400-1)		NA	
CIRCLING	740-1 373 (400-1)	820-1 453 (500-1)	NA	

REIL Rwy 15-33
MIRL Rwy 15-33 L

SC-5, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	4000
CH 70603	328°	TDZE	367
W33A		Apt Elev	367

RNAV (GPS) RWY 33

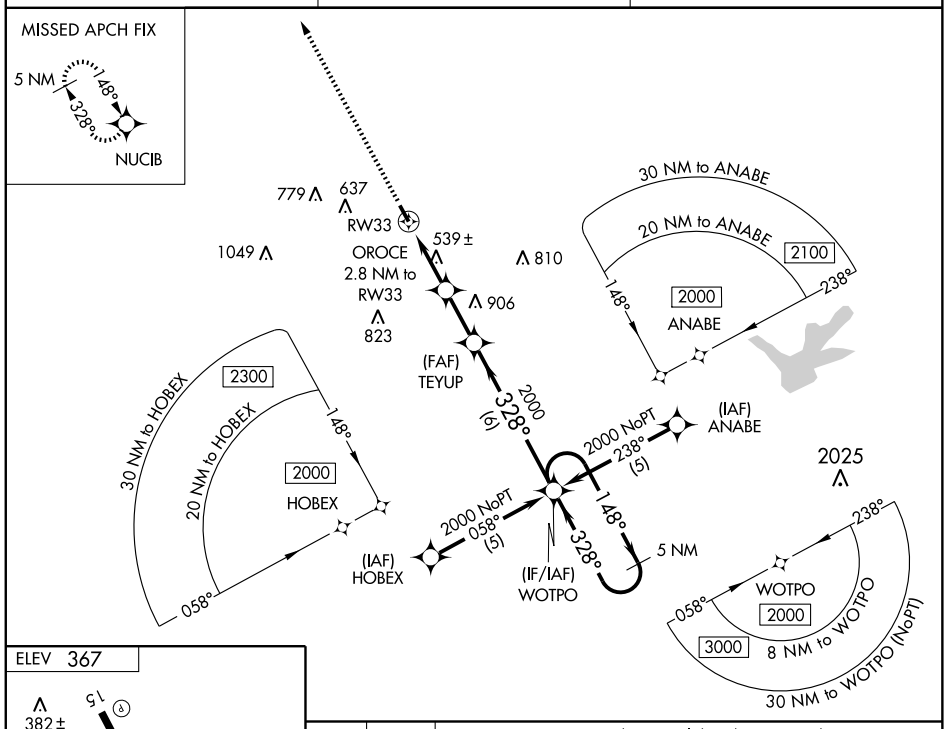
BRYAN/COULTER FIELD (CFD)

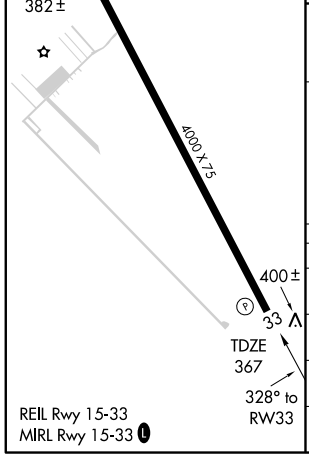
T
A NA
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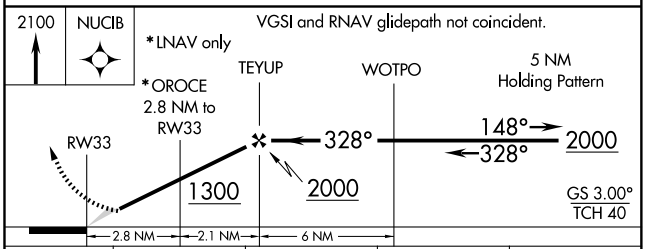
BARO-VNAV NA. DME/DME RNP-0.3 NA. Use College Station altimeter setting; if not received, use Caldwell Muni altimeter setting and increase all DAs 31 feet and all MDAs 40 feet.

MISSED APPROACH: Climb to 2100 direct NUCIB and hold.

COLLEGE STATION ASOS	HOUSTON CENTER	UNICOM
126.85	120.4 371.9	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	642-1	275 (300-1)	NA	
LNAV/VNAV DA	695-1¼	328 (400-1¼)	NA	
LNAV MDA	880-1	513 (600-1)	NA	
CIRCLING	880-1	513 (600-1)	NA	

SC-5, 08 APR 2010 to 06 MAY 2010

VORTAC CLL	APP CRS	Rwy Idg	N/A
113.3	207°	TDZE	N/A
Chan 80		Apt Elev	367

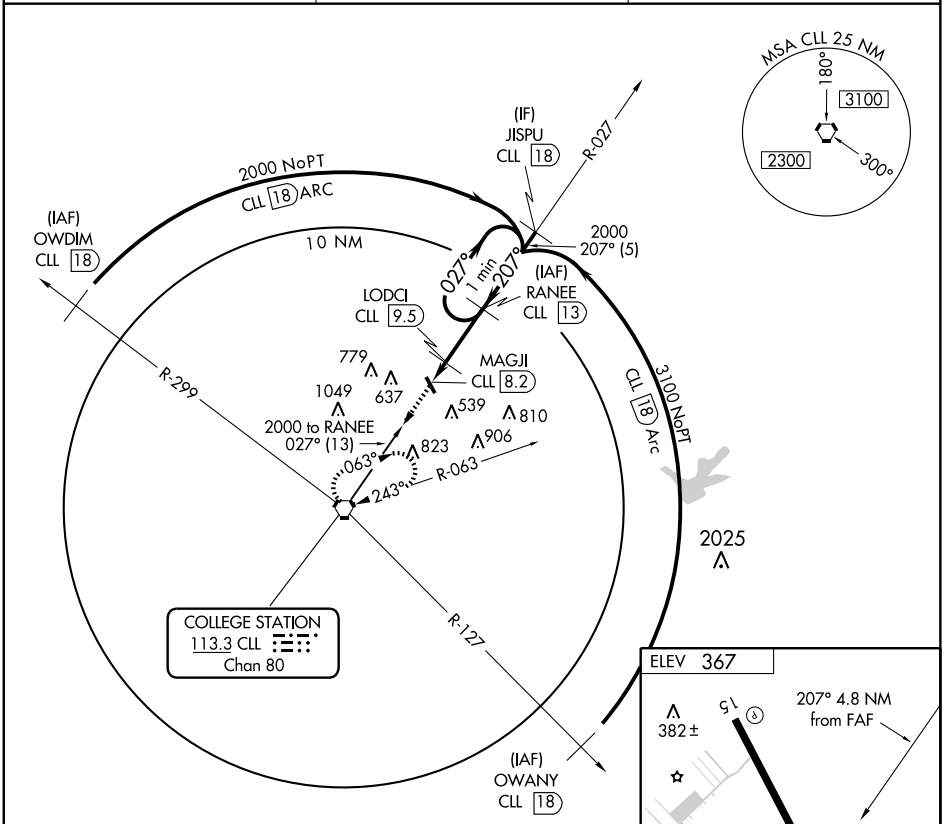
VOR/DME-A

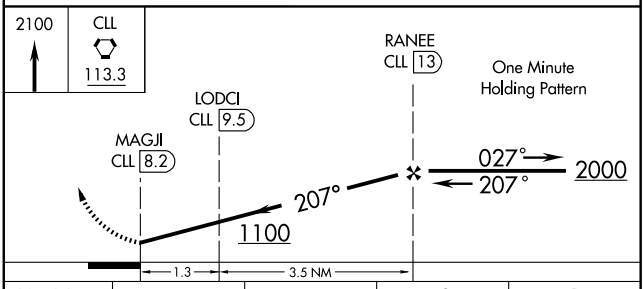
BRYAN/COULTER FIELD (CFD)

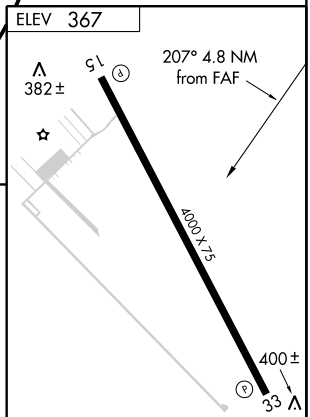
NA — Use College Station altimeter setting; if not received, use Caldwell Muni altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 2100 direct CLL VORTAC and hold.

COLLEGE STATION ASOS	HOUSTON CENTER	UNICOM
126.85	120.4 371.9	123.0 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	800-1 433 (500-1)	820-1 453 (500-1)	NA	

REIL Rwy 15-33
MIRL Rwy 15-33 L

SC-5, 08 APR 2010 to 06 MAY 2010

NDB BMQ	APP CRS	Rwy Idg	5000
341	015°	TDZE	1270
		Apt Elev	1284

NDB RWY 1

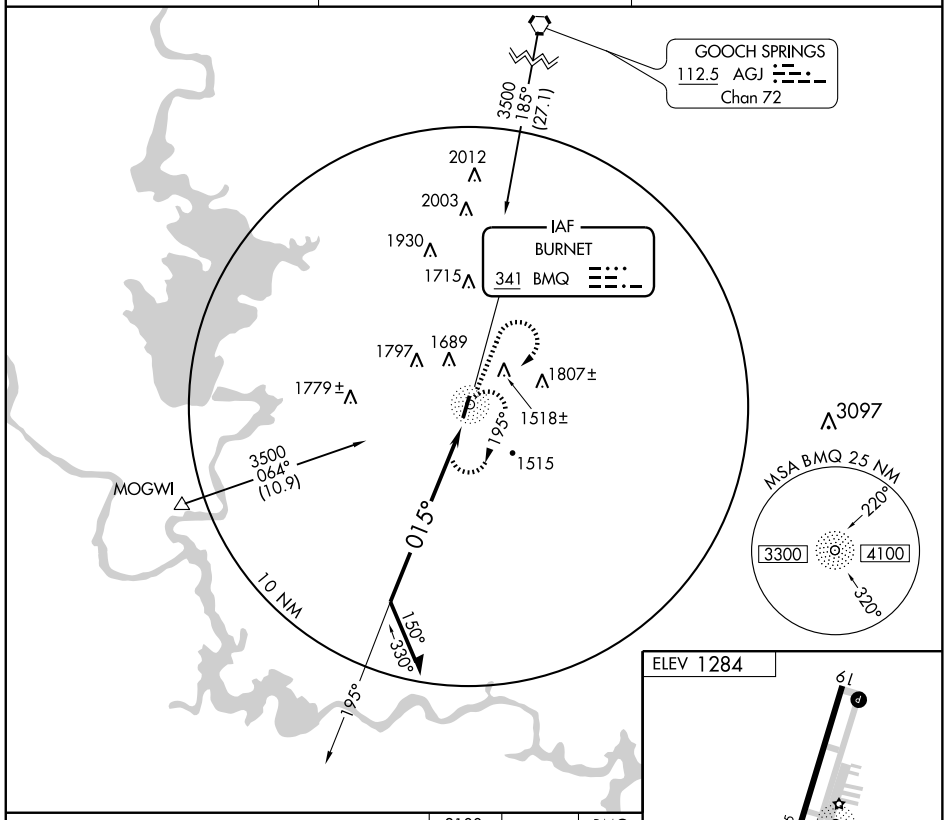
BURNET MUNI/KATE CRADDOCK FIELD (BMQ)

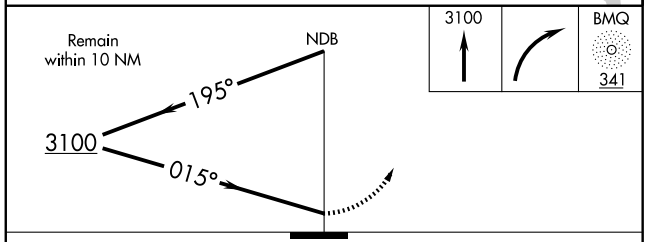
When local altimeter setting not received, use Lago Vista altimeter setting and increase all MDA 60 feet, increase S-1 Cats B and C visibility ¼ mile and Circling Cat C visibility ¼ mile.

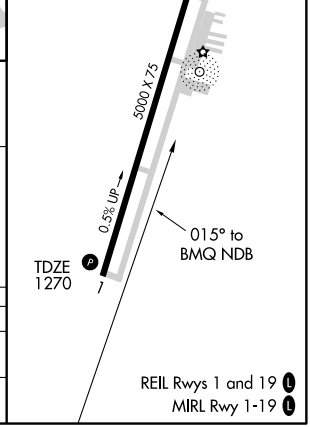
NA

MISSED APPROACH: Climb to 3100 then right turn direct BMQ NDB and hold.

ASOS	HOUSTON CENTER	UNICOM
119.925	132.35 317.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-1	1960-1 690 (700-1)		1960-2 690 (700-2)	NA
CIRCLING	2000-1 716 (800-1)	2040-1¼ 756 (800-1¼)	2040-2¼ 756 (800-2¼)	NA

SC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5000
009°	TDZE	1270
	Apt Elev	1284

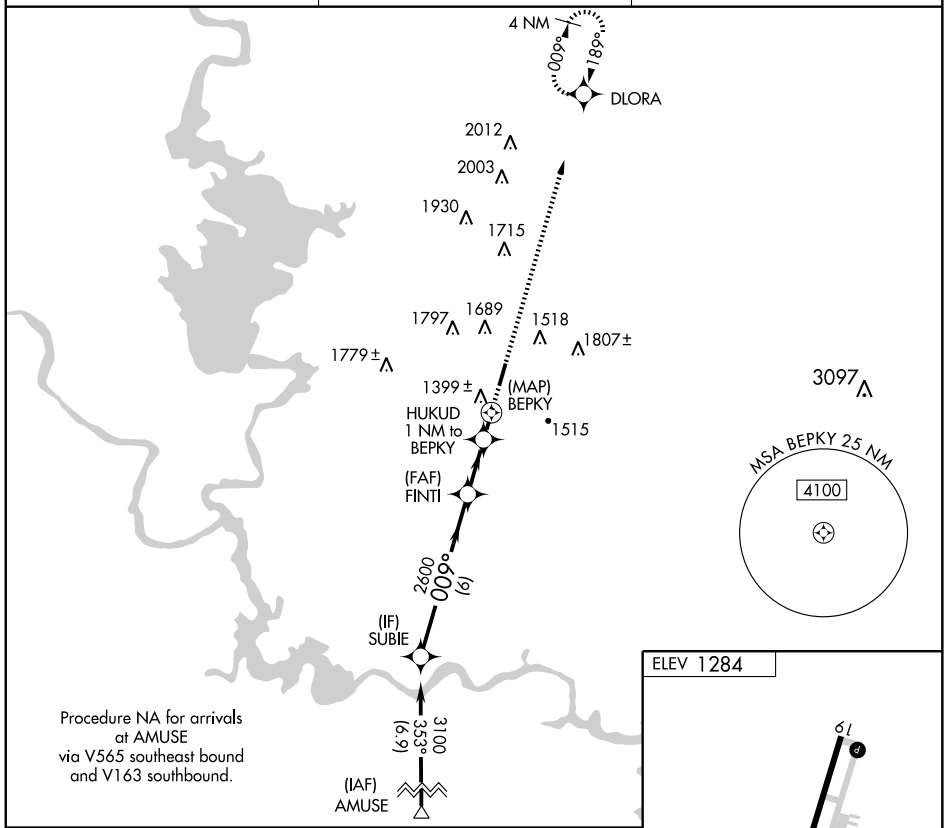
RNAV (GPS) RWY 1

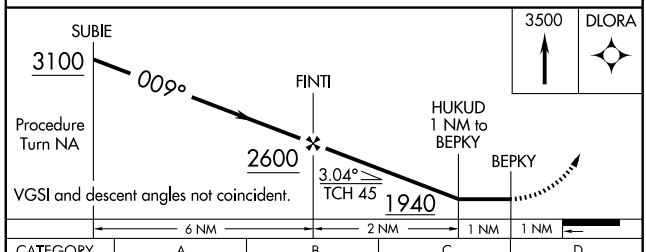
BURNET MUNI/KATE CRADDOCK FIELD (BMQ)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Lago Vista altimeter setting and increase all MDA 60 feet, increase Circling Cat C visibility ¼ mile.

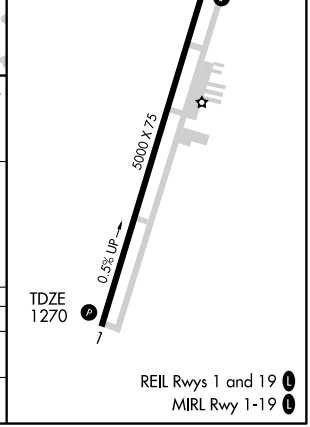
MISSED APPROACH:
Climb to 3500 direct DLORA and hold.

ASOS	HOUSTON CENTER	UNICOM
119.925	132.35 317.5	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1660-1¼ 390 (400-1¼)			NA
CIRCLING	2000-1¼ 716 (800-1¼)	2040-1¼ 756 (800-1¼)	2040-2¼ 756 (800-2¼)	NA



SC-3, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 19

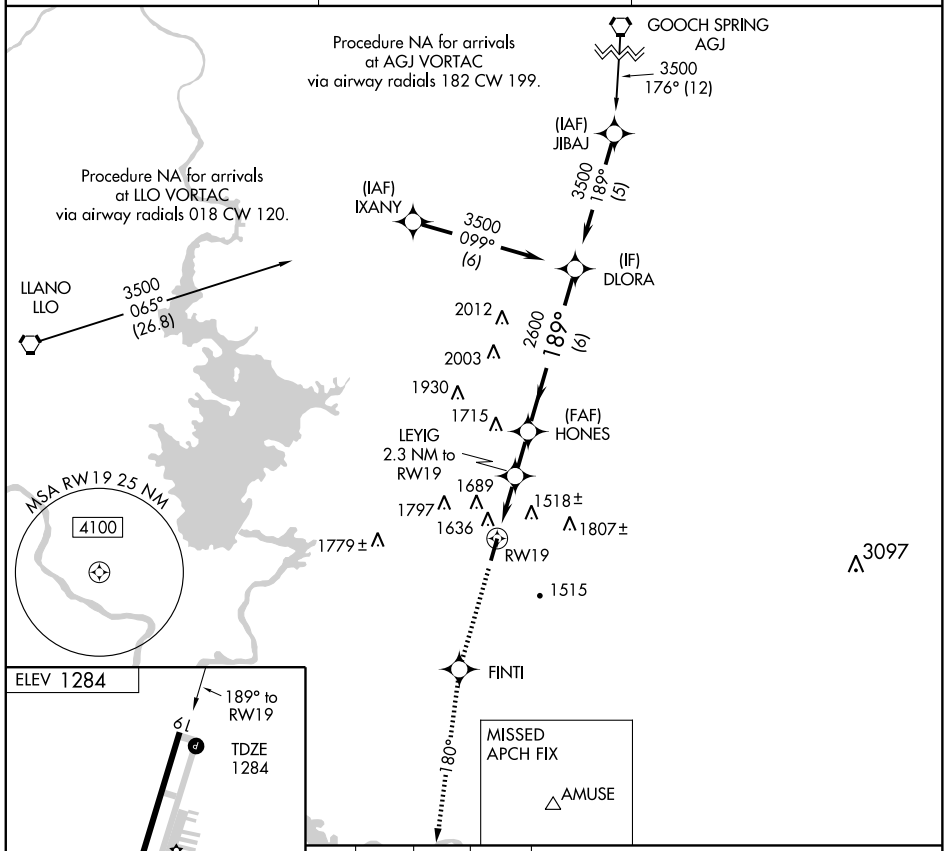
BURNET MUNI/KATE CRADDOCK FIELD (BMQ)

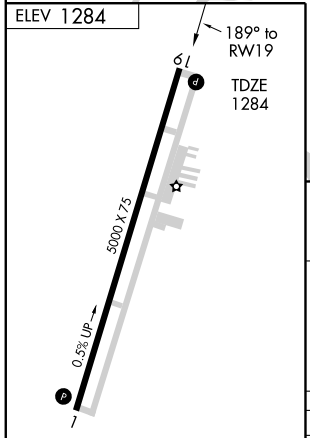
APP CRS	Rwy Idg	5000
189°	TDZE	1284
	Apt Elev	1284

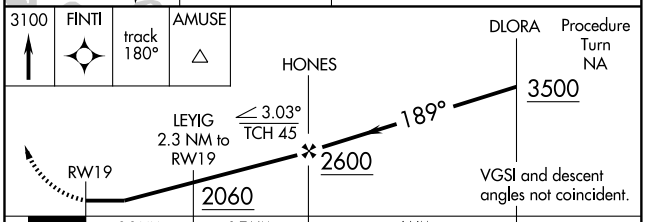
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lago Vista altimeter setting and increase all MDA 60 feet, increase LNAV and Circling Cat C visibilities ¼ mile.

MISSED APPROACH: Climb to 3100 direct FINTI then via track 180° to AMUSE.

ASOS	HOUSTON CENTER	UNICOM
119.925	132.35 317.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1940-1 656 (700-1)		1940-1¾ 656 (700-1¾)	NA
CIRCLING	2000-1 716 (800-1)	2040-1¼ 756 (800-1¼)	2040-2¼ 756 (800-2¼)	NA

REIL Rwys 1 and 19 L
MIRL Rwy 1-19 L

SC-3, 08 APR 2010 to 06 MAY 2010

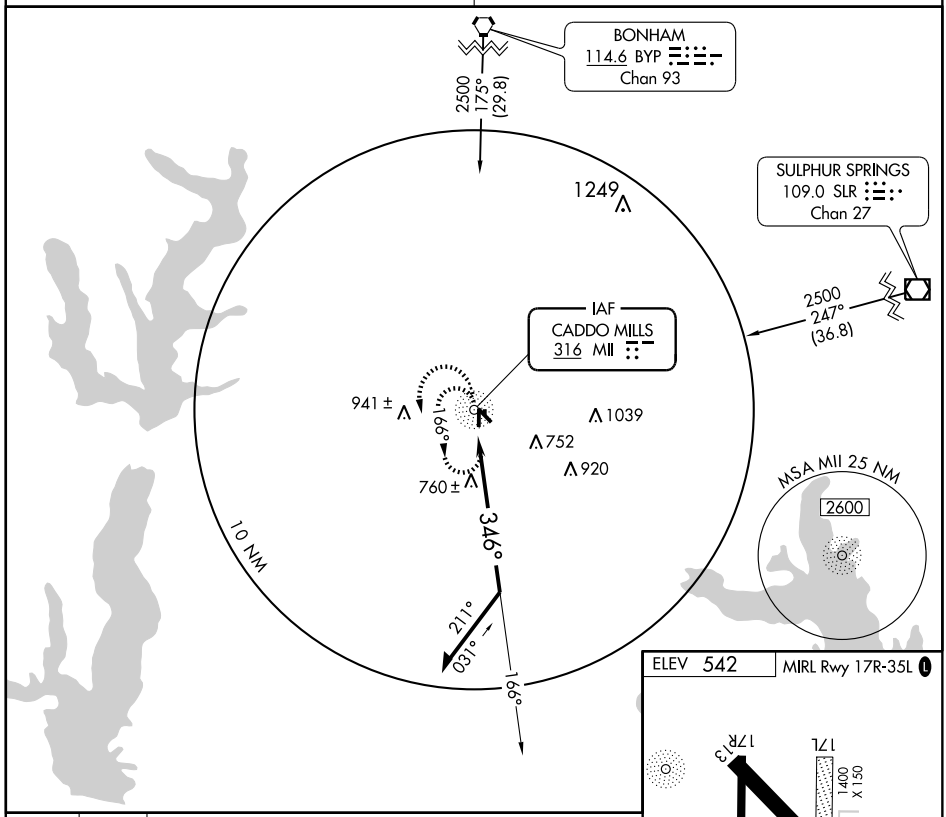
NDB MII	APP CRS	Rwy Idg	4000
316	346°	TDZE	541
		Apt Elev	542

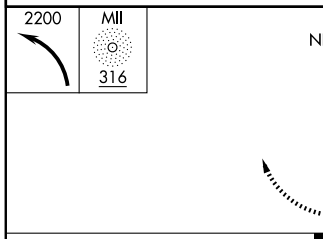
NDB RWY 35L
CADDO MILLS MUNI (7F3)

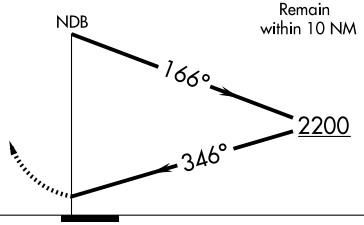
NA Use Dallas-Love Field altimeter setting, if not received use Dallas-Fort Worth Intl altimeter setting and increase all MDAs 20 feet. Circling NA to Rwy 17L/35R.

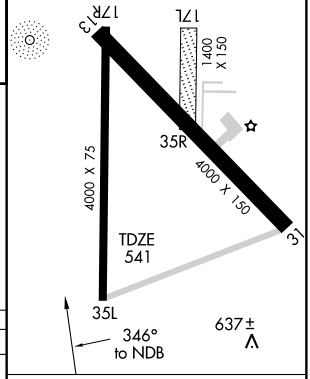
MISSED APPROACH: Climbing left turn to 2200 in MII NDB holding pattern.

FORT WORTH CENTER	UNICOM
132.85 397.9	122.8 (CTAF) L









CATEGORY	A	B	C	D
S-35L	1260-1	719 (800-1)	1260-2 719 (800-2)	NA
CIRCLING	1260-1	718 (800-1)	1260-2 718 (800-2)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4000
355°	TDZE	541
	Apt Elev	542

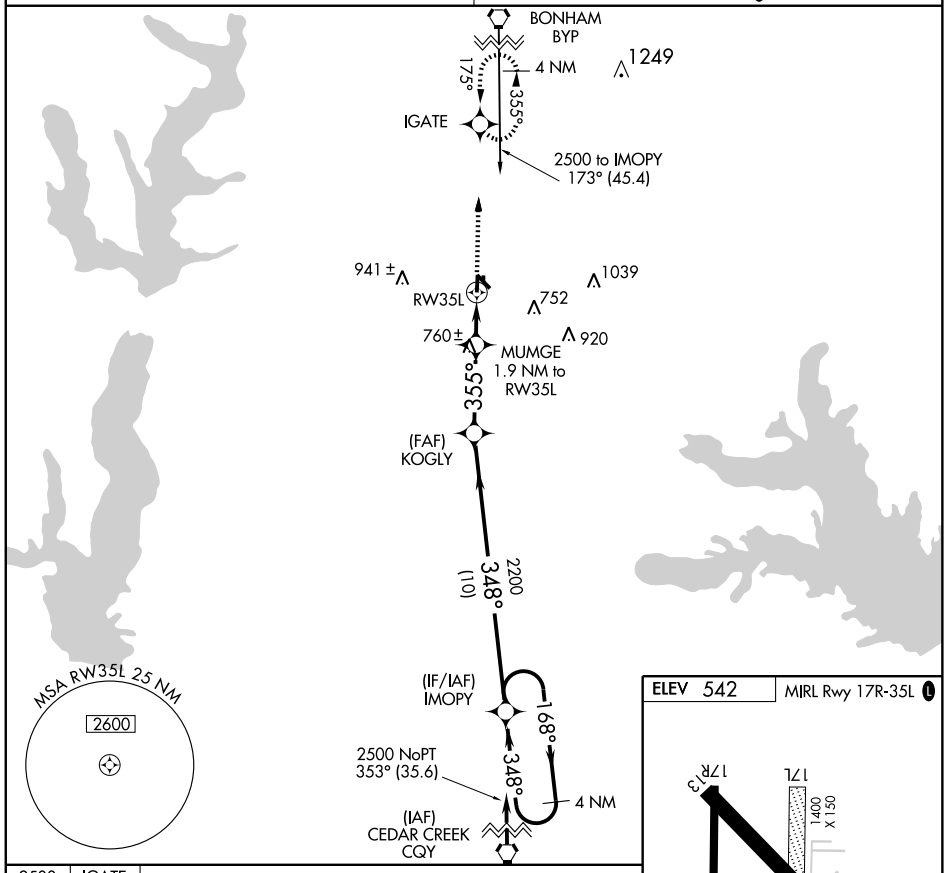
RNAV (GPS) RWY 35L
CADDO MILLS MUNI (7F3)

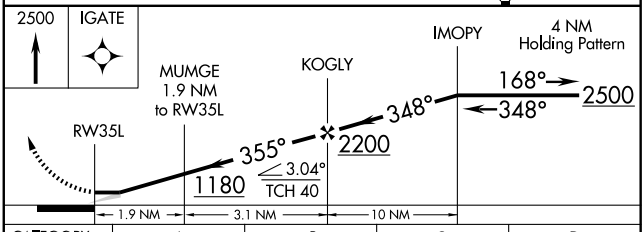
Use Dallas-Love Field altimeter setting, if not received use Dallas-Fort Worth Intl altimeter setting and increase all MDAs 20 feet. Circling NA to Rwy 17L-35R. DME/DME RNP-0.3 not authorized.

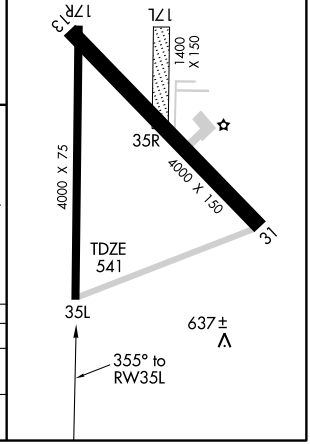
NA

MISSED APPROACH: Climb to 2500 direct IGATE WP and hold.

FORT WORTH CENTER	UNICOM
132.85 397.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	980-1	439 (500-1)	980-1¼ 439 (500-1¼)	NA
CIRCLING	1040-1	498 (500-1)	1040-1½ 498 (500-1½)	NA

SC-2, 08 APR 2010 to 06 MAY 2010

VORTAC CLL 113.3 Chan 80	APP CRS 243°	Rwy Idg N/A TDZE N/A Apt Elev 390

VOR/DME or GPS-A

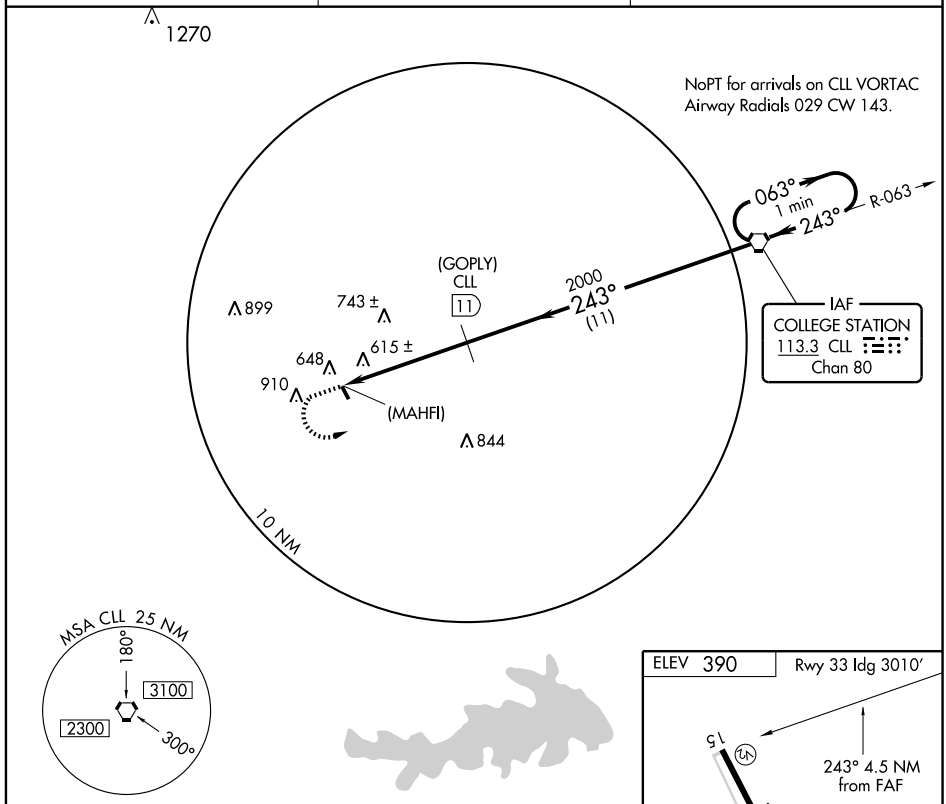
CALDWELL MUNI (RWV)

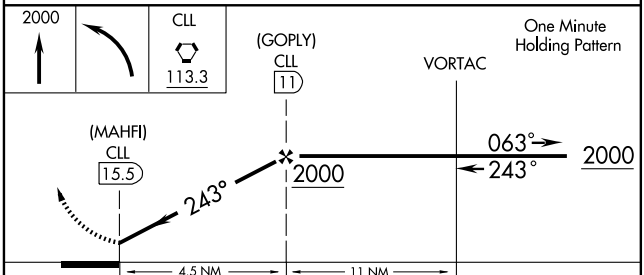
NA

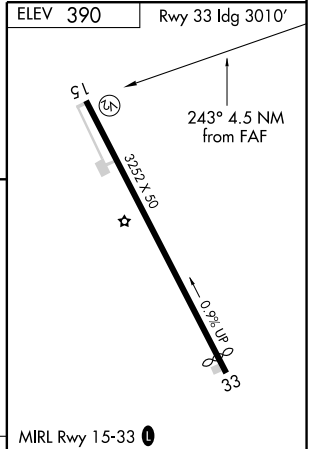
Use College Station altimeter setting.
Circling not authorized east of Rwy 15-33.

MISSED APPROACH: Climb to 2000 then left turn direct CLL VORTAC.

AWOS-3	HOUSTON CENTER	CTAF
118.35	120.4 371.9	122.9 L







CATEGORY	A	B	C	D
CIRCLING	1060-1 670 (700-1)	1240-1¼ 850 (900-1¼)	1300-2 ¾ 910 (1000-2¾)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-5, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5000
036°	TDZE	2387
	Apt Elev	2396

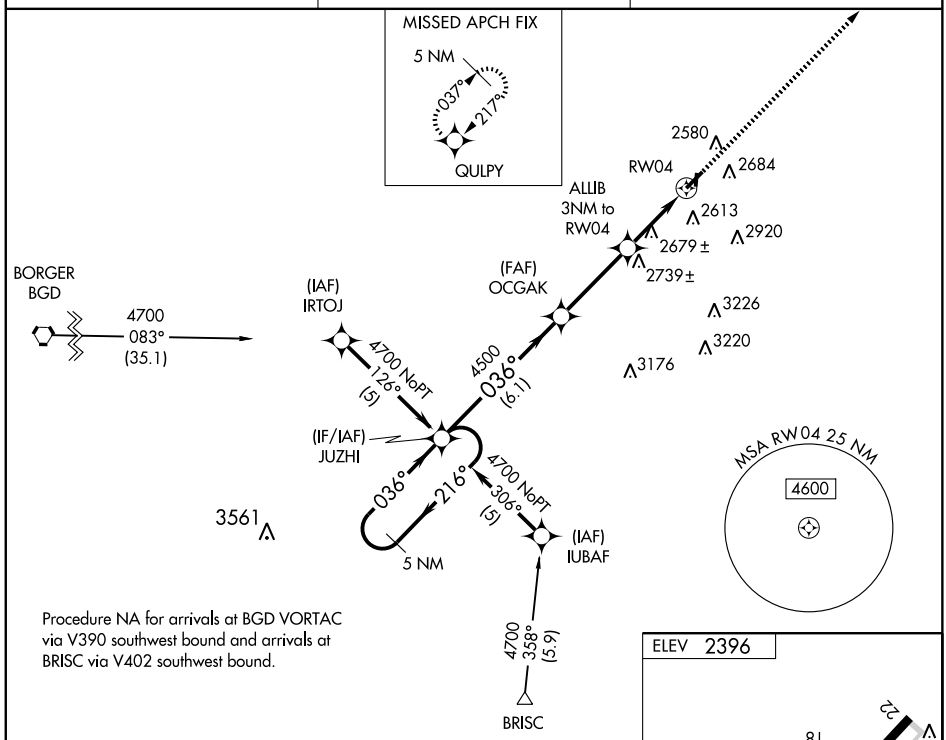
RNAV (GPS) RWY 4

CANADIAN/ HEMPHILL COUNTY (HHF)

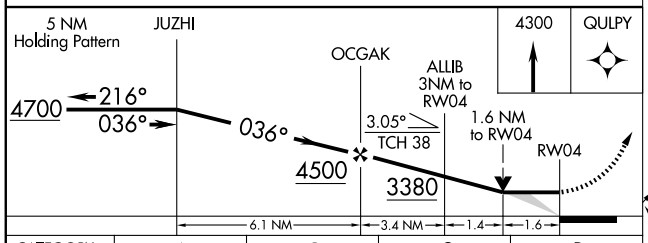
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Gage altimeter setting and increase all MDA 120 feet, increase LNAV Cat C and D visibility ½ mile, increase circling Cat B visibility ¼ mile, Cat C and D visibility ½ mile. VDP NA when using Gage altimeter setting.

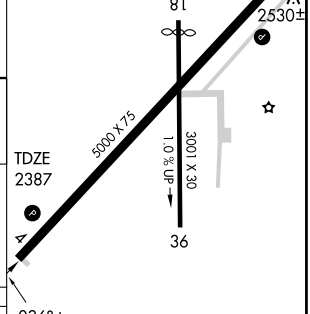
MISSED APPROACH: Climb to 4300 direct QULPY and hold.

AWOS-3	FORT WORTH RADIO	CTAF
119.025	122.1R 255.4	122.9 L



Procedure NA for arrivals at BGD VORTAC via V390 southwest bound and arrivals at BRISC via V402 southwest bound.





CATEGORY	A	B	C	D
LNAV MDA	2940-1	553 (600-1)	2940-1½ 553 (600-1½)	2940-1¾ 553 (600-1¾)
CIRCLING	3040-1	644 (700-1)	3040-2 644 (700-2)	3160-2½ 764 (800-2½)

REIL Rwys 4 and 22 L
MIRL Rwy 4-22 L

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5000
216°	TDZE	2382
	Apt Elev	2396

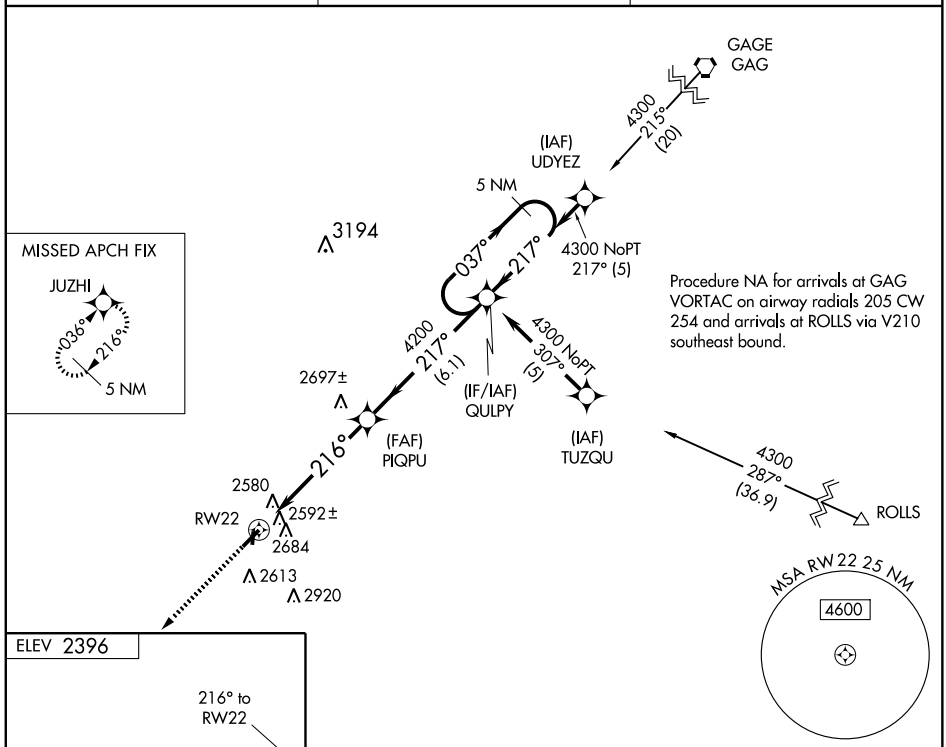
RNAV (GPS) RWY 22

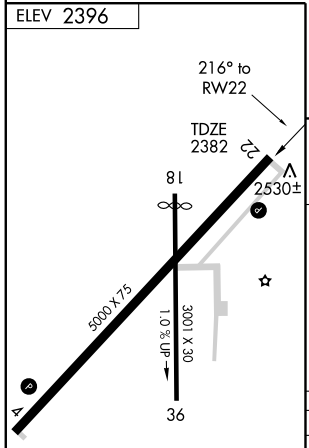
CANADIAN/ HEMPHILL COUNTY (HHF)

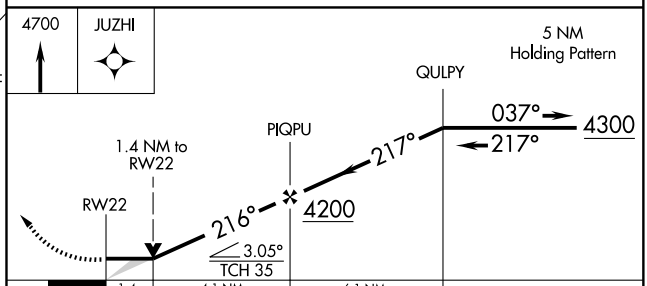
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Gage altimeter setting and increase all MDA 120 feet. Increase LNAV Cat C and D visibility ¼ mile, increase circling Cat B visibility ¼ mile, Cat C and D visibility ½ mile. VDP NA when using Gage altimeter setting.

MISSED APPROACH: Climb to 4700 direct JUZHI and hold.

AWOS-3	FORT WORTH RADIO	CTAF
119.025	122.1R 255.4	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	2860-1	478 (500-1)	2860-1¼ 478 (500-1¼)	2860-1½ 478 (500-1½)
CIRCLING	3040-1	644 (700-1)	3040-2 644 (700-2)	3160-2½ 764 (800-2½)

REIL Rwys 4 and 22 L
MIRL Rwy 4-22 L

SC-2, 08 APR 2010 to 06 MAY 2010

NDB DMD	APP CRS		
343	300°	Rwy Idg	4997
		TDZE	590
		Apt Elev	599

NDB RWY 31

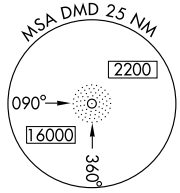
CARRIZO SPRINGS/ DIMMIT COUNTY (CZT)

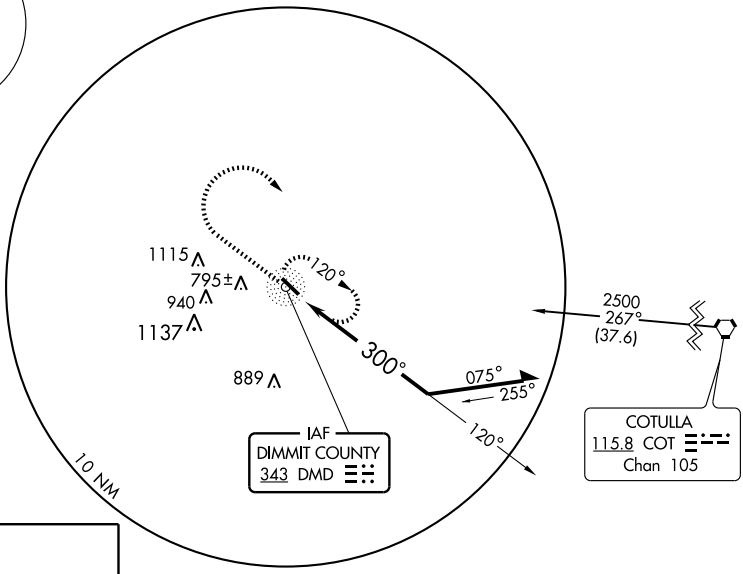
Use Cotulla altimeter setting; when not received, procedure NA.

NA

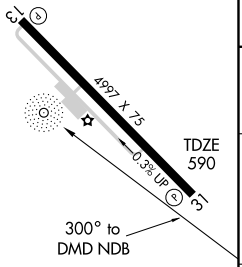
MISSED APPROACH: Climb to 2500 then right turn direct DMD NDB and hold.

HOUSTON CENTER	UNICOM
126.1 327.0	122.8 (CTAF)



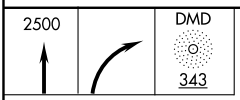


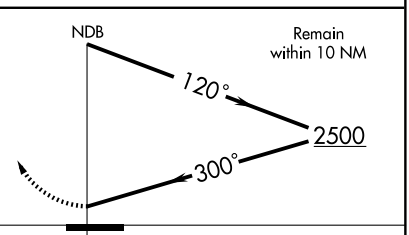
ELEV 599



MIRL Rwy 13-31

Knots	60	90	120	150	180
Min:Sec					





CATEGORY	A	B	C	D
S-31	1260-1	670 (700-1)	1260-1½ 670 (700-1½)	NA
CIRCLING	1260-1 661 (700-1)	1260-1 661 (700-1)	1260-1¾ 661 (700-1¾)	NA

SC-3. 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 31

CARRIZO SPRINGS/ DIMMIT COUNTY (CZT)

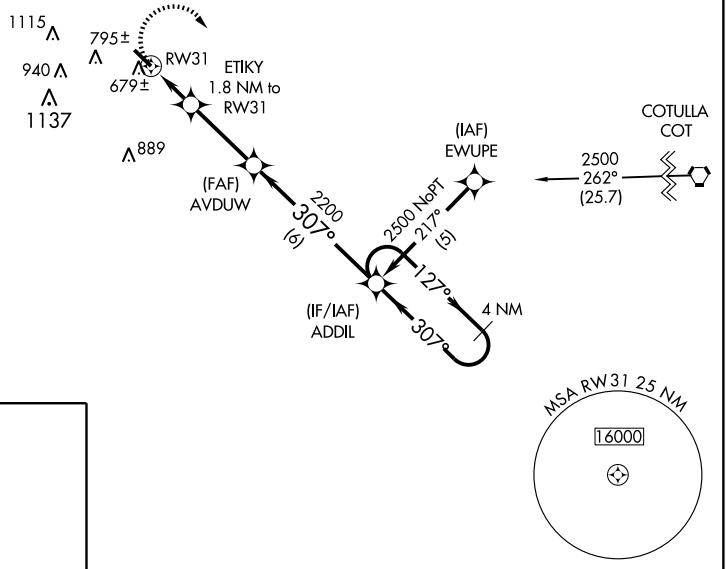
APP CRS	Rwy Idg	4997
307°	TDZE	590
	Apt Elev	599

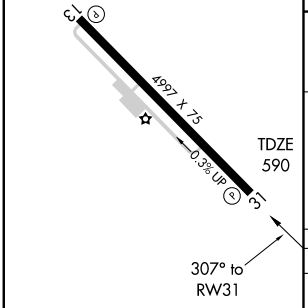
DME/DME RNP-0.3 NA. Use Cotulla altimeter setting, when not received use Uvalde altimeter setting and increase all MDA 60 feet; increase LNAV and circling Cat C visibility ¼ mile.

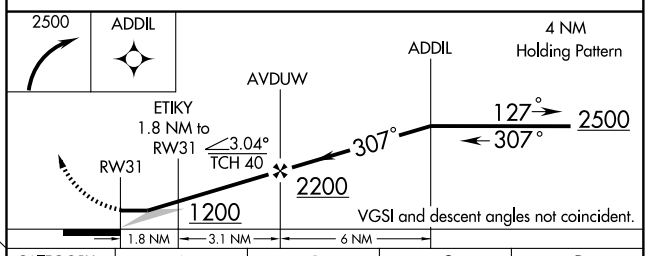
NA

MISSED APPROACH: Climbing right turn to 2500 direct ADDIL and hold.

HOUSTON CENTER	UNICOM
126.1 327.0	**122.8** (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1040-1 450 (500-1)		1040-1¼ 450 (500-1¼)	NA
CIRCLING	1120-1 521 (600-1)	1200-1 601 (700-1)	1240-1¾ 641 (700-1¾)	NA

MIRL Rwy 13-31

SC-3. 08 APR 2010 to 06 MAY 2010

NDB RPF	APP CRS	Rwy Idg	4000
332	359°	TDZE	248
		Apt Elev	248

NDB RWY 35

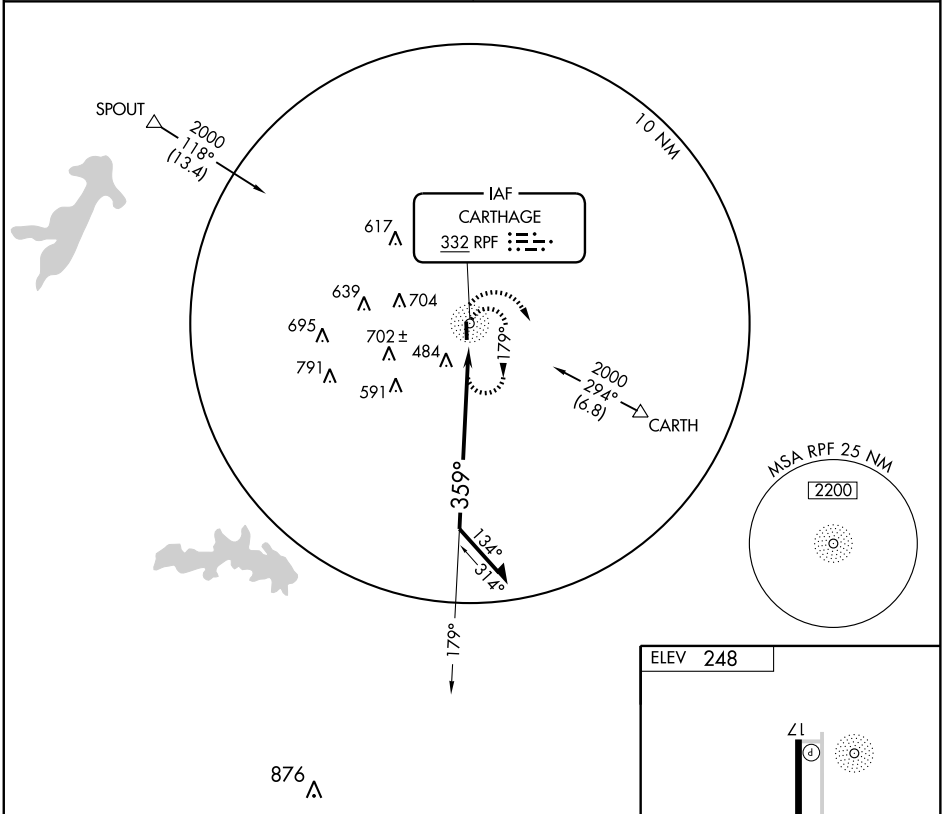
CARTHAGE/ PANOLA COUNTY-SHARPE FIELD (4F2)

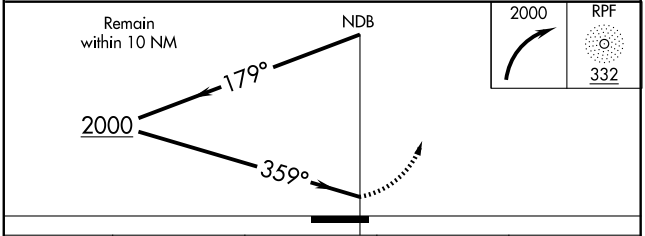
⚠ NA — Use Shreveport Regional altimeter setting; when not received use East Texas Rgnl altimeter setting.

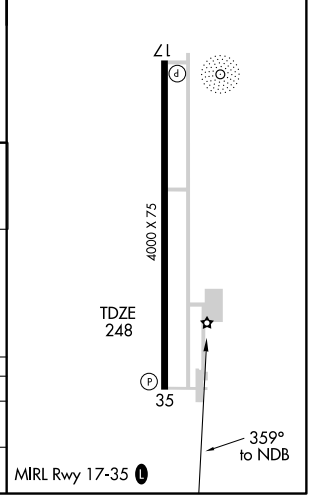
MISSED APPROACH: Climbing right turn to 2000 in RPF NDB holding pattern.

SHREVEPORT APP CON ★ 119.9 335.55

UNICOM 122.8 (CTAF) L







CATEGORY	A	B	C	D
S-35	1000-1 752 (800-1)	1000-1¼ 752 (800-1¼)	1000-2¼ 752 (800-2¼)	NA
CIRCLING	1000-1 752 (800-1)	1000-1¼ 752 (800-1¼)	1000-2¼ 752 (800-2¼)	NA

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4000
174°	TDZE	247
	Apt Elev	248

RNAV (GPS) RWY 17

CARTHAGE/ PANOLA COUNTY-SHARPE FIELD (4F2)

⚠ NA

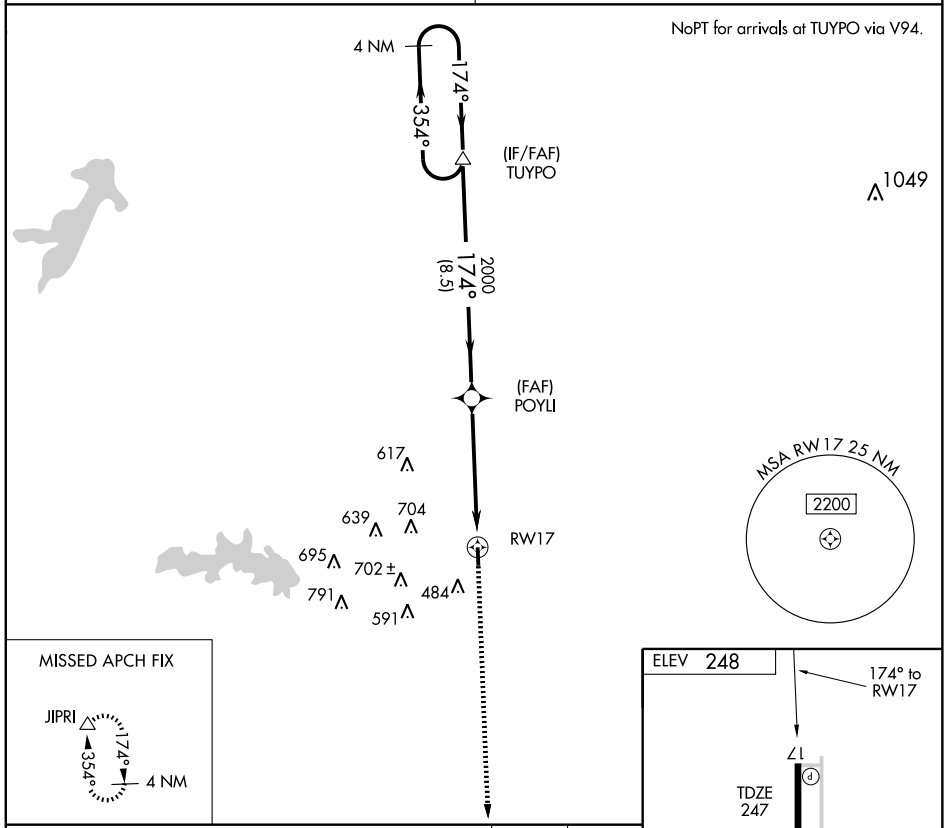
DME/DME RNP-0.3 NA. Use Shreveport Rgnl altimeter setting; when not received use East Texas Rgnl altimeter setting.

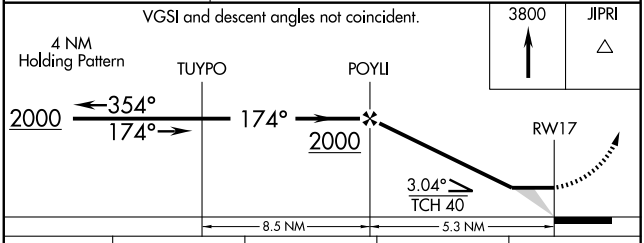
MISSED APPROACH: Climb to 3800 direct JIPRI and hold, continue climb-in-hold to 3800.

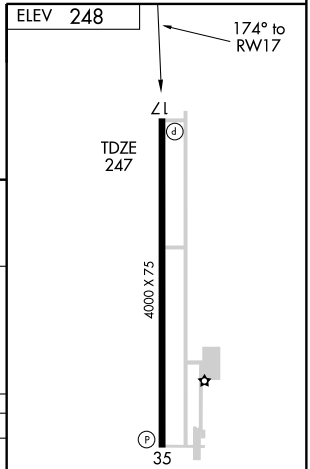
SHREVEPORT APP CON ★
119.9 335.55

UNICOM
122.8 (CTAF) L

NoPT for arrivals at TUYPO via V94.







CATEGORY	A	B	C	D
LNAV MDA	760-1	513 (600-1)	760-1½ 513 (600-1½)	NA
CIRCLING	920-1	672 (700-1)	920-2 672 (700-2)	NA

MIRL Rwy 17-35 L

SC-2, 08 APR 2010 to 06 MAY 2010

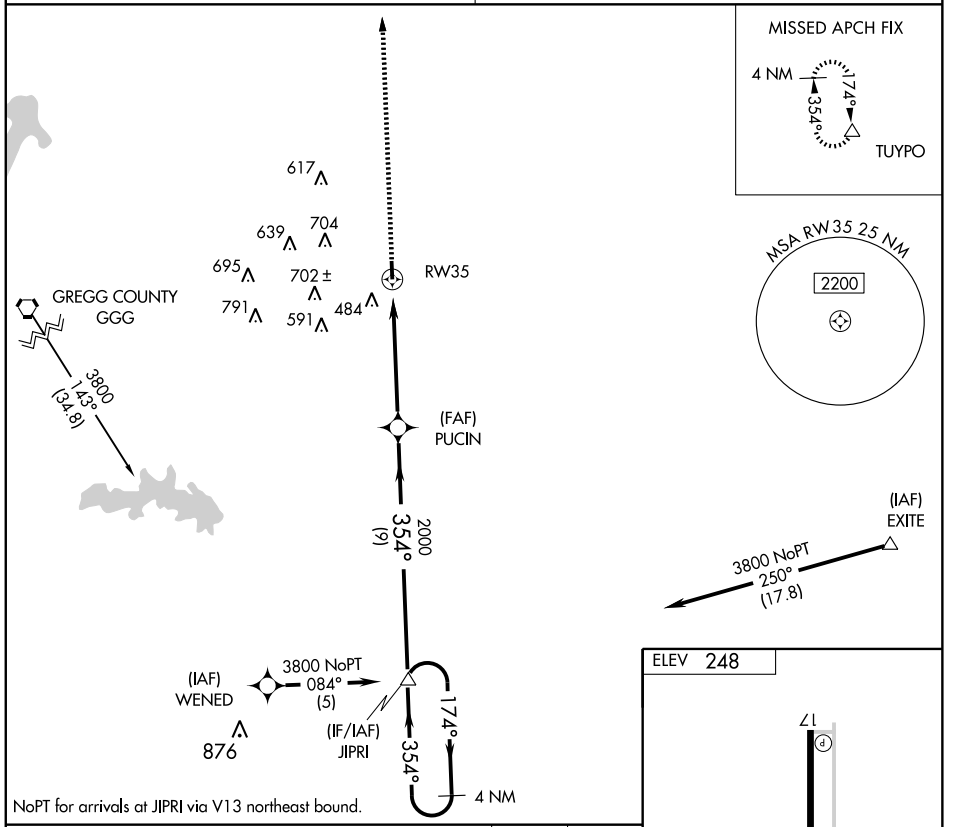
APP CRS	Rwy Idg	4000
354°	TDZE	248
	Apt Elev	248

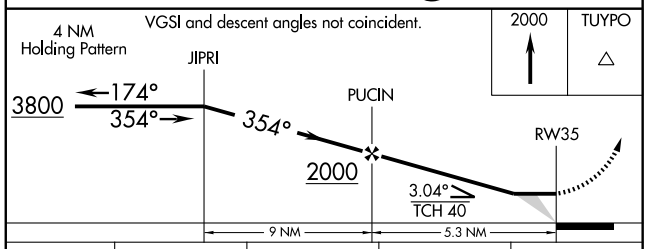
RNAV (GPS) RWY 35

CARTHAGE/ PANOLA COUNTY-SHARPE FIELD (4F2)

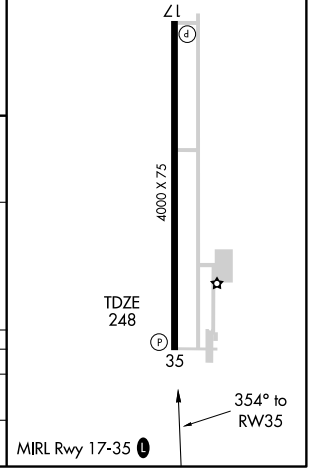
NA	DME/DME RNP-0.3 NA. Use Shreveport Rgnl altimeter setting; when not received use East Texas Rgnl altimeter setting.	MISSED APPROACH: Climb to 2000 direct TUYPO and hold.

SHREVEPORT APP CON ★	UNICOM
119.9 335.55	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	840-1	592 (600-1)	840-1½ 592 (600-1½)	NA
CIRCLING	920-1	672 (700-1)	920-2 672 (700-2)	NA

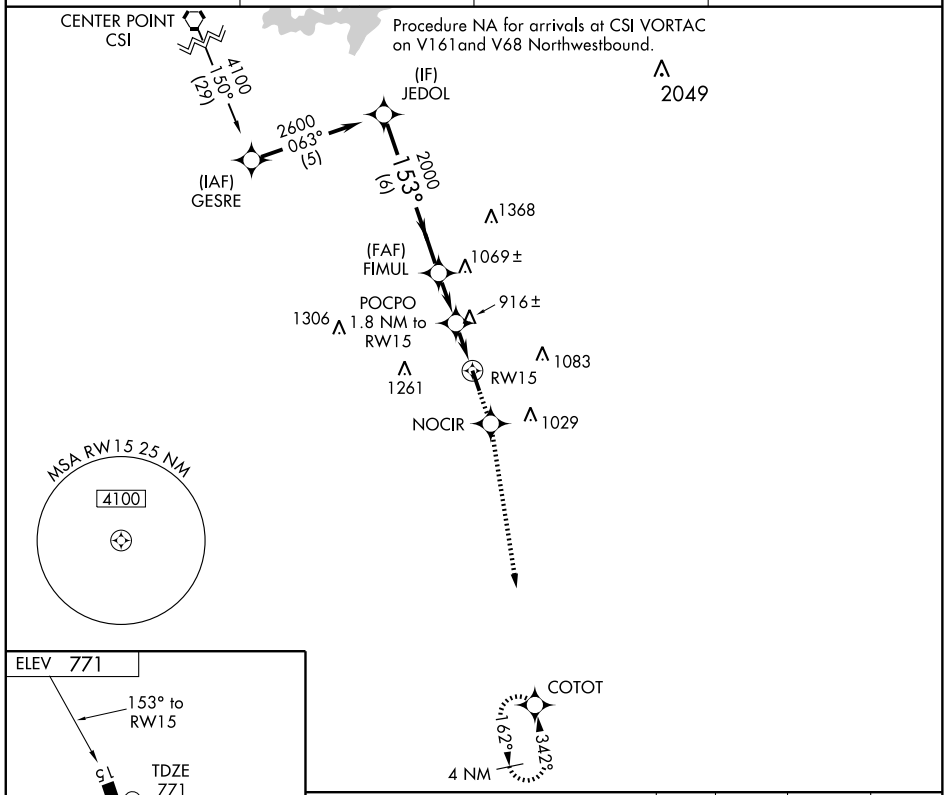


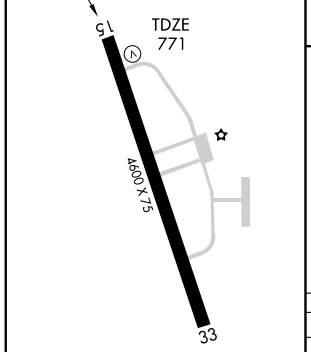
SC-2, 08 APR 2010 to 06 MAY 2010

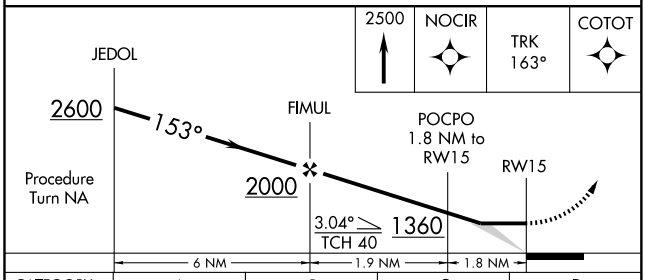
APP CRS		
153°	Rwy Idg	4600
	TDZE	771
	Apt Elev	771

RNAV (GPS) RWY 15
CASTROVILLE MUNI (CVB)

⚠ NA — DME/DME RNP-0.3 NA. When local altimeter setting not received, use San Antonio Intl altimeter setting.		MISSED APPROACH: Climb to 2500 direct NOCIR and via 163° track to COTOT and hold.	
AWOS-3	HONDO MUNI ASOS	SAN ANTONIO APP CON	UNICOM
119.25	119.675	118.05 353.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1240-1 469 (500-1)		1240-1¼ 469 (500-1¼)	NA
CIRCLING	1260-1 489 (500-1)	1380-1 609 (700-1)	1440-1¾ 669 (700-1¾)	NA

MIRL Rwy 15-33 L

SC-3, 08 APR 2010 to 06 MAY 2010

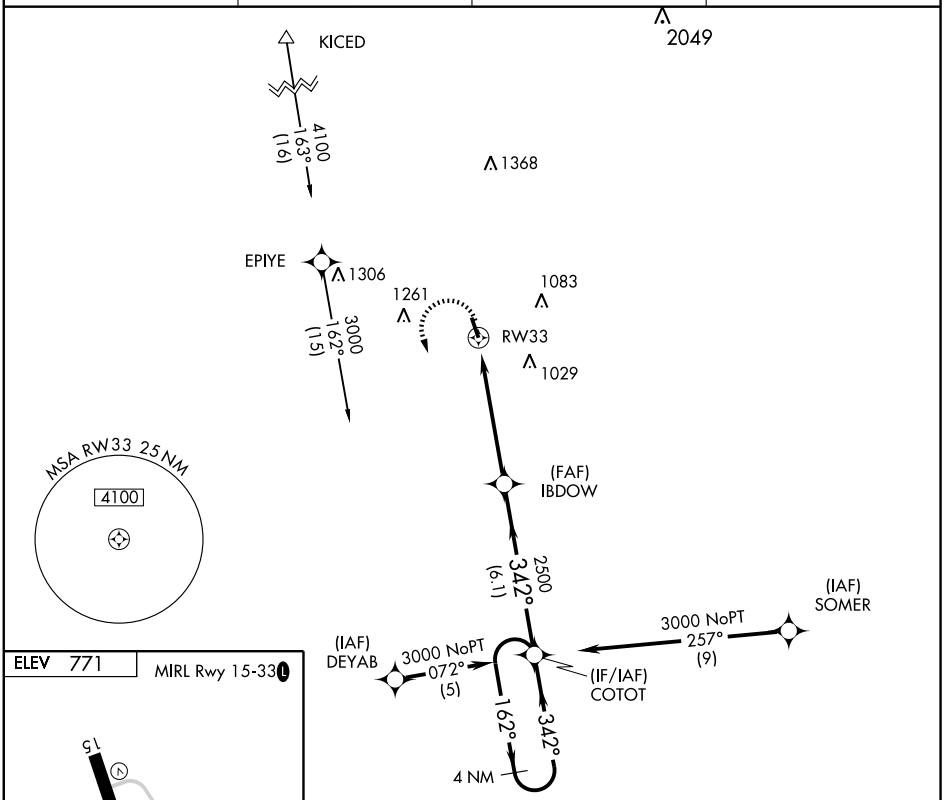
APP CRS	Rwy Idg	4600
342°	TDZE	768
	Apt Elev	771

RNAV (GPS) RWY 33
CASTROVILLE MUNI (CVB)

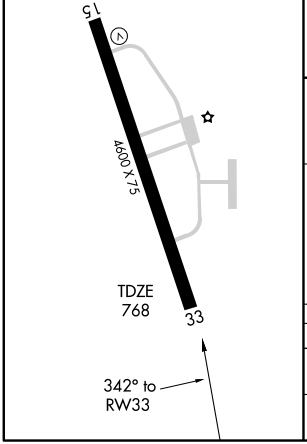
NA — DME/DME RNP-0.3 NA. When local altimeter setting not received, use San Antonio Intl altimeter setting. Circling to Rwy 15 NA at night.

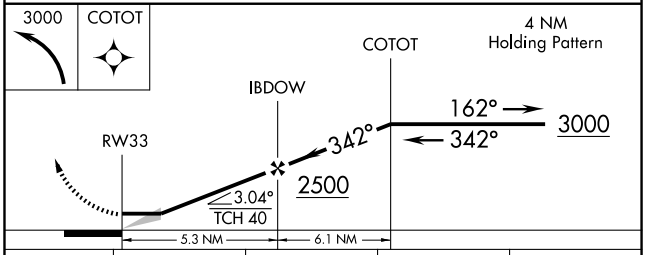
MISSED APPROACH: Climbing left turn to 3000 direct COTOT and hold.

AWOS-3	HONDO MUNI ASOS	SAN ANTONIO APP CON	UNICOM
119.25	119.675	118.05 353.5	122.8 (CTAF) L



ELEV 771 — MIRL Rwy 15-33 L





CATEGORY	A	B	C	D
LNAV MDA	1260-1 492 (500-1)		1260-1¼ 492 (500-1¼)	NA
CIRCLING	1340-1 569 (600-1)		1440-1¾ 669 (700-1¾)	NA

SC-3, 08 APR 2010 to 06 MAY 2010

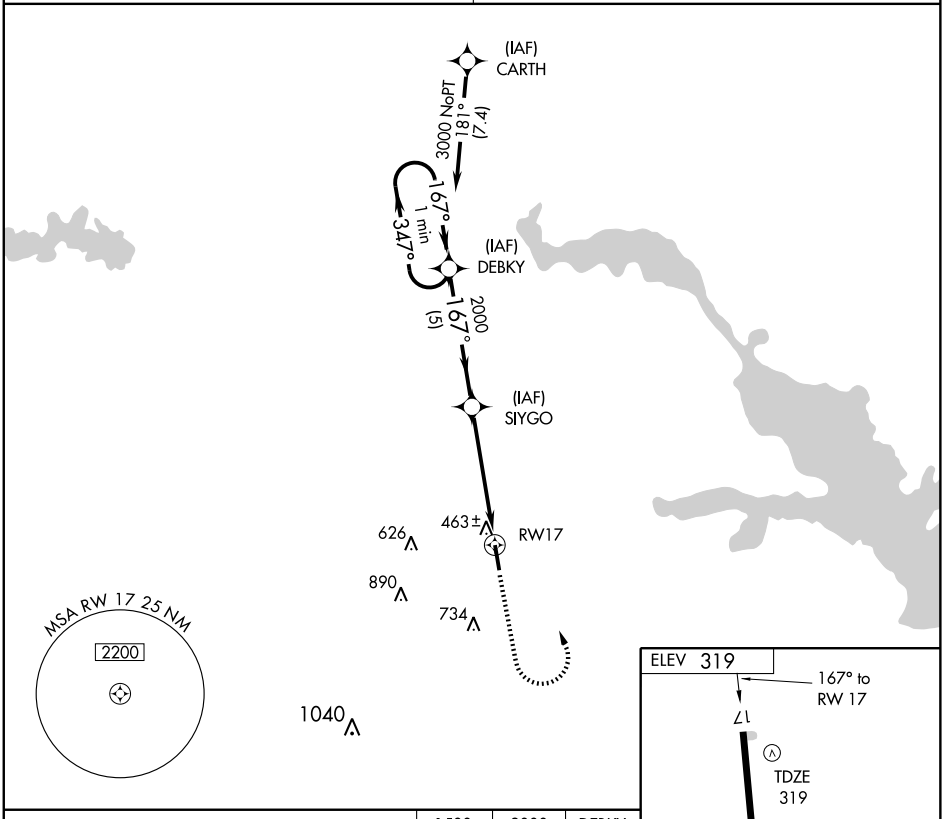
APP CRS	Rwy Idg	5501
167°	TDZE	319
	Apt Elev	319

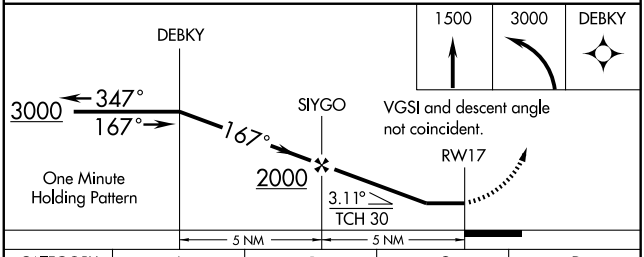
GPS RWY 17
CENTER MUNI (F17)

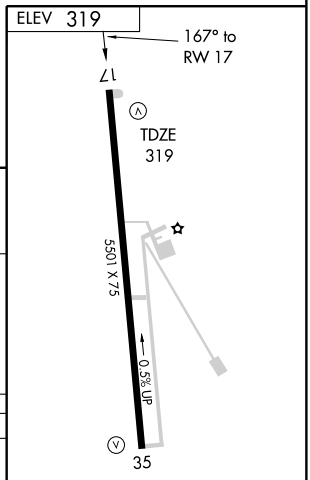
NA Use Nacogdoches, TX (A.L. Mangham Jr. Regional) altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct DEBKY WP and hold.

FORTH WORTH CENTER	UNICOM
126.325 346.25	**122.8** (CTAF)







MIRL Rwy 17-35

CATEGORY	A	B	C	D
S-17	800-1	481 (500-1)	800-1¼ 481 (500-1¼)	NA
CIRCLING	860-1	541 (600-1)	920-1¾ 601 (700-1¾)	NA

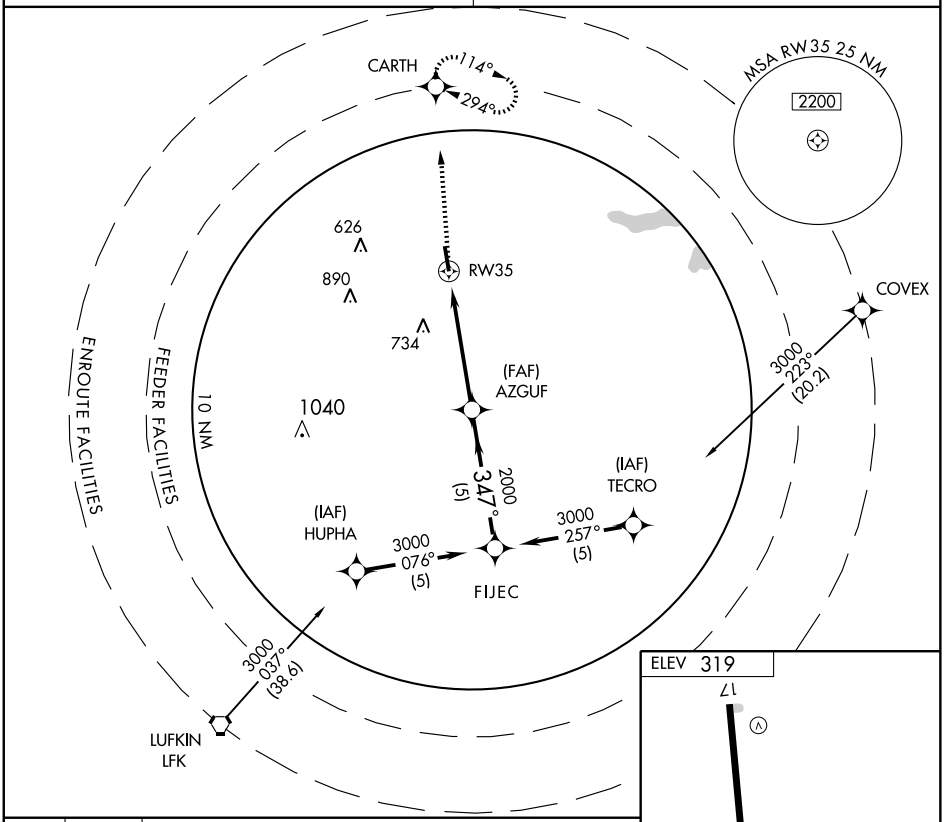
SC-5, 08 APR 2010 to 06 MAY 2010

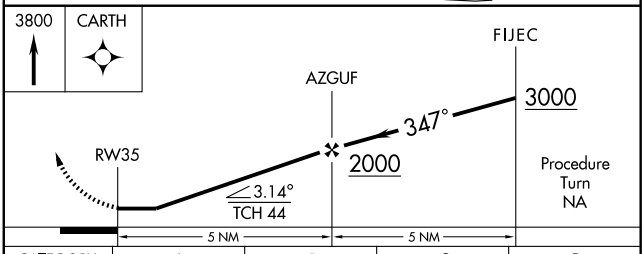
APP CRS	Rwy Idg	5501
347°	TDZE	308
	Apt Elev	319

GPS RWY 35
CENTER MUNI (F17)

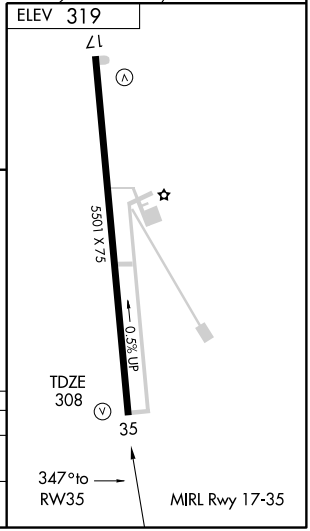
NA	Use Nacogdoches, TX (A.L. Mangham Jr. Regional) altimeter setting.	MISSED APPROACH: Climb to 3800 direct CARTH WP and hold.

FORTH WORTH CENTER	UNICOM
126.325 346.25	**122.8** (CTAF)





CATEGORY	A	B	C	D
S-35	900-1	592 (600-1)	900-1½ 592 (600-1½)	NA
CIRCLING	900-1	581 (600-1)	920-1¾ 601 (700-1¾)	NA



SC-5, 08 APR 2010 to 06 MAY 2010

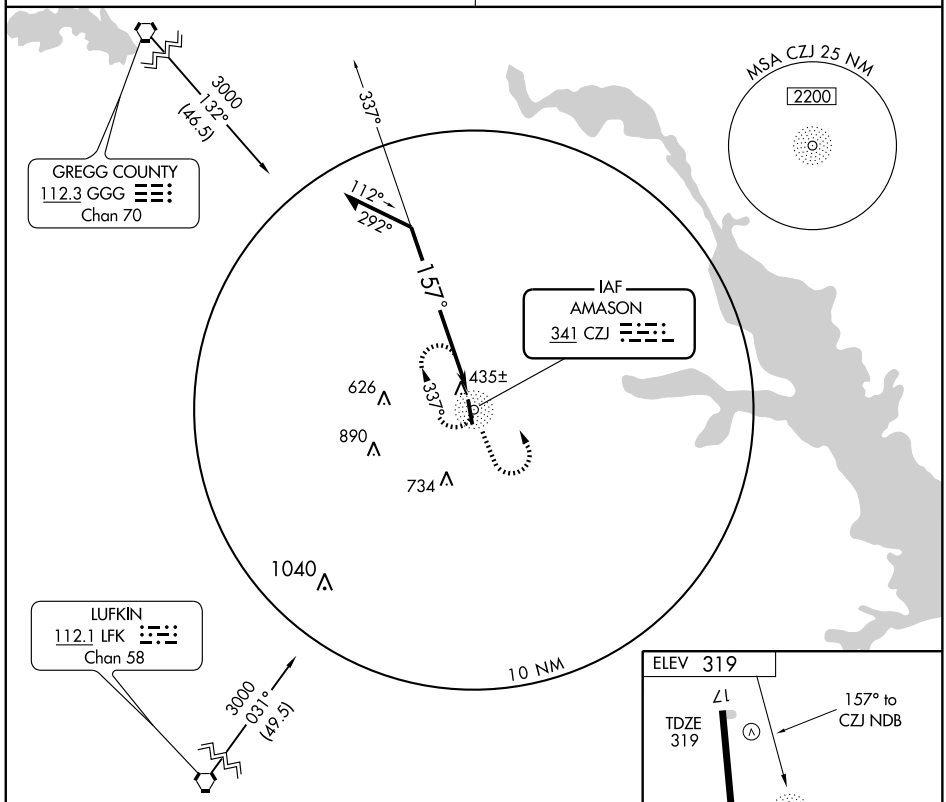
NDB CZJ	APP CRS	Rwy Idg	5501
341	157°	TDZE	319
		Apt Elev	319

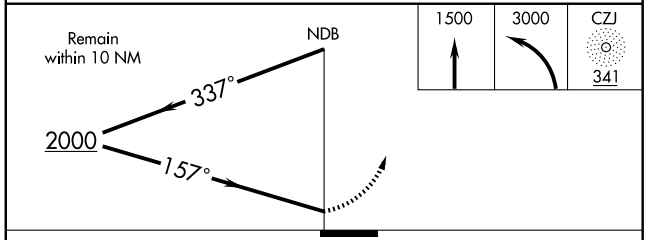
NDB RWY 17
CENTER MUNI (F17)

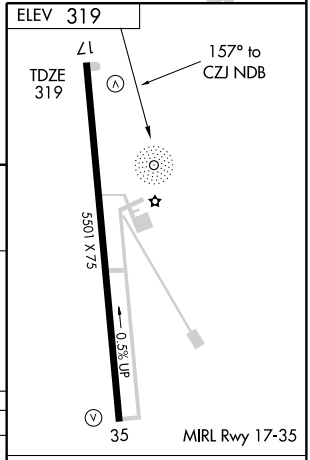
NA Use Nacogdoches, TX (A.L. Mangham Jr. Regional) altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct CZJ NDB and hold.

FORTH WORTH CENTER	UNICOM
126.325 346.25	**122.8** (CTAF)







CATEGORY	A	B	C	D
S-17	920-1	601 (700-1)	920-1¾ 601 (700-1¾)	NA
CIRCLING	920-1	601 (700-1)	920-1¾ 601 (700-1¾)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-5, 08 APR 2010 to 06 MAY 2010

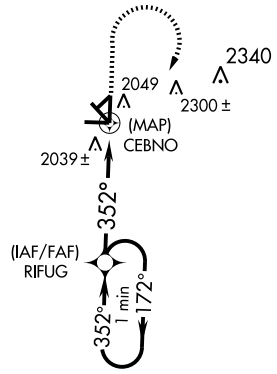
APP CRS	Rwy Idg	5949
352°	TDZE	1954
	Apt Elev	1954

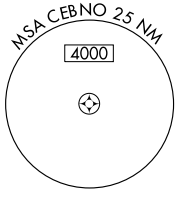
GPS RWY 35
CHILDRESS MUNI (CDS)

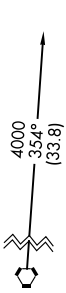
NA

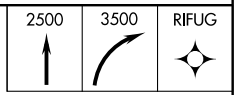
MISSED APPROACH: Climb to 2500 then climbing right turn to 3500 direct RIFUG WP and hold.

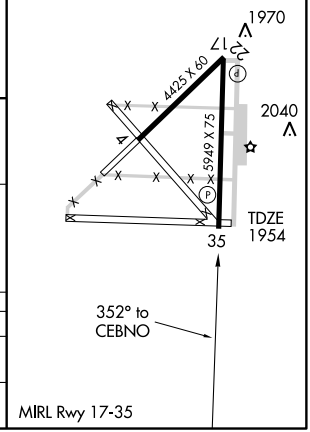
ASOS	FORT WORTH CENTER	UNICOM
135.125	133.5 350.35	122.8 (CTAF)











CATEGORY	A	B	C	D
S-35	2300-1 346 (400-1)			2300-1¼ 346 (400-1¼)
CIRCLING	2500-1 546 (600-1)		2500-1½ 546 (600-1½)	2520-2 566 (600-2)

SC-2. 08 APR 2010 to 06 MAY 2010

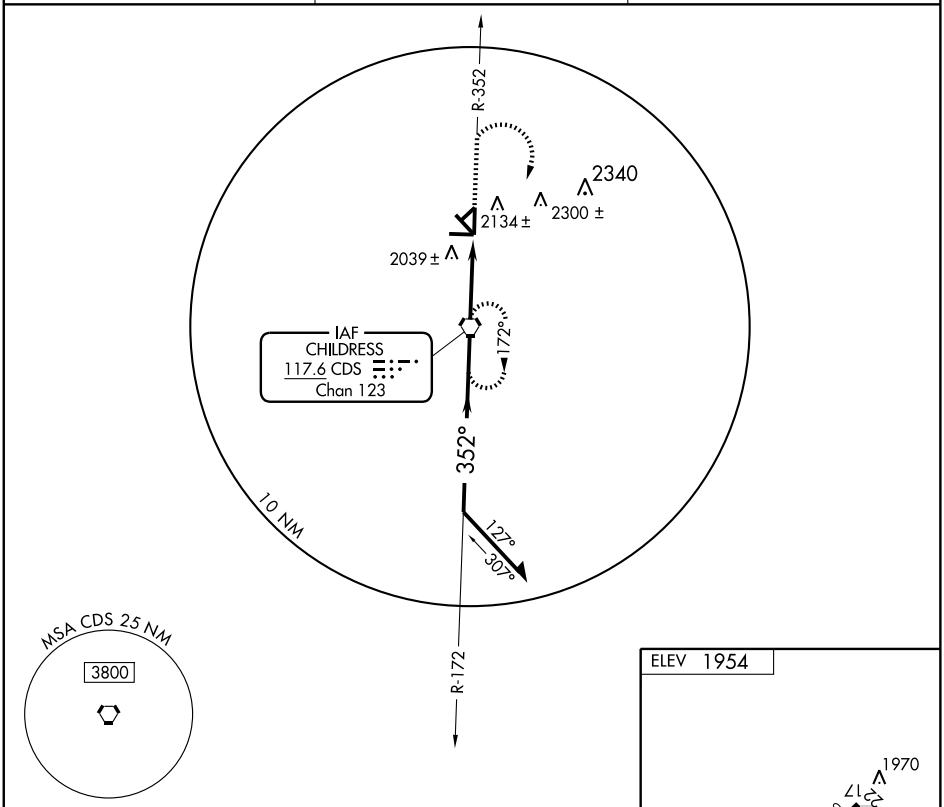
VORTAC CDS	APP CRS	Rwy Idg	5949
117.6	352°	TDZE	1954
Chan 123		Apt Elev	1954

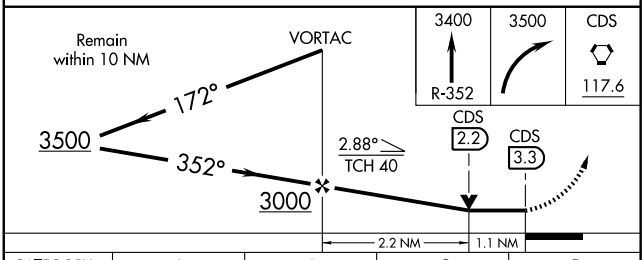
VOR RWY 35
CHILDRESS MUNI (CDS)

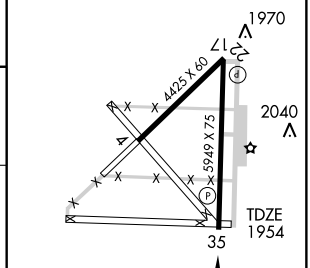
When local altimeter setting not received, use Altus/Quartz Mountain Rgnl altimeter setting and increase all MDA 200 feet, and all visibilities ¾ mile. VDP NA when using Altus/Quartz Mountain Rgnl altimeter setting.

MISSED APPROACH: Climb to 3400 via CDS VORTAC R-352 then climbing right turn to 3500 direct CDS VORTAC and hold.

ASOS	FORT WORTH CENTER	UNICOM
135.125	133.5 350.35	122.8 (CTAF)





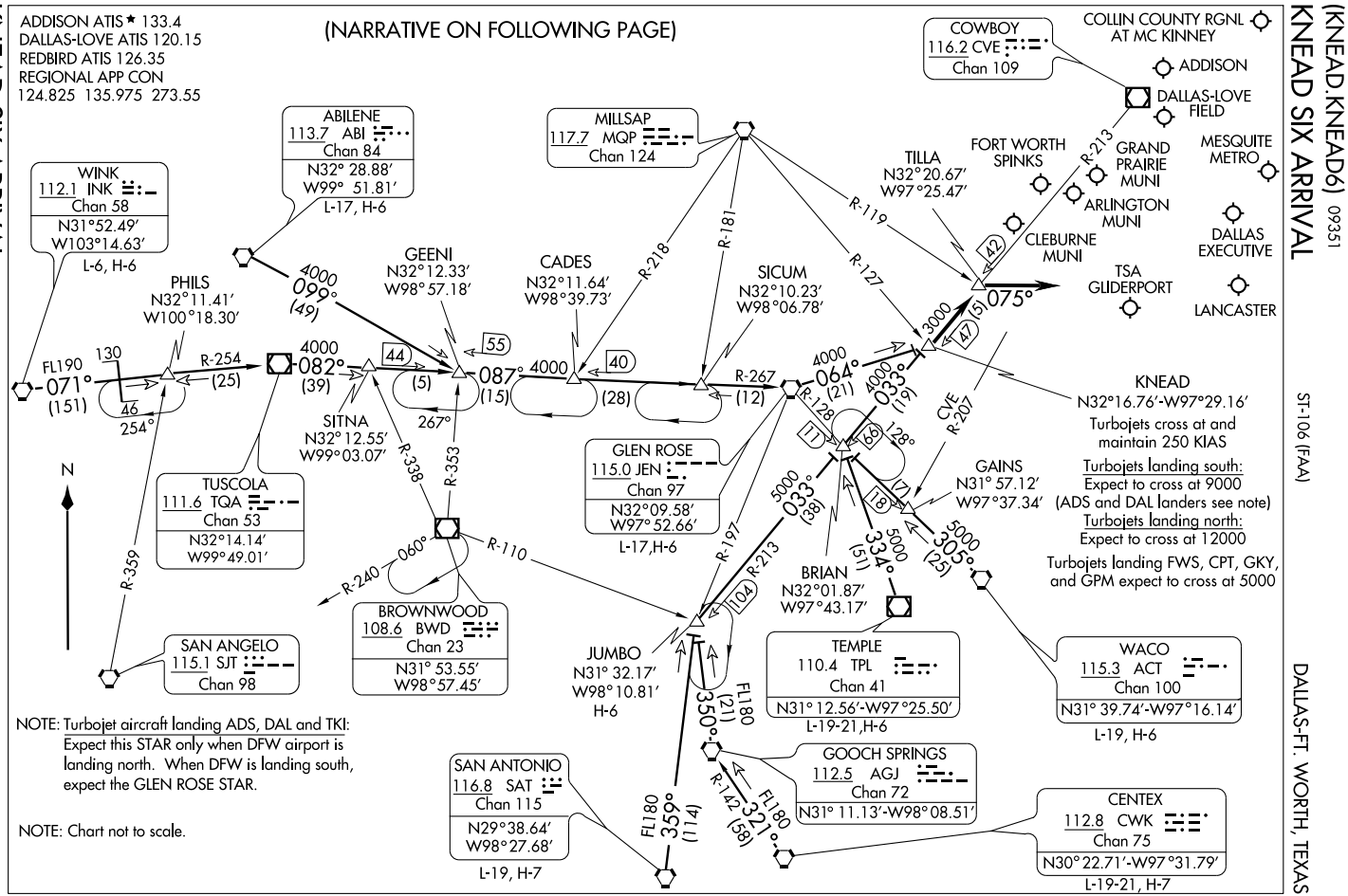


CATEGORY	A	B	C	D
S-35	2340-1 386 (400-1)			2340-1¼ 386 (400-1¼)
CIRCLNG	2500-1 546 (600-1)		2500-1½ 546 (600-1½)	2520-2 566 (600-2)

FAF to MAP 3.3 NM

Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06

SC-2, 08 APR 2010 to 06 MAY 2010



(KNEAD.KNEAD6) 09351

KNEAD SIX ARRIVAL

ST-106 (FAA)

DALLAS-FT. WORTH, TEXAS

ARRIVAL DESCRIPTION

ABILENE TRANSITION (ABI.KNEAD6): From over ABI VORTAC via ABI R-099 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

CENTEX TRANSITION (CWK.KNEAD6): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

GLEN ROSE TRANSITION (JEN.KNEAD6): From over JEN VORTAC via JEN R-064 to KNEAD INT. Thence . . . .

JUMBO TRANSITION (JUMBO.KNEAD6): From over JUMBO INT via CVE R-213 to KNEAD INT. Thence . . . .

SAN ANTONIO TRANSITION (SAT.KNEAD6): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

TEMPLE TRANSITION (TPL.KNEAD6): From over TPL VOR/DME via TPL R-334 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WACO TRANSITION (ACT.KNEAD6): From over ACT VORTAC via ACT R-305 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WINK TRANSITION (INK.KNEAD6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

. . . . From over KNEAD INT via CVE R-213 to TILLA INT, thence via heading 075° for vectors to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010

LOC I-CPT	APP CRS	Rwy Idg	5512
111.15	153°	TDZE	854
Chan 48(Y)		Apt Elev	854

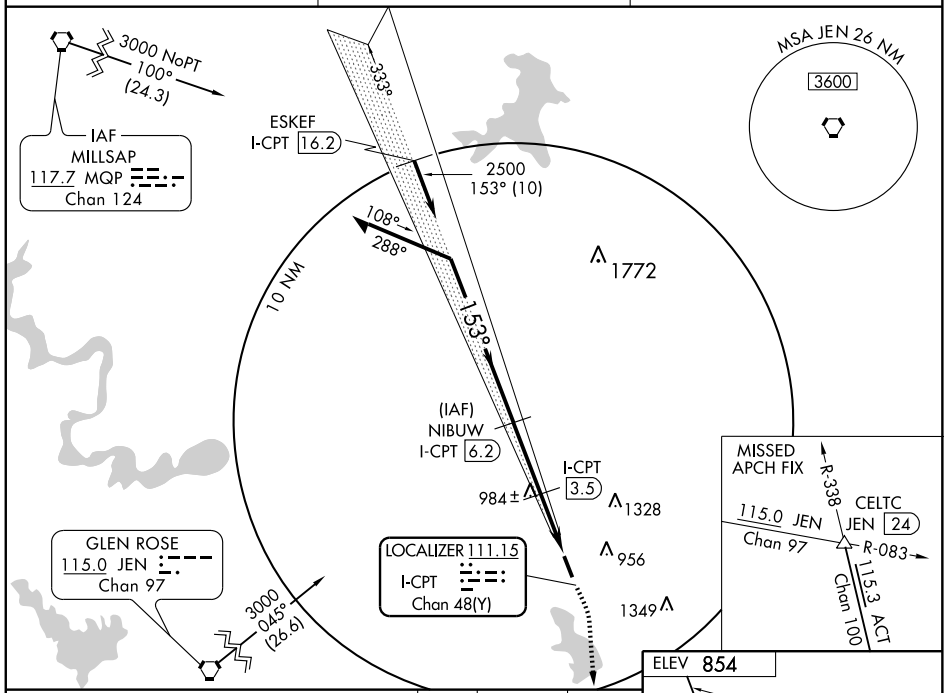
LOC/DME RWY 15

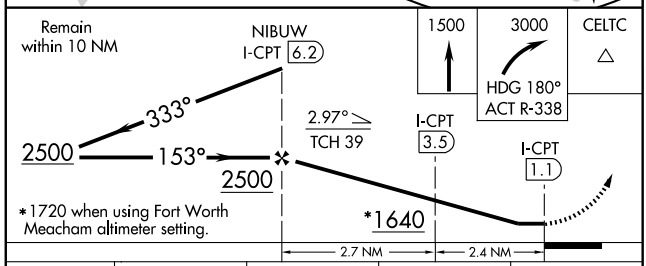
CLEBURNE MUNI (CPT)

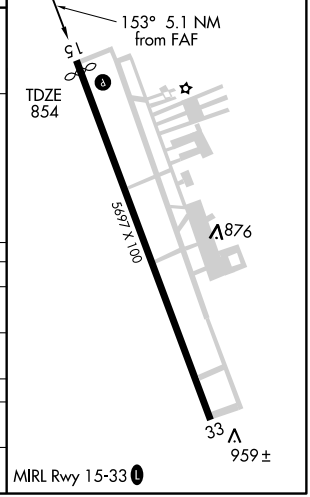
Obtain local altimeter setting on CTAF; when not received, use Fort Worth Meacham altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via heading 180° and ACT R-338 to CELTC INT.

AWOS-3	REGIONAL APP CON	UNICOM
119.525	135.975 379.9	122.8 (CTAF)







CATEGORY	A	B	C	D
S-15	1240-1 386 (400-1)			1240-1¼ 386 (400-1¼)
CIRCLING	1240-1 386 (400-1)	1320-1 466 (500-1)	1320-1½ 466 (500-1½)	1420-2 566 (600-2)
FORT WORTH MEACHAM ALTIMETER SETTING MINIMUMS				
S-15	1320-1 466 (500-1)		1320-1¼ 466 (500-1¼)	1320-1½ 466 (500-1½)
CIRCLING	1320-1 466 (500-1)		1320-1½ 466 (500-1½)	1420-2 566 (600-2)

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5512
153°	TDZE	854
	Apt Elev	854

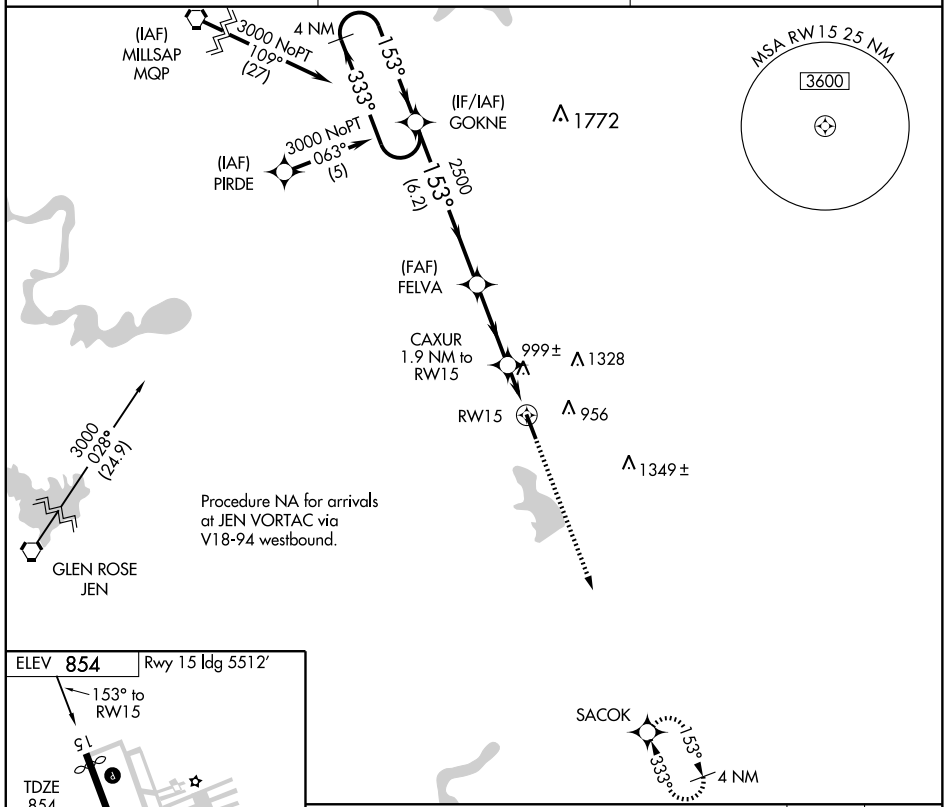
RNAV (GPS) RWY 15

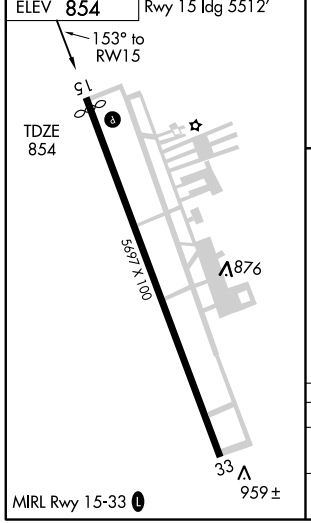
CLEBURNE MUNI (CPT)

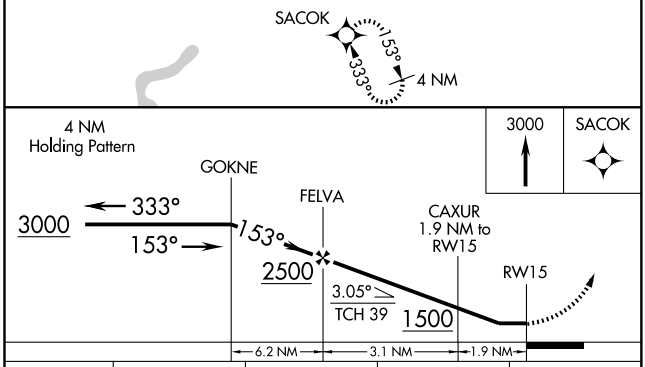
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Worth Meacham altimeter setting and increase all MDAs 100 feet, and increase LNAV Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct SACOK and hold.

AWOS-3	REGIONAL APP CON	UNICOM
119.525	135.975 379.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1260-1 406 (500-1)		1260-1¼ 406 (500-1¼)	
CIRCLING	1300-1 446 (500-1)	1320-1 466 (500-1)	1320-1½ 466 (500-1½)	1420-2 566 (600-2)

SC-2, 08 APR 2010 to 06 MAY 2010

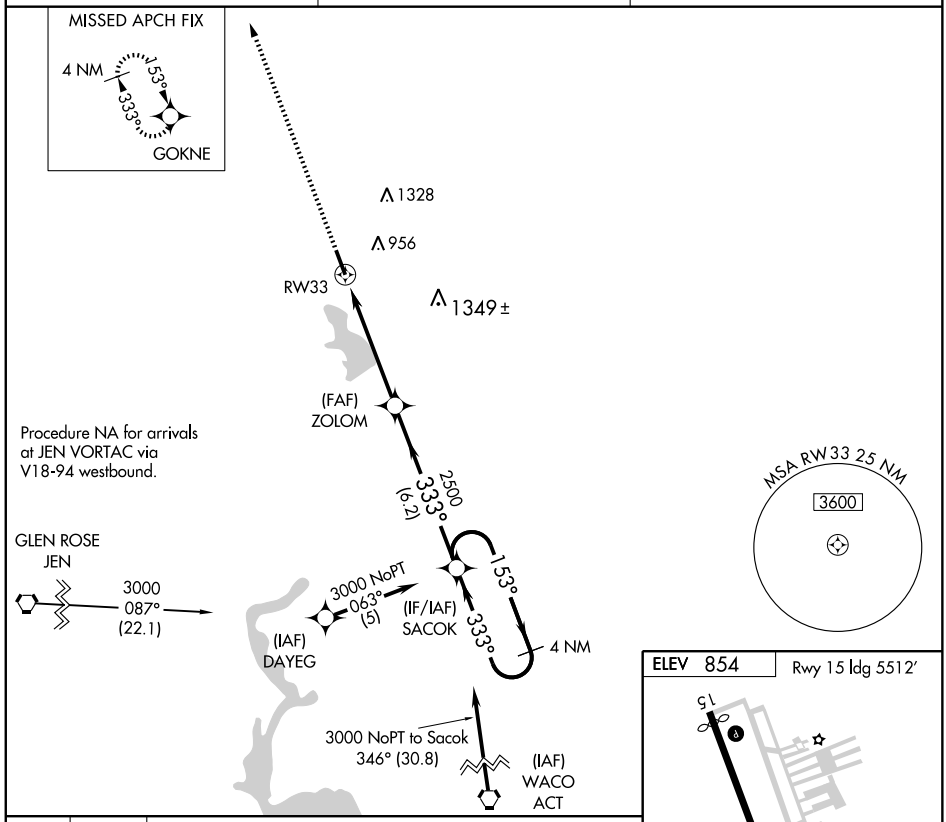
APP CRS	Rwy Idg	5697
333°	TDZE	849
	Apt Elev	854

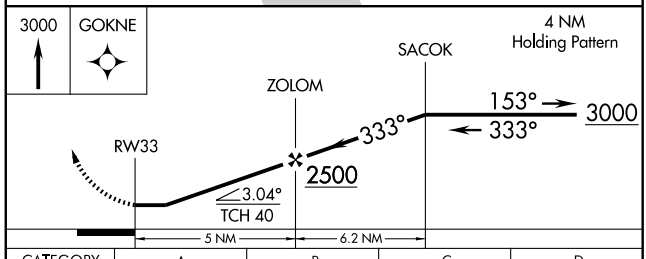
RNAV (GPS) RWY 33
CLEBURNE MUNI (CPT)

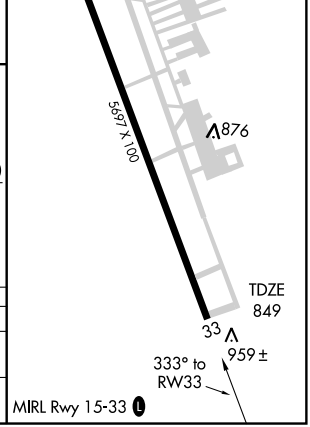
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Worth Meacham altimeter setting and increase all MDAs 100 feet, and increase LNAV visibility Cats C and D ¼ mile.

MISSED APPROACH: Climb to 3000 direct GOKNE and hold.

AWOS-3	REGIONAL APP CON	UNICOM
119.525	135.975 379.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1220-1 371 (400-1)			1220-1¼ 371 (400-1¼)
CIRCLING	1300-1 446 (500-1)	1320-1 466 (500-1)	1320-1½ 466 (500-1½)	1420-2 566 (600-2)

SC-2, 08 APR 2010 to 06 MAY 2010

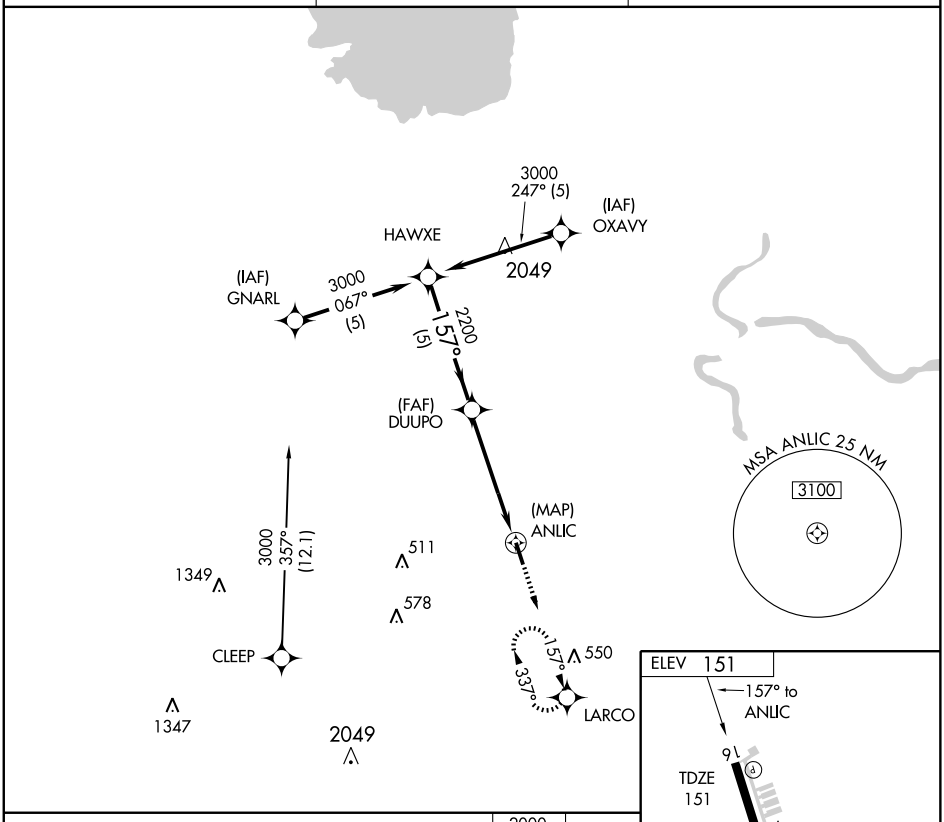
APP CRS	Rwy Idg	4998
157°	TDZE	151
	Apt Elev	151

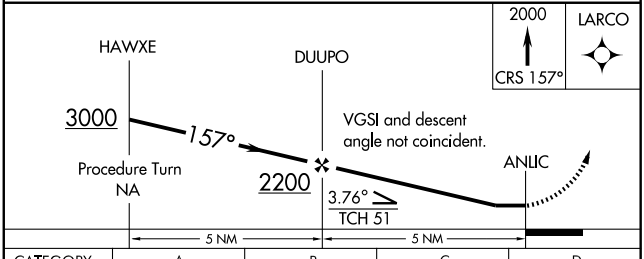
GPS RWY 16
CLEVELAND MUNI (6R3)

NA Use Houston, TX (George Bush Intercontinental /Houston) altimeter setting.

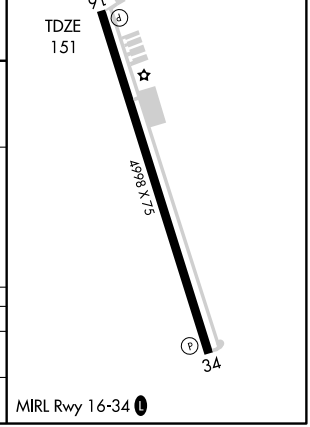
MISSED APPROACH: Climb to 2000 via 157° course to LARCO WP and hold.

AWOS-3	HOUSTON APP CON	UNICOM
119.325	119.7 281.4	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-16	620-1 469 (500-1)		620-1¼ 469 (500-1¼)	NA
CIRCLING	640-1 489 (500-1)	660-1 509 (600-1)	660-1½ 509 (600-1½)	NA



SC-5, 08 APR 2010 to 06 MAY 2010

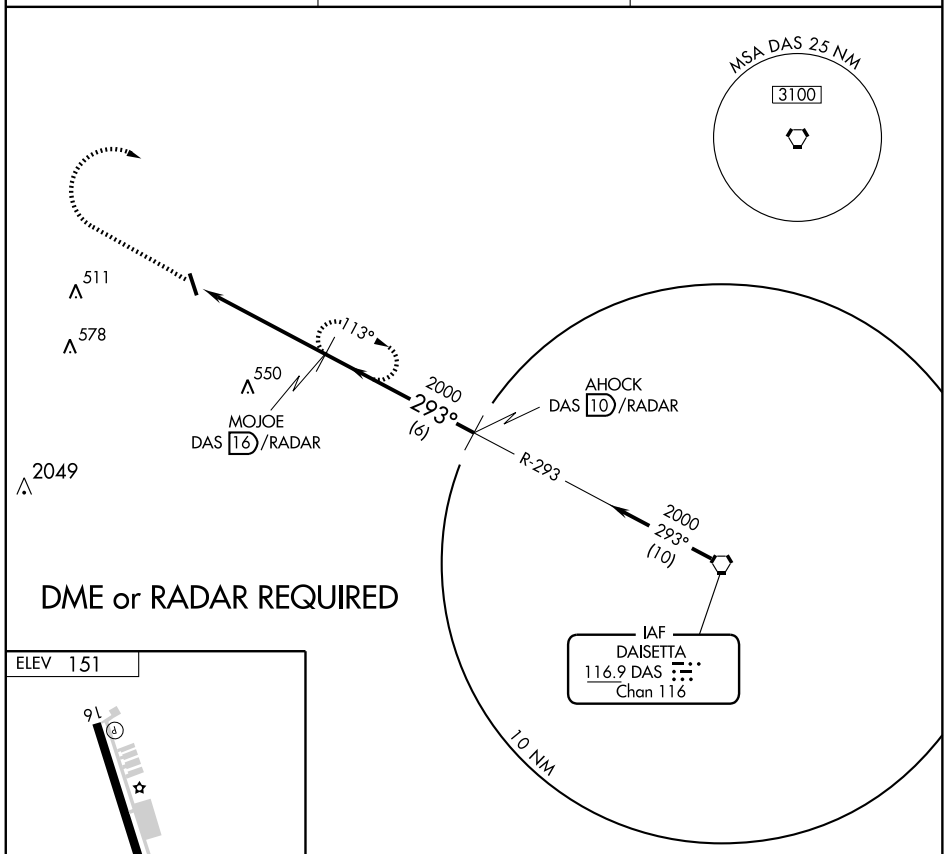
VORTAC DAS	APP CRS	Rwy Idg	N/A
116.9	293°	TDZE	N/A
Chan 116		Apt Elev	151

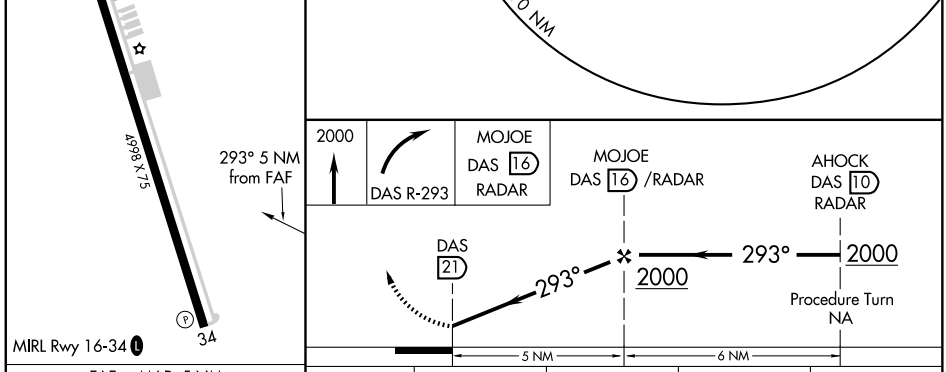
VOR-A
CLEVELAND MUNI (6R3)

Use Houston, TX (George Bush Intercontinental/Houston) altimeter setting.
NA

MISSED APPROACH: Climb to 2000 then right turn via DAS R-293 to MOJOE/DAS 16 DME/RADAR and hold.

AWOS-3	HOUSTON APP CON	UNICOM
119.325	119.7 281.4	123.0 (CTAF) L





FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
CIRCLING	680-1 529 (600-1)	680-1¼ 529 (600-1¼)	NA	

SC-5, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4503
148°	TDZE	1697
	Apt Elev	1697

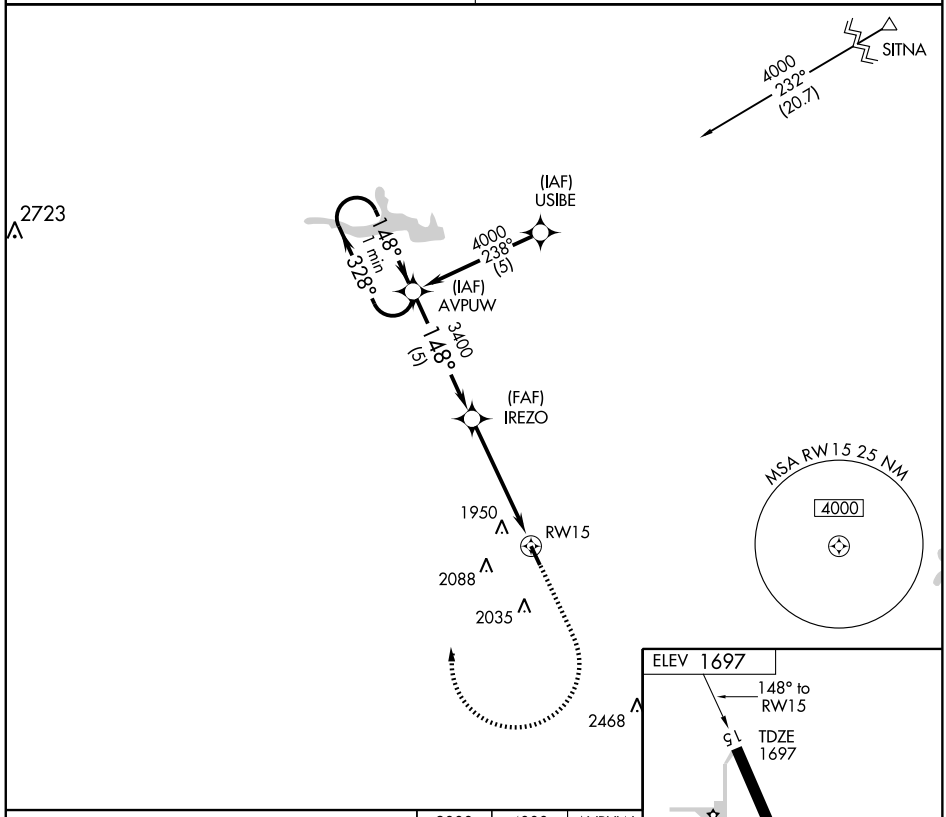
GPS RWY 15
COLEMAN MUNI (COM)

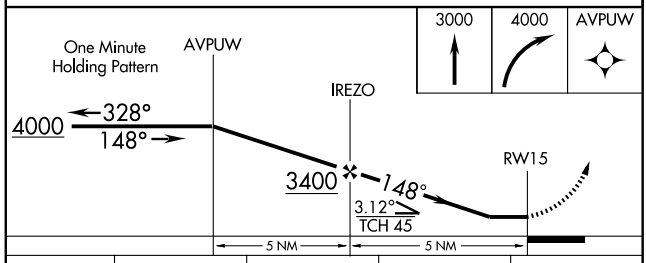
NA

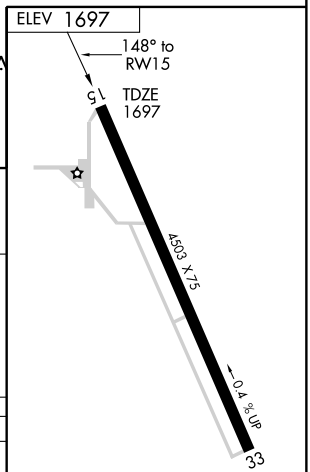
Use Brownwood Rgnl, TX altimeter setting.

MISSED APPROACH: Climb to 3000 then climbing right turn to 4000 direct AVPUW WP and hold.

FORT WORTH CENTER	UNICOM
127.45 290.3	122.8 (CTAF)







CATEGORY	A	B	C	D
S-15	2320-1	623 (700-1)	2320-1¾ 623 (700-1¾)	NA
CIRCLING	2380-1	683 (700-1)	2380-2 683 (700-2)	NA

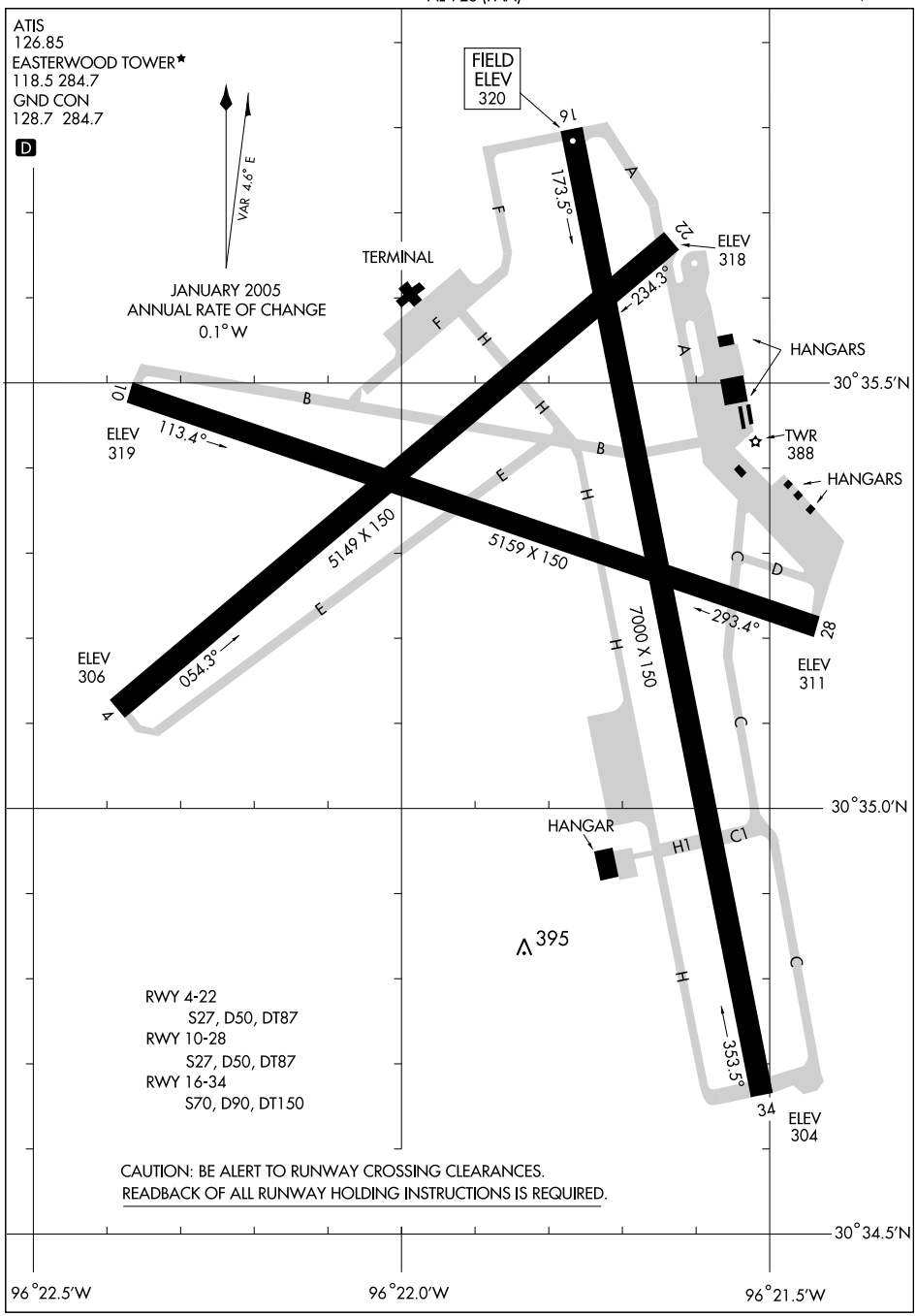
REIL Rwy 33
MIRL Rwy 15-33

SC-3, 08 APR 2010 to 06 MAY 2010

09295

AIRPORT DIAGRAM

COLLEGE STATION/ EASTERWOOD FIELD (CLL)
AL-928 (FAA)
COLLEGE STATION, TEXAS



SC-5, 08 APR 2010 to 06 MAY 2010

LOC/DME I-CLL	APP CRS	Rwy Idg	7000
111.7	343°	TDZE	311
Chan 54		Apt Elev	321

ILS or LOC RWY 34

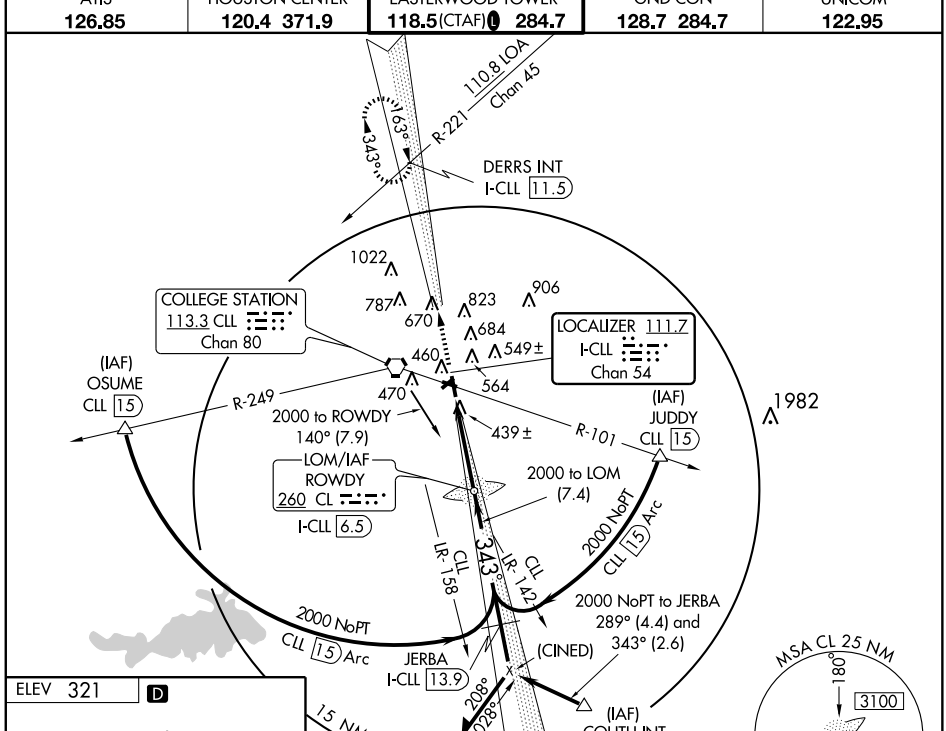
COLLEGE STATION/ EASTERWOOD FIELD (CLL)

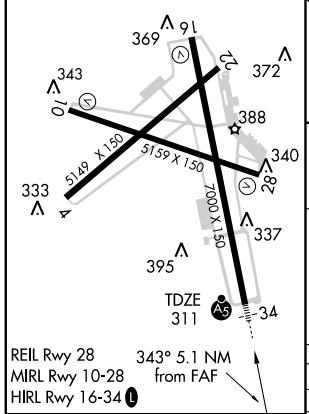
For inoperative MALSR increase S-ILS-34 Cat E visibility to ¾ mile, increase S-LOC-34 Cat E visibility to 1¼ mile. ILS glideslope unusable for coupled approaches below 535 feet MSL. Use I-CLL DME when on localizer course. ADF OR DME REQUIRED.

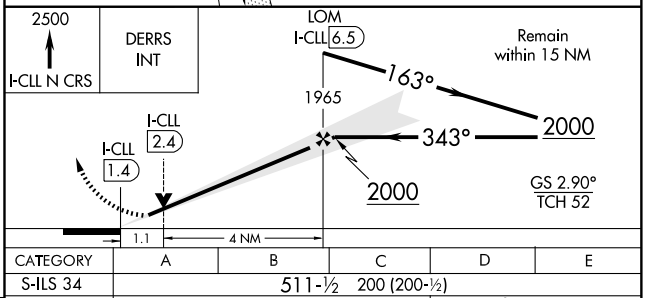
MALSR

MISSED APPROACH: Climb to 2500 via I-CLL north course to DERRS Int/I-CLL 11.5 DME and hold.

ATIS	HOUSTON CENTER	EASTERWOOD TOWER*	GND CON	UNICOM
126.85	120.4 371.9	118.5 (CTAF) L 284.7	128.7 284.7	122.95







FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

CATEGORY	A	B	C	D	E
S-ILS 34	511-½ 200 (200-½)				
S-LOC 34	700-½ 389 (400-½)			700-¾ 389 (400-¾)	
CIRCLING	860-1 539 (600-1)	880-1 559 (600-1)	880-1½ 559 (600-1½)	1000-2¼ 679 (700-2¼)	1180-3 859 (900-3)

SC-5, 08 APR 2010 to 06 MAY 2010

LOC/DME I-CLL	APP CRS	Rwy Idg	7000
111.7	163°	TDZE	321
Chan 54		Apt Elev	321

LOC BC RWY 16

COLLEGE STATION/ EASTERWOOD FIELD (CLL)

MISSED APPROACH: Climb to 2000 via I-CLL south course and CLL R-143 to COUTH Int/CLL 20.9 DME and hold.

ATIS	HOUSTON CENTER	EASTERWOOD TOWER*	GND CON	UNICOM
126.85	120.4 371.9	118.5 (CTAF) L 284.7	128.7 284.7	122.95

BACK COURSE

(IAF) GATLN INT

343° X

(GOMGE)

R-226

LEONA 110.8 LOA Chan 45

MSA CLL 25 NM

180° 3100 2300 300°

2300 to ZONEN 118° (5.1) and 163° (5.6)

2300 CLL 14 Arc

(IF) ZONEN INT I-CLL 14.6

LR-001

LR-344

R-353

(9.7)

2000

R-017

163°

(IAF) YOBUR CLL 14

1022

787 670

BRYIN INT I-CLL 4.8

823 906

WEVAN I-CLL 0.5

684

549 ±

564

460

470

LOCALIZER 111.7 I-CLL Chan 54

R-299

ENROUTE FACILITIES

FEEDER FACILITIES

10 NM

COLLEGE STATION 113.3 CLL Chan 80

R-127

R-143

(IAF) HEDIX CLL 14

NAVASOTA 115.9 TNV Chan 106

R-266

143°

323°

COUTH CLL 20.9

ELEV 321

D

163° 4.3 NM from FAF

TDZE 321

16 22 10 28

369 372 343 388 340 333 337 395

5149 X 150 5159 X 150 7000 X 150

REIL Rwy 28

MIRL Rwy 10-28

HIRL Rwy 16-34 L

ZONEN INT I-CLL 14.6

Use I-CLL DME when on localizer course.

2000 ↑ I-CLL S CRS

↑ CLL R-143

COUTH △

BRYIN INT I-CLL 4.8

2300

163°

I-CLL 1.5

WEVAN I-CLL 0.5

Procedure Turn NA

Disregard glideslope indications.

2000

3.04°

TCH 51

9.7 NM 3.3 NM 1 NM .7

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

CATEGORY	A	B	C	D	E
S-16	920-1	599 (600-1)	920-1½ 599 (600-1½)	920-1¾ 599 (600-1¾)	920-2 599 (600-2)
CIRCLING	920-1	599 (600-1)	920-1½ 599 (600-1½)	1000-2¼ 679 (700-2¼)	1180-3 859 (900-3)

SC-5, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5159
103°	TDZE	320
	Apt Elev	321

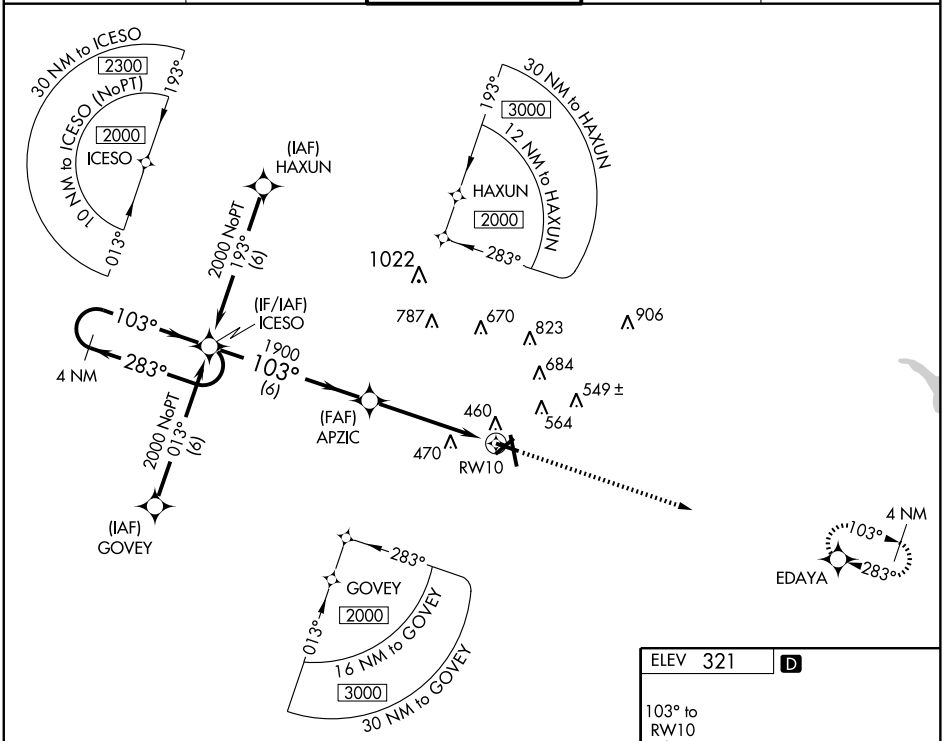
RNAV (GPS) RWY 10

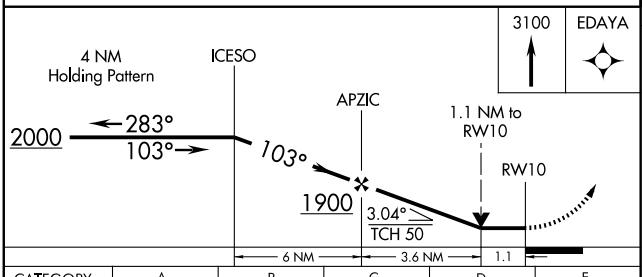
COLLEGE STATION/ EASTERWOOD FIELD (CLL)

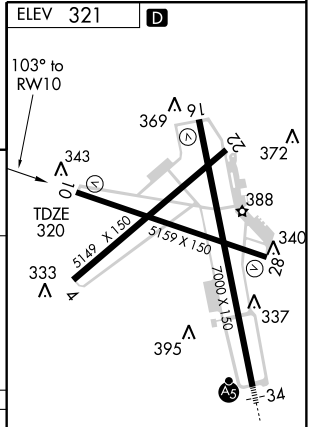
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3100 direct EDAYA and hold.

ATIS	HOUSTON CENTER	EASTERWOOD TOWER*	GND CON	UNICOM
126.85	120.4 371.9	118.5 (CTAF) L 284.7	128.7 284.7	122.95







CATEGORY	A	B	C	D	E
LNAV MDA	720-1 400 (400-1)			720-1¼ 400 (400-1¼)	720-1½ 400 (400-1½)
CIRCLING	860-1 539 (600-1)	880-1 559 (600-1)	880-1½ 559 (600-1½)	1000-2¼ 679 (700-2¼)	1180-3 859 (900-3)

REIL Rwy 28
MIRL Rwy 10-28
HIRL Rwy 16-34 L

SC-5, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	7000
163°	TDZE	321
	Apt Elev	321

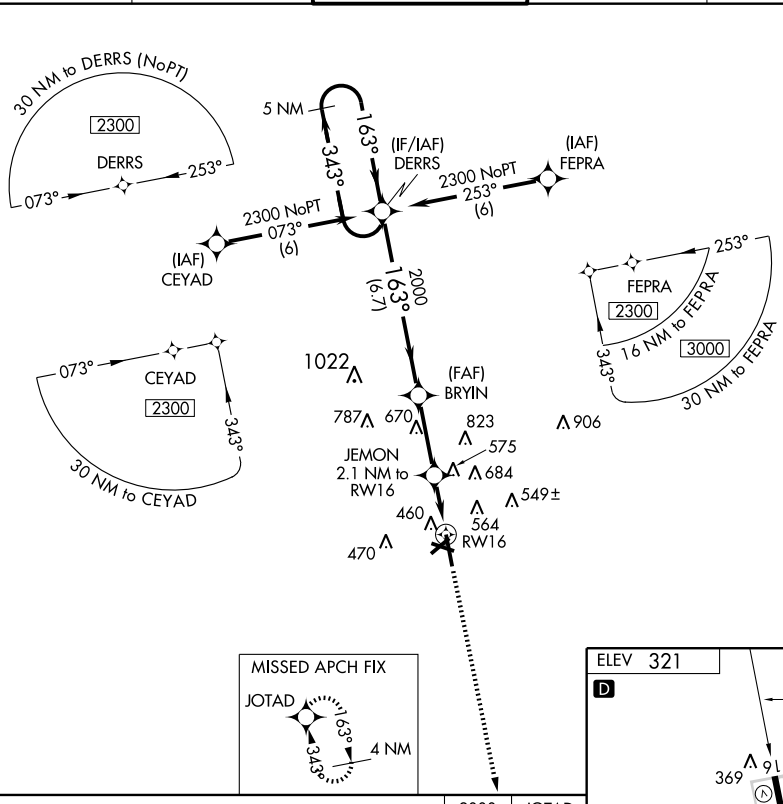
RNAV (GPS) RWY 16

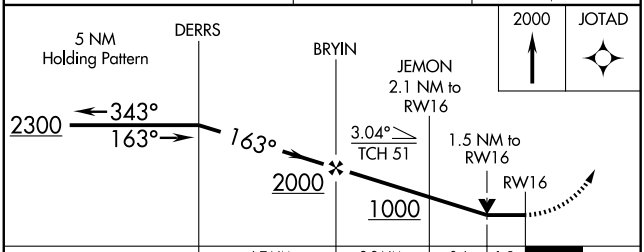
COLLEGE STATION/EASTERWOOD FIELD (CLL)

DME/DME RNP-0.3 NA

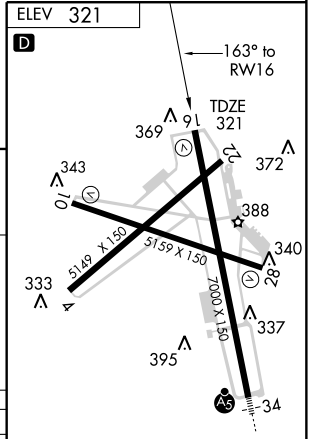
MISSED APPROACH: Climb to 2000 direct JOTAD and hold.

ATIS	HOUSTON CENTER	EASTERWOOD TOWER*	GND CON	UNICOM
126.85	120.4 371.9	118.5 (CTAF) L 284.7	128.7 284.7	122.95





CATEGORY	A	B	C	D	E
LNAV MDA	840-1	519 (600-1)	840-1½ 519 (600-1½)	840-1¾	519 (600-1¾)
CIRCLING	860-1 539 (600-1)	880-1 559 (600-1)	880-1½ 559 (600-1½)	1000-2¼ 679 (700-2¼)	1180-3 859 (900-3)



REIL Rwy 28
MIRL Rwy 10-28
HIRL Rwy 16-34 L

SC-5, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5159
283°	TDZE	314
	Apt Elev	321

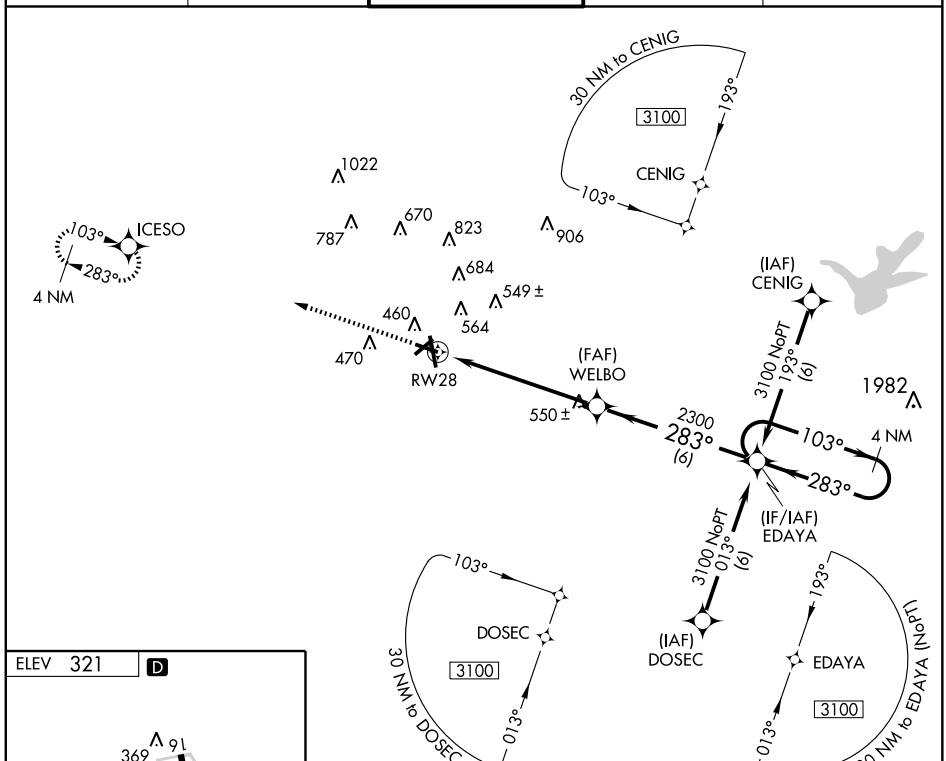
RNAV (GPS) RWY 28

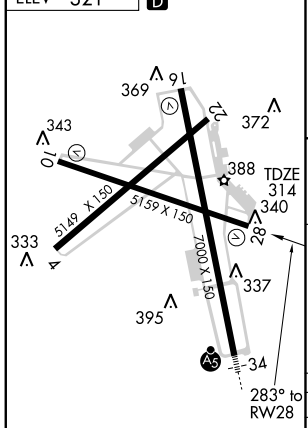
COLLEGE STATION/EASTERWOOD FIELD (CLL)

DME/DME RNP-0.3 NA.

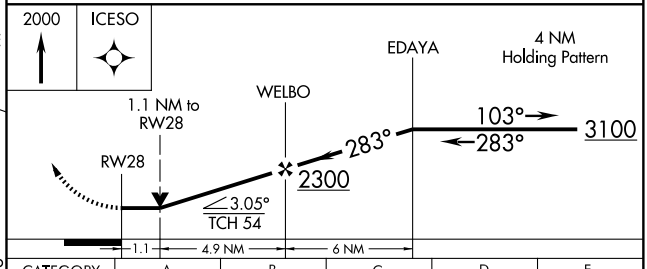
MISSED APPROACH: Climb to 2000 direct ICESO and hold.

ATIS	HOUSTON CENTER	EASTERWOOD TOWER*	GND CON	UNICOM
126.85	120.4 371.9	118.5(CTAF) L 284.7	128.7 284.7	122.95





REIL Rwy 28
MIRL Rwy 10-28
HIRL Rwy 16-34 L



CATEGORY	A	B	C	D	E
LNAV MDA	720-1 406 (400-1)		720-1¼ 406 (400-1¼)		720-1½ 406 (400-1½)
CIRCLING	860-1 539 (600-1)	880-1 559 (600-1)	880-1½ 559 (600-1½)	1000-2¼ 679 (700-2¼)	1180-3 859 (900-3)

SC-5, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	7000
343°	TDZE	311
	Apt Elev	321

RNAV (GPS) RWY 34

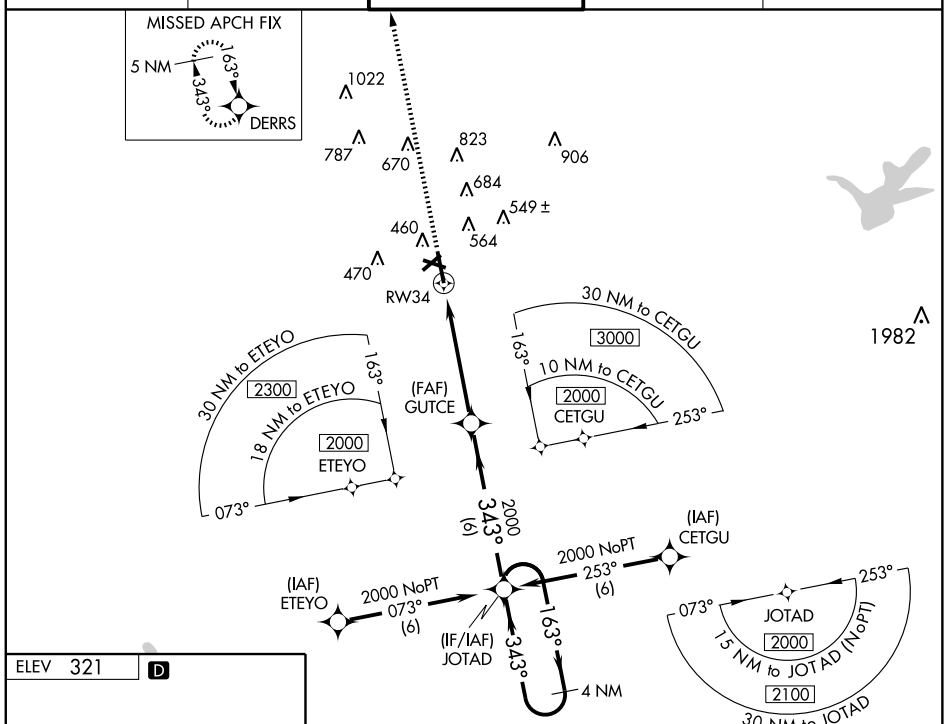
COLLEGE STATION/EASTERWOOD FIELD (CLL)

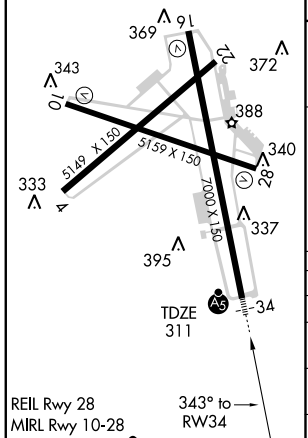
Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV/VNAV Cat E visibility to 1¼, LNAV Cat D visibility to 1¼, and Cat E to 1½.

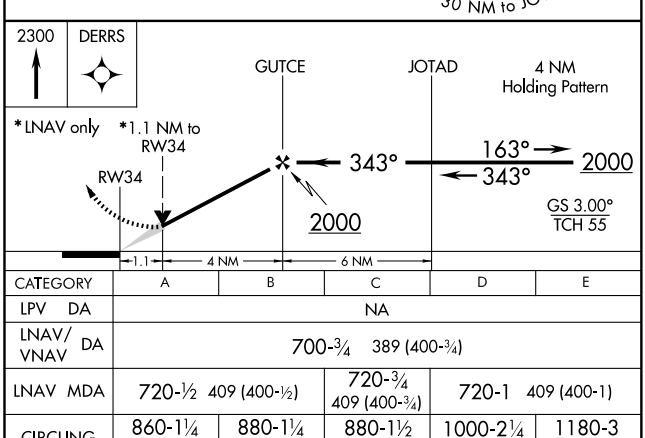
MALSR

MISSED APPROACH: Climb to 2300 direct DERRS and hold.

ATIS	HOUSTON CENTER	EASTERWOOD TOWER*	GND CON	UNICOM
126.85	120.4 371.9	118.5 (CTAF) L 284.7	128.7 284.7	122.95







CATEGORY	A	B	C	D	E
LPV DA	NA				
LNAV/VNAV DA	700-¾ 389 (400-¾)				
LNAV MDA	720-½ 409 (400-½)		720-¾ 409 (400-¾)	720-1 409 (400-1)	
CIRCLING	860-1¼ 539 (600-1¼)	880-1¼ 559 (600-1¼)	880-1½ 559 (600-1½)	1000-2¼ 679 (700-2¼)	1180-3 859 (900-3)

SC-5, 08 APR 2010 to 06 MAY 2010

COLLEGE STATION, TEXAS

AL-928 (FAA)

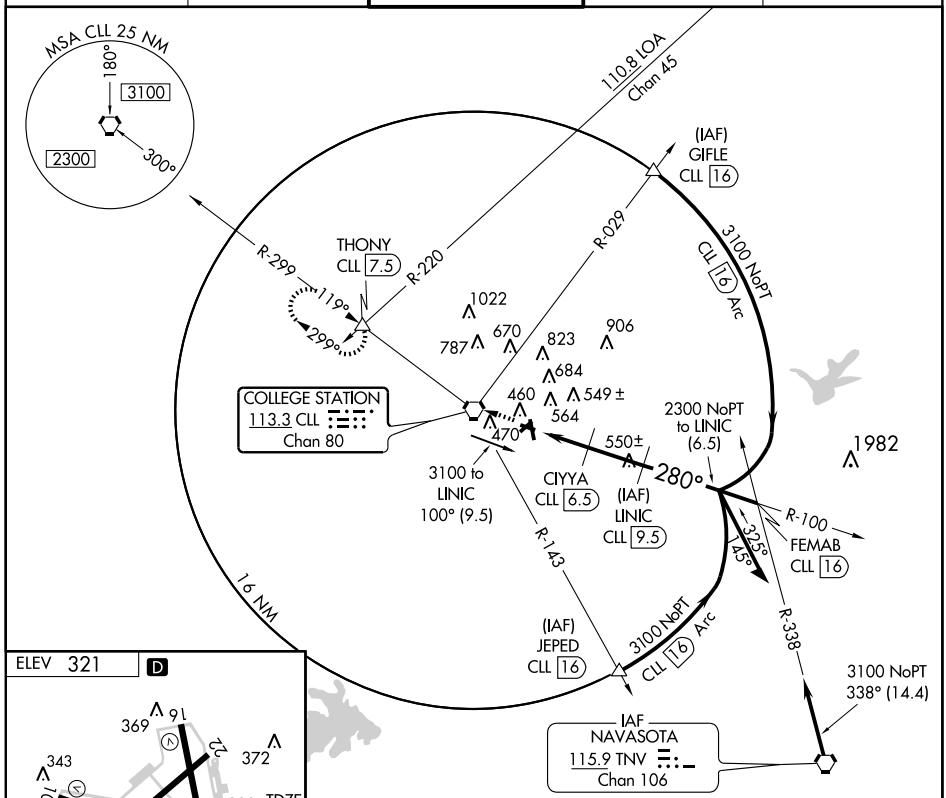
VORTAC CLL	APP CRS	Rwy Idg	5159
113.3	280°	TDZE	314
Chan 80		Apt Elev	321

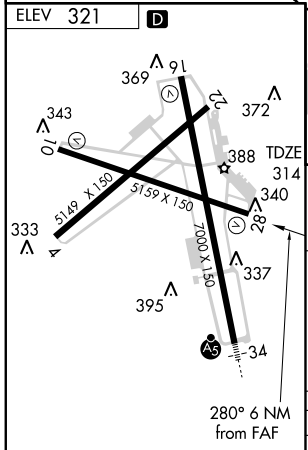
VOR/DME RWY 28

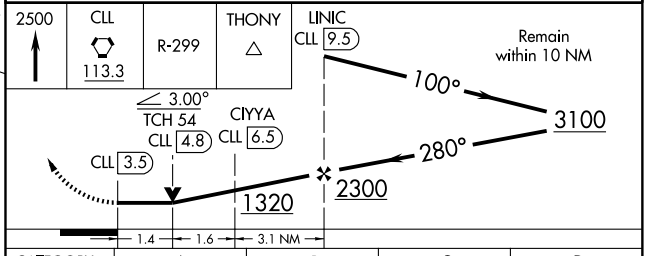
COLLEGE STATION/ EASTERWOOD FIELD (CLL)

MISSED APPROACH: Climb to 2500 direct CLL VORTAC then via CLL R-299 to THONY Int/CLL 7.5 DME and hold.

ATIS	HOUSTON CENTER	EASTERWOOD TOWER*	GND CON	UNICOM
126.85	120.4 371.9	118.5 (CTAF) L 284.7	128.7 284.7	122.95







CATEGORY	A	B	C	D
S-28	800-1 486 (500-1)		800-1¼ 486 (500-1¼)	800-1½ 486 (500-1½)
CIRCLING	860-1 539 (600-1)	880-1 559 (600-1)	880-1½ 559 (600-1½)	1000-2¼ 679 (700-2¼)

REIL Rwy 28
MIRL Rwy 10-28
HIRL Rwy 16-34 L

SC-5, 08 APR 2010 to 06 MAY 2010

VORTAC CLL	APP CRS	Rwy Idg	5159
113.3	100°	TDZE	320
Chan 80		Apt Elev	321

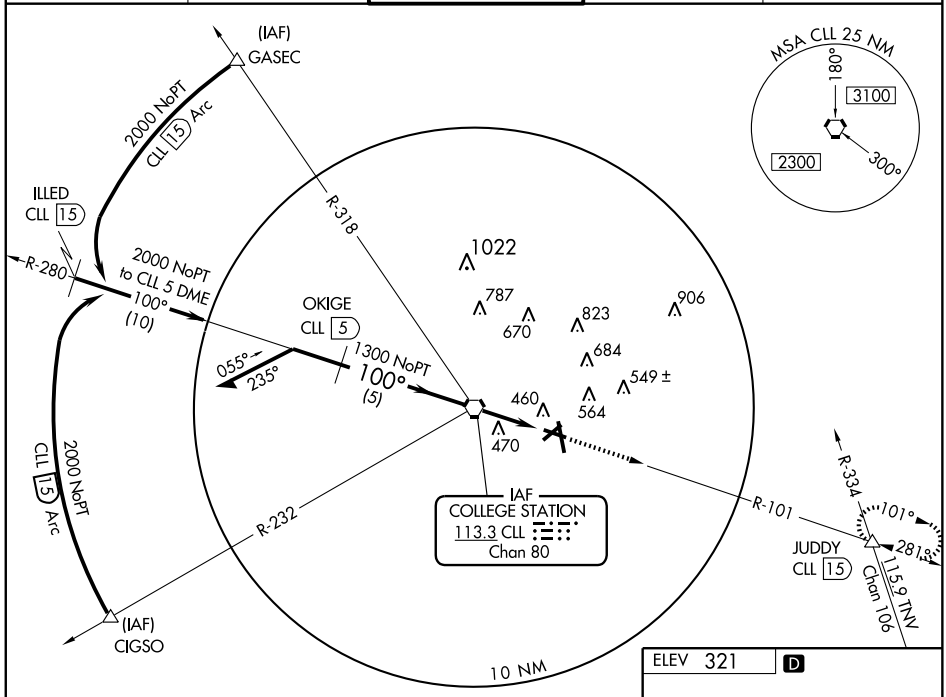
VOR or TACAN RWY 10

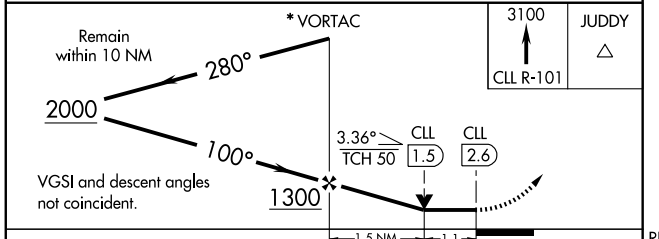
COLLEGE STATION/ EASTERWOOD FIELD (CLL)

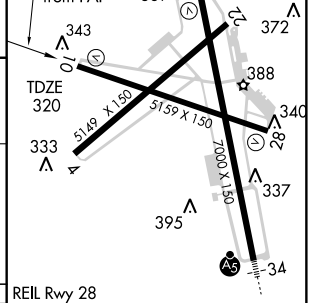
T A * Procedure turn NA for Cat E.

MISSED APPROACH: Climb to 3100 via CLL R-101 to JUDDY Int/CLL 15 DME and hold.

ATIS	HOUSTON CENTER	EASTERWOOD TOWER*	GND CON	UNICOM
126.85	120.4 371.9	118.5 (CTAF) L 284.7	128.7 284.7	122.95







REIL Rwy 28
MIRL Rwy 10-28
HIRL Rwy 16-34 L

FAF to MAP 2.6 NM

Knots	60	90	120	150	180
Min:Sec	2:36	1:44	1:18	1:02	0:52

CATEGORY	A	B	C	D	E
S-10	720-1 400 (400-1)			720-1¼ 400 (400-1¼)	720-1½ 400 (400-1½)
CIRCLING	860-1 539 (600-1)	880-1 559 (600-1)	880-1½ 559 (600-1½)	1000-2¼ 679 (700-2¼)	1180-3 859 (900-3)

SC-5, 08 APR 2010 to 06 MAY 2010

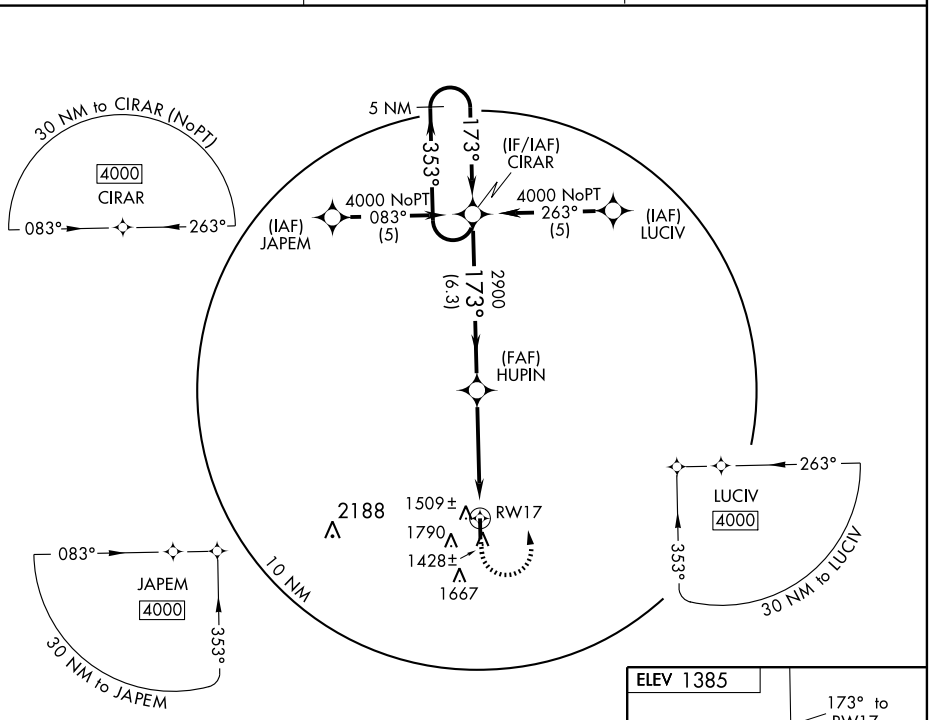
APP CRS	Rwy Idg	4500
173°	TDZE	1385
	Apt Elev	1385

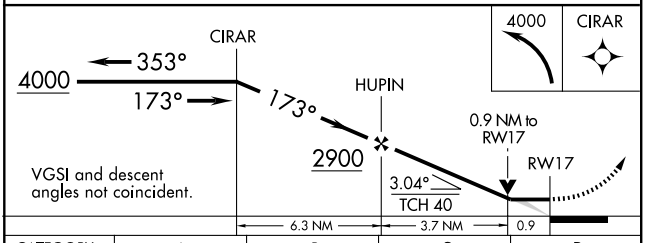
RNAV (GPS) RWY 17
COMANCHE COUNTY-CITY (MKN)

DME/DME RNP-0.3 NA. VDP NA when using Brownwood altimeter setting. If local altimeter setting not received, use Brownwood altimeter setting and increase all MDAs 60 feet. Circling NA west of runway 17-35.

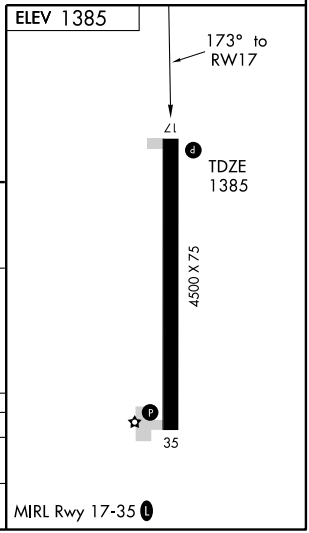
MISSED APPROACH: Climbing left turn to 4000 direct CIRAR and hold.

AWOS-3	FORT WORTH CENTER	CTAF
118.575	135.375 354.05	123.075 L





CATEGORY	A	B	C	D
LNAV MDA	1800-1 415 (500-1)		NA	
CIRCLING	1800-1 415 (500-1)	1840-1 455 (500-1)	NA	



SC-3, 08 APR 2010 to 06 MAY 2010

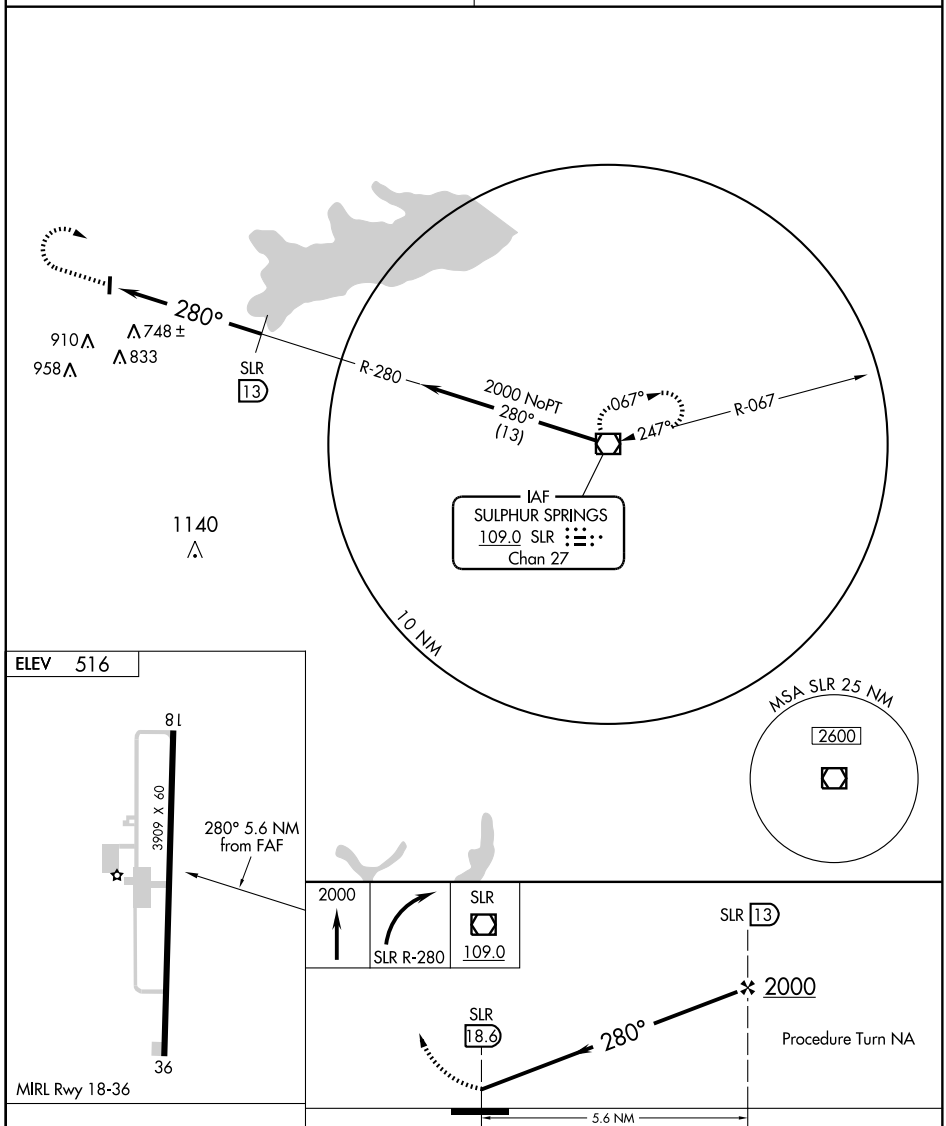
VOR/DME SLR	APP CRS	Rwy Idg	N/A
109.0	280°	TDZE	N/A
Chan 27		Apt Elev	516

VOR/DME-A
COMMERCE MUNI (2F7)

Use Cox Field altimeter setting.
NA

MISSED APPROACH: Climb to 2000, then right turn proceed via SLR R-280 to SLR VOR/DME and hold.

FORT WORTH CENTER	CTAF
127.6 254.3	122.9



Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	1080-1 564 (600-1)		NA	

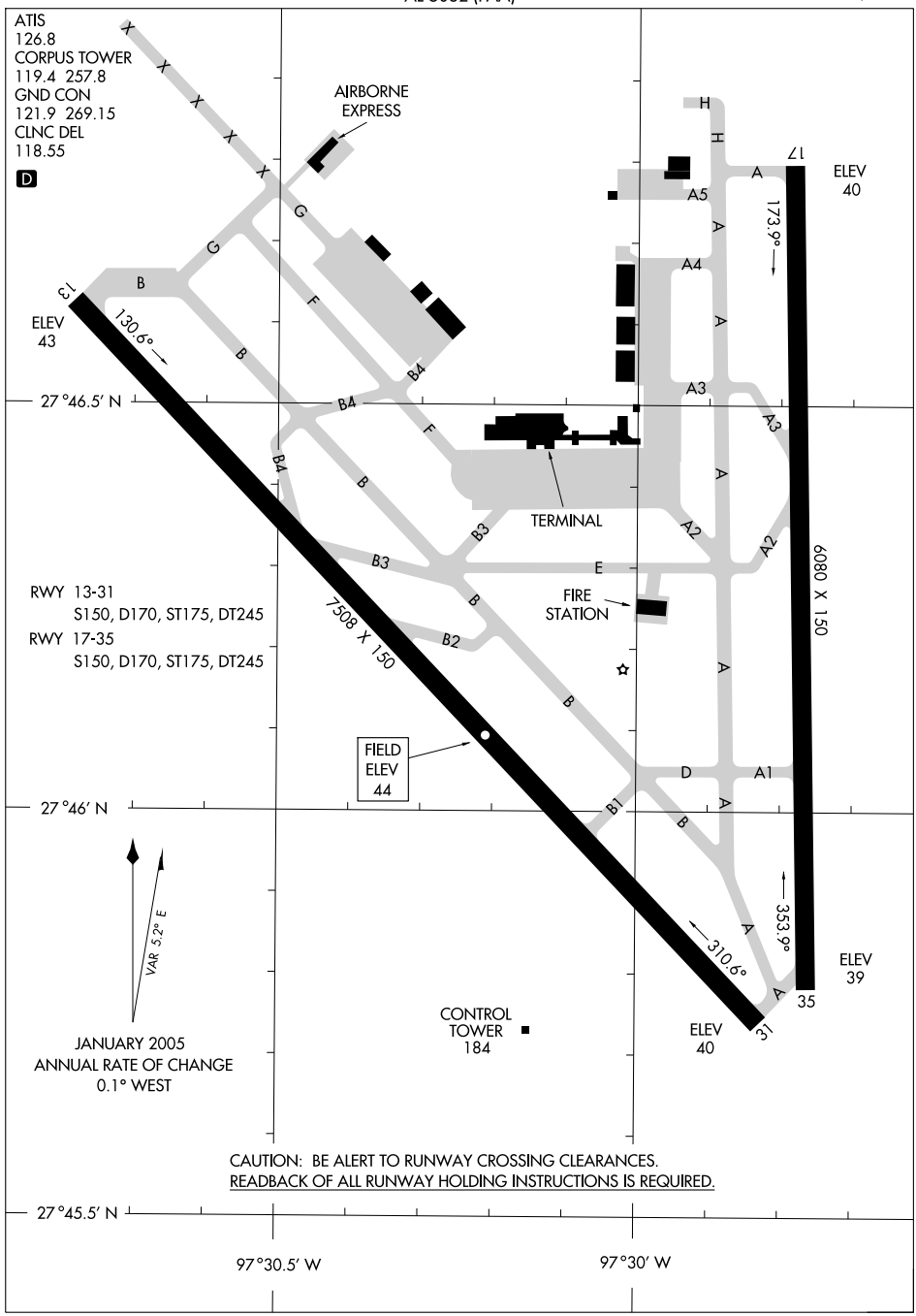
SC-2, 08 APR 2010 to 06 MAY 2010

09183

AIRPORT DIAGRAM

AL-5032 (FAA)

CORPUS CHRISTI INTL (CRP)
CORPUS CHRISTI, TEXAS



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SC-3, 08 APR 2010 to 06 MAY 2010

LOC/DME I-CRP	APP CRS	Rwy Idg	7508
110.3	129°	TDZE	43
Chan 40		Apt Elev	44

ILS or LOC RWY 13

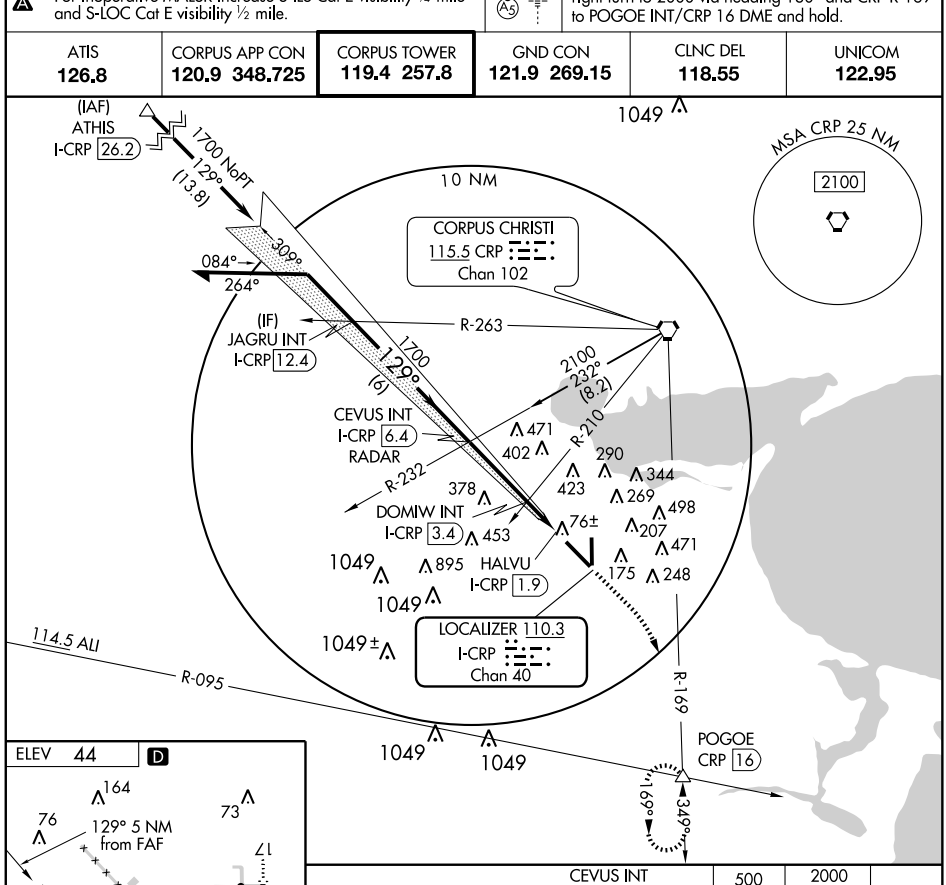
CORPUS CHRISTI INTL (CRP)

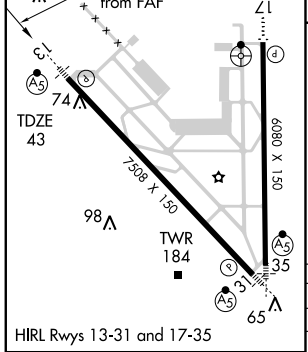
* RVR 1800 authorized with the use of FD or AP or HUD to DA. For inoperative MALSR increase S-ILS Cat E visibility ¼ mile and S-LOC Cat E visibility ½ mile.

MALSR

MISSED APPROACH: Climb to 500 then climbing right turn to 2000 via heading 130° and CRP R-169 to POGOE INT/CRP 16 DME and hold.

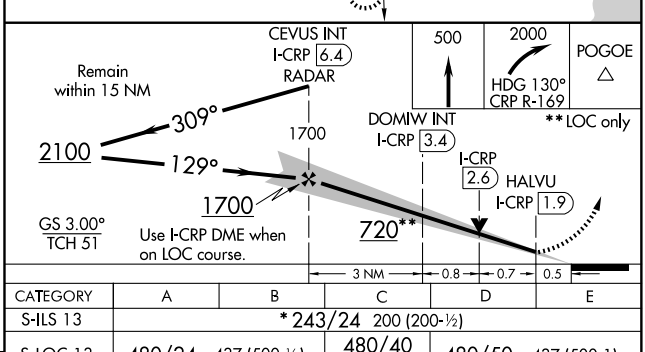
ATIS	CORPUS APP CON	CORPUS TOWER	GND CON	CLNC DEL	UNICOM
126.8	120.9 348.725	119.4 257.8	121.9 269.15	118.55	122.95





HIRL Rwys 13-31 and 17-35

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30



CATEGORY	A	B	C	D	E
S-ILS 13	* 243/24 200 (200-½)				
S-LOC 13	480/24 437 (500-½)		480/40 437 (500-¾)	480/50 437 (500-1)	
CIRCLING	500-1 456 (500-1)	520-1 476 (500-1)	580-1½ 536 (600-1½)	740-2¼ 696 (700-2¼)	860-3 816 (900-3)

SC-3, 08 APR 2010 to 06 MAY 2010

CORPUS CHRISTI, TEXAS

AL-5032 (FAA)

09295

ILS or LOC RWY 35

CORPUS CHRISTI INTL (CRP)

LOC/DME I-OYC	APP CRS	Rwy Idg	6080
109.5	352°	TDZE	40
Chan 32		Apt Elev	44

For inoperative MALSR, increase S-ILS 35 Cat E visibility to RVR 4000 and S-LOC 35 Cat D visibility to RVR 5000, Cat E to RVR 6000.

MALSR

MISSED APPROACH: Climb to 700 then climbing left turn to 2000 via heading 335° and CRP R-287 to ATHIS INT/CRP 23.3 DME and hold.

ATIS	CORPUS APP CON	CORPUS TOWER	GND CON	CLNC DEL	UNICOM
126.8	120.9 348.725	119.4 257.8	121.9 269.15	118.55	122.95

MISSED APCH FIX

ATHIS
CRP 23.3
R-287
107°
R-020
115.5 CRP
Chan 102
287°
114.5 AUI

LOCALIZER 109.5
I-OYC
Chan 32

TRUAX
114.0 NGP
Chan 87

TENUH
I-OYC 1.7

ALKOJ INT
I-OYC 3.2

Cuddihy Field (Pvt)

Cabaniss Field NALF

R-278

R-257

R-229

OSSOE INT
I-OYC 7.1
RADAR

(IF)
CIMTI INT
I-OYC 13.1

(CELUC)

(HASAB)

(IAF)
JETTY

(IAF)
SOLON

352°

10 NM

MSA CRP 25 NM
2100

Procedure NA for arrivals at SOLON via V13-20-163 southbound and arrivals at JETTY via V70-407 southbound.

2000 to CIMTI
307° (4.7) and
LOC (4.4)

2000 to CIMTI
052° (3.7) and
LOC (2.2)

ELEV 44 D

6080 X 150

7308 X 150

TDZE 40

TWR 184

352° 5.9 NM from FAF

HIRL Rwys 13-31 and 17-35

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

700 | 2000 HDG 335° CRP R-287 | ATHIS

Use I-OYC DME when on the LOC course.
*LOC only

ILS unusable inside DA.
LOC unusable from I-OYC 1.6 DME inbound.

OSSOE INT
I-OYC 7.1
RADAR

CIMTI
I-OYC 13.1
Procedure Turn NA

ALKOJ INT
I-OYC 3.2

TENUH
I-OYC 1.7

2000

352°

2000

720*

2000

GS 3.00°
TCH 57

0.5 | 1.5 NM | 3.9 NM | 6 NM

CATEGORY	A	B	C	D	E
S-ILS 35	240/24 200 (200-½)				
S-LOC 35	380/24 340 (400-½)			380/40 340 (400-¾)	
CIRCLING	500-1 456 (500-1)	520-1 476 (500-1)	580-1½ 536 (600-1½)	740-2¼ 696 (700-2¼)	860-3 816 (900-3)

SC-3, 08 APR 2010 to 06 MAY 2010

LOC/DME I-EKI	APP CRS	Rwy Idg	7508
110.3	309°	TDZE	44
Chan 40		Apt Elev	44

LOC RWY 31

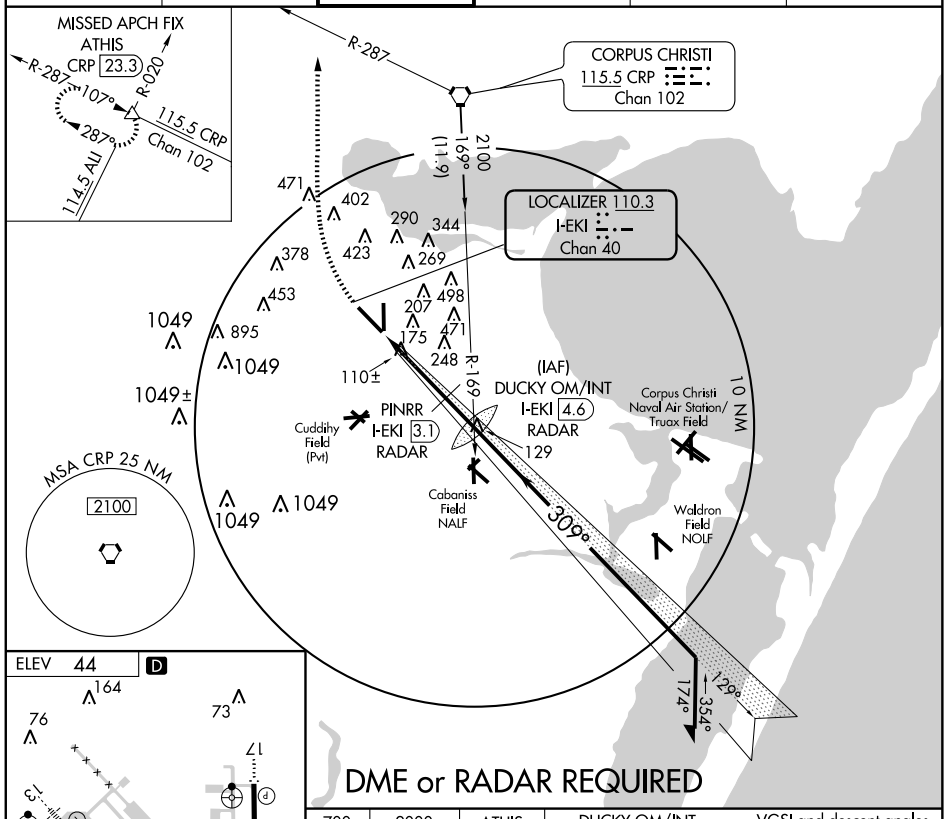
CORPUS CHRISTI INTL (CRP)

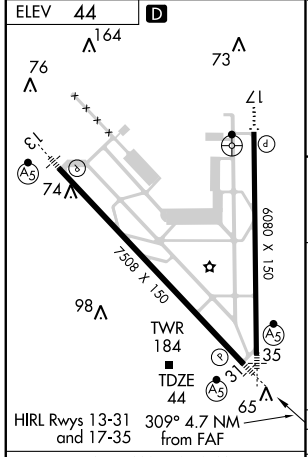
For inoperative MALSR, increase S-31 Cats. D and E visibility to 1 mile.

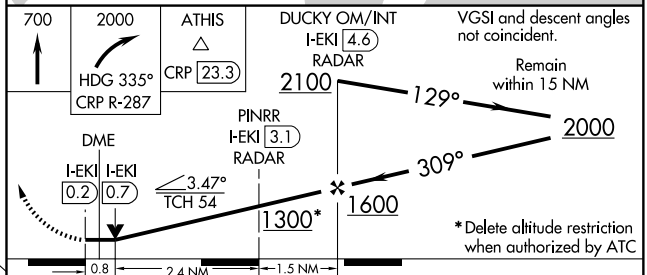
MALSR

MISSED APPROACH: Climb to 700 then climbing right turn to 2000 via heading 335° and via CRP R-287 to ATHIS Int/CRP 23.3 DME and hold.

ATIS	CORPUS APP CON	CORPUS TOWER	GND CON	CLNC DEL	UNICOM
126.8	120.9 348.725	119.4 257.8	121.9 269.15	118.55	122.95







FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

CATEGORY	A	B	C	D	E
S-31	360-½ 316 (400-½)			360- ¾	316 (400-¾)
CIRCLING	520-1 476 (500-1)		640-1½ 596 (600-1½)	740-2¼ 696 (700-2¼)	860-3 816 (900-3)

SC-3, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	7508
CH 97515	129°	TDZE	43
W13A		Apt Elev	44

RNAV (GPS) RWY 13

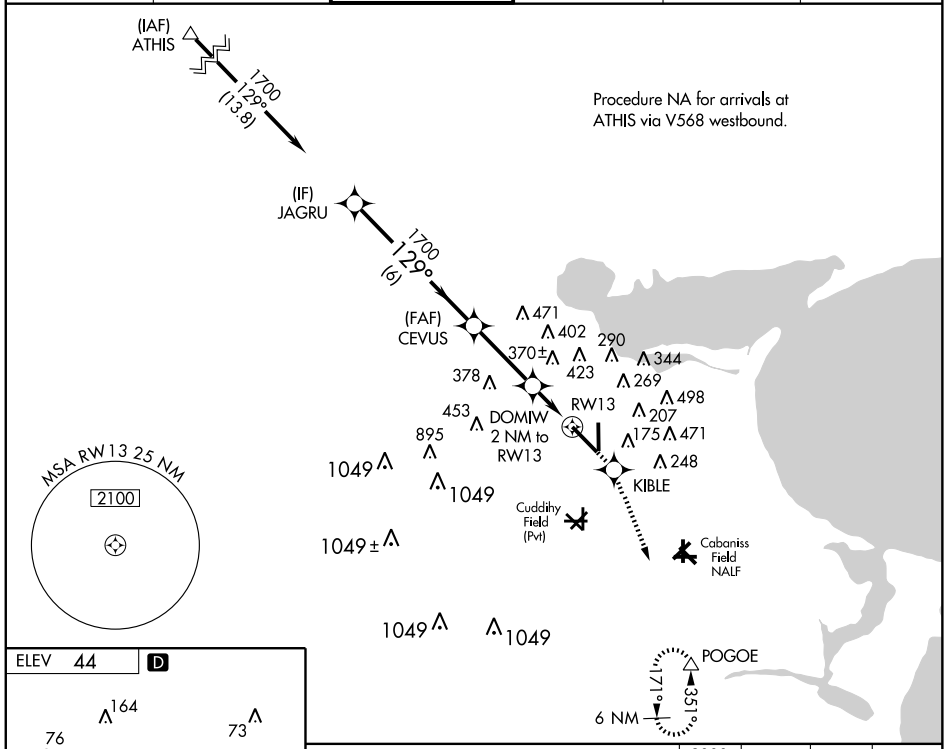
CORPUS CHRISTI INTL (CRP)

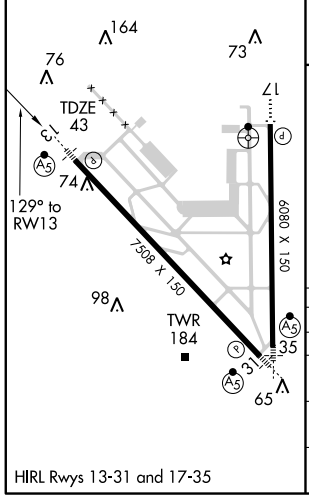
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. For inoperative MALSR increase LPV Cat E visibility ¼ mile, LNAV/VNAV and LNAV Cat E visibility ½ mile.

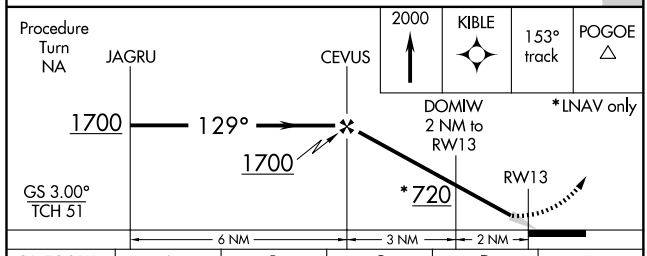
MALSR

MISSED APPROACH: Climb to 2000 direct KIBLE and via track 153° to POGOE and hold.

ATIS	CORPUS APP CON	CORPUS TOWER	GND CON	CLNC DEL	UNICOM
126.8	120.9 348.725	119.4 257.8	121.9 269.15	118.55	122.95







CATEGORY	A	B	C	D	E
LPV DA	243/24 200 (200-½)				
LNAV/VNAV DA	480/50 437 (500-1)				
LNAV MDA	660/24 617 (700-½)		660/60 617 (700-1¼)	660-1½ 617 (700-1½)	660-1¾ 617 (700-1¾)
CIRCLING	660-1 616 (700-1)		660-1¾ 616 (700-1¾)	740-2¼ 696 (700-2¼)	860-3 816 (900-3)

SC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	6081
172°	TDZE	42
	Apt Elev	44

RNAV (GPS) RWY 17
CORPUS CHRISTI INTL (CRP)

▼ Inoperative table does not apply to Cat C.
▲ NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

ODALS

MISSED APPROACH: Climbing left turn to 2000 direct POGOE and hold.

ATIS	CORPUS APP CON	CORPUS TOWER	GND CON	CLNC DEL	UNICOM
126.8	120.9 348.725	119.4 257.8	121.9 269.15	118.55	122.95

(IAF) ATHIS
2100
103°
(19.2)

1049
2100
229°
(15.7)
(IAF) WORRY

CAVLA

1700
172°
(6)

Procedure NA for arrival at WORRY on V13-407 northeastbound.
Procedure NA for arrival at ATHIS on V568 northwestbound.

(FAF) PEERS

471 402 423 378 453 895 1049 1049 1049± 290 344 269 498 207 471 175 248

RW17

MSA RW17 25 NM
2100

POGOE
171°
351°
6 NM

ELEV 44 D

172° to RW17

164 76 73 74 98 65

TDZE 42

17 35 31

6080 X 150

7508 X 150

TWR 184

HIRL Rwys 13-31 and 17-35

2000 POGOE

CAVLA
2100
172°
PEERS
1700
3.04°
TCH 52
1.9 NM to RW17
RW17
Procedure Turn NA
6 NM 3.1 NM 1.9 NM

CATEGORY	A	B	C	D	E
LNAV MDA	680-¾ 638 (700-¾)		680-1¾ 638 (700-1¾)	680-2 638 (700-2)	680-2¼ 638 (700-2¼)
CIRCLING	680-1 636 (700-1)		680-1¾ 636 (700-1¾)	740-2¼ 696 (700-2¼)	860-3 816 (900-3)

SC-3, 08 APR 2010 to 06 MAY 2010

WAAS CH 60914 W31A	APP CRS 309°	Rwy Idg 7508 TDZE 44 Apt Elev 44

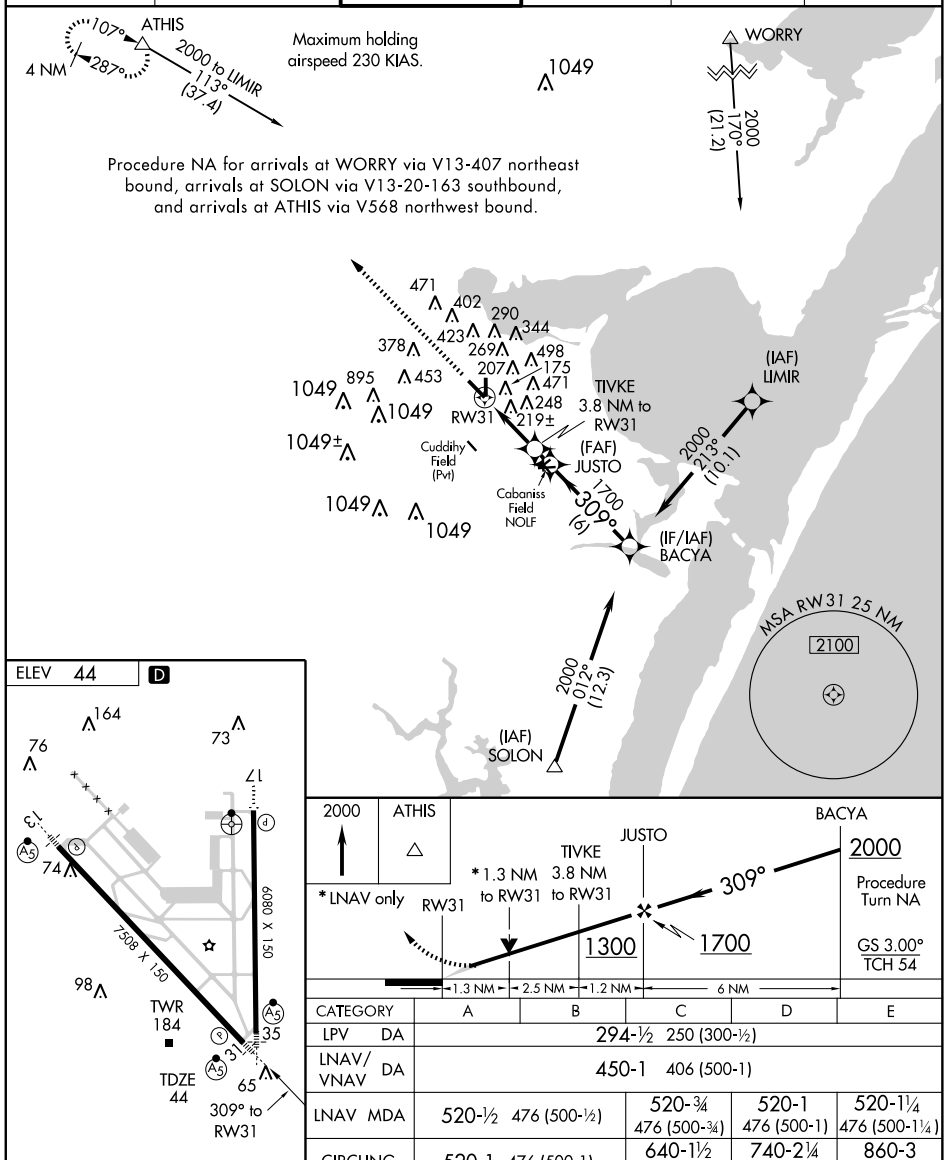
RNAV (GPS) RWY 31
CORPUS CHRISTI INTL (CRP)

V A W For inoperative MALSR, increase LPV Cat. E visibility to ¾, LNAV/VNAV Cat. E visibility to 1½, and LNAV Cat. E visibility to 1¾. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (120°F). DME/DME RNP-0.3 NA.

MALSR (A5)

MISSED APPROACH: Climb to 2000 direct ATHIS and hold.

ATIS	CORPUS APP CON	CORPUS TOWER	GND CON	CLNC DEL	UNICOM
126.8	120.9 348.725	119.4 257.8	121.9 269.15	118.55	122.95



CATEGORY	A	B	C	D	E
LPV DA	294-½ 250 (300-½)				
LNAV/VNAV DA	450-1 406 (500-1)				
LNAV MDA	520-½ 476 (500-½)		520-¾ 476 (500-¾)	520-1 476 (500-1)	520-1¼ 476 (500-1¼)
CIRCLING	520-1 476 (500-1)		640-1½ 596 (600-1½)	740-2¼ 696 (700-2¼)	860-3 816 (900-3)

SC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	6081
352°	TDZE	40
	Apt Elev	44

RNAV (GPS) RWY 35

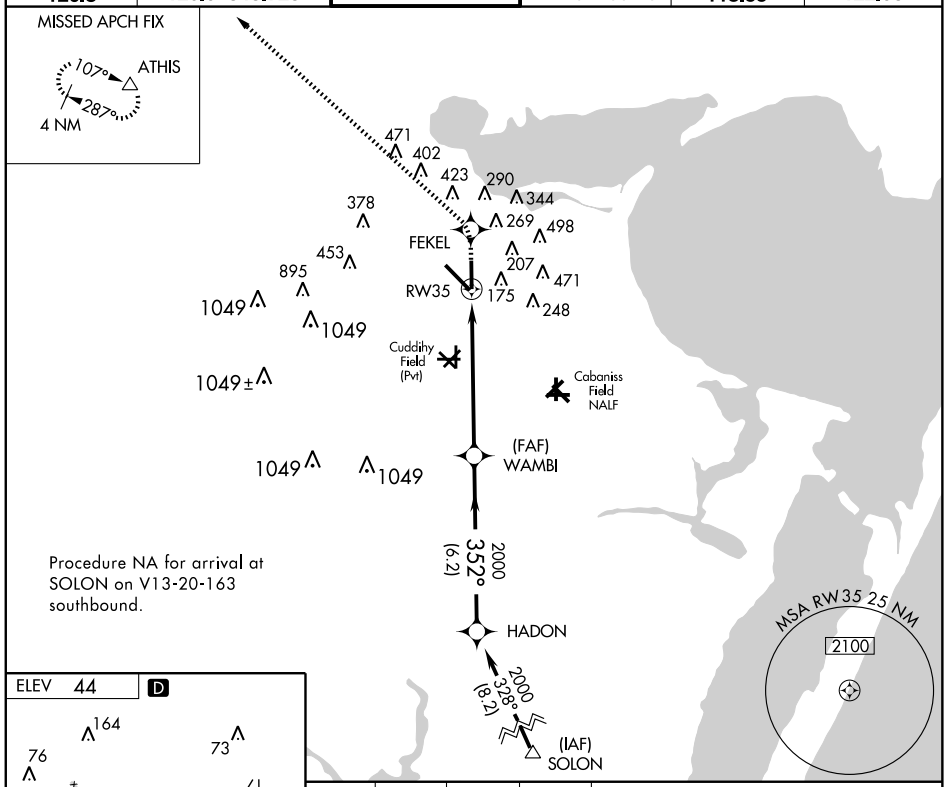
CORPUS CHRISTI INTL (CRP)

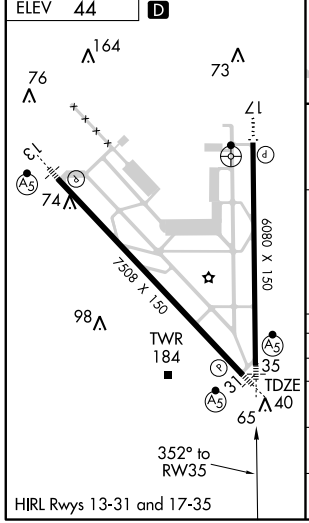
T A NA W — For inoperative MALSR, increase LNAV Cat. D visibility to 6000. Baro-VNAV NA below -15°C (5°F). GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

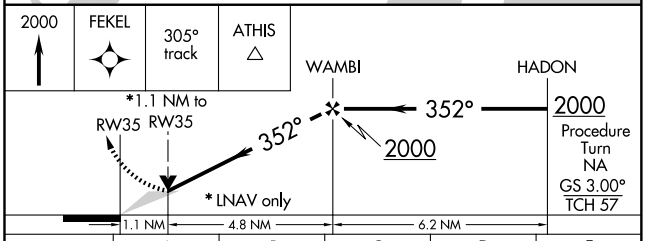
MALSR (A5)

MISSED APPROACH: Climb to 2000 direct FEKEL via 305° track to ATHIS and hold.

ATIS	CORPUS APP CON	CORPUS TOWER	GND CON	CLNC DEL	UNICOM
126.8	120.9 348.725	119.4 257.8	121.9 269.15	118.55	122.95







CATEGORY	A	B	C	D	E
GLS PA DA	NA				
LNAV/VNAV DA	440/40 400 (400-¾)				
LNAV MDA	440/24 400 (400-½)			440/50 400 (400-1)	
CIRCLING	500-1¼ 456 (500-1¼)	520-1¼ 476 (500-1¼)	580-1½ 536 (600-1½)	740-2¼ 696 (700-2¼)	860-3 816 (900-3)

SC-3, 08 APR 2010 to 06 MAY 2010

VORTAC CRP 115.5 Chan 102	APP CRS 191°	Rwy Idg 6081 TDZE 42 Apt Elev 43

VOR or TACAN RWY 17

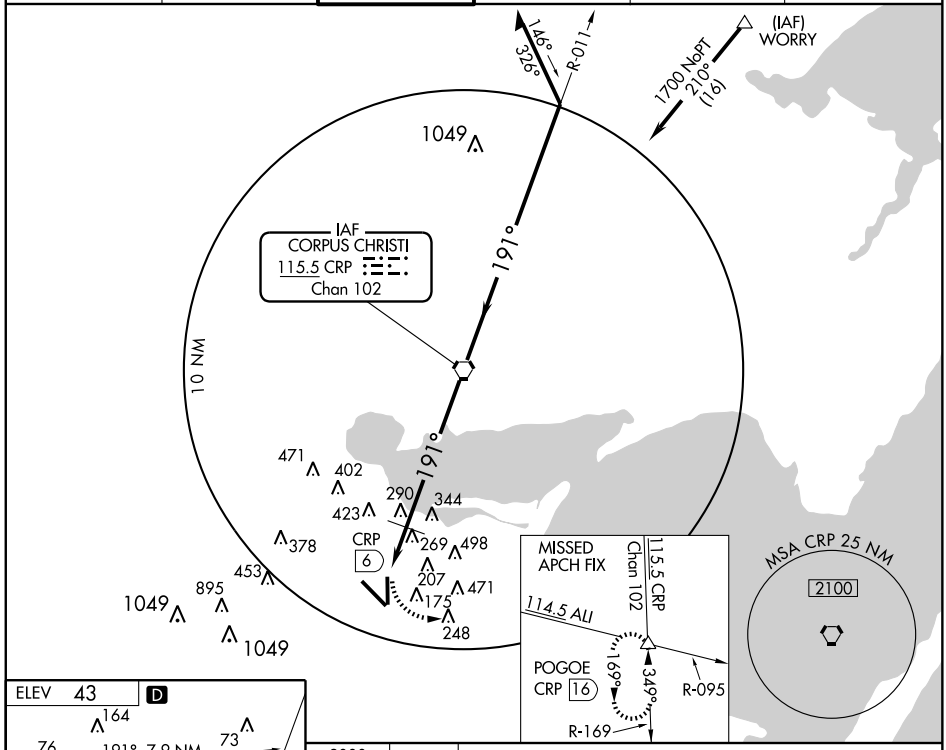
CORPUS CHRISTI INTL (CRP)

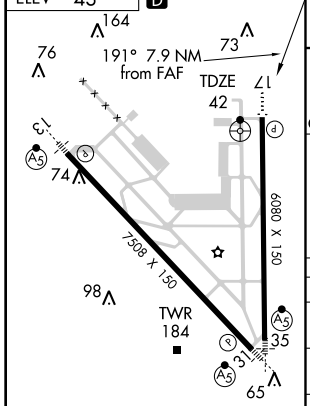
Inoperative table does not apply to Cat. C.

ODALS

MISSED APPROACH: Climbing left turn to 2000 via CRP R-169 to POGOE Int/16 DME and hold.

ATIS	CORPUS APP CON	CORPUS TOWER	GND CON	CLNC DEL	UNICOM
126.8	120.9 348.725	119.4 257.8	121.9 269.15	118.55	122.95

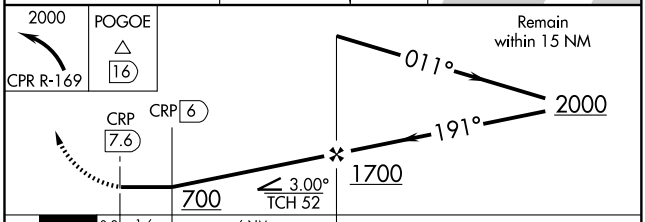




HIRL Rwys 13-31 and 17-35

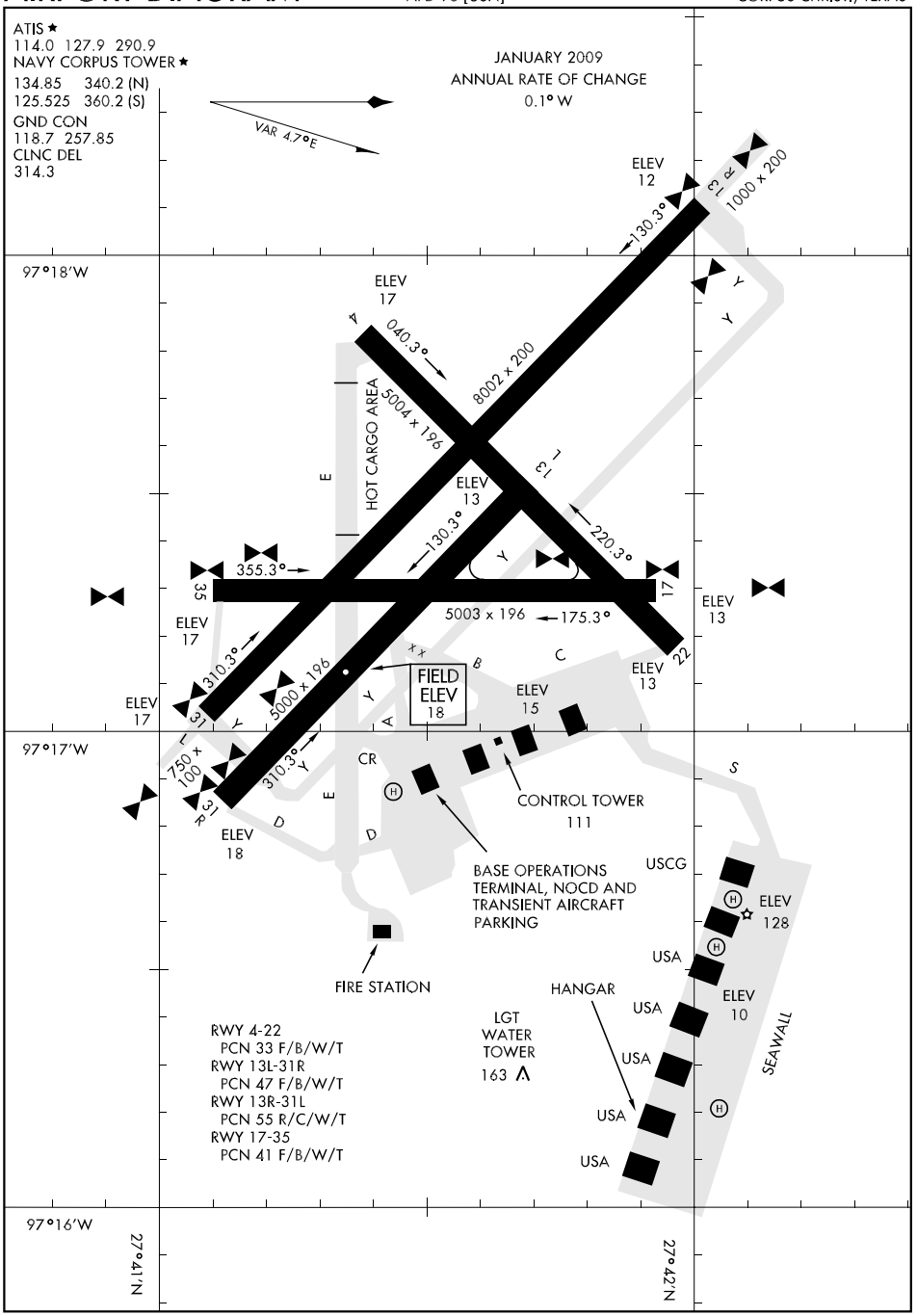
FAF to MAP 7.6 NM

Knots	60	90	120	150	180
Min:Sec	7:36	5:04	3:48	3:02	2:32



CATEGORY	A	B	C	D	E
S-17	700-¾	658 (700-¾)	700-1¾ 658 (700-1¾)	700-2 658 (700-2)	700-2¼ 658 (700-2¼)
CIRCLING	700-1	657 (700-1)	700-1¾ 657 (700-1¾)	740-2¼ 697 (700-2¼)	860-3 817 (900-3)
DME MINIMUMS					
S-17	600-¾	558 (600-¾)	600-1½ 558 (600-1½)	600-1¾ 558 (600-1¾)	600-2 558 (600-2)
CIRCLING	600-1	557 (600-1)	600-1½ 557 (600-1½)	740-2¼ 697 (700-2¼)	860-3 817 (900-3)

SC-3, 08 APR 2010 to 06 MAY 2010



SC-3, 08 APR 2010 to 06 MAY 2010

HI-TACAN RWY 13R

TACAN	APCH CRS	Rwy ldg	8002
NGP Chan 87	143°	TDZE	13
		Arpt Elev	18

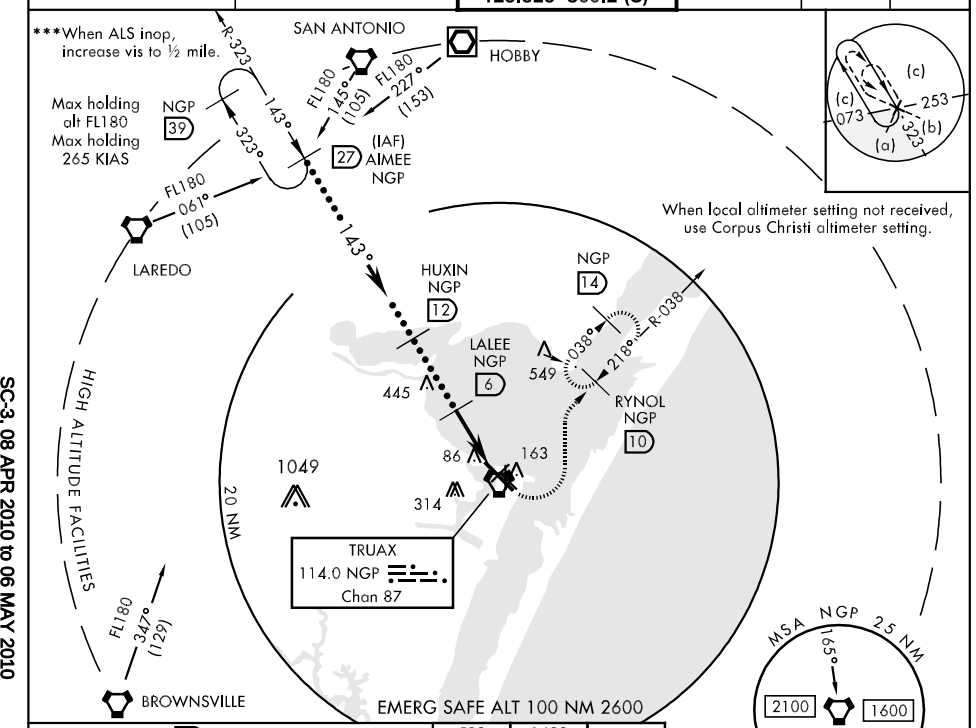
JAL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

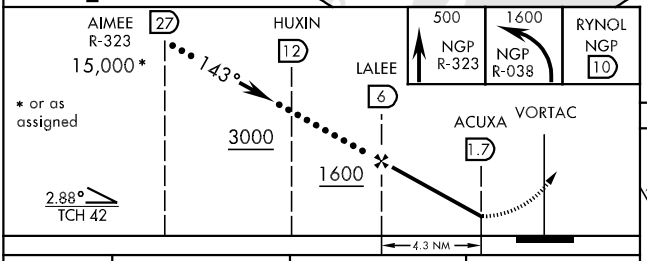
* When ALS inop, increase CAT CD vis to 1 mile, CAT E to 1¼ miles.
** When ALS inop, increase CAT C vis to 1 mile, CAT DE to 1¼ miles.

SALSF

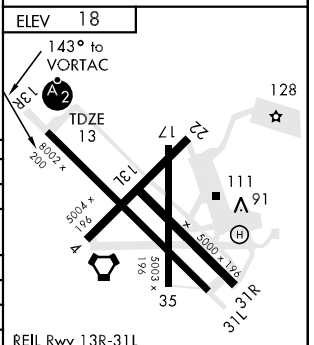
MISSED APPROACH: Climb to 500 via NGP VORTAC R-323, then climbing left turn to 1600 via NGP R-038 to RYNOL and hold.

ATIS ★	CORPUS CHRISTI APP CON	NAVY CORPUS TOWER ★	GND CON	CLNC DEL	ASR/PAR
114.0 127.9 290.9	120.9 348.725	134.85 340.2 (N) 125.525 360.2 (S)	118.7 257.85	314.3	





CATEGORY	C	D	E
S-13R *	340- ¾ 327	(400-¾)	340-1 327 (400-1)
CIRCLING	480-1½ 462 (500-1½)	580-2 562 (600-2)	620-2¼ 602 (700-2¼)
S-PAR 13R***	113-¼ 100	(100-¼) GS 3.00°	
CORPUS CHRISTI ALTIMETER SETTING			
S-13R **	380-¾ 367 (400-¾)	380-1 367 (400-1)	
CIRCLING	500-1½ 482 (500-1½)	580-2 562 (600-2)	660-2¼ 642 (700-2¼)



HI-TACAN RWY 31L

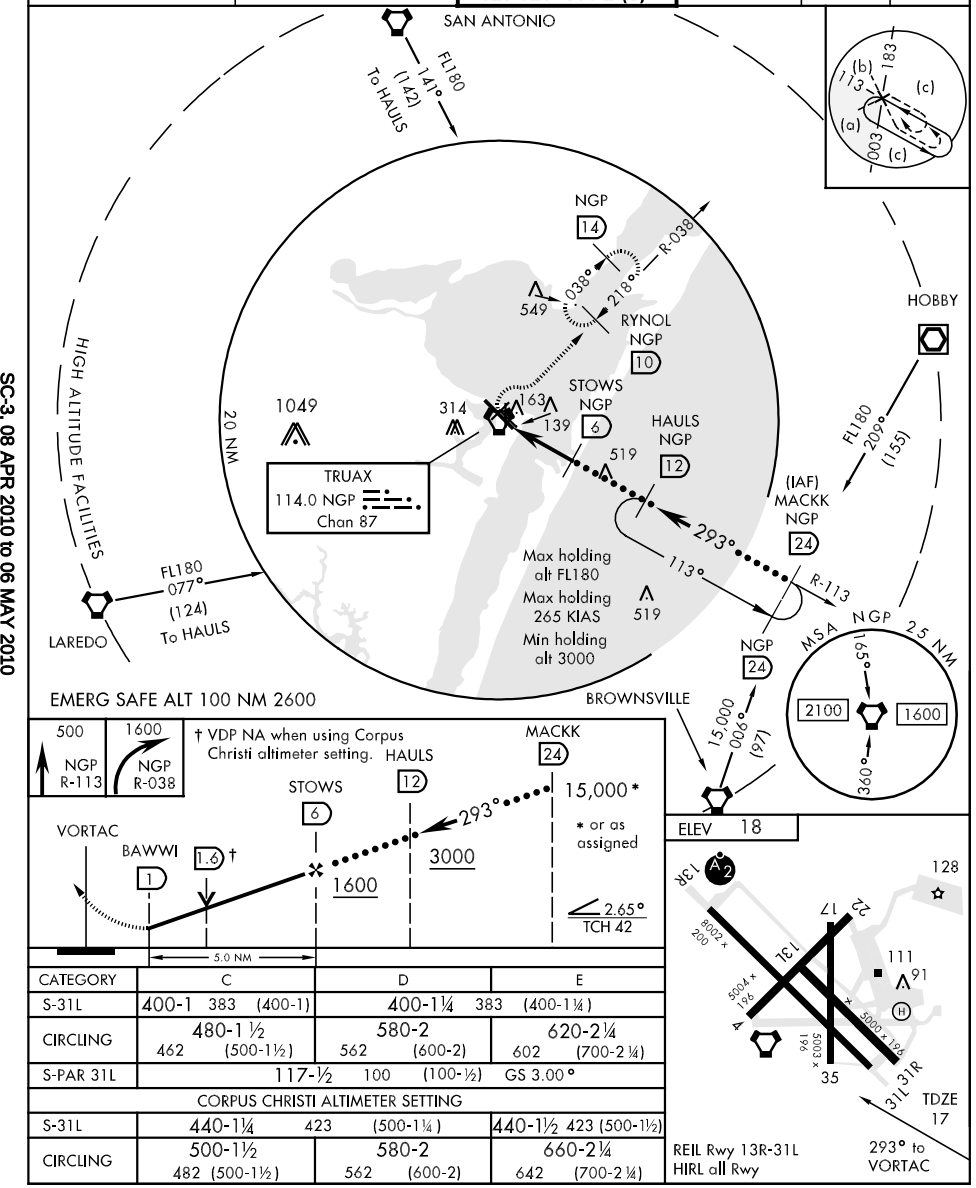
TACAN	APCH CRS	Rwy ldg	8002
NGP Chan 87	293°	TDZE	17
		Arpt Elev	18

JAL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

When local altimeter setting not received, use Corpus Christi altimerer setting.

MISSED APPROACH: Climb to 500 via NGP VORTAC R-113, then climbing right turn to 1600, intercept NGP R-038 to RYNOL and hold.

ATIS ★	CORPUS CHRISTI APP CON	NAVY CORPUS TOWER ★	GND CON	CLNC DEL	ASR/PAR
114.0 127.9 290.9	125.4 307.9	134.85 340.2 (N) 125.525 360.2 (S)	118.7 257.85	314.3	



CATEGORY	C	D	E
S-31L	400-1 383 (400-1)	400-1¼ 383 (400-1¼)	
CIRCLING	480-1½ 462 (500-1½)	580-2 562 (600-2)	620-2¼ 602 (700-2¼)
S-PAR 31L	117-½ 100 (100-½) GS 3.00°		
CORPUS CHRISTI ALTIMETER SETTING			
S-31L	440-1¼ 423 (500-1¼)		440-1½ 423 (500-1½)
CIRCLING	500-1½ 482 (500-1½)	580-2 562 (600-2)	660-2¼ 642 (700-2¼)

ILS Y or RNAV (GPS) RWY 13R

AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

LOC I-NGP	APCH CRS	Rwy ldg / TDZE / Arpt Elev
111.3	129°	8002 / 13 / 18

▼ ** When ALS inop, increase CAT AB vis to ¾ mile.
*** When ALS inop, increase CAT ABCD vis to 1 mile.
**** When ALS inop, increase CAT CD vis to 1 mile.

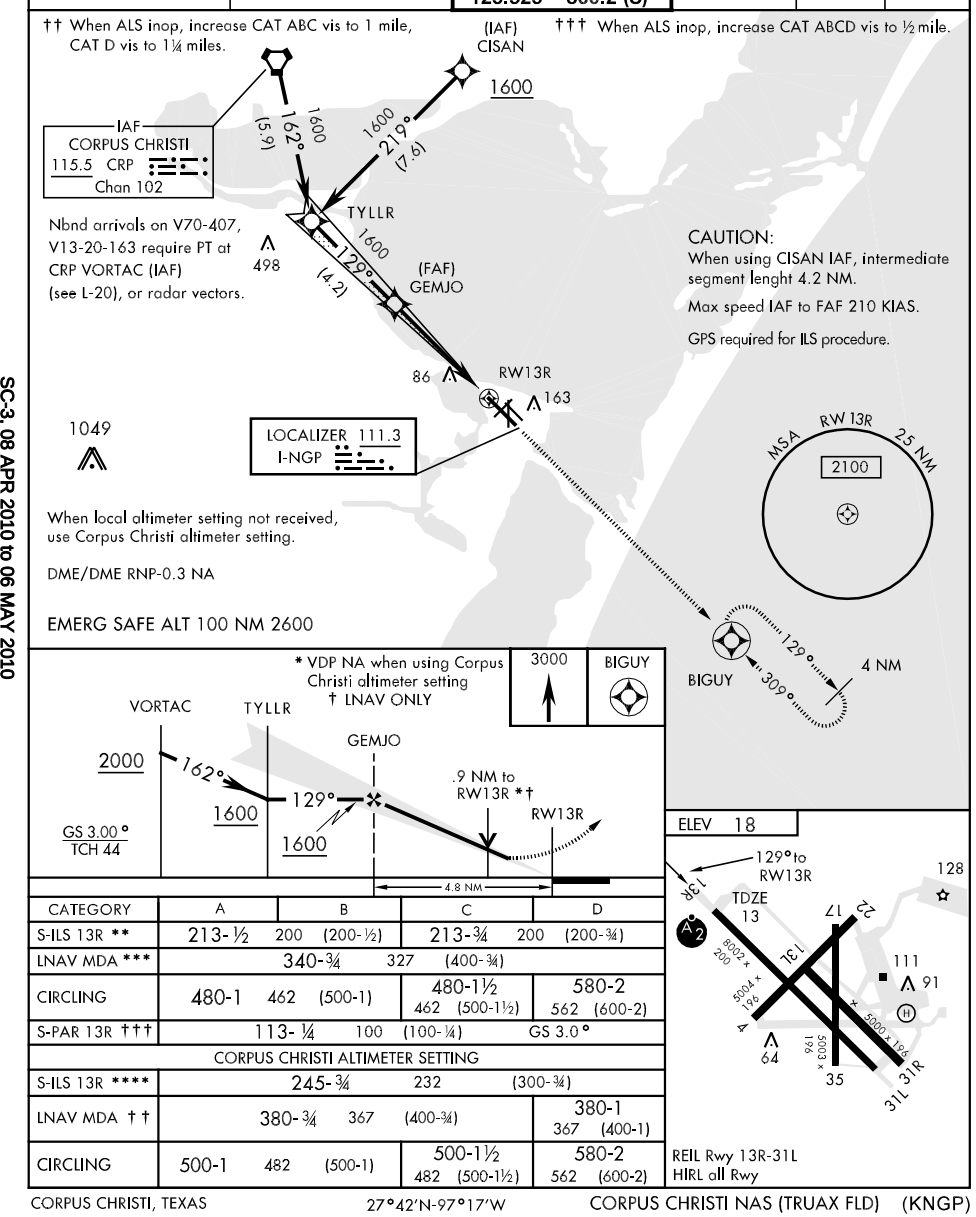
SALSF

MISSED APPROACH: Climb to 3000, direct BIGUY and hold.

ATIS ★	CORPUS CHRISTI APP CON	NAVY CORPUS TOWER ★	GND CON	CLNC DEL	ASR/PAR
114.0 127.9 290.9	120.9 348.725	134.85 340.2 (N) 125.525 360.2 (S)	118.7 257.85	314.3	

†† When ALS inop, increase CAT ABC vis to 1 mile, CAT D vis to 1¼ miles.

††† When ALS inop, increase CAT ABCD vis to ½ mile.



CATEGORY	A	B	C	D
S-ILS 13R **	213-½ 200 (200-½)		213-¾ 200 (200-¾)	
LNAV MDA ***	340-¾ 327 (400-¾)			
CIRCLING	480-1 462 (500-1)		480-1½ 462 (500-1½)	580-2 562 (600-2)
S-PAR 13R †††	113-¼ 100 (100-¼) GS 3.0°			
CORPUS CHRISTI ALTIMETER SETTING				
S-ILS 13R ****	245-¾ 232 (300-¾)			
LNAV MDA ††	380-¾ 367 (400-¾)			380-1 367 (400-1)
CIRCLING	500-1 482 (500-1)		500-1½ 482 (500-1½)	580-2 562 (600-2)

REIL Rwy 13R-31L
HIRL all Rwy

ILS Z or LOC/DME RWY 13R

LOC I-NGP	APCH CRS	Rwy ldg	8002
111.3	129°	TDZE	13
		Arpt Elev	18

AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

* When ALS inop, increase CAT AB vis to ¾ mile.
** When ALS inop, increase vis to 1 mile.
*** When ALS inop, increase CAT ABC vis to 1 mile, CAT D vis to 1¼ miles.

SALSF

MISSED APPROACH: Climb to 3000, intercept NGP VORTAC R-127 to BIGUY and hold.

ATIS ★	CORPUS CHRISTI APP CON	NAVY CORPUS TOWER ★	GND CON	CLNC DEL	ASR/PAR
114.0 127.9 290.9	120.9 348.725	134.85 340.2 (N) 125.525 360.2 (S)	118.7 257.85	314.3	

† When ALS inop, increase vis to ½ mile.

DME REQUIRED

IAF CORPUS CHRISTI 115.5 CRP Chan 102

N bound arrivals on V70-407, V13-20-163 require PT at CRP VORTAC (IAF) (see L-20), or radar vectors.

NGP 14

R-038

R-162

309°

162° (15.9)

1600

NGP 10 Arc

549

038°

218°

Max holding alt 6000
Max holding 230 KIAS

CAUTION:
Aircraft intercepting LOC course from 10 DME Arc, intermediate segment lenght 4.3 NM.

498

LR-323

129°

(IAF) RYNOL
1600 NGP 10

TYLLR NGP 9.9

GEMJO NGP 5.6

67

163

LOCALIZER 111.3 I-NGP

TRUAX 114.0 NGP Chan 87

226

10 NM

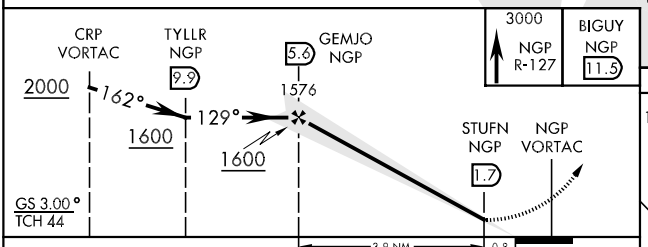
1049

When local altimeter setting not received, use Corpus Christi altimeter setting.

BIGUY NGP 11.5

MSA NGP 25 NM
165°
2100
1600
360°

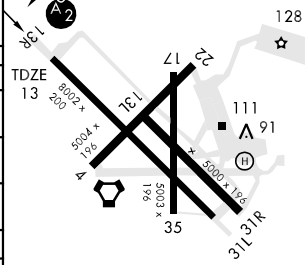
EMERG SAFE ALT 100 NM 2600



3000 NGP R-127 BIGUY NGP 11.5

ELEV 18

129° 4.7 NM from FAF



REIL Rwy 13R-31L
HIRL all Rwy

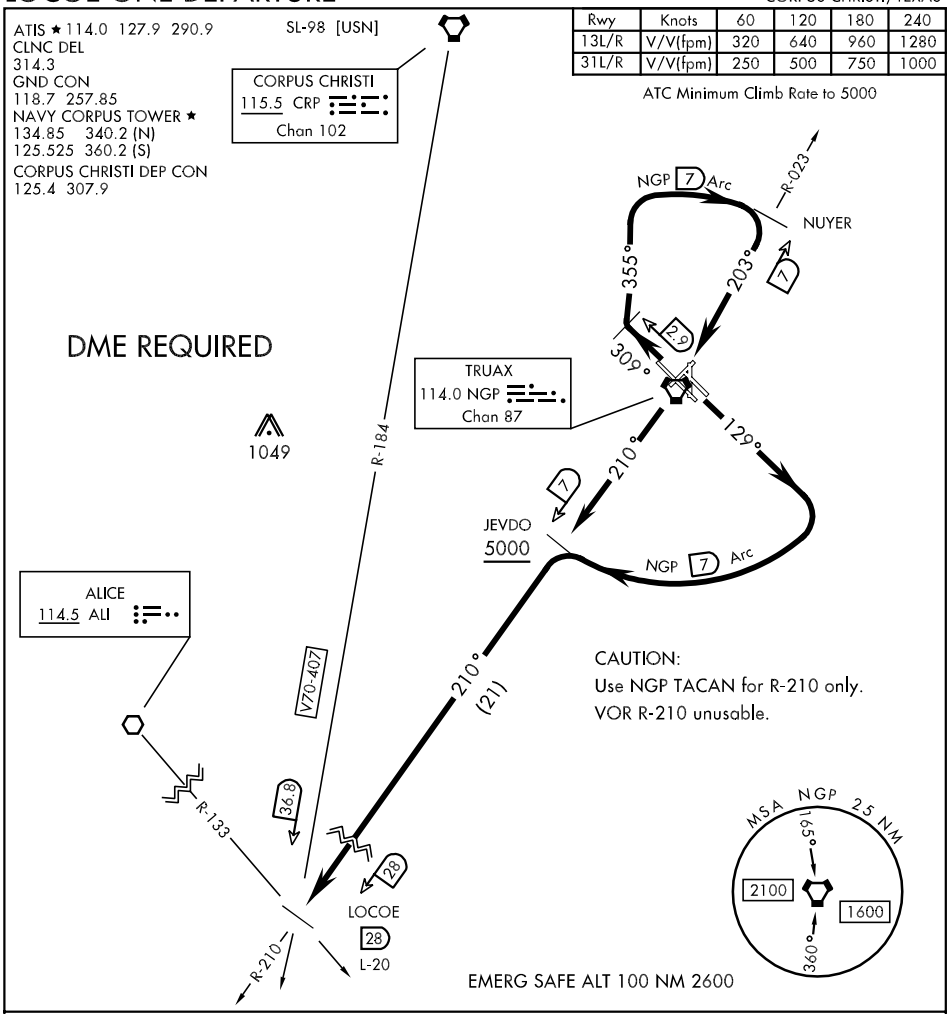
CATEGORY	A	B	C	D
S-ILS 13R *	213-½ 200 (200-½)		213-¾ 200 (200-¾)	
S-LOC/DME 13R**	320-¾ 307 (400-¾)			
CIRCLING	480-1 462 (500-1)		480-1½ 462 (500-1½)	580-2 562 (600-2)
S-PAR 13R†	113-¼ 100 (100-¼) GS 3.0°			
CORPUS CHRISTI ALTIMETER SETTING				
S-ILS 13R **	245-¾ 232 (300-¾)			
S-LOC/DME 13R ***	360-¾ 347 (400-¾)			360-1 347 (400-1)
CIRCLING	500-1 482 (500-1)		500-1½ 482 (500-1½)	580-2 562 (600-2)

FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

LOCOE ONE DEPARTURE (LOCOE1 • LOCOE)

CORPUS CHRISTI, TEXAS



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 13L/R: Climb via heading 129° to intercept NGP VORTAC 7 DME arc. Arc CW South of NGP via 7 DME arc to JEVDO, NGP R-210/7 DME. Cross JEVDO at or above 5000. Thence....

TAKE-OFF RWY 31L/R: Climb via heading 309° to NGP VORTAC 2.9 DME, then climbing right turn via heading 355° to intercept NGP 7 DME arc. Arc CW North of NGP via 7 DME arc to NUYER, NGP R-023/7 DME. Then via R-023 to NGP and R-210 to JEVDO, NGP R-210/7 DME. Cross JEVDO at above 5000. Thence....

THENCE.... from JEVDO via NGP R-210 to LOCOE. Then via assigned route. Expect clearance to filed altitude/flight level 10 minutes after departure.

LOCOE ONE DEPARTURE (LOCOE1 • LOCOE)

CORPUS CHRISTI, TEXAS

RNAV (GPS) RWY 4

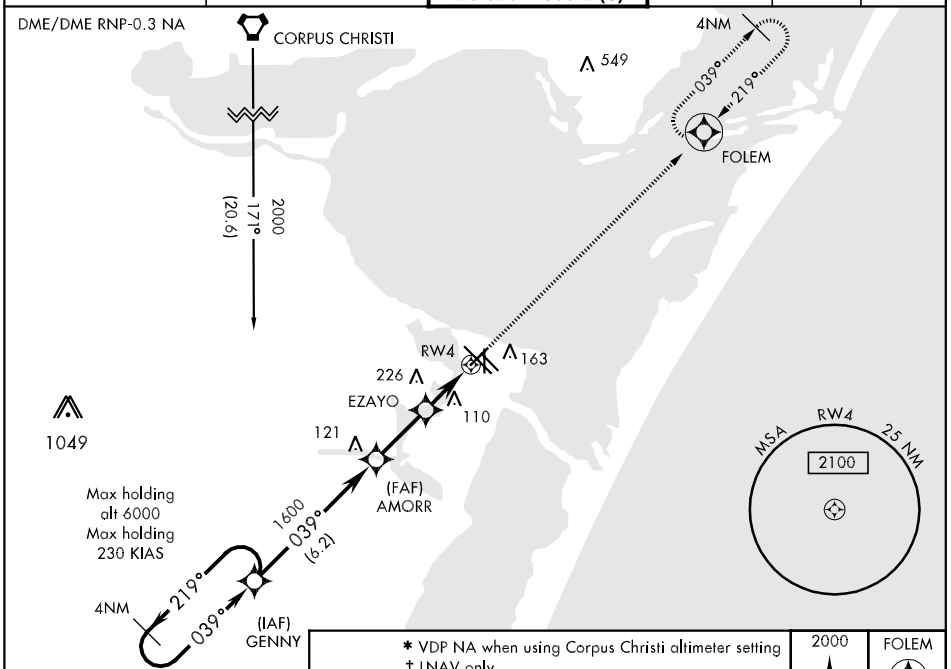
APCH CRS	Rwy ldg	5004
039°	TDZE	17
	Arpt Elev	18

AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

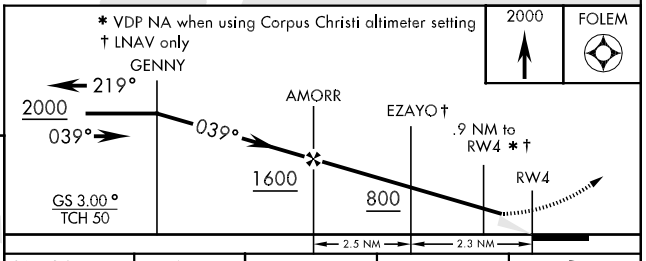
When local altimeter setting not received, use Corpus Christi altimeter setting.
Baro VNAV NA below -15°C (5°F) and above 42°C (108°F)
Baro VNAV NA when local altimeter not available.

MISSED APPROACH: Climb to 2000 direct FOLEM and hold.

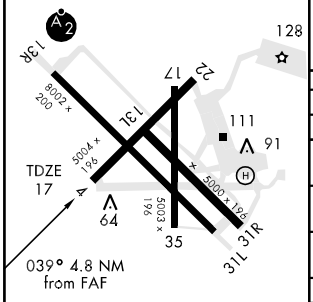
ATIS ★	CORPUS CHRISTI APP CON	NAVY CORPUS TOWER ★	GND CON	CLNC DEL	ASR/PAR
114.0 127.9 290.9	120.9 348.725	134.85 340.2 (N) 125.525 360.2 (S)	118.7 257.85	314.3	



EMERG SAFE ALT 100 NM 2600



ELEV 18



REIL Rwy 13R-31L
HIRL all Rwy

CATEGORY	A	B	C	D
LNAV/VNAV DA	280-1 263 (300-1)			
LNAV MDA	360-1 343 (400-1)			360-1¼ 343 (400-1¼)
CIRCLING	480-1 462 (500-1)		480-1½ 462 (500-1½)	580-2 562 (600-2)
S-ASR-4	480-1 463 (500-1)	480-1¼ 463 (500-1¼)	480-1½ 463 (500-1½)	480-2 463 (500-2)
CORPUS CHRISTI ALTIMETER SETTING				
LNAV MDA	400-1 383 (400-1)			400-1¼ 383 (400-1¼)
CIRCLING	500-1 482 (500-1)		500-1½ 482 (500-1½)	580-2 562 (600-2)

RNAV (GPS) RWY 13L

AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

APCH CRS	Rwy ldg	5000
129°	TDZE	18
	Arpt Elev	18

When local altimeter setting not received, use Corpus Christi altimeter setting.
Baro VNAV NA below -15°C (5°F) and above 42°C (108°F)
Baro VNAV NA when local altimeter not available.

MISSED APPROACH: Climb to 3000 direct BIGUY and hold.

ATIS ★	CORPUS CHRISTI APP CON	NAVY CORPUS TOWER ★	GND CON	CLNC DEL	ASR/PAR
114.0 127.9 290.9	120.9 348.725	134.85 340.2 (N) 125.525 360.2 (S)	118.7 257.85	314.3	

Nbnd arrivals on V70-407, V13-20-163 require PT at CRP VORTAC (see L-20), or radar vectors.

IAF CORPUS CHRISTI
115.5 CRP
Chan 102

CAUTION: Max 230 KIAS from CRP to RULKE

MSA RW 13L 25 NM 2100

1600 163° (5.5)

STURT

498

1600 129° (5.2)

(FAF) RULKE

DME/DME RNP-0.3 NA

RW13L 163 226

1049

EMERG SAFE ALT 100 NM 2600

* VDP NA when using Corpus Christi altimeter setting. † LNAV only

3000 BIGUY

CRP VORTAC 2000 163° 1600 STURT 129° 1600 RULKE .9 NM to RW13L*† RW13L

GS 3.00°
TCH 50

4.8 NM

129° 4 NM BIGUY 309°

ELEV 18

129° 4.8 NM from FAF

TDZE 18

CATEGORY	A	B	C	D
LNAV/VNAV DA	340-1¼ 322 (400-1¼)			
LNAV MDA	360-1 342 (400-1)			360-1¼ 342 (400-1¼)
CIRCLING	480-1¼ 462 (500-1¼)		480-1½ 462 (500-1½)	580-2 562 (600-2)
S-ASR 13L	400-1 382 (400-1)	400-1¼ 382 (400-1¼)	400-1½ 382 (400-1½)	400-2 382 (400-2)
CORPUS CHRISTI ALTIMETER SETTING				
LNAV MDA	380-1 362 (400-1)			380-1¼ 362 (400-1¼)
CIRCLING	500-1¼ 482 (500-1¼)		500-1½ 482 (500-1½)	580-2 562 (600-2)

REIL Rwy 13R-31L
HIRL all Rwy

RNAV (GPS) RWY 17

APCH CRS	Rwy ldg	5003
174°	TDZE	18
	Arpt Elev	18

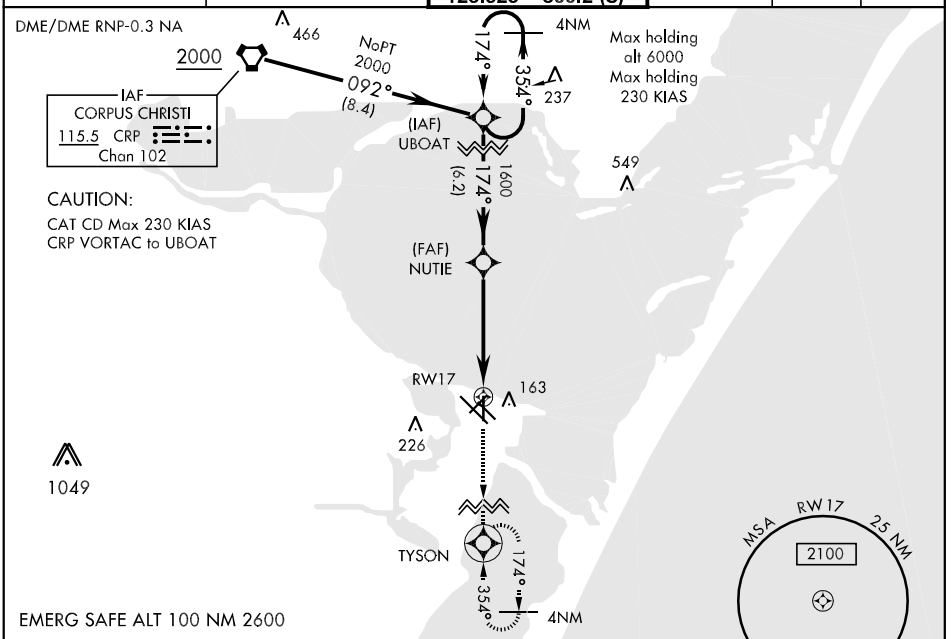
AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

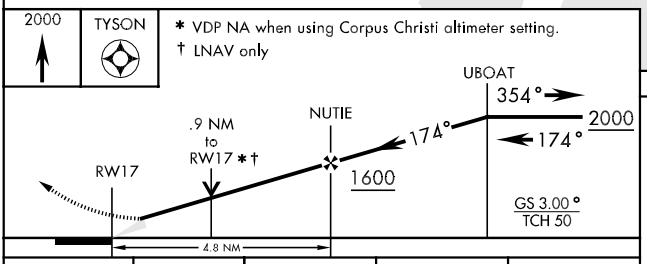
When local altimeter setting not received, use Corpus Christi altimeter setting.
Baro VNAV NA below -15°C (5°F) and above 42°C (108°F).
Baro VNAV NA when local altimeter not available.

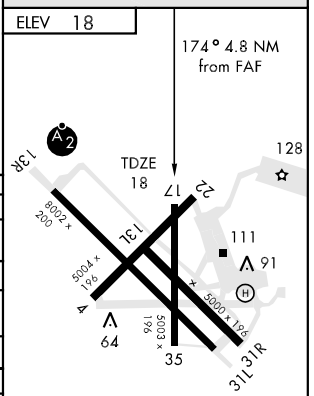
MISSED APPROACH: Climb to 2000 direct TYSON and hold.

ATIS ★	CORPUS CHRISTI APP CON	NAVY CORPUS TOWER ★	GND CON	CLNC DEL	ASR/PAR
114.0 127.9 290.9	120.9 348.725	134.85 340.2 (N) 125.525 360.2 (S)	118.7 257.85	314.3	

DME/DME RNP-0.3 NA







CATEGORY	A	B	C	D
LNAV MDA	340-1 322 (400-1)			
LNAV/VNAV DA	340-1¼ 322 (400-1¼)			
CIRCLING	480-1¼ 462 (500-1¼)		480-1½ 462 (500-1½)	580-2 562 (600-2)
S-PAR-17	118-½ 100 (100-½) GS 3.0°			
CORPUS CHRISTI ALTIMETER SETTING				
LNAV MDA	360-1 342 (400-1)			360-1¼ 342 (400-1¼)
CIRCLING	500-1 482 (500-1)		500-1½ 482 (500-1½)	580-2 562 (600-2)

REIL Rwy 13R-31L
HIRL all Rwy

SC-3, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 22

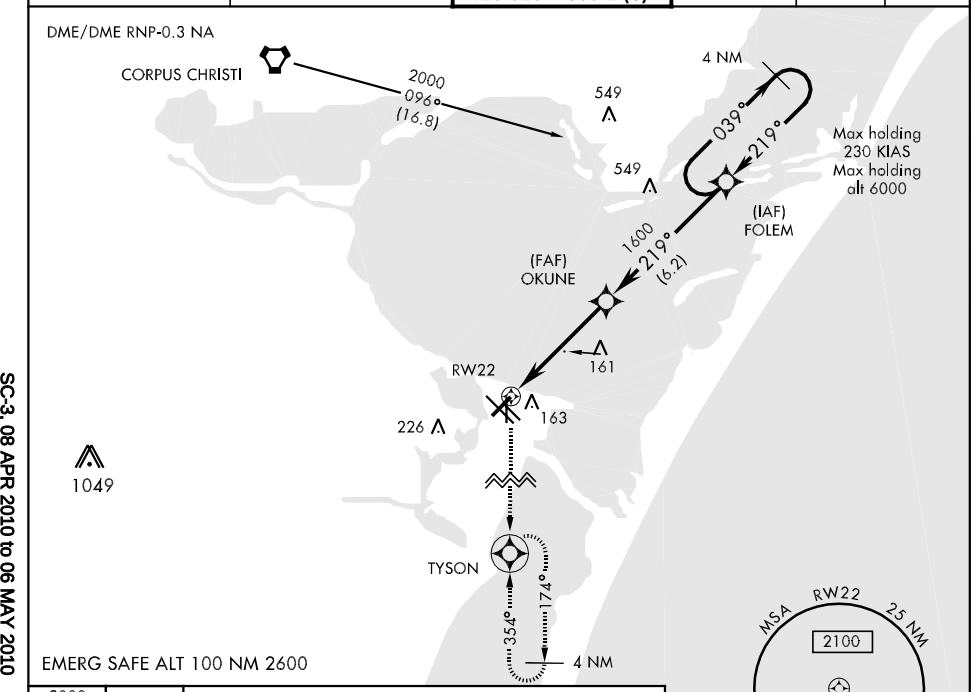
APCH CRS	Rwy ldg	5004
219°	TDZE	15
	Arpt Elev	18

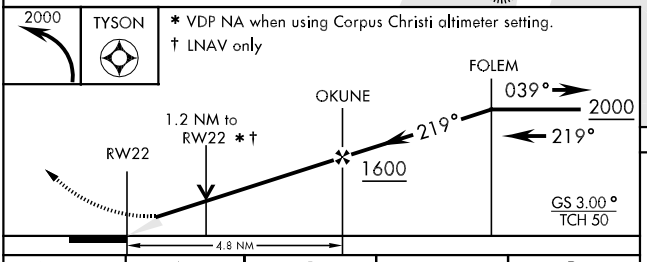
AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

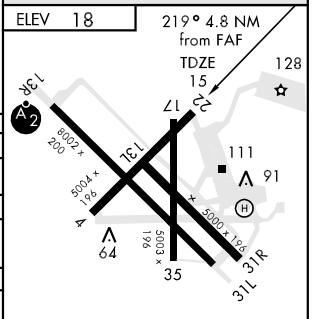
When local altimeter setting not received, use Corpus Christi altimeter setting.
Baro VNAV NA below -15°C (5°F) and above 42°C (108°F)
Baro VNAV NA when local altimeter not available.

MISSED APPROACH: Climbing left turn to 2000 direct TYSON and hold.

ATIS ★	CORPUS CHRISTI APP CON	NAVY CORPUS TOWER ★	GND CON	CLNC DEL	ASR/PAR
114.0 127.9 290.9	125.4 307.9	134.85 340.2 (N) 125.525 360.2 (S)	118.7 257.85	314.3	







CATEGORY	A	B	C	D
LNAV/VNAV DA	340-1¼	325 (400-1¼)		
LNAV MDA	420-1 405 (500-1)		420-1¼ 405 (500-1¼)	
CIRCLING	480-1¼ 462 (500-1¼)		480-1½ 462 (500-1½)	580-2 562 (600-2)
CORPUS CHRISTI ALTIMETER SETTING				
LNAV MDA	460-1 445 (500-1)		460-1¼ 445 (500-1¼)	460-1½ 445 (500-1½)
CIRCLING	500-1 482 (500-1)		500-1½ 482 (500-1½)	580-2 562 (600-2)

REIL Rwy 13R-31L
HIRL all Rwy

RNAV (GPS) RWY 31L

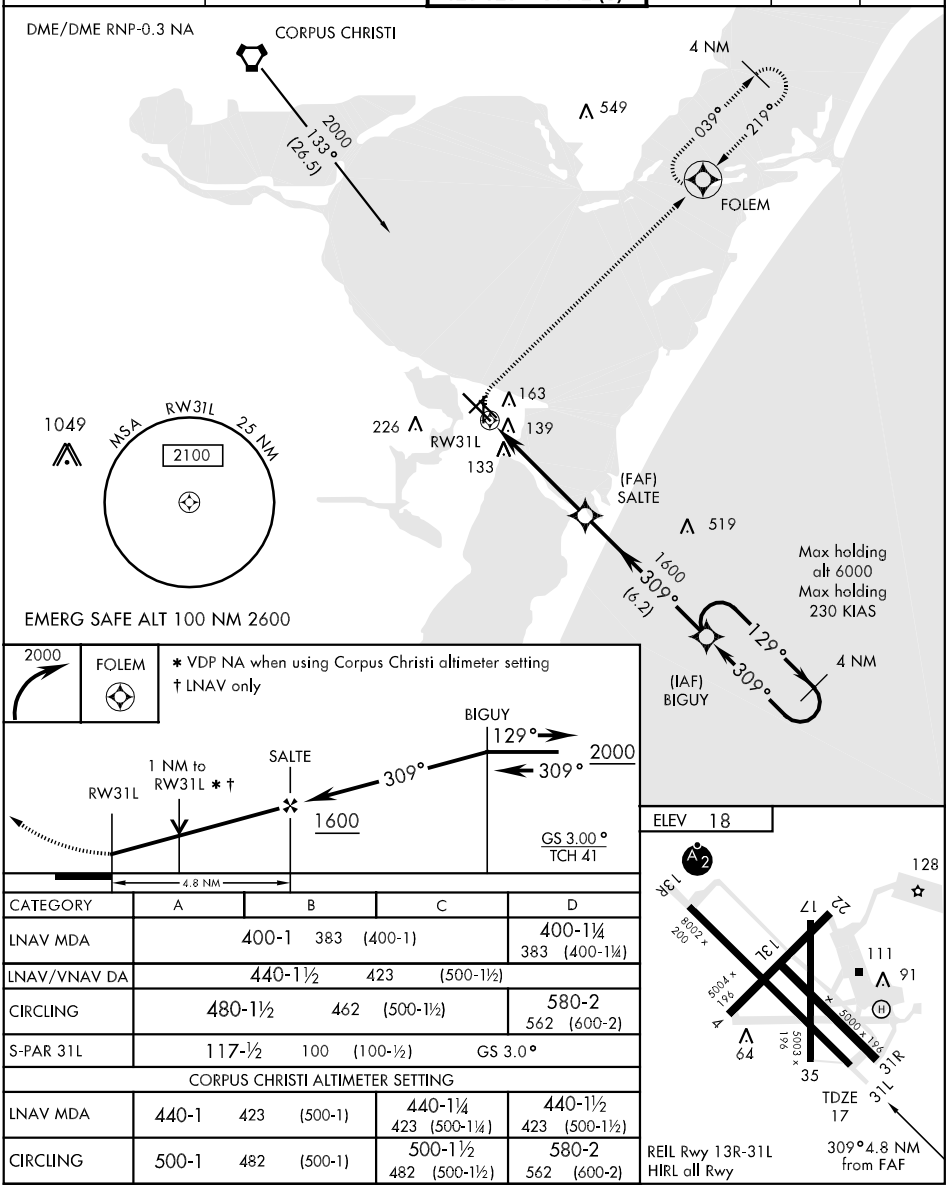
APCH CRS	Rwy ldg	8002
309°	TDZE	17
	Arpt Elev	18

AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

When local altimeter setting not received, use Corpus Christi altimeter setting.
Baro VNAV NA below -15°C (5°F) and above 42°C (108°F)
Baro VNAV NA when local altimeter not available.

MISSED APPROACH: Climbing right turn to 2000 direct FOLEM and hold.

ATIS ★	CORPUS CHRISTI APP CON	NAVY CORPUS TOWER ★	GND CON	CLNC DEL	ASR/PAR
114.0 127.9 290.9	125.4 307.9	134.85 340.2 (N) 125.525 360.2 (S)	118.7 257.85	314.3	



CATEGORY	A	B	C	D
LNAV MDA	400-1 383 (400-1)			400-1¼ 383 (400-1¼)
LNAV/VNAV DA	440-1½ 423 (500-1½)			
CIRCLING	480-1½ 462 (500-1½)			580-2 562 (600-2)
S-PAR 31L	117-½ 100 (100-½) GS 3.0°			
CORPUS CHRISTI ALTIMETER SETTING				
LNAV MDA	440-1 423 (500-1)		440-1¼ 423 (500-1¼)	440-1½ 423 (500-1½)
CIRCLING	500-1 482 (500-1)		500-1½ 482 (500-1½)	580-2 562 (600-2)

RNAV (GPS) RWY 31R

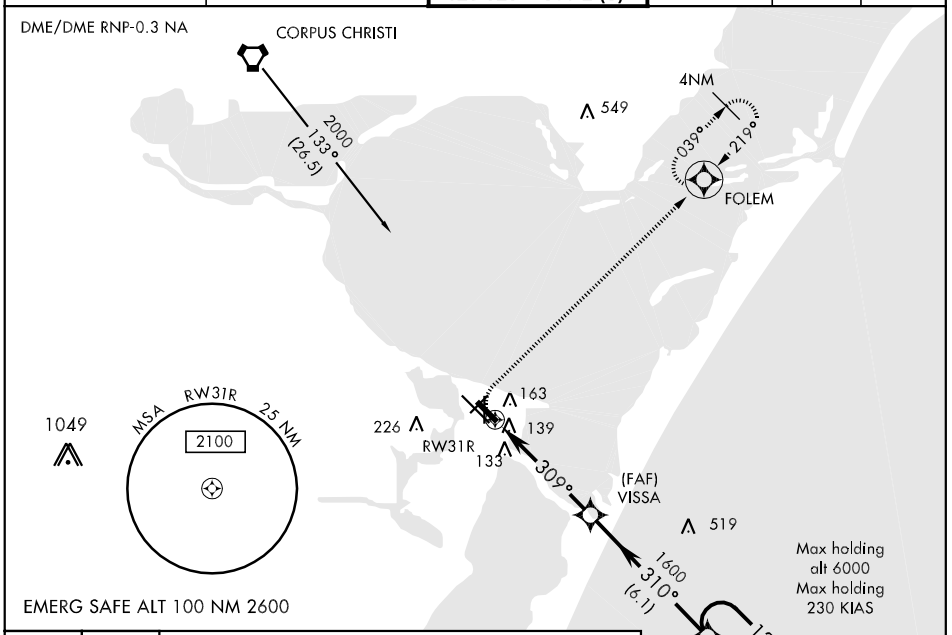
APCH CRS	Rwy ldg	5000
309°	TDZE	18
	Arpt Elev	18

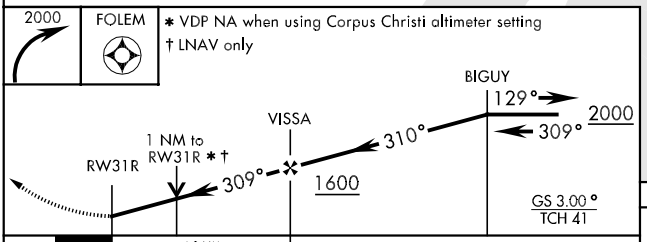
AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

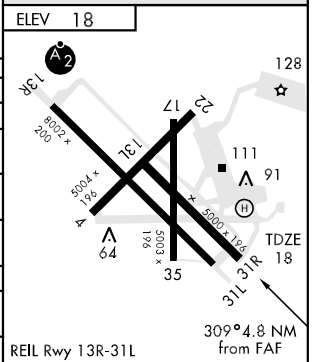
When local altimeter setting not received, use Corpus Christi altimeter setting.
Baro VNAV NA below -15°C (5°F) and above 42°C (108°F)
Baro VNAV NA when local altimeter not available.

MISSED APPROACH: Climbing right turn to 2000 direct FOLEM and hold.

ATIS ★	CORPUS CHRISTI APP CON	NAVY CORPUS TOWER ★	GND CON	CLNC DEL	ASR/PAR
114.0 127.9 290.9	125.4 307.9	134.85 340.2 (N) 125.525 360.2 (S)	118.7 257.85	314.3	







CATEGORY	A	B	C	D
LNAV/VNAV DA	380-1¼ 362 (400-1¼)			
LNAV MDA	400-1 382 (400-1)			400-1¼ 382 (400-1¼)
CIRCLING	480-1¼ 462 (500-1¼)		480-1½ 462 (500-1½)	580-2 562 (600-2)
S-ASR 31R	440-1 422 (500-1)	440-1¼ 422 (500-1¼)	440-1½ 422 (500-1½)	440-2 422 (500-2)
CORPUS CHRISTI ALTIMETER SETTING				
LNAV MDA	440-1 422 (500-1)		440-1¼ 422 (500-1¼)	
CIRCLING	500-1 482 (500-1)		500-1½ 482 (500-1½)	580-2 562 (600-2)

SC-3, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 35

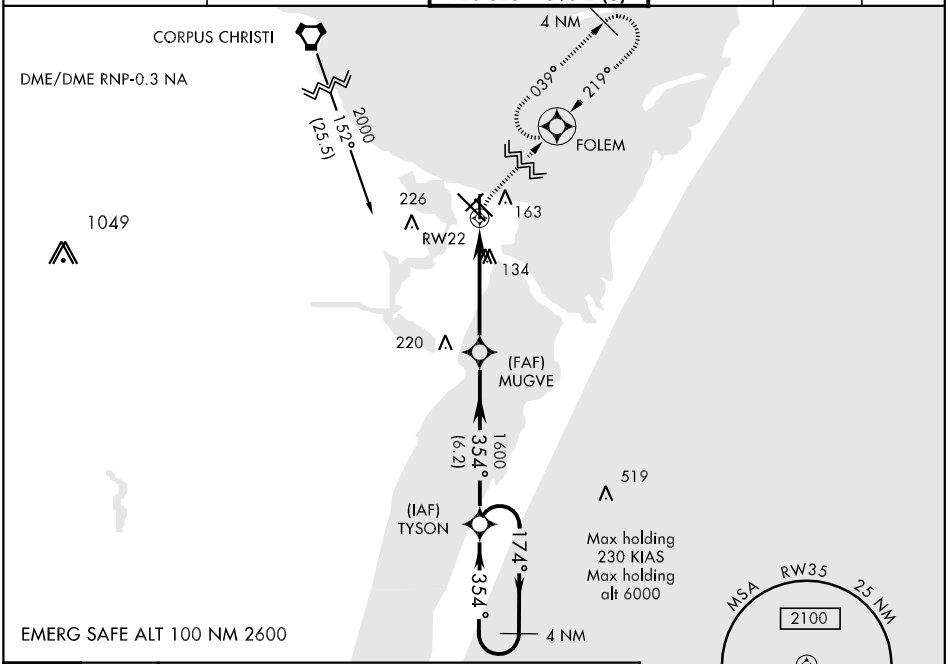
APCH CRS	Rwy ldg	5003
354°	TDZE	18
	Arpt Elev	18

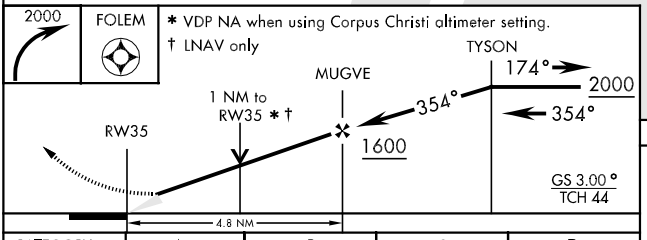
AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

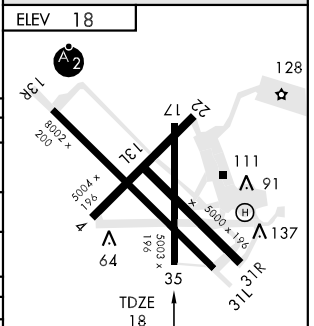
When local altimeter setting not received, use Corpus Christi altimeter setting.
Baro VNAV NA below -15°C (5°F) and above 42°C (108°F)
Baro VNAV NA when local altimeter not available.

MISSED APPROACH: Climbing right turn to 2000 direct FOLEM and hold.

ATIS ★	CORPUS CHRISTI APP CON	NAVY CORPUS TOWER ★	GND CON	CLNC DEL	ASR/PAR
114.0 127.9 290.9	125.4 307.9	134.85 340.2 (N) 125.525 360.2 (S)	118.7 257.85	314.3	







CATEGORY	A	B	C	D
LNAV MDA	400-1 382 (400-1)			400-1¼ 382 (400-1¼)
LNAV/VNAV DA	400-1¼ 382 (400-1¼)			
CIRCLING	480-1¼ 462 (500-1¼)		480-1½ 462 (500-1½)	580-2 562 (600-2)
S-PAR 35	118-½ 100 (100-½)			
CORPUS CHRISTI ALTIMETER SETTING				
LNAV MDA	420-1 402 (500-1)		420-1¼ 402 (500-1¼)	
CIRCLING	500-1 482 (500-1)		500-1½ 482 (500-1½)	580-2 562 (600-2)

VOR/DME or TACAN RWY 17

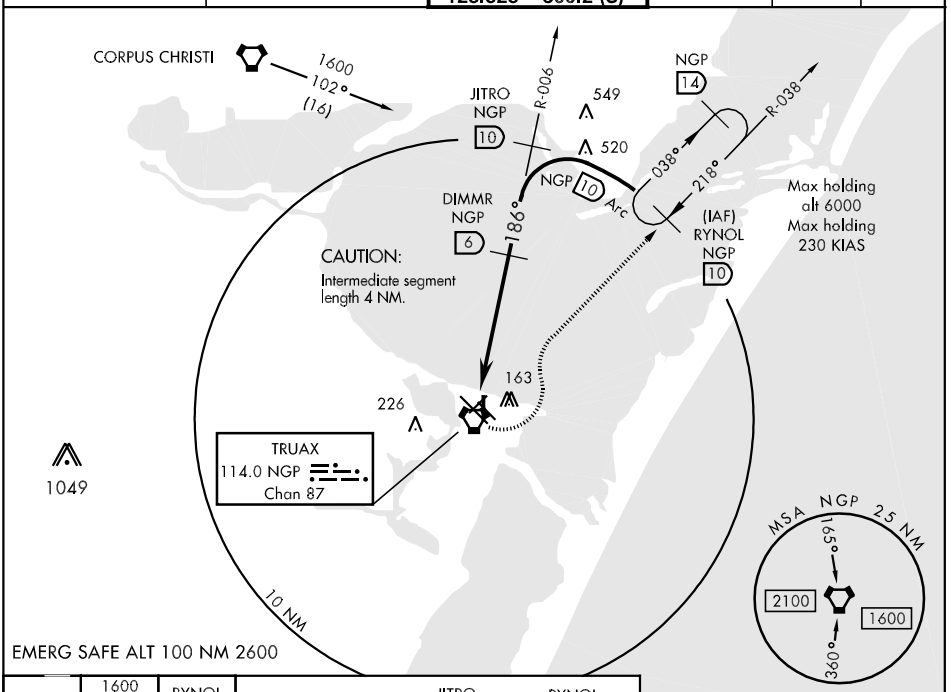
AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

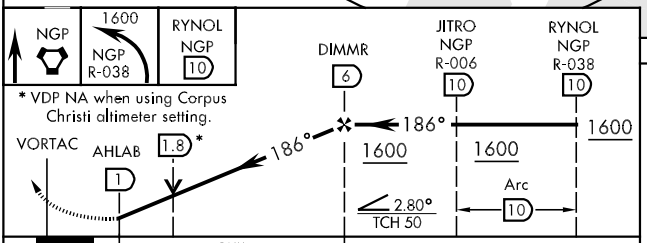
VORTAC NGP 114.0 Chan 87	APCH CRS 186°	Rwy ldg 5003 TDZE 18 Arpt Elev 18

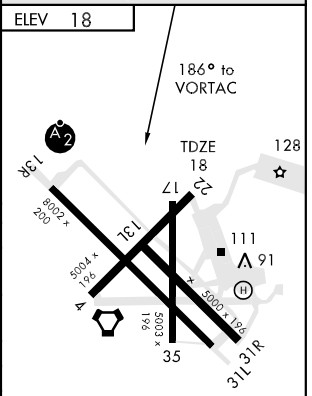
When local altimeter setting not received, use Corpus Christi altimeter setting.

MISSED APPROACH: Climb to NGP VORTAC via R-006, then climbing left turn to 1600 via NGP R-038 to RYNOL and hold.

ATIS ★	CORPUS CHRISTI APP CON	NAVY CORPUS TOWER ★	GND CON	CLNC DEL	ASR/PAR
114.0 127.9 290.9	120.9 348.725	134.85 340.2 (N) 125.525 360.2 (S)	118.7 257.85	314.3	







CATEGORY	A	B	C	D
S-17	380-1 362 (400-1)			380-1¼ 362 (400-1¼)
CIRCLING	480-1 462 (500-1)		480-1½ 462 (500-1½)	580-2 562 (600-2)
S-PAR 17	118-½ 100 (100-½) GS 3.0°			
CORPUS CHRISTI ALTIMETER SETTING				
S-17	420-1 402 (500-1)			420-1¼ 402 (500-1¼)
CIRCLING	500-1 482 (500-1)		500-1½ 482 (500-1½)	580-2 562 (600-2)

REIL Rwy 13R-31L
HIRL all Rwy

27°42'N-97°17'W CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

VOR/DME or TACAN RWY 17

VOR/DME or TACAN RWY 35

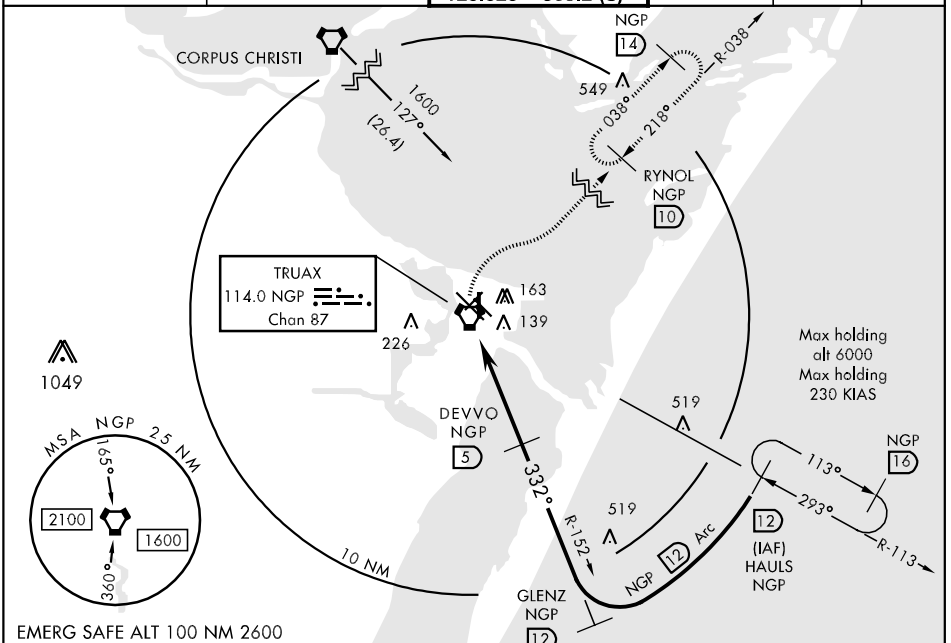
VORTAC NGP 114.0 Chan 87	APCH CRS 332°	Rwy ldg 5003 TDZE 18 Arpt Elev 18

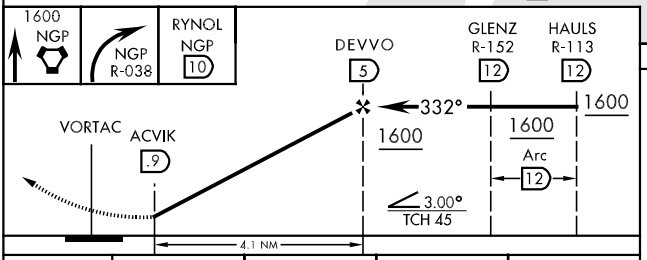
AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

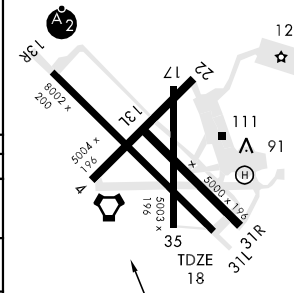
When local altimeter setting not received, use Corpus Christi altimeter setting.

MISSED APPROACH: Climb to NGP VORTAC via R-152, then climbing right turn to 1600 via NGP R-038 to RYNOL and hold.

ATIS ★	CORPUS CHRISTI APP CON	NAVY CORPUS TOWER ★	GND CON	CLNC DEL	ASR/PAR
114.0 127.9 290.9	125.4 307.9	134.85 340.2 (N) 125.525 360.2 (S)	118.7 257.85	314.3	







CATEGORY	A	B	C	D
S-35	400-1 382 (400-1)			400-1¼ 382 (400-1¼)
CIRCLING	480-1 462 (500-1)		480-1½ 462 (500-1½)	580-2 562 (600-2)
S-PAR 35	118-½ 100 (100-½) GS 3.0°			
CORPUS CHRISTI ALTIMETER SETTING				
S-35	440-1 422 (500-1)		440-1¼ 422 (500-1¼)	
CIRCLING	500-1 482 (500-1)		500-1½ 482 (500-1½)	580-2 562 (600-2)

REIL Rwy 13R-31L
HIRL all Rwy

VOR/DME X RWY 31L

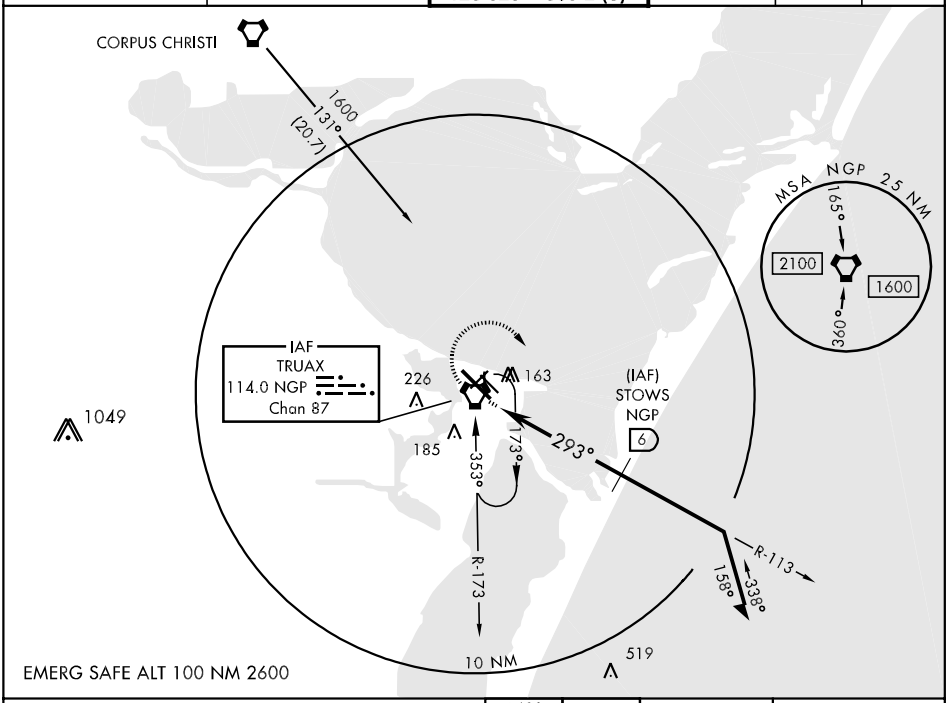
VORTAC NGP	APCH CRS	Rwy ldg	8002
114.0	293°	TDZE	17
Chan 87		Arpt Elev	18

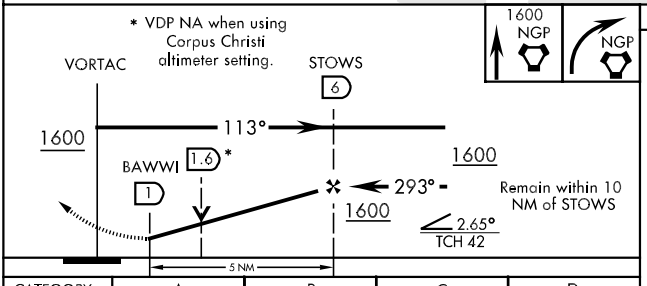
AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

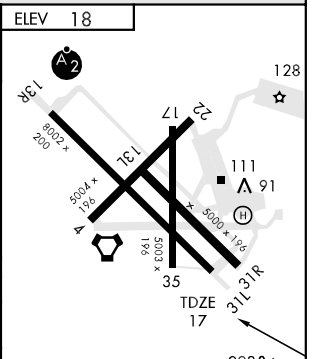
When local altimeter setting not received, use Corpus Christi altimeter setting.

MISSED APPROACH: Climb to NGP VORTAC via R-113, then climbing right turn to1600 direct NGP VORTAC and hold.

ATIS ★	CORPUS CHRISTI APP CON	NAVY CORPUS TOWER ★	GND CON	CLNC DEL	ASR/PAR
114.0 127.9 290.9	125.4 307.9	134.85 340.2 (N) 125.525 360.2 (S)	118.7 257.85	314.3	







CATEGORY	A	B	C	D
S-31L	400-1	383 (400-1)		400-1¼ 383 (400-1¼)
CIRCLING	480-1	462 (500-1)	480-1½ 462 (500-1½)	580-2 562 (600-2)
CORPUS CHRISTI ALTIMETER SETTING				
S-31L	440-1	423 (500-1)	440-1¼ 423 (500-1¼)	
CIRCLING	500-1	482 (500-1)	500-1½ 482 (500-1½)	580-2 562 (600-2)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

VOR/DME X RWY 31L

VOR/DME Y or TACAN Y RWY 13R

AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

VORTAC CRP 115.5 Chan 102	APCH CRS 139°	Rwy ldg 8002 TDZE 13 Arpt Elev 18

*When ALS inop, increase CAT ABC vis to 1 mile, CAT D to 1¼ mile.
**When ALS inop, increase vis to ½ mile.

SALSF

MISSED APPROACH: Climb to 1600 via CRP R-138 to VICCC and hold.

ATIS ★	CORPUS CHRISTI APP CON	NAVY CORPUS TOWER ★	GND CON	CLNC DEL	ASR/PAR
114.0 127.9 290.9	120.9 348.725	134.85 340.2 (N) 125.525 360.2 (S)	118.7 257.85	314.3	

When local altimeter setting not received, use Corpus Christi altimeter setting.

IAF CORPUS CHRISTI 115.5 CRP Chan 102

JAGTO CRP 3

R-139 206

Nbnd arrivals on V70-407, V13-20-163 require PT at CRP VORTAC (IAF) (see L-20) or radar vectors. PT at IAF NA for TACAN procedure.

139° 445

ROAMM CRP 9

137

163

226

1049

VICCC CRP 21

138° 318°

CRP 25

R-138

10 NM

EMERG SAFE ALT 100 NM 3100

MSA CRP 2.5 NM 210° 2100 1600 360°

† VDP NA when using Corpus Christi altimeter setting

1600 CRP R-138 VICCC 21

VORTAC 2000 139° 1600 JAGTO 3 139° 1600 ROAMM 9 † 13.4 ZAMGU 14

2.73° TCH 42

5 NM

CATEGORY	A	B	C	D
S-13R *	360-¾ 347 (400-¾)			360-1 347 (400-1)
CIRCLING	480-1 462 (500-1)		480-1½ 462 (500-1½)	580-2 562 (600-2)
S-PAR 13R**	113-¼ 100 (100-¼) GS 3.0°			
CORPUS CHRISTI ALTIMETER SETTING				
S-13R *	400-¾ 387 (400-¾)			400-1 387 (400-1)
CIRCLING	500-1 482 (500-1)		500-1½ 482 (500-1½)	580-2 562 (600-2)

ELEV 18

REIL Rwy 13R-31L
HIRL all Rwy

TDZE 13

13R 8002 x 500

13L 5004 x 196

17 22 111 91 128

5000 x 196

5003 x 196

35 31L 31R

139° 14 NM from VORTAC

SC-3, 08 APR 2010 to 06 MAY 2010

VORTAC CRP 115.5 Chan 102	APCH CRS 318°	Rwy ldg 8002 TDZE 17 Arpt Elev 18

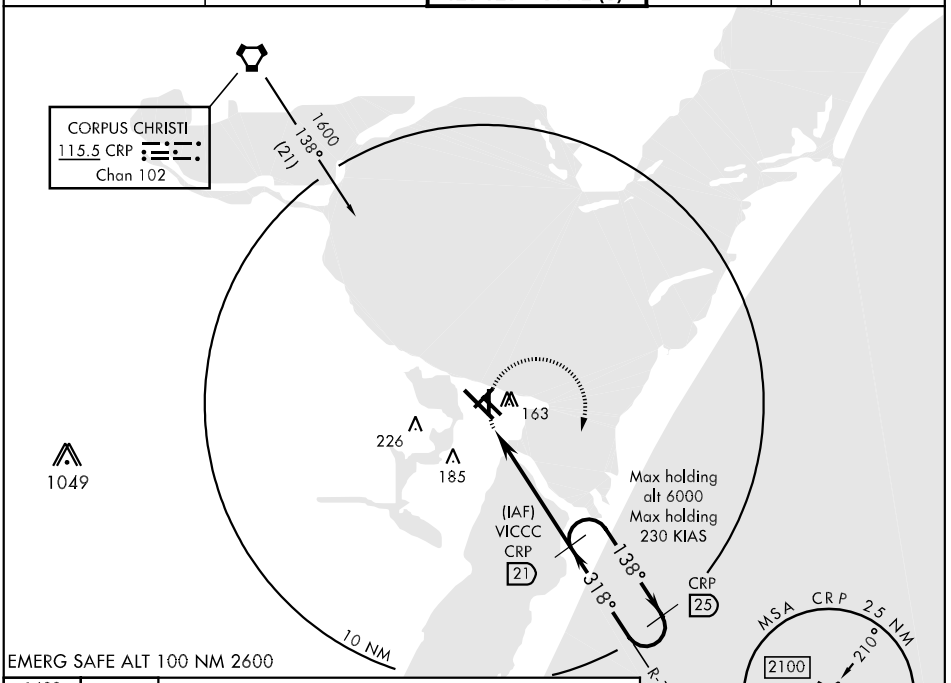
VOR/DME Y or TACAN Y RWY 31L

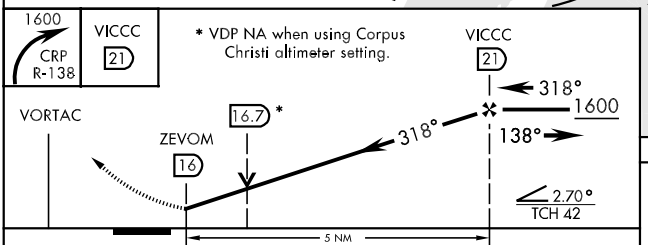
AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

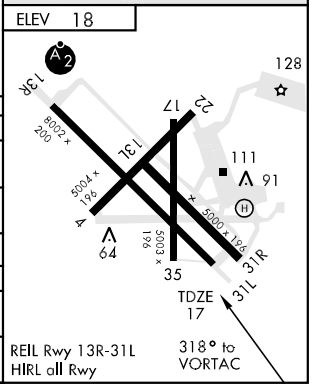
When local altimeter setting not received, use Corpus Christi altimeter setting.

MISSED APPROACH: Climbing right turn to 1600, intercept CRP VORTAC R-138 outbound to VICCC and hold.

ATIS ★	CORPUS CHRISTI APP CON	NAVY CORPUS TOWER ★	GND CON	CLNC DEL	ASR/PAR
114.0 127.9 290.9	125.4 307.9	134.85 340.2 (N) 125.525 360.2 (S)	118.7 257.85	314.3	







CATEGORY	A	B	C	D
S-31L	420-1 403 (500-1)		420-1¼ 403 (500-1¼)	
CIRCLING	480-1 462 (500-1)		480-1½ 462 (500-1½)	580-2 562 (600-2)
S-PAR 31L	117-½ 100 (100-½) GS 3.0°			
CORPUS CHRISTI ALTIMETER SETTING				
S-31L	460-1 443 (500-1)		460-1¼ 443 (500-1¼)	460-1½ 443 (500-1½)
CIRCLING	500-1 482 (500-1)		500-1½ 482 (500-1½)	580-2 562 (600-2)

VOR/DME Z or TACAN Z RWY 13R

AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

VORTAC NGP	APCH CRS	Rwy ldg 8002
114.0	143°	TDZE 13
Chan 87		Arpt Elev 18

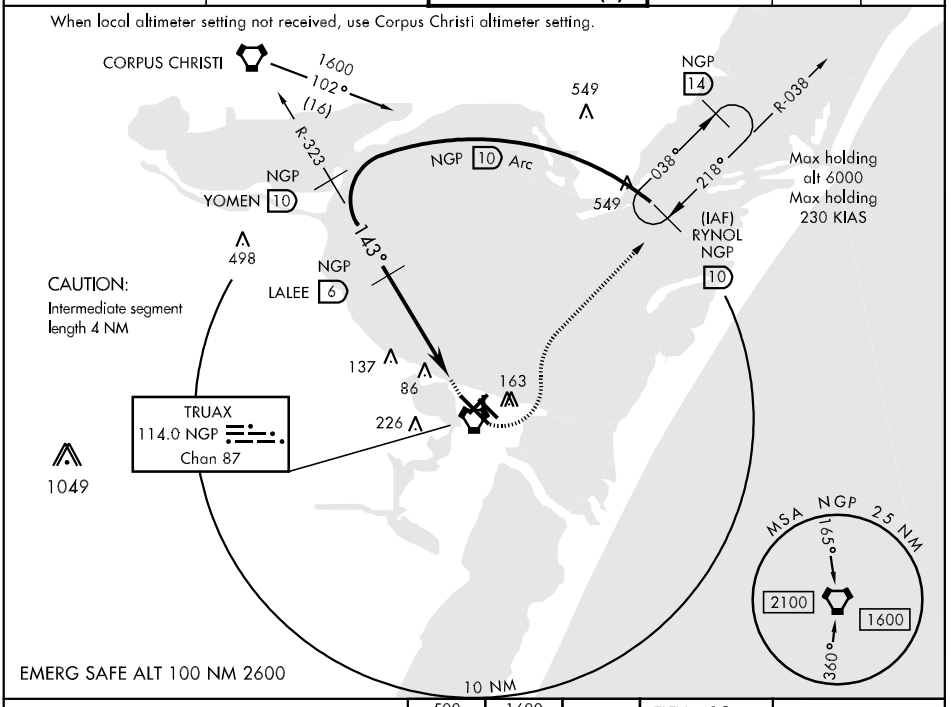
* When ALS inop, increase CAT ABCD vis to 1 mile.
** When ALS inop, increase CAT ABC vis to 1 mile, CAT D vis to 1¼ mile.
*** When ALS inop, increase vis to ½ mile.

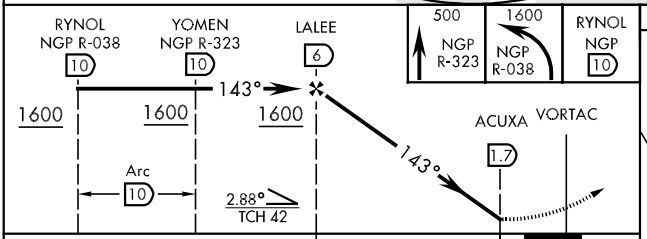
SALSF

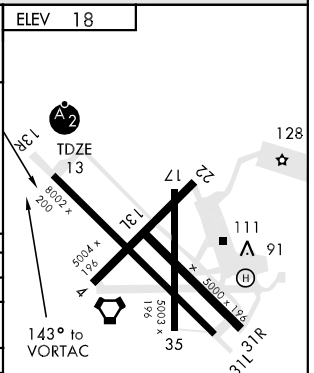
MISSED APPROACH: Climb to 500 via NGP VORTAC R-323, then climbing left turn to 1600 via NGP R-038 to RYNOL and hold.

ATIS ★	CORPUS CHRISTI APP CON	NAVY CORPUS TOWER ★	GND CON	CLNC DEL	ASR/PAR
114.0 127.9 290.9	120.9 348.725	134.85 340.2 (N) 125.525 360.2 (S)	118.7 257.85	314.3	

When local altimeter setting not received, use Corpus Christi altimeter setting.







CATEGORY	A	B	C	D
S-13R *	340-¾	327 (400-¾)		
CIRCLING	480-1 462 (500-1)		480-1½ 462 (500-1½)	580-2 562 (600-2)
S-PAR 13R***	113-¼	100 (100-¼)	GS 3.0°	
CORPUS CHRISTI ALTIMETER SETTING				
S-31R**	380-¾	367 (400-¾)		380-1 367 (400-1)
CIRCLING	500-1	482 (500-1)	500-1½ 482 (500-1½)	580-2 562 (600-2)

REIL Rwy 13R-31L
HIRL all Rwy

VOR/DME Z or TACAN Z RWY 31L

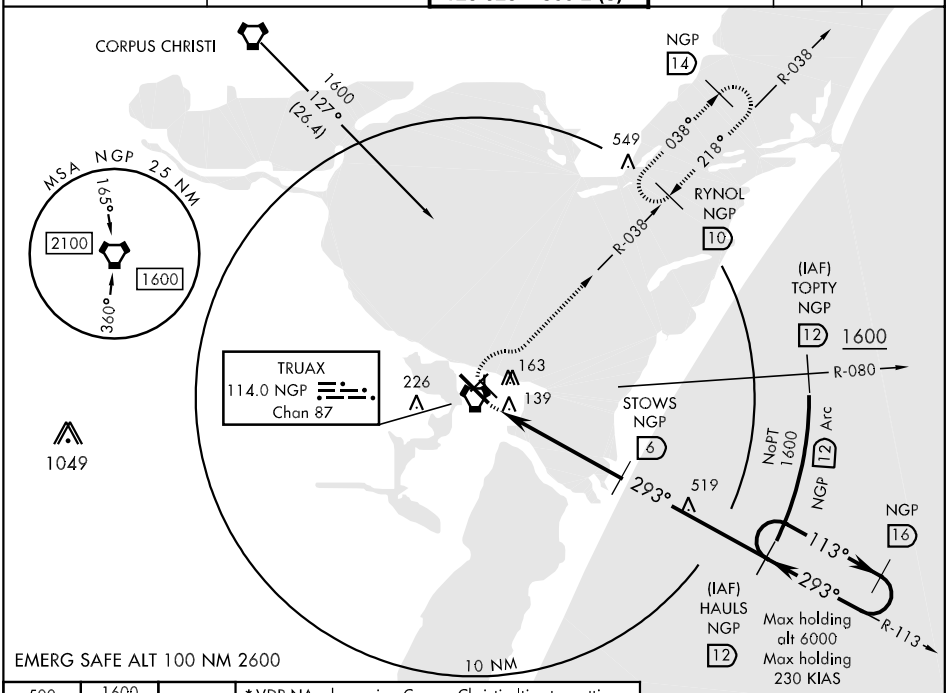
VORTAC NGP	APCH CRS	Rwy ldg	8002
114.0	293°	TDZE	17
Chan 87		Arpt Elev	18

AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

When local altimeter setting not received, use Corpus Christi altimeter setting.

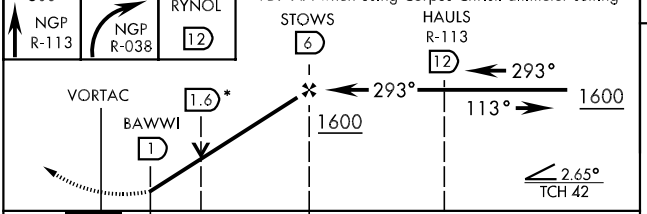
MISSED APPROACH: Climb to 500 via NGP VORTAC R-113, then climbing right turn to 1600, intercept NGP R-038 to RYNOL and hold.

ATIS ★	CORPUS CHRISTI APP CON	NAVY CORPUS TOWER ★	GND CON	CLNC DEL	ASR/PAR
114.0 127.9 290.9	125.4 307.9	134.85 340.2 (N) 125.525 360.2 (S)	118.7 257.85	314.3	

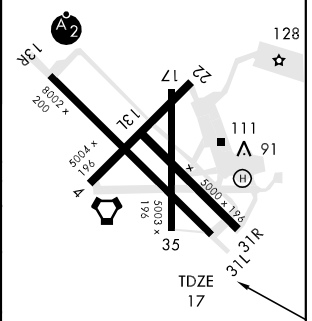


500 NGP R-113	1600 NGP R-038	RYNOL 12

* VDP NA when using Corpus Christi altimeter setting



ELEV 18



CATEGORY	A	B	C	D
S-31L	400-1 383 (400-1)			400-1¼ 383 (400-1¼)
CIRCLING	480-1 462 (500-1)		480-1½ 462 (500-1½)	580-2 562 (600-2)
S-PAR 31L	117-½ 100 (100-½)			GS 3.0°
CORPUS CHRISTI ALTIMETER SETTING				
S-31L	440-1 423 (500-1)		440-1¼ 423 (500-1¼)	
CIRCLING	500-1 482 (500-1)		500-1½ 482 (500-1½)	580-2 562 (600-2)

REIL Rwy 13R-31L
HIRL all Rwy

VOR/DME Z or TACAN Z RWY 31L

VORTAC NGP	APCH CRS	Rwy ldg	5004
114.0	208°	TDZE	15
Chan 87		Arpt Elev	18

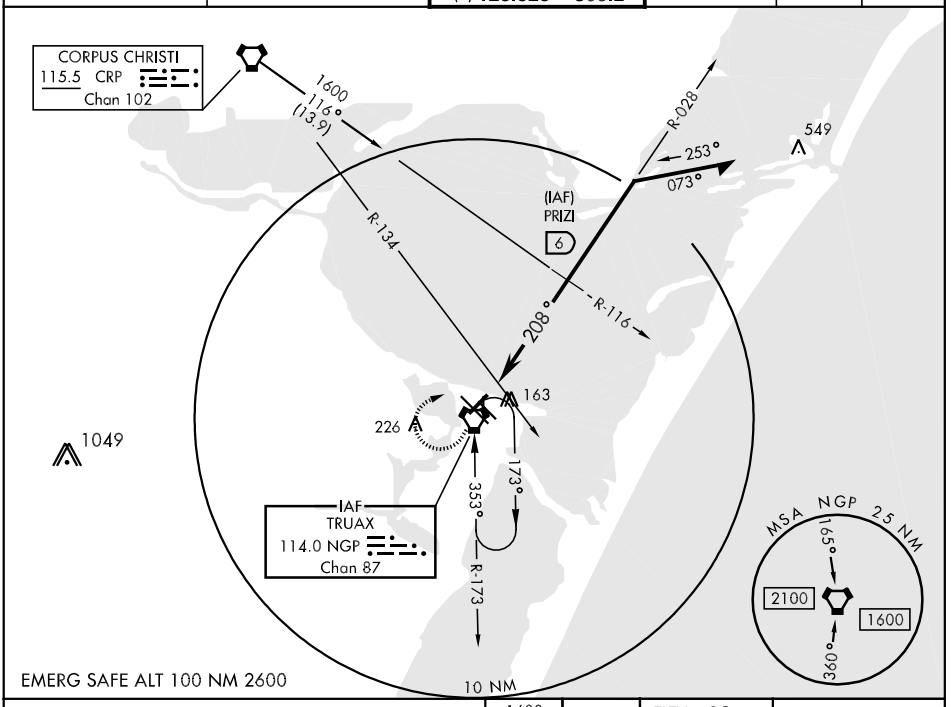
VOR RWY 22

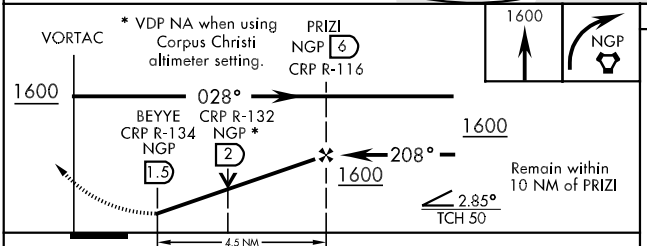
AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

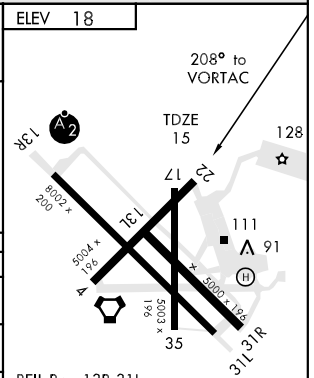
When local altimeter setting not received, use Corpus Christi altimeter setting.

MISSED APPROACH: Climb to 1600, then turn right direct NGP VORTAC and hold.

ATIS ★	CORPUS CHRISTI APP CON	NAVY CORPUS TOWER ★	GND CON	CLNC DEL	ASR/PAR
114.0 127.9 290.9	125.4 307.9	(N) 134.85 340.2 (S) 125.525 360.2	118.7 257.85	314.3	



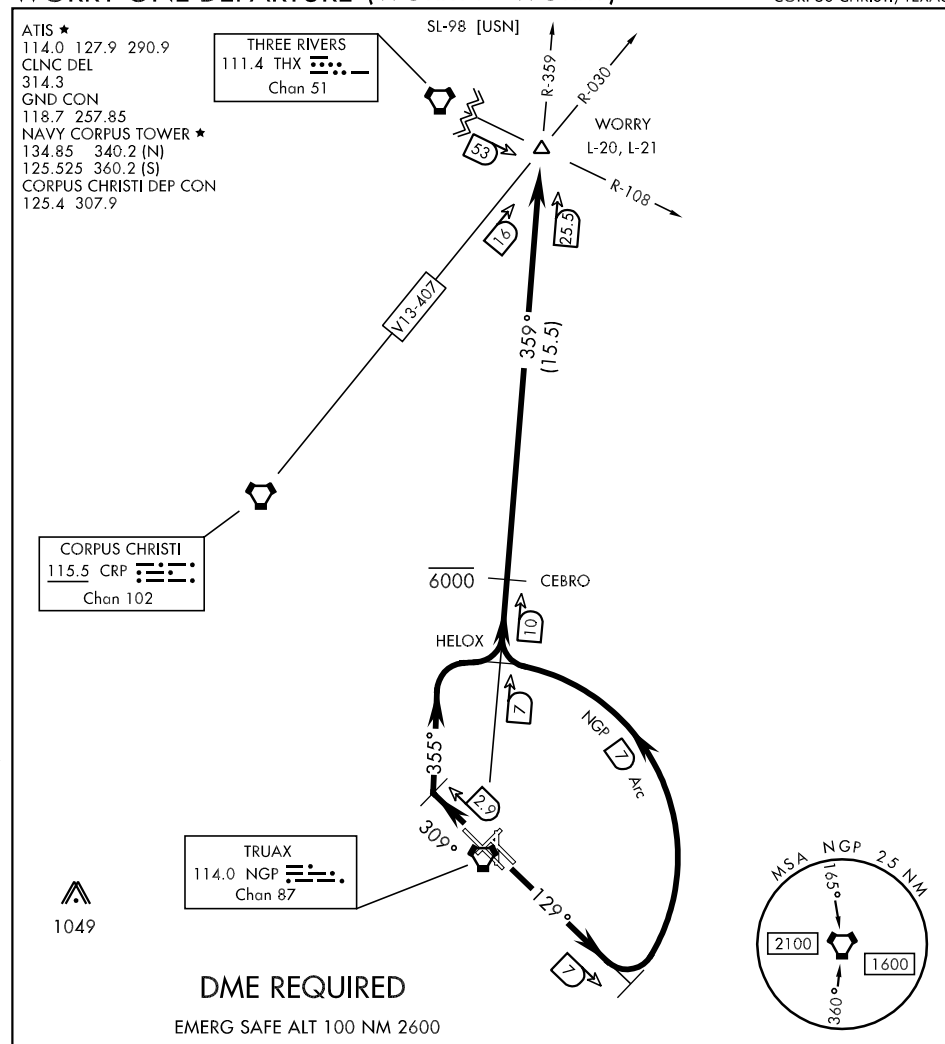




CATEGORY	A	B	C	D
S-22	420-1 405 (500-1)		420-1¼ 405 (500-1¼)	
CIRCLING	480-1 462 (500-1)		480-1½ 462 (500-1½)	580-2 562 (600-2)
CORPUS CHRISTI ALTIMETER SETTING				
S-22	460-1 445 (500-1)		460-1¼ 445 (500-1¼)	460-1½ 445 (500-1½)
CIRCLING	500-1 482 (500-1)		500-1½ 482 (500-1½)	580-2 562 (600-2)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30



SC-3, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 13L/R: Climb via heading 129° to intercept NGP VORTAC 7 DME Arc. Arc CCW north of NGP via 7 DME arc to HELOX, NGP R-359/7. Thence,

TAKE-OFF RWY 31L/R: Climb via heading 309° to NGP VORTAC 2.9 DME, then climbing right turn via heading 355° to intercept NGP 7 DME Arc. Arc CW North of NGP via 7 DME arc to HELOX, NGP R-359/7 DME. Thence...

THENCE....from HELOX via NGP VORTAC R-359 to WORRY, NGP R-359/25.5 DME. Cross CEBRO, NGP R-359/10 DME at or below 6000. Then via assigned route. Expect clearance to filed altitude/flight level 10 minutes after departure.

NDB CGQ	APP CRS	Rwy Idg	5004
344	139°	TDZE	449
		Apt Elev	449

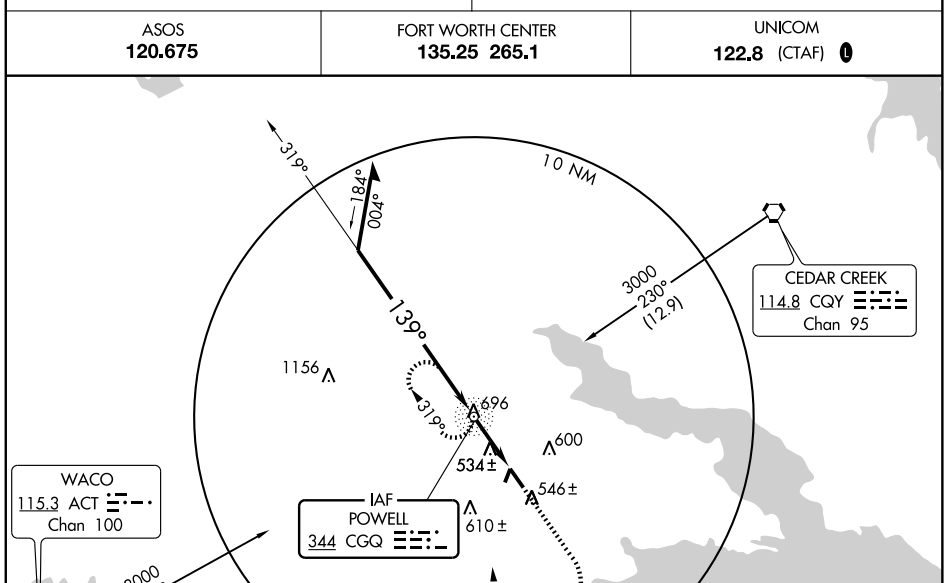
NDB RWY 14

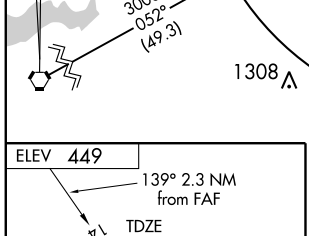
CORSICANA/
C. DAVID CAMPBELL FIELD-CORSICANA MUNI (CRS)

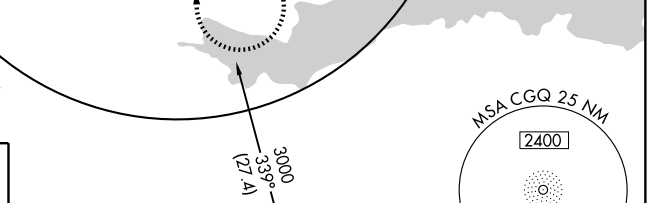
NA

MISSED APPROACH: Climb to 1500 then climbing right turn to 2500 direct CGQ NDB and hold.

ASOS	FORT WORTH CENTER	UNICOM
120.675	135.25 265.1	122.8 (CTAF) L







FAF to MAP 2.3 NM					
Knots	60	90	120	150	180
Min:Sec	2:18	1:32	1:09	0:55	0:46

CATEGORY	A	B	C	D
S-14	860-1 411 (500-1)		860-1¼ 411 (500-1¼)	
CIRCLING	860-1 411 (500-1)	900-1 451 (500-1)	900-1½ 451 (500-1½)	1000-2 551 (600-2)

SC-2, 08 APR 2010 to 06 MAY 2010

NDB CRS	APP CRS	Rwy Idg	5004
396	327°	TDZE	442
		Apt Elev	449

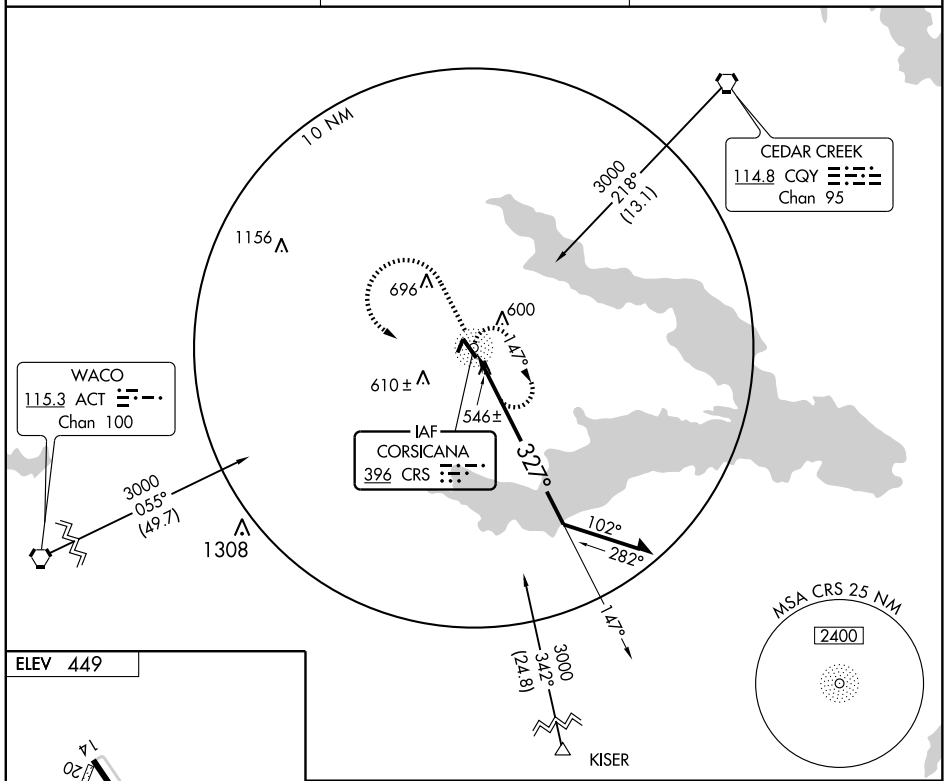
CORSICANA/
C. DAVID CAMPBELL FIELD-CORSICANA MUNI (CRS)

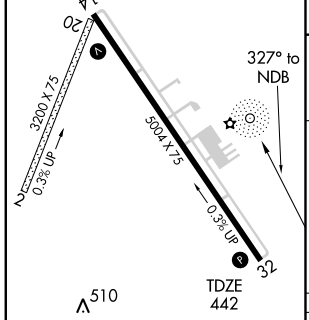
NDB RWY 32

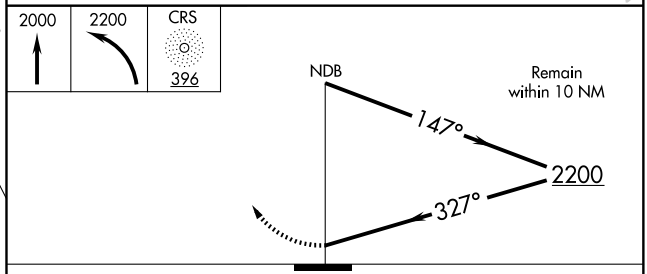
NA

MISSED APPROACH: Climb to 2000 then left climbing turn to 2200 direct CRS NDB and hold.

ASOS	FORT WORTH CENTER	UNICOM
120.675	135.25 265.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-32	960-1 518 (600-1)		960-1½ 518 (600-1½)	960-1¾ 518 (600-1¾)
CIRCLING	960-1 511 (600-1)		960-1½ 511 (600-1½)	1000-2 551 (600-2)

MIRL Rwy 14-32 L
REIL Rwys 14 and 32

SC-2, 08 APR 2010 to 06 MAY 2010

CORSICANA, TEXAS

AL-5998 (FAA)

APP CRS	Rwy Idg	5004
139°	TDZE	449
	Apt Elev	449

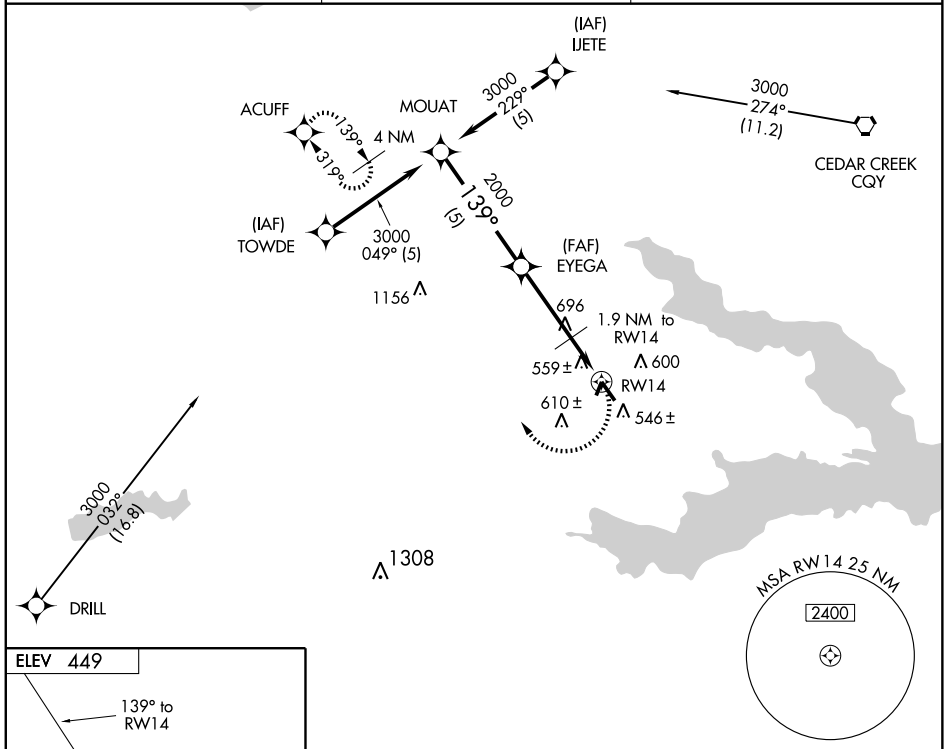
RNAV (GPS) RWY 14

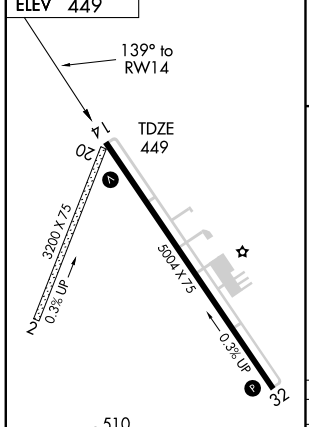
CORSICANA/ C. DAVID CAMPBELL FIELD-CORSICANA MUNI (CRS)

NA GPS or RNP-0.3 required, DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 3000 direct ACUFF and hold.

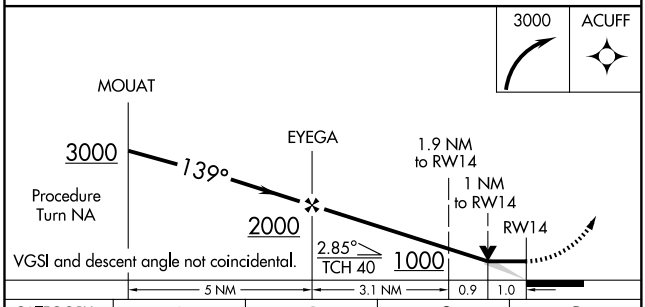
ASOS	FORT WORTH CENTER	UNICOM
120.675	135.25 265.1	122.8 (CTAF) L





MIRL Rwy 14-32 L

REIL Rwys 14 and 32



CATEGORY	A	B	C	D
LNAV MDA	820-1 371 (400-1)			820-1¼ 371 (400-1¼)
CIRCLING	860-1 411 (500-1)	900-1 451 (500-1)	900-1½ 451 (500-1½)	1060-2 611 (700-2)

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5004
319°	TDZE	442
	Apt Elev	449

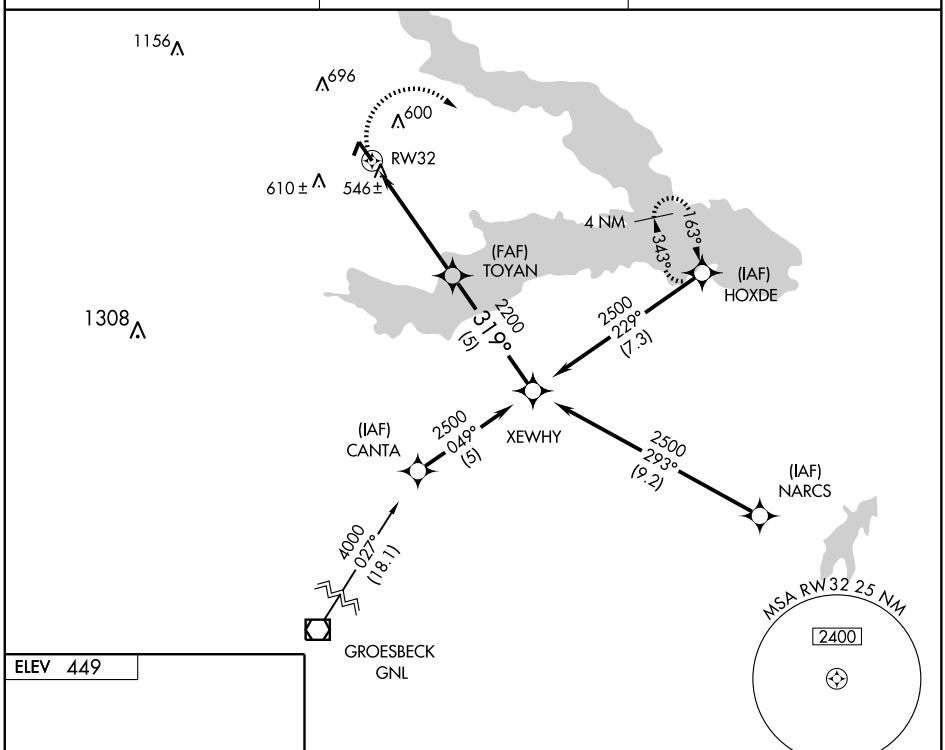
RNAV (GPS) RWY 32

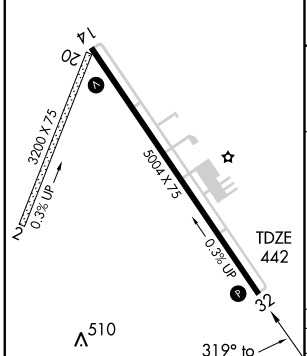
CORSICANA/C. DAVID CAMPBELL FIELD-CORSICANA MUNI (CRS)

NA GPS or RNP-0.3 required, DME/DME RNP-0.3 NA.

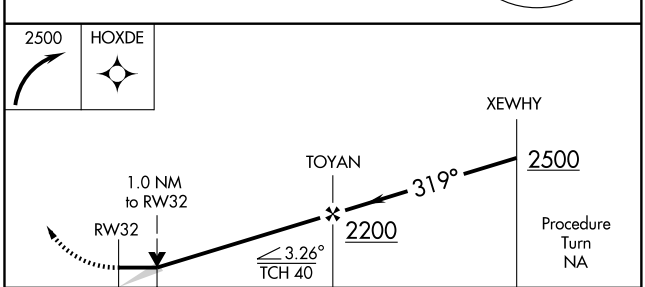
MISSED APPROACH: Climbing right turn to 2500 direct HOXDE and hold.

ASOS	FORT WORTH CENTER	UNICOM
120.675	135.25 265.1	122.8 (CTAF) L





MIRL Rwy 14-32 L
REIL Rwys 14 and 32



CATEGORY	A	B	C	D
LNAV MDA	800-1 358 (400-1)			800-1¼ 358 (400-1¼)
CIRCLING	860-1 411 (500-1)	900-1 451 (500-1)	900-1½ 451 (500-1½)	1060-2 611 (700-2)

SC-2, 08 APR 2010 to 06 MAY 2010

CORSICANA, TEXAS

AL-5998 (FAA)

VORTAC CQY	APP CRS	Rwy Idg	N/A
114.8	218°	TDZE	N/A
Chan 95		Apt Elev	449

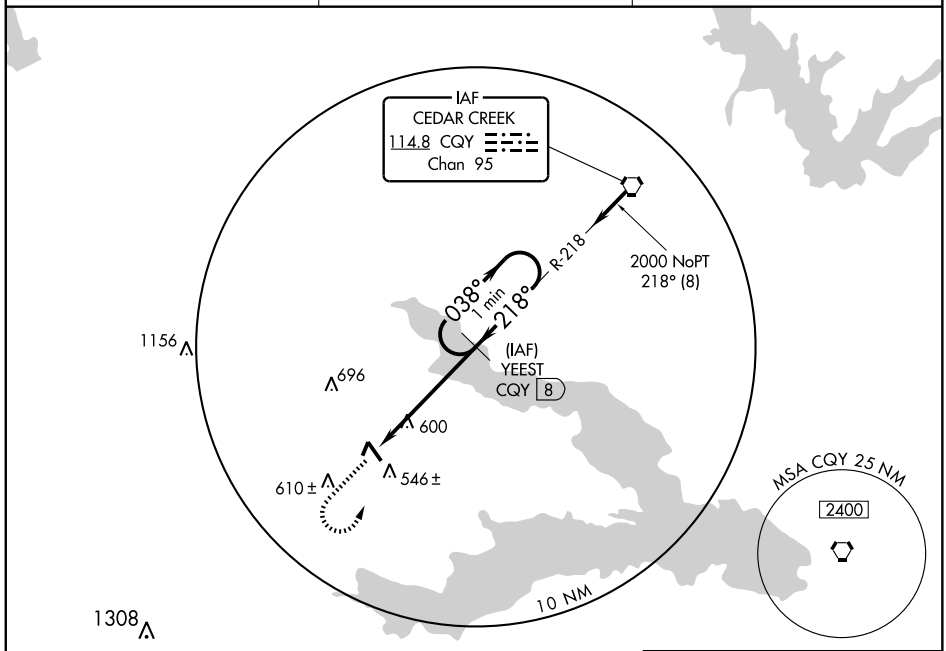
CORSICANA/
C. DAVID CAMPBELL FIELD-CORSICANA MUNI (CRS)

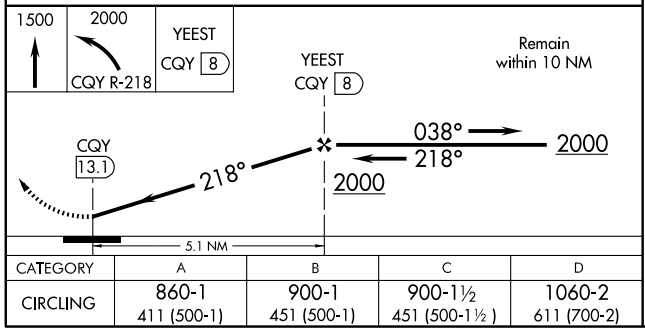
VOR/DME-A

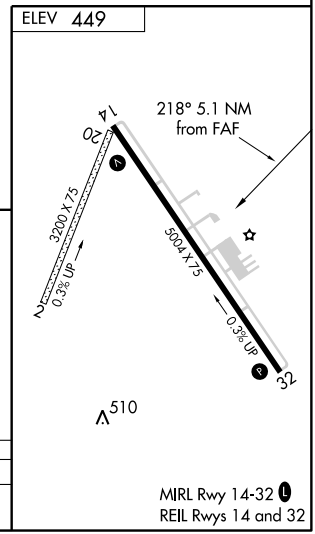
NA

MISSED APPROACH: Climb to 1500 then climbing left turn to 2000 via CQY VORTAC R-218 to YEEST/CQY 8 DME and hold.

ASOS	FORT WORTH CENTER	UNICOM
120.675	135.25 265.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	860-1 411 (500-1)	900-1 451 (500-1)	900-1½ 451 (500-1½)	1060-2 611 (700-2)

MIRL Rwy 14-32 L
REIL Rwys 14 and 32

SC-2, 08 APR 2010 to 06 MAY 2010

VORTAC CQY 114.8 Chan 95	APP CRS 038°	Rwy Idg N/A TDZE N/A Apt Elev 449

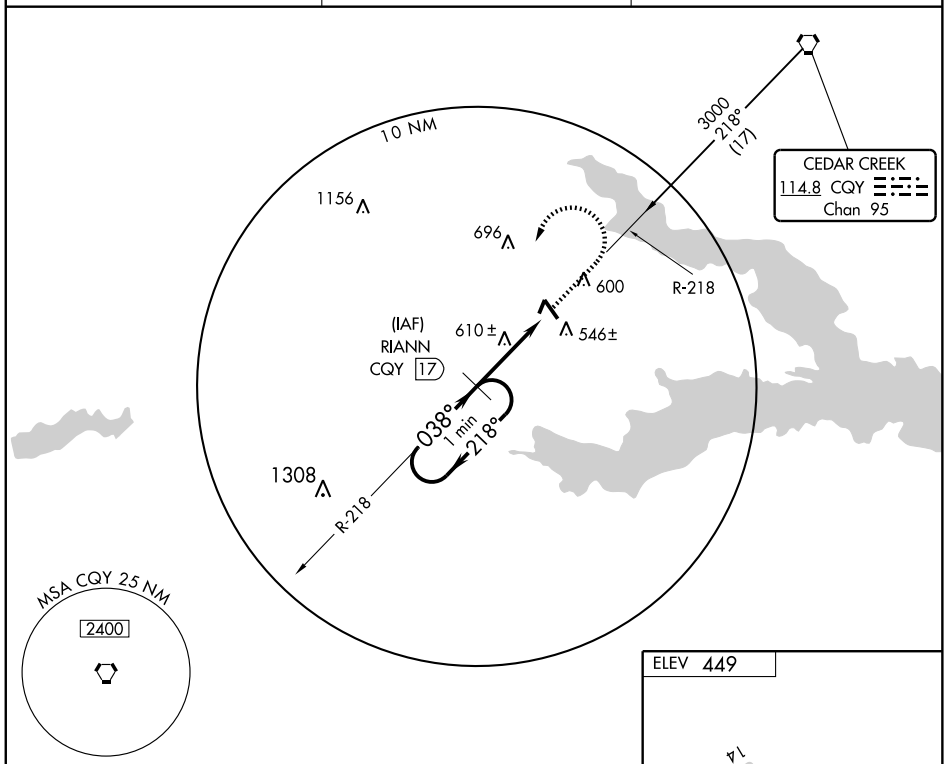
CORSICANA/
C. DAVID CAMPBELL FIELD-CORSICANA MUNI (CRS)

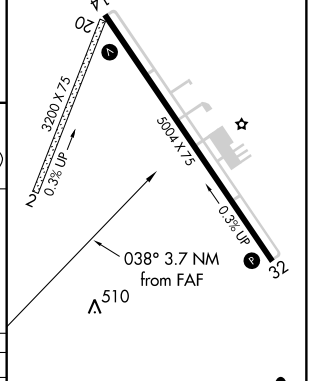
VOR/DME-B

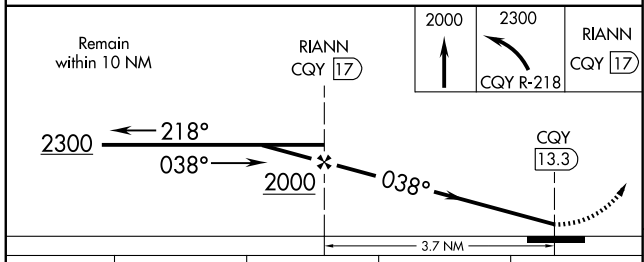
NA

MISSED APPROACH: Climb to 2000 then climbing left turn to 2300 via CQY VORTAC R-218 to RIANN/CQY 17 DME and hold.

ASOS	FORT WORTH CENTER	UNICOM
120.675	135.25 265.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	860-1 411 (500-1)	900-1 451 (500-1)	900-1½ 451 (500-1½)	1060-2 611 (700-2)

MIRL Rwy 14-32 L
REIL Rwys 14 and 32

SC-2, 08 APR 2010 to 06 MAY 2010

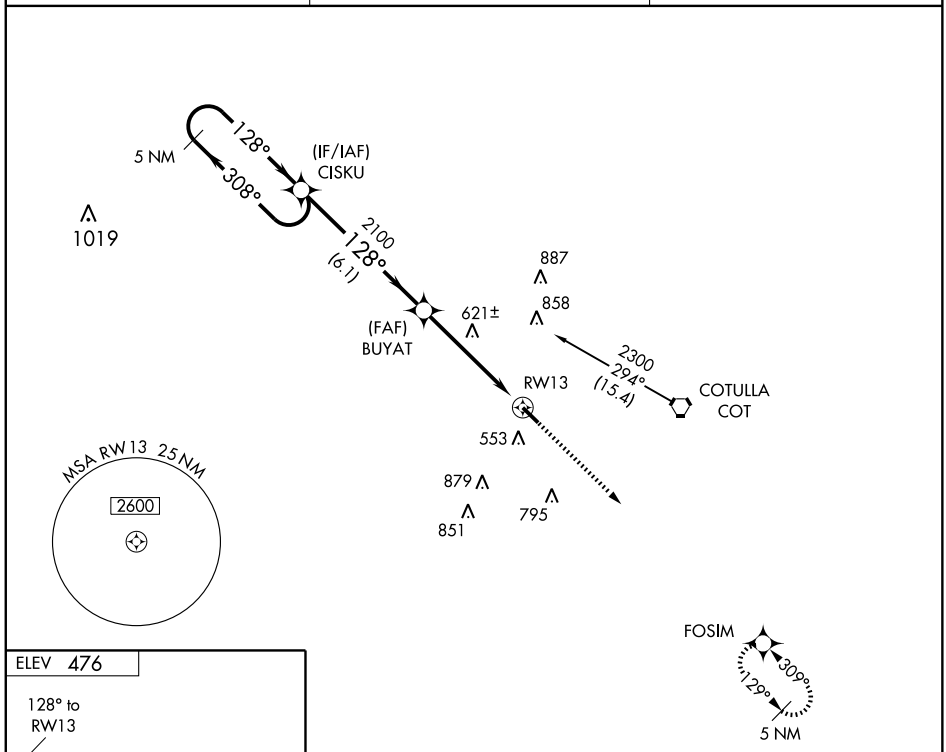
APP CRS	Rwy Idg	5005
128°	TDZE	474
	Apt Elev	476

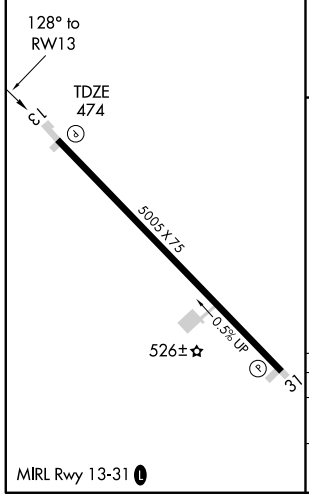
RNAV (GPS) RWY 13
COTULLA-LA SALLE COUNTY (COT)

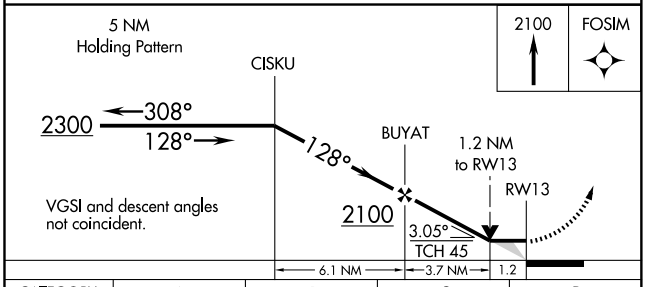
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2100 direct FOSIM and hold.

ASOS	HOUSTON CENTER	UNICOM
118.32	134.6 322.5	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	880-1 406 (500-1)		880-1¼ 406 (500-1¼)	NA
CIRCLING	900-1 424 (500-1)	940-1 464 (500-1)	940-1½ 464 (500-1½)	NA

MIRL Rwy 13-31 L

SC-3. 08 APR 2010 to 06 MAY 2010

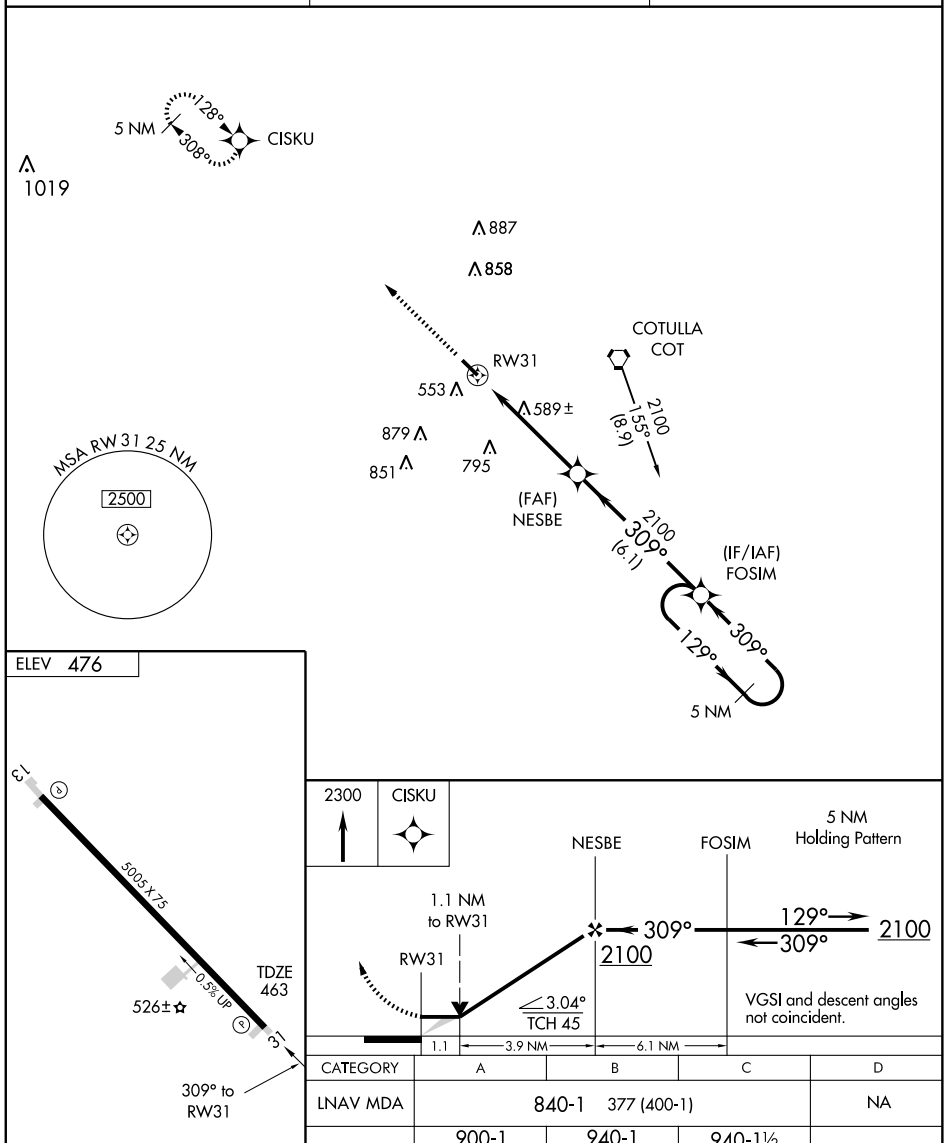
APP CRS	Rwy Idg	5005
309°	TDZE	463
	Apt Elev	476

RNAV (GPS) RWY 31
COTULLA-LA SALLE COUNTY (COT)

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2300 direct CISKU and hold.

ASOS	HOUSTON CENTER	UNICOM
118.32	134.6 322.5	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	840-1 377 (400-1)			NA
CIRCLING	900-1 424 (500-1)	940-1 464 (500-1)	940-1½ 464 (500-1½)	NA

SC-3. 08 APR 2010 to 06 MAY 2010

VORTAC COT 115.8 Chan 105	APP CRS 259°	Rwy Idg N/A TDZE N/A Apt Elev 474

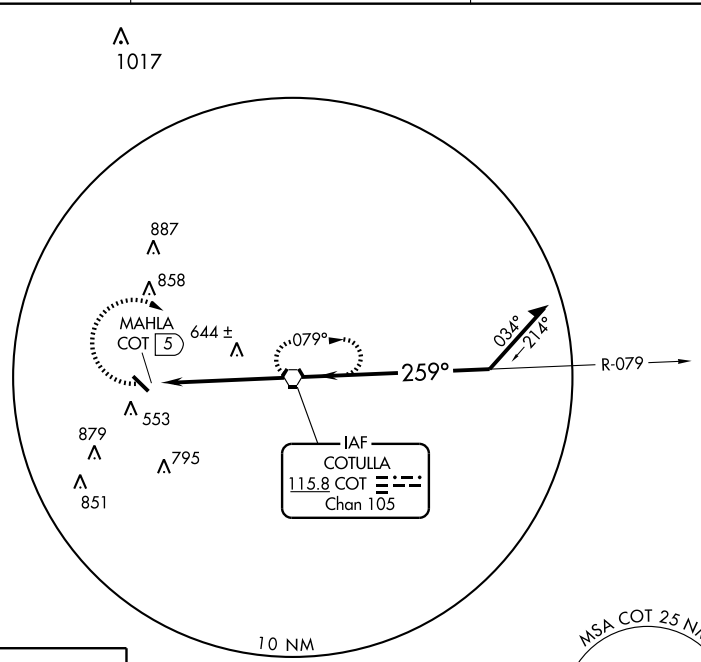
VOR-A

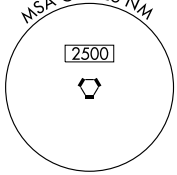
COTULLA-LA SALLE COUNTY (COT)

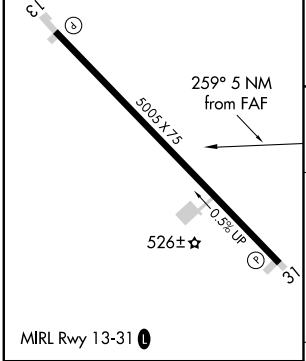
If local altimeter setting not received, use Pleasanton Muni altimeter setting and increase all MDAs 120 feet.

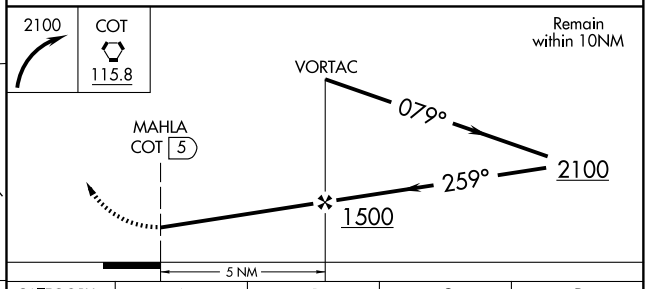
MISSED APPROACH: Climbing right turn to 2100 direct COT VORTAC and hold.

ASOS	HOUSTON CENTER	UNICOM
118.32	134.6 322.5	122.7 (CTAF) L









FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
CIRCLING	900-1 426 (500-1)	940-1 466 (500-1)	940-1½ 466 (500-1½)	NA

SC-3, 08 APR 2010 to 06 MAY 2010

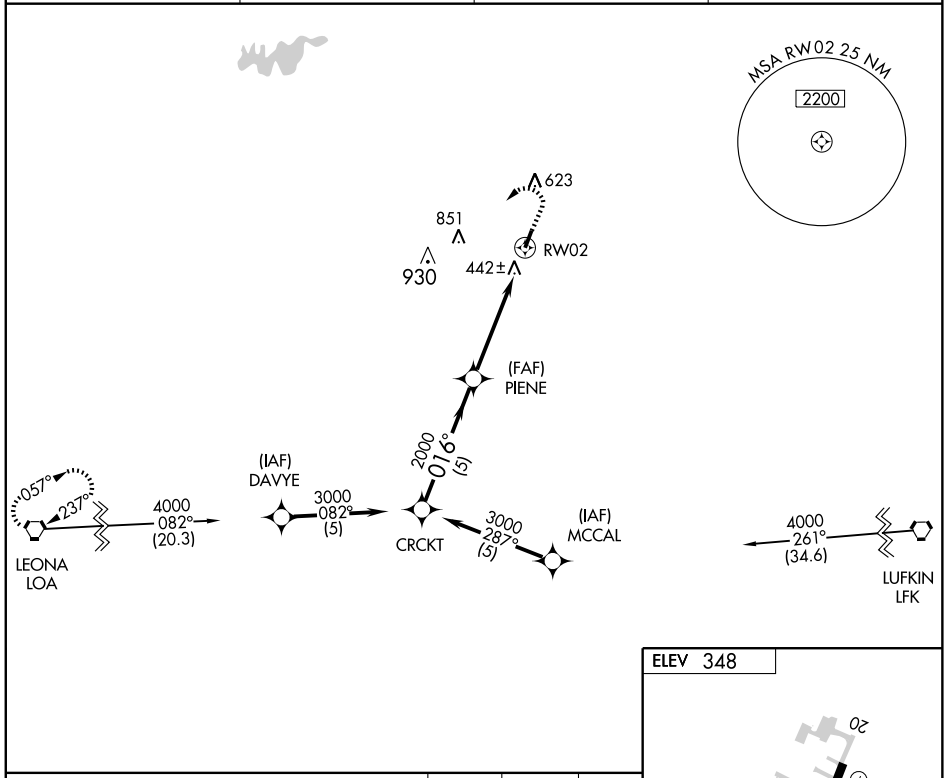
APP CRS	Rwy Idg	4000
016°	TDZE	342
	Apt Elev	348

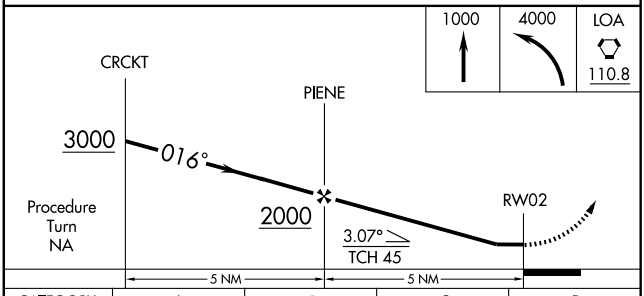
GPS RWY 2

CROCKETT/ HOUSTON COUNTY (DKR)

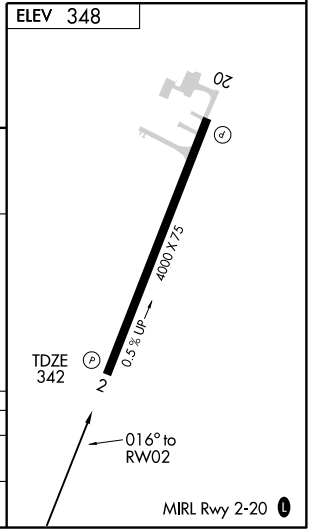
NA	Use Huntsville Muni altimeter setting.	MISSED APPROACH: Climb to 1000, then climbing left turn to 4000 direct LOA VORTAC and hold.

AWOS-3	HOUSTON CENTER	CTAF	123.5 L
118.775	134.8 269.6	122.9	





CATEGORY	A	B	C	D
S-2	780-1 438 (500-1)		780-1¼ 438 (500-1¼)	780-1½ 438 (500-1½)
CIRCLING	880-1 532 (600-1)		1060-2 712 (800-2)	1060-2¼ 712 (800-2¼)



SC-5, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4000
197°	TDZE	348
	Apt Elev	348

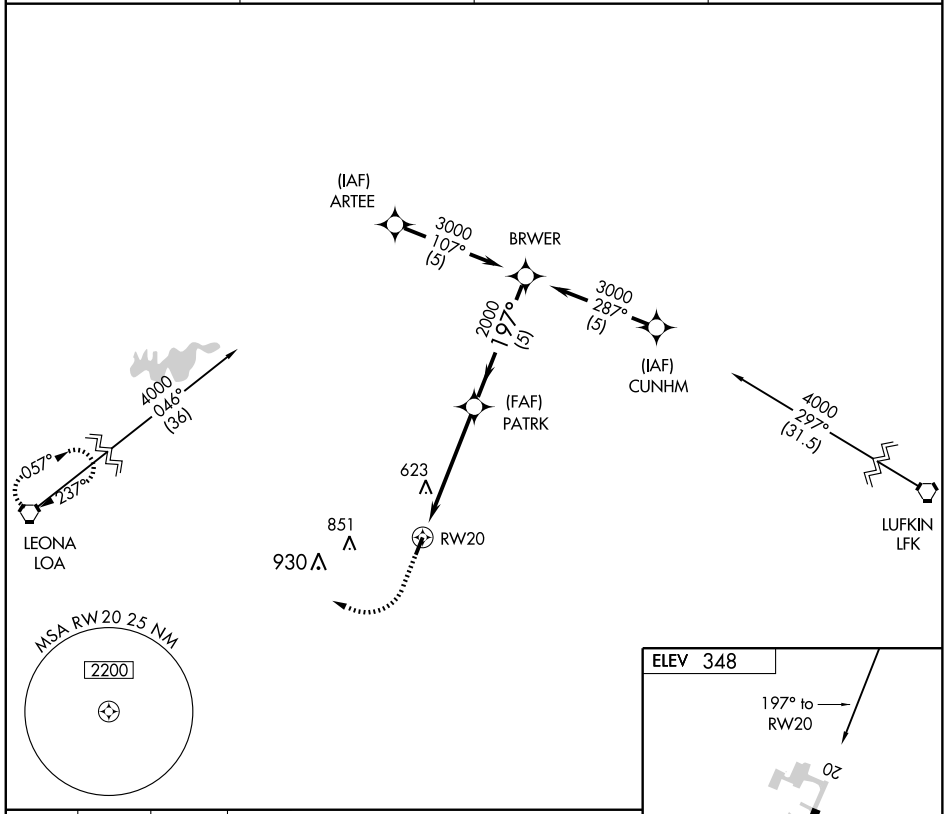
GPS RWY 20

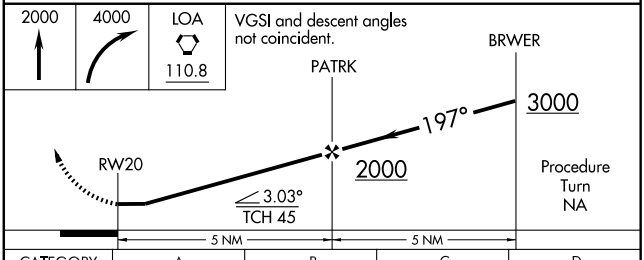
CROCKETT/ HOUSTON COUNTY (DKR)

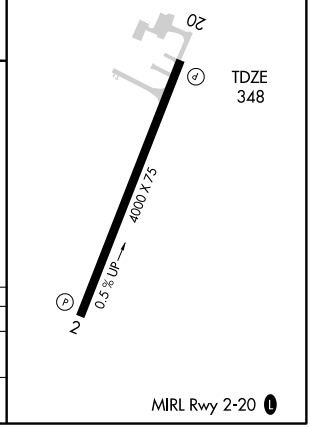
NA Use Huntsville Muni altimeter setting.

MISSED APPROACH: Climb to 2000, then climbing right turn to 4000 direct LOA VORTAC and hold.

AWOS-3	HOUSTON CENTER	CTAF	
118.775	134.8 269.6	122.9	123.5 (L)







CATEGORY	A	B	C	D
S-20	1020-1	672 (700-1)	1020-2 672 (700-2)	1020-2 ¼ 672 (700-2 ¼)
CIRCLING	1020-1	672 (700-1)	1060-2 712 (800-2)	1060-2 ¼ 712 (800-2 ¼)

MIRL Rwy 2-20 (L)

SC-5, 08 APR 2010 to 06 MAY 2010

CROSBYTON, TEXAS

AL-6666 (FAA)

APP CRS	Rwy Idg	3600
352°	TDZE	3017
	Apt Elev	3018

GPS RWY 35

CROSBYTON MUNI (8F3)

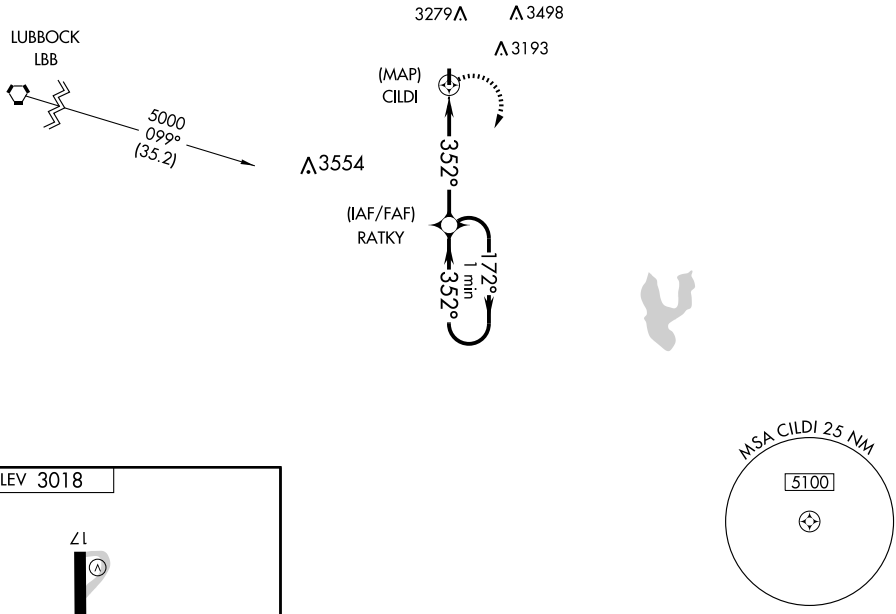
Use Lubbock altimeter setting.

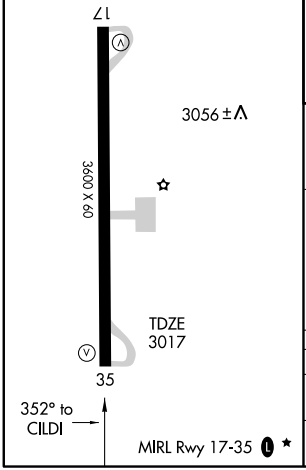
NA

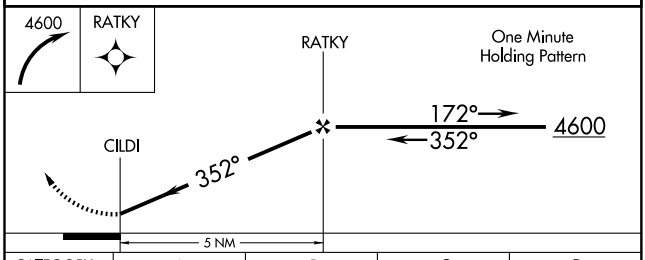
MISSED APPROACH: Climbing right turn 4600 direct RATKY WP and hold.

LUBBOCK APP CON
119.2 351.8

UNICOM
122.8 (L) (CTAF)







CATEGORY	A	B	C	D
S-35	3440-1	423 (500-1)	3440-1¼ 423 (500-1¼)	NA
CIRCLING	3560-1	542 (600-1)	3560-1½ 542 (600-1½)	NA

SC-2, 08 APR 2010 to 06 MAY 2010

NDB CZX	APP CRS	Rwy Idg	3600
332	360°	TDZE	3017
		Apt Elev	3018

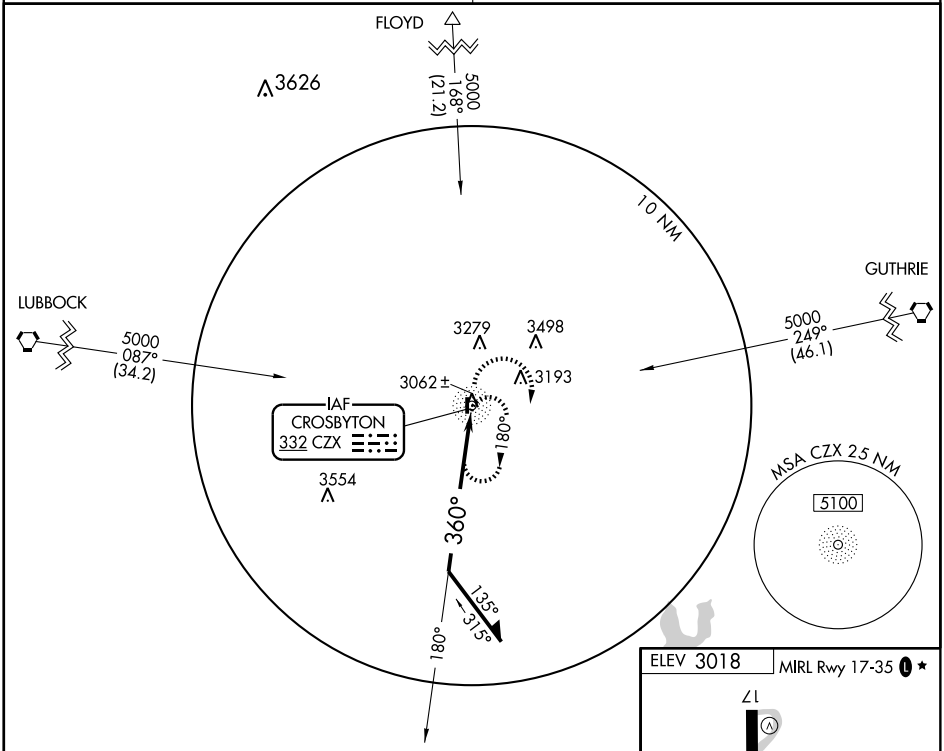
NDB RWY 35

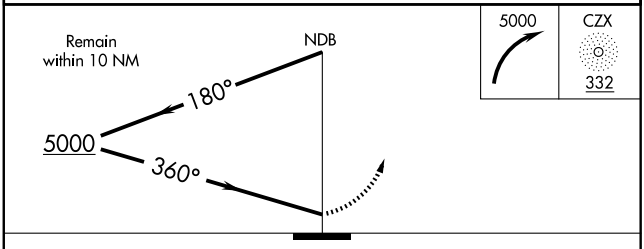
CROSBYTON MUNI (8F3)

NA Use Lubbock altimeter setting.
ACTIVATE MIRL Rwy 17-35 - 122.8.

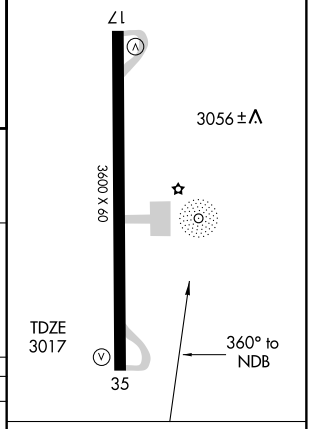
MISSED APPROACH: Climbing right turn to 5000 in CZX NDB holding pattern.

LUBBOCK APP CON	UNICOM
119.2 351.8	122.8 L (CTAF)





5000	CZX
	332



CATEGORY	A	B	C	D
S-35	3600-1	583 (600-1)	3600-1½ 583 (600-1½)	NA
CIRCLING	3600-1	582 (600-1)	3600-1½ 582 (600-1½)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	6400
172°	TDZE	3990
	Apt Elev	3991

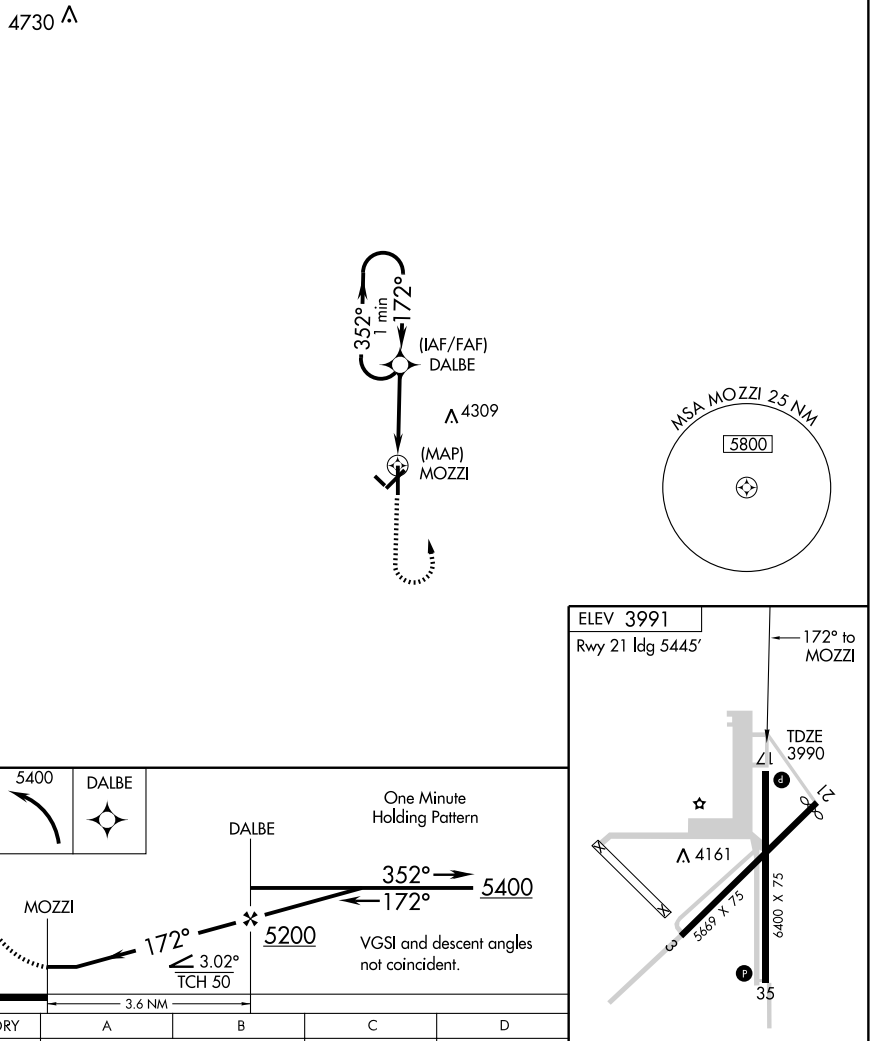
GPS RWY 17
DALHART MUNI (DHT)

T
A NA

Circling not authorized west of Rwy 17-35.

MISSED APPROACH: Climb to 5000 then climbing left turn to 5400 direct DALBE and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
134.075	127.85 285.475	122.95 (CTAF) L



CATEGORY	A	B	C	D
S-17	4520-1	530 (600-1)	4520-1½ 530 (600-1½)	4520-1¾ 530 (600-1¾)
CIRCLING	4520-1	529 (600-1)	4520-1½ 529 (600-1½)	4660-2 669 (700-2)

REIL Rwys 17 and 35
MIRL Rwys 3-21 and 17-35 L

SC-2, 08 APR 2010 to 06 MAY 2010

VORTAC DHT	APP CRS	Rwy Idg	6400
112.0	349°	TDZE	3988
Chan 57		Apt Elev	3991

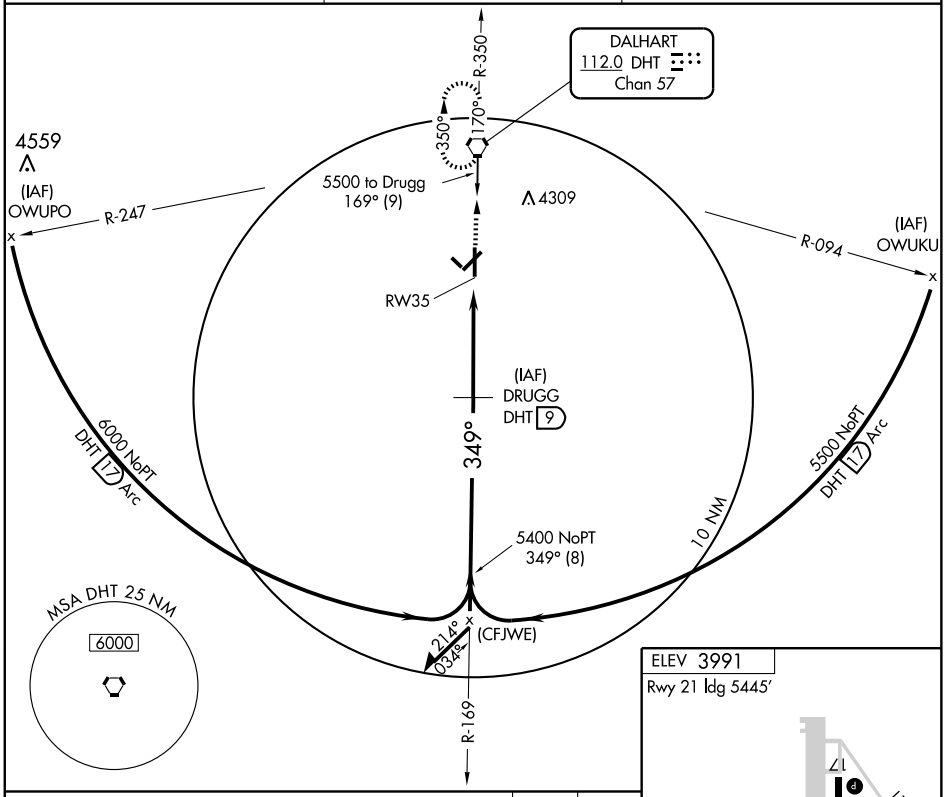
VOR/DME or GPS RWY 35

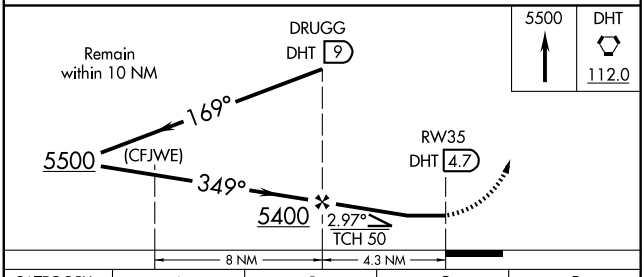
DALHART MUNI (DHT)

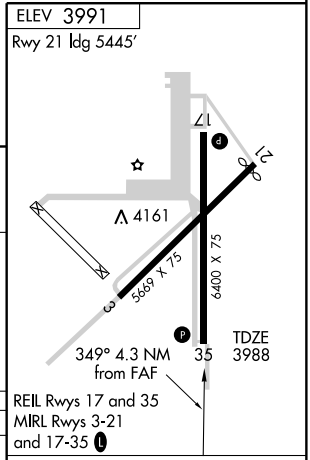
Circling not authorized west of Rwy 17-35.

MISSED APPROACH: Climb to 5500 direct DHT VORTAC and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
134.075	127.85 285.475	122.95 (CTAF) L







CATEGORY	A	B	C	D
S-35	4340-1 352 (400-1)			4340-1¼ 352 (400-1¼)
CIRCLING	4440-1 449 (500-1)	4460-1 469 (500-1)	4460-1½ 469 (500-1½)	4660-2 669 (700-2)

Knots	60	90	120	150	180
Min:Sec					

SC-2. 08 APR 2010 to 06 MAY 2010

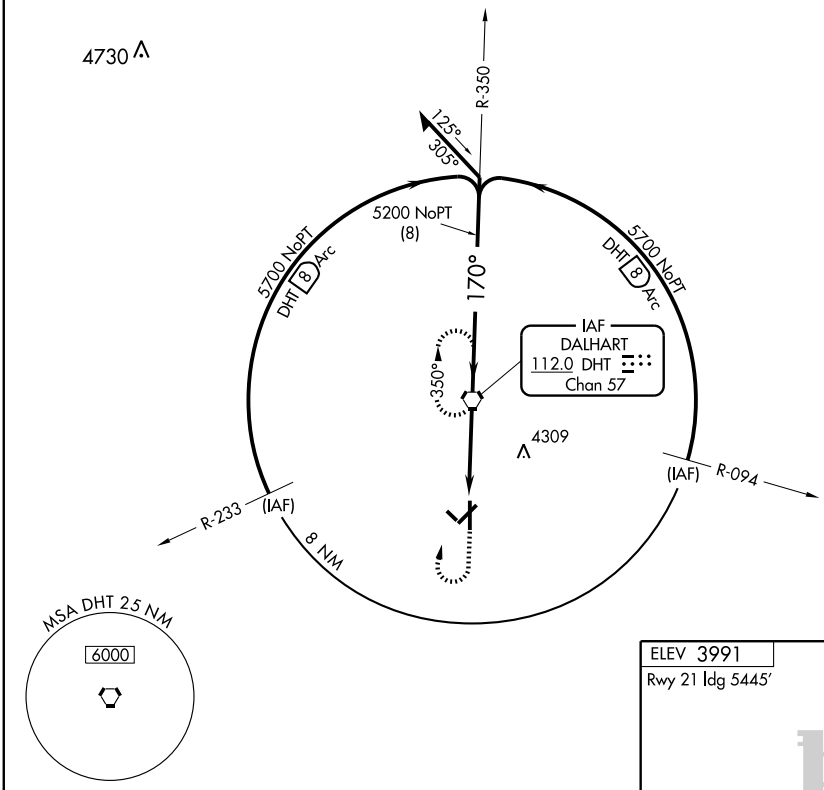
VORTAC DHT	APP CRS	Rwy Idg	6400
112.0	170°	TDZE	3990
Chan 57		Apt Elev	3991

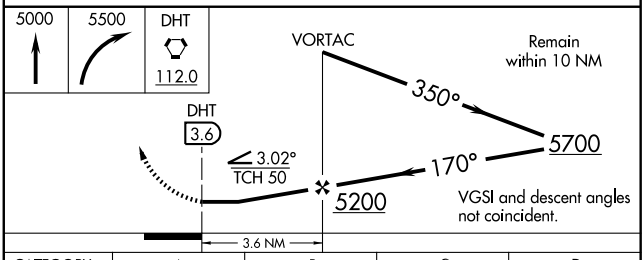
VOR RWY 17
DALHART MUNI (DHT)

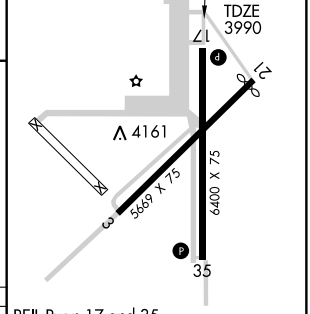
Circling not authorized west of Rwy 17-35.

MISSED APPROACH: Climb to 5000 then climbing right turn to 5500 direct DHT VORTAC and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
134.075	127.85 285.475	122.95 (CTAF) L







CATEGORY	A	B	C	D
S-17	4520-1	530 (600-1)	4520-1½ 530 (600-1½)	4520-1¾ 530 (600-1¾)
CIRCLING	4520-1	529 (600-1)	4520-1½ 529 (600-1½)	4660-2 669 (700-2)

REIL Rwys 17 and 35
MIRL Rwys 3-21 and 17-35 L

FAF to MAP 3.6 NM

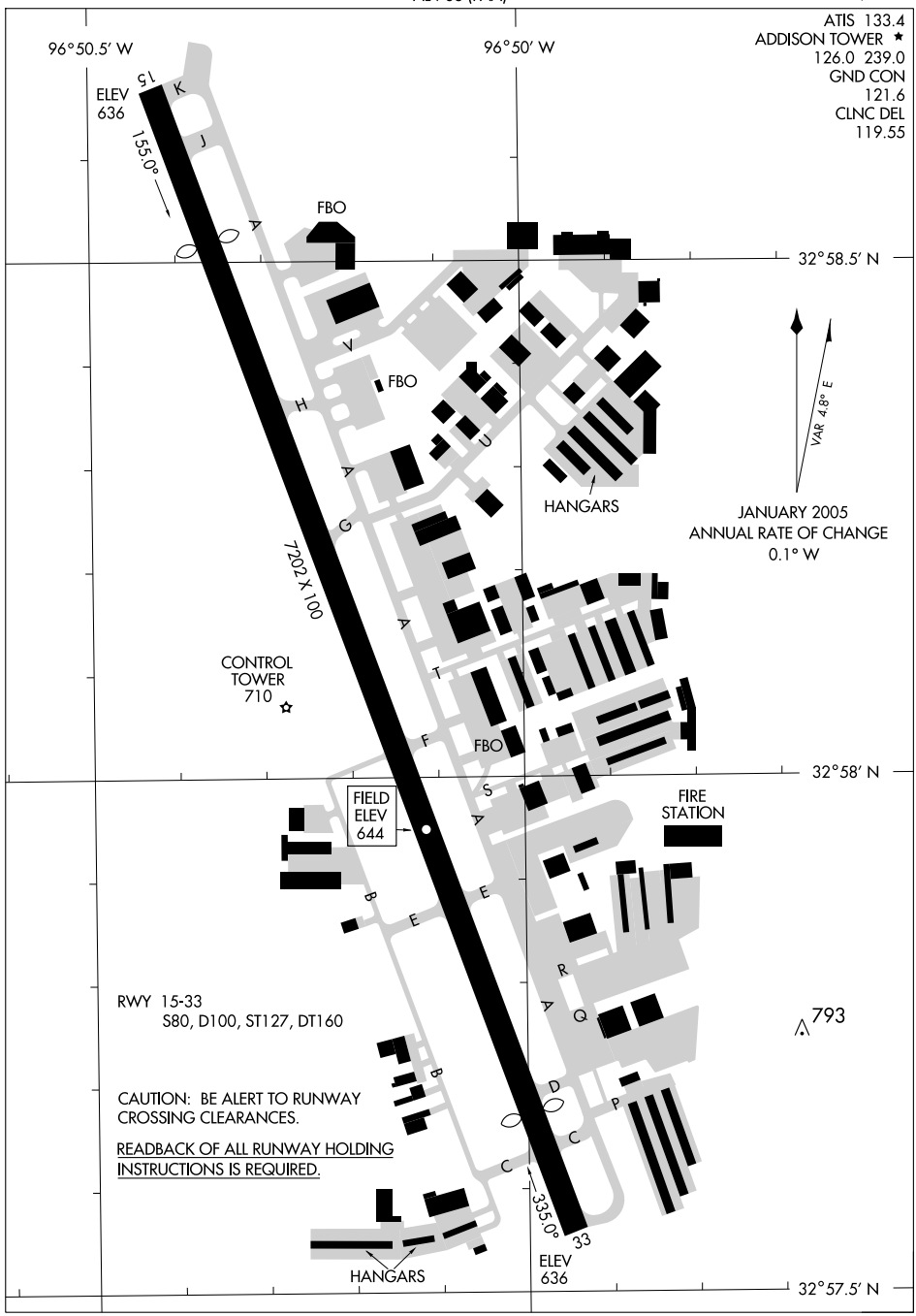
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

SC-2, 08 APR 2010 to 06 MAY 2010

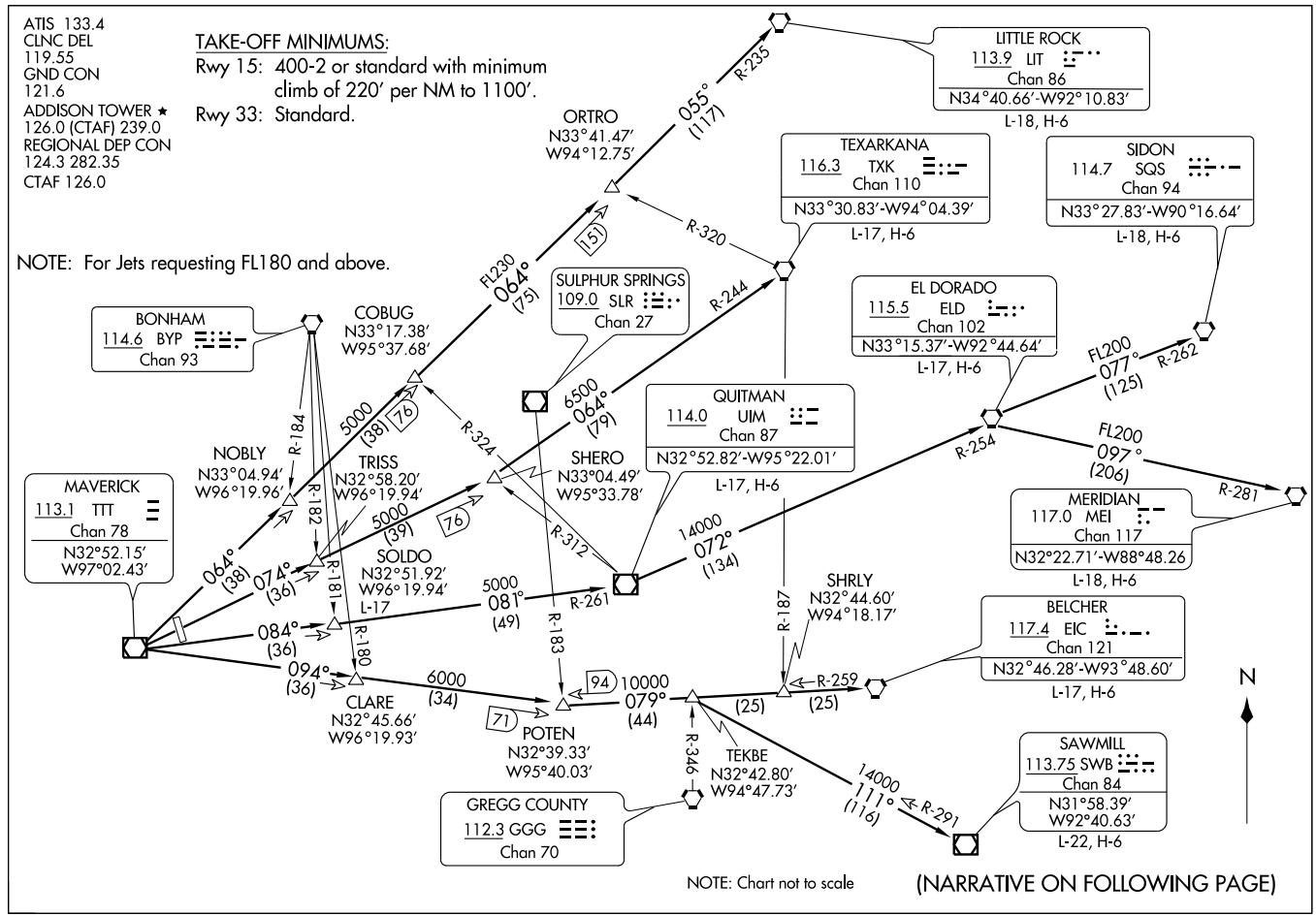
AIRPORT DIAGRAM

AL-768 (FAA)

DALLAS/ADDISON (ADS)
DALLAS, TEXAS



SC-2, 08 APR 2010 to 06 MAY 2010


ATIS 133.4
CLNC DEL
119.55
GND CON
121.6
ADDISON TOWER ★
126.0 (CTAF) 239.0
REGIONAL DEP CON
124.3 282.35
CTAF 126.0
TAKE-OFF MINIMUMS:
Rwy 15: 400-2 or standard with minimum climb of 220′ per NM to 1100′.
Rwy 33: Standard.
NOTE: For Jets requesting FL180 and above.
LITTLE ROCK
113.9 LIT
Chan 86
N34°40.66′-W92°10.83′
L-18, H-6
ORTRO
N33°41.47′
W94°12.75′
055° (117)
R-235
TEXARKANA
116.3 TXK
Chan 110
N33°30.83′-W94°04.39′
L-17, H-6
SIDON
114.7 SQS
Chan 94
N33°27.83′-W90°16.64′
L-18, H-6
R-320
151
FL230
064° (75)
SULPHUR SPRINGS
109.0 SLR
Chan 27
R-244
EL DORADO
115.5 ELD
Chan 102
N33°15.37′-W92°44.64′
L-17, H-6
BONHAM
114.6 BYP
Chan 93
COBUG
N33°17.38′
W95°37.68′
5000 (38)
76
R-324
6500
064° (79)
QUITMAN
114.0 UIM
Chan 87
N32°52.82′-W95°22.01′
L-17, H-6
FL200
077° (125)
R-262
R-184
NOBLY
N33°04.94′
W96°19.96′
TRISS
N32°58.20′
W96°19.94′
SHERO
N33°04.49′
W95°33.78′
R-254
FL200
097° (206)
R-281
MERIDIAN
117.0 MEI
Chan 117
N32°22.71′-W88°48.26
L-18, H-6
MAVERICK
113.1 TTT
Chan 78
N32°52.15′
W97°02.43′
R-182
5000 (39)
76
064° (38)
074° (36)
R-181
SOLDO
N32°51.92′
W96°19.94′
L-17
R-312
14000
072° (134)
SHRLY
N32°44.60′
W94°18.17′
R-187
BELCHER
117.4 EIC
Chan 121
N32°46.28′-W93°48.60′
L-17, H-6
084° (36)
094° (36)
R-180
5000
081° (49)
R-261
R-183
6000 (34)
CLARE
N32°45.66′
W96°19.93′
94
10000
079° (44)
(25)
R-259
(25)
71
POTEN
N32°39.33′
W95°40.03′
R-346
TEKBE
N32°42.80′
W94°47.73′
14000
111° (116)
R-291
SAWMILL
113.75 SWB
Chan 84
N31°58.39′
W92°40.63′
L-22, H-6
GREGG COUNTY
112.3 GGG
Chan 70
N
NOTE: Chart not to scale
(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

JETS

Jets requesting 17,000 and below expect GARLAND Departure.

BELCHER TRANSITION (DALL9.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (DALL9.ELD): (For aircraft inbound to Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.

LITTLE ROCK TRANSITION (DALL9.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO INT, then via LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (DALL9.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (DALL9.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.

SAWMILL TRANSITION (DALL9.SWB): From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (DALL9.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.

SOLDO TRANSITION (DALL9.SOLDO): From over TTT VOR/DME via TTT R-084 to SOLDO INT.

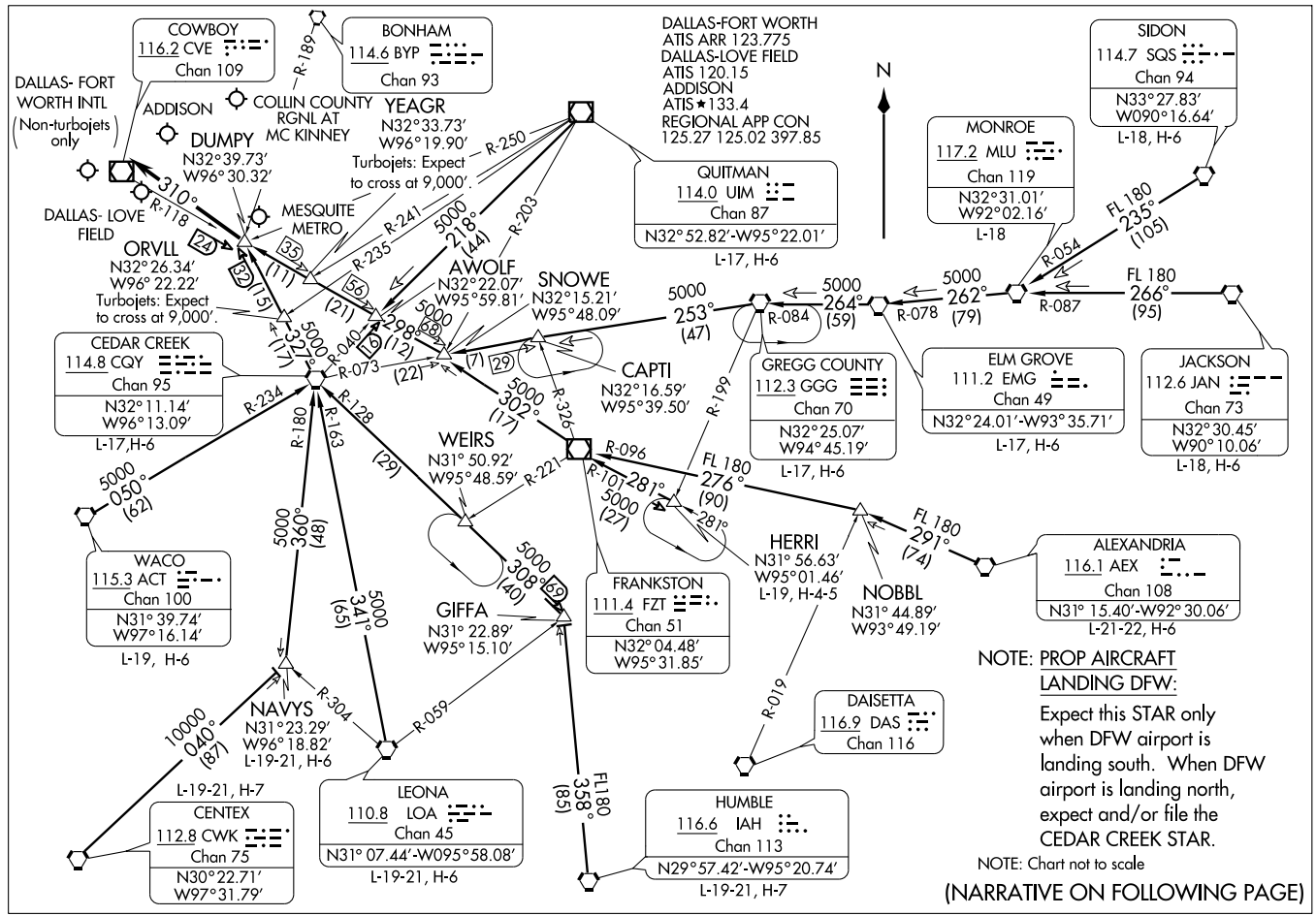
TEXARKANA TRANSITION (DALL9.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.

TAKE-OFF OBSTACLES:

Rwy 15: Building 2.1 NM from DER, on centerline, 360' AGL/974' MSL. Multiple buildings beginning 258' to 1.8 NM from DER, 21' to1307' on centerline, up to 152' AGL/787' MSL; Multiple buildings, R/R, road beginning 268' to 1.9 NM from DER, 5' to 995' right of centerline, up to 311' AGL/955' MSL.

Rwy 33: Multiple poles and buildings beginning 46' to 3124' from DER, 186' to 801' right of centerline, up to 84' AGL/720' MSL. Multiple poles and buildings beginning 640' to 2690' from DER, 21' to 647' left of centerline, up to 65' AGL/709' MSL.

SC-2, 08 APR 2010 to 06 MAY 2010


DUMPY THREE ARRIVAL
(DUMPY.DUMPY3) 09351
ST-6039 (FAA)
DALLAS-FT. WORTH, TEXAS
COWBOY
116.2 CVE
Chan 109
BONHAM
114.6 BYP
Chan 93
DALLAS-FORT WORTH
ATIS ARR 123.775
DALLAS-LOVE FIELD
ATIS 120.15
ADDISON
ATIS ★133.4
REGIONAL APP CON
125.27 125.02 397.85
N
SIDON
114.7 SQS
Chan 94
N33°27.83′
W090°16.64′
L-18, H-6
DALLAS- FORT
WORTH INTL
(Non-turbojets
only)
ADDISON
COLLIN COUNTY
RGNL AT
MC KINNEY
YEAGR
N32°33.73′
W96°19.90′
DUMPY
N32°39.73′
W96°30.32′
Turbojets: Expect
to cross at 9,000′.
QUITMAN
114.0 UIM
Chan 87
N32°52.82′-W95°22.01′
L-17, H-6
MONROE
117.2 MLU
Chan 119
N32°31.01′
W92°02.16′
L-18
DALLAS- LOVE
FIELD
MESQUITE
METRO
ORVLL
N32°26.34′
W96° 22.22′
Turbojets: Expect
to cross at 9,000′.
AWOLF
N32°22.07′
W95°59.81′
SNOWE
N32°15.21′
W95°48.09′
CEDAR CREEK
114.8 CQY
Chan 95
N32°11.14′
W96°13.09′
L-17,H-6
CAPTI
N32°16.59′
W95°39.50′
GREGG COUNTY
112.3 GGG
Chan 70
N32°25.07′
W94°45.19′
L-17, H-6
ELM GROVE
111.2 EMG
Chan 49
N32°24.01′-W93° 35.71′
L-17, H-6
JACKSON
112.6 JAN
Chan 73
N32°30.45′
W90°10.06′
L-18, H-6
WEIRS
N31° 50.92′
W95°48.59′
HERRI
N31° 56.63′
W95°01.46′
L-19, H-4-5
NOBBL
N31° 44.89′
W93°49.19′
ALEXANDRIA
116.1 AEX
Chan 108
N31° 15.40′-W92° 30.06′
L-21-22, H-6
WACO
115.3 ACT
Chan 100
N31° 39.74′
W97° 16.14′
L-19, H-6
FRANKSTON
111.4 FZT
Chan 51
N32° 04.48′
W95° 31.85′
GIFFA
N31° 22.89′
W95° 15.10′
NAVYS
N31° 23.29′
W96° 18.82′
L-19-21, H-6
L-19-21, H-7
DAISETTA
116.9 DAS
Chan 116
CENTEX
112.8 CWK
Chan 75
N30° 22.71′
W97° 31.79′
LEONA
110.8 LOA
Chan 45
N31° 07.44′-W095° 58.08′
L-19-21, H-6
HUMBLE
116.6 IAH
Chan 113
N29° 57.42′-W95° 20.74′
L-19-21, H-7
NOTE: PROP AIRCRAFT
LANDING DFW:
Expect this STAR only
when DFW airport is
landing south. When DFW
airport is landing north,
expect and/or file the
CEDAR CREEK STAR.
NOTE: Chart not to scale
(NARRATIVE ON FOLLOWING PAGE)

DUMPY THREE ARRIVAL

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DUMPY3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-302 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

CEDAR CREEK TRANSITION (CQY.DUMPY3): From over CQY VORTAC via CQY R-327 to DUMPY INT. Thence....

CENTEX TRANSITION (CWK.DUMPY3): From over CWK VORTAC via CWK R-040 to NAVYS INT, then via CQY R-180 to CQY VORTAC , then via CQY R-327 to DUMPY INT. Thence . . . .

ELM GROVE TRANSITION (EMG.DUMPY3): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

GREGG COUNTY TRANSITION (GGG.DUMPY3): From over GGG VORTAC via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

HERRI TRANSITION (HERRI.DUMPY3): (Assigned by ATC) From over HERRI INT via FZT R-101 to FZT VOR/DME, then via FZT R-302 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

HUMBLE TRANSITION (IAH.DUMPY3): From over IAH VORTAC via IAH R-358 to GIFFA INT, then via CQY R-128 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence . . . .

JACKSON TRANSITION (JAN.DUMPY3): From over JAN VORTAC via JAN R-266 and MLU R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

LEONA TRANSITION (LOA.DUMPY3): From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-327 to DUMPY INT.

MONROE TRANSITION (MLU.DUMPY3): From over MLU VORTAC via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

NAVYS TRANSITION (NAVYS.DUMPY3): From over NAVYS INT via CQY R-180 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence . . . .

QUITMAN TRANSITION (UIM.DUMPY3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to AWOLF INT, then via CVE R-118 to DUMPY INT. Thence . . . .

SIDON TRANSITION (SQS.DUMPY3): From over SQS VORTAC via SQS R-235 and MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

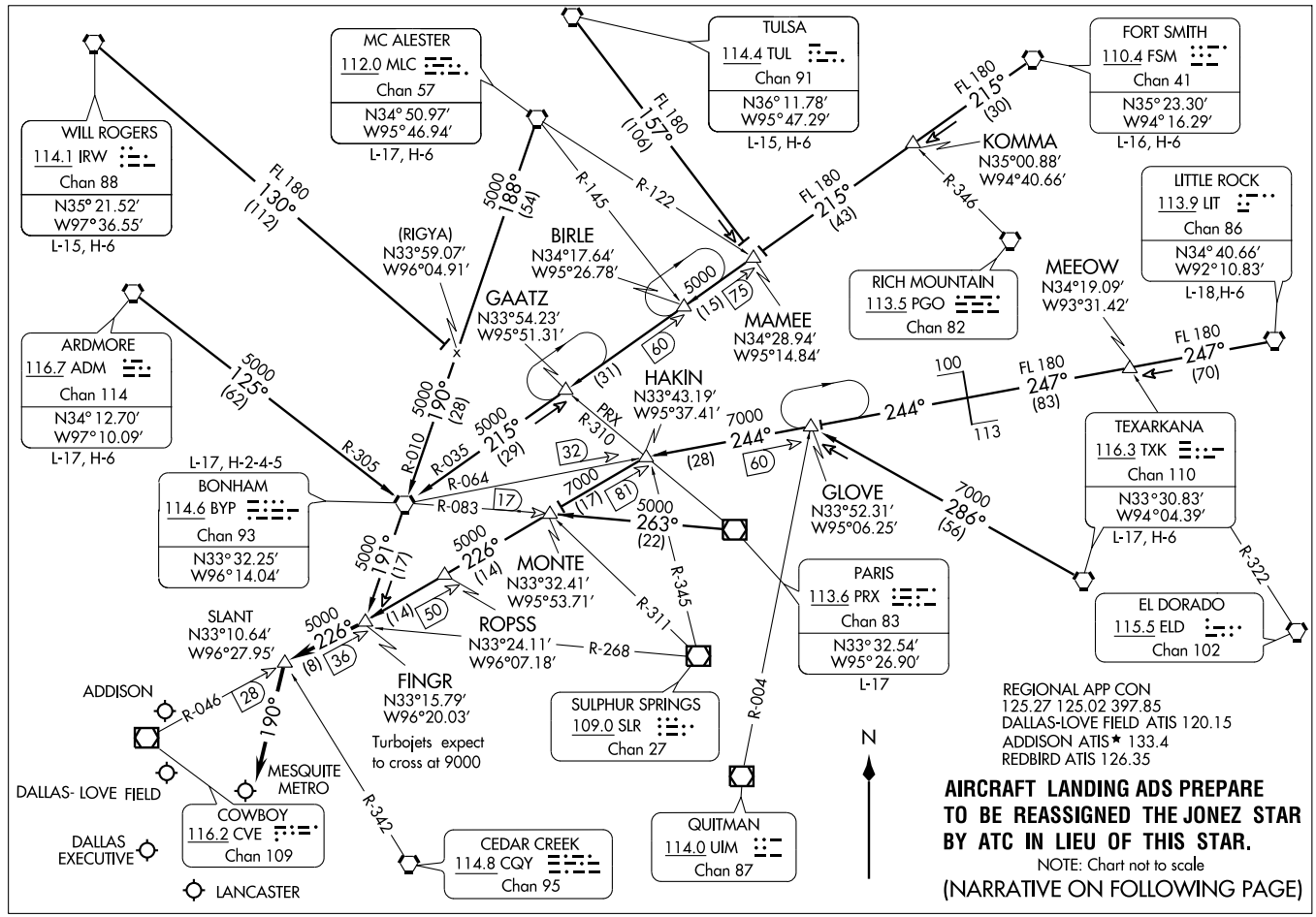
WACO TRANSITION (ACT.DUMPY3): From over ACT VORTAC via ACT R-050 and CQY R-234 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence . . . .

. . . . From over DUMPY INT.

LANDING SOUTH: Depart DUMPY INT heading 310° for vectors to final approach course.

LANDING NORTH: Expect vectors to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010

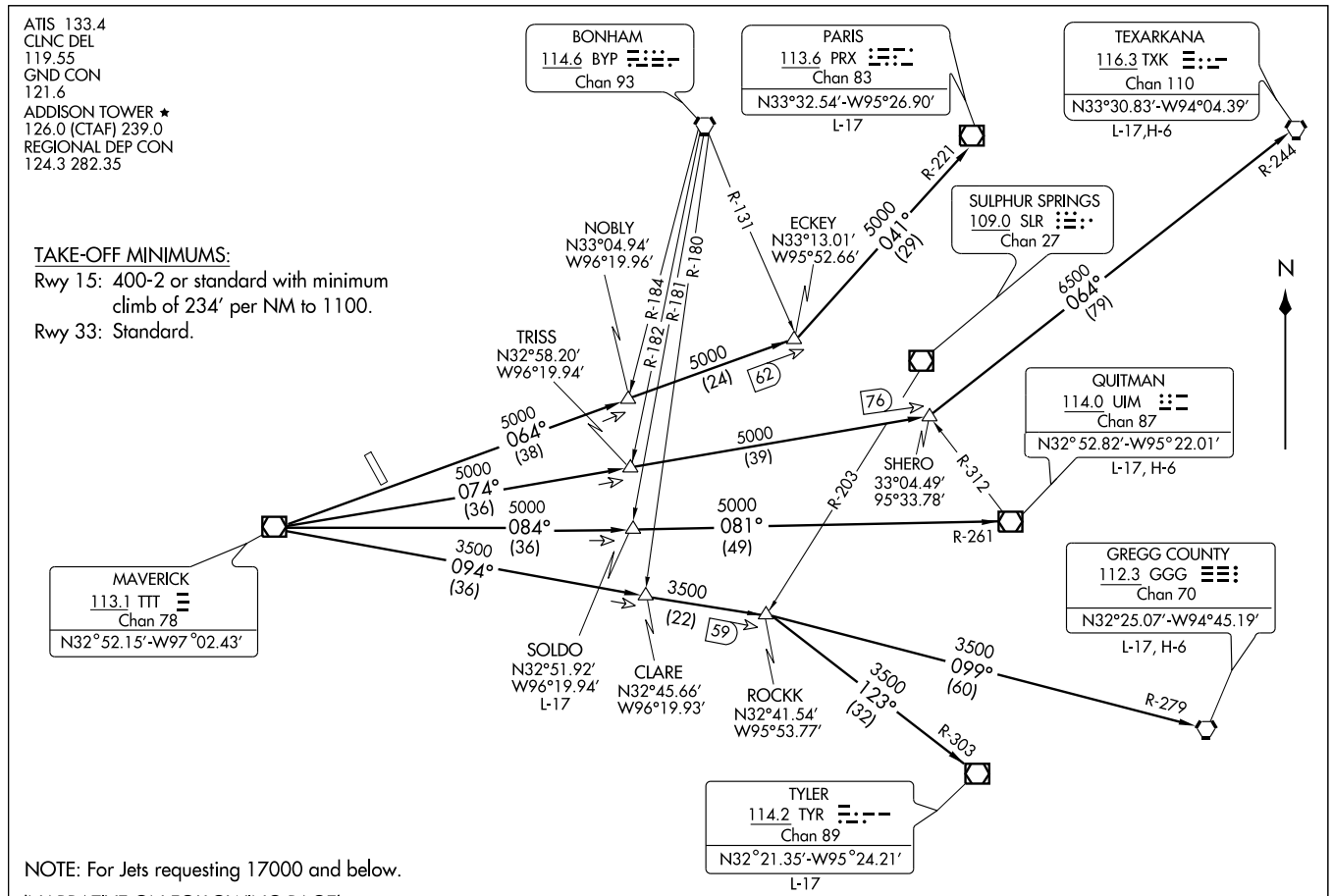

MC ALESTER
112.0 MLC
Chan 57
N34° 50.97′
W95° 46.94′
L-17, H-6
TULSA
114.4 TUL
Chan 91
N36° 11.78′
W95° 47.29′
L-15, H-6
FORT SMITH
110.4 FSM
Chan 41
N35° 23.30′
W94° 16.29′
L-16, H-6
WILL ROGERS
114.1 IRW
Chan 88
N35° 21.52′
W97° 36.55′
L-15, H-6
KOMMA
N35°00.88′
W94°40.66′
LITTLE ROCK
113.9 LIT
Chan 86
N34° 40.66′
W92° 10.83′
L-18,H-6
(RIGYA)
N33°59.07′
W96°04.91′
BIRLE
N34°17.64′
W95°26.78′
GAATZ
N33°54.23′
W95°51.31′
MAMEE
N34°28.94′
W95°14.84′
RICH MOUNTAIN
113.5 PGO
Chan 82
MEEOW
N34°19.09′
W93°31.42′
ARDMORE
116.7 ADM
Chan 114
N34° 12.70′
W97° 10.09′
L-17, H-6
HAKIN
N33°43.19′
W95°37.41′
TEXARKANA
116.3 TXK
Chan 110
N33°30.83′
W94°04.39′
L-17, H-6
L-17, H-2-4-5
BONHAM
114.6 BYP
Chan 93
N33° 32.25′
W96° 14.04′
GLOVE
N33°52.31′
W95°06.25′
MONTE
N33°32.41′
W95°53.71′
PARIS
113.6 PRX
Chan 83
N33° 32.54′
W95° 26.90′
L-17
EL DORADO
115.5 ELD
Chan 102
SLANT
N33°10.64′
W96°27.95′
ROPSS
N33°24.11′
W96°07.18′
FINGR
N33°15.79′
W96°20.03′
Turbojets expect
to cross at 9000
SULPHUR SPRINGS
109.0 SLR
Chan 27
ADDISON
MESQUITE
METRO
DALLAS- LOVE FIELD
COWBOY
116.2 CVE
Chan 109
DALLAS
EXECUTIVE
LANCASTER
CEDAR CREEK
114.8 CQY
Chan 95
QUITMAN
114.0 UIM
Chan 87
N
REGIONAL APP CON
125.27 125.02 397.85
DALLAS-LOVE FIELD ATIS 120.15
ADDISON ATIS★ 133.4
REDBIRD ATIS 126.35
AIRCRAFT LANDING ADS PREPARE
TO BE REASSIGNED THE JONEZ STAR
BY ATC IN LIEU OF THIS STAR.
NOTE: Chart not to scale
(NARRATIVE ON FOLLOWING PAGE)

FINGR THREE ARRIVAL (FINGR.FINGR3)

ARRIVAL DESCRIPTION

ARDMORE TRANSITION (ADM.FINGR3): From over ADM VORTAC via ADM R-125 and BYP R-305 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
BONHAM TRANSITION (BYP.FINGR3): From over BYP VORTAC via BYP R-191 to to FINGR INT. Thence . . . .
FORT SMITH TRANSITION (FSM.FINGR3): From over FSM VORTAC via FSM R-215 to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
LITTLE ROCK TRANSITION (LIT.FINGR3): From over LIT VORTAC via LIT R-247 and BYP R-064 to HAKIN INT, then via CVE R-046 to FINGR INT. Thence . . . .
MC ALESTER TRANSITION (MLC.FINGR3): From over MLC VORTAC via MLC R-188 and BYP R-010 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
PARIS TRANSITION (PRX.FINGR3): From over PRX VOR/DME via PRX R-263 to MONTE INT, then via CVE R-046 to FINGR INT. Thence . . . .
TEXARKANA TRANSITION (TXK.FINGR3): From over TXK VORTAC via TXK R-286 to GLOVE INT, then via BYP R-064 to HAKIN INT, then via CVE R-046 to FINGR INT. Thence . . . .
TULSA TRANSITION (TUL.FINGR3): From over TUL VORTAC via TUL R-157 to to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
WILL ROGERS TRANSITION (IRW.FINGR3): From over IRW VORTAC via IRW R-130 and BYP R-010 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . . From over FINGR INT via CVE R-046 to SLANT INT.
AIRCRAFT LANDING NORTH: Depart SLANT INT heading 190° for vectors to final approach course.
AIRCRAFT LANDING SOUTH: Expect vectors to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010



(GARL3.TTT) 09351

GARLAND THREE DEPARTURE

SL-768 (FAA)

DALLAS/ADDISON (ADS)

DALLAS, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading to appropriate route.

LONGVIEW TRANSITION (GARL3.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL3.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (GARL3.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (GARL3.SOLDO): (ATC assigned) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (GARL3.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL3.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

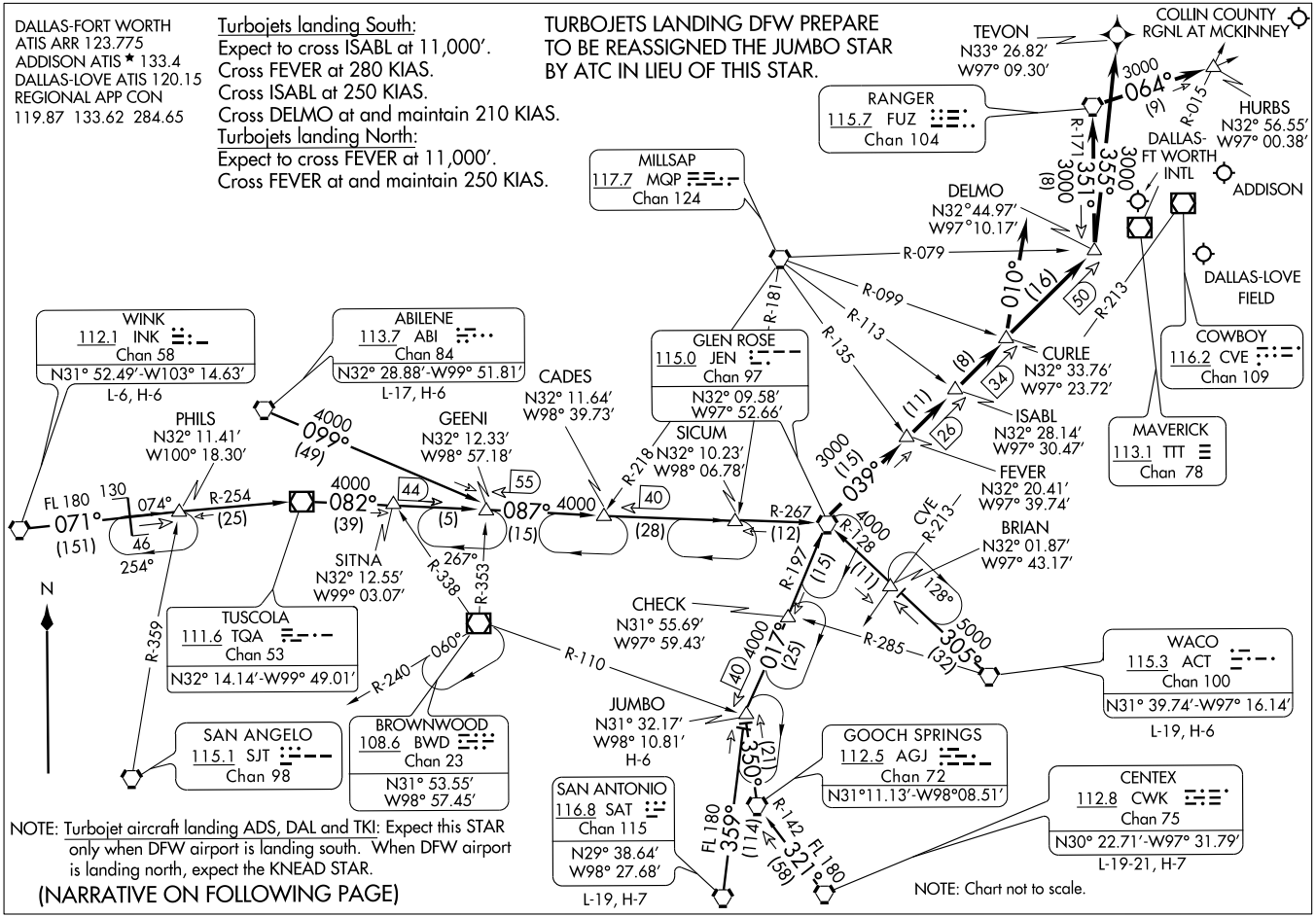
TAKE-OFF OBSTACLES:
Rwy 15: Building 2.1 NM from DER, on centerline, 360' AGL/974' MSL.
Multiple buildings beginning 258' to 1.8 NM from DER, 21' to 1307' left of centerline, up to 152' AGL/787' MSL.
Multiple buildings, R/R, road beginning 268' to 1.9 NM from DER, 5' to 995' right of centerline, up to 311' AGL/955' MSL.
Rwy 33: Multiple poles and buildings beginning 46' to 3124' from DER, 186' to 801' right of centerline, up to 84' AGL/720' MSL.
Multiple poles and buildings beginning 640' to 2690' from DER, 21' to 647' left of centerline, up to 65' AGL/709' MSL.

SC-2, 08 APR 2010 to 06 MAY 2010

DALLAS-FORT WORTH
ATIS ARR 123.775
ADDISON ATIS ★ 133.4
DALLAS-LOVE ATIS 120.15
REGIONAL APP CON
119.87 133.62 284.65

Turbojets landing South:
Expect to cross ISABL at 11,000′.
Cross FEVER at 280 KIAS.
Cross ISABL at 250 KIAS.
Cross DELMO at and maintain 210 KIAS.
Turbojets landing North:
Expect to cross FEVER at 11,000′.
Cross FEVER at and maintain 250 KIAS.

TURBOJETS LANDING DFW PREPARE TO BE REASSIGNED THE JUMBO STAR BY ATC IN LIEU OF THIS STAR.



NOTE: Turbojet aircraft landing ADS, DAL and TKI: Expect this STAR only when DFW airport is landing south. When DFW airport is landing north, expect the KNEAD STAR.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

ABILENE TRANSITION (ABI.JEN9): From over ABI VORTAC via R-099 to GEENI INT, then via JEN R-267 to JEN VORTAC. Thence. . . .
CENTEX TRANSITION (CWK.JEN9): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via JEN R-197 to JEN VORTAC. Thence . . . .
JUMBO TRANSITION (JUMBO.JEN9): From over JUMBO INT via JEN R-197 to JEN VORTAC. Thence . . . .
SAN ANTONIO TRANSITION (SAT.JEN9): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via JEN R-197 to JEN VORTAC. Thence . . . .
WACO TRANSITION (ACT.JEN9): From over ACT VORTAC via ACT R-305 and JEN R-128 to JEN VORTAC. Thence. . . .
WINK TRANSITION (INK.JEN9): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to JEN VORTAC. Thence. . . .

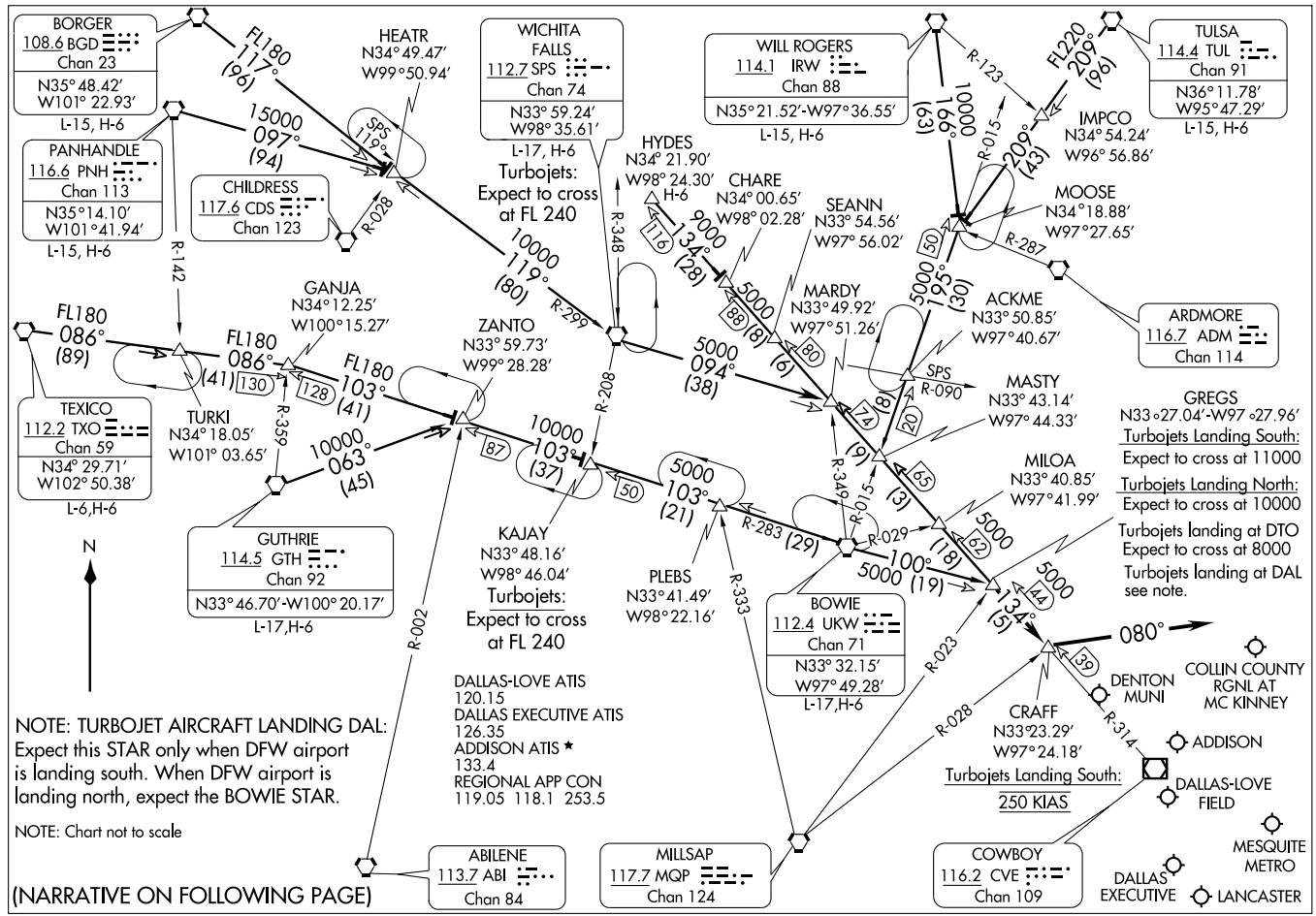
. . . . ALL AIRCRAFT: From over JEN VORTAC via JEN R-039, thence . . . .

ALL AIRCRAFT LANDING NORTH: To CURLE INT, expect vectors to final approach course.

JETS LANDING SOUTH: To DELMO, depart DELMO heading 355°.
For /E, /F, /G and /R (RNP 2.0) EQUIPMENT SUFFIXED AIRCRAFT: From over DELMO WP direct TEVON WP, expect vector to final approach course prior to TEVON WP. If not received by TEVON fly present heading.
NON TURBOJETS LANDING SOUTH: To CURLE INT, depart CURLE heading 010° for vectors to final approach course.

AIRCRAFT LANDING DAL, ADS, TKI: To DELMO INT, depart DELMO via FUZ R-171 to FUZ VORTAC then FUZ R-064 to HURBS INT, expect vectors to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010


BORGER
108.6 BGD
Chan 23
N35° 48.42'
W101° 22.93'
L-15, H-6
PANHANDLE
116.6 PNH
Chan 113
N35° 14.10'
W101° 41.94'
L-15, H-6
CHILDRESS
117.6 CDS
Chan 123
HEATR
N34° 49.47'
W99° 50.94'
WICHITA FALLS
112.7 SPS
Chan 74
N33° 59.24'
W98° 35.61'
L-17, H-6
Turbojets: Expect to cross at FL 240
WILL ROGERS
114.1 IRW
Chan 88
N35° 21.52'-W97° 36.55'
L-15, H-6
TULSA
114.4 TUL
Chan 91
N36° 11.78'
W95° 47.29'
L-15, H-6
IMPCO
N34° 54.24'
W96° 56.86'
MOOSE
N34° 18.88'
W97° 27.65'
ARDMORE
116.7 ADM
Chan 114
HYDES
N34° 21.90'
W98° 24.30'
H-6
CHARE
N34° 00.65'
W98° 02.28'
SEANN
N33° 54.56'
W97° 56.02'
MARDY
N33° 49.92'
W97° 51.26'
ACKME
N33° 50.85'
W97° 40.67'
MASTY
N33° 43.14'
W97° 44.33'
GREGS
N33°27.04'-W97°27.96'
Turbojets Landing South:
Expect to cross at 11000
Turbojets Landing North:
Expect to cross at 10000
Turbojets landing at DTO
Expect to cross at 8000
Turbojets landing at DAL
see note.
MILOA
N33° 40.85'
W97° 41.99'
GANJA
N34° 12.25'
W100° 15.27'
ZANTO
N33° 59.73'
W99° 28.28'
TEXICO
112.2 TXO
Chan 59
N34° 29.71'
W102° 50.38'
L-6,H-6
TURKI
N34° 18.05'
W101° 03.65'
GUTHRIE
114.5 GTH
Chan 92
N33° 46.70'-W100° 20.17'
L-17,H-6
KAJAY
N33° 48.16'
W98° 46.04'
Turbojets: Expect to cross at FL 240
PLEBS
N33° 41.49'
W98° 22.16'
BOWIE
112.4 UKW
Chan 71
N33° 32.15'
W97° 49.28'
L-17,H-6
CRAFF
N33° 23.29'
W97° 24.18'
Turbojets Landing South:
250 KIAS
DENTON MUNI
COLLIN COUNTY RGNL AT MC KINNEY
ADDISON
DALLAS-LOVE FIELD
MESQUITE METRO
DALLAS EXECUTIVE
LANCASTER
ABILENE
113.7 ABI
Chan 84
MILLSAP
117.7 MQP
Chan 124
COWBOY
116.2 CVE
Chan 109
DALLAS-LOVE ATIS
120.15
DALLAS EXECUTIVE ATIS
126.35
ADDISON ATIS ★
133.4
REGIONAL APP CON
119.05 118.1 253.5
NOTE: TURBOJET AIRCRAFT LANDING DAL:
Expect this STAR only when DFW airport is landing south. When DFW airport is landing north, expect the BOWIE STAR.
NOTE: Chart not to scale
(NARRATIVE ON FOLLOWING PAGE)
N
FL180 117° (96)
15000 097° (94)
SPS 119°
R-028
R-142
FL180 086° (89)
FL180 086° (41)
130
128
FL180 103° (41)
R-359
10000° 063° (45)
10000 119° (80)
R-299
R-348
R-208
10000 103° (37)
87
50
5000 103° (21)
R-283 (29)
R-002
R-333
9000 134° (28)
116
5000 088° (8)
80
6
5000 094° (38)
74
8
20
9
R-349
R-015
65
3
R-029
5000 100° (19)
5000 062 (18)
5000 134° (5)
44
39
080°
R-023
R-028
R-314
R-123
10000 166° (63)
FL220 209° (96)
R-015
209° (43)
50
5000 195° (30)
R-287
SPS R-090

ARRIVAL DESCRIPTION

BORGER TRANSITION (BGD.GREGS6): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence . . . .

BOWIE TRANSITION (UKW.GREGS6): From over UKW VORTAC via UKW R-100 to GREGS INT. Thence . . . .

GUTHRIE TRANSITION (GTH.GREGS6): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to GREGS INT. Thence . . . .

HYDES TRANSITION (HYDES.GREGS6): From over HYDES INT via CVE R-314 to GREGS INT. Thence . . . .

PANHANDLE TRANSITION (PNH.GREGS6): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence. . . .

TEXICO TRANSITION (TXO.GREGS6): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to GREGS INT. Thence . . . .

TULSA TRANSITION (TUL.GREGS6): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to MASTY INT, then via CVE R-314 to GREGS INT. Thence . . . .

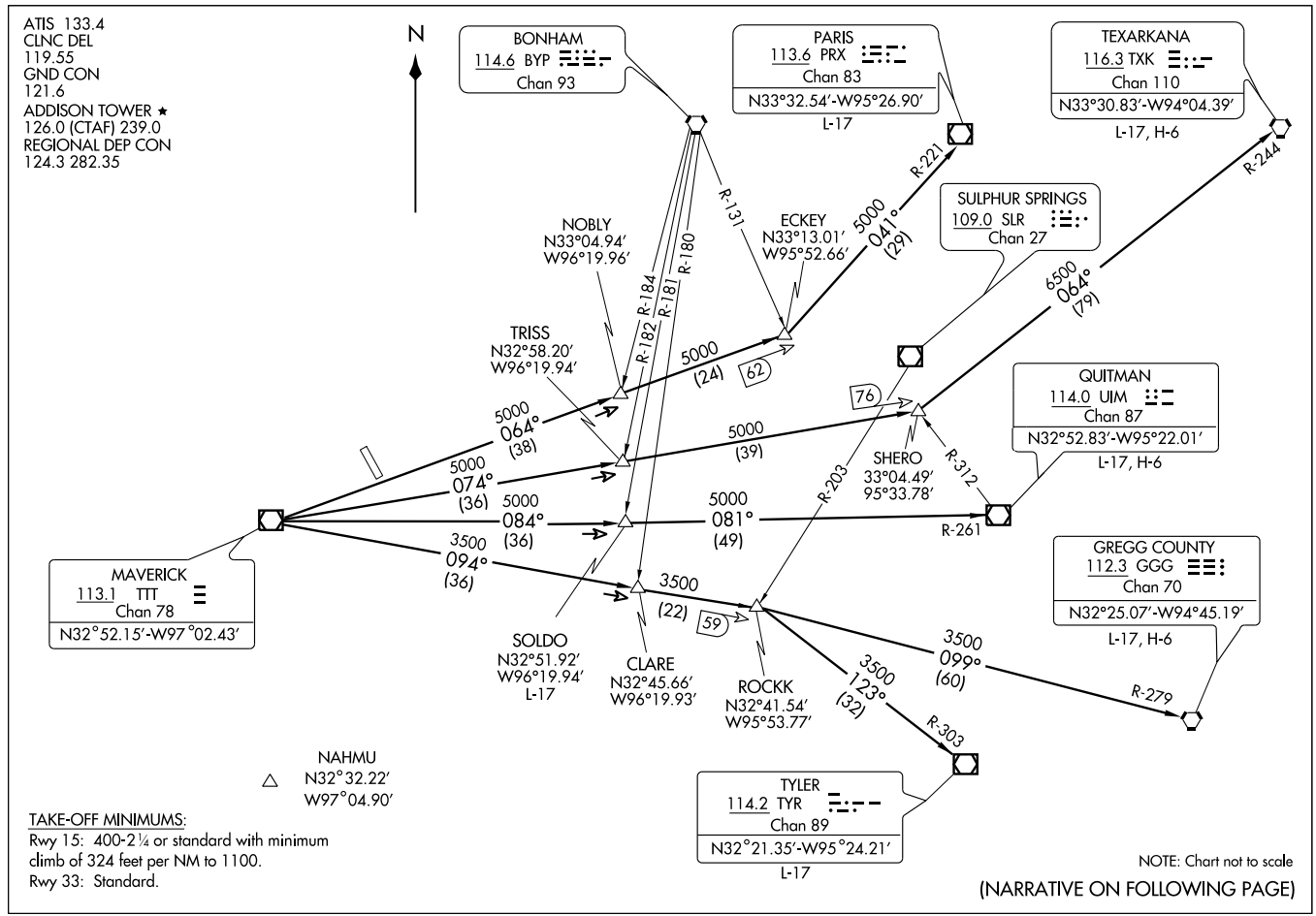
WICHITA FALLS TRANSITION (SPS.GREGS6): From over SPS VORTAC via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence. . . .

WILL ROGERS TRANSITION (IRW.GREGS6): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to MASTY INT, then via CVE R-314 to GREGS INT. Thence . . . .

. . . . From over GREGS INT via CVE R-314 to CRAFF INT thence heading 080° for vector to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010

HUBBARD SIX DEPARTURE



DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES:
Rwy 15:
Multiple buildings beginning 1,085' from departure end of runway, 21' left of centerline, up to 321' AGL/945' MSL.
Building with antenna, 1.9 NM from departure end of runway, 968' right of centerline, 345' AGL/975' MSL.
Pole 666' from departure end of runway, 640' left of centerline, 60' AGL/681' MSL.
Multiple trees beginning 721' from departure end of runway, 115' left of centerline, up to 40' AGL/675' MSL.
Road, railroad beginning 268' from departure end of runway, 5' right of centerline, up to 23' AGL/655' MSL.
Rwy 33:
Multiple poles and trees beginning 640' from departure end of runway, 21' left of centerline, up to 60' AGL/709' MSL.
Multiple buildings beginning 1,225' from departure end of runway, 147' left of centerline, up to 37' AGL/697' MSL.
Multiple building beginning 45' from departure end of runway, 458' right of centerline, up to 57' AGL/696' MSL.
Multiple poles beginning 922' from departure end of runway, 186' right of centerline, up to 60' AGL/720' MSL.

SC-2, 08 APR 2010 to 06 MAY 2010

LOC/DME I-ADS	APP CRS	Rwy Idg	6223
110.1	155°	TDZE	643
Chan 38		Apt Elev	644

ILS or LOC RWY 15

DALLAS/ADDISON (ADS)

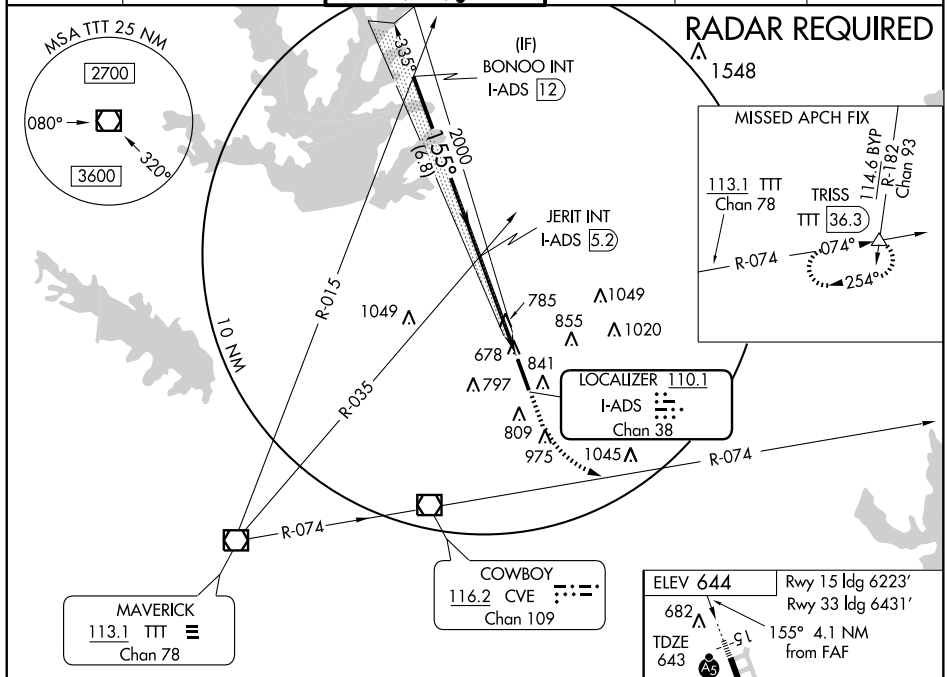
When control tower closed, obtain local altimeter setting on UNICOM; when not received, use Dallas-Love Field altimeter setting and increase all DAs 39 feet and MDAs 40 feet.

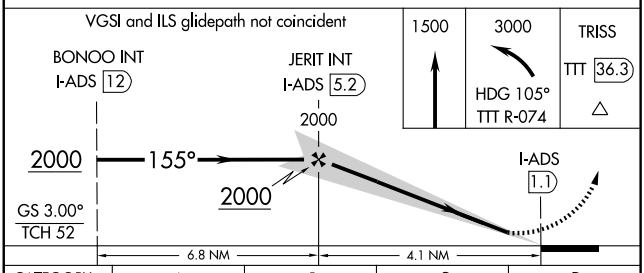
Inoperative table does not apply to S-ILS 15 all Cats, S-LOC 15 Cats A, B & C. For inoperative MALSR, increase S-LOC 15 Cat D visibility to 1¼. Visibility reduction by helicopters NA.

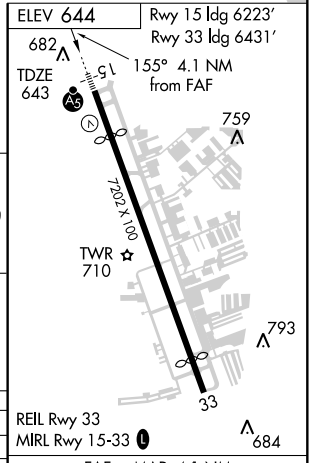
MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 via heading 105° and TTT VOR/DME R-074 to TRISS Int/TTT 36.3 DME and hold.

ATIS	REGIONAL APP CON	ADDISON TOWER★	GND CON	CLNC DEL	UNICOM
133.4	124.3 282.275	126.0 (CTAF) L 239.0	121.6	119.55	122.95







CATEGORY	A	B	C	D
S-ILS 15		893-1 250 (300-1)		
S-LOC 15		1040-1 397 (400-1)		
CIRCLING	1200-1 556 (600-1)		1240-1½ 596 (600-1½)	1280-2 636 (700-2)

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

SC-2, 08 APR 2010 to 06 MAY 2010

LOC/DME I-TBQ	APP CRS	Rwy Idg	6431
110.1	335°	TDZE	644
Chan 38		Apt Elev	644

ILS or LOC RWY 33

DALLAS/ ADDISON (ADS)

Visibility reduction by helicopters NA. When control tower closed, obtain local altimeter setting on UNICOM; when not received, use Dallas-Love Field altimeter setting and increase all DAs 39 feet and all MDAs 40 feet.

MISSED APPROACH: Climb to 1500 then climbing right turn to 5000 via heading 065° and CVE VOR/DME R-046 to FINGR INT/CVE 36.4 DME and hold.

ATIS	REGIONAL APP CON	ADDISON TOWER ★	GND CON	CLNC DEL	UNICOM
133.4	124.3 282.275	126.0 (CTAF) L 239.0	121.6	119.55	122.95

RADAR REQUIRED

MISSED APCH FIX

114.6 BYP R-191 Chan 93

109.0 SLR R-268 Chan 27

191°

011°

FINGR CVE 36.4

R-046

116.2 CVE Chan 109

1049 1049 1020 785 678 855 797 841 809 975 1045

R-046

LOCALIZER 110.1 I-TBQ Chan 38

R-079

PORTR INT I-TBQ 3.9

COWBOY 116.2 CVE Chan 109

R-121

335° (6.1) 2000

(IF) ADDIS INT I-TBQ 10

155°

10 NM

10 NM

1368

MSA CVE 25 NM

2700

080°

3600

340°

1500 5000 HDG 065° CVE R-046

FINGR CVE 36.4

PORTR INT I-TBQ 3.9

ADDIS INT I-TBQ 10

2500

2000

335°

2000

4.1 NM 6.1 NM

GS 3.00° TCH 54

ELEV 644

682

Rwy 15 ldg 6223'

Rwy 33 ldg 6431'

15

759

7202 X 100

TWR 710

793

335° 4.1 NM from FAF

TDZE 644

33

684

REIL Rwy 33

MIRL Rwy 15-33 L

CATEGORY	A	B	C	D
S-ILS 33		894-1 250 (300-1)		
S-LOC 33	1240-1 596 (600-1)		1240-1½ 596 (600-1½)	1240-1¾ 596 (600-1¾)
CIRCLING	1240-1 596 (600-1)		1240-1½ 596 (600-1½)	1280-2 636 (700-2)

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

SC-2, 08 APR 2010 to 06 MAY 2010

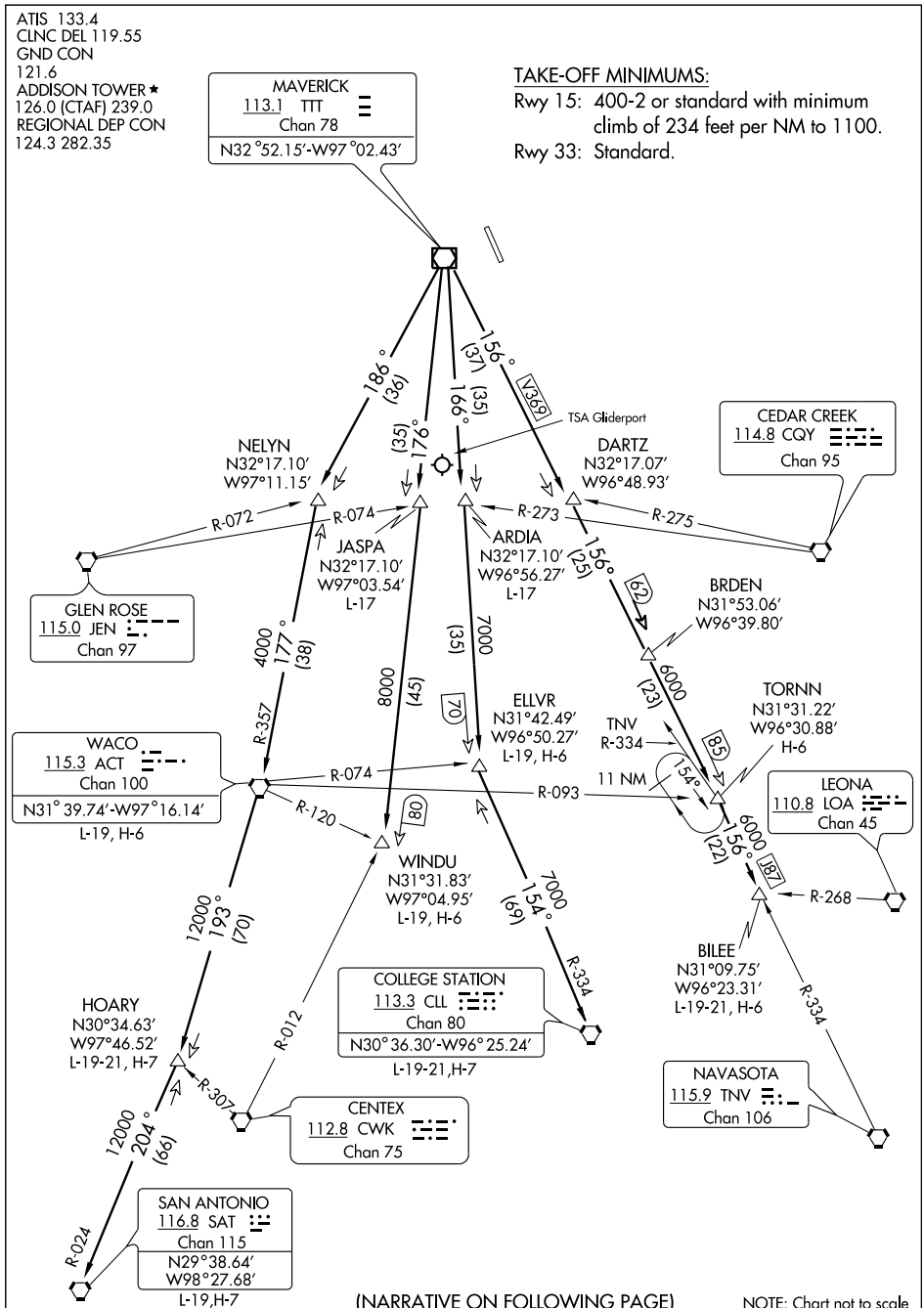
JOE POOL FOUR DEPARTURE

SL-768 (FAA)

DALLAS/ADDISON (ADS)
DALLAS, TEXAS

ATIS 133.4
CLNC DEL 119.55
GND CON
121.6
ADDISON TOWER ★
126.0 (CTAF) 239.0
REGIONAL DEP CON
124.3 282.35

TAKE-OFF MINIMUMS:
Rwy 15: 400-2 or standard with minimum climb of 234 feet per NM to 1100.
Rwy 33: Standard.



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude, expect vector to appropriate route.

ARDIA TRANSITION (JPOOL4.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (JPOOL4.BILEE): (For aircraft overflying the BILEE intersection, thence via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to overfly the TNV VORTAC.) From over TTT VOR/DME via TTT R-156 to BILEE INT.

BRDEN TRANSITION (JPOOL4.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.

COLLEGE STATION TRANSITION (JPOOL4.CLL): (For piston aircraft inbound to Houston Hobby and all aircraft inbound to West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.

ELLVR TRANSITION (JPOOL4.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT VOR/DME via TTT R-166 to ELLVR INT.

HOARY TRANSITION (JPOOL4.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.

JASPA TRANSITION (JPOOL4.JASPA): (ATC assigned.) From over TTT VOR/DME via TTT R-176 to JASPA INT.

SAN ANTONIO TRANSITION (JPOOL4.SAT): (For aircraft overflying Centex and San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

TORNN TRANSITION (JPOOL4.TORNN): (For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT R-156 to TORNN INT.

WACO TRANSITION (JPOOL4.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

WINDU TRANSITION (JPOOL4.WINDU): (For aircraft inbound to Austin or San Antonio terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU.) From over TTT VOR/DME via TTT R-176 to WINDU INT.

TAKE-OFF OBSTACLES:

Rwy 15: Bldg 2.1 NM from DER, on centerline, 360' AGL/974' MSL.
Multiple bldgs beginning 258' to 1.8 NM from DER, 21' to 1307' on or left of centerline, up to 152' AGL/787' MSL.
Multiple bldgs, R/R, road beginning 268' to 1.9 NM from DER, 5' to 995' right of centerline, up to 31' AGL/955' MSL.

Rwy 33: Multiple poles and bldgs beginning 46' to 3124' from DER, 186' right of centerline, up to 84' AGL/720' MSL.
Multiple poles and bldgs beginning 640' to 2690' from DER, 21' to 647' left of centerline, up to 65' AGL/709' MSL.

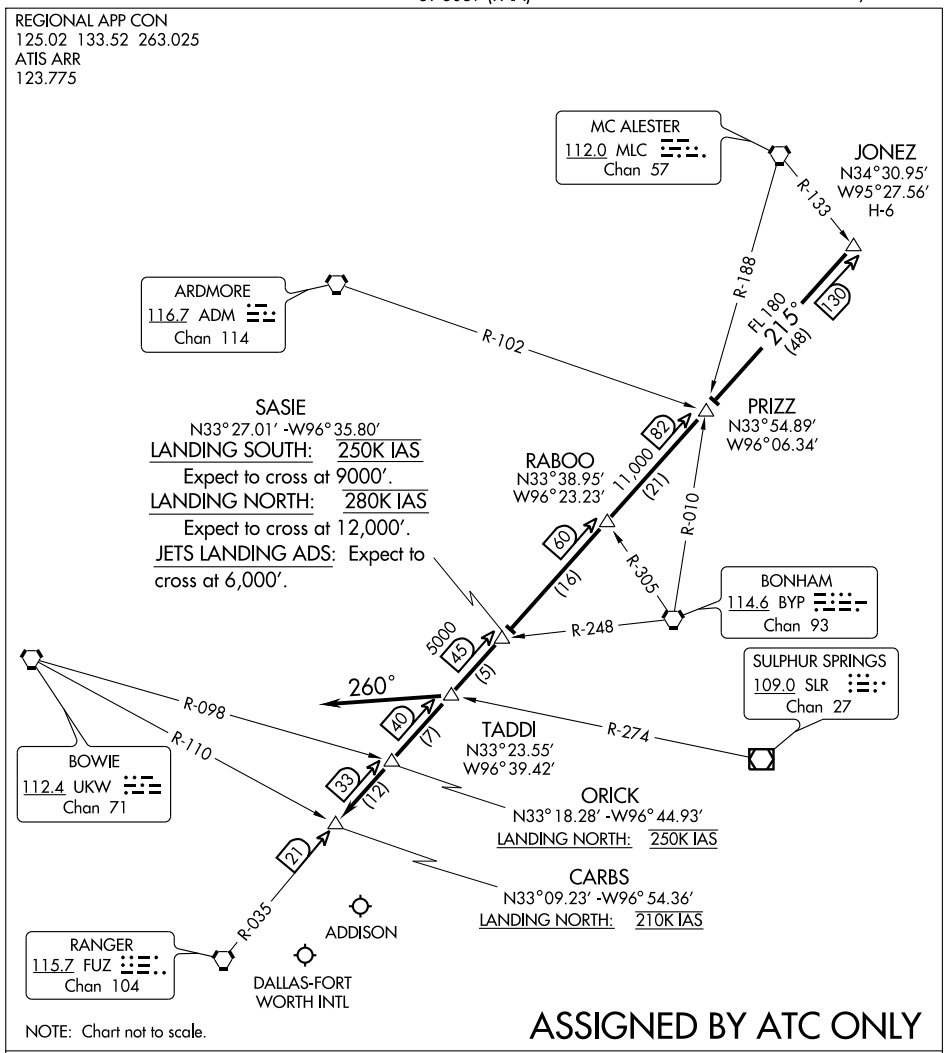
SC-2, 08 APR 2010 to 06 MAY 2010

JONEZ FOUR ARRIVAL

ST-6039 (FAA)

DALLAS-FT. WORTH, TEXAS

REGIONAL APP CON
125.02 133.52 263.025
ATIS ARR
123.775



NOTE: Chart not to scale.

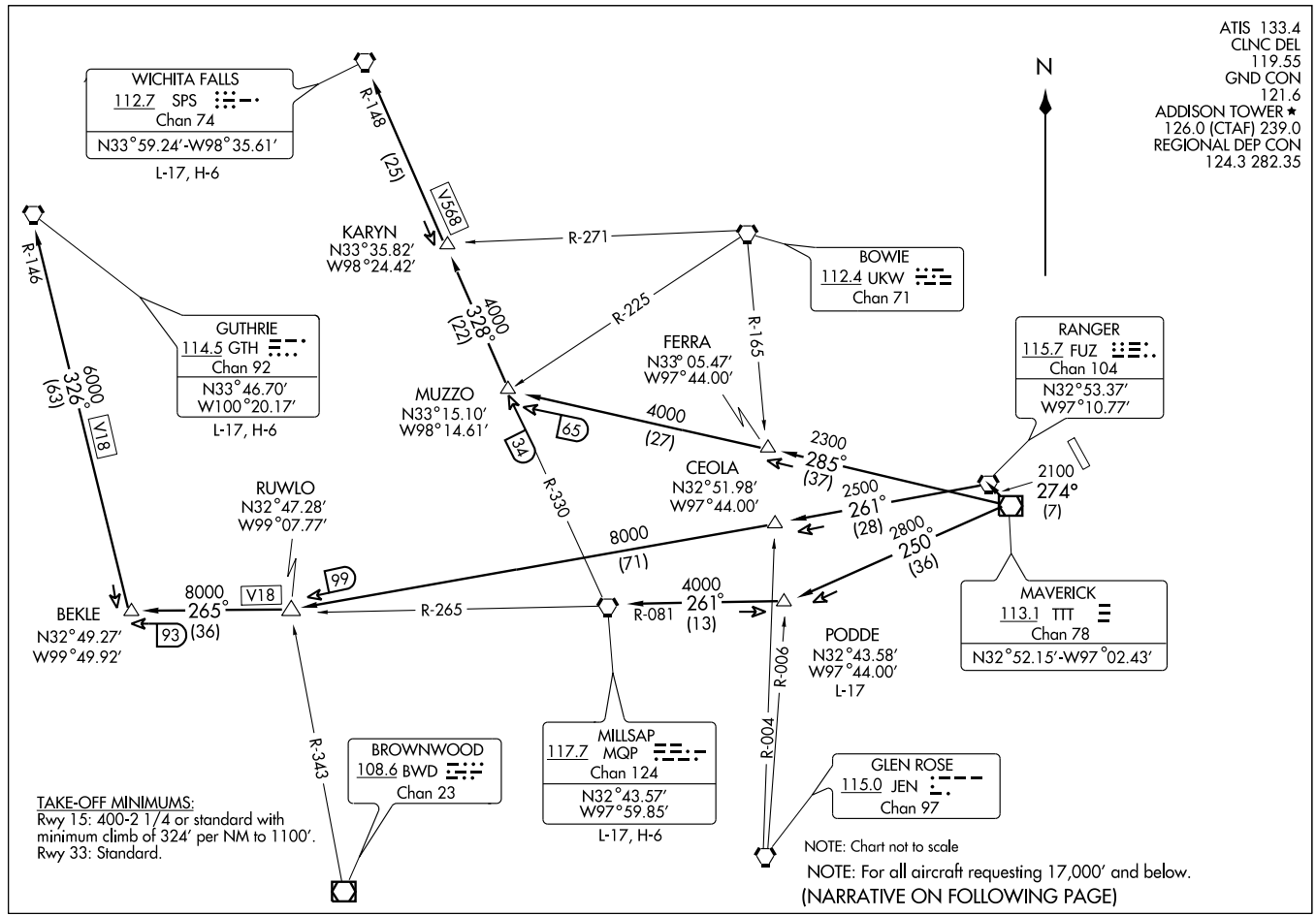
ASSIGNED BY ATC ONLY

LANDING DFW: From over JONEZ INT via FUZ R-035 to CARBS INT. Expect vectors to final approach course.

LANDING ADS: From over JONEZ INT via FUZ R-035 to TADDI INT, depart TADDI INT heading 260° for vectors to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010

KINGDOM SEVEN DEPARTURE



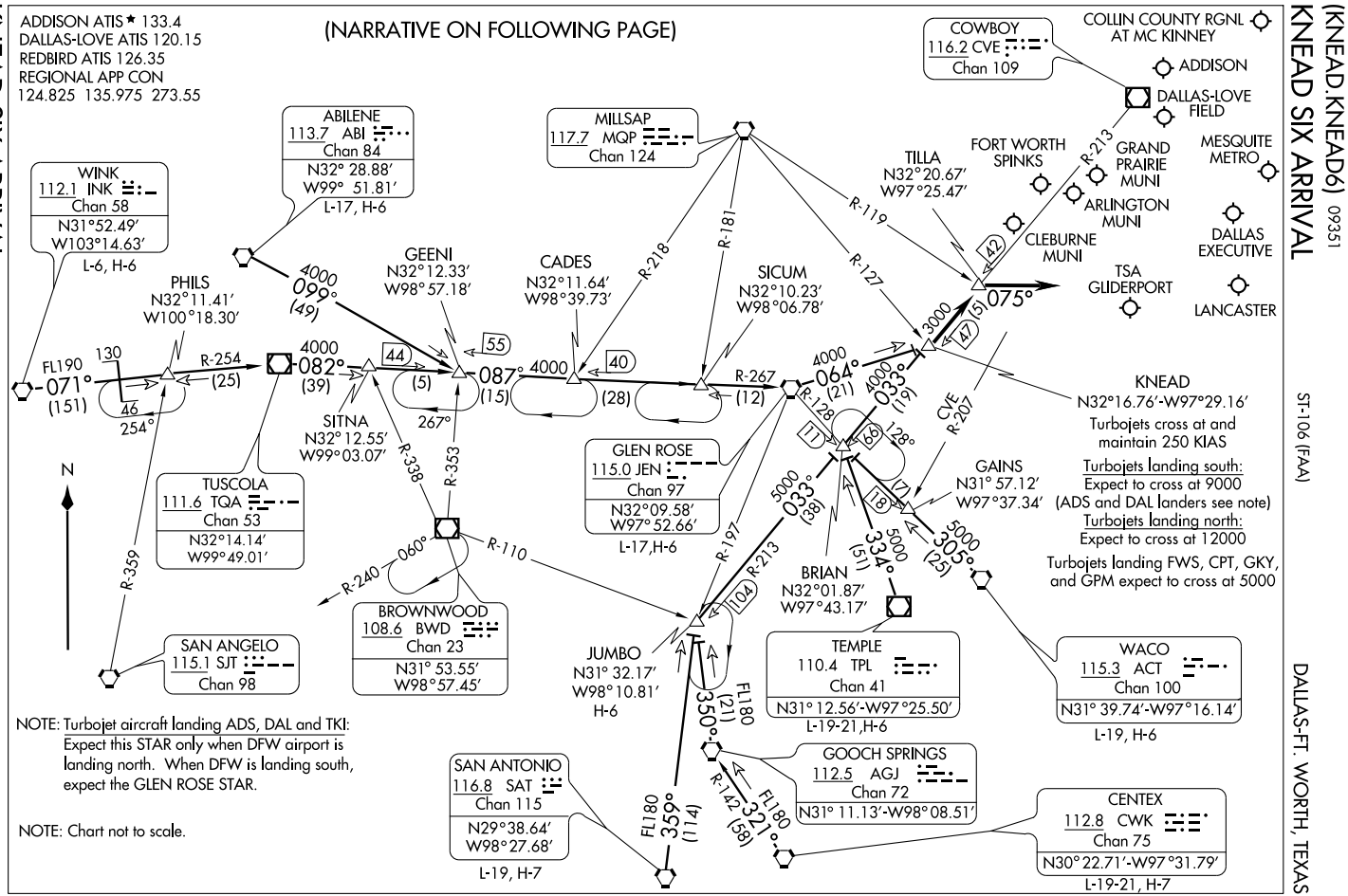
DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock terminal area or proceeding westbound via V-18 to GTH VORTAC). From over TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT, then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC.
MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC westbound via V-18 or direct). From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.
PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.
WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VORTAC). From over TTT VOR/DME via TTT R-285 to MUZZO INT, then via SPS R-148 to SPS VORTAC.

TAKE-OFF OBSTACLES:
Note: Rwy 15, Multiple buildings beginning 1085′ from DER, 21′ left of centerline, up to 321′ AGL/956′ MSL. Building with antenna, 1.9 NM from DER, 968′ right of centerline, 345′ AGL/975′ MSL. Pole 666′ from DER, 640′ left of centerline, 60′ AGL/681′ MSL. Multiple trees beginning 721′ from DER, 115′ left of centerline, up to 40′ AGL/675′ MSL. Road, RR beginning 268′ from DER, 5′ right of centerline, up to 23′ AGL/655′ MSL.
Note: Rwy 33, Multiple poles and trees beginning 640′ from DER, 21′ left of centerline, up to 60′ AGL/709′ MSL. Multiple buildings beginning 1225′ from DER, 147′ left of centerline, up to 37′ AGL/697′ MSL. Multiple buildings beginning 45′ from DER, 458′ right of centerline, up to 57′ AGL/696′ MSL. Multiple poles beginning 922′ from DER, 186′ right of centerline, up to 60′ AGL/720′ MSL

SC-2, 08 APR 2010 to 06 MAY 2010



(KNEAD.KNEAD6) 09351

KNEAD SIX ARRIVAL

ST-106 (FAA)

DALLAS-FT. WORTH, TEXAS

ARRIVAL DESCRIPTION

ABILENE TRANSITION (ABI.KNEAD6): From over ABI VORTAC via ABI R-099 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

CENTEX TRANSITION (CWK.KNEAD6): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

GLEN ROSE TRANSITION (JEN.KNEAD6): From over JEN VORTAC via JEN R-064 to KNEAD INT. Thence . . . .

JUMBO TRANSITION (JUMBO.KNEAD6): From over JUMBO INT via CVE R-213 to KNEAD INT. Thence . . . .

SAN ANTONIO TRANSITION (SAT.KNEAD6): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

TEMPLE TRANSITION (TPL.KNEAD6): From over TPL VOR/DME via TPL R-334 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WACO TRANSITION (ACT.KNEAD6): From over ACT VORTAC via ACT R-305 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WINK TRANSITION (INK.KNEAD6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

. . . . From over KNEAD INT via CVE R-213 to TILLA INT, thence via heading 075° for vectors to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 82202 W15A	APP CRS 155°	Rwy ldg 6223 TDZE 643 Apt Elev 644

RNAV (GPS) RWY 15

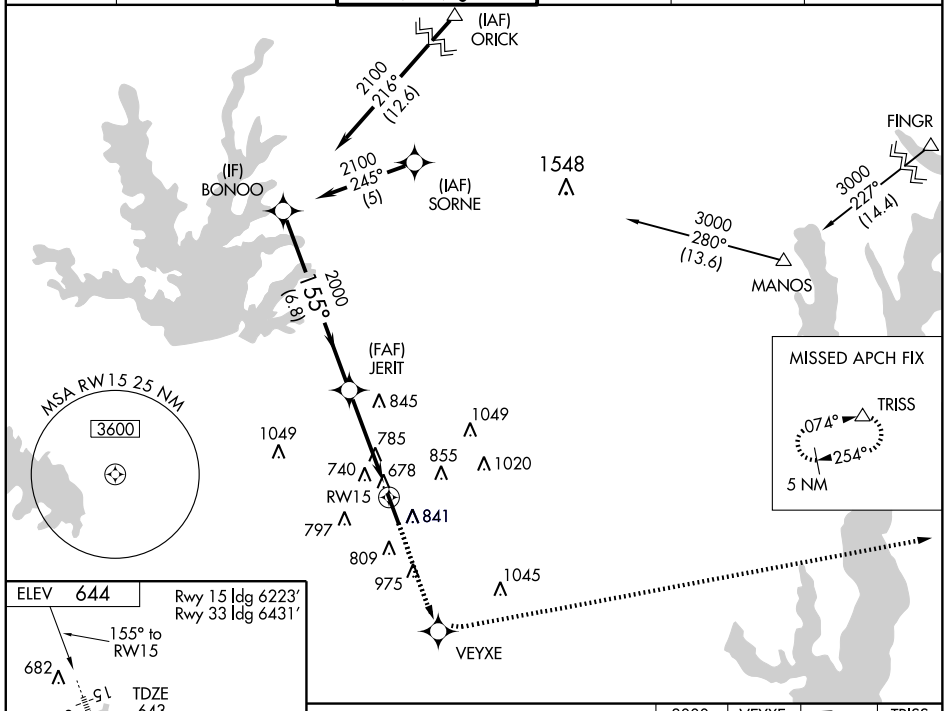
DALLAS/ADDISON (ADS)

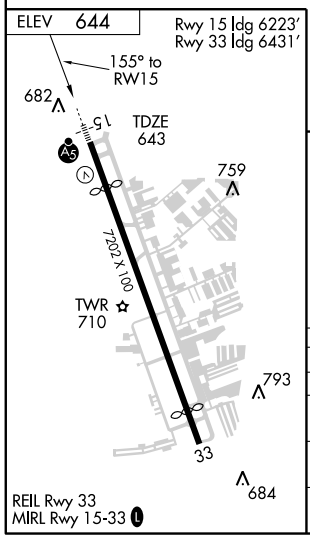
Inoperative table does not apply to LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats A/B. BARO-VNAV NA when using Dallas Love Field altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For inoperative MALSR increase LNAV Cat C visibility to 1¼. When control tower closed, obtain local altimeter setting on UNICOM; when not received use Dallas-Love Field altimeter and increase all DAs by 39 feet and all MDAs by 40 feet.

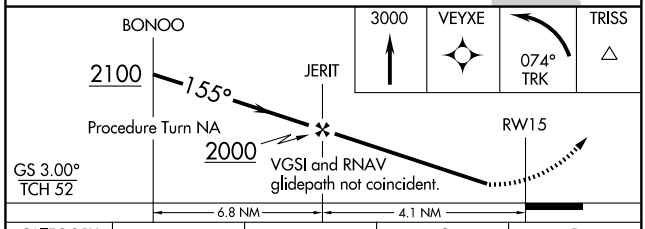
MALSR

MISSED APPROACH: Climb to 3000 direct VEYXE and via 074° track to TRISS and hold.

ATIS	REGIONAL APP CON	ADDISON TOWER ★	GND CON	CLNC DEL	UNICOM
133.4	124.3 282.275	126.0 (CTAF) L 239.0	121.6	119.55	122.95







CATEGORY	A	B	C	D
LPV DA	943-1 300 (300-1)			
LNAV/VNAV DA	1076-1 433 (500-1)			
LNAV MDA	1100-1 457 (500-1)			
CIRCLING	1200-1 556 (600-1)		1240-1½ 596 (600-1½)	1280-2 636 (700-2)

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	6431
335°	TDZE	644
	Apt Elev	644

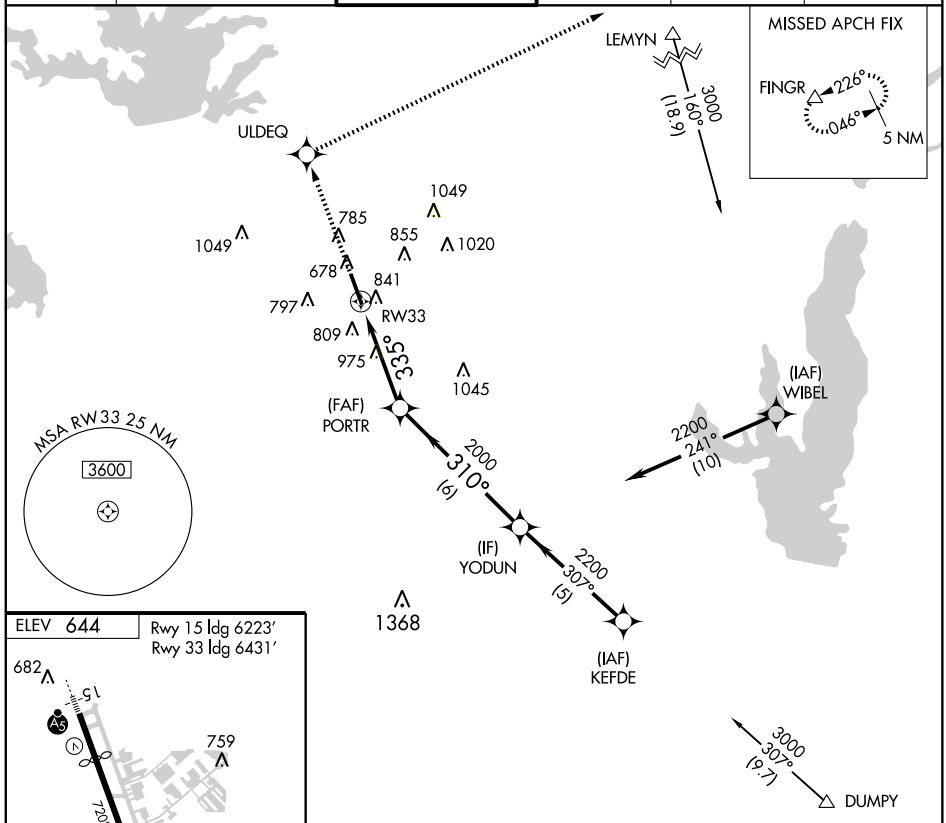
RNAV (GPS) RWY 33

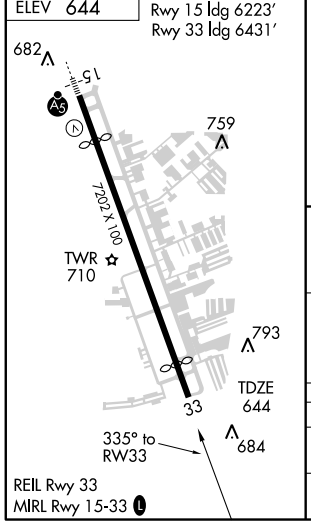
DALLAS/ ADDISON (ADS)

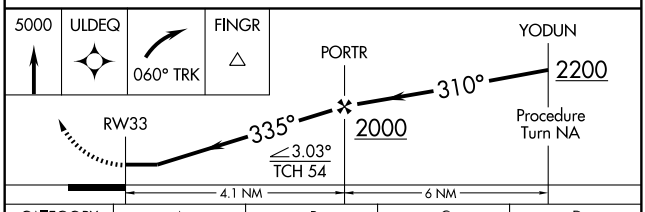
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When control tower closed, obtain local altimeter setting on unicom; when not received use Dallas-Love Field altimeter setting and increase all MDAs 40 feet and LNAV visibility Cats C and D ¼ mile and circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 5000 direct ULDEQ and via 060° track to FINGR and hold.

ATIS	REGIONAL APP CON	ADDISON TOWER ★	GND CON	CLNC DEL	UNICOM
133.4	124.3 282.275	126.0 (CTAF) L 239.0	121.6	119.55	122.95







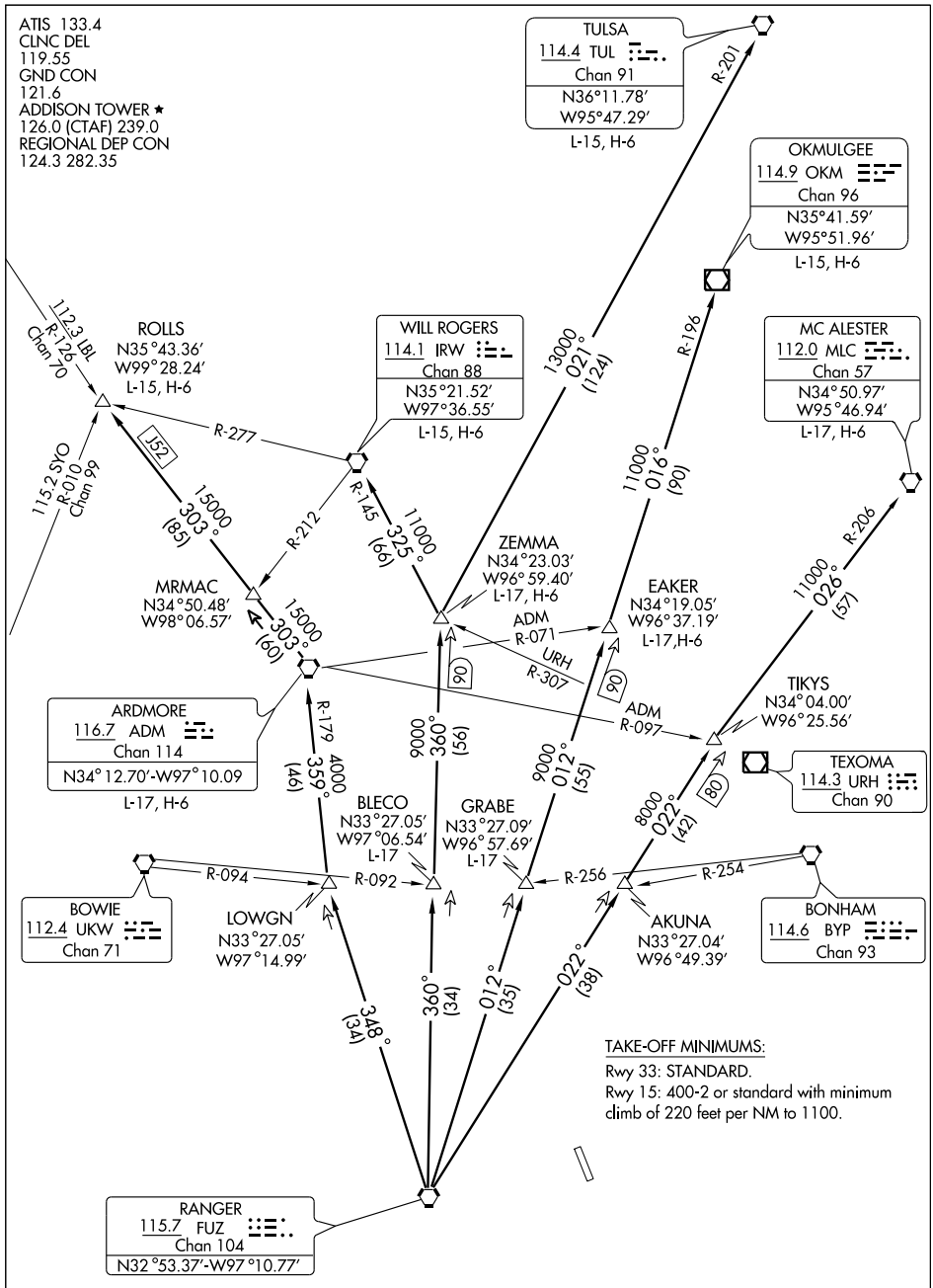
CATEGORY	A	B	C	D
LNAV MDA	1240-1	596 (600-1)	1240-1½ 596 (600-1½)	1240-1¾ 596 (600-1¾)
CIRCLING	1240-1	596 (600-1)	1240-1½ 596 (600-1½)	1280-2 636 (700-2)

SC-2, 08 APR 2010 to 06 MAY 2010

TEXOMA ONE DEPARTURE

SL-768 (FAA)

DALLAS/ADDISON (ADS)
DALLAS, TEXAS



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to BLECO INT.

EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC via FUZ R-012 to EAKER INT.

GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT, then via MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to OKM VOR/DME.

ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.

TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (TEX1.IRW): (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT.

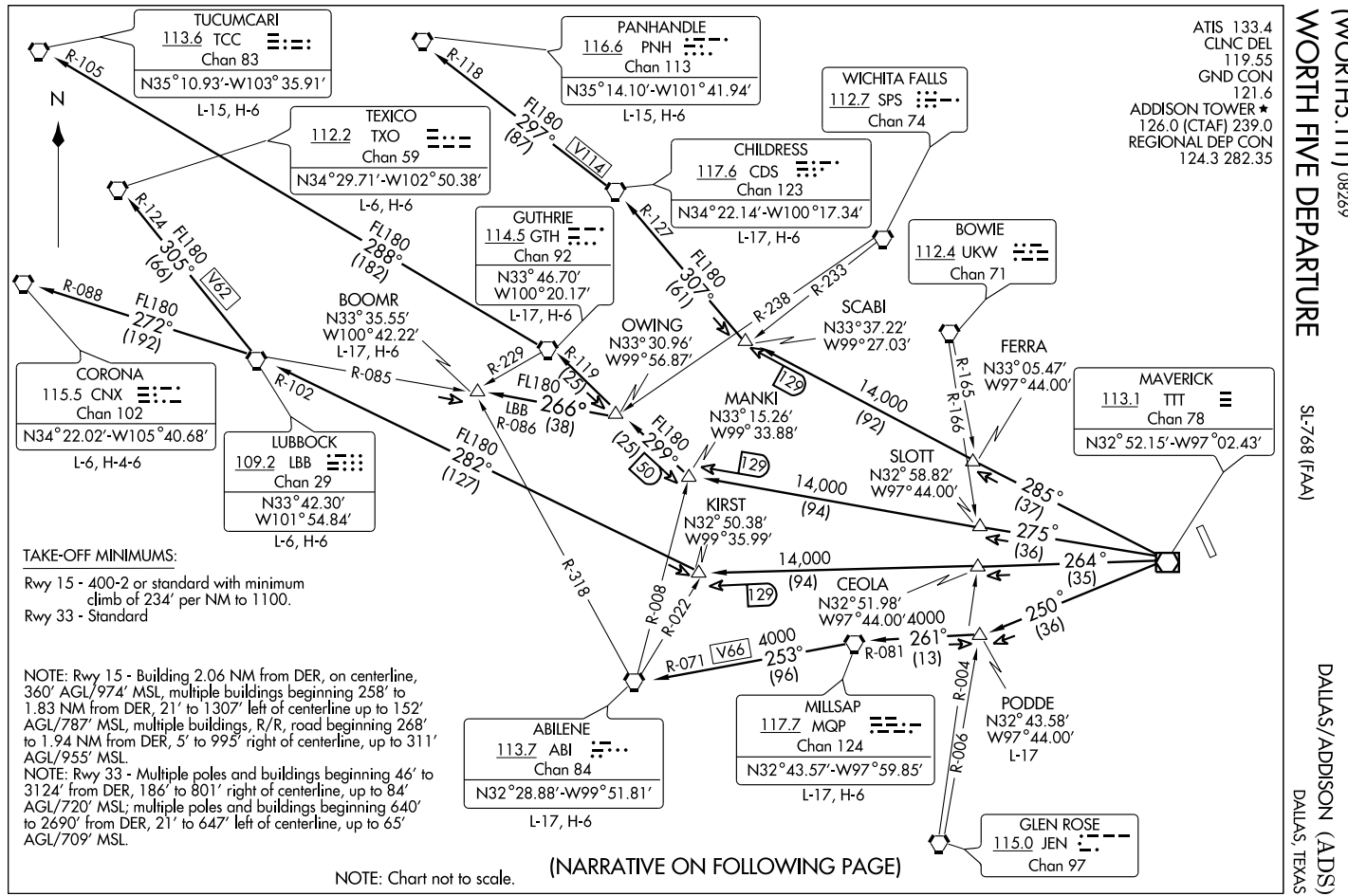
TAKE-OFF OBSTACLES:

Rwy 15: Building 2.1 NM from DER, on centerline, 360' AGL/974' MSL. Multiple buildings beginning 258' to 1.8 NM from DER, 21' to 1307' on or left of centerline, up to 152' AGL /787' MSL. Multiple buildings, R/R, road beginning 268' to 1.9 NM from DER, 5' to 995' right of centerline, up to 311' AGL/955' MSL.

Rwy 33: Multiple poles and buildings beginning 46' to 3124' from DER, 186' to 801' right of centerline, up to 84' AGL/720' MSL. Multiple poles and buildings beginning 640' to 2690' from DER, 21' to 647' left of centerline, up to 65' AGL/709' MSL.

SC-2, 08 APR 2010 to 06 MAY 2010

WORTH FIVE DEPARTURE



TAKE-OFF MINIMUMS:

Rwy 15 - 400-2 or standard with minimum climb of 234' per NM to 1100.
Rwy 33 - Standard

NOTE: Rwy 15 - Building 2.06 NM from DER, on centerline, 360' AGL/974' MSL, multiple buildings beginning 258' to 1.83 NM from DER, 21' to 1307' left of centerline up to 152' AGL/787' MSL, multiple buildings, R/R, road beginning 268' to 1.94 NM from DER, 5' to 995' right of centerline, up to 311' AGL/955' MSL.
NOTE: Rwy 33 - Multiple poles and buildings beginning 46' to 3124' from DER, 186' to 801' right of centerline, up to 84' AGL/720' MSL; multiple poles and buildings beginning 640' to 2690' from DER, 21' to 647' left of centerline, up to 65' AGL/709' MSL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

BOOMR TRANSITION (WORTH5.BOOMR): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT.

CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

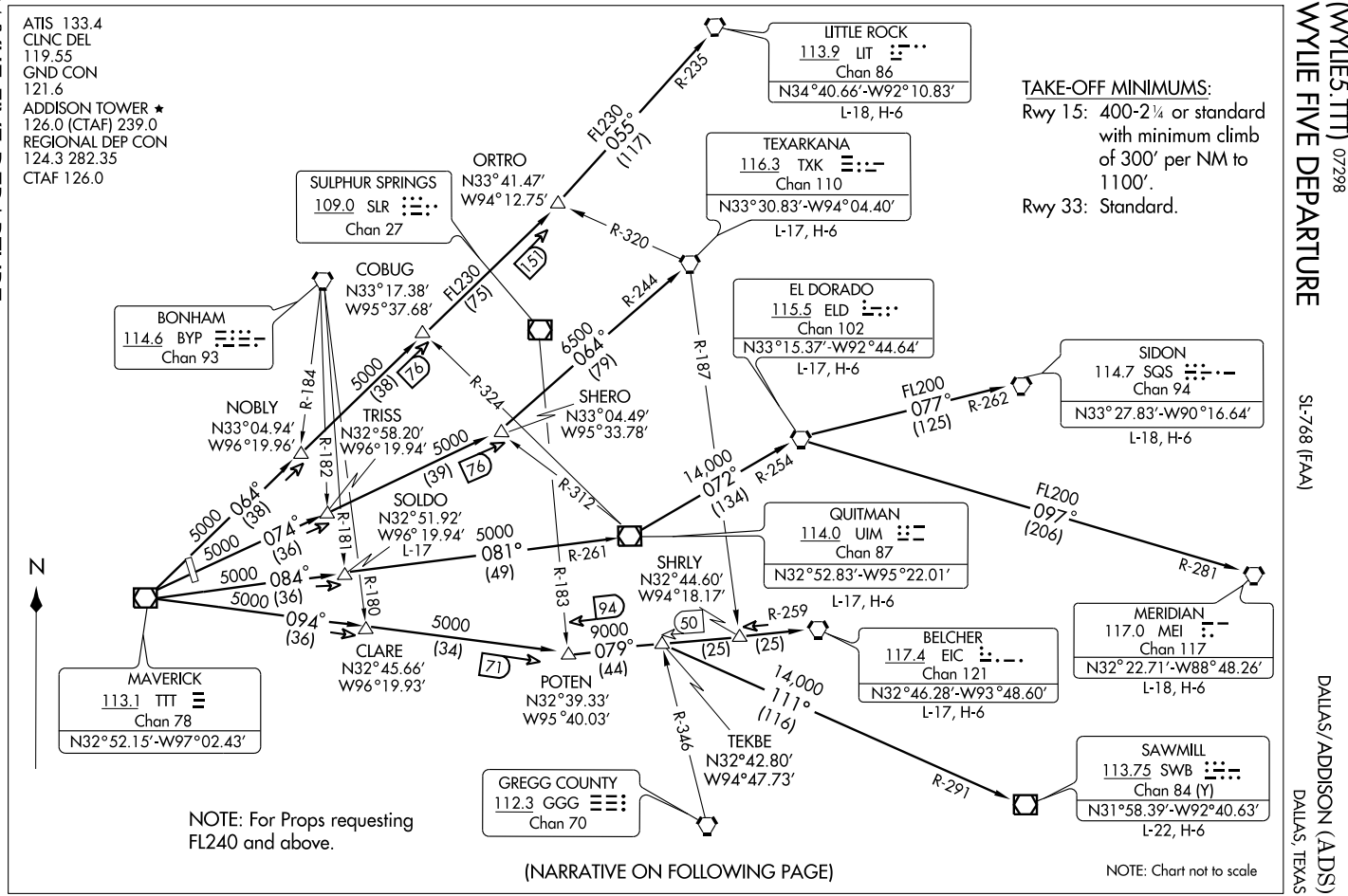
PANHANDLE TRANSITION (WORTH5.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via TTT R-250 to PODDE INT.

TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

SC-2, 08 APR 2010 to 06 MAY 2010


ATIS 133.4
CLNC DEL
119.55
GND CON
121.6
ADDISON TOWER ★
126.0 (CTAF) 239.0
REGIONAL DEP CON
124.3 282.35
CTAF 126.0
LITTLE ROCK
113.9 LIT
Chan 86
N34°40.66'-W92°10.83'
L-18, H-6
TEXARKANA
116.3 TXK
Chan 110
N33°30.83'-W94°04.40'
L-17, H-6
EL DORADO
115.5 ELD
Chan 102
N33°15.37'-W92°44.64'
L-17, H-6
SIDON
114.7 SQS
Chan 94
N33°27.83'-W90°16.64'
L-18, H-6
QUITMAN
114.0 UIM
Chan 87
N32°52.83'-W95°22.01'
L-17, H-6
MERIDIAN
117.0 MEI
Chan 117
N32°22.71'-W88°48.26'
L-18, H-6
BELCHER
117.4 EIC
Chan 121
N32°46.28'-W93°48.60'
L-17, H-6
SAWMILL
113.75 SWB
Chan 84 (Y)
N31°58.39'-W92°40.63'
L-22, H-6
SULPHUR SPRINGS
109.0 SLR
Chan 27
BONHAM
114.6 BYP
Chan 93
MAVERICK
113.1 TTT
Chan 78
N32°52.15'-W97°02.43'
GREGG COUNTY
112.3 GGG
Chan 70
ORTRO
N33°41.47'
W94°12.75'
COBUG
N33°17.38'
W95°37.68'
NOBLY
N33°04.94'
W96°19.96'
TRISS
N32°58.20'
W96°19.94'
SHERO
N33°04.49'
W95°33.78'
SOLDO
N32°51.92'
W96°19.94'
SHRLY
N32°44.60'
W94°18.17'
CLARE
N32°45.66'
W96°19.93'
POTEN
N32°39.33'
W95°40.03'
TEKBE
N32°42.80'
W94°47.73'
FL230
055°
(117)
R-235
R-320
151
FL230
(75)
R-244
6500
064°
(79)
R-187
5000
(38)
76
R-184
R-182
R-324
5000
064°
(38)
5000
074°
(36)
5000
084°
5000 (36)
094°
(36)
R-181
R-180
5000
(39)
76
R-312
14,000
072°
(134)
R-254
FL200
077°
(125)
R-262
FL200
097°
(206)
R-281
5000
081°
(49)
R-261
R-183
94
9000
079°
(44)
71
5000
(34)
50
(25)
(25)
R-259
14,000
111°
(116)
R-346
R-291
N
TAKE-OFF MINIMUMS:
Rwy 15: 400-2¼ or standard with minimum climb of 300' per NM to 1100'.
Rwy 33: Standard.
NOTE: For Props requesting FL240 and above.
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitiude to appropriate route.

BELCHER TRANSITION (WYLIE5.EIC): (For aircraft inbound to Jackson, Monroe, and Shreveport terminal area.) From over TTT VOR/DME via TTT R-094 to POTEN, then via EIC R-259 to EIC VORTAC.
EL DORADO TRANSITION (WYLIE5.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.
LITTLE ROCK TRANSITION (WYLIE5.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO, then via LIT R-235 to LIT VORTAC.
MERIDIAN TRANSITION (WYLIE5.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.
QUITMAN TRANSITION (WYLIE5.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME.
SAWMILL TRANSITION (WYLIE5.SWB): From over TTT VOR/DME via TTT R-094 to POTEN, then via EIC R-259 to TEKBE, then via SWB R-291 to SWB VOR/DME.
SIDON TRANSITION (WYLIE5.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.
SOLDO TRANSITION (WYLIE5.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO.
TEXARKANA TRANSITION (WYLIE5.TXK): From over TTT VOR/DME via TTT R-074 to SHERO, then via TXK R-244 to TXK VORTAC.

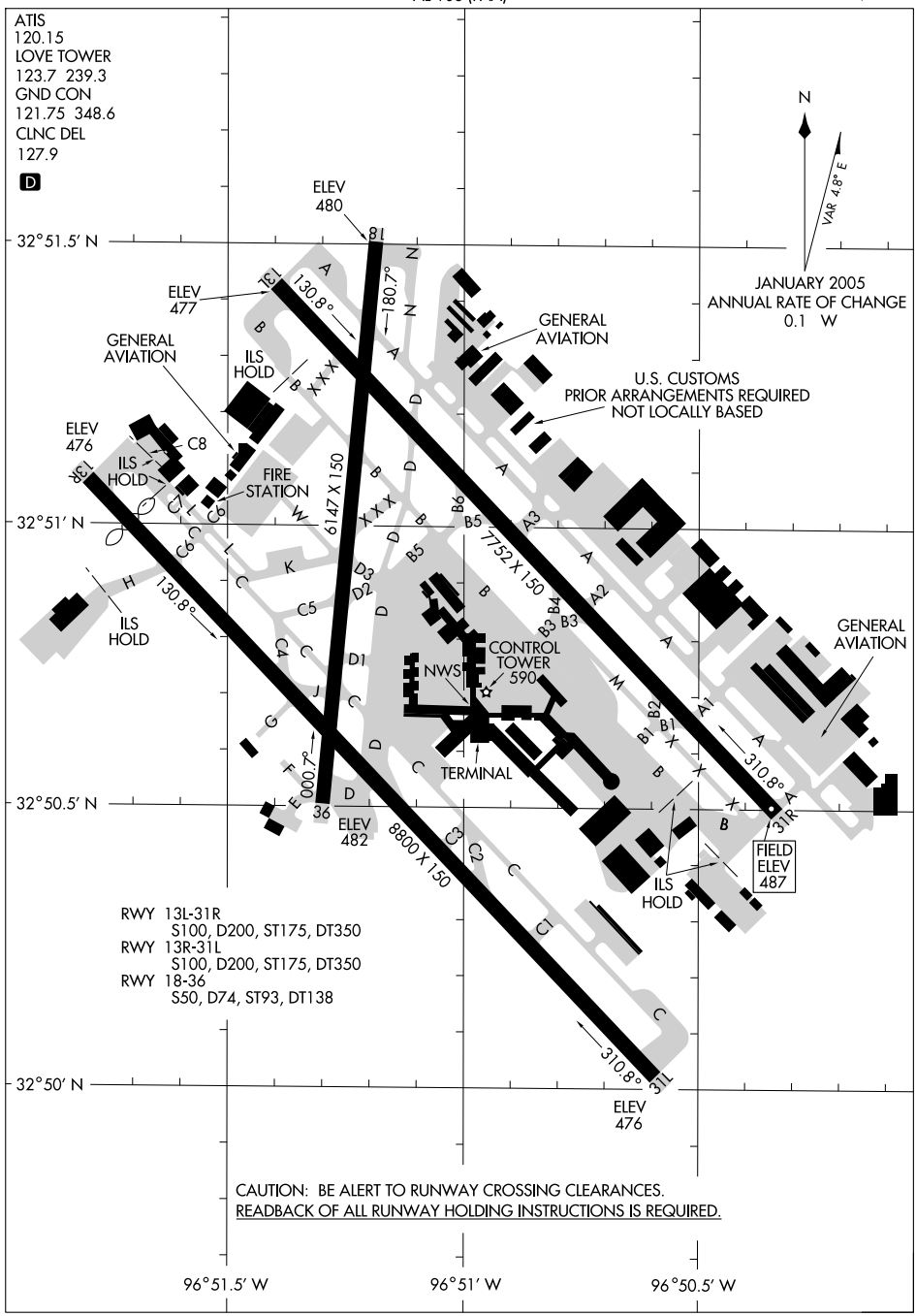
TAKE-OFF OBSTACLES:
Rwy 15, Multiple buildings beginning 1085' from departure end of runway, 21' left of centerline, up to 321' AGL/945' MSL. Building with antenna 1.9 NM from departure end of runway, 968' right of centerline, 345' AGL/975' MSL. Pole 666' from departure end of runway, 640' left of centerline, 60' AGL/681' MSL. Multiple trees beginning 721' from departure end of runway, 115' left of centerline, up to 40' AGL/675' MSL. Road, railroad beginning 268' from departure end of runway, 495' right of centerline, up to 21' AGL/655' MSL.
Rwy 33, Multiple poles and trees beginning 640' from departure end of runway, 21' left of centerline, up to 60' AGL/709' MSL. Multiple buildings beginning 1225' from departure end of runway, 147' left of centerline, up to 37' AGL/607' MSL. Multiple buildings beginning 45' from departure end of runway, 458' right of centerline, up to 57' AGL/696' MSL. Multiple poles beginning 922' from departure end of runway, 186' right of centerline, up to 60' AGL/720' MSL.

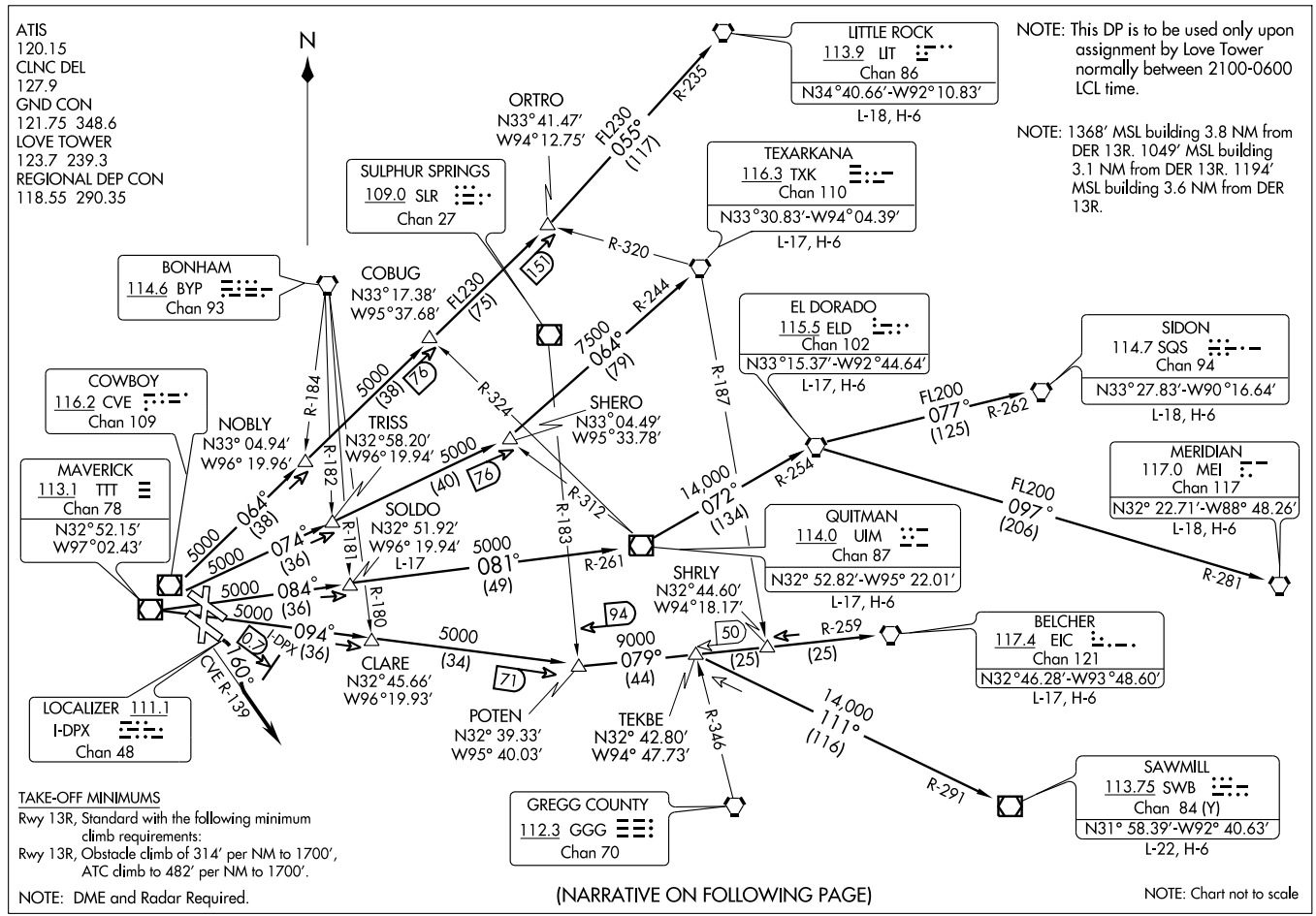
SC-2, 08 APR 2010 to 06 MAY 2010

AIRPORT DIAGRAM

AL-106 (FAA)

DALLAS-LOVE FIELD (DAL)
DALLAS, TEXAS





(BACH6.TTT) 07298

BACHMAN SIX DEPARTURE (OBSTACLE)

SL-10B (FAA)

DALLAS-LOVE FIELD (DAL)
DALLAS, TEXAS

DEPARTURE ROUTE DESCRIPTION

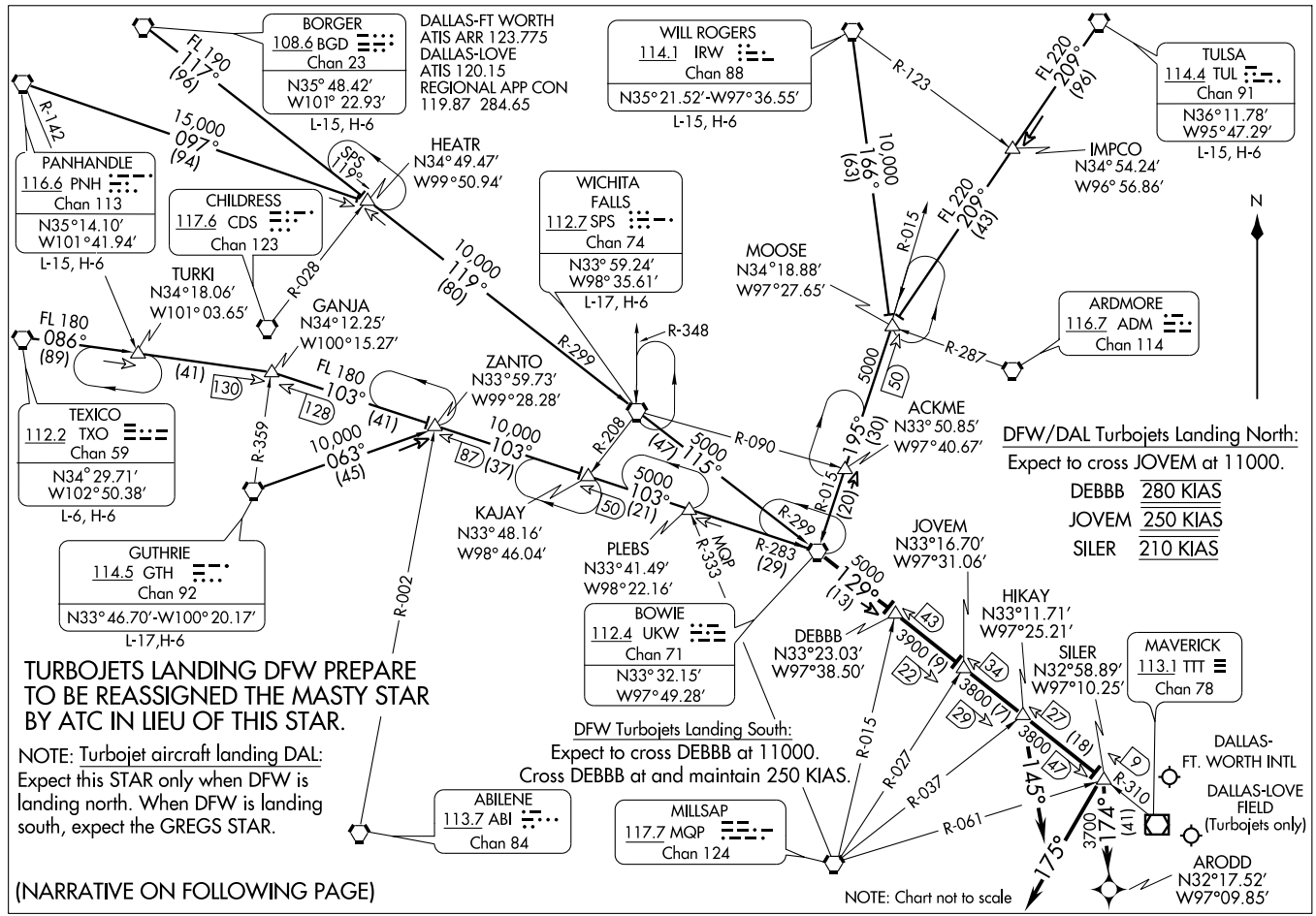
TAKE-OFF RUNWAY 13R: Turn right heading 160° as soon as possible after take-off but not later than 0.7 DME outbound on the I-DPX localizer southeast course, then intercept and climb via CVE R-139 and expect vectors to appropriate route. Maintain 5000′ and expect filed altitude 10 minutes after departure.

BELCHER TRANSITION (BACH6.EIC): (For aircraft inbound to Jackson, Monroe and Shreveport terminal areas.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to EIC VORTAC.
EL DORADO TRANSITION (BACH6.ELD): (For aircraft inbound to Memphis terminal area. Aircraft should file and/or expect the appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.
LITTLE ROCK TRANSITION (BACH6.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO INT, then via LIT R-235 to LIT VORTAC.
MERIDIAN TRANSITION (BACH6.MEI): (For aircraft inbound to the Atlanta terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.
QUITMAN TRANSITION (BACH6.UIM): (For aircraft inbound to the Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SAWMILL TRANSITION (BACH6.SWB): From over TTT VOR/DME via TTT R-094 to POTEN, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME.
SIDON TRANSITION (BACH6.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.
SOLDO TRANSITION (BACH6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (BACH6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.

TAKE-OFF OBSTACLES

Rwy 13R: Pole 654′ from DER, 614′ right of centerline, 23′ AGL/500′ MSL.
Trees 1122′ from DER, 719′ right of centerline, 37′ AGL/514′ MSL.
Multiple signs and trees beginning 779′ from DER, 669′ left of centerline, up to 60′ AGL/537′ MSL.

BOWIE ONE ARRIVAL (UKW.UKW1) 10098



ST-6039 (FAA)

DALLAS-FORT WORTH, TEXAS

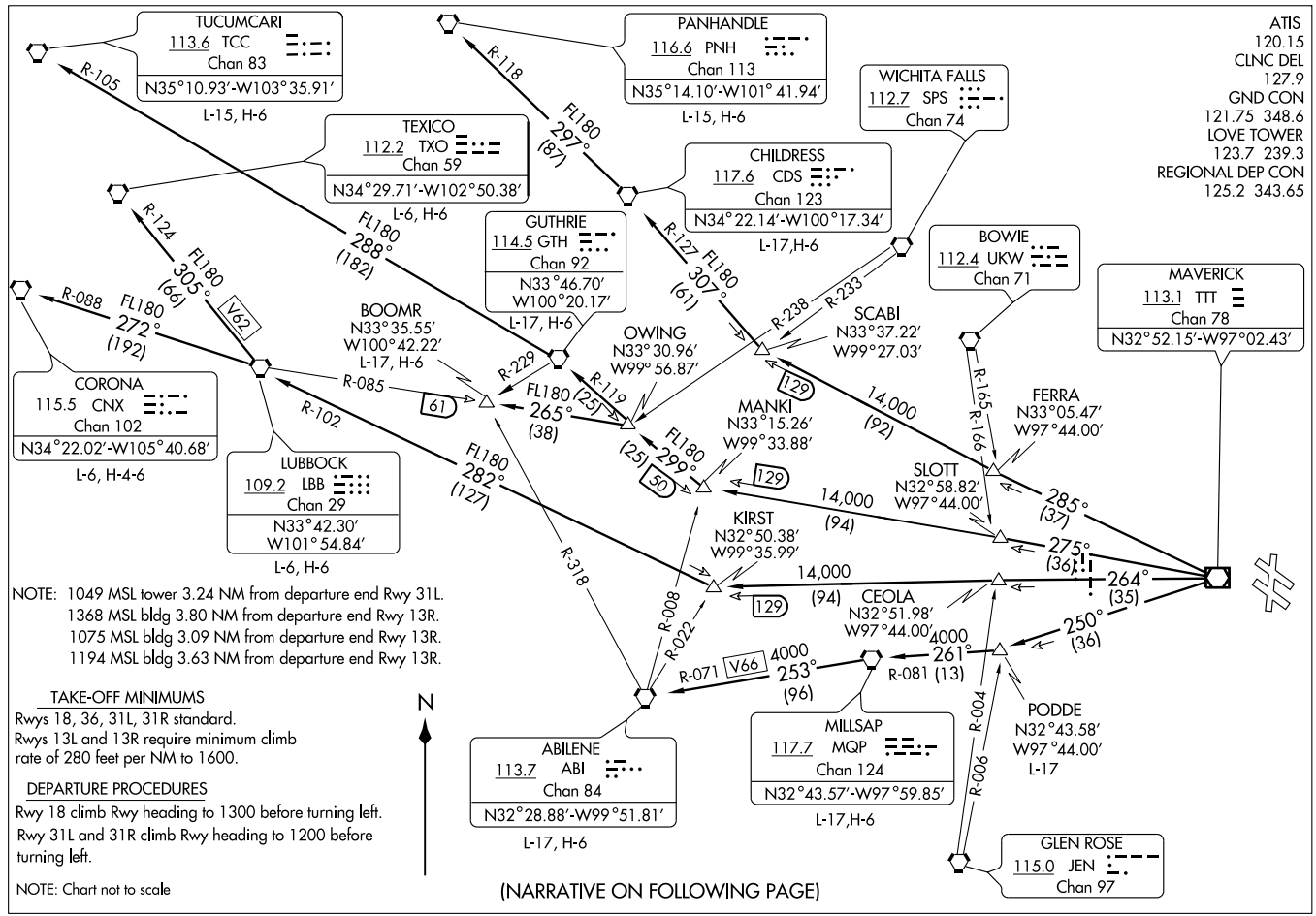
ARRIVAL ROUTE DESCRIPTION

BORGER TRANSITION (BGD.UKW1): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC. Thence. . . .
GUTHRIE TRANSITION (GTH.UKW1): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to UKW VORTAC. Thence. . . .
PANHANDLE TRANSITION (PNH.UKW1): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC. Thence. . . .
TEXICO TRANSITION (TXO.UKW1): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to UKW VORTAC. Thence. . . .
TULSA TRANSITION (TUL.UKW1): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to UKW VORTAC. Thence. . . .
WICHITA FALLS TRANSITION (SPS.UKW1): From over SPS VORTAC via SPS R-115 and UKW R-299 to UKW VORTAC. Thence. . . .
WILL ROGERS TRANSITION (IRW.UKW1): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to UKW VORTAC. Thence. . . .

. . . . ALL AIRCRAFT: From over UKW VORTAC via UKW R-129 and TTT R-310. Thence. . . .

. . . . ALL AIRCRAFT LANDING SOUTH: To HIKAY INT, expect vectors to final approach course.
. . . . RNAV CAPABLE JETS LANDING NORTH: From over SILER INT direct ARODD WP, expect vectors to final approach course prior to ARODD WP. If not received by ARODD WP fly present heading. DME/DME/IRU or GPS required. Pilots of RNP capable aircraft use RNP 2.0. Type B.
. . . . PROPS LANDING NORTH: To HIKAY INT, depart HIKAY INT heading 145° for vector to final approach course.
. . . . ALL OTHERS: To SILER INT depart SILER INT heading 175° for vector to final approach course.

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COYOTE FIVE DEPARTURE

(COYOTE5.111) 08269

SL-106 (FAA)

DALLAS-LOVE FIELD (DAL)
DALLAS, TEXAS

DEPARTURE ROUTE DESCRIPTION

JETS

Expect the WORTH DEPARTURE

PROPS

Props departing DAL must contact clearance delivery for departure instructions.

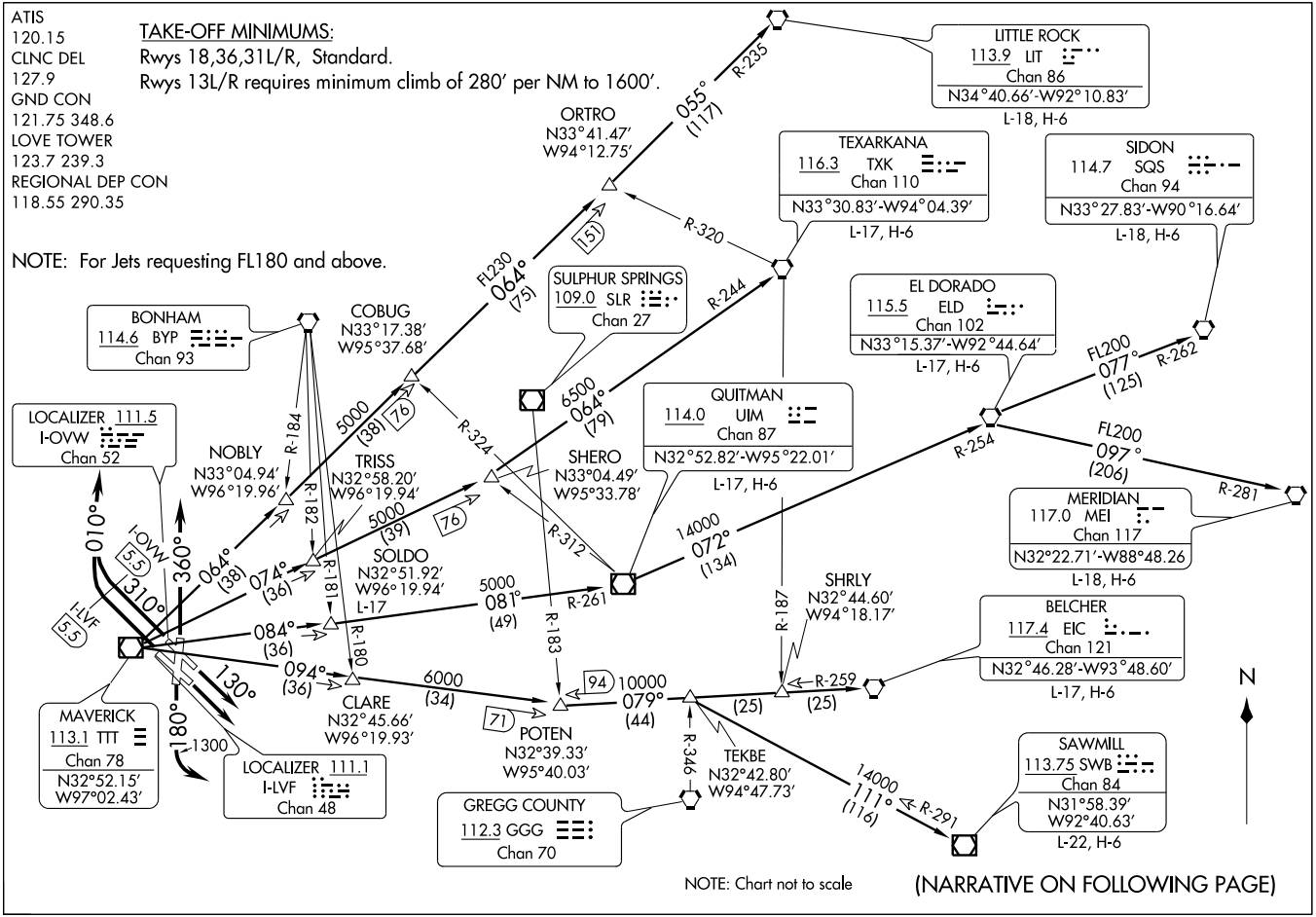
ABILENE TRANSITION (CYOTE5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.
PANHANDLE TRANSITION (CYOTE5.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.
BOOMR TRANSITION (CYOTE5.BOOMR): (For aircraft inbound to Lubbock Terminal area.) From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-085 to BOOMR INT.
CHILDRESS TRANSITION (CYOTE5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.
CORONA TRANSITION (CYOTE5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.
GUTHRIE TRANSITION (CYOTE5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.
LUBBOCK TRANSITION (CYOTE5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, the via LBB R-102 to LBB VORTAC.
MILLSAP TRANSITION (CYOTE5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC
PODDE TRANSITION (CYOTE5.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.
TEXICO TRANSITION (CYOTE5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.
TUCUMCARI TRANSITION (CYOTE5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

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ATIS
120.15
CLNC DEL
127.9
GND CON
121.75 348.6
LOVE TOWER
123.7 239.3
REGIONAL DEP CON
118.55 290.35

TAKE-OFF MINIMUMS:
Rwys 18,36,31L/R, Standard.
Rwys 13L/R requires minimum climb of 280′ per NM to 1600′.

NOTE: For Jets requesting FL180 and above.



NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

DALLAS-LOVE FIELD (DAL)
DALLAS, TEXAS

DEPARTURE ROUTE DESCRIPTION

PROPS

Expect WYLIE or HUBBARD DEPARTURE

JETS

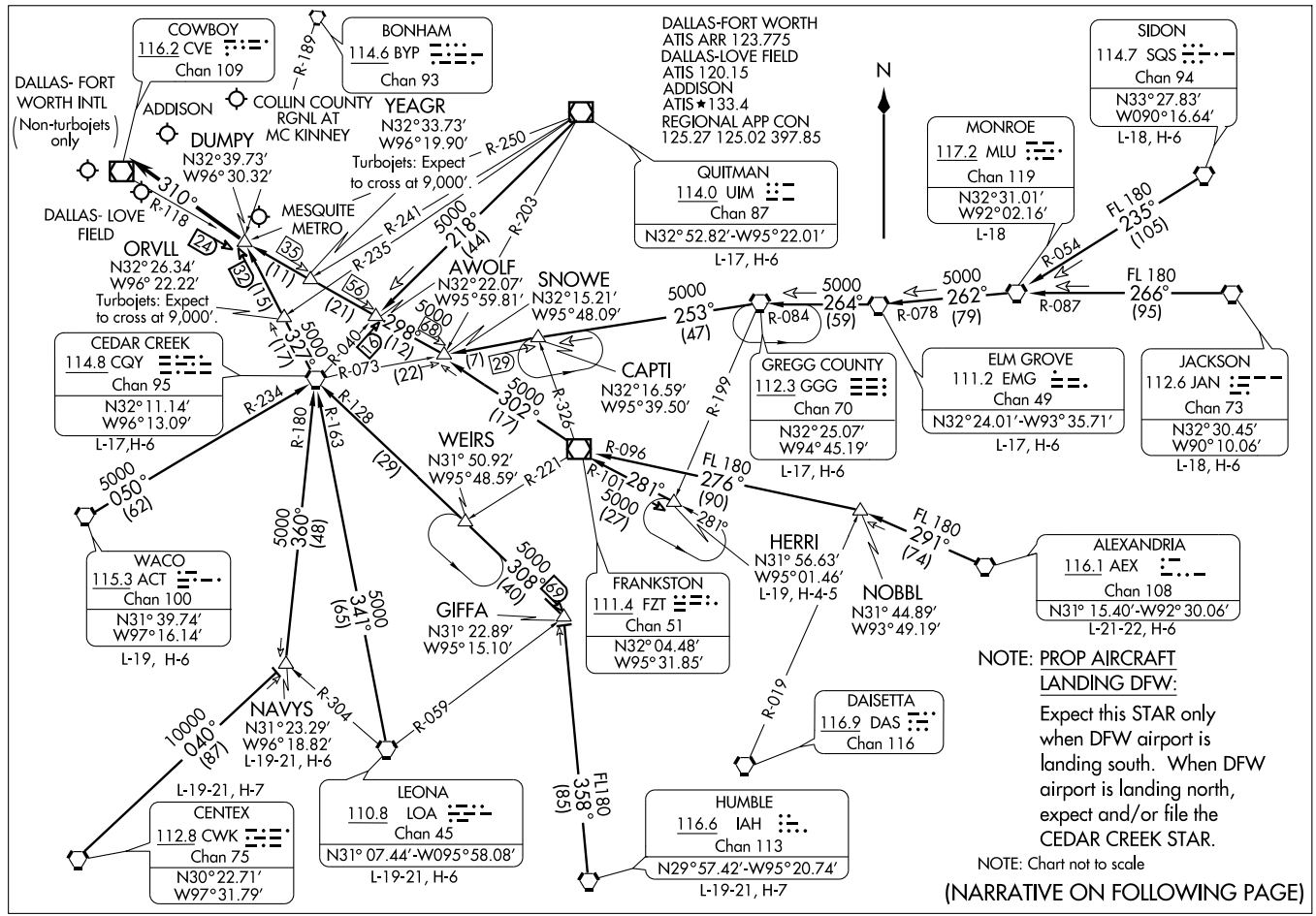
TAKE-OFF RUNWAYS 13L/R: Climb via heading 130°, expect vectors to appropriate route.
TAKE-OFF RUNWAYS 31L/R: Climb via heading 310° until the LVF or OVW LOCALIZER 5.5 DME, then right turn heading 010° for vector to appropriate route, maintain 5000 feet and expect filed altitude 10 minutes after departure.
TAKE-OFF RUNWAY 18: Climb via assigned heading and altitude (before turning left, climb via heading 180° TO 1300'), expect vector to appropriate route.
TAKE-OFF RUNWAY 36: Climb via heading 360°and assigned altitude, expect vector to appropriate route.

BELCHER TRANSITION (DALL9.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to EIC VORTAC.
EL DORADO TRANSITION (DALL9.ELD): (For aircraft inbound to Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.
LITTLE ROCK TRANSITION (DALL9.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO INT, then via LIT R-235 to LIT VORTAC.
MERIDIAN TRANSITION (DALL9.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.
QUITMAN TRANSITION (DALL9.UIM): (For aircraft inbound to the Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261to UIM VOR/DME.
SAWMILL TRANSITION (DALL9.SWB): From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME.
SIDON TRANSITION (DALL9.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.
SOLDO TRANSITION (DALL9.SOLDO): From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (DALL9.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.

TAKE-OFF OBSTACLES:

Rwy 13L: Floodlight 965' from DER, 743' right of centerline, 31' AGL/514' MSL. Multiple trees and poles beginning 1166' from DER, 516' to 759' left of centerline, up to 60' AGL/547' MSL.
Rwy 13R: Road, tree, and pole beginning 203' from DER, 480' to 721' right of centerline, up to 38' AGL/514' MSL. Light standard, sign, rod on stack beginning 691' from DER, 555' to 991' left of centerline, up to 61' AGL/537' MSL.
Rwy 18: Multiple trees and pipe beginning 605' from DER, 93' to 415' left of centerline, up to 41' AGL/523' MSL. Multiple trees, building, and obstruction light on hangar beginning 300' from DER, 90' to 572' right of centerline, up to 48' AGL/530' MSL.
Rwy 31L: Tree 340' from DER, 408' right of centerline, 10' AGL/ 486' MSL. Tree 253' from DER, 429' left of centerline, 7' AGL/483' MSL.
Rwy 31R: Multiple trees and pole beginning 38' from DER, 329' to 524' left of centerline, up to 13' AGL/490' MSL. Multiple trees and poles beginning 366' from DER, 553' to 720' right of centerline, 48' AGL/525' MSL.

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DUMPY THREE ARRIVAL
(DUMPY.DUMPY3) 09351
ST-6039 (FAA)
DALLAS-FT. WORTH, TEXAS
COWBOY
116.2 CVE
Chan 109
BONHAM
114.6 BYP
Chan 93
DALLAS-FORT WORTH
ATIS ARR 123.775
DALLAS-LOVE FIELD
ATIS 120.15
ADDISON
ATIS ★133.4
REGIONAL APP CON
125.27 125.02 397.85
N
SIDON
114.7 SQS
Chan 94
N33°27.83′
W090°16.64′
L-18, H-6
DALLAS- FORT
WORTH INTL
(Non-turbojets
only)
ADDISON
COLLIN COUNTY
RGNL AT
MC KINNEY
YEAGR
N32°33.73′
W96°19.90′
DUMPY
N32°39.73′
W96°30.32′
Turbojets: Expect
to cross at 9,000′.
QUITMAN
114.0 UIM
Chan 87
N32°52.82′-W95°22.01′
L-17, H-6
MONROE
117.2 MLU
Chan 119
N32°31.01′
W92°02.16′
L-18
DALLAS- LOVE
FIELD
MESQUITE
METRO
ORVLL
N32°26.34′
W96° 22.22′
Turbojets: Expect
to cross at 9,000′.
AWOLF
N32°22.07′
W95°59.81′
SNOWE
N32°15.21′
W95°48.09′
CEDAR CREEK
114.8 CQY
Chan 95
N32°11.14′
W96°13.09′
L-17,H-6
CAPTI
N32°16.59′
W95°39.50′
GREGG COUNTY
112.3 GGG
Chan 70
N32°25.07′
W94°45.19′
L-17, H-6
ELM GROVE
111.2 EMG
Chan 49
N32°24.01′-W93° 35.71′
L-17, H-6
JACKSON
112.6 JAN
Chan 73
N32°30.45′
W90°10.06′
L-18, H-6
WEIRS
N31° 50.92′
W95°48.59′
HERRI
N31° 56.63′
W95°01.46′
L-19, H-4-5
NOBBL
N31° 44.89′
W93°49.19′
ALEXANDRIA
116.1 AEX
Chan 108
N31° 15.40′-W92° 30.06′
L-21-22, H-6
WACO
115.3 ACT
Chan 100
N31° 39.74′
W97° 16.14′
L-19, H-6
FRANKSTON
111.4 FZT
Chan 51
N32° 04.48′
W95° 31.85′
GIFFA
N31° 22.89′
W95° 15.10′
NAVYS
N31° 23.29′
W96° 18.82′
L-19-21, H-6
L-19-21, H-7
DAISETTA
116.9 DAS
Chan 116
CENTEX
112.8 CWK
Chan 75
N30° 22.71′
W97° 31.79′
LEONA
110.8 LOA
Chan 45
N31° 07.44′-W095° 58.08′
L-19-21, H-6
HUMBLE
116.6 IAH
Chan 113
N29° 57.42′-W95° 20.74′
L-19-21, H-7
NOTE: PROP AIRCRAFT
LANDING DFW:
Expect this STAR only
when DFW airport is
landing south. When DFW
airport is landing north,
expect and/or file the
CEDAR CREEK STAR.
NOTE: Chart not to scale
(NARRATIVE ON FOLLOWING PAGE)

DUMPY THREE ARRIVAL

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DUMPY3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-302 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

CEDAR CREEK TRANSITION (CQY.DUMPY3): From over CQY VORTAC via CQY R-327 to DUMPY INT. Thence....

CENTEX TRANSITION (CWK.DUMPY3): From over CWK VORTAC via CWK R-040 to NAVYS INT, then via CQY R-180 to CQY VORTAC , then via CQY R-327 to DUMPY INT. Thence . . . .

ELM GROVE TRANSITION (EMG.DUMPY3): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

GREGG COUNTY TRANSITION (GGG.DUMPY3): From over GGG VORTAC via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

HERRI TRANSITION (HERRI.DUMPY3): (Assigned by ATC) From over HERRI INT via FZT R-101 to FZT VOR/DME, then via FZT R-302 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

HUMBLE TRANSITION (IAH.DUMPY3): From over IAH VORTAC via IAH R-358 to GIFFA INT, then via CQY R-128 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence . . . .

JACKSON TRANSITION (JAN.DUMPY3): From over JAN VORTAC via JAN R-266 and MLU R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

LEONA TRANSITION (LOA.DUMPY3): From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-327 to DUMPY INT.

MONROE TRANSITION (MLU.DUMPY3): From over MLU VORTAC via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

NAVYS TRANSITION (NAVYS.DUMPY3): From over NAVYS INT via CQY R-180 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence . . . .

QUITMAN TRANSITION (UIM.DUMPY3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to AWOLF INT, then via CVE R-118 to DUMPY INT. Thence . . . .

SIDON TRANSITION (SQS.DUMPY3): From over SQS VORTAC via SQS R-235 and MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

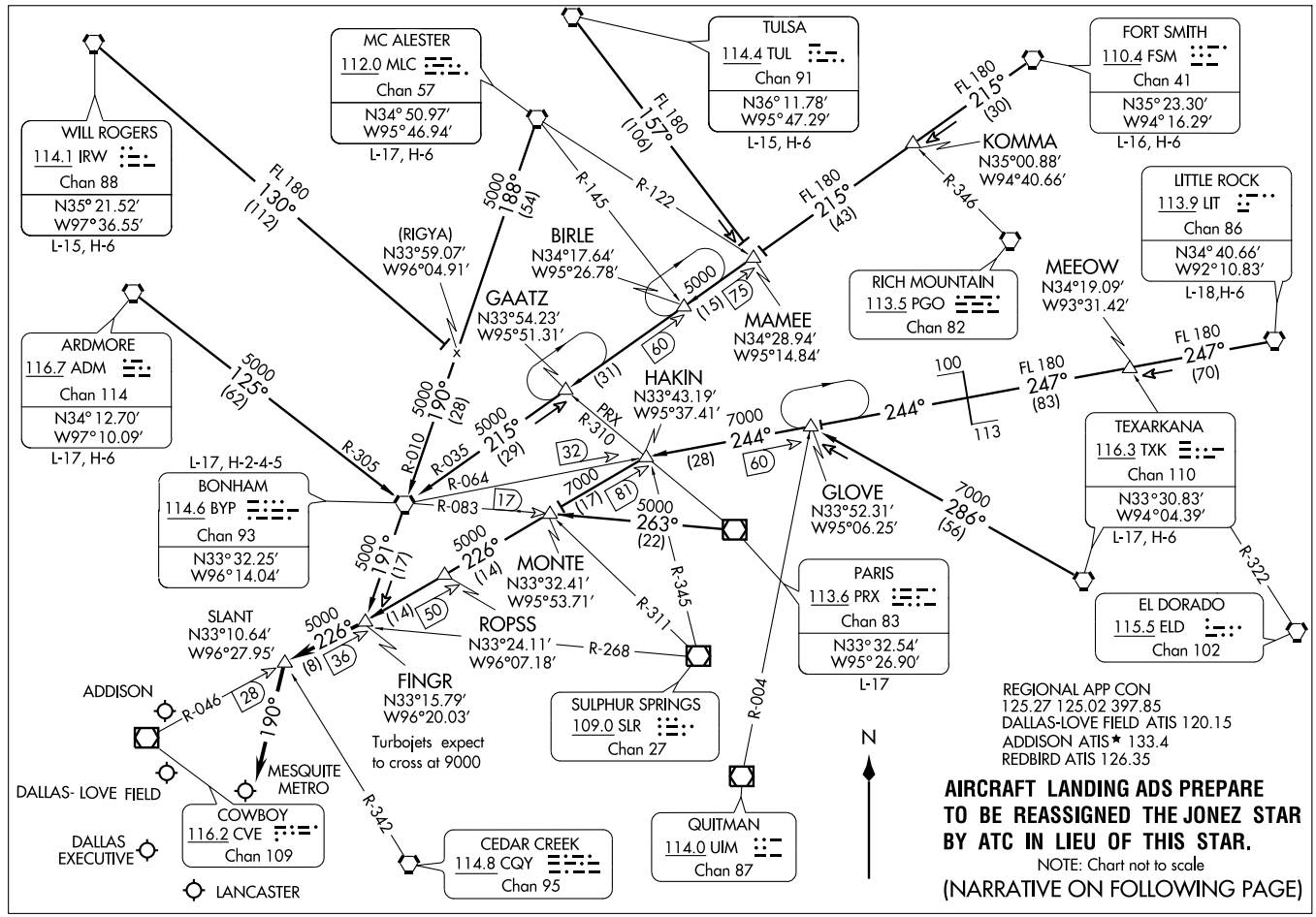
WACO TRANSITION (ACT.DUMPY3): From over ACT VORTAC via ACT R-050 and CQY R-234 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence . . . .

. . . . From over DUMPY INT.

LANDING SOUTH: Depart DUMPY INT heading 310° for vectors to final approach course.

LANDING NORTH: Expect vectors to final approach course.

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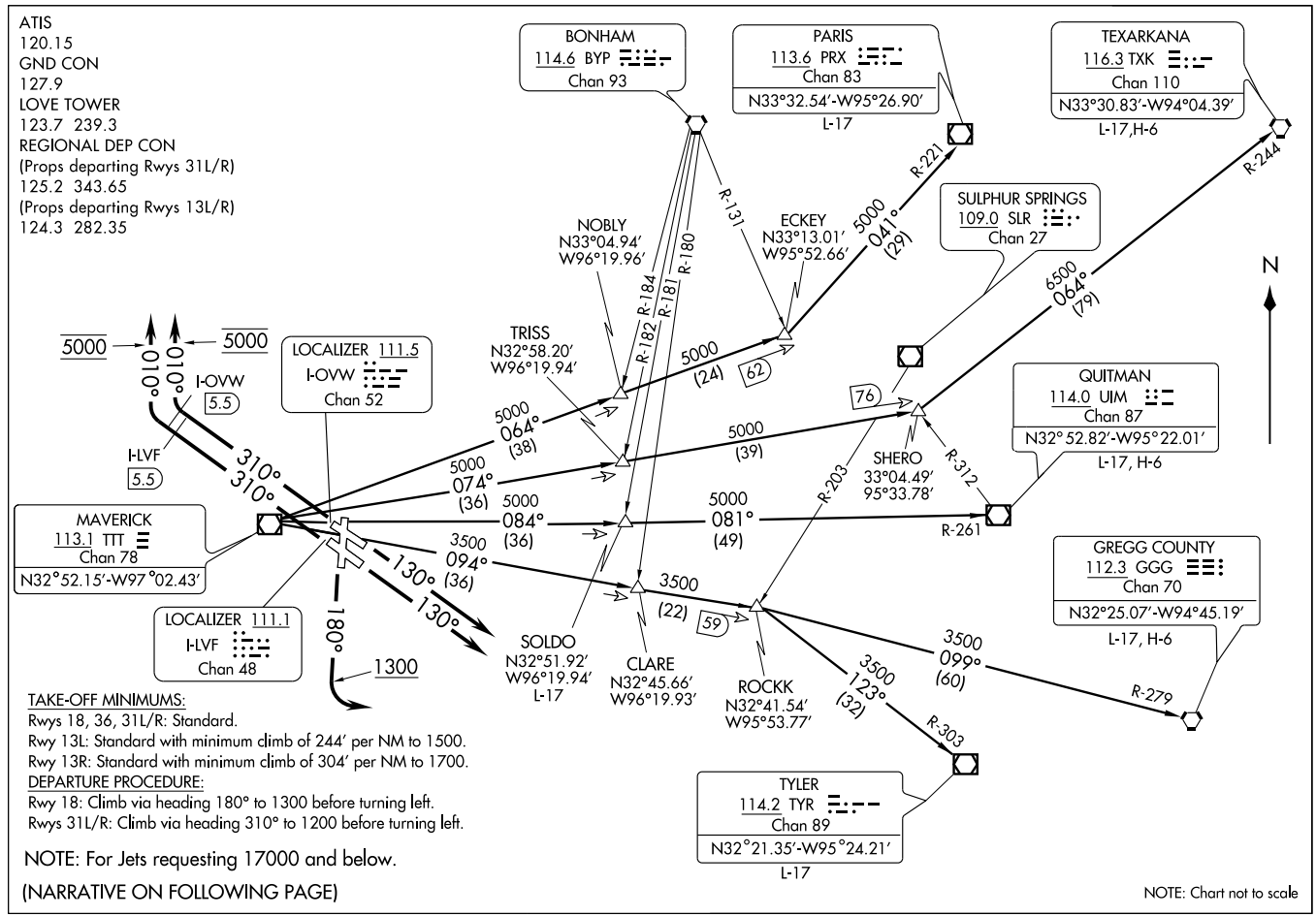

MC ALESTER
112.0 MLC
Chan 57
N34° 50.97′
W95° 46.94′
L-17, H-6
TULSA
114.4 TUL
Chan 91
N36° 11.78′
W95° 47.29′
L-15, H-6
FORT SMITH
110.4 FSM
Chan 41
N35° 23.30′
W94° 16.29′
L-16, H-6
WILL ROGERS
114.1 IRW
Chan 88
N35° 21.52′
W97° 36.55′
L-15, H-6
KOMMA
N35°00.88′
W94°40.66′
LITTLE ROCK
113.9 LIT
Chan 86
N34° 40.66′
W92° 10.83′
L-18,H-6
(RIGYA)
N33°59.07′
W96°04.91′
BIRLE
N34°17.64′
W95°26.78′
GAATZ
N33°54.23′
W95°51.31′
MAMEE
N34°28.94′
W95°14.84′
RICH MOUNTAIN
113.5 PGO
Chan 82
MEEOW
N34°19.09′
W93°31.42′
ARDMORE
116.7 ADM
Chan 114
N34° 12.70′
W97° 10.09′
L-17, H-6
HAKIN
N33°43.19′
W95°37.41′
TEXARKANA
116.3 TXK
Chan 110
N33°30.83′
W94°04.39′
L-17, H-6
L-17, H-2-4-5
BONHAM
114.6 BYP
Chan 93
N33° 32.25′
W96° 14.04′
GLOVE
N33°52.31′
W95°06.25′
MONTE
N33°32.41′
W95°53.71′
PARIS
113.6 PRX
Chan 83
N33° 32.54′
W95° 26.90′
L-17
EL DORADO
115.5 ELD
Chan 102
SLANT
N33°10.64′
W96°27.95′
ROPSS
N33°24.11′
W96°07.18′
FINGR
N33°15.79′
W96°20.03′
Turbojets expect
to cross at 9000
SULPHUR SPRINGS
109.0 SLR
Chan 27
ADDISON
MESQUITE
METRO
DALLAS- LOVE FIELD
COWBOY
116.2 CVE
Chan 109
DALLAS
EXECUTIVE
LANCASTER
CEDAR CREEK
114.8 CQY
Chan 95
QUITMAN
114.0 UIM
Chan 87
N
REGIONAL APP CON
125.27 125.02 397.85
DALLAS-LOVE FIELD ATIS 120.15
ADDISON ATIS★ 133.4
REDBIRD ATIS 126.35
AIRCRAFT LANDING ADS PREPARE
TO BE REASSIGNED THE JONEZ STAR
BY ATC IN LIEU OF THIS STAR.
NOTE: Chart not to scale
(NARRATIVE ON FOLLOWING PAGE)

FINGR THREE ARRIVAL (FINGR.FINGR3)

ARRIVAL DESCRIPTION

ARDMORE TRANSITION (ADM.FINGR3): From over ADM VORTAC via ADM R-125 and BYP R-305 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
BONHAM TRANSITION (BYP.FINGR3): From over BYP VORTAC via BYP R-191 to to FINGR INT. Thence . . . .
FORT SMITH TRANSITION (FSM.FINGR3): From over FSM VORTAC via FSM R-215 to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
LITTLE ROCK TRANSITION (LIT.FINGR3): From over LIT VORTAC via LIT R-247 and BYP R-064 to HAKIN INT, then via CVE R-046 to FINGR INT. Thence . . . .
MC ALESTER TRANSITION (MLC.FINGR3): From over MLC VORTAC via MLC R-188 and BYP R-010 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
PARIS TRANSITION (PRX.FINGR3): From over PRX VOR/DME via PRX R-263 to MONTE INT, then via CVE R-046 to FINGR INT. Thence . . . .
TEXARKANA TRANSITION (TXK.FINGR3): From over TXK VORTAC via TXK R-286 to GLOVE INT, then via BYP R-064 to HAKIN INT, then via CVE R-046 to FINGR INT. Thence . . . .
TULSA TRANSITION (TUL.FINGR3): From over TUL VORTAC via TUL R-157 to to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
WILL ROGERS TRANSITION (IRW.FINGR3): From over IRW VORTAC via IRW R-130 and BYP R-010 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . . From over FINGR INT via CVE R-046 to SLANT INT.
AIRCRAFT LANDING NORTH: Depart SLANT INT heading 190° for vectors to final approach course.
AIRCRAFT LANDING SOUTH: Expect vectors to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010



(GARL3.TTT) 09351

GARLAND THREE DEPARTURE

SL-106 (FAA)

DALLAS-LOVE FIELD (DAL)

DALLAS, TEXAS

DEPARTURE ROUTE DESCRIPTION

PROPS

Expect WYLIE or HUBBARD departure.

JETS

TAKE-OFF RUNWAYS 13L/R: Climb via heading 130°, expect vectors, Thence. . . .
TAKE-OFF RUNWAYS 31L/R: Climb via heading 310° until the LVF or OVW LOCALIZER 5.5 DME, then turn right heading 010° for vector to appropriate route, maintain 5000′ and expect filed altitude 10 minutes after departure.
TAKE-OFF RUNWAY 18: Climb via heading 180° to 1300 feet before turning left, then fly assigned heading and altitude, expect vector to appropriate route.
TAKE-OFF RUNWAY 36: Fly assigned heading and altitude expect vector to appropriate route.

LONGVIEW TRANSITION (GARL3.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL3.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (GARL3.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (GARL3.SOLDO): (ATC assigned) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (GARL3.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL3.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

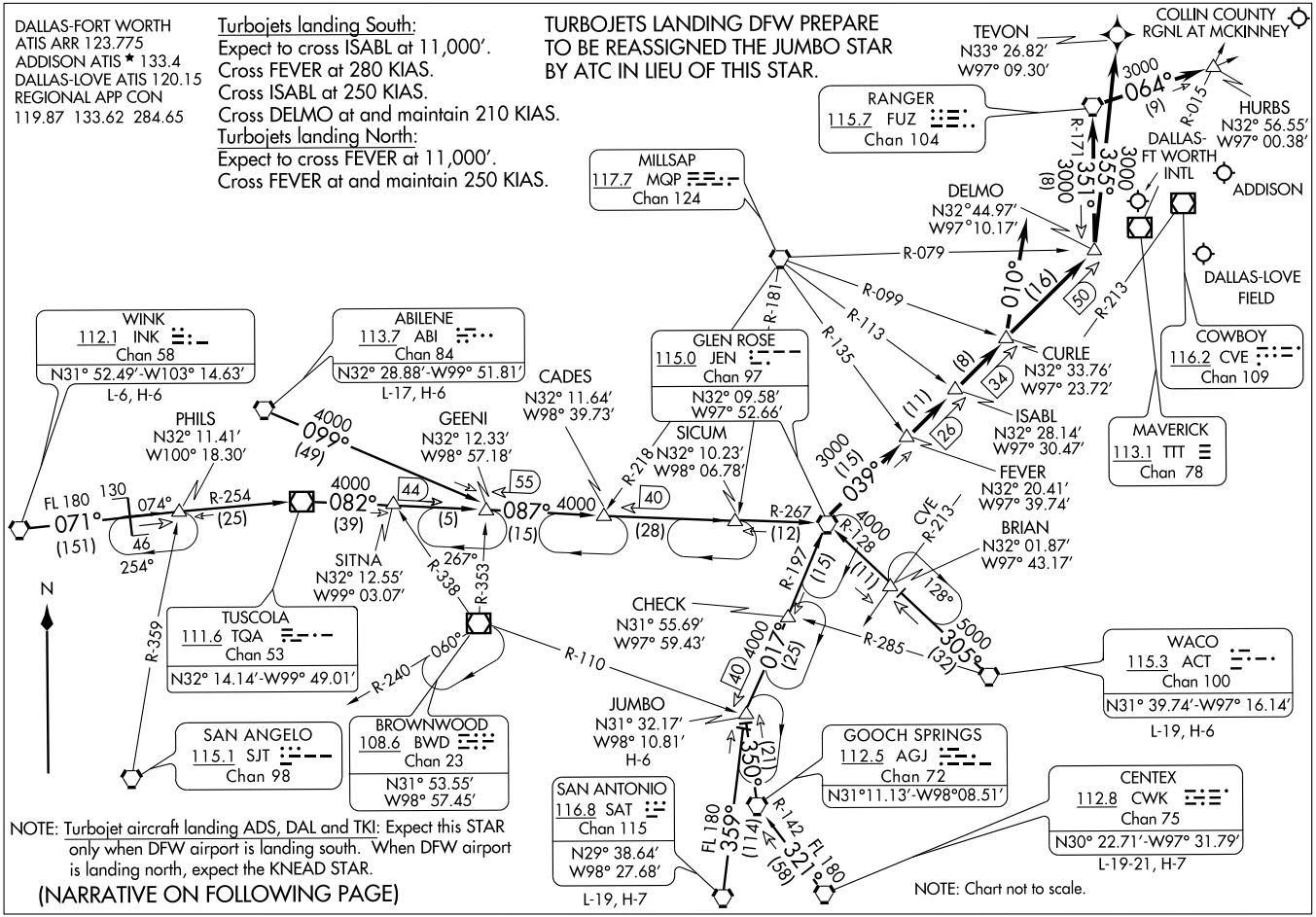
TAKE-OFF OBSTACLES:
Rwy 13L: Floodlight, 965′ from DER, 743′ right of centerline, 31′ AGL/514′ MSL.
Multiple trees and poles beginning 1166′ from DER, 516′ to 759′ left of centerline, up to 60′ AGL/547′ MSL.
Rwy 13R: Road, tree, and pole beginning 203′ from DER, 480′ to 721′ right of centerline, up to 38′ AGL/514′ MSL.
Light standard, sign, rod on stack beginning 691′ from DER, 555′ to 991′ left of centerline, up to 61′ AGL/537′ MSL.
Rwy 18: Multiple trees and pipe beginning 605′ from DER, 93′ to 415′ left of centerline, up to 41′ AGL/523′ MSL.
Multiple trees, building, and obstruction light on hangar beginning 300′ from DER, 90′ to 572′ right of centerline, up to 48′ AGL/530′ MSL.
Rwy 31L: Tree 340′ from DER, 408′ right of centerline, 10′ AGL/486′ MSL.
Tree 253′ from DER, 429′ left of centerline, 7′ AGL/483′ MSL.
Rwy 31R: Multiple trees and pole beginning 38′ from DER, 392′ to 524′ left of centerline, up to 13′ AGL/490′ MSL.
Multiple trees and poles beginning 366′ from DER, 553′ to 720′ right of centerline, 48′ AGL/525′ MSL.

SC-2, 08 APR 2010 to 06 MAY 2010

DALLAS-FORT WORTH
ATIS ARR 123.775
ADDISON ATIS ★ 133.4
DALLAS-LOVE ATIS 120.15
REGIONAL APP CON
119.87 133.62 284.65

Turbojets landing South:
Expect to cross ISABL at 11,000′.
Cross FEVER at 280 KIAS.
Cross ISABL at 250 KIAS.
Cross DELMO at and maintain 210 KIAS.
Turbojets landing North:
Expect to cross FEVER at 11,000′.
Cross FEVER at and maintain 250 KIAS.

TURBOJETS LANDING DFW PREPARE TO BE REASSIGNED THE JUMBO STAR BY ATC IN LIEU OF THIS STAR.



NOTE: Turbojet aircraft landing ADS, DAL and TKI: Expect this STAR only when DFW airport is landing south. When DFW airport is landing north, expect the KNEAD STAR.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

ABILENE TRANSITION (ABI.JEN9): From over ABI VORTAC via R-099 to GEENI INT, then via JEN R-267 to JEN VORTAC. Thence. . . .
CENTEX TRANSITION (CWK.JEN9): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via JEN R-197 to JEN VORTAC. Thence . . . .
JUMBO TRANSITION (JUMBO.JEN9): From over JUMBO INT via JEN R-197 to JEN VORTAC. Thence . . . .
SAN ANTONIO TRANSITION (SAT.JEN9): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via JEN R-197 to JEN VORTAC. Thence . . . .
WACO TRANSITION (ACT.JEN9): From over ACT VORTAC via ACT R-305 and JEN R-128 to JEN VORTAC. Thence. . . .
WINK TRANSITION (INK.JEN9): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to JEN VORTAC. Thence. . . .

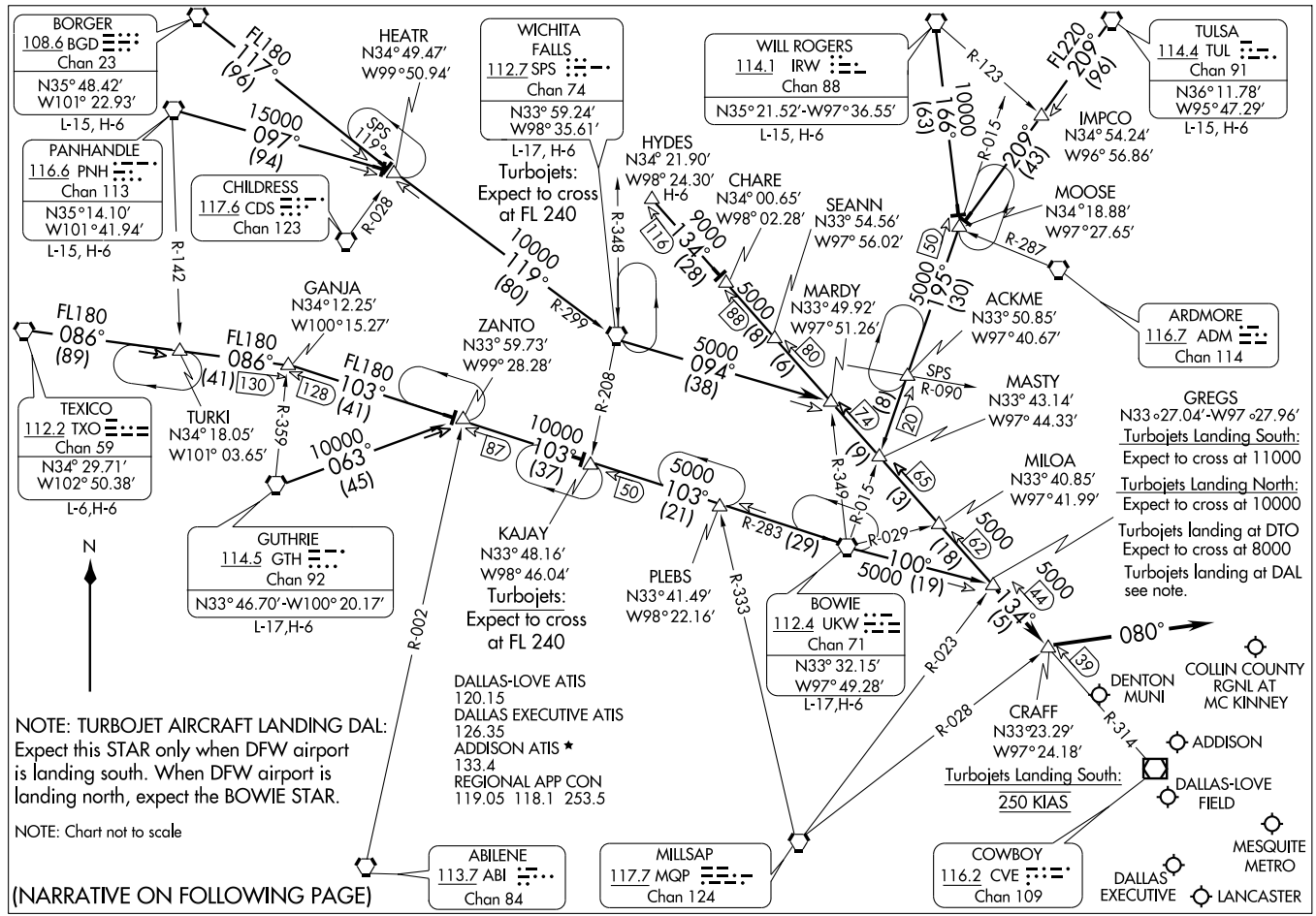
. . . . ALL AIRCRAFT: From over JEN VORTAC via JEN R-039, thence . . . .

ALL AIRCRAFT LANDING NORTH: To CURLE INT, expect vectors to final approach course.

JETS LANDING SOUTH: To DELMO, depart DELMO heading 355°.
For /E, /F, /G and /R (RNP 2.0) EQUIPMENT SUFFIXED AIRCRAFT: From over DELMO WP direct TEVON WP, expect vector to final approach course prior to TEVON WP. If not received by TEVON fly present heading.
NON TURBOJETS LANDING SOUTH: To CURLE INT, depart CURLE heading 010° for vectors to final approach course.

AIRCRAFT LANDING DAL, ADS, TKI: To DELMO INT, depart DELMO via FUZ R-171 to FUZ VORTAC then FUZ R-064 to HURBS INT, expect vectors to final approach course.

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BORGER
108.6 BGD
Chan 23
N35° 48.42'
W101° 22.93'
L-15, H-6
PANHANDLE
116.6 PNH
Chan 113
N35° 14.10'
W101° 41.94'
L-15, H-6
CHILDRESS
117.6 CDS
Chan 123
HEATR
N34° 49.47'
W99° 50.94'
WICHITA FALLS
112.7 SPS
Chan 74
N33° 59.24'
W98° 35.61'
L-17, H-6
Turbojets: Expect to cross at FL 240
WILL ROGERS
114.1 IRW
Chan 88
N35° 21.52'-W97° 36.55'
L-15, H-6
TULSA
114.4 TUL
Chan 91
N36° 11.78'
W95° 47.29'
L-15, H-6
IMPCO
N34° 54.24'
W96° 56.86'
MOOSE
N34° 18.88'
W97° 27.65'
ARDMORE
116.7 ADM
Chan 114
HYDES
N34° 21.90'
W98° 24.30'
H-6
CHARE
N34° 00.65'
W98° 02.28'
SEANN
N33° 54.56'
W97° 56.02'
MARDY
N33° 49.92'
W97° 51.26'
ACKME
N33° 50.85'
W97° 40.67'
MASTY
N33° 43.14'
W97° 44.33'
GREGS
N33°27.04'-W97°27.96'
Turbojets Landing South:
Expect to cross at 11000
Turbojets Landing North:
Expect to cross at 10000
Turbojets landing at DTO
Expect to cross at 8000
Turbojets landing at DAL
see note.
MILOA
N33° 40.85'
W97° 41.99'
GANJA
N34° 12.25'
W100° 15.27'
ZANTO
N33° 59.73'
W99° 28.28'
TEXICO
112.2 TXO
Chan 59
N34° 29.71'
W102° 50.38'
L-6,H-6
TURKI
N34° 18.05'
W101° 03.65'
GUTHRIE
114.5 GTH
Chan 92
N33° 46.70'-W100° 20.17'
L-17,H-6
KAJAY
N33° 48.16'
W98° 46.04'
Turbojets: Expect to cross at FL 240
PLEBS
N33° 41.49'
W98° 22.16'
BOWIE
112.4 UKW
Chan 71
N33° 32.15'
W97° 49.28'
L-17,H-6
CRAFF
N33° 23.29'
W97° 24.18'
Turbojets Landing South:
250 KIAS
DENTON MUNI
COLLIN COUNTY RGNL AT MC KINNEY
ADDISON
DALLAS-LOVE FIELD
MESQUITE METRO
DALLAS EXECUTIVE
LANCASTER
ABILENE
113.7 ABI
Chan 84
MILLSAP
117.7 MQP
Chan 124
COWBOY
116.2 CVE
Chan 109
DALLAS-LOVE ATIS
120.15
DALLAS EXECUTIVE ATIS
126.35
ADDISON ATIS ★
133.4
REGIONAL APP CON
119.05 118.1 253.5
NOTE: TURBOJET AIRCRAFT LANDING DAL:
Expect this STAR only when DFW airport is landing south. When DFW airport is landing north, expect the BOWIE STAR.
NOTE: Chart not to scale
(NARRATIVE ON FOLLOWING PAGE)
N
FL180 117° (96)
15000 097° (94)
SPS 119°
R-028
R-142
FL180 086° (89)
FL180 086° (41)
130
128
FL180 103° (41)
R-359
10000° 063° (45)
10000 119° (80)
R-299
R-348
R-208
10000 103° (37)
87
50
5000 103° (21)
R-283 (29)
R-002
R-333
9000 134° (28)
116
5000 088° (8)
80
6
5000 094° (38)
74
8
20
9
R-349
R-015
65
3
R-029
5000 100° (19)
5000 062 (18)
5000 134° (5)
44
39
080°
R-023
R-028
R-314
R-123
10000 166° (63)
FL220 209° (96)
R-015
209° (43)
50
5000 195° (30)
R-287
SPS R-090

ARRIVAL DESCRIPTION

BORGER TRANSITION (BGD.GREGS6): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence . . . .

BOWIE TRANSITION (UKW.GREGS6): From over UKW VORTAC via UKW R-100 to GREGS INT. Thence . . . .

GUTHRIE TRANSITION (GTH.GREGS6): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to GREGS INT. Thence . . . .

HYDES TRANSITION (HYDES.GREGS6): From over HYDES INT via CVE R-314 to GREGS INT. Thence . . . .

PANHANDLE TRANSITION (PNH.GREGS6): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence. . . .

TEXICO TRANSITION (TXO.GREGS6): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to GREGS INT. Thence . . . .

TULSA TRANSITION (TUL.GREGS6): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to MASTY INT, then via CVE R-314 to GREGS INT. Thence . . . .

WICHITA FALLS TRANSITION (SPS.GREGS6): From over SPS VORTAC via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence. . . .

WILL ROGERS TRANSITION (IRW.GREGS6): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to MASTY INT, then via CVE R-314 to GREGS INT. Thence . . . .

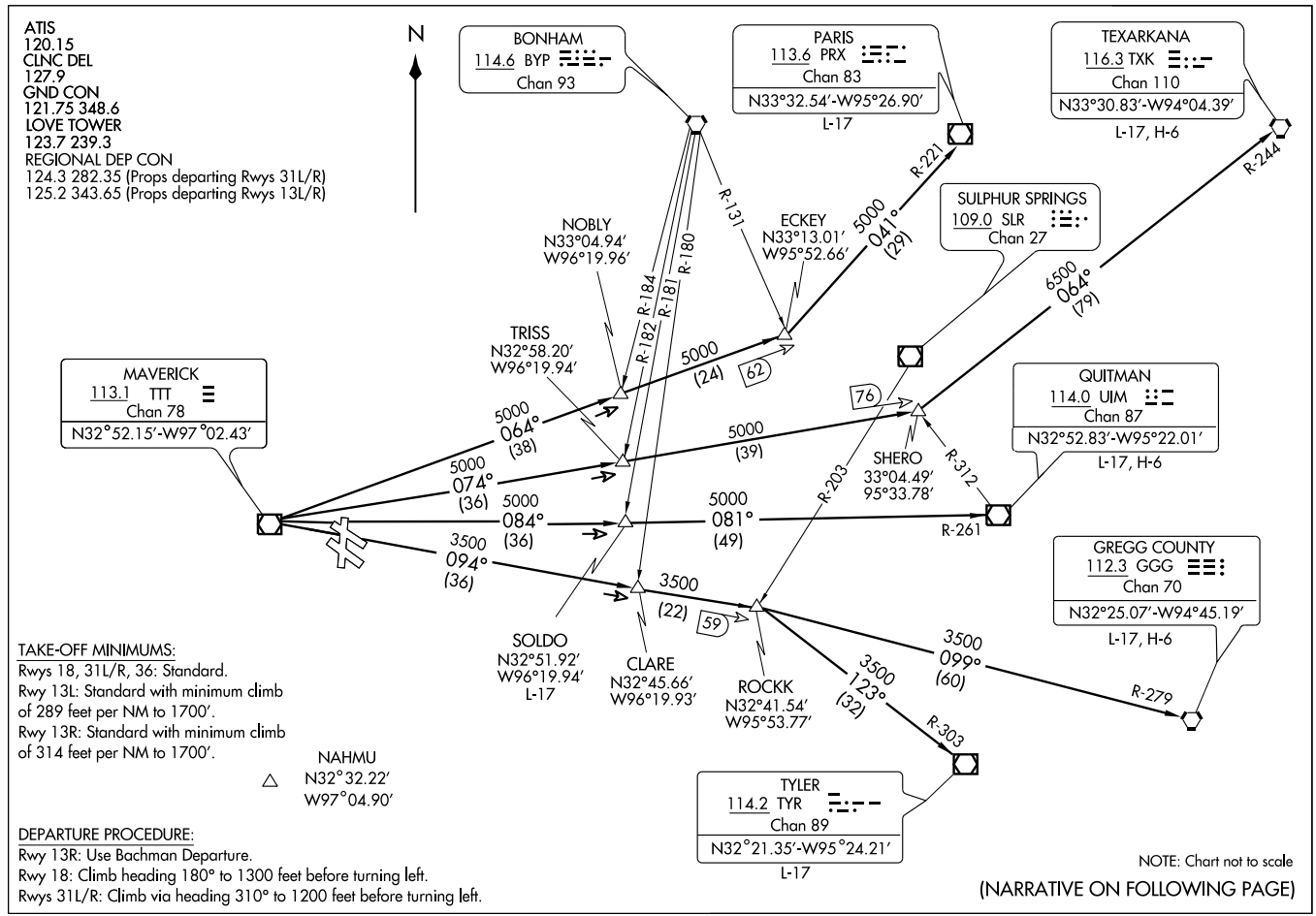
. . . . From over GREGS INT via CVE R-314 to CRAFF INT thence heading 080° for vector to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010

HUBBARD SIX DEPARTURE

DALLAS-LOVE FIELD (DAL)

DALLAS, TEXAS



DEPARTURE ROUTE DESCRIPTION

All aircraft departing DAL must contact clearance delivery for departure instructions.

LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES:
Rwy 13L:
Multiple poles and trees beginning 844′ from the departure end of runway, 515′ left of centerline, up to 54′AGL/541′ MSL. Crane 5,270′ from departure end of runway, 568′ left of centerline, 130′ AGL/630′ MSL. Antenna on tank 1.5 NM from departure end of runway, 369′ left of centerline, 208 AGL/712′ MSL.
Rwy 13R:
Pole 654′ from departure end of runway, 614′ right of centerline, 23′ AGL/500′ MSL. Trees 1,122′ from the departure end of runway, 719′ right of centerline, 37′ AGL/514′ MSL. Multiple signs and trees beginning 779′ from departure end of runway, 669′ left of centerline, up to 60′ AGL/537′ MSL.
Rwy 18:
Building 303′ from departure end of runway, 354′ right of centerline, 47′ AGL/ 507′ MSL. Tree 775′ from Departure end of runway, 138′ right of centerline, 32′ AGL/ 513′ MSL. Tree 821′ from departure end of runway, 329′ right of centerline, 39′ AGL/519′ MSL. Tree 1,031′ from departure end of runway, 107′ right of centerline, 49′ AGL/530′ MSL. Tree 1,254′ from departure end of runway, 399′ left of centerline, 50′ AGL/531′ MSL. Tree 2,004′ from departure end of runway 413′ right of centerline, 55′ AGL/536′ MSL.
Rwy 31L:
Multiple trees beginning 327′ from departure end of runway, 374′ right of centerline, up to 22′ AGL/501′ MSL.
Rwy 31R:
Multiple trees beginning 366′ from departure end of runway, 552′ right of centerline, up to 29′ AGL/505′ MSL.. Pole 39′ from departure end of runway, 501′ left of centerline, 27′ AGL/487′ MSL. Pole 1,531′ from departure end of runway, 717′ right of centerline, 61′ AGL/521′ MSL. Trees 2,080′ from departure end of runway, 644′ right of centerline, 54′ AGL/530′ MSL.
Rwy 36:
Tree 52′ from departure end of runway, 390′ left of centerline, 43′ AGL/523 MSL. OL on blast fence, 56′ from departure end of runway, 298′ right of centerline, 7′ AGL/487′ MSL. Trees 433′ from departure end of runway, 357′ right of centerline, 16′ AGL/496′ MSL. Trees 661′ from departure end of runway, 95′ left of centerline, 25′ AGL/505′ MSL. Building 898′ from departure end of runway, 223′ right of centerline, 25′ AGL/505′ MSL. Tree 1,773′ from departure end of runway, 240′ right of centerline, 79′ AGL/559′ MSL. Multiple T-L towers beginning 2,577 from departure end of runway, 116′ left of centerline, up to 68′ AGL/556′ MSL. T-L tower 2,701′ from departure end of runway, 818′ right of centerline, 68′ AGL/572′ MSL.

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DALLAS, TEXAS

AL-106 (FAA)

LOC/DME I-LVF	APP CRS	Rwy Idg	8800
111.1	310°	TDZE	476
Chan 48		Apt Elev	487

ILS or LOC RWY 31L

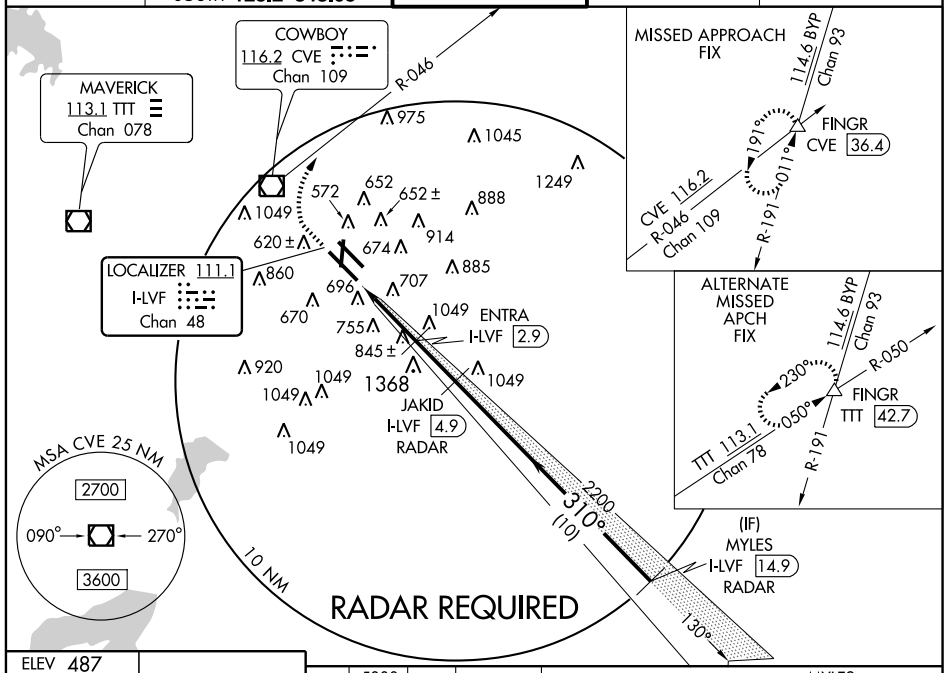
DALLAS-LOVE FIELD (DAL)

DME or RADAR required.

MALSR

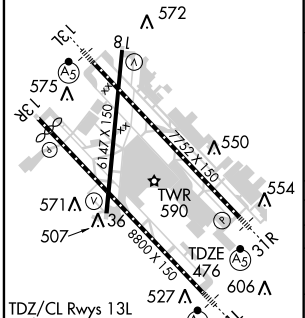
MISSED APPROACH: Climb to 900 then climbing right turn 5000 via heading 042° and CVE R-046 to FINGR/ CVE 36.4 DME and hold.

ATIS	REGIONAL APP CON	LOVE TOWER	GND CON	CLNC DEL
120.15	NORTH 124.3 282.275 SOUTH 125.2 343.65	123.7 239.3	121.75 348.6	127.9



ELEV 487

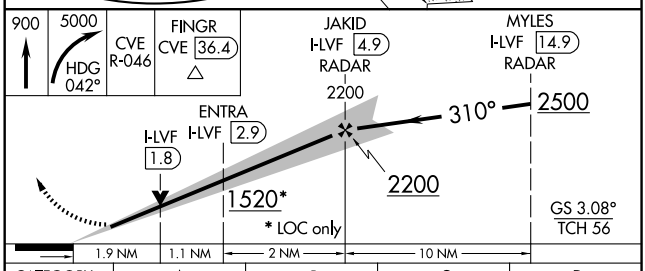
D



TDZ/CL Rwys 13L and 31L
HIRL Rwys 18-36, 13L-31R and 13R-31L
REIL Rwy 36

310° 5 NM from FAF

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-ILS 31L	676/18 200 (200-½)			
S-LOC 31L	1520/40 1044 (1100-¾)	1520/50 1044 (1100-1)	1520-2½ 1044 (1100-2½)	
CIRCLING	1520-1¼ 1033 (1100-1¼)	1520-1½ 1033 (1100-1½)	1520-3 1033 (1100-3)	
ENTRA FIX MINIMUMS				
S-LOC 31L	1160/24 684 (700-½)		1160-1½ 684 (700-1½)	1160-1¾ 684 (700-1¾)
CIRCLING	1160-1 673 (700-1)		1160-2 673 (700-2)	1160-2¼ 673 (700-2¼)

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LOC I-OVW 111.5 Chan 52	APP CRS 310°	Rwy Idg 7752 TDZE 487 Apt Elev 487

ILS or LOC RWY 31R

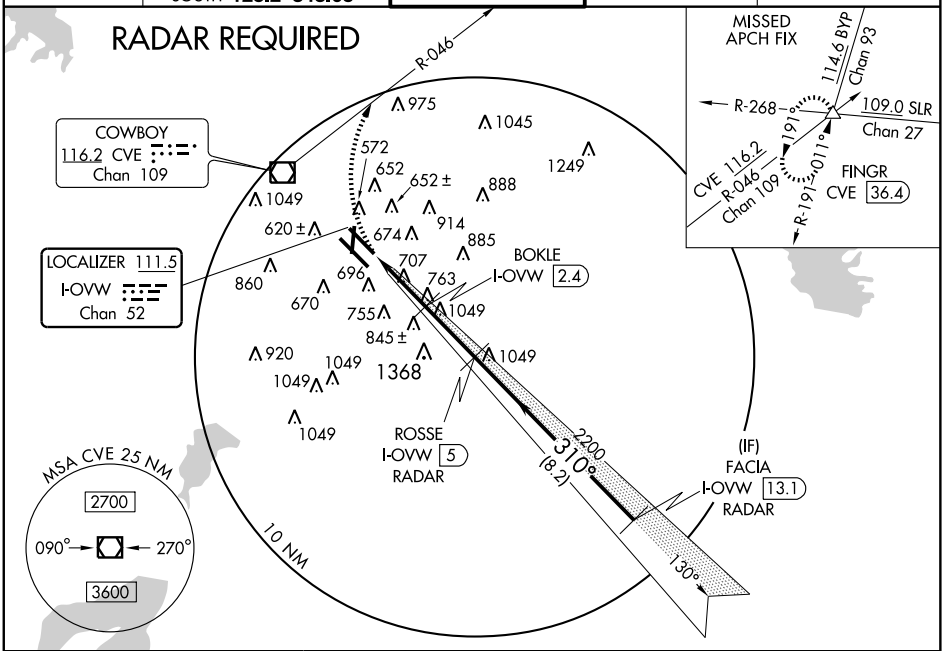
DALLAS-LOVE FIELD (DAL)

▼ DME or RADAR required.
▲ ** RVR 1800 authorized with the use of FD or AP or HUD to DA.

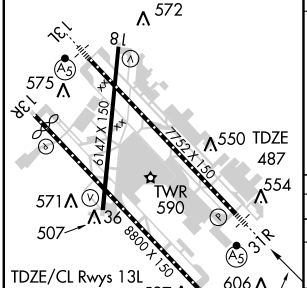
MALSR

MISSED APPROACH: Climbing right turn to 5000 via CVE VOR/DME R-046 to FINGR/CVE 36.4 DME and hold.

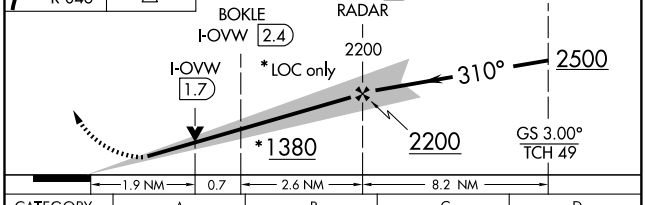
ATIS	REGIONAL APP CON	LOVE TOWER	GND CON	CLNC DEL
120.15	NORTH 124.3 282.275 SOUTH 125.2 343.65	123.7 239.3	121.75 348.6	127.9



ELEV 487 D



FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44



CATEGORY	A	B	C	D
S-ILS 31R		** 687/24 200 (200- ½)		
S-LOC 31R	1380/40 893 (900-¾)		1380-2¼ 893 (900-2¼)	1380-2½ 893 (900-2½)
CIRCLING	1380-1¼ 893 (900-1¼)		1380-2¾ 893 (900-2¾)	1380-3 893 (900-3)
BOKLE FIX MINIMUMS				
S-LOC 31R	1140/24 653 (700- ½)		1140/60 653 (700-1¼)	1140-1½ 653 (700-1½)
CIRCLING	1140-1 653 (700-1)		1140-1¾ 653 (700-1¾)	1160-2¼ 673 (700-2¼)

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LOC I-DAL	APP CRS	Rwy Idg	7752
111.5	130°	TDZE	485
Chan 52		Apt Elev	487

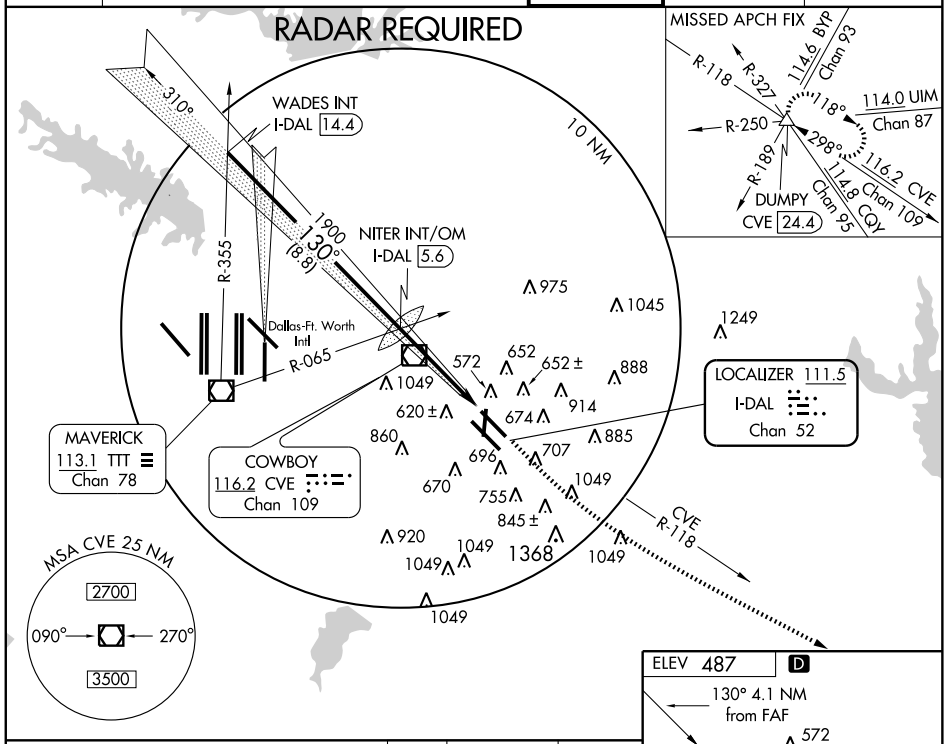
ILS RWY 13L
DALLAS-LOVE FIELD (DAL)

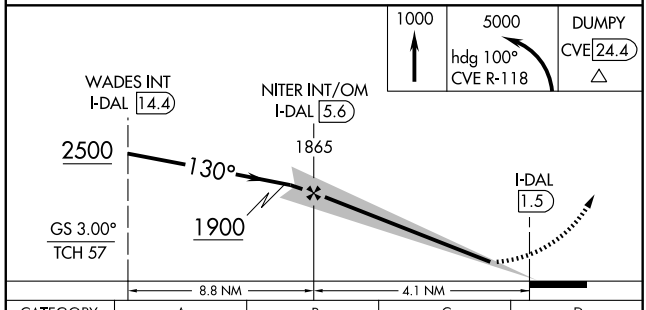
Simultaneous approaches authorized with DFW Rwy 17L.

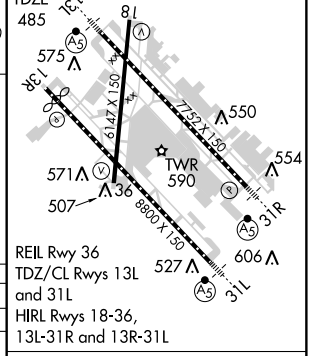
MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 5000 via heading 100° and CVE R-118 to DUMPY Int/CVE 24.4 DME and hold.

ATIS	REGIONAL APP CON	LOVE TOWER	GND CON	CLNC DEL
120.15	NORTH 124.3 282.275 SOUTH 125.2 343.65	123.7 239.3	121.75 348.6	127.9







CATEGORY	A	B	C	D
S-ILS 13L	685/18 200 (200-½)			
S-LOC 13L	840/24 355 (400-½)			840/40 355 (400-¾)
CIRCLING	1020-1 533 (600-1)		1020-1½ 533 (600-1½)	1160-2¼ 673 (700-2¼)

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

SC-2, 08 APR 2010 to 06 MAY 2010

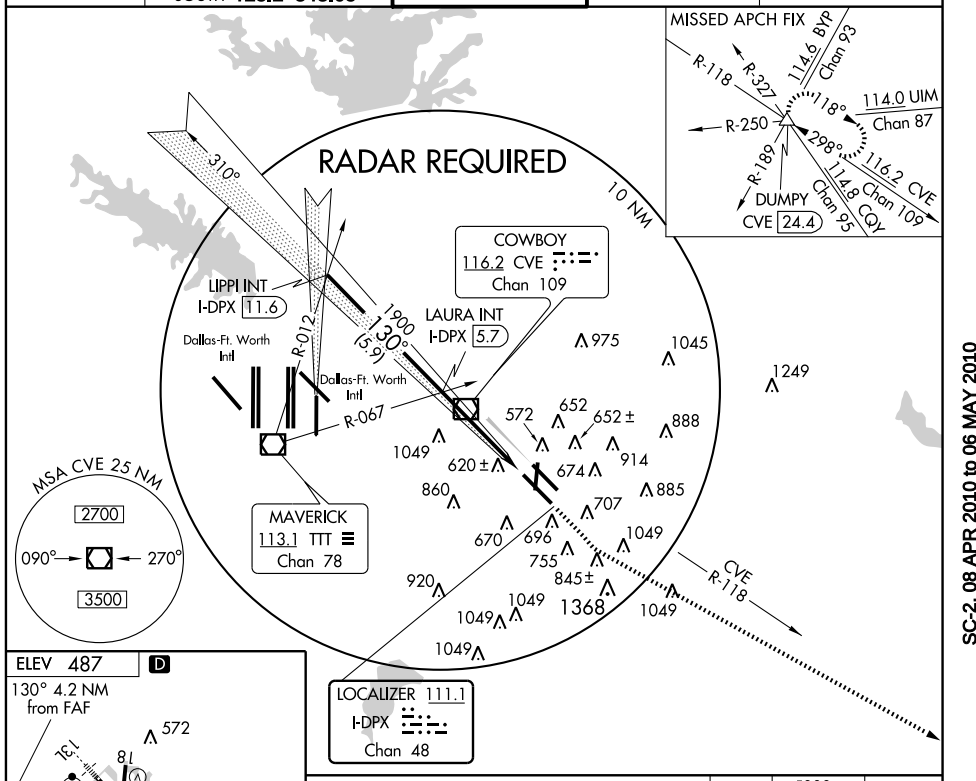
LOC I-DPX	APP CRS	Rwy Idg	8310
111.1 Chan 48	130°	TDZE	478
		Apt Elev	487

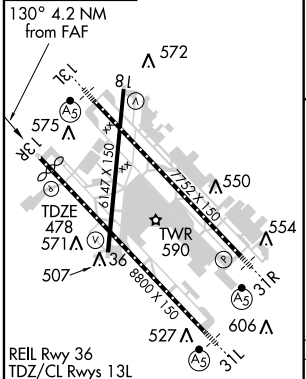
ILS RWY 13R
DALLAS-LOVE FIELD (DAL)

Simultaneous approaches authorized with DFW Rwy 17L.
Disregard outer marker indication.

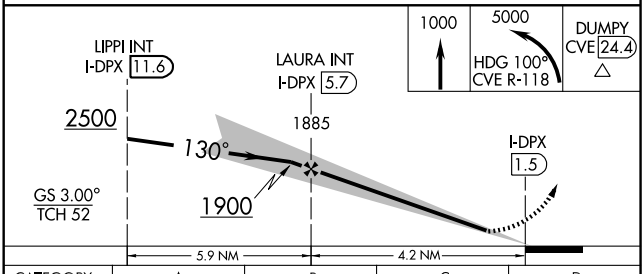
MISSED APPROACH: Climb to 1000 then climbing left turn to 5000 via heading 100° and CVE R-118 to DUMPY Int/CVE 24.4 DME and hold.

ATIS	REGIONAL APP CON	LOVE TOWER	GND CON	CLNC DEL
120.15	NORTH 124.3 282.275 SOUTH 125.2 343.65	123.7 239.3	121.75 348.6	127.9





FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24



CATEGORY	A	B	C	D
S-ILS 13R	678-¾ 200 (200-¾)			
S-LOC 13R	960-1 482 (500-1)		960-1¼ 482 (500-1¼)	960-1½ 482 (500-1½)
CIRCLING	1020-1 533 (600-1)		1020-1½ 533 (600-1½)	1160-2¼ 673 (700-2¼)

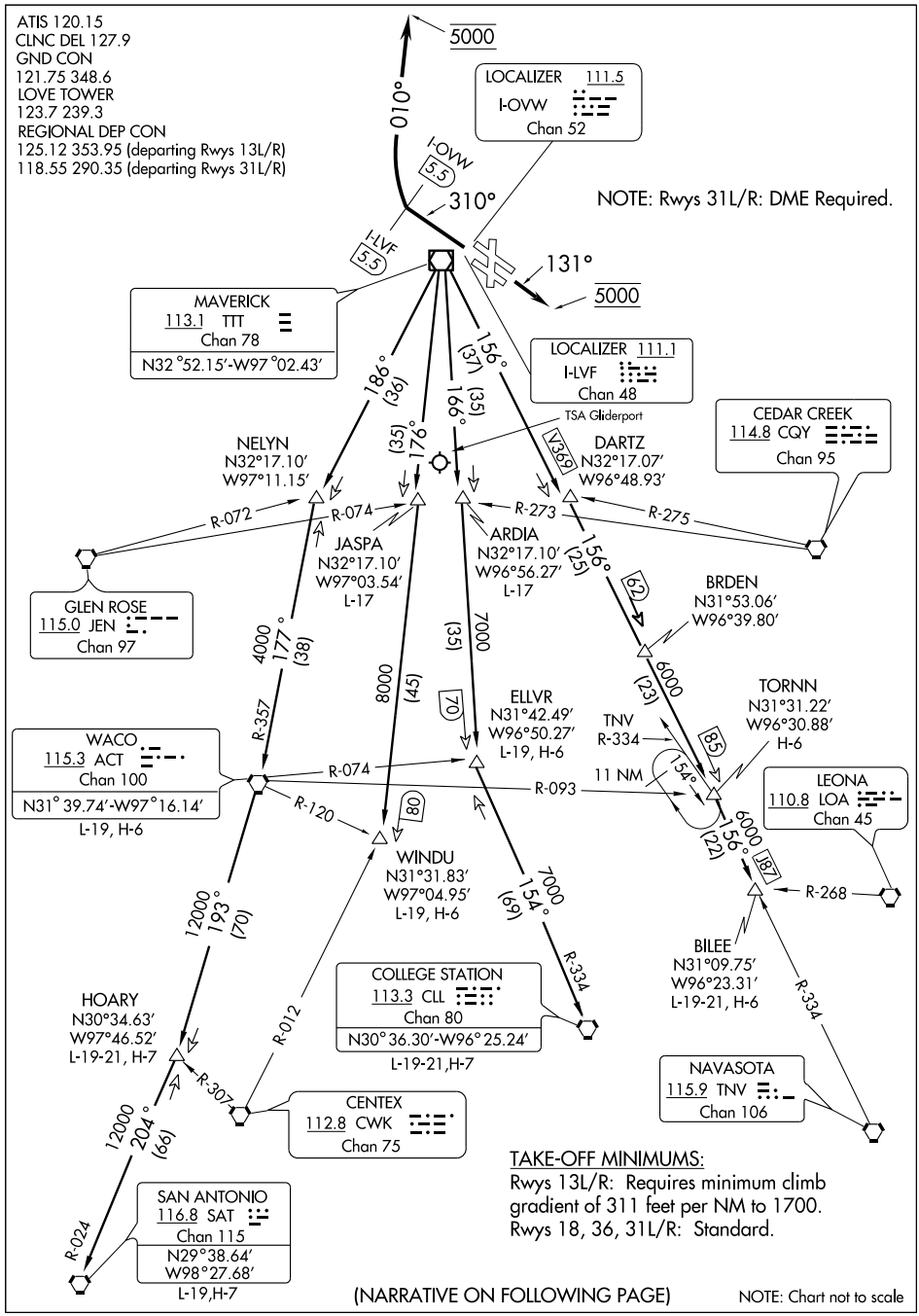
SC-2, 08 APR 2010 to 06 MAY 2010

(JPOOL4.TTT) 09351

JOE POOL FOUR DEPARTURE

SL-106 (FAA)

DALLAS-LOVE FIELD (DAL)
DALLAS, TEXAS



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

PROPS

Props departing DAL must contact clearance delivery for departure instructions.

JETS

TAKEOFF RWY 13L/R: Climb via heading 131°, expect vector to appropriate route, maintain 5000 feet and expect filed altitude 10 minutes after departure.
TAKEOFF RWY 31L/R: Climb via heading 310° until the LVF or OVW LOCALIZER 5.5 DME, then right turn heading 010° for vector to the appropriate route. Maintain 5000 and expect filed altitude 10 minutes after departure.
TAKEOFF RWY 18: Climb via assigned heading and altitude (before turning left, climb heading 180° to 1300), expect vector to appropriate route.
TAKEOFF RWY 36: Climb via assigned heading and altitude, expect vector to appropriate route.

ARDIA TRANSITION (JPOOL4.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.
BILEE TRANSITION (JPOOL4.BILEE): (For aircraft overflying the BILEE intersection, thence via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to overfly the TNV VORTAC.) From over TTT VOR/DME via TTT R-156 to BILEE INT.
BRDEN TRANSITION (JPOOL4.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.
COLLEGE STATION TRANSITION (JPOOL4.CLL): (For piston aircraft inbound to Houston Hobby and all aircraft inbound to West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.
ELLVR TRANSITION (JPOOL4.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT VOR/DME via TTT R-166 to ELLVR INT.
HOARY TRANSITION (JPOOL4.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.
JASPA TRANSITION (JPOOL4.JASPA): (ATC assigned.) From over TTT VOR/DME via TTT R-176 to JASPA INT.
SAN ANTONIO TRANSITION (JPOOL4.SAT): (For aircraft overflying Centex and San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.
TORNN TRANSITION (JPOOL4.TORNN): (For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT R-156 to TORNN INT.
WACO TRANSITION (JPOOL4.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.
WINDU TRANSITION (JPOOL4.WINDU): (For aircraft inbound to Austin or San Antonio terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU.) From over TTT VOR/DME via TTT R-176 to WINDU INT.

TAKE-OFF OBSTACLES:

Rwy 13L: Floodlight 965' from DER, 743' right of centerline, 31' AGL/514' MSL. Multiple trees and poles beginning 1166' from DER, 516' to 759' left of centerline, up to 60' AGL/547' MSL.
Rwy 13R: Road, tree and pole beginning 203' from DER, 480' to 721' right of centerline, up to 38' AGL/514' MSL. Light standard, sign, rod on stack beginning 691' from DER, 555' to 991' left of centerline, up to 61' AGL/537' MSL.
Rwy 18: Multiple trees and pipe beginning 605' from DER, 93' to 415' left of centerline, up to 41' AGL/523' MSL. Multiple trees, bldg, and OL on hangar beginning 300' from DER, 90' to 572' right of centerline, up to 48' AGL/530' MSL.
Rwy 31L: Tree 340' from DER, 408' right of centerline, 10' AGL/486' MSL. Tree 253' from DER, 429' left of centerline, 7' AGL/483' MSL.
Rwy 31R: Multiple trees and pole beginning 38' from DER, 392' to 524' left of centerline, up to 13' AGL/490' MSL. Multiple trees and poles beginning 366' from DER, 553' to 720' right of centerline 48' AGL/525' MSL.

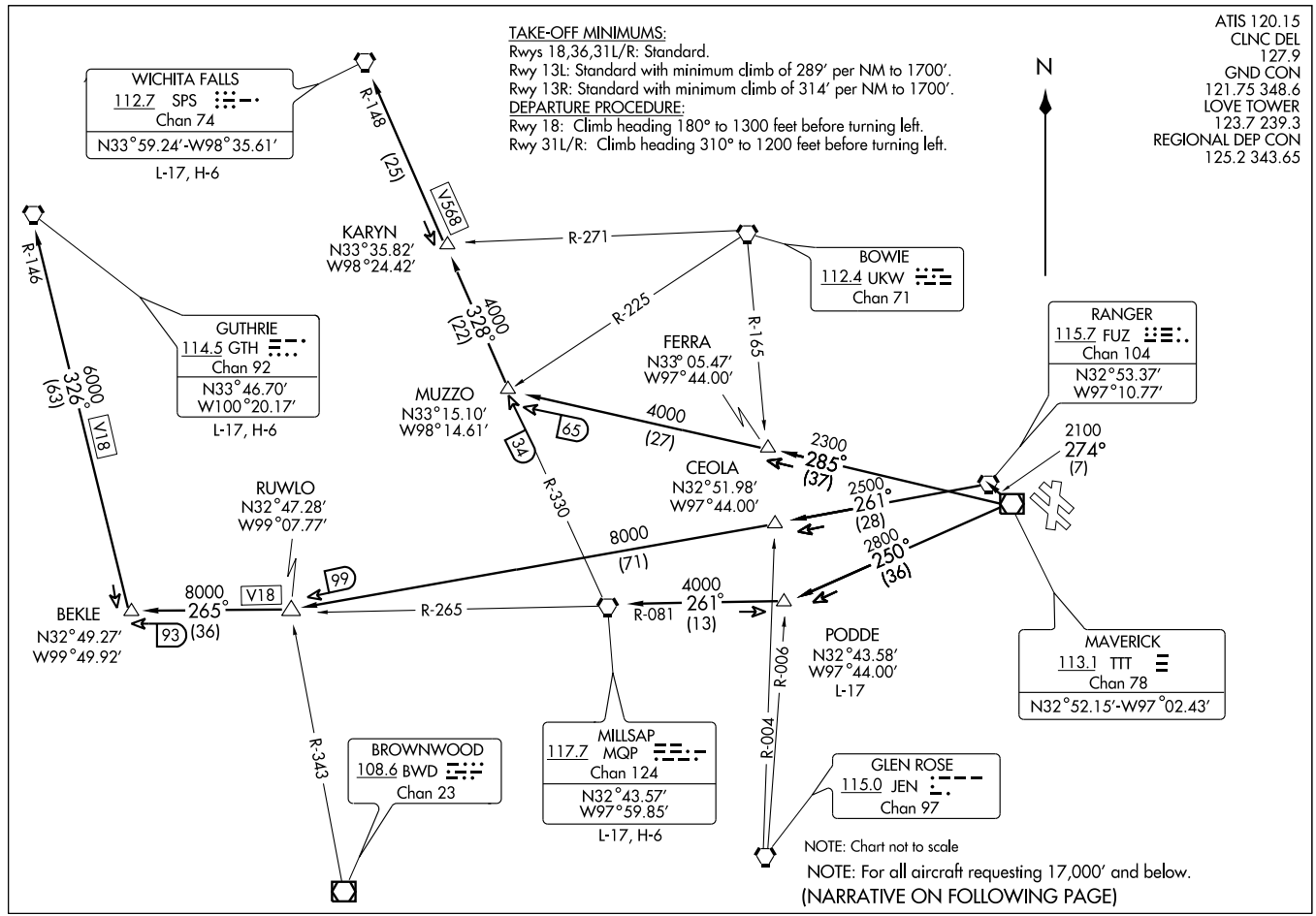
SC-2, 08 APR 2010 to 06 MAY 2010

KINGDOM SEVEN DEPARTURE

SL-106 (FAA)

DALLAS-LOVE FIELD (DAL)

DALLAS, TEXAS



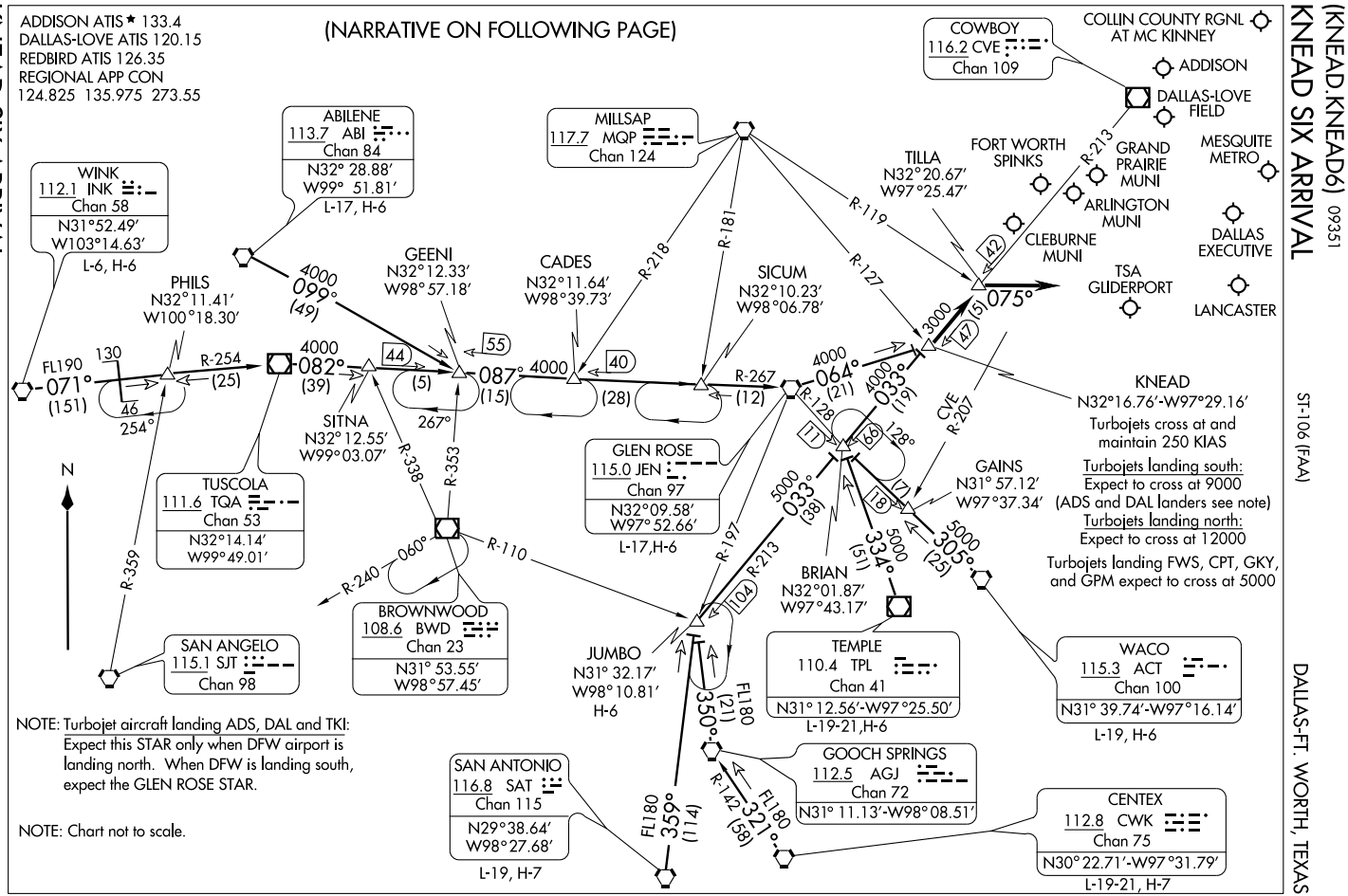
DEPARTURE ROUTE DESCRIPTION

All aircraft departing DAL must contact clearance delivery for departure instructions.

GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock terminal area or proceeding westbound via V-18 to GTH VORTAC). From over TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT, then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC.
MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC westbound via V-18 or direct). From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.
PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.
WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within Wichita Falls terminal area or overflying the SPS VORTAC). From over TTT VOR/DME via TTT R-285 to MUZZO INT, then via SPS R-148 to SPS VORTAC.

TAKE-OFF OBSTACLES:
Note: Rwy 13R, Pole 654′ from departure end of runway, 614′ right of centerline, 23′ AGL/500′ MSL. Trees 1122′ from departure end of runway, 719′ right of centerline, 37′ AGL/514′ MSL. Multiple signs and trees beginning 779′ from departure end of runway, 669 feet left of centerline, 38′ AGL/503′ MSL up to 45′ AGL/537′ MSL.
Note: Rwy 13L, Multiple poles and trees beginning 844′ from DER, 515′ left of centerline, up to 54′ AGL/541′ MSL. Crane 5270′ from DER, 568′ left of centerline, 130′ AGL/630 MSL. Antenna on tank 1.5 NM from DER, 369′ left of centerline, 208′ AGL/712′ MSL
Note: Rwy 18, Building 303′ from DER, 354′ right of centerline, 47′ AGL/507′ MSL. Tree 775′ from DER, 138′ right of centerline, 32′ AGL/513′ MSL. Tree 821′ from DER, 329′ right of centerline, 39 AGL/519′ MSL. Tree 1031′ from DER, 107′ right of centerline, 49′ AGL/530′ MSL. Tree 1254′ from DER, 399′ left of centerline, 50′ AGL/531′ MSL. Tree 2004′ from DER, 413′ right of centerline, 55′ AGL/536′ MSL.
Note: Rwy 31L, Multiple trees beginning 327′ from DER, 374′ right of centerline, up to 22′ AGL/501′ MSL.
Note: Rwy 31R, Multiple trees beginning 366′ from DER, 552′ right of centerline, up to 29′ AGL/505′ MSL. Pole 39′ from DER, 501′ left of centerline, 27′ AGL/487′ MSL. Pole 1531′ from DER, 717′ right of centerline, 61′ AGL/521′ MSL. Trees 2080′ from DER, 644′ right of centerline, 54′ AGL/530′ MSL.
Note: Rwy 36, Tree 52′ from DER, 390′ left of centerline, 43′ AGL/523′ MSL. OL on blast fence, 56′ from DER, 298′ right of centerline, 7′ AGL/487′MSL. Trees 433′ from DER, 357′ right of centerline, 16′ AGL/496′ MSL. Trees 661′ from DER, 95′ left of centerline, 25′ AGL/505′ MSL. Building 898′ from DER, 223′ right of centerline, 25′ AGL/505′ MSL. Tree 1773′ from DER, 240′ right of centerline, 79′ AGL/559′ MSL. Multiple T-L towers beginning 2577′ from DER, 116′ left of centerline up to 68′ AGL/556′ MSL. T-L tower 2701′ from DER, 818′ right of centerline, 68′ AGL/572′ MSL.

SC-2, 08 APR 2010 to 06 MAY 2010



(KNEAD.KNEAD6) 09351

KNEAD SIX ARRIVAL

ST-106 (FAA)

DALLAS-FT. WORTH, TEXAS

ARRIVAL DESCRIPTION

ABILENE TRANSITION (ABI.KNEAD6): From over ABI VORTAC via ABI R-099 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

CENTEX TRANSITION (CWK.KNEAD6): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

GLEN ROSE TRANSITION (JEN.KNEAD6): From over JEN VORTAC via JEN R-064 to KNEAD INT. Thence . . . .

JUMBO TRANSITION (JUMBO.KNEAD6): From over JUMBO INT via CVE R-213 to KNEAD INT. Thence . . . .

SAN ANTONIO TRANSITION (SAT.KNEAD6): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

TEMPLE TRANSITION (TPL.KNEAD6): From over TPL VOR/DME via TPL R-334 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WACO TRANSITION (ACT.KNEAD6): From over ACT VORTAC via ACT R-305 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WINK TRANSITION (INK.KNEAD6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

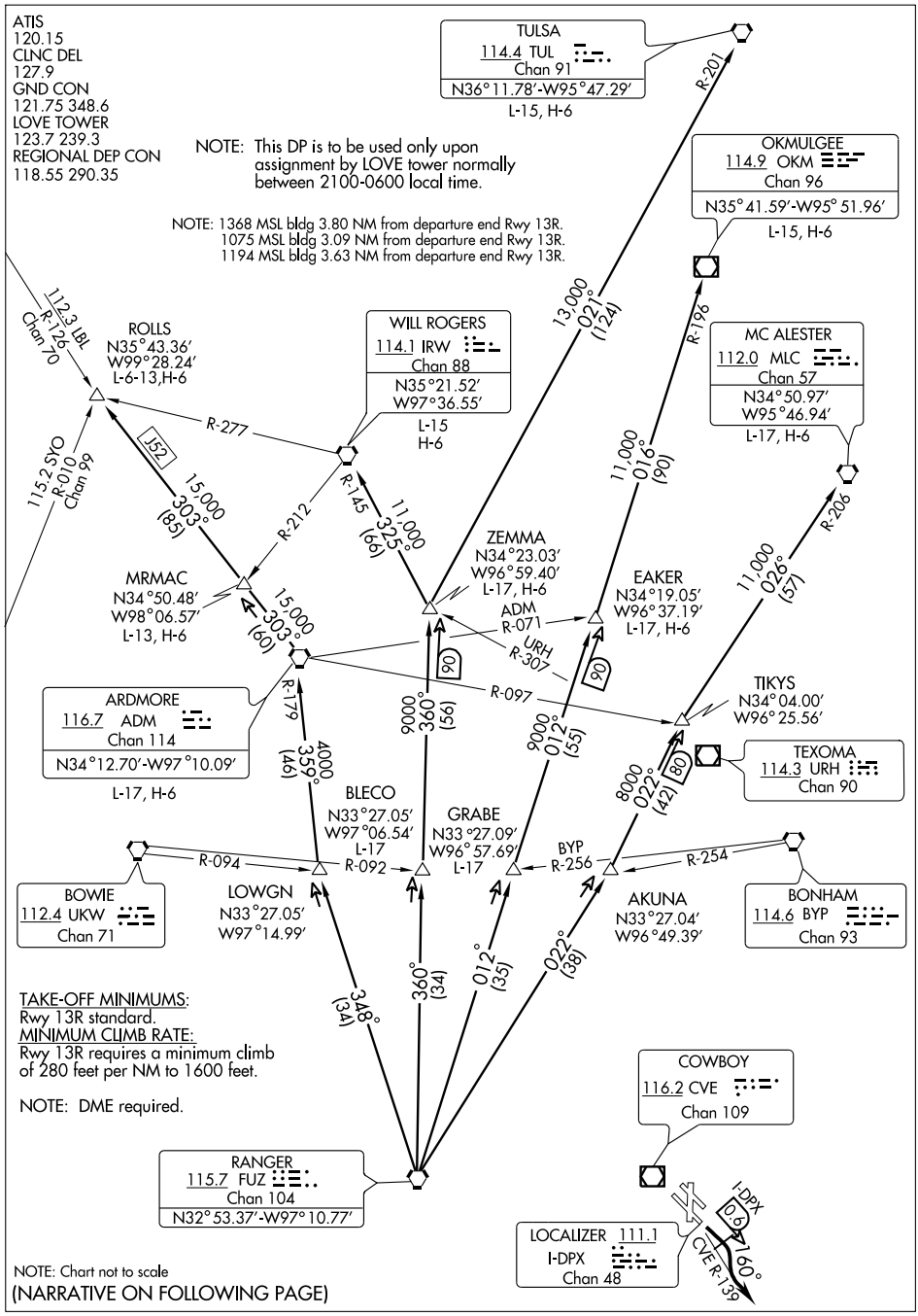
. . . . From over KNEAD INT via CVE R-213 to TILLA INT, thence via heading 075° for vectors to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010

KRUMM FOUR DEPARTURE

SL-106 (FAA)

DALLAS-LOVE FIELD (DAL)
DALLAS, TEXAS



SC-2, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 13R: Turn right heading 160° as soon as possible after take-off but not later than 0.6 DME outbound on the I-DPX localizer southeast course, then intercept and climb via the CVE R-139 and expect vector to appropriate route. Maintain 5000 feet and expect filed altitude 10 minutes after departure.

ARDMORE TRANSITION (KRUMM4.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC.

BLECO TRANSITION (KRUMM4.BLECO): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to BLECO INT.

EAKER TRANSITION (KRUMM4.EAKER): (For aircraft inbound to the TULSA terminal area.) From over FUZ VORTAC via FUZ R-012 to EAKER INT.

GRABE TRANSITION (KRUMM4.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (KRUMM4.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT, then via MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (KRUMM4.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to OKM VOR/DME.

ROLLS TRANSITION (KRUMM4.ROLLS): (For all aircraft proceeding northwest bound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.

TULSA TRANSITION (KRUMM4.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (KRUMM4.IRW): (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (KRUMM4.ZEMMA): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT.

SC-2, 08 APR 2010 to 06 MAY 2010

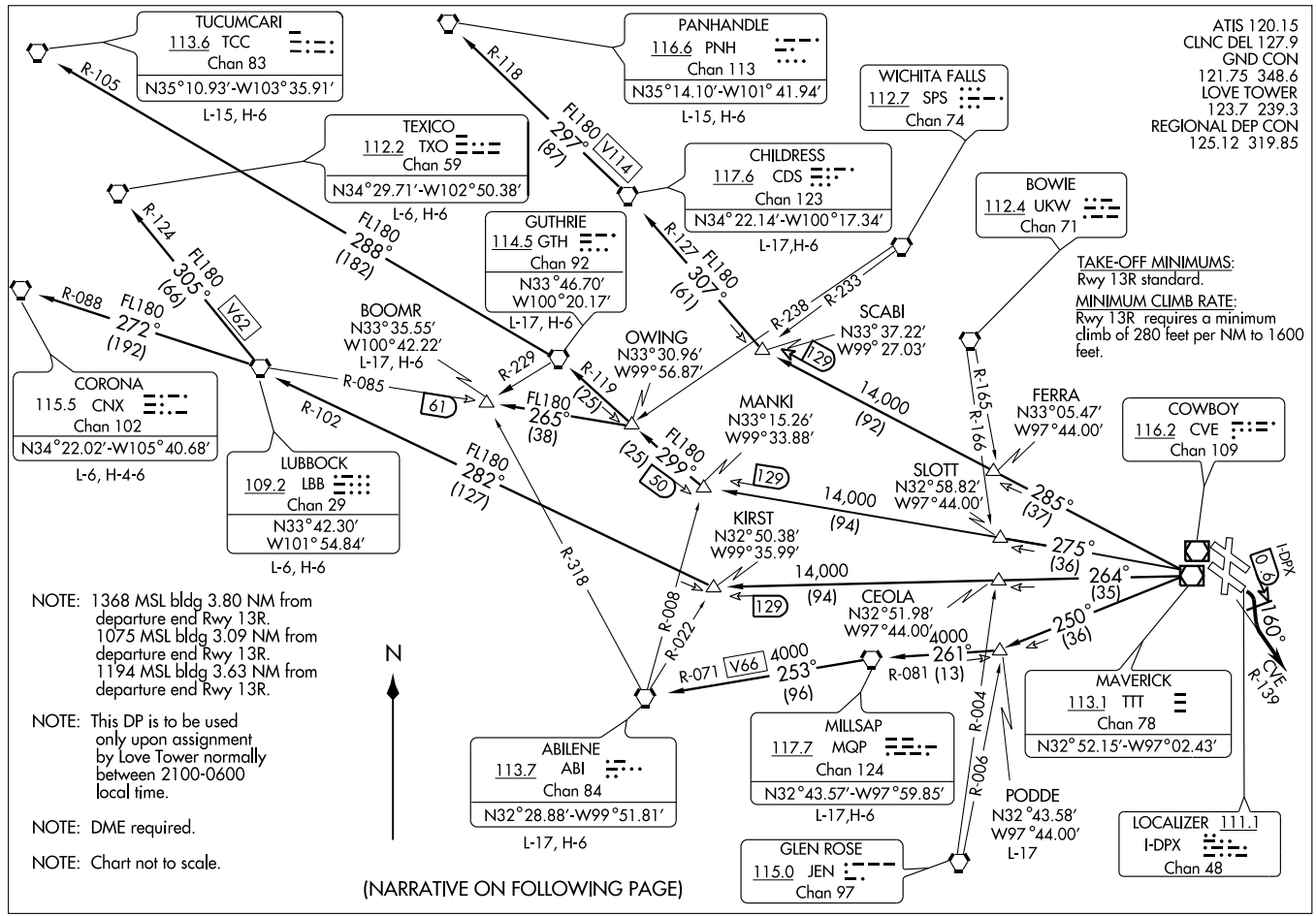
LOVE TWO DEPARTURE

(LOVE2.1111) 07298

SL-106 (FAA)

DALLAS-LOVE FIELD (DAL)

DALLAS, TEXAS



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 13R: Turn right heading 160° as soon as possible after take-off, but no later than 0.6 DME outbound on the I-DPX Localizer southeast course, then intercept and climb via the CVE R-139 and expect vector to appropriate route. Maintain 5,000 feet and expect filed altitude 10 minutes after departure.

ABILENE TRANSITION (LOVE2.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

BOOMR TRANSITION (LOVE2.BOOMR): (For aircraft inbound to Lubbock Terminal Area.) From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-085 to BOOMR INT.

CHILDRESS TRANSITION (LOVE2.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (LOVE2.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (LOVE2.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (LOVE2.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (LOVE2.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC

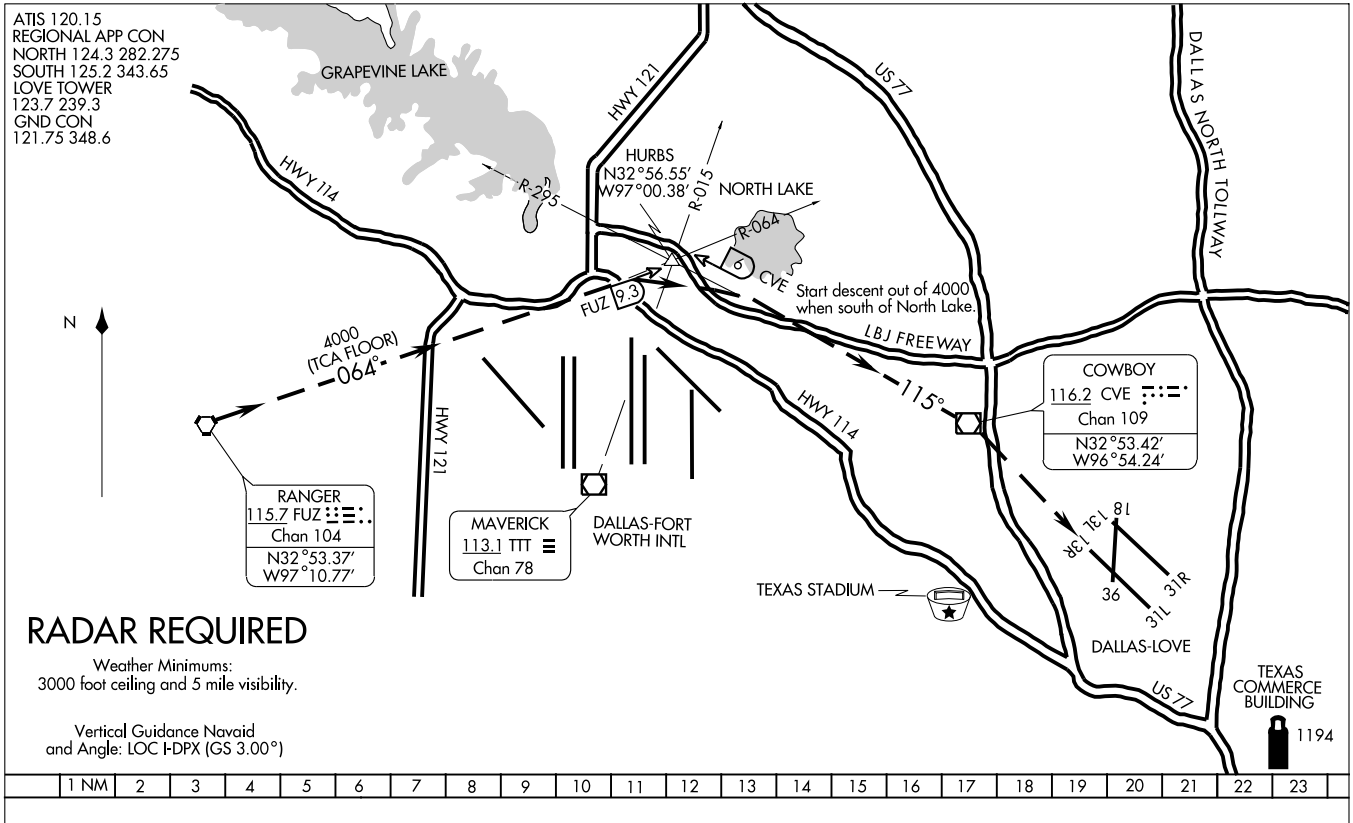
PANHANDLE TRANSITION (LOVE2.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (LOVE2.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.

TEXICO TRANSITION (LOVE2.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (LOVE2.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

SC-2, 08 APR 2010 to 06 MAY 2010



LOVE WEST VISUAL RWY 13R

AL-106 (FAA)

DALLAS-LOVE FIELD (DAL)

DALLAS, TEXAS

LOVE-WEST VISUAL APPROACH RWY 13R

PROCEDURE NOT AUTHORIZED AT NIGHT.

WAAS	APP CRS	Rwy Idg	8800
CH 72808	310°	TDZE	476
W31A		Apt Elev	487

RNAV (GPS) RWY 31L

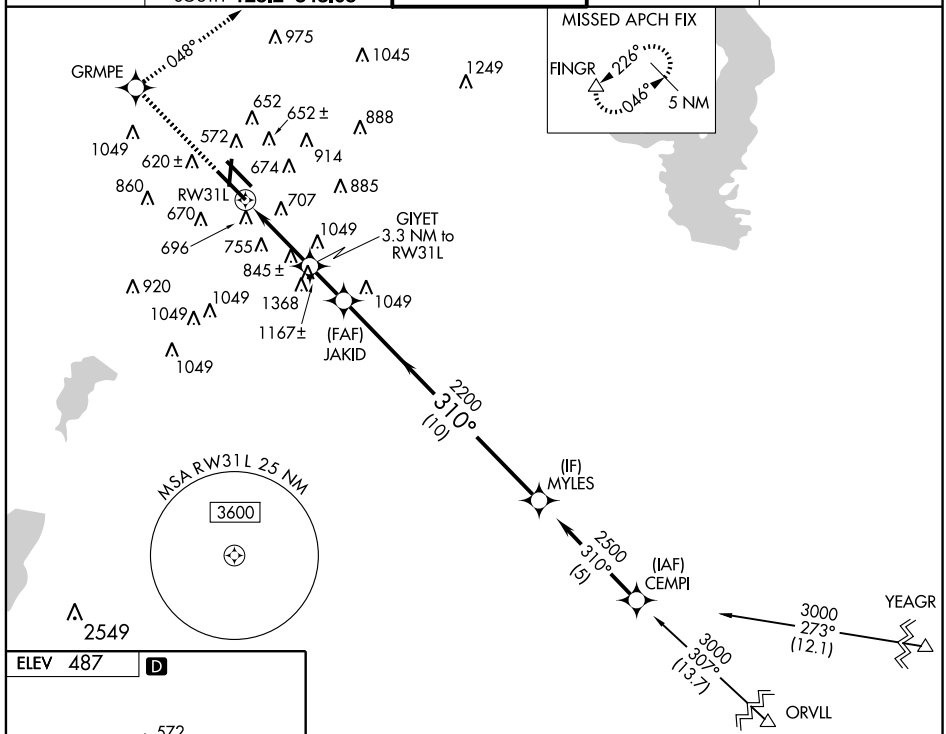
DALLAS-LOVE FIELD (DAL)

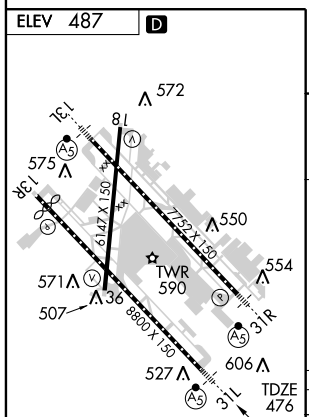
For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. DME/DME RNP-0.3 NA.

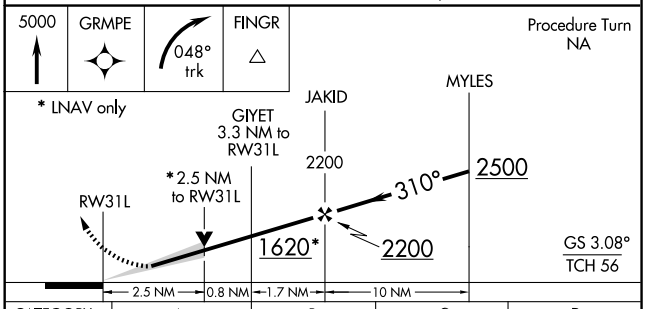
MALSR

MISSED APPROACH: Climb to 5000 direct GRMPE and right turn via 048° track to FINGR and hold.

ATIS	REGIONAL APP CON	LOVE TOWER	GND CON	CLNC DEL
120.15	NORTH 124.3 282.275 SOUTH 125.2 343.65	123.7 239.3	121.75 348.6	127.9







CATEGORY	A	B	C	D
LPV DA	769/24 293 (300-½)			
LNAV MDA	1360/40 884 (900-¾)		1360-2¼ 884 (900-2¼)	1360-2½ 884 (900-2½)
CIRCLING	1360-1¼ 873 (900-1¼)		1360-2¾ 873 (900-2¾)	1360-3 873 (900-3)

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	7752
310°	TDZE	487
	Apt Elev	487

RNAV (GPS) RWY 31R

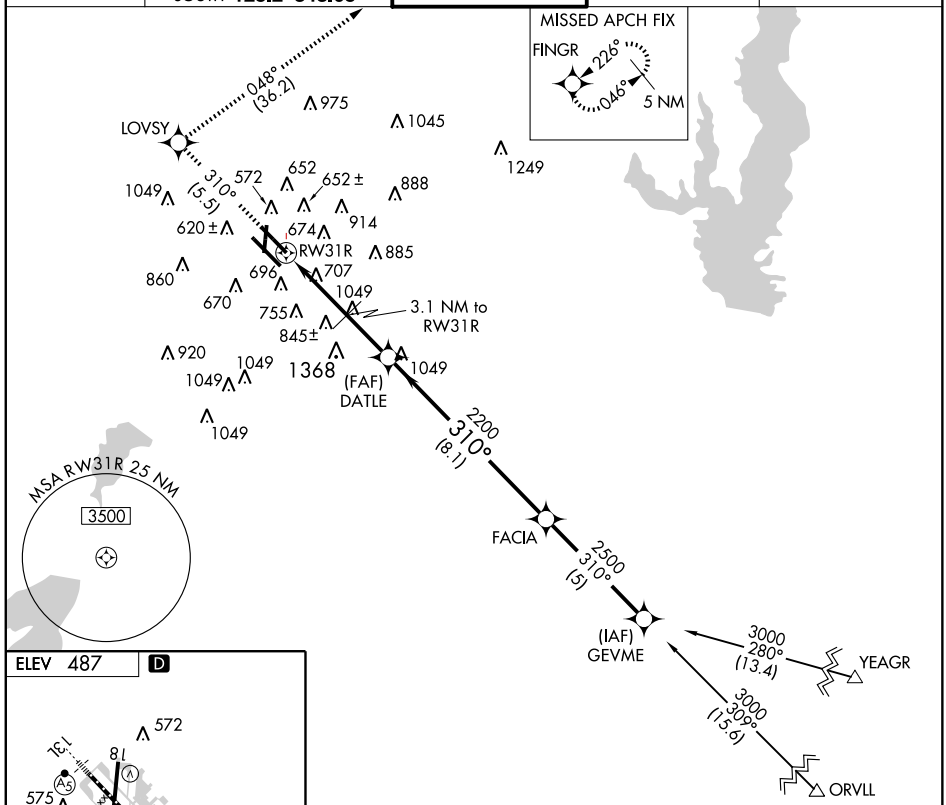
DALLAS-LOVE FIELD (DAL)

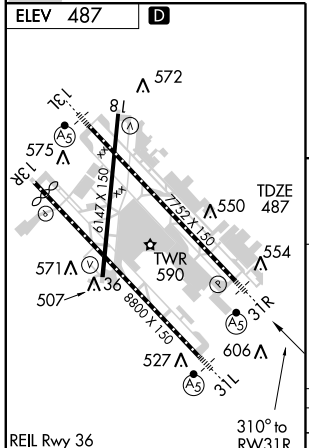
GPS or RNP-0.3 REQUIRED.
DME/DME RNP-0.3 NA.

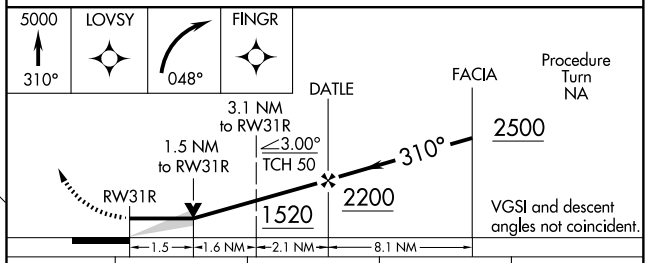
MALSR

MISSED APPROACH: Climb to 5000 via 310° course to LOVSY WP then right turn via 048° course to FINGR WP and hold.

ATIS	REGIONAL APP CON	LOVE TOWER	GND CON	CLNC DEL
120.15	NORTH 124.3 282.275 SOUTH 125.2 343.65	123.7 239.3	121.75 348.6	127.9







REIL Rwy 36
TDZ/CL Rwys 13L and 31L
HIRL Rwys 18-36, 13L-31R and 13R-31L

CATEGORY	A	B	C	D
LNAV MDA	1020/24 533 (600-½)		1020/50 533 (600-1)	1020/60 533 (600-1¼)
CIRCLING	1020-1 533 (600-1)		1020-1½ 533 (600-1½)	1160-2¼ 673 (700-2¼)

SC-2, 08 APR 2010 to 06 MAY 2010

DALLAS, TEXAS

AL-106 (FAA)

APP CRS	Rwy Idg	7752
132°	TDZE	485
	Apt Elev	487

RNAV (GPS) Y RWY 13L

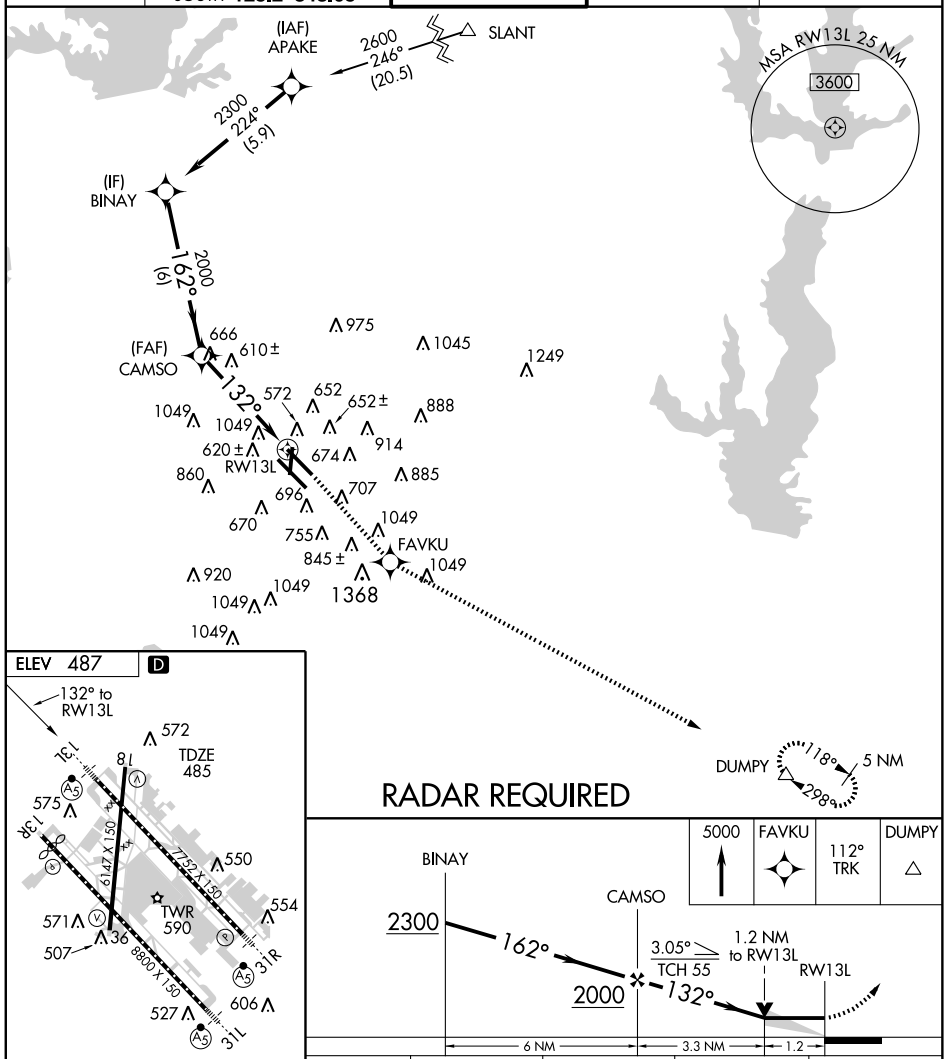
DALLAS-LOVE FIELD (DAL)

DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 5000 direct FAVKU and via 112° TRK to DUMPY and hold, continue climb-in-hold to 5000.

ATIS	REGIONAL APP CON	LOVE TOWER	GND CON	CLNC DEL
120.15	NORTH 124.3 282.275 SOUTH 125.2 343.65	123.7 239.3	121.75 348.6	127.9



REIL Rwy 36
TDZ/CL Rwys 13L and 31L
HIRL Rwys 18-36, 13L-31R and 13R-31L

CATEGORY	A	B	C	D
LNAV MDA	920/24	435 (500-½)	920/40 435 (500-¾)	920/50 435 (500-1)
CIRCLING	1020-1	533 (600-1)	1020-1½ 533 (600-1½)	1160-2¼ 673 (700-2¼)

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	8310
139°	TDZE	478
	Apt Elev	487

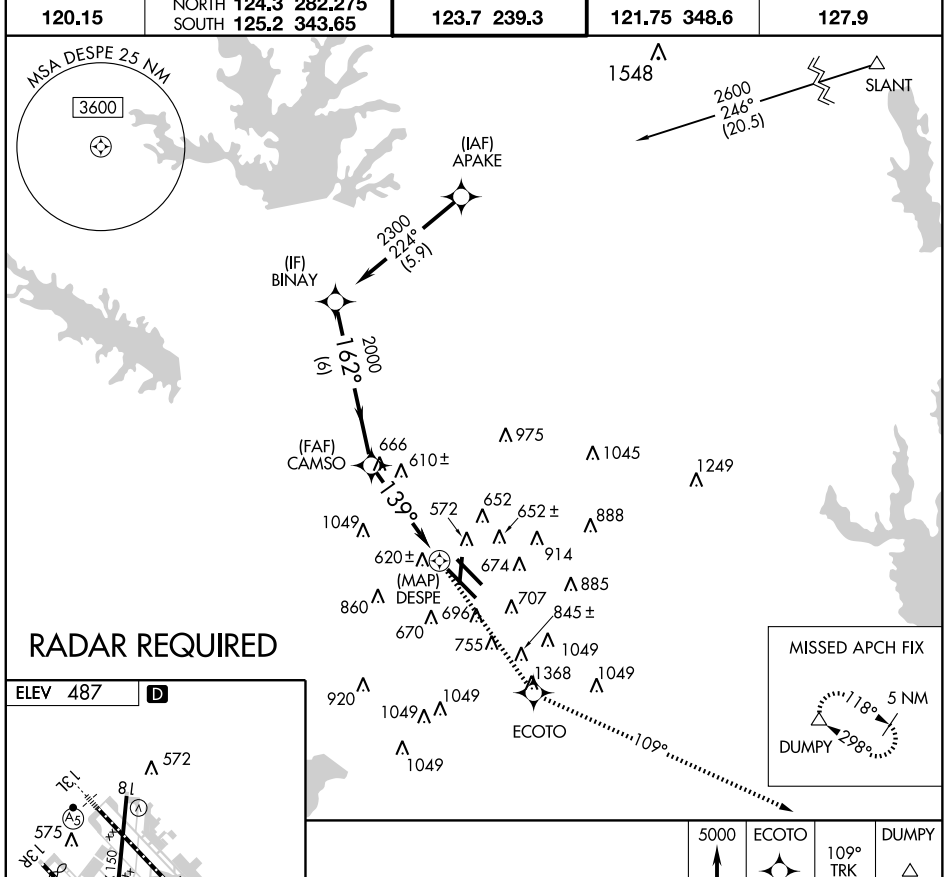
RNAV (GPS) Y RWY 13R

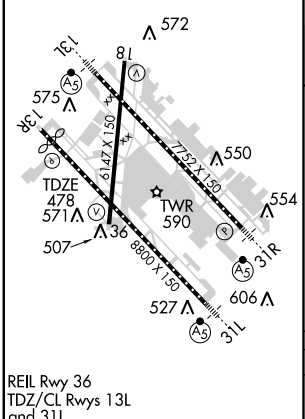
DALLAS-LOVE FIELD (DAL)

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

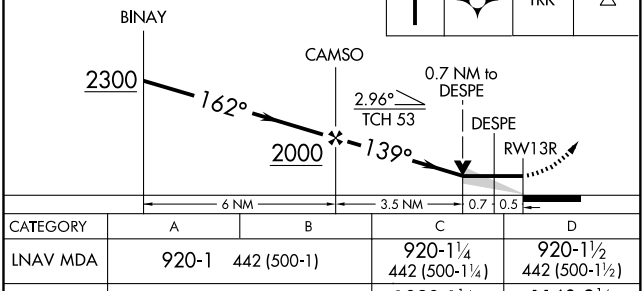
MISSED APPROACH: Climb to 5000 direct ECOTO and via 109° track to DUMPY and hold, continue climb-in-hold to 5000.

ATIS	REGIONAL APP CON	LOVE TOWER	GND CON	CLNC DEL
120.15	NORTH 124.3 282.275 SOUTH 125.2 343.65	123.7 239.3	121.75 348.6	127.9





REIL Rwy 36
TDZ/CL Rwys 13L and 31L
HIRL Rwys 18-36, 13L-31R and 13R-31L



CATEGORY	A	B	C	D
LNAV MDA	920-1	442 (500-1)	920-1¼ 442 (500-1¼)	920-1½ 442 (500-1½)
CIRCLING	1020-1	533 (600-1)	1020-1½ 533 (600-1½)	1160-2¼ 673 (700-2¼)

SC-2, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	7752
W13A	130°	TDZE	485
		Apt Elev	487

RNAV (GPS) Z RWY 13L
DALLAS-LOVE FIELD (DAL)

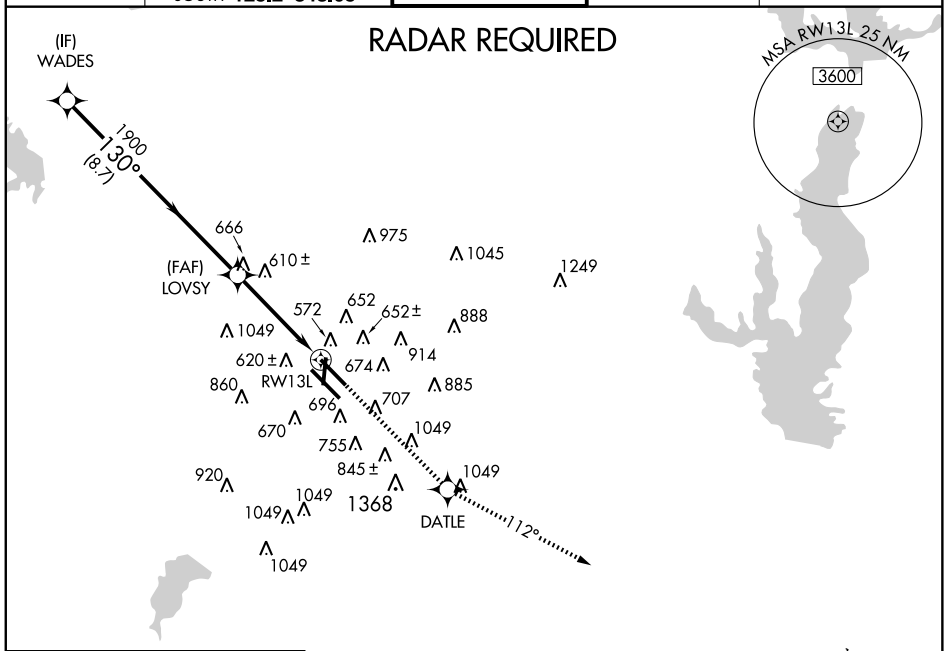
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

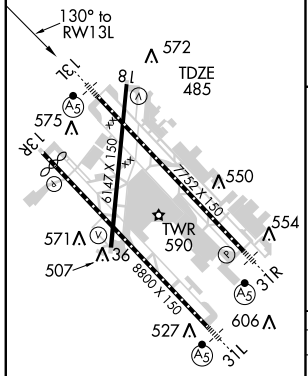
MALSR

MISSED APPROACH: Climb to 5000 direct DATLE and via 112° TRK to DUMPY and hold, continue climb-in-hold to 5000.

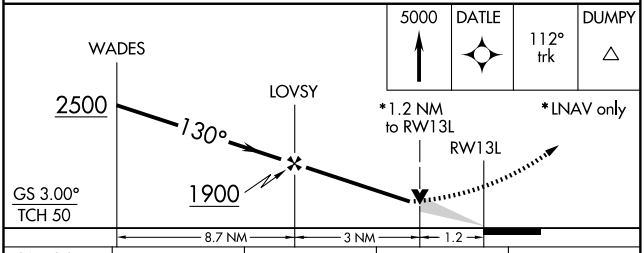
ATIS	REGIONAL APP CON	LOVE TOWER	GND CON	CLNC DEL
120.15	NORTH 124.3 282.275 SOUTH 125.2 343.65	123.7 239.3	121.75 348.6	127.9

RADAR REQUIRED





REIL Rwy 36
TDZ/CL Rwys 13L and 31L
HIRL Rwys 18-36, 13L-31R and 13R-31L



CATEGORY	A	B	C	D
LNAV/VNAV DA	946/60 461 (500-1¼)			
LNAV MDA	920/24 435 (500-½)		920/40 435 (500-¾)	920/50 435 (500-1)
CIRCLING	1020-1½ 533 (600-1½)			1160-2¼ 673 (700-2¼)

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	8310
130°	TDZE	478
	Apt Elev	487

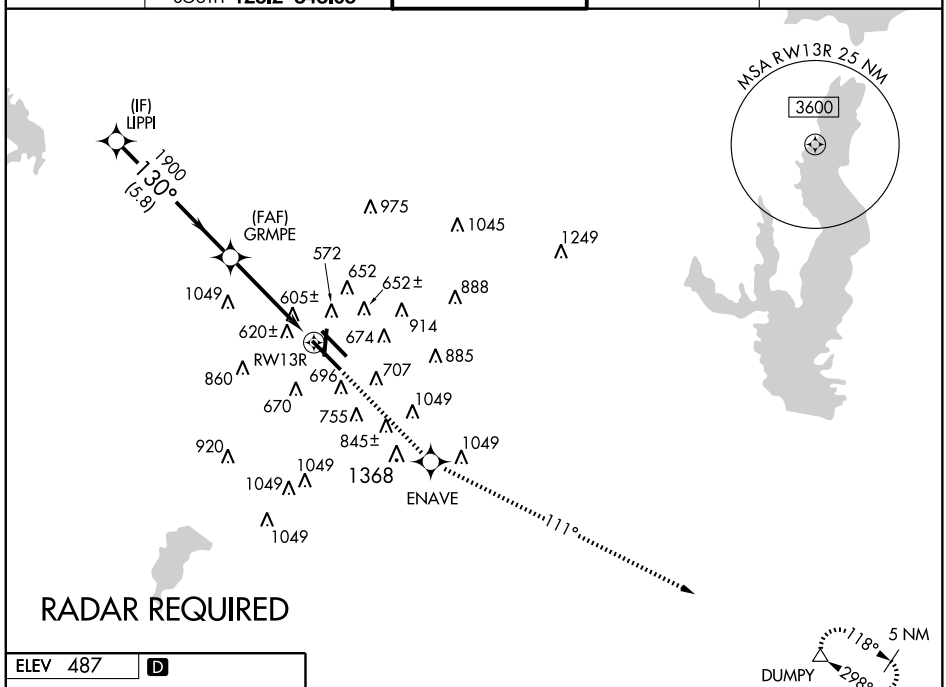
RNAV (GPS) Z RWY 13R

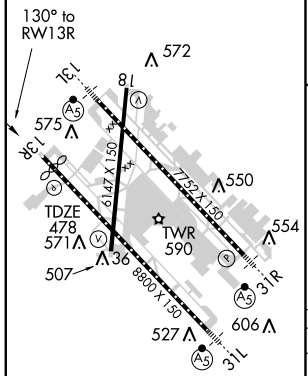
DALLAS-LOVE FIELD (DAL)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

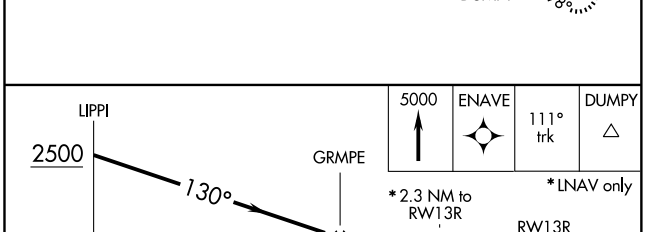
MISSED APPROACH: Climb to 5000 direct ENAVE and via 111° track to DUMPY and hold, continue climb-in-hold to 5000.

ATIS	REGIONAL APP CON	LOVE TOWER	GND CON	CLNC DEL
120.15	NORTH 124.3 282.275 SOUTH 125.2 343.65	123.7 239.3	121.75 348.6	127.9





REIL Rwy 36
TDZ/CL Rwys 13L and 31L
HIRL Rwys 18-36, 13L-31R and 13R-31L



CATEGORY	A	B	C	D
LNAV/VNAV DA	946-1¾ 468 (500-1¾)			
LNAV MDA	1260-1 782 (800-1)	1260-1¼ 782 (800-1¼)	1260-2¼ 782 (800-2¼)	1260-2½ 782 (800-2½)
CIRCLING	1260-1½ 773 (800-1½)		1260-2¼ 773 (800-2¼)	1260-2½ 773 (800-2½)

SC-2, 08 APR 2010 to 06 MAY 2010

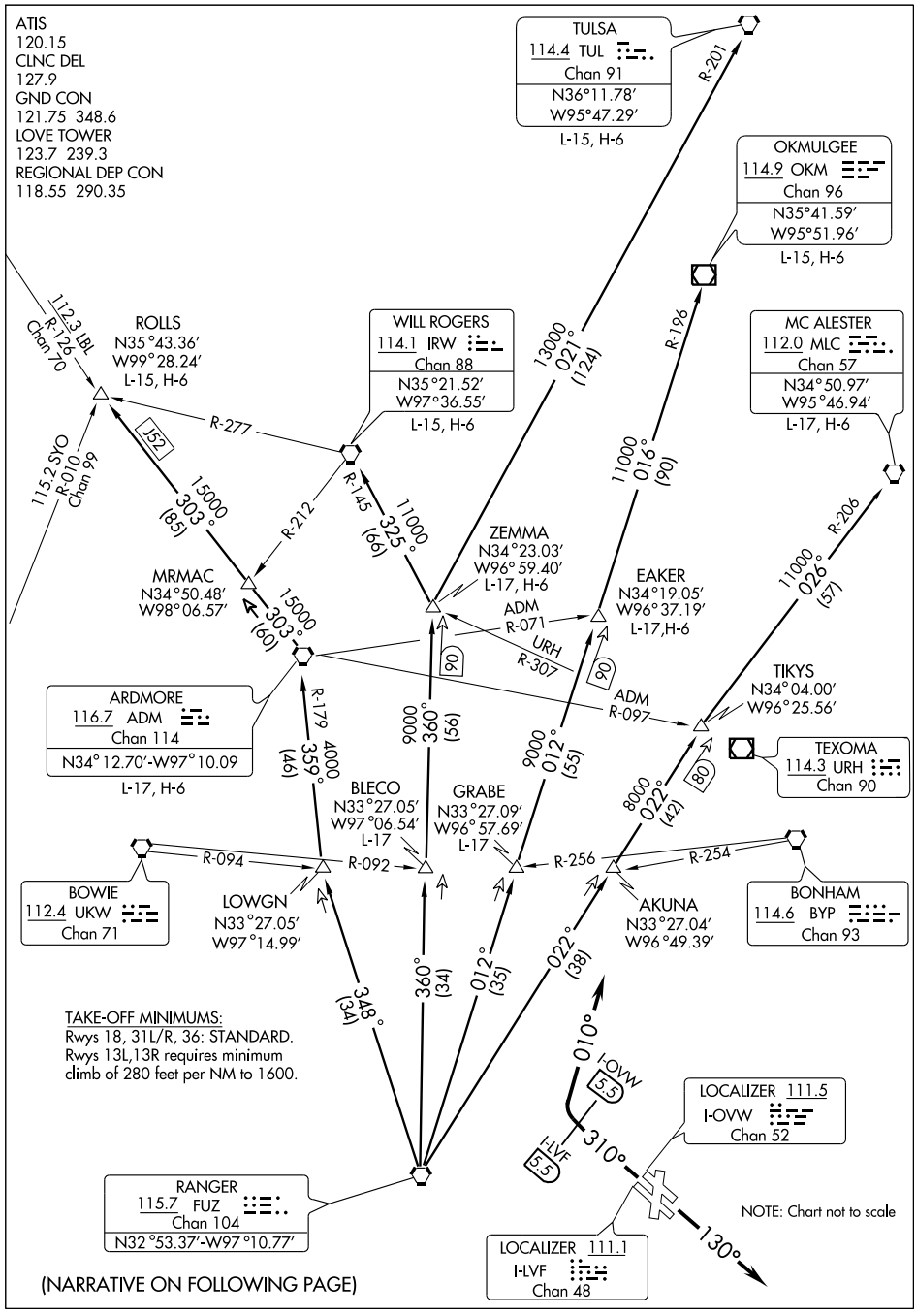
(TEX1.FUZ) 09351

TEXOMA ONE DEPARTURE

SL-106 (FAA)

DALLAS-LOVE FIELD (DAL)

DALLAS, TEXAS



SC-2, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

PROPS

Props departing DAL must contact Clearance Delivery for departure instructions.

JETS

TAKE-OFF RUNWAYS 13L/R: Climb via heading 130°, expect vectors to appropriate route.
TAKE-OFF RUNWAY 18: Climb via assigned heading and altitude (before turning left, climb via heading 180° to 1300), expect vector to appropriate route.
TAKE-OFF RUNWAYS 31L/R: Climb via heading 310° until the LVF or OVW localizer 5.5 DME, then turn right heading 010° for vector to appropriate route, maintain 5000 feet and expect filed altitude 10 minutes after departure.
TAKE-OFF RUNWAY 36: Climb via assigned heading and altitude, expect vector to appropriate route.

ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC.
BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to BLECO INT.
EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC via FUZ R-012 to EAKER INT.
GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.
MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT, then via MLC R-206 to MLC VORTAC.
OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to OKM VOR/DME.
ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.
TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC.
WILL ROGERS TRANSITION (TEX1.IRW): (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.
ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT.

TAKE-OFF OBSTACLES:
Rwy 13L: Floodlight 965′ from DER, 743′ right of centerline, 31′ AGL/514′ MSL. Multiple trees and poles beginning 1166′ from DER, 516′ to 759′ left of centerline, up to 60′ AGL/547′ MSL.
Rwy 13R: Road, tree and pole beginning 203′ from DER, 480′ to 721′ right of centerline, up to 38′ AGL/514′ MSL. Light standard, sign, rod on stack beginning 691′ from DER, 555′ to 991′ left of centerline, up to 61′ AGL/537′ MSL.
Rwy 18: Multiple trees and pipe beginning 605′ from DER, 93′ to 415′ left of centerline, up to 41′ AGL/523′ MSL. Multiple trees, bldg and OL on hangar beginning 300′ from DER, 90′ to 572′ right of centerline, up to 48′ AGL/530′ MSL.
Rwy 31L: Tree 340′ from DER, 408′ right of centerline, 10′ AGL/486′ MSL. Tree 253′ from DER, 429′ left of centerline, 7′ AGL/483′ MSL.
Rwy 31R: Multiple trees and pole beginning 38′ from DER, 392′ to 524′ left of centerline, up to 13′ AGL/490′ MSL. Multiple trees and poles beginning 366′ from DER, 553′ to 720′ right of centerline 48′ AGL/525′ MSL.

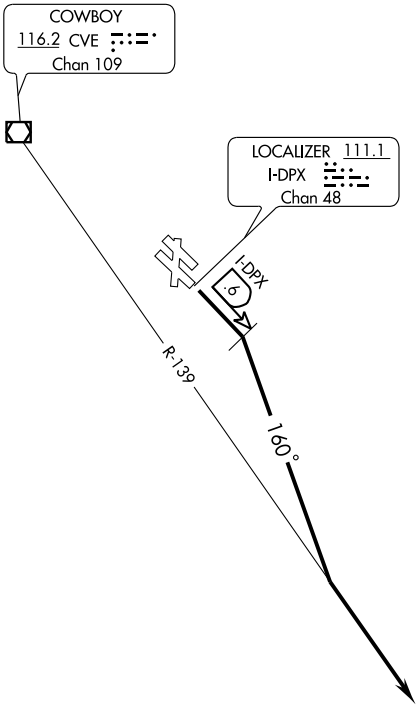
SC-2, 08 APR 2010 to 06 MAY 2010

TRINITY SIX DEPARTURE

SL-106 (FAA)

DALLAS-LOVE FIELD (DAL)
DALLAS, TEXAS

ATIS
120.15
CLNC DEL
127.9
GND CON
121.75 348.6
LOVE TOWER
123.7 239.3
REGIONAL DEP CON
125.12 353.95 (South and West)
118.55 290.35 (North and East)



NOTE: DME required.

NOTE: This SID requires a minimum climb of 280 ′ per NM to 1600′.

NOTE: To be used by assignment by Love Tower only, normally used between 2100-0600 local time.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 13R: Turn right heading 160° as soon as possible after take-off but not later than .6 DME outbound on the I-DPX localizer southeast course, then intercept and climb via CVE R-139 and expect vector to appropriate route. Maintain 5,000 feet and expect filed altitude 10 minutes after departure.

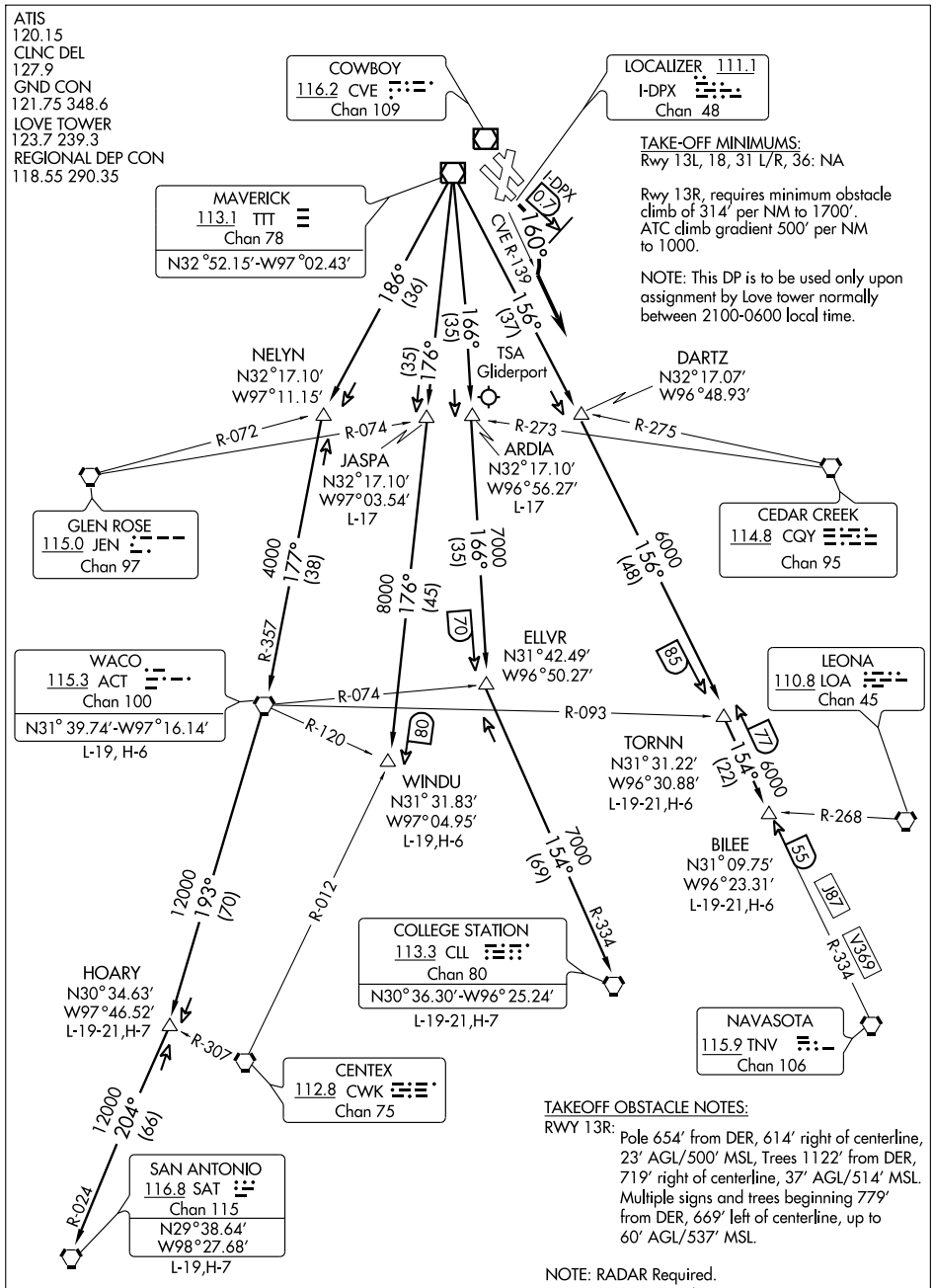
SC-2, 08 APR 2010 to 06 MAY 2010

VENUS SEVEN DEPARTURE

SL-106 (FAA)

DALLAS-LOVE FIELD (DAL)

DALLAS, TEXAS



(NARRATIVE ON FOLLOWING PAGE)

SC-2, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 13R: Turn right heading 160° not later than 0.7 DME outbound on the I-DPX localizer southeast course, to intercept and climb via the CVE R-139 outbound. Expect vector to appropriate route. Maintain 5000 feet, expect filed altitude 10 minutes after departure.

ARDIA TRANSITION (VENUS7.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (VENUS7.BILEE): (For aircraft overflying the BILEE INT) Thence . . . .

. . . . via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports.) From over TTT VOR/DME via TTT R-156 and TNV R-334 to BILEE INT.

COLLEGE STATION TRANSITION (VENUS7.CLL): (For aircraft inbound to Houston Hobby and West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.

ELLVR TRANSITION (VENUS7.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT VOR/DME via TTT R-166 to ELLVR INT.

HOARY TRANSITION (VENUS7.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.

JASPA TRANSITION (VENUS7.JASPA): (ATC assigned.) From over TTT VOR/DME via TTT R-176 to JASPA INT.

SAN ANTONIO TRANSITION (VENUS7.SAT): (For aircraft overflying Centex and San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

TORNN TRANSITION (VENUS7.TORNN): (For aircraft landing at Lafayette, Lake Charles, or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT R-156 to TORNN INT.

WACO TRANSITION (VENUS7.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

WINDU TRANSITION (VENUS7.WINDU): (For aircraft inbound to Austin or San Antonio terminal area airports, aircraft should file and/or expect the BLEWE or MARCS ARRIVAL at WINDU INT). From over TTT VOR/DME via TTT R-176 to WINDU INT.

SC-2, 08 APR 2010 to 06 MAY 2010

WORTH FIVE DEPARTURE

DALLAS-LOVE FIELD (DAL)

DALLAS, TEXAS

TAKE-OFF MINIMUMS: Rwys 18, 36, 31L/R: Standard.
Rwy 13L: Standard with minimum climb of 244' per NM to 1500.
Rwy 13R: Standard with minimum climb of 304' per NM to 1700.

ATIS 120.15
CLNC DEL 127.9
GND CON 121.75 348.6
LOVE TOWER 123.7 239.3
REGIONAL DEP CON
(Jets departing Rwys 13L/R) 125.12 353.95
(Props departing Rwys 13L/R) 118.55 290.35
(Jets departing Rwys 31L/R) 118.55 290.35
(Props departing Rwys 31L/R) 125.2 343.65

TUCUMCARI
113.6 TCC
Chan 83
N35°10.93'-W103°35.91'
L-15, H-6

PANHANDLE
116.6 PNH
Chan 113
N35°14.10'-W101°41.94'
L-15, H-6

WICHITA FALLS
112.7 SPS
Chan 74

TEXICO
112.2 TXO
Chan 59
N34°29.71'-W102°50.38'
L-6, H-6

CHILDRESS
117.6 CDS
Chan 123
N34°22.14'-W100°17.34'
L-17, H-6

GUTHRIE
114.5 GTH
Chan 92
N33°46.70'
W100°20.17'
L-17, H-6

BOWIE
112.4 UKW
Chan 71

MAVERICK
113.1 TTT
Chan 78
N32°52.15'-W97°02.43'

CORONA
115.5 CNX
Chan 102
N34°22.02'-W105°40.68'
L-6, H-4-6

LUBBOCK
109.2 LBB
Chan 29
N33°42.30'
W101°54.84'
L-6, H-6

ABILENE
113.7 ABI
Chan 84
N32°28.88'-W99°51.81'
L-17, H-6

MILLSAP
117.7 MQP
Chan 124
N32°43.57'-W97°59.85'
L-17, H-6

GLEN ROSE
115.0 JEN
Chan 97

LOCALIZER 111.1
I-LVF
Chan 48

LOCALIZER 111.5
I-OVW
Chan 52

BOOMR
N33°35.55'
W100°42.22'
L-17, H-6

OWING
N33°30.96'
W99°56.87'

SCABI
N33°37.22'
W99°27.03'

FERRA
N33°05.47'
W97°44.00'

MANKI
N33°15.26'
W99°33.88'

SLOTT
N32°58.82'
W97°44.00'

KIRST
N32°50.38'
W99°35.99'

CEOLA
N32°51.98'
W97°44.00'

PODDE
N32°43.58'
W97°44.00'
L-17

N

R-105 FL180 288° (182)

R-118 FL180 297° (187) V114

R-124 FL180 305° (66) V62

R-088 FL180 272° (192)

R-127 FL180 307° (61)

R-238 R-233

R-229 R-119 FL180 (25) 266° (38) LBB R-086

R-085

R-102 FL180 282° (127)

R-318

R-008 R-022

R-071 V66 4000 253° (96)

R-081 4000 261° (13)

R-004

R-006

R-165 R-166

129 14,000 (92)

129 14,000 (94)

129 14,000 (94)

FL180 299° (25) 50

010° 5.5 I-OVW

I-LVF 5.5 285° (37)

310° 275° (36)

264° (35)

250° (36)

130° 130° 180°

NOTE: Rwy 13L - Floodlight 965' from DER, 743' right of centerline, 31' AGL/514' MSL; multiple trees and poles beginning 1166' from DER, 516' to 759' left of centerline, up to 60' AGL/547' MSL. NOTE: Rwy 13R - Road, tree, and pole beginning 203' from DER, 480' to 721' right of centerline, up to 38' AGL/514' MSL; light standard, sign, rod on stack beginning 691' from DER, 555' to 991' left of centerline, up to 61' AGL/537'MSL. NOTE: Rwy 18 - Multiple trees and pipe beginning 605' from DER, 93' to 415' left of centerline, up to 41' AGL/523' MSL. Multiple trees, building, and OL on hangar beginning 300' from DER, 90' to 572' right of centerline, up to 48' AGL/530' MSL. NOTE: Rwy 31L - Tree340' from DER, 408' right of centerline, 10' AGL/486' MSL. Tree 253' from DER, 429' left of centerline, 7' AGL/483' MSL. NOTE: Rwy 31R - Multiple trees and pole beginning 38' from DER, 392' to 524' left of centerline, up to 13' AGL/490' MSL, multiple trees and pole beginning 366' from DER, 553' to 720' right of centerline, 48' AGL/525' MSL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

PROPS

EXPECT COYOTE OR KINGDOM DEPARTURE

JETS

TAKE-OFF RUNWAY 13L/R: Climb via heading 130°, expect vectors to appropriate route. Maintain 5000 feet and expect filed altitude 10 minutes after departure.
TAKE-OFF RUNWAY 18: Climb via heading 180° to 1300 feet before turning left, then fly assigned heading and altitude, expect vector to appropriate route.
TAKE-OFF RUNWAYS 31L/R: Climb via heading 310° until the LVF or OVW localizer 5.5 DME, then turn right heading 010° for vector to appropriate route. Maintain 5000 feet and expect filed altitude 10 minutes after departure.
TAKE-OFF RUNWAY 36: Climb via assigned heading and altitude, expect vector to appropriate route.

ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

BOOMR TRANSITION (WORTH5.BOOMR): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT.

CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

PANHANDLE TRANSITION (WORTH5.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via TTT R-250 to PODDE INT.

TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

SC-2, 08 APR 2010 to 06 MAY 2010

WYLIE FIVE DEPARTURE

DALLAS-LOVE FIELD (DAL)

DALLAS, TEXAS

ATIS
120.15
CLNC DEL
127.9
GND CON
121.75 348.6
LOVE TOWER
123.7 239.3
REGIONAL DEP CON
(Props departing Rwys 13L/R)
125.2 343.65
(Props departing Rwys 31L/R)
124.3 282.35

NOTE: 1049′ MSL tower 3.24 NM from departure end Rwy 31L.
1368′ MSL bldg 3.80 NM from departure end Rwy 13R.
1049′ MSL bldg 3.09 NM from departure end Rwy 13R.
1194′ MSL bldg 3.63 NM from departure end Rwy 13R.

TAKE-OFF MINIMUMS:
Rwy 13L, Standard with minimum climb of 244 feet per NM to 1500.
Rwy 13R, Standard with minimum climb of 311 feet per NM to 1700.
Rwys 18, 36, 31L/R, Standard.

DEPARTURE PROCEDURE:
Rwy 18: Climb heading 180° to 1300 before turning left.
Rwy 31L: Climb heading 310° to 1200 before turning left.
Rwy 31R: Climb heading 310° to 1200 before turning left.

LITTLE ROCK
113.9 LIT
Chan 86
N34°40.66′-W92°10.83′
L-18, H-6

TEXARKANA
116.3 TXK
Chan 110
N33°30.83′-W94°04.40′
L-17, H-6

SULPHUR SPRINGS
109.0 SLR
Chan 27

ORTRO
N33°41.47′
W94°12.75′

BONHAM
114.6 BYP
Chan 93

COBUG
N33°17.38′
W95°37.68′

EL DORADO
115.5 ELD
Chan 102
N33°15.37′-W92°44.64′
L-17, H-6

SIDON
114.7 SQS
Chan 94
N33°27.83′-W90°16.64′
L-18, H-6

NOBLY
N33°04.94′
W96°19.96′

TRISS
N32°58.20′
W96°19.94′

SHERO
N33°04.49′
W95°33.78′

SOLDO
N32°51.92′
W96°19.94′
L-17

QUITMAN
114.0 UIM
Chan 87
N32°52.83′-W95°22.01′
L-17, H-6

SHRLY
N32°44.60′
W94°18.17′

MERIDIAN
117.0 MEI
Chan 117
N32°22.71′-W88°48.26′
L-18, H-6

BELCHER
117.4 EIC
Chan 121
N32°46.28′-W93°48.60′
L-17, H-6

MAVERICK
113.1 TTT
Chan 78
N32°52.15′-W97°02.43′

CLARE
N32°45.66′
W96°19.93′

POTEN
N32°39.33′
W95°40.03′

TEKBE
N32°42.80′
W94°47.73′

SAWMILL
113.75 SWB
Chan 84 (Y)
N31°58.39′-W92°40.63′
L-22, H-6

GREGG COUNTY
112.3 GGG
Chan 70

NOTE: For Props requesting FL240 and above.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

WYLIE FIVE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

JETS

Expect DALLAS DEPARTURE

PROPS

Props departing DAL must contact clearance delivery for departure instructions.

BELCHER TRANSITION (WYLIE5.EIC): (For aircraft inbound to Jackson, Monroe, and Shreveport terminal area.) From over TTT VOR/DME via TTT R-094 to POTEN, then via EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (WYLIE5.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.

LITTLE ROCK TRANSITION (WYLIE5.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO, then via LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (WYLIE5.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (WYLIE5.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME.

SAWMILL TRANSITION (WYLIE5.SWB): From over TTT VOR/DME via TTT R-094 to POTEN, then via EIC R-259 to TEKBE, then via SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (WYLIE5.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.

SOLDO TRANSITION (WYLIE5.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO.

TEXARKANA TRANSITION (WYLIE5.TXK): From over TTT VOR/DME via TTT R-074 to SHERO, then via TXK R-244 to TXK VORTAC.

TAKE-OFF OBSTACLES:

Rwy 13L, Floodlight, 965′ from departure end of runway, 743′ right of centerline, 31′ AGL/514′ MSL. Multiple trees and poles beginning 1166′ from departure end of runway, 516′ left of centerline, up to 60′ AGL/547′ MSL.

Rwy 13R, Road, tree and pole beginning 203′ from departure end of runway, 480′ right of centerline, up to 38′ AGL/514′ MSL. Light standard, sign, rod on stack beginning 691′ from departure end of runway, 555′ left of centerline, up to 61′ AGL/537′ MSL.

Rwy 18, Multiple trees and pipe beginning 605′ from departure end of runway, 93′ left of centerline, up to 41′ AGL/523′ MSL. Multiple trees, building and obstruction light on hangar beginning 300′ from departure end of runway, 90′ right of centerline, up to 48′ AGL/530′ MSL.

Rwy 31L, Tree, 340′ from departure end of runway, 408′ right of centerline, 10′ AGL/486′ MSL. Tree, 253′ from departure end of runway, 429′ left of centerline, 7′ AGL/483′ MSL.

Rwy 31R, Multiple trees and pole beginning 38′ from departure end of runway, 392′ left of centerline, up to 13′ AGL/490′ MSL. Multiple trees and poles beginning 366′ from departure end of runway, 553′ right of centerline, up to 48′ AGL/525′ MSL.

SC-2, 08 APR 2010 to 06 MAY 2010

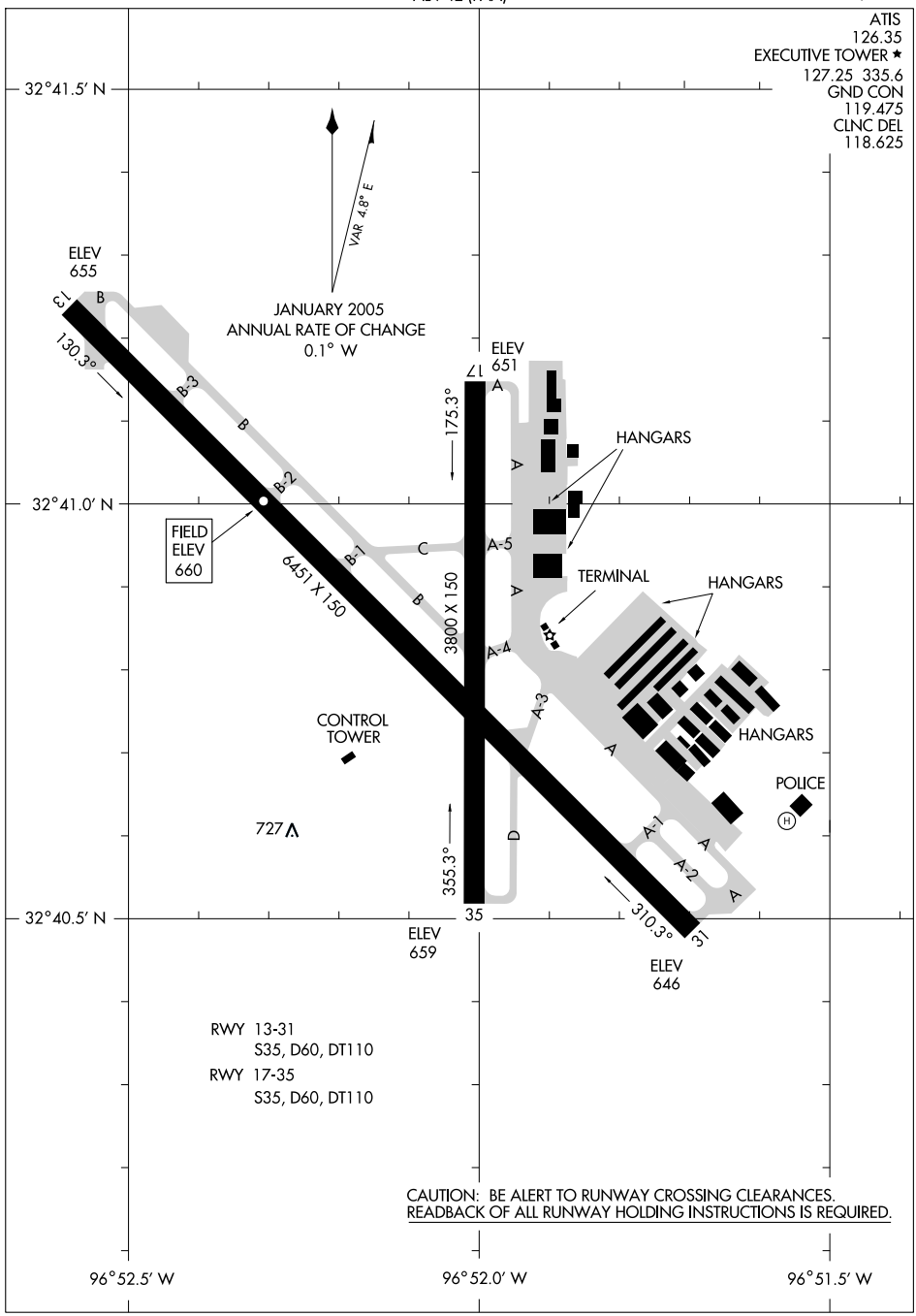
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AIRPORT DIAGRAM

AL-742 (FAA)

DALLAS EXECUTIVE (RBD)

DALLAS, TEXAS



RWY 13-31
S35, D60, DT110
RWY 17-35
S35, D60, DT110

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

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DALLAS NINE DEPARTURE

ATIS 126.35
CLNC DEL
118.625
GND CON
119.475
EXECUTIVE TOWER ★
127.25 (CTAF) 335.6
REGIONAL DEP CON
125.2 343.65
CTAF 120.3

DEPARTURE PROCEDURE:
Rwy 13: Climb via heading 129° to 2400 before turning westbound.
Rwy 17: Climb via heading 174° to 2400 before turning westbound.
Rwy 31: Climb via heading 309° to 1600 before turning southbound.
Rwy 35: Climb via heading 354° to 1600 before turning southbound.

TAKE-OFF MINIMUMS:
All runways standard.

NOTE: For Jets requesting FL180 and above.

LITTLE ROCK
113.9 LIT
Chan 86
N34°40.66′-W92°10.83′
L-18, H-6

ORTRO
N33°41.47′
W94°12.75′

TEXARKANA
116.3 TXK
Chan 110
N33°30.83′-W94°04.39′
L-17, H-6

SIDON
114.7 SQS
Chan 94
N33°27.83′-W90°16.64′
L-18, H-6

SULPHUR SPRINGS
109.0 SLR
Chan 27

EL DORADO
115.5 ELD
Chan 102
N33°15.37′-W92°44.64′
L-17, H-6

BONHAM
114.6 BYP
Chan 93

COBUG
N33°17.38′
W95°37.68′

QUITMAN
114.0 UIM
Chan 87
N32°52.82′-W95°22.01′
L-17, H-6

MAVERICK
113.1 TTT
Chan 78
N32°52.15′
W97°02.43′

NOBLY
N33°04.94′
W96°19.96′

TRISS
N32°58.20′
W96°19.94′

SHERO
N33°04.49′
W95°33.78′

MERIDIAN
117.0 MEI
Chan 117
N32°22.71′-W88°48.26
L-18, H-6

SOLDO
N32°51.92′
W96°19.94′
L-17

SHRLY
N32°44.60′
W94°18.17′

BELCHER
117.4 EIC
Chan 121
N32°46.28′-W93°48.60′
L-17, H-6

CLARE
N32°45.66′
W96°19.93′

POTEN
N32°39.33′
W95°40.03′

TEKBE
N32°42.80′
W94°47.73′

SAWMILL
113.75 SWB
Chan 84
N31°58.39′
W92°40.63′
L-22, H-6

GREGG COUNTY
112.3 GGG
Chan 70

FL230 064° (75)
055° (117)
R-235
R-320
151
R-244
6500 064° (79)
5000 (38) 76
R-324
R-184
R-182
R-181
R-180
5000 (39) 76
R-312
5000 081° (49)
R-261
R-183
14000 072° (134)
R-187
FL200 077° (125)
R-262
FL200 097° (206)
R-254
R-281
064° (38)
074° (36)
084° (36)
094° (36)
6000 (34)
94
10000 079° (44)
(25)
(25)
R-259
R-346
14000 111° (116)
R-291
71
1600
309°
354°
129°
174°
2400
2400
1600

N

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

JETS

Jets requesting 17,000 and below expect GARLAND Departure.

BELCHER TRANSITION (DALL9.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (DALL9.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.

LITTLE ROCK TRANSITION (DALL9.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO INT, then via LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (DALL9.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (DALL9.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.

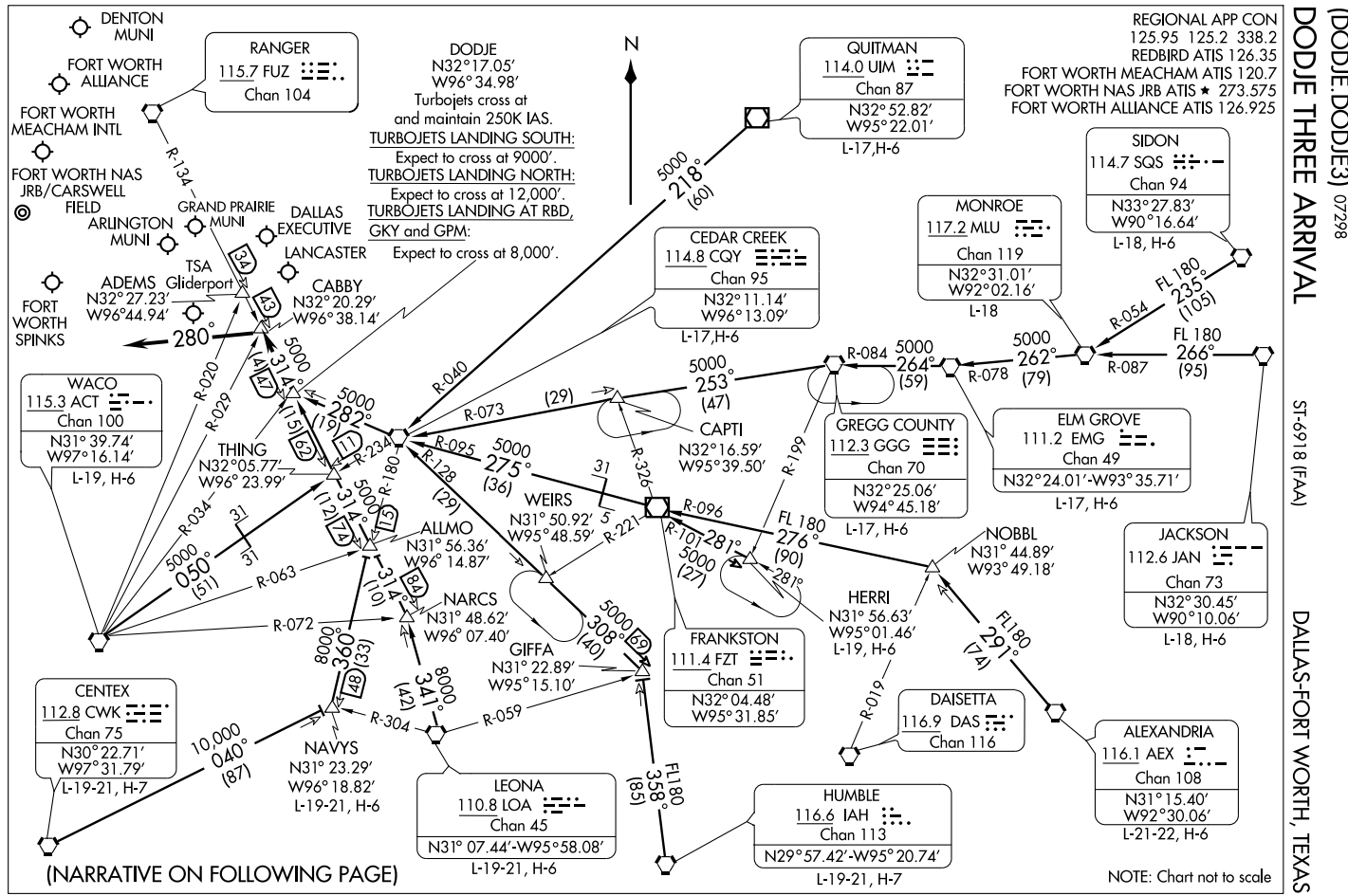
SAWMILL TRANSITION (DALL9.SWB): From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (DALL9.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.

SOLDO TRANSITION (DALL9.SOLDO): From over TTT VOR/DME via TTT R-084 to SOLDO INT.

TEXARKANA TRANSITION (DALL9.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.

SC-2, 08 APR 2010 to 06 MAY 2010


DODGE THREE ARRIVAL
(DODJE.DODJE3) 07298
ST-6918 (FAA)
DALLAS-FORT WORTH, TEXAS
REGIONAL APP CON
125.95 125.2 338.2
REDBIRD ATIS 126.35
FORT WORTH MEACHAM ATIS 120.7
FORT WORTH NAS JRB ATIS ★ 273.575
FORT WORTH ALLIANCE ATIS 126.925
DENTON MUNI
FORT WORTH ALLIANCE
FORT WORTH MEACHAM INTL
FORT WORTH NAS JRB/CARSWELL FIELD
ARLINGTON MUNI
GRAND PRAIRIE MUNI
DALLAS EXECUTIVE
LANCASTER
TSA
ADEMS Gliderport
N32°27.23′
W96°44.94′
CABBY
N32°20.29′
W96°38.14′
FORT WORTH SPINKS
RANGER
115.7 FUZ
Chan 104
R-134
DODJE
N32°17.05′
W96°34.98′
Turbojets cross at and maintain 250K IAS.
TURBOJETS LANDING SOUTH:
Expect to cross at 9000′.
TURBOJETS LANDING NORTH:
Expect to cross at 12,000′.
TURBOJETS LANDING AT RBD, GKY and GPM:
Expect to cross at 8,000′.
N
QUITMAN
114.0 UIM
Chan 87
N32°52.82′
W95°22.01′
L-17,H-6
5000
218°
(60)
CEDAR CREEK
114.8 CQY
Chan 95
N32°11.14′
W96°13.09′
L-17,H-6
MONROE
117.2 MLU
Chan 119
N32°31.01′
W92°02.16′
L-18
SIDON
114.7 SQS
Chan 94
N33°27.83′
W90°16.64′
L-18, H-6
FL 180
235°
(105)
R-054
R-087
5000
262°
(79)
R-078
R-084
5000
264°
(59)
FL 180
266°
(95)
WACO
115.3 ACT
Chan 100
N31° 39.74′
W97°16.14′
L-19, H-6
THING
N32°05.77′
W96° 23.99′
CAPTI
N32°16.59′
W95°39.50′
GREGG COUNTY
112.3 GGG
Chan 70
N32°25.06′
W94°45.18′
L-17, H-6
ELM GROVE
111.2 EMG
Chan 49
N32°24.01′-W93°35.71′
L-17, H-6
JACKSON
112.6 JAN
Chan 73
N32°30.45′
W90°10.06′
L-18, H-6
WEIRS
N31° 50.92′
W95° 48.59′
ALLMO
N31° 56.36′
W96° 14.87′
NARCS
N31° 48.62′
W96° 07.40′
GIFFA
N31° 22.89′
W95° 15.10′
NOBBL
N31° 44.89′
W93° 49.18′
HERRI
N31° 56.63′
W95° 01.46′
L-19, H-6
FRANKSTON
111.4 FZT
Chan 51
N32° 04.48′
W95° 31.85′
DAISETTA
116.9 DAS
Chan 116
CENTEX
112.8 CWK
Chan 75
N30° 22.71′
W97° 31.79′
L-19-21, H-7
NAVYS
N31° 23.29′
W96° 18.82′
L-19-21, H-6
LEONA
110.8 LOA
Chan 45
N31° 07.44′-W95° 58.08′
L-19-21, H-6
HUMBLE
116.6 IAH
Chan 113
N29° 57.42′-W95° 20.74′
L-19-21, H-7
ALEXANDRIA
116.1 AEX
Chan 108
N31° 15.40′
W92° 30.06′
L-21-22, H-6
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale

DODJE THREE ARRIVAL (DODJE.DODJE3)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DODJE3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

CEDAR CREEK TRANSITION (CQY.DODJE3): From over CQY VORTAC via CQY R-282 to DODJE INT. Thence. . . .

CENTEX TRANSITION (CWK.DODJE3): From over CWK VORTAC via CWK R-040 to NAVYS INT, then via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

ELM GROVE TRANSITION (EMG.DODJE3): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

GREGG COUNTY TRANSITION (GGG.DODJE3): From over GGG VORTAC via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HERRI TRANSITION (HERRI.DODJE3): (Assigned by ATC) From over HERRI INT via FZT R-101 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HUMBLE TRANSITION (IAH.DODJE3): From over IAH VORTAC via IAH R-355 to GIFFA INT, then via CQY R-128 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

JACKSON TRANSITION (JAN.DODJE3): From over JAN VORTAC via JAN R-266 and MLU R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

LEONA TRANSITION (LOA.DODJE3): From over LOA VORTAC via LOA R-341 to NARCS INT, then via FUZ R-134 to DODJE INT. Thence. . . .

MONROE TRANSITION (MLU.DODJE3): From over MLU VORTAC via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

NAVYS TRANSITION (NAVYS.DODJE3): From over NAVYS INT via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

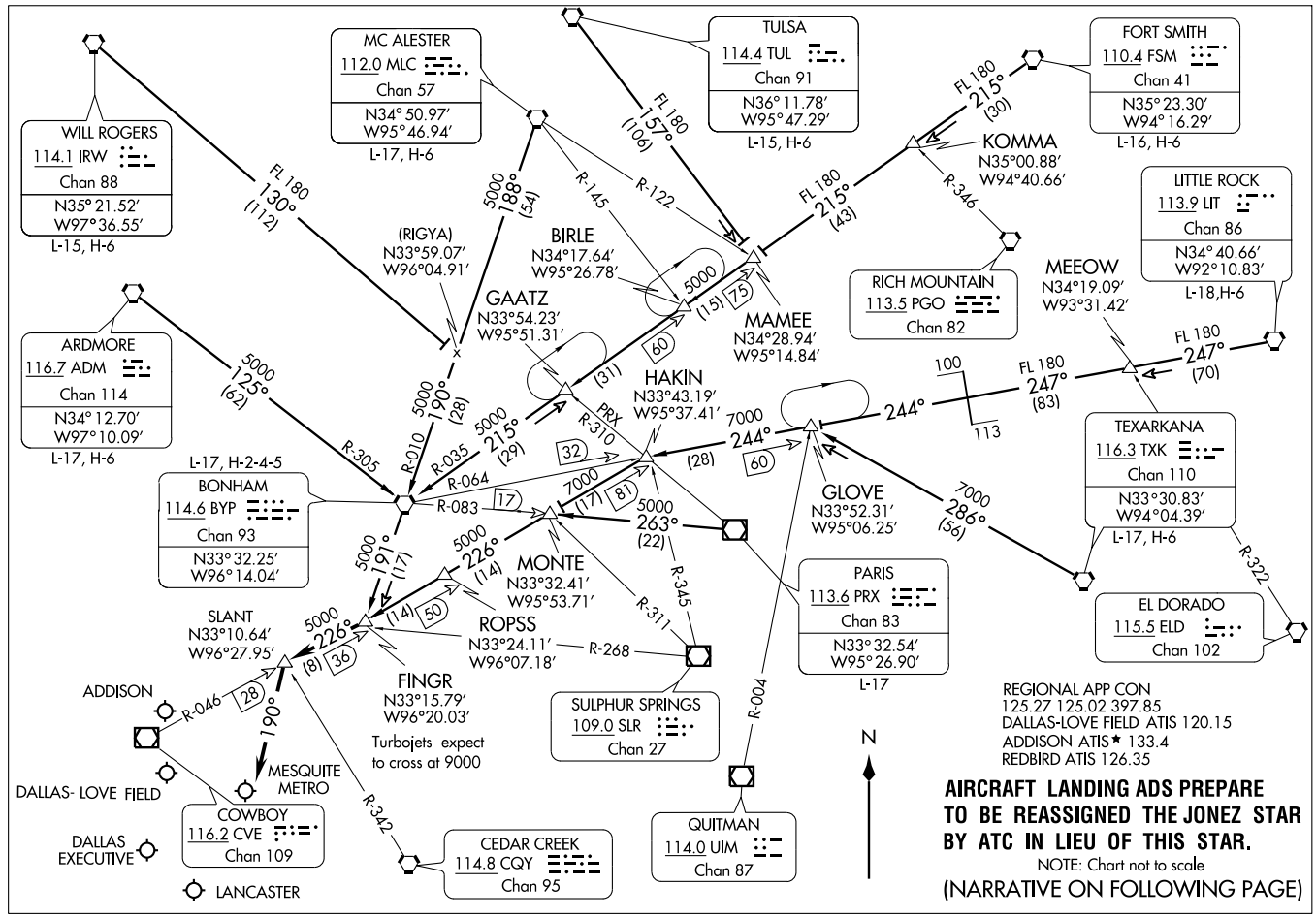
QUITMAN TRANSITION (UIM.DODJE3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

SIDON TRANSITION (SQS.DODJE3): From over SQS VORTAC via SQS R-235 and MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

WACO TRANSITION (ACT.DODJE3): From over ACT VORTAC via ACT R-050 and CQY R-234 to THING INT, then via FUZ R-134 to DODJE INT. Thence. . . .

. . . .From over DODJE INT via FUZ R-134 to CABBY INT or ADEMS INT (when directed by ATC). Depart CABBY INT heading 280°. Expect radar vectors to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010


MC ALESTER
112.0 MLC
Chan 57
N34° 50.97′
W95° 46.94′
L-17, H-6
TULSA
114.4 TUL
Chan 91
N36° 11.78′
W95° 47.29′
L-15, H-6
FORT SMITH
110.4 FSM
Chan 41
N35° 23.30′
W94° 16.29′
L-16, H-6
WILL ROGERS
114.1 IRW
Chan 88
N35° 21.52′
W97° 36.55′
L-15, H-6
KOMMA
N35°00.88′
W94°40.66′
LITTLE ROCK
113.9 LIT
Chan 86
N34° 40.66′
W92° 10.83′
L-18,H-6
(RIGYA)
N33°59.07′
W96°04.91′
BIRLE
N34°17.64′
W95°26.78′
GAATZ
N33°54.23′
W95°51.31′
MAMEE
N34°28.94′
W95°14.84′
RICH MOUNTAIN
113.5 PGO
Chan 82
MEEOW
N34°19.09′
W93°31.42′
ARDMORE
116.7 ADM
Chan 114
N34° 12.70′
W97° 10.09′
L-17, H-6
HAKIN
N33°43.19′
W95°37.41′
TEXARKANA
116.3 TXK
Chan 110
N33°30.83′
W94°04.39′
L-17, H-6
L-17, H-2-4-5
BONHAM
114.6 BYP
Chan 93
N33° 32.25′
W96° 14.04′
GLOVE
N33°52.31′
W95°06.25′
MONTE
N33°32.41′
W95°53.71′
PARIS
113.6 PRX
Chan 83
N33° 32.54′
W95° 26.90′
L-17
EL DORADO
115.5 ELD
Chan 102
SLANT
N33°10.64′
W96°27.95′
ROPSS
N33°24.11′
W96°07.18′
FINGR
N33°15.79′
W96°20.03′
Turbojets expect
to cross at 9000
SULPHUR SPRINGS
109.0 SLR
Chan 27
ADDISON
MESQUITE
METRO
DALLAS- LOVE FIELD
COWBOY
116.2 CVE
Chan 109
DALLAS
EXECUTIVE
LANCASTER
CEDAR CREEK
114.8 CQY
Chan 95
QUITMAN
114.0 UIM
Chan 87
N
REGIONAL APP CON
125.27 125.02 397.85
DALLAS-LOVE FIELD ATIS 120.15
ADDISON ATIS★ 133.4
REDBIRD ATIS 126.35
AIRCRAFT LANDING ADS PREPARE
TO BE REASSIGNED THE JONEZ STAR
BY ATC IN LIEU OF THIS STAR.
NOTE: Chart not to scale
(NARRATIVE ON FOLLOWING PAGE)

FINGR THREE ARRIVAL (FINGR.FINGR3)

ARRIVAL DESCRIPTION

ARDMORE TRANSITION (ADM.FINGR3): From over ADM VORTAC via ADM R-125 and BYP R-305 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
BONHAM TRANSITION (BYP.FINGR3): From over BYP VORTAC via BYP R-191 to to FINGR INT. Thence . . . .
FORT SMITH TRANSITION (FSM.FINGR3): From over FSM VORTAC via FSM R-215 to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
LITTLE ROCK TRANSITION (LIT.FINGR3): From over LIT VORTAC via LIT R-247 and BYP R-064 to HAKIN INT, then via CVE R-046 to FINGR INT. Thence . . . .
MC ALESTER TRANSITION (MLC.FINGR3): From over MLC VORTAC via MLC R-188 and BYP R-010 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
PARIS TRANSITION (PRX.FINGR3): From over PRX VOR/DME via PRX R-263 to MONTE INT, then via CVE R-046 to FINGR INT. Thence . . . .
TEXARKANA TRANSITION (TXK.FINGR3): From over TXK VORTAC via TXK R-286 to GLOVE INT, then via BYP R-064 to HAKIN INT, then via CVE R-046 to FINGR INT. Thence . . . .
TULSA TRANSITION (TUL.FINGR3): From over TUL VORTAC via TUL R-157 to to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
WILL ROGERS TRANSITION (IRW.FINGR3): From over IRW VORTAC via IRW R-130 and BYP R-010 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . . From over FINGR INT via CVE R-046 to SLANT INT.
AIRCRAFT LANDING NORTH: Depart SLANT INT heading 190° for vectors to final approach course.
AIRCRAFT LANDING SOUTH: Expect vectors to final approach course.

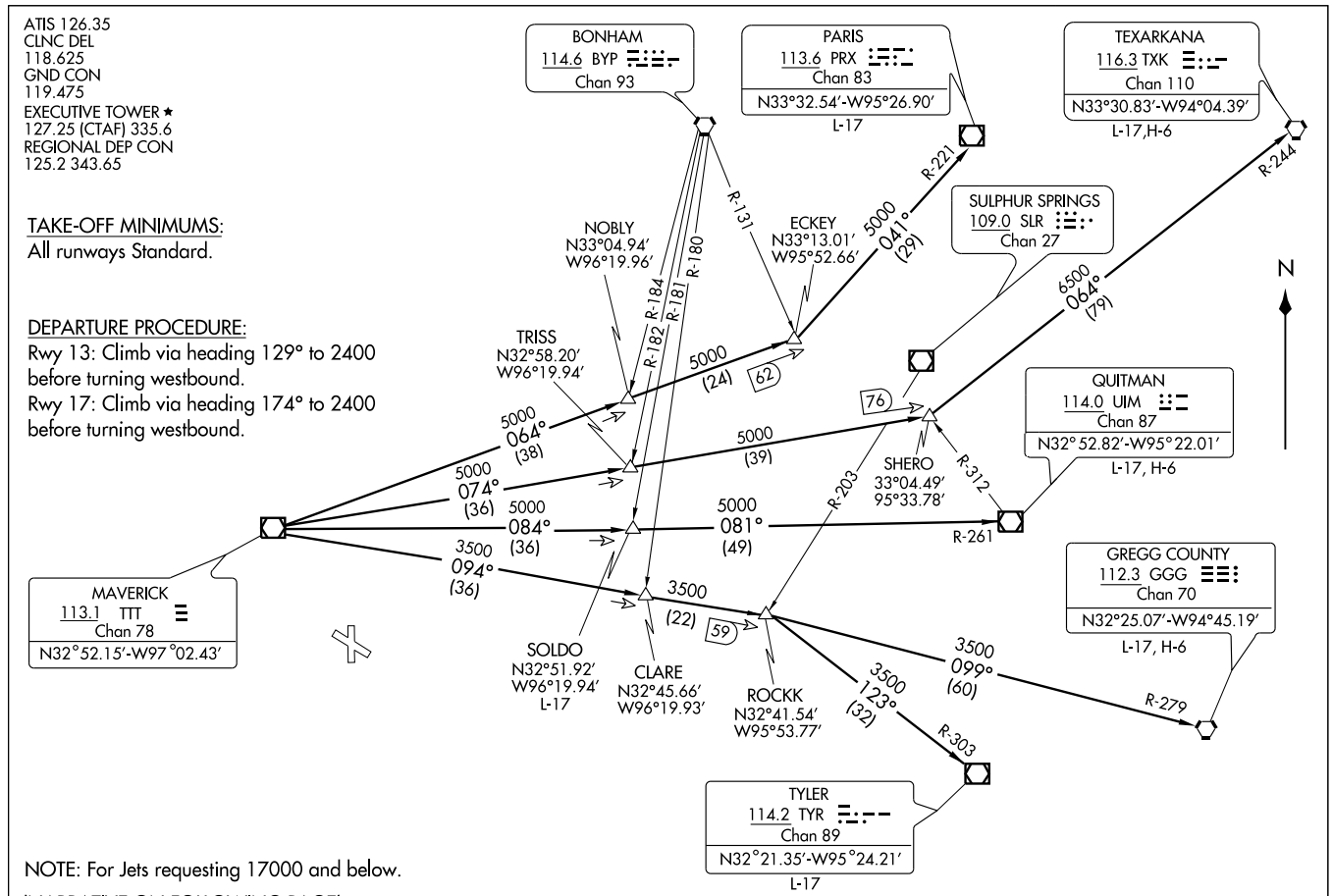
SC-2, 08 APR 2010 to 06 MAY 2010

GARLAND THREE DEPARTURE

ATIS 126.35
CLNC DEL
118.625
GND CON
119.475
EXECUTIVE TOWER ★
127.25 (CTAF) 335.6
REGIONAL DEP CON
125.2 343.65

TAKE-OFF MINIMUMS:
All runways Standard.

DEPARTURE PROCEDURE:
Rwy 13: Climb via heading 129° to 2400 before turning westbound.
Rwy 17: Climb via heading 174° to 2400 before turning westbound.



NOTE: For Jets requesting 17000 and below.
(NARRATIVE ON FOLLOWING PAGE)

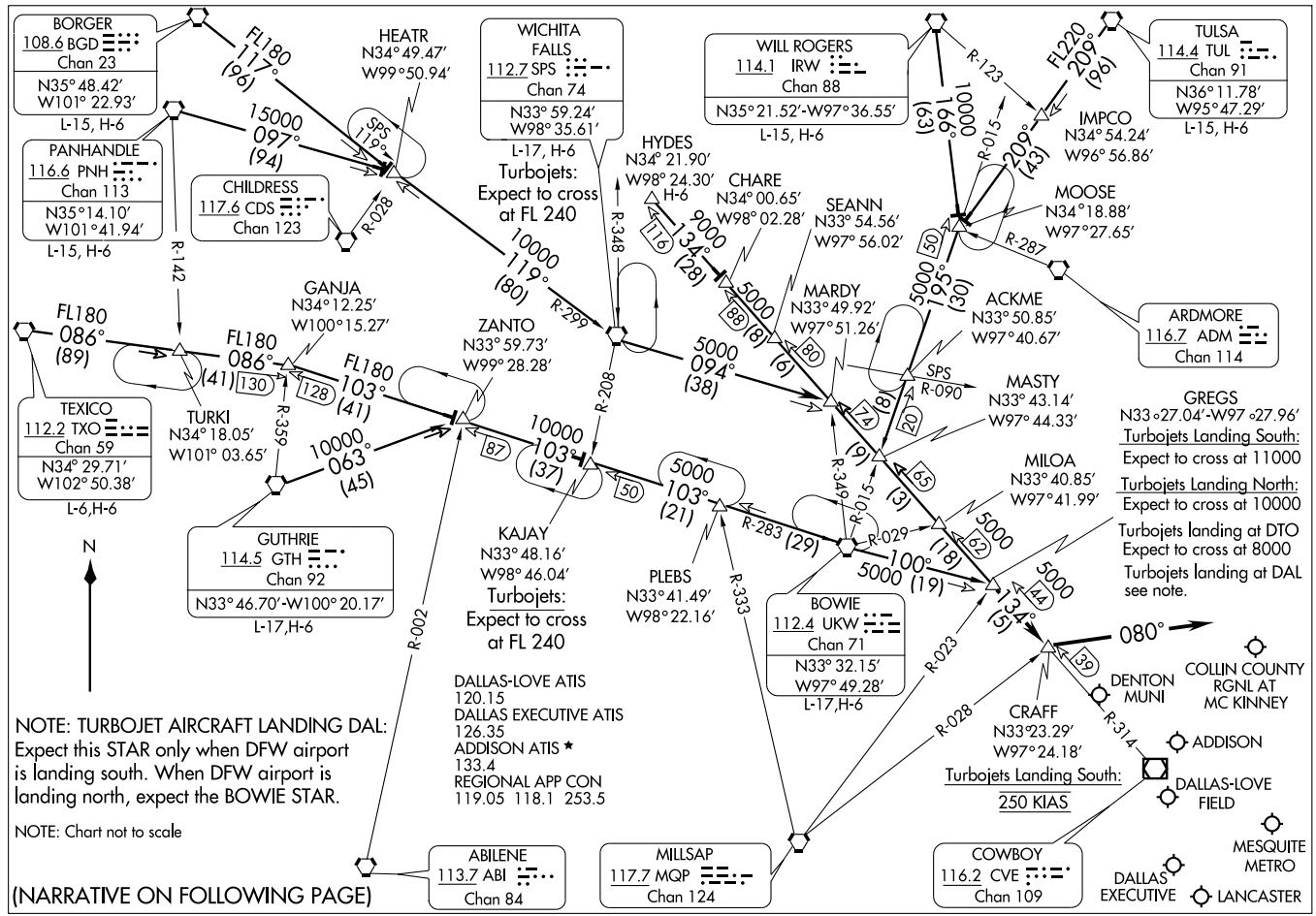
NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading to appropriate route.

LONGVIEW TRANSITION (GARL3.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL3.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (GARL3.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (GARL3.SOLDO): (ATC assigned) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (GARL3.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL3.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

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BORGER
108.6 BGD
Chan 23
N35° 48.42'
W101° 22.93'
L-15, H-6
PANHANDLE
116.6 PNH
Chan 113
N35° 14.10'
W101° 41.94'
L-15, H-6
CHILDRESS
117.6 CDS
Chan 123
HEATR
N34° 49.47'
W99° 50.94'
WICHITA FALLS
112.7 SPS
Chan 74
N33° 59.24'
W98° 35.61'
L-17, H-6
Turbojets: Expect to cross at FL 240
WILL ROGERS
114.1 IRW
Chan 88
N35° 21.52'-W97° 36.55'
L-15, H-6
TULSA
114.4 TUL
Chan 91
N36° 11.78'
W95° 47.29'
L-15, H-6
IMPCO
N34° 54.24'
W96° 56.86'
MOOSE
N34° 18.88'
W97° 27.65'
ARDMORE
116.7 ADM
Chan 114
HYDES
N34° 21.90'
W98° 24.30'
H-6
CHARE
N34° 00.65'
W98° 02.28'
SEANN
N33° 54.56'
W97° 56.02'
MARDY
N33° 49.92'
W97° 51.26'
ACKME
N33° 50.85'
W97° 40.67'
MASTY
N33° 43.14'
W97° 44.33'
GREGS
N33°27.04'-W97°27.96'
Turbojets Landing South:
Expect to cross at 11000
Turbojets Landing North:
Expect to cross at 10000
Turbojets landing at DTO
Expect to cross at 8000
Turbojets landing at DAL
see note.
MILOA
N33° 40.85'
W97° 41.99'
GANJA
N34° 12.25'
W100° 15.27'
ZANTO
N33° 59.73'
W99° 28.28'
TEXICO
112.2 TXO
Chan 59
N34° 29.71'
W102° 50.38'
L-6,H-6
TURKI
N34° 18.05'
W101° 03.65'
GUTHRIE
114.5 GTH
Chan 92
N33° 46.70'-W100° 20.17'
L-17,H-6
KAJAY
N33° 48.16'
W98° 46.04'
Turbojets: Expect to cross at FL 240
PLEBS
N33° 41.49'
W98° 22.16'
BOWIE
112.4 UKW
Chan 71
N33° 32.15'
W97° 49.28'
L-17,H-6
CRAFF
N33° 23.29'
W97° 24.18'
Turbojets Landing South:
250 KIAS
DENTON MUNI
COLLIN COUNTY RGNL AT MC KINNEY
ADDISON
DALLAS-LOVE FIELD
MESQUITE METRO
DALLAS EXECUTIVE
LANCASTER
ABILENE
113.7 ABI
Chan 84
MILLSAP
117.7 MQP
Chan 124
COWBOY
116.2 CVE
Chan 109
DALLAS-LOVE ATIS
120.15
DALLAS EXECUTIVE ATIS
126.35
ADDISON ATIS ★
133.4
REGIONAL APP CON
119.05 118.1 253.5
NOTE: TURBOJET AIRCRAFT LANDING DAL:
Expect this STAR only when DFW airport is landing south. When DFW airport is landing north, expect the BOWIE STAR.
NOTE: Chart not to scale
(NARRATIVE ON FOLLOWING PAGE)
N
FL180 117° (96)
15000 097° (94)
SPS 119°
R-028
R-142
FL180 086° (89)
FL180 086° (41)
130
128
FL180 103° (41)
R-359
10000° 063° (45)
10000 119° (80)
R-299
R-348
R-208
10000 103° (37)
87
50
5000 103° (21)
R-283 (29)
R-002
R-333
9000 134° (28)
116
5000 088° (8)
80
6
5000 094° (38)
74
8
20
9
R-349
R-015
65
3
R-029
5000 100° (19)
5000 062 (18)
5000 134° (5)
44
39
080°
R-023
R-028
R-314
R-123
10000 166° (63)
FL220 209° (96)
R-015
209° (43)
50
5000 195° (30)
R-287
SPS R-090

ARRIVAL DESCRIPTION

BORGER TRANSITION (BGD.GREGS6): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence . . . .

BOWIE TRANSITION (UKW.GREGS6): From over UKW VORTAC via UKW R-100 to GREGS INT. Thence . . . .

GUTHRIE TRANSITION (GTH.GREGS6): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to GREGS INT. Thence . . . .

HYDES TRANSITION (HYDES.GREGS6): From over HYDES INT via CVE R-314 to GREGS INT. Thence . . . .

PANHANDLE TRANSITION (PNH.GREGS6): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence. . . .

TEXICO TRANSITION (TXO.GREGS6): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to GREGS INT. Thence . . . .

TULSA TRANSITION (TUL.GREGS6): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to MASTY INT, then via CVE R-314 to GREGS INT. Thence . . . .

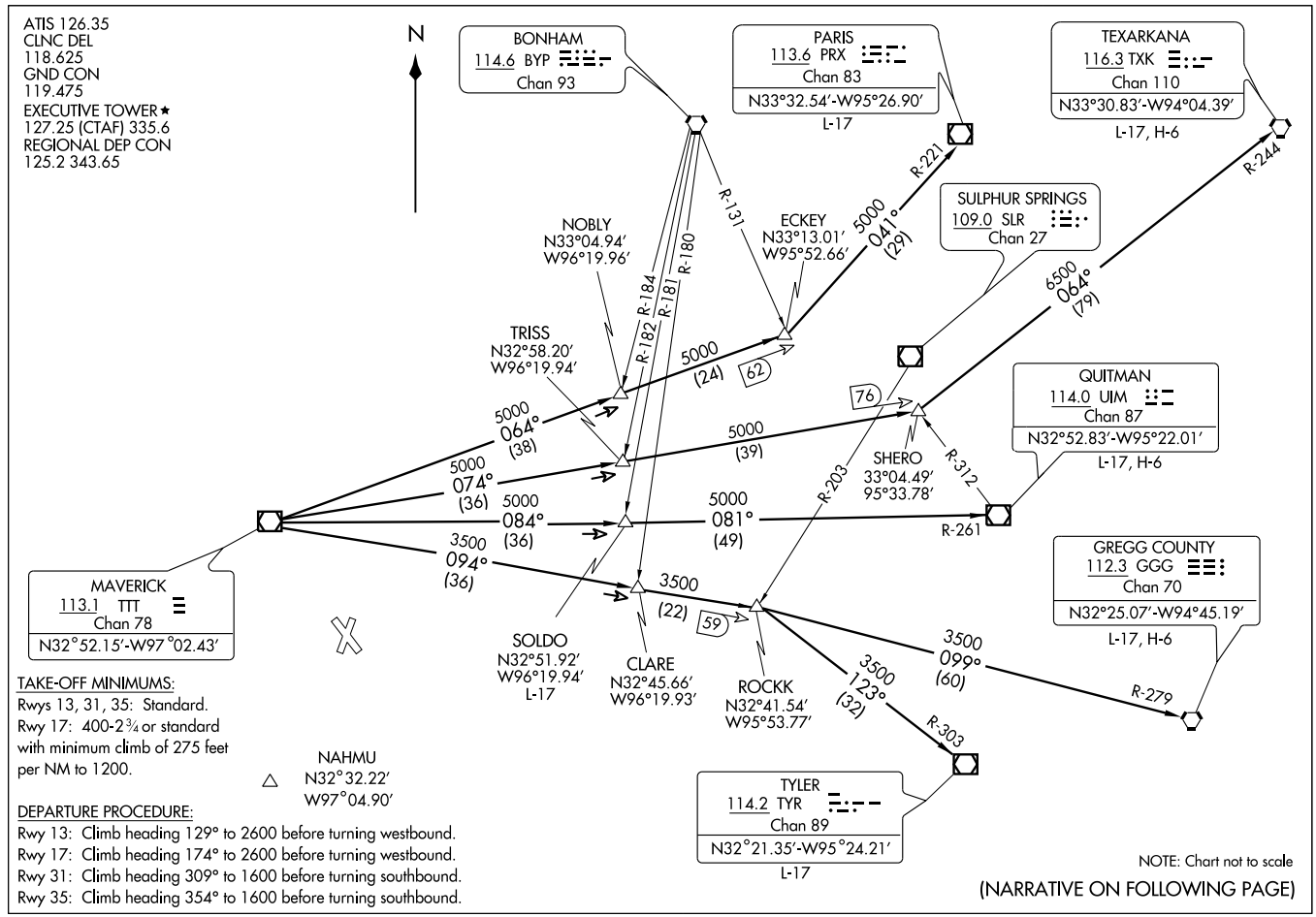
WICHITA FALLS TRANSITION (SPS.GREGS6): From over SPS VORTAC via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence. . . .

WILL ROGERS TRANSITION (IRW.GREGS6): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to MASTY INT, then via CVE R-314 to GREGS INT. Thence . . . .

. . . . From over GREGS INT via CVE R-314 to CRAFF INT thence heading 080° for vector to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010

HUBBARD SIX DEPARTURE



DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES:
Rwy 13:
OL on blast fence 109′ from departure end of runway, 347′ left of centerline, 6′ AGL/658′ MSL.
Rwy 17:
Tree 468′ from departure end of runway, 454′ left of centerline, 35′ AGL/699′ MSL.
Tree 113′ from departure end of runway, 516′ right of centerline, 30′ AGL/679′ MSL.
Tree 871′ from departure end of runway, 405′ left of centerline, 35′ AGL/685′ MSL.
Tree 651′ from departure end of runway, 303′ right of centerline, 35′ AGL/699′ MSL.
Rwy 31:
Tree 481′ from departure end of runway, 552′ right of centerline, 30′ AGL/677′ MSL.
Tree 2,978′ from departure end of runway, 802′ left of centerline, 46′ AGL/732′ MSL.
Rwy 35:
Tree 534′ from departure end of runway, 302′ left of centerline, 34′ AGL/671′ MSL.
Tree 745′ from departure end of runway, 371′ left of centerline, 35′ AGL/672′ MSL.
Tree 972′ from departure end of runway, 405′ right of centerline, 35′ AGL/675′ MSL.

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LOC I-RBD	APP CRS	Rwy Idg	6451
108.5	309°	TDZE	658
		Apt Elev	660

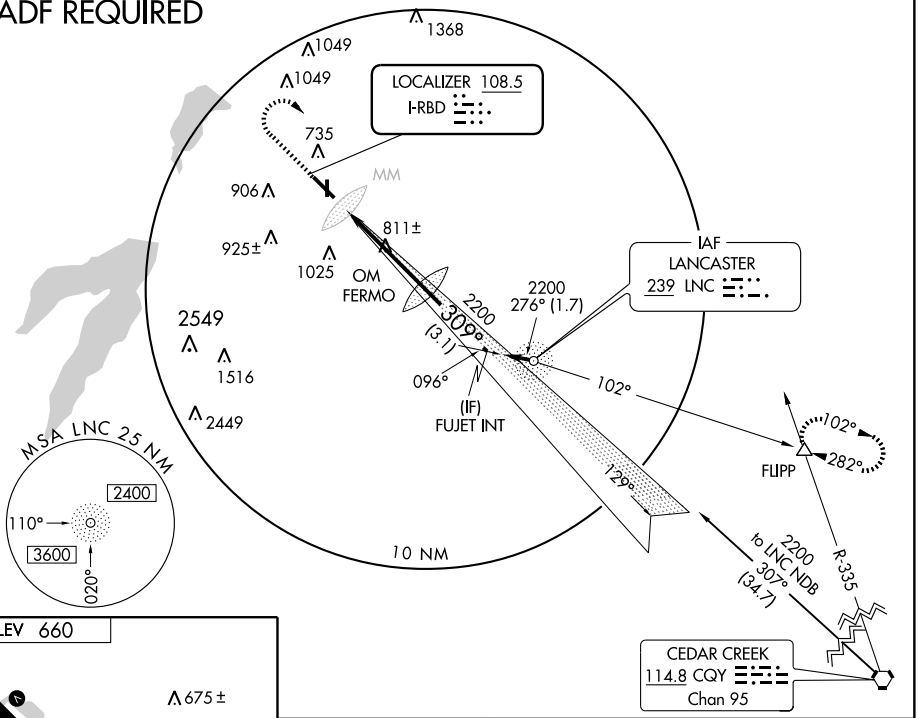
ILS or LOC RWY 31
DALLAS EXECUTIVE (RBD)

When local altimeter setting not received use Dallas Love Field altimeter setting and increase DA to 906 feet and all MDA 60 feet, increase S-LOC 31 Cat C visibility ¼ mile.

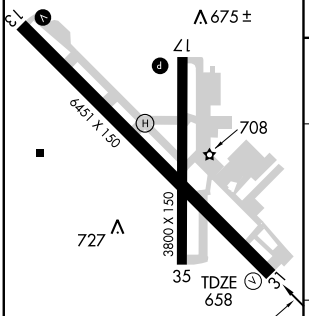
MISSED APPROACH: Climb to 1200 then climbing right turn to 2400 direct LNC NDB and via bearing 102° from LNC NDB to FLIPP INT and hold.

ATIS	REGIONAL APP CON	EXECUTIVE TOWER★	GND CON	CLNC DEL	UNICOM
126.35	125.2 343.65	127.25 (CTAF) L 335.6	119.475	118.625	122.95

ADF REQUIRED



ELEV 660



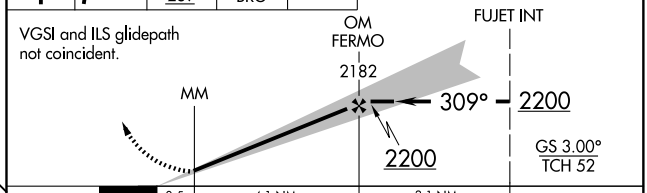
LDIN Rwy 31 L
REIL Rwys 13, 17, and 35
MIRL Rwys 13-31 and 17-35

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

1200	2400	LNC 239	102° BRG	FLIPP

Procedure Turn NA

VGSI and ILS glidepath not coincident.



CATEGORY	A	B	C	D
S-ILS 31	858-¾ 200 (200-¾)			
S-LOC 31	1100-1 442 (500-1)		1100-1¼ 442 (500-1¼)	1100-1½ 442 (500-1½)
CIRCLING	1160-1 500 (500-1)		1160-1½ 500 (500-1½)	1340-2¼ 680 (700-2¼)

SC-2, 08 APR 2010 to 06 MAY 2010

JOE POOL FOUR DEPARTURE

SL-742 (FAA)

DALLAS EXECUTIVE (RBD)

DALLAS, TEXAS

ATIS 126.35
CLNC DEL
118.625
GND CON
119.475
EXECUTIVE TOWER ★
127.25 (CTAF) 335.6
REGIONAL DEP CON
125.2 343.65

TAKE-OFF MINIMUMS: All runways standard.

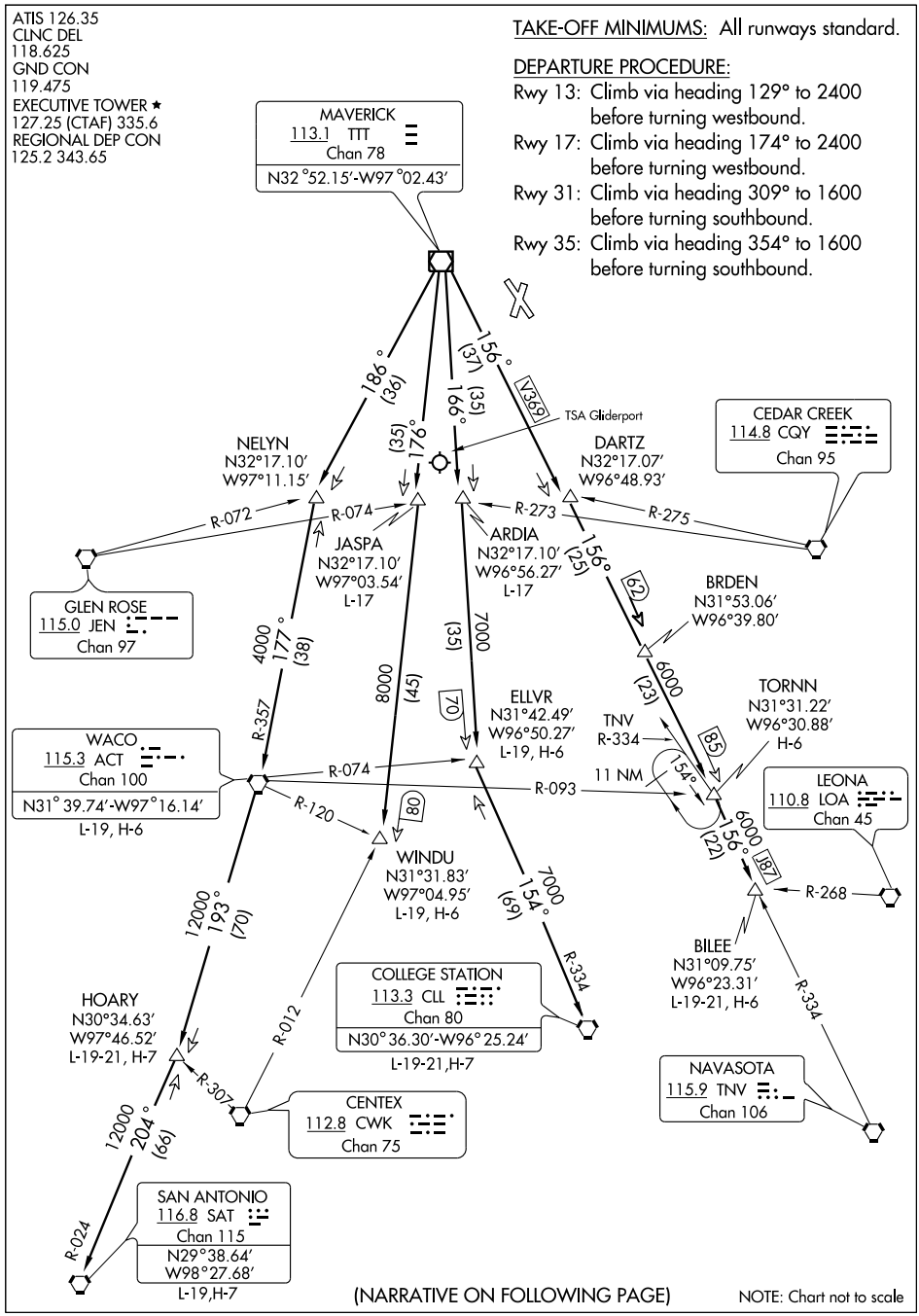
DEPARTURE PROCEDURE:

Rwy 13: Climb via heading 129° to 2400 before turning westbound.

Rwy 17: Climb via heading 174° to 2400 before turning westbound.

Rwy 31: Climb via heading 309° to 1600 before turning southbound.

Rwy 35: Climb via heading 354° to 1600 before turning southbound.



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude, expect vector to appropriate route.

ARDIA TRANSITION (JPOOL4.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (JPOOL4.BILEE): (For aircraft overflying the BILEE intersection, thence via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to overfly the TNV VORTAC.) From over TTT VOR/DME via TTT R-156 to BILEE INT.

BRDEN TRANSITION (JPOOL4.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.

COLLEGE STATION TRANSITION (JPOOL4.CLL): (For piston aircraft inbound to Houston Hobby and all aircraft inbound to West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.

ELLVR TRANSITION (JPOOL4.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT VOR/DME via TTT R-166 to ELLVR INT.

HOARY TRANSITION (JPOOL4.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.

JASPA TRANSITION (JPOOL4.JASPA): (ATC assigned.) From over TTT VOR/DME via TTT R-176 to JASPA INT.

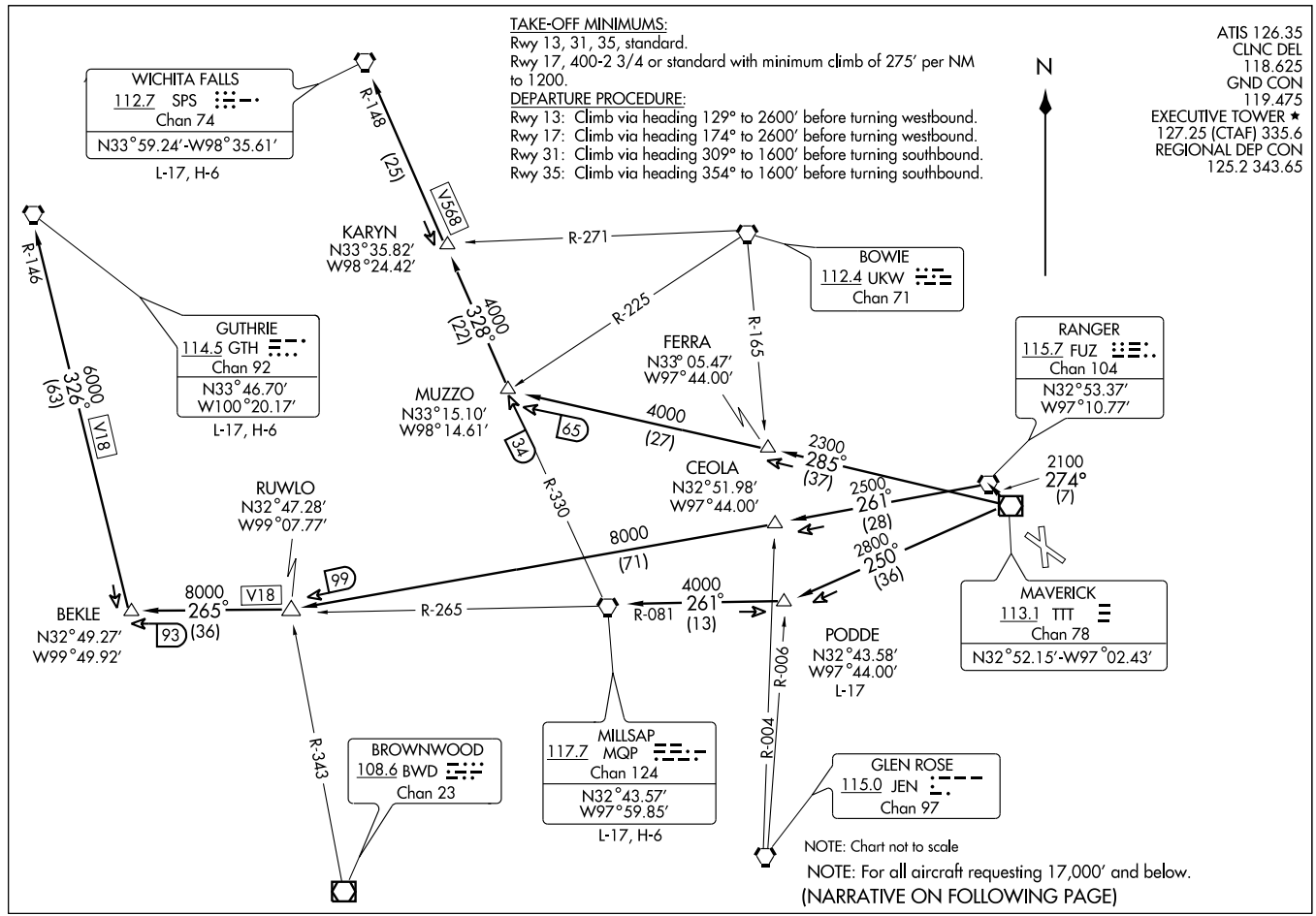
SAN ANTONIO TRANSITION (JPOOL4.SAT): (For aircraft overflying Centex and San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

TORNN TRANSITION (JPOOL4.TORNN): (For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT R-156 to TORNN INT.

WACO TRANSITION (JPOOL4.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

WINDU TRANSITION (JPOOL4.WINDU): (For aircraft inbound to Austin or San Antonio terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU.) From over TTT VOR/DME via TTT R-176 to WINDU INT.

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(KING) (11) 08213

KINGDOM SEVEN DEPARTURE SL-742 (FAA)

DALLAS EXECUTIVE (RBD)
DALLAS, TEXAS

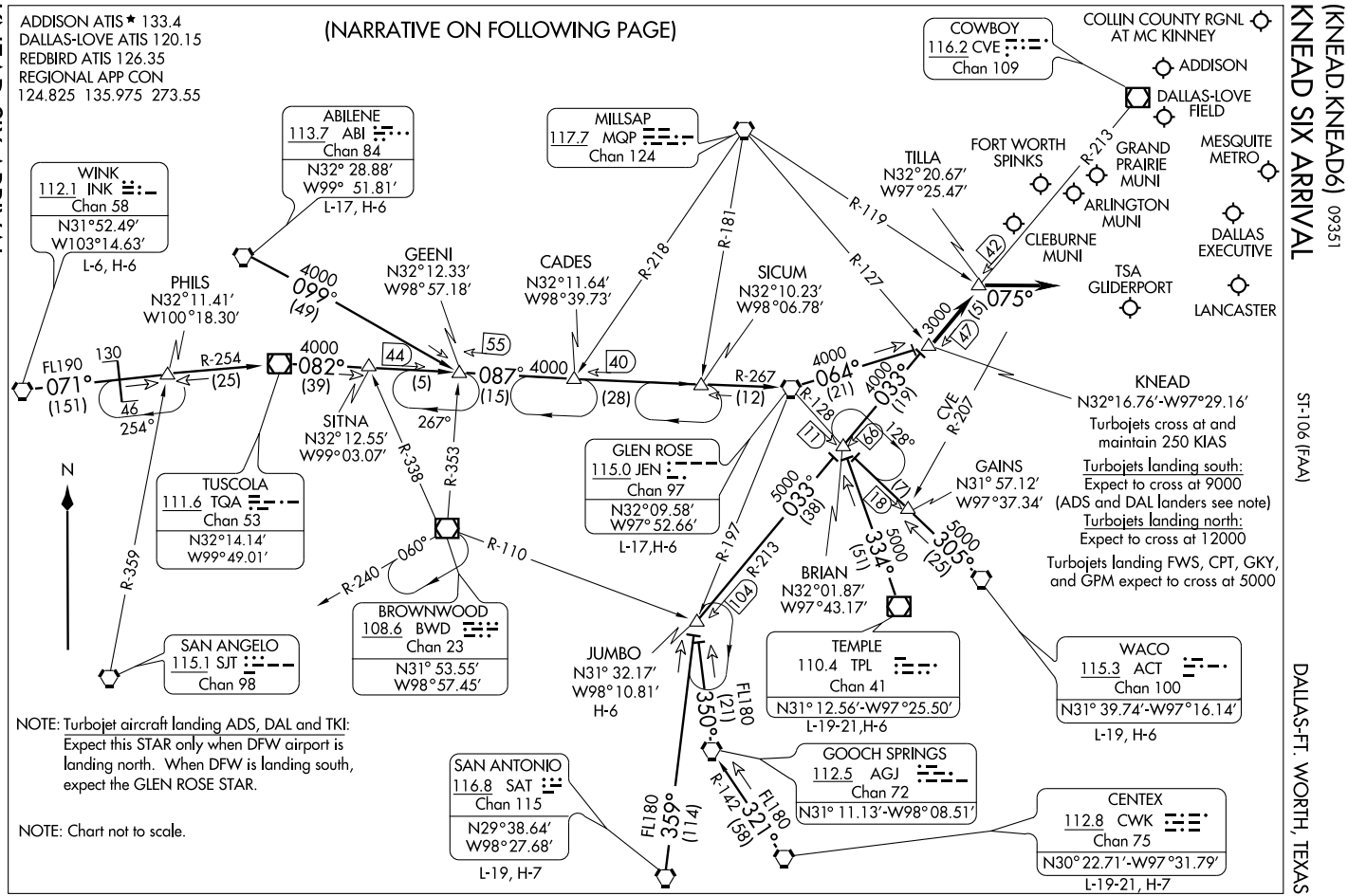
DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock terminal area or proceeding westbound via V-18 to GTH VORTAC). From over TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT, then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC.
MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC westbound via V-18 or direct). From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.
PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.
WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VORTAC). From over TTT VOR/DME via TTT R-285 to MUZZO INT, then via SPS R-148 to SPS VORTAC.

TAKE-OFF OBSTACLES:
Note: Rwy 13, OL on blast fence 109′ from DER, 347′ left of centerline, 6′ AGL/658′ MSL.
Note: Rwy 17, Tree 468′ from DER, 454′ left of centerline, 35′ AGL/699′ MSL. Tree 113′ from DER, 516′ right of centerline, 30′ AGL/679′ MSL. Tree 871′ from DER, 405′ left of centerline, 35′ AGL/685′ MSL. Tree 651′ from DER, 303′ right of centerline, 35′ AGL/699′ MSL.
Note: Rwy 31, Tree 481′ from DER, 552′ right of centerline, 30′ AGL/677′ MSL. Tree 2978′ from DER, 802′ left of centerline, 46′ AGL/732′ MSL.
Note: Rwy 35, Tree 534′ from DER, 302′ left of centerline, 34′ AGL/671′ MSL. Tree 745′ from DER, 371′ left of centerline, 35′ AGL/672′ MSL. Tree 972′ from DER, 405′ right of centerline, 35′ AGL/675′ MSL.

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(KNEAD.KNEAD6) 09351

KNEAD SIX ARRIVAL

ST-106 (FAA)

DALLAS-FT. WORTH, TEXAS

ARRIVAL DESCRIPTION

ABILENE TRANSITION (ABI.KNEAD6): From over ABI VORTAC via ABI R-099 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

CENTEX TRANSITION (CWK.KNEAD6): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

GLEN ROSE TRANSITION (JEN.KNEAD6): From over JEN VORTAC via JEN R-064 to KNEAD INT. Thence . . . .

JUMBO TRANSITION (JUMBO.KNEAD6): From over JUMBO INT via CVE R-213 to KNEAD INT. Thence . . . .

SAN ANTONIO TRANSITION (SAT.KNEAD6): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

TEMPLE TRANSITION (TPL.KNEAD6): From over TPL VOR/DME via TPL R-334 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WACO TRANSITION (ACT.KNEAD6): From over ACT VORTAC via ACT R-305 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WINK TRANSITION (INK.KNEAD6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

. . . . From over KNEAD INT via CVE R-213 to TILLA INT, thence via heading 075° for vectors to final approach course.

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APP CRS	Rwy Idg	3801
174°	TDZE	658
	Apt Elev	660

RNAV (GPS) RWY 17

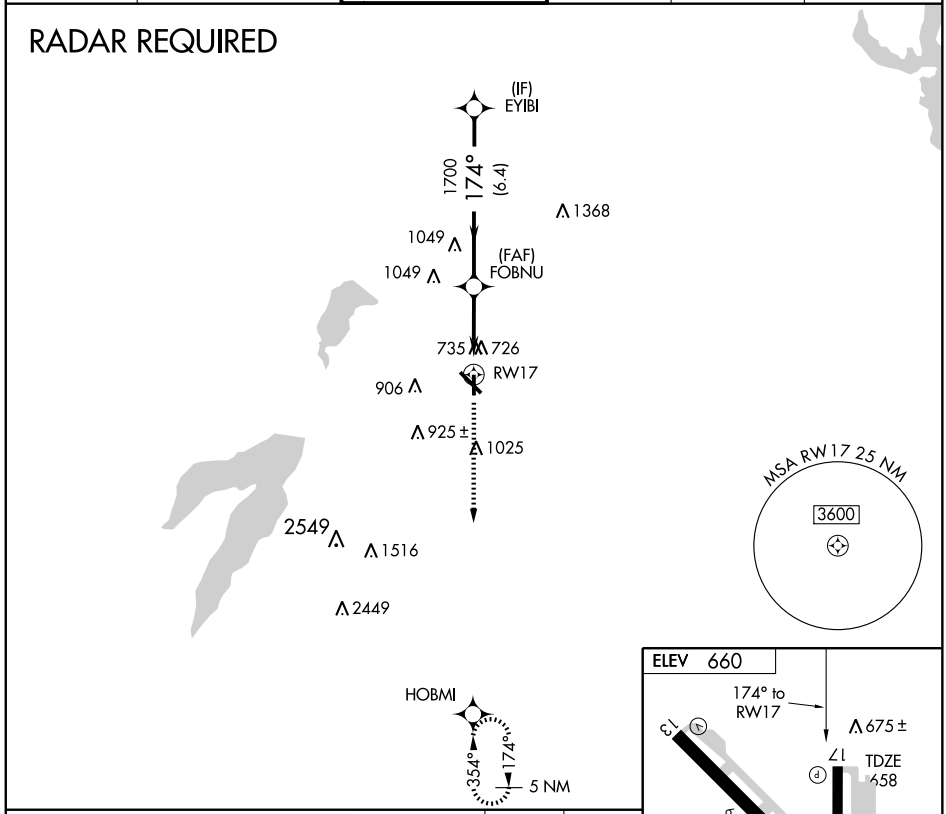
DALLAS EXECUTIVE (RBD)

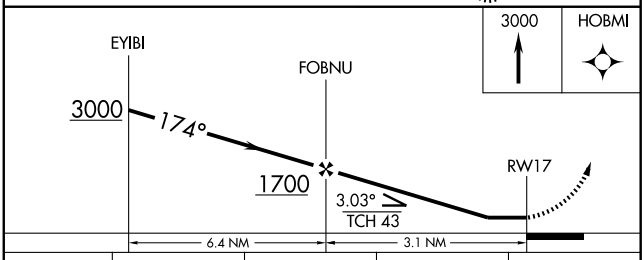
If local altimeter setting not received, use Dallas-Love Field altimeter setting and increase all MDAs 60 feet.
DME/DME RNP-0.3 NA.

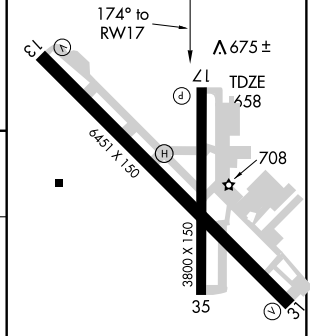
MISSED APPROACH: Climb to 3000 direct HOBMI and hold.

ATIS	REGIONAL APP CON	EXECUTIVE TOWER ★	GND CON	CLNC DEL	UNICOM
126.35	125.2 343.65	127.25 (CTAF) L 335.6	119.475	118.625	122.95

RADAR REQUIRED







CATEGORY	A	B	C	D
LNAV MDA	1100-1 442 (500-1)		1100-1¼ 442 (500-1¼)	1100-1½ 442 (500-1½)
CIRCLING	1160-1 500 (500-1)		1160-1½ 500 (500-1½)	1340-2¼ 680 (700-2¼)

LDIN Rwy 31 L
REIL Rwys 13, 17, and 35
MIRL Rwys 13-31 and 17-35

SC-2, 08 APR 2010 to 06 MAY 2010

DALLAS, TEXAS

AL-742 (FAA)

RNAV (GPS) RWY 31

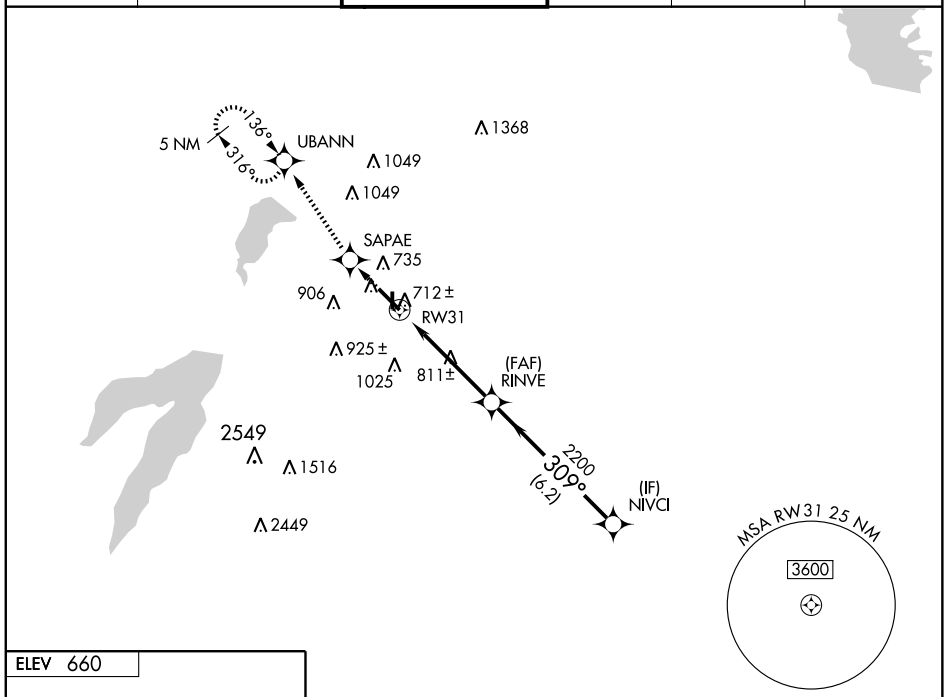
DALLAS EXECUTIVE (RBD)

WAAS Ch 42699 W31A	APP CRS 309°	Rwy Idg 6451 TDZE 658 Apt Elev 660

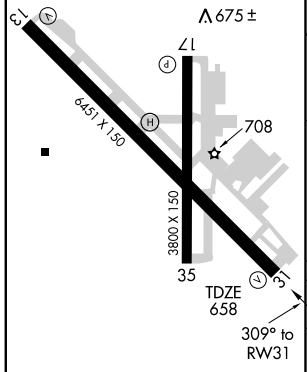
DME/DME RNP-0.3 NA. BARO-VNAV NA below -16°C (4°F). If local altimeter setting not received, use Dallas-Love Field altimeter setting and increase all DAs/MDAs 60 feet. BARO-VNAV and VDP NA when using Dallas-Love Field altimeter setting.

MISSED APPROACH: Climb to 2500 direct SAPAE and via 320° track to UBANN and hold.

ATIS	REGIONAL APP CON	EXECUTIVE TOWER ★	GND CON	CLNC DEL	UNICOM
126.35	125.2 343.65	127.25 (CTAF) L 335.6	119.475	118.625	122.95



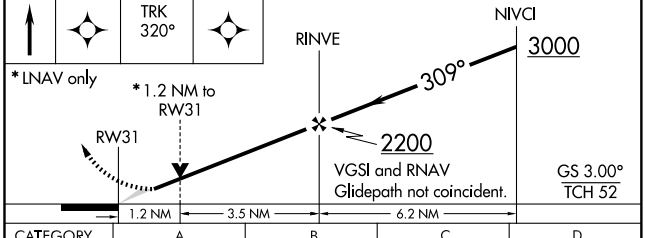
ELEV 660



LDIN Rwy 31 L
REIL Rwys 13, 17, and 35
MIRL Rwys 13-31 and 17-35

RADAR REQUIRED

2500	SAPAE	TRK 320°	UBANN



CATEGORY	A	B	C	D
LPV DA	908-1 250 (300-1)			
LNAV/VNAV DA	1073-1½ 415 (500-1½)			
LNAV MDA	1080-1 422 (500-1)		1080-1¼ 422 (500-1¼)	
CIRCLING	1160-1½ 500 (500-1½)			1340-2¼ 680 (700-2¼)

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APP CRS	Rwy Idg	3801
354°	TDZE	659
	Apt Elev	660

RNAV (GPS) RWY 35

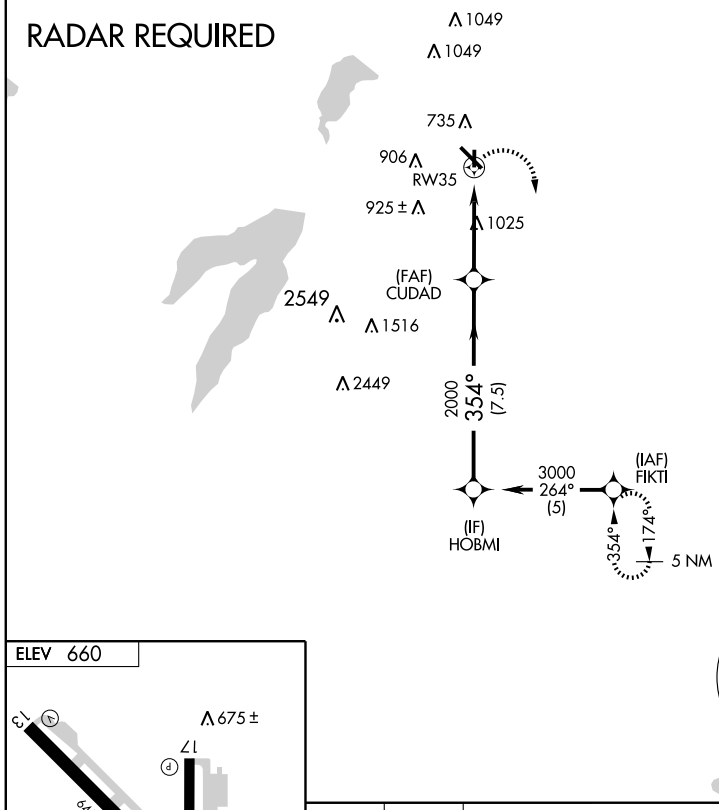
DALLAS EXECUTIVE (RBD)

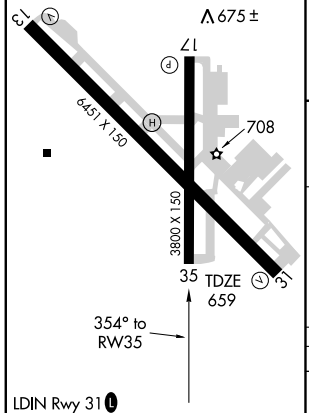
▼ If local altimeter setting not received, use Dallas-Love Field altimeter setting and increase all MDAs 60 feet. VDP NA when using Dallas-Love Field altimeter setting. DME/DME RNP 0.3 NA.

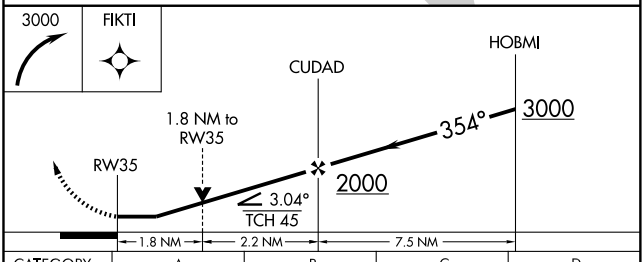
MISSED APPROACH: Climbing right turn to 3000 direct FIKTI and hold.

ATIS	REGIONAL APP CON	EXECUTIVE TOWER ★	GND CON	CLNC DEL	UNICOM
126.35	125.2 343.65	127.25 (CTAF) Ⓛ 335.6	119.475	118.625	122.95

RADAR REQUIRED







CATEGORY	A	B	C	D
LNAV MDA	1280-1 621 (700-1)		1280-1¾ 621 (700-1¾)	1280-2 621 (700-2)
CIRCLING	1280-1 620 (700-1)		1280-1¾ 620 (700-1¾)	1340-2¼ 680 (700-2¼)

SC-2, 08 APR 2010 to 06 MAY 2010

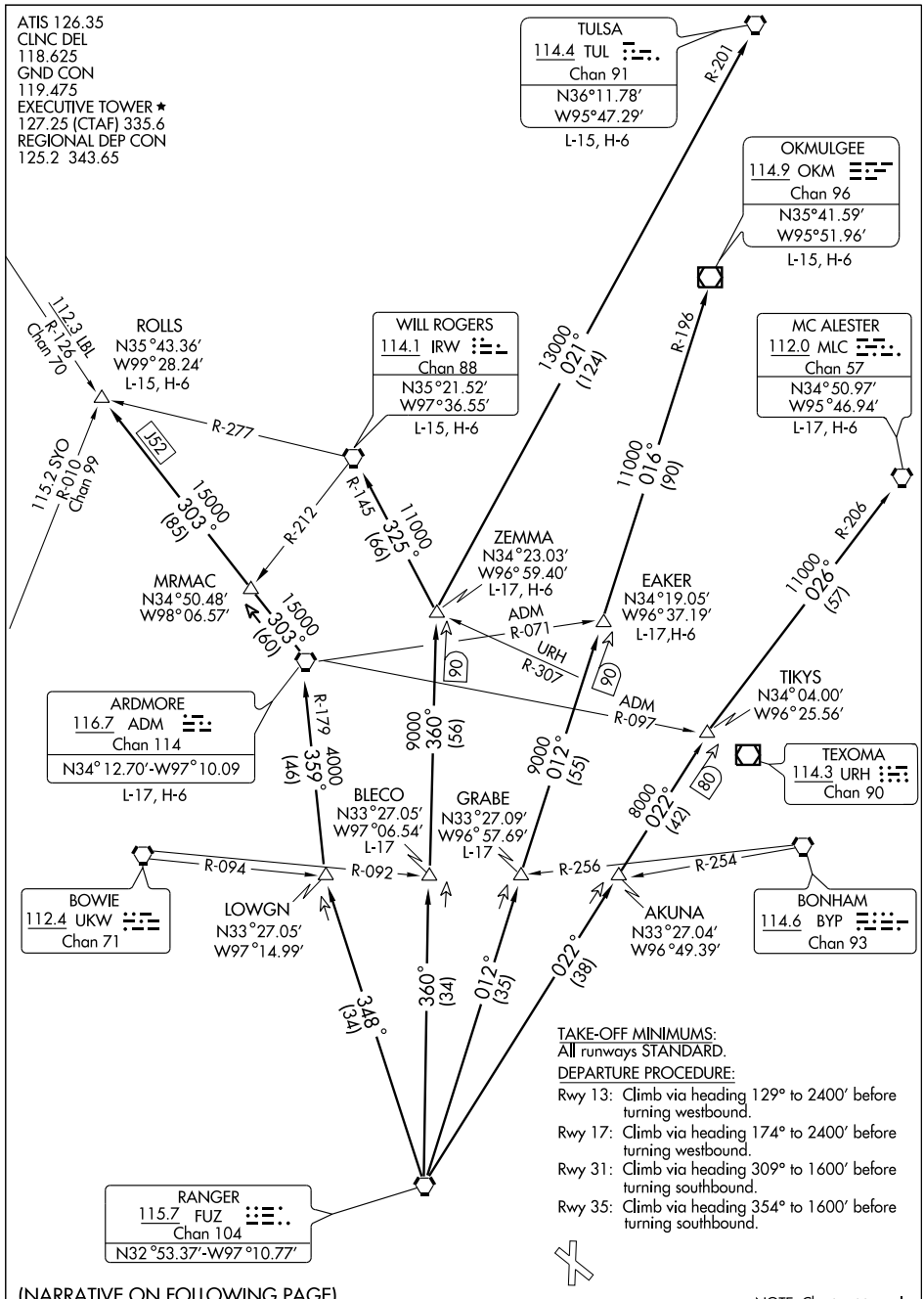
(TEX1.FUZ) 09351

TEXOMA ONE DEPARTURE

SL-742 (FAA)

DALLAS EXECUTIVE (RBD)

DALLAS, TEXAS



TAKE-OFF MINIMUMS:
All runways STANDARD.

DEPARTURE PROCEDURE:

Rwy 13: Climb via heading 129° to 2400′ before turning westbound.

Rwy 17: Climb via heading 174° to 2400′ before turning westbound.

Rwy 31: Climb via heading 309° to 1600′ before turning southbound.

Rwy 35: Climb via heading 354° to 1600′ before turning southbound.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to BLECO INT.

EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC via FUZ R-012 to EAKER INT.

GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT, then via MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to OKM VOR/DME.

ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.

TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (TEX1.IRW): (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT.

SC-2, 08 APR 2010 to 06 MAY 2010

DALLAS, TEXAS

AL-742 (FAA)

VOR/DME CVE	APP CRS	Rwy Idg	3801
116.2	165°	TDZE	658
Chan 109		Apt Elev	660

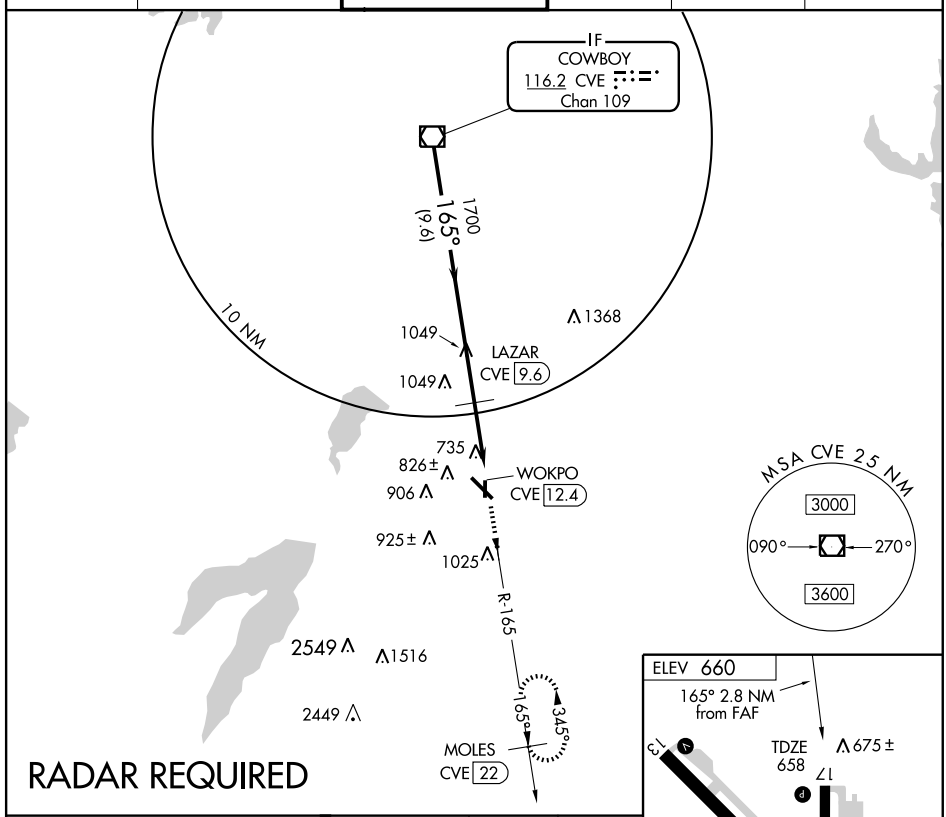
VOR/DME RWY 17

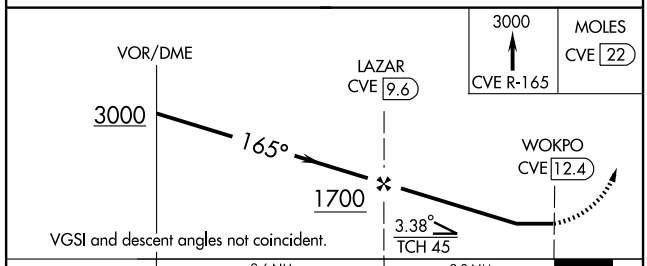
DALLAS EXECUTIVE (RBD)

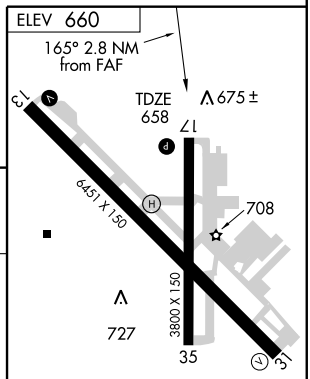
If local altimeter setting not received, use Dallas-Love Field altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 3000 via CVE R-165 to MOLES 22 DME and hold.

ATIS	REGIONAL APP CON	EXECUTIVE TOWER ★	GND CON	CLNC DEL	UNICOM
126.35	125.2 343.65	127.25 (CTAF) L 335.6	119.475	118.625	122.95







LDIN Rwy 31 L

REIL Rwys 13, 17, and 35

MIRL Rwys 13-31 and 17-35

CATEGORY	A	B	C	D
S-17	1080-1	422 (500-1)	1080-1¼	422 (500-1¼)
CIRCLING	1160-1	500 (500-1)	1160-1½ 500 (500-1½)	1340-2¼ 680 (700-2¼)

Knots	60	90	120	150	180
Min:Sec					

SC-2, 08 APR 2010 to 06 MAY 2010

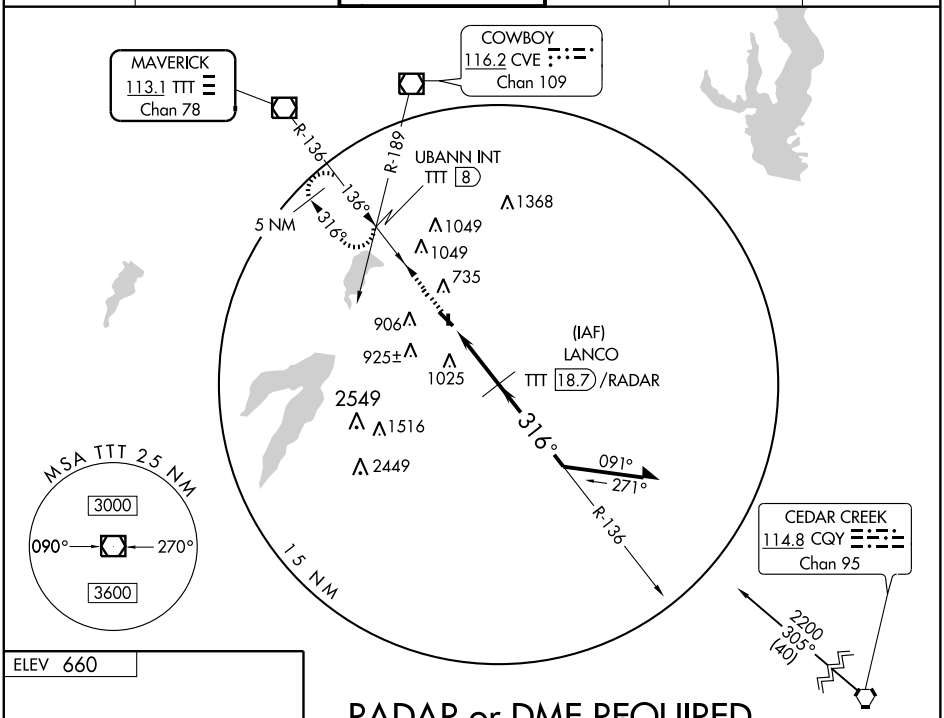
VOR/DME TTT	APP CRS	Rwy Idg	6451
113.1	316°	TDZE	658
Chan 78		Apt Elev	660

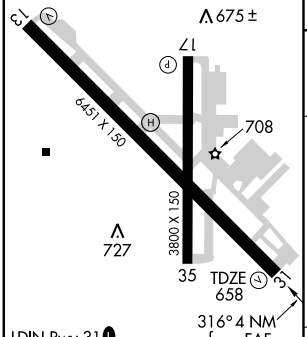
VOR RWY 31
DALLAS EXECUTIVE (RBD)

If local altimeter setting not received, use Dallas-Love Field altimeter setting and increase all MDAs 60 feet. VDP NA when using Dallas-Love Field altimeter setting. Radar or DME required.

MISSED APPROACH: Climb to 2500 via TTT R-136 to UBANN INT/TTT 8 DME and hold.

ATIS	REGIONAL APP CON	EXECUTIVE TOWER ★	GND CON	CLNC DEL	UNICOM
126.35	125.2 343.65	127.25 (CTAF) 335.6	119.475	118.625	122.95





LDIN Rwy 31
REIL Rwys 13, 17, and 35
MIRL Rwys 13-31 and 17-35

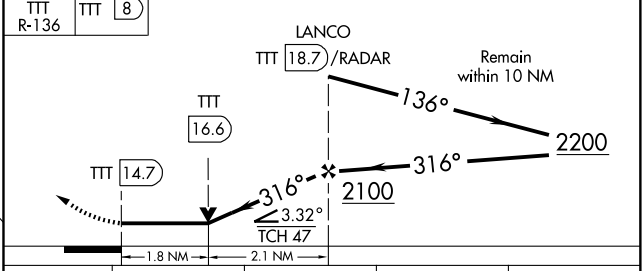
FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

RADAR or DME REQUIRED

2500
TTT
R-136

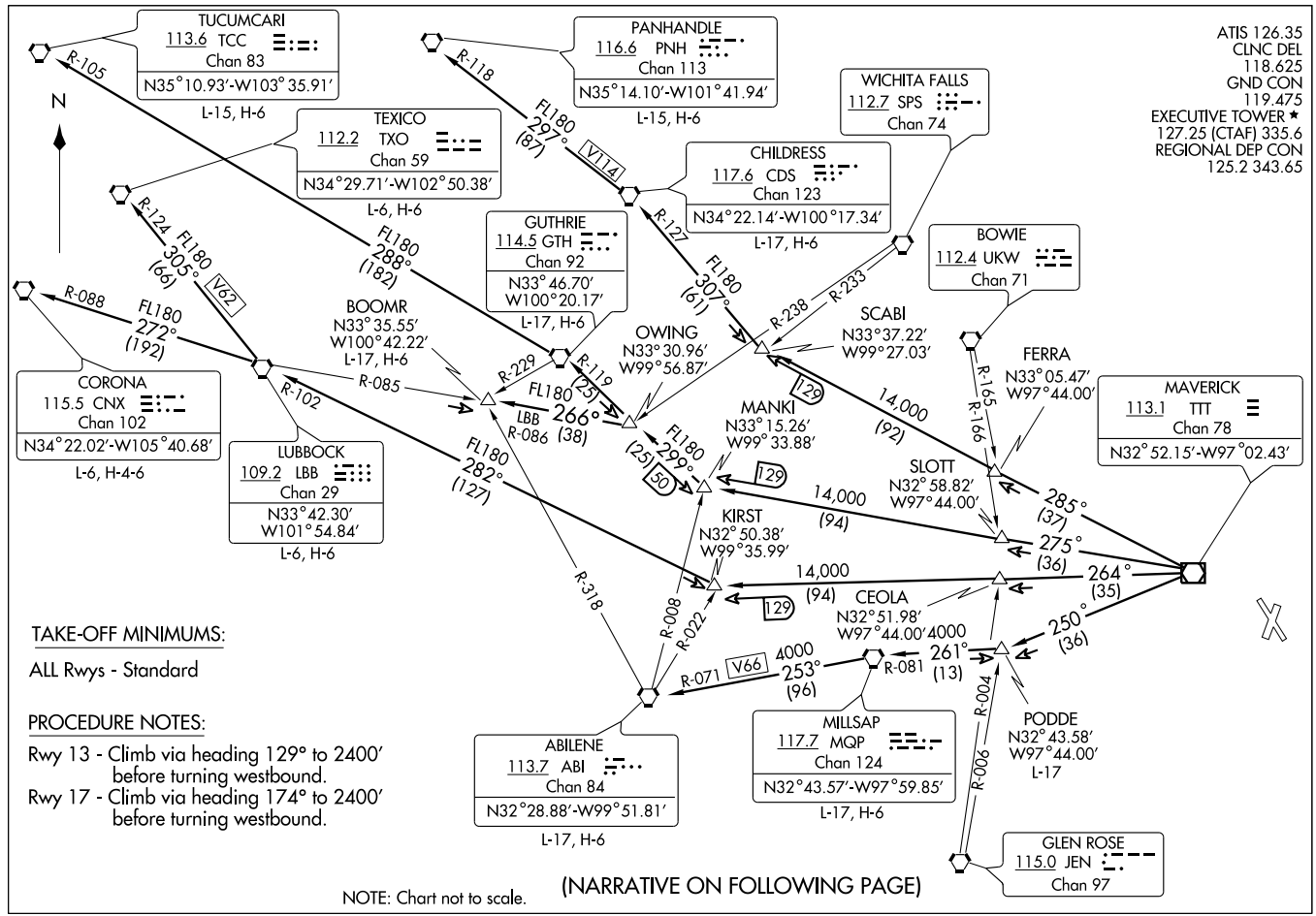
UBANN INT
TTT 8

VGSI and descent angles not coincident.



CATEGORY	A	B	C	D
S- 31	1280-1	622 (700-1)	1280-1¾ 622 (700-1¾)	1280-2 622 (700-2)
CIRCLING	1280-1	620 (700-1)	1280-1¾ 620 (700-1¾)	1340-2¼ 680 (700-2¼)

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TUCUMCARI
113.6 TCC
Chan 83
N35°10.93'-W103°35.91'
L-15, H-6
PANHANDLE
116.6 PNH
Chan 113
N35°14.10'-W101°41.94'
L-15, H-6
WICHITA FALLS
112.7 SPS
Chan 74
TEXICO
112.2 TXO
Chan 59
N34°29.71'-W102°50.38'
L-6, H-6
CHILDRESS
117.6 CDS
Chan 123
N34°22.14'-W100°17.34'
L-17, H-6
GUTHRIE
114.5 GTH
Chan 92
N33°46.70'
W100°20.17'
L-17, H-6
BOWIE
112.4 UKW
Chan 71
BOOMR
N33°35.55'
W100°42.22'
L-17, H-6
OWING
N33°30.96'
W99°56.87'
SCABI
N33°37.22'
W99°27.03'
FERRA
N33°05.47'
W97°44.00'
CORONA
115.5 CNX
Chan 102
N34°22.02'-W105°40.68'
L-6, H-4-6
MANKI
N33°15.26'
W99°33.88'
MAVERICK
113.1 TTT
Chan 78
N32°52.15'-W97°02.43'
LUBBOCK
109.2 LBB
Chan 29
N33°42.30'
W101°54.84'
L-6, H-6
SLOTT
N32°58.82'
W97°44.00'
KIRST
N32°50.38'
W99°35.99'
CEOLA
N32°51.98'
W97°44.00'
ABILENE
113.7 ABI
Chan 84
N32°28.88'-W99°51.81'
L-17, H-6
MILLSAP
117.7 MQP
Chan 124
N32°43.57'-W97°59.85'
L-17, H-6
PODDE
N32°43.58'
W97°44.00'
L-17
GLEN ROSE
115.0 JEN
Chan 97
N
R-105
R-118
FL180 297° (87)
V114
R-124
FL180 305° (66)
V62
FL180 288° (182)
R-127
FL180 307° (61)
R-088
FL180 272° (192)
R-102
R-085
R-229
R-119
FL180 (25) 266° LBB R-086 (38)
R-238
R-233
129
14,000 (92)
R-165
R-166
FL180 (25) 299°
50
129
14,000 (94)
285° (37)
275° (36)
264° (35)
250° (36)
FL180 282° (127)
R-318
R-008
R-022
14,000 (94)
129
4000
253° (96)
R-071
V66
4000
261° (13)
R-081
R-004
R-006
ATIS 126.35
CLNC DEL 118.625
GND CON 119.475
EXECUTIVE TOWER ★ 127.25 (CTAF) 335.6
REGIONAL DEP CON 125.2 343.65
TAKE-OFF MINIMUMS:
ALL Rwys - Standard
PROCEDURE NOTES:
Rwy 13 - Climb via heading 129° to 2400' before turning westbound.
Rwy 17 - Climb via heading 174° to 2400' before turning westbound.
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

BOOMR TRANSITION (WORTH5.BOOMR): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT.

CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

PANHANDLE TRANSITION (WORTH5.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via TTT R-250 to PODDE INT.

TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

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ATIS 126.35
CLNC DEL
118.625
GND CON
119.475
EXECUTIVE TOWER ★
127.25 (CTAF) 335.6
REGIONAL DEP CON
125.2 343.65

TAKE-OFF MINIMUMS:
Rwys 13, 31, 35, Standard.
Rwy 17, 400-2¾ or standard with minimum climb of 275 feet per NM to 1200, or alternatively, with standard takeoff minimums and a normal 200 ft/NM climb gradient, takeoff must occur no later than 2200 ft prior to departure end of runway.

DEPARTURE PROCEDURE:
Rwy 13: climb heading 129° to 2600 before turning westbound.
Rwy 17: Climb heading 174° to 2600 before turning westbound.
Rwy 31: Climb heading 309° to 1600 before turning southbound.
Rwy 35: climb heading 354° to 1600 before turning southbound.

LITTLE ROCK
113.9 LIT
Chan 86
N34°40.66'-W92°10.83'
L-18, H-6

TEXARKANA
116.3 TXK
Chan 110
N33°30.83'-W94°04.40'
L-17, H-6

EL DORADO
115.5 ELD
Chan 102
N33°15.37'-W92°44.64'
L-17, H-6

SIDON
114.7 SQS
Chan 94
N33°27.83'-W90°16.64'
L-18, H-6

SULPHUR SPRINGS
109.0 SLR
Chan 27

BONHAM
114.6 BYP
Chan 93

QUITMAN
114.0 UIM
Chan 87
N32°52.83'-W95°22.01'
L-17, H-6

MERIDIAN
117.0 MEI
Chan 117
N32°22.71'-W88°48.26'
L-18, H-6

BELCHER
117.4 EIC
Chan 121
N32°46.28'-W93°48.60'
L-17, H-6

MAVERICK
113.1 TTT
Chan 78
N32°52.15'-W97°02.43'

SAWMILL
113.75 SWB
Chan 84 (Y)
N31°58.39'-W92°40.63'
L-22, H-6

GREGG COUNTY
112.3 GGG
Chan 70

ORTRO
N33°41.47'
W94°12.75'

COBUG
N33°17.38'
W95°37.68'

SHERO
N33°04.49'
W95°33.78'

NOBLY
N33°04.94'
W96°19.96'

TRISS
N32°58.20'
W96°19.94'

SOLDO
N32°51.92'
W96°19.94'
L-17

SHRLY
N32°44.60'
W94°18.17'

CLARE
N32°45.66'
W96°19.93'

POTEN
N32°39.33'
W95°40.03'

TEKBE
N32°42.80'
W94°47.73'

FL230 055° (117)
R-235
R-320
R-244
R-187
FL230 (75)
151
6500 064° (79)
5000 (38)
76
R-184
R-324
R-182
R-181
5000 064° (38)
5000 074° (36)
5000 084° (36)
5000 094° (36)
5000 (39)
76
R-312
14,000 072° (134)
R-254
FL200 077° (125)
R-262
FL200 097° (206)
R-281
5000 081° (49)
R-261
R-180
5000 (34)
R-183
94
9000 079° (44)
71
50
(25)
(25)
R-259
14,000 111° (116)
R-346
R-291

NOTE: For Props requesting FL240 and above.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitiude to appropriate route.

BELCHER TRANSITION (WYLIE5.EIC): (For aircraft inbound to Jackson, Monroe, and Shreveport terminal area.) From over TTT VOR/DME via TTT R-094 to POTEN, then via EIC R-259 to EIC VORTAC.
EL DORADO TRANSITION (WYLIE5.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.
LITTLE ROCK TRANSITION (WYLIE5.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO, then via LIT R-235 to LIT VORTAC.
MERIDIAN TRANSITION (WYLIE5.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.
QUITMAN TRANSITION (WYLIE5.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME.
SAWMILL TRANSITION (WYLIE5.SWB): From over TTT VOR/DME via TTT R-094 to POTEN, then via EIC R-259 to TEKBE, then via SWB R-291 to SWB VOR/DME.
SIDON TRANSITION (WYLIE5.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.
SOLDO TRANSITION (WYLIE5.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO.
TEXARKANA TRANSITION (WYLIE5.TXK): From over TTT VOR/DME via TTT R-074 to SHERO, then via TXK R-244 to TXK VORTAC.

TAKE-OFF OBSTACLES:
Rwy 13, obstruction light on blast fence 109′ from departure end of runway, 347′ left of centerline, 6′ AGL/658′ MSL.
Rwy 17, tree 468′ from departure end of runway, 454′ left of centerline, 35′ AGL/699′ MSL. Tree 113′ from departure end of runway, 516′ right of centerline, 30′ AGL/679′ MSL. Tree 871′ from departure end of runway, 405′ left of centerline, 35′ AGL/685′ MSL. Tree 651′ from departure end of runway, 303′ right of centerline, 35′ AGL/699′ MSL.
Rwy 31, Tree 481′ from departure end of runway, 552′ right of centerline, 30′ AGL/677′ MSL. Tree 2978′ from departure end of runway, 802′ left of centerline, 46′ AGL/732′ MSL.
Rwy 35, Tree 534′ from departure end of runway, 302′ left of centerline, 34′ AGL/671′ MSL. Tree 745′ from departure end of runway, 371′ left of centerline, 35′ AGL/672′ MSL. Tree 972′ from departure end of runway, 405′ right of centerline, 35′ AGL/675′ MSL.

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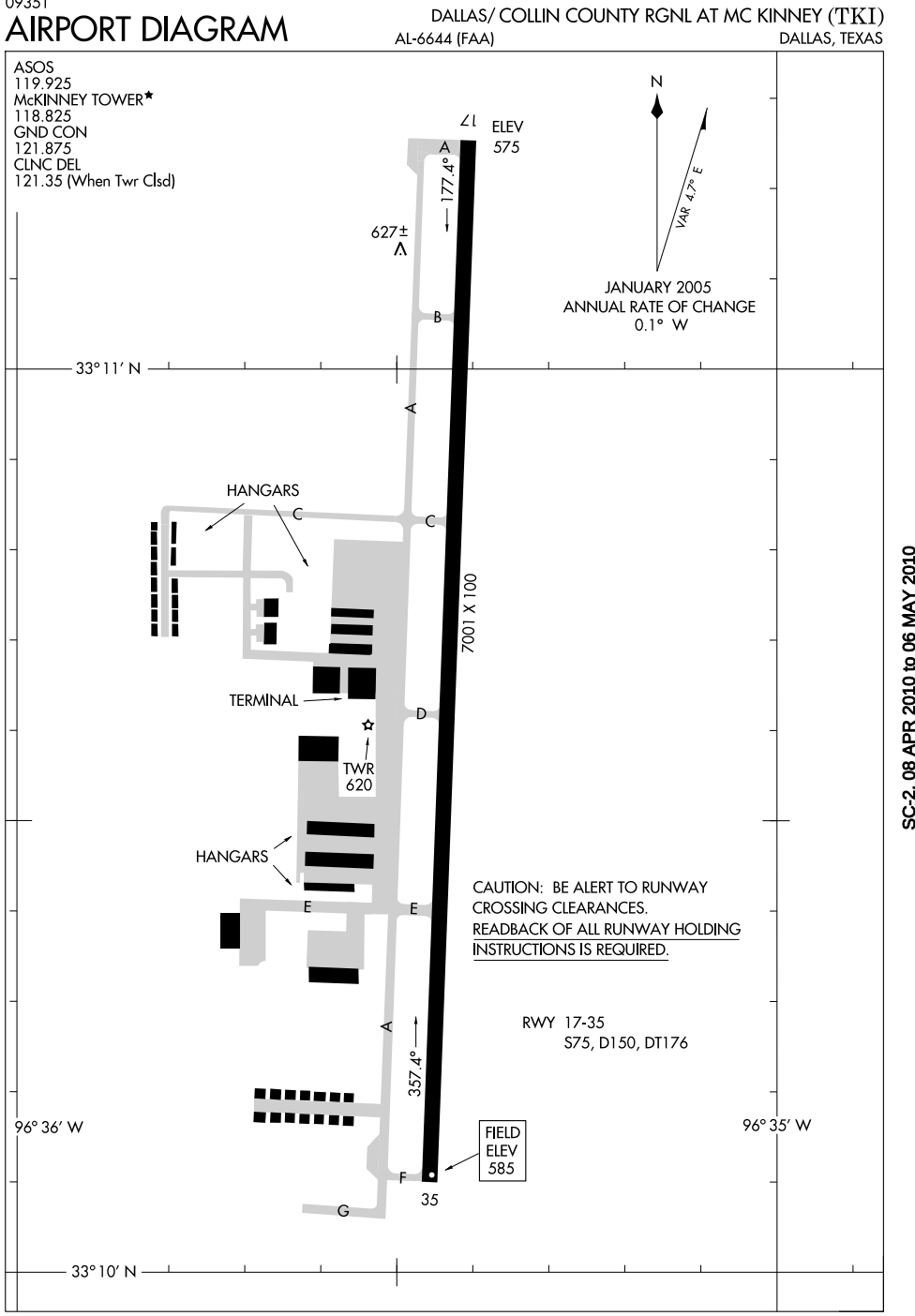
AIRPORT DIAGRAM

DALLAS/ COLLIN COUNTY RGNL AT MC KINNEY (TKI)

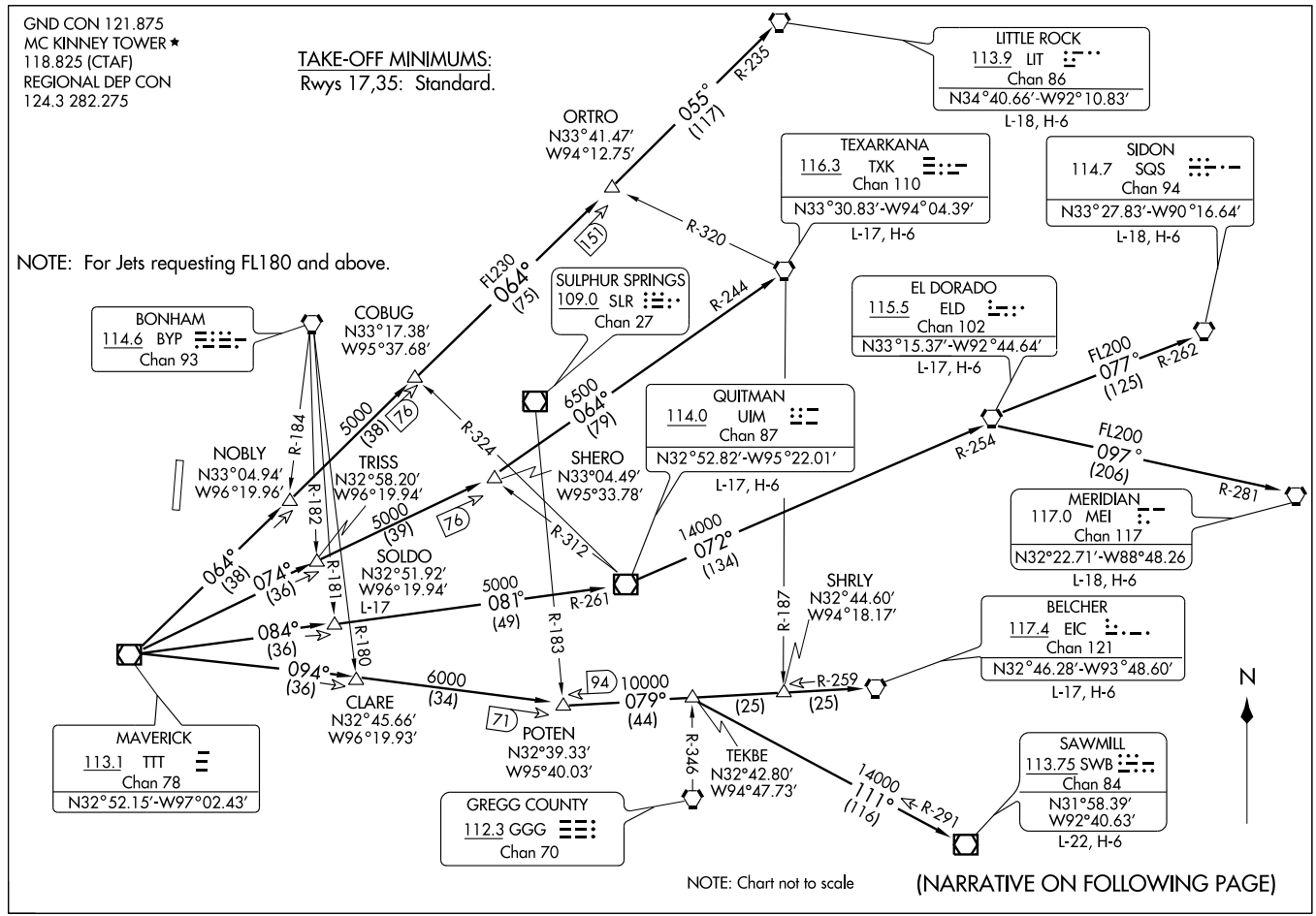
AL-6644 (FAA)

DALLAS, TEXAS

ASOS
119.925
McKINNEY TOWER★
118.825
GND CON
121.875
CLNC DEL
121.35 (When Twr Clsd)



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GND CON 121.875
MC KINNEY TOWER ★
118.825 (CTAF)
REGIONAL DEP CON
124.3 282.275
TAKE-OFF MINIMUMS:
Rwys 17,35: Standard.
NOTE: For Jets requesting FL180 and above.
LITTLE ROCK
113.9 LIT
Chan 86
N34°40.66'-W92°10.83'
L-18, H-6
TEXARKANA
116.3 TXK
Chan 110
N33°30.83'-W94°04.39'
L-17, H-6
SIDON
114.7 SQS
Chan 94
N33°27.83'-W90°16.64'
L-18, H-6
EL DORADO
115.5 ELD
Chan 102
N33°15.37'-W92°44.64'
L-17, H-6
QUITMAN
114.0 UIM
Chan 87
N32°52.82'-W95°22.01'
L-17, H-6
MERIDIAN
117.0 MEI
Chan 117
N32°22.71'-W88°48.26
L-18, H-6
BELCHER
117.4 EIC
Chan 121
N32°46.28'-W93°48.60'
L-17, H-6
SAWMILL
113.75 SWB
Chan 84
N31°58.39'
W92°40.63'
L-22, H-6
SULPHUR SPRINGS
109.0 SLR
Chan 27
BONHAM
114.6 BYP
Chan 93
MAVERICK
113.1 TTT
Chan 78
N32°52.15'-W97°02.43'
GREGG COUNTY
112.3 GGG
Chan 70
ORTRO
N33°41.47'
W94°12.75'
COBUG
N33°17.38'
W95°37.68'
NOBLY
N33°04.94'
W96°19.96'
TRISS
N32°58.20'
W96°19.94'
SOLDO
N32°51.92'
W96°19.94'
L-17
SHERO
N33°04.49'
W95°33.78'
SHRLY
N32°44.60'
W94°18.17'
CLARE
N32°45.66'
W96°19.93'
POTEN
N32°39.33'
W95°40.03'
TEKBE
N32°42.80'
W94°47.73'
055° (117)
R-235
R-320
FL230
064° (75)
6500
064° (79)
R-244
5000 (38)
76
R-324
5000 (39)
76
R-312
064° (38)
074° (36)
084° (36)
094° (36)
R-184
R-182
R-181
R-180
5000
081° (49)
R-261
R-183
6000 (34)
94
10000
079° (44)
(25)
(25)
R-259
R-187
14000
072° (134)
R-254
FL200
077° (125)
R-262
FL200
097° (206)
R-281
R-346
14000
111° (116)
R-291
71
151
N
NOTE: Chart not to scale
(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

JETS

Jets requesting 17,000 and below expect GARLAND Departure.

BELCHER TRANSITION (DALL9.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (DALL9.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.

LITTLE ROCK TRANSITION (DALL9.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO INT, then via LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (DALL9.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.

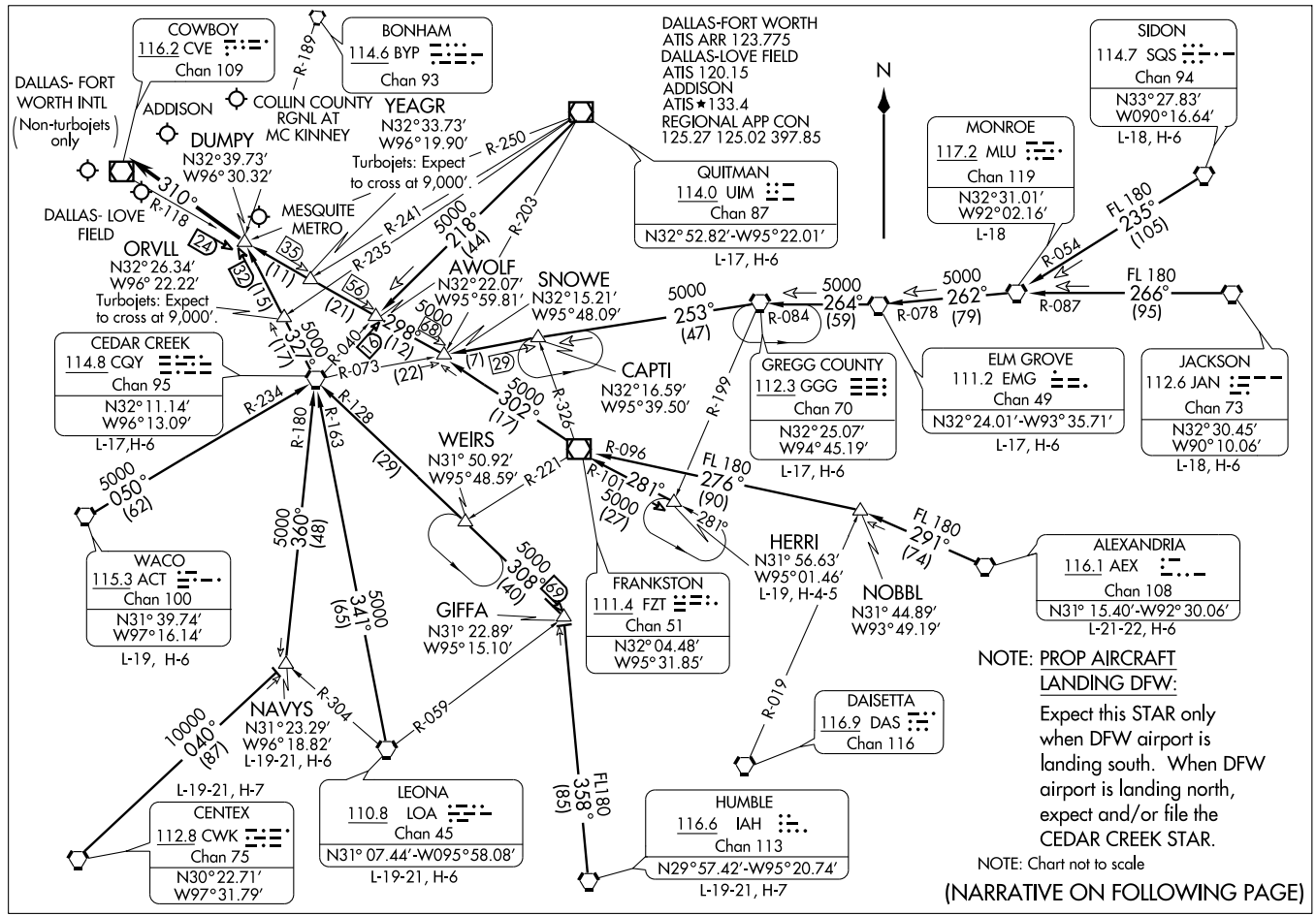
QUITMAN TRANSITION (DALL9.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.

SAWMILL TRANSITION (DALL9.SWB): From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (DALL9.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.

SOLDO TRANSITION (DALL9.SOLDO): From over TTT VOR/DME via TTT R-084 to SOLDO INT.

TEXARKANA TRANSITION (DALL9.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.


DUMPY THREE ARRIVAL
(DUMPY.DUMPY3) 09351
ST-6039 (FAA)
DALLAS-FT. WORTH, TEXAS
COWBOY
116.2 CVE
Chan 109
BONHAM
114.6 BYP
Chan 93
DALLAS-FORT WORTH
ATIS ARR 123.775
DALLAS-LOVE FIELD
ATIS 120.15
ADDISON
ATIS ★133.4
REGIONAL APP CON
125.27 125.02 397.85
N
SIDON
114.7 SQS
Chan 94
N33°27.83′
W090°16.64′
L-18, H-6
DALLAS- FORT
WORTH INTL
(Non-turbojets
only)
ADDISON
COLLIN COUNTY
RGNL AT
MC KINNEY
YEAGR
N32°33.73′
W96°19.90′
DUMPY
N32°39.73′
W96°30.32′
Turbojets: Expect
to cross at 9,000′.
QUITMAN
114.0 UIM
Chan 87
N32°52.82′-W95°22.01′
L-17, H-6
MONROE
117.2 MLU
Chan 119
N32°31.01′
W92°02.16′
L-18
DALLAS- LOVE
FIELD
MESQUITE
METRO
ORVLL
N32°26.34′
W96° 22.22′
Turbojets: Expect
to cross at 9,000′.
AWOLF
N32°22.07′
W95°59.81′
SNOWE
N32°15.21′
W95°48.09′
CEDAR CREEK
114.8 CQY
Chan 95
N32°11.14′
W96°13.09′
L-17,H-6
CAPTI
N32°16.59′
W95°39.50′
GREGG COUNTY
112.3 GGG
Chan 70
N32°25.07′
W94°45.19′
L-17, H-6
ELM GROVE
111.2 EMG
Chan 49
N32°24.01′-W93° 35.71′
L-17, H-6
JACKSON
112.6 JAN
Chan 73
N32°30.45′
W90°10.06′
L-18, H-6
WEIRS
N31° 50.92′
W95°48.59′
HERRI
N31° 56.63′
W95°01.46′
L-19, H-4-5
NOBBL
N31° 44.89′
W93°49.19′
ALEXANDRIA
116.1 AEX
Chan 108
N31° 15.40′-W92° 30.06′
L-21-22, H-6
WACO
115.3 ACT
Chan 100
N31° 39.74′
W97° 16.14′
L-19, H-6
FRANKSTON
111.4 FZT
Chan 51
N32° 04.48′
W95° 31.85′
GIFFA
N31° 22.89′
W95° 15.10′
NAVYS
N31° 23.29′
W96° 18.82′
L-19-21, H-6
L-19-21, H-7
DAISETTA
116.9 DAS
Chan 116
CENTEX
112.8 CWK
Chan 75
N30° 22.71′
W97° 31.79′
LEONA
110.8 LOA
Chan 45
N31° 07.44′-W095° 58.08′
L-19-21, H-6
HUMBLE
116.6 IAH
Chan 113
N29° 57.42′-W95° 20.74′
L-19-21, H-7
NOTE: PROP AIRCRAFT
LANDING DFW:
Expect this STAR only
when DFW airport is
landing south. When DFW
airport is landing north,
expect and/or file the
CEDAR CREEK STAR.
NOTE: Chart not to scale
(NARRATIVE ON FOLLOWING PAGE)

DUMPY THREE ARRIVAL

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DUMPY3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-302 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

CEDAR CREEK TRANSITION (CQY.DUMPY3): From over CQY VORTAC via CQY R-327 to DUMPY INT. Thence....

CENTEX TRANSITION (CWK.DUMPY3): From over CWK VORTAC via CWK R-040 to NAVYS INT, then via CQY R-180 to CQY VORTAC , then via CQY R-327 to DUMPY INT. Thence . . . .

ELM GROVE TRANSITION (EMG.DUMPY3): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

GREGG COUNTY TRANSITION (GGG.DUMPY3): From over GGG VORTAC via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

HERRI TRANSITION (HERRI.DUMPY3): (Assigned by ATC) From over HERRI INT via FZT R-101 to FZT VOR/DME, then via FZT R-302 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

HUMBLE TRANSITION (IAH.DUMPY3): From over IAH VORTAC via IAH R-358 to GIFFA INT, then via CQY R-128 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence . . . .

JACKSON TRANSITION (JAN.DUMPY3): From over JAN VORTAC via JAN R-266 and MLU R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

LEONA TRANSITION (LOA.DUMPY3): From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-327 to DUMPY INT.

MONROE TRANSITION (MLU.DUMPY3): From over MLU VORTAC via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

NAVYS TRANSITION (NAVYS.DUMPY3): From over NAVYS INT via CQY R-180 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence . . . .

QUITMAN TRANSITION (UIM.DUMPY3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to AWOLF INT, then via CVE R-118 to DUMPY INT. Thence . . . .

SIDON TRANSITION (SQS.DUMPY3): From over SQS VORTAC via SQS R-235 and MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

WACO TRANSITION (ACT.DUMPY3): From over ACT VORTAC via ACT R-050 and CQY R-234 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence . . . .

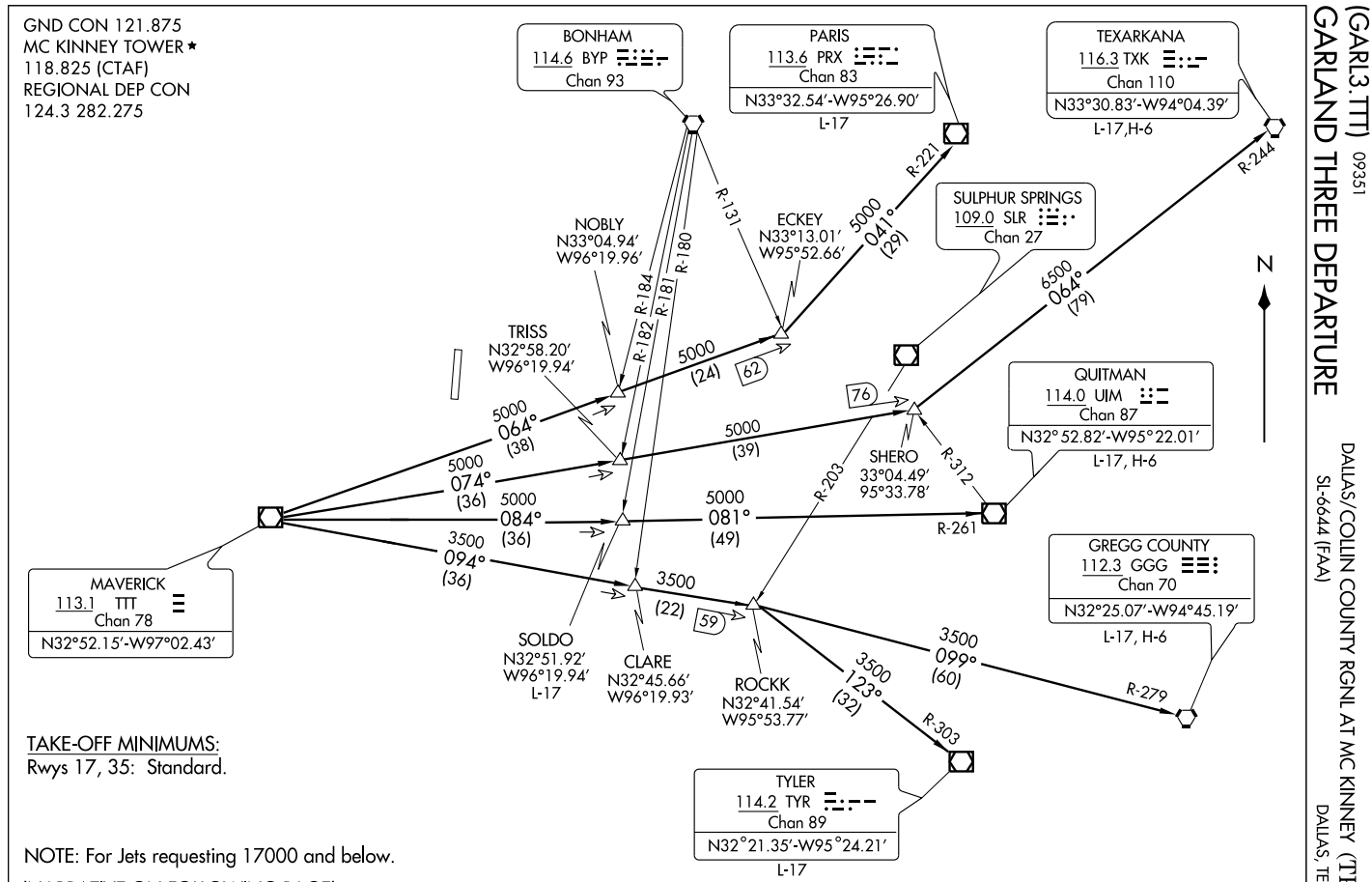
. . . . From over DUMPY INT.

LANDING SOUTH: Depart DUMPY INT heading 310° for vectors to final approach course.

LANDING NORTH: Expect vectors to final approach course.

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GARLAND THREE DEPARTURE



TAKE-OFF MINIMUMS:
Rwys 17, 35: Standard.

NOTE: For Jets requesting 17000 and below.
(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

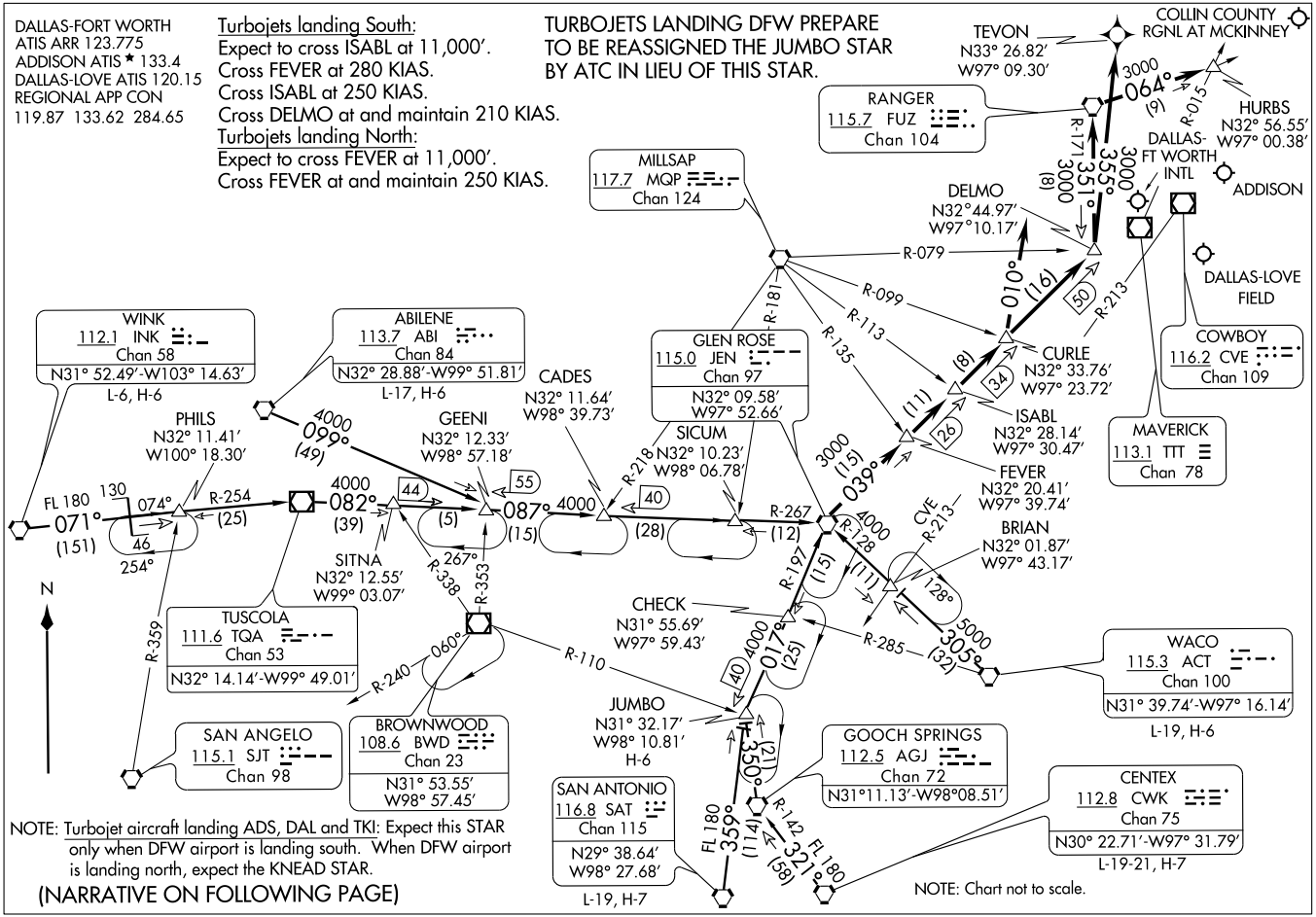
When entering controlled airspace, fly assigned heading to appropriate route.

LONGVIEW TRANSITION (GARL3.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL3.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (GARL3.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (GARL3.SOLDO): (ATC assigned) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (GARL3.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL3.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

DALLAS-FORT WORTH
ATIS ARR 123.775
ADDISON ATIS ★ 133.4
DALLAS-LOVE ATIS 120.15
REGIONAL APP CON
119.87 133.62 284.65

Turbojets landing South:
Expect to cross ISABL at 11,000′.
Cross FEVER at 280 KIAS.
Cross ISABL at 250 KIAS.
Cross DELMO at and maintain 210 KIAS.
Turbojets landing North:
Expect to cross FEVER at 11,000′.
Cross FEVER at and maintain 250 KIAS.

TURBOJETS LANDING DFW PREPARE TO BE REASSIGNED THE JUMBO STAR BY ATC IN LIEU OF THIS STAR.



NOTE: Turbojet aircraft landing ADS, DAL and TKI: Expect this STAR only when DFW airport is landing south. When DFW airport is landing north, expect the KNEAD STAR.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

ABILENE TRANSITION (ABI.JEN9): From over ABI VORTAC via R-099 to GEENI INT, then via JEN R-267 to JEN VORTAC. Thence. . . .
CENTEX TRANSITION (CWK.JEN9): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via JEN R-197 to JEN VORTAC. Thence . . . .
JUMBO TRANSITION (JUMBO.JEN9): From over JUMBO INT via JEN R-197 to JEN VORTAC. Thence . . . .
SAN ANTONIO TRANSITION (SAT.JEN9): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via JEN R-197 to JEN VORTAC. Thence . . . .
WACO TRANSITION (ACT.JEN9): From over ACT VORTAC via ACT R-305 and JEN R-128 to JEN VORTAC. Thence. . . .
WINK TRANSITION (INK.JEN9): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to JEN VORTAC. Thence. . . .

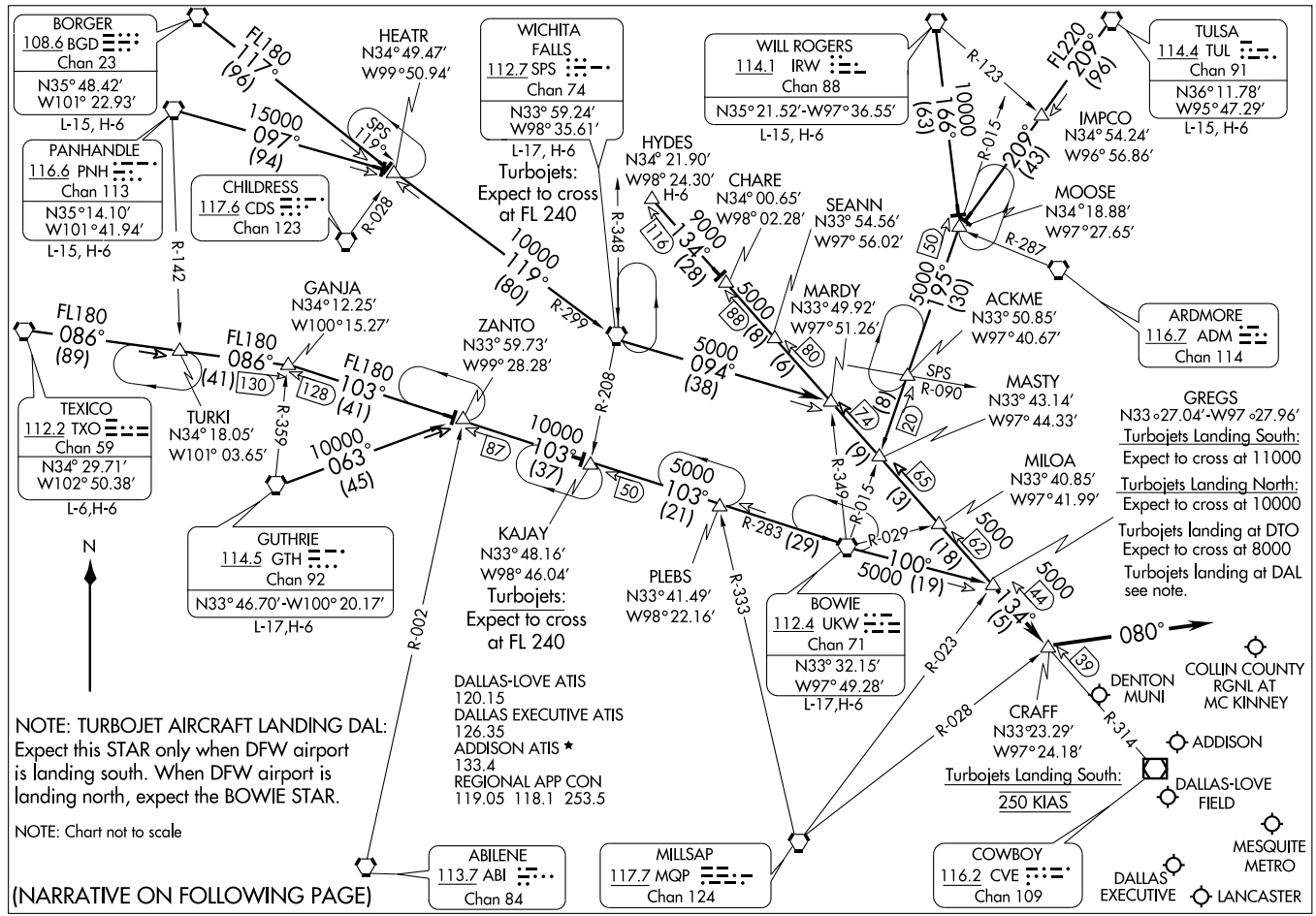
. . . . ALL AIRCRAFT: From over JEN VORTAC via JEN R-039, thence . . . .

ALL AIRCRAFT LANDING NORTH: To CURLE INT, expect vectors to final approach course.

JETS LANDING SOUTH: To DELMO, depart DELMO heading 355°.
For /E, /F, /G and /R (RNP 2.0) EQUIPMENT SUFFIXED AIRCRAFT: From over DELMO WP direct TEVON WP, expect vector to final approach course prior to TEVON WP. If not received by TEVON fly present heading.
NON TURBOJETS LANDING SOUTH: To CURLE INT, depart CURLE heading 010° for vectors to final approach course.

AIRCRAFT LANDING DAL, ADS, TKI: To DELMO INT, depart DELMO via FUZ R-171 to FUZ VORTAC then FUZ R-064 to HURBS INT, expect vectors to final approach course.

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BORGER
108.6 BGD
Chan 23
N35° 48.42'
W101° 22.93'
L-15, H-6
PANHANDLE
116.6 PNH
Chan 113
N35° 14.10'
W101° 41.94'
L-15, H-6
CHILDRESS
117.6 CDS
Chan 123
HEATR
N34° 49.47'
W99° 50.94'
WICHITA FALLS
112.7 SPS
Chan 74
N33° 59.24'
W98° 35.61'
L-17, H-6
Turbojets: Expect to cross at FL 240
WILL ROGERS
114.1 IRW
Chan 88
N35° 21.52'-W97° 36.55'
L-15, H-6
TULSA
114.4 TUL
Chan 91
N36° 11.78'
W95° 47.29'
L-15, H-6
IMPCO
N34° 54.24'
W96° 56.86'
MOOSE
N34° 18.88'
W97° 27.65'
ARDMORE
116.7 ADM
Chan 114
HYDES
N34° 21.90'
W98° 24.30'
H-6
CHARE
N34° 00.65'
W98° 02.28'
SEANN
N33° 54.56'
W97° 56.02'
MARDY
N33° 49.92'
W97° 51.26'
ACKME
N33° 50.85'
W97° 40.67'
MASTY
N33° 43.14'
W97° 44.33'
GREGS
N33°27.04'-W97°27.96'
Turbojets Landing South:
Expect to cross at 11000
Turbojets Landing North:
Expect to cross at 10000
Turbojets landing at DTO
Expect to cross at 8000
Turbojets landing at DAL
see note.
MILOA
N33° 40.85'
W97° 41.99'
GANJA
N34° 12.25'
W100° 15.27'
ZANTO
N33° 59.73'
W99° 28.28'
TEXICO
112.2 TXO
Chan 59
N34° 29.71'
W102° 50.38'
L-6,H-6
TURKI
N34° 18.05'
W101° 03.65'
GUTHRIE
114.5 GTH
Chan 92
N33° 46.70'-W100° 20.17'
L-17,H-6
KAJAY
N33° 48.16'
W98° 46.04'
Turbojets: Expect to cross at FL 240
PLEBS
N33° 41.49'
W98° 22.16'
BOWIE
112.4 UKW
Chan 71
N33° 32.15'
W97° 49.28'
L-17,H-6
CRAFF
N33° 23.29'
W97° 24.18'
Turbojets Landing South:
250 KIAS
DENTON MUNI
COLLIN COUNTY RGNL AT MC KINNEY
ADDISON
DALLAS-LOVE FIELD
MESQUITE METRO
DALLAS EXECUTIVE
LANCASTER
ABILENE
113.7 ABI
Chan 84
MILLSAP
117.7 MQP
Chan 124
COWBOY
116.2 CVE
Chan 109
DALLAS-LOVE ATIS
120.15
DALLAS EXECUTIVE ATIS
126.35
ADDISON ATIS ★
133.4
REGIONAL APP CON
119.05 118.1 253.5
NOTE: TURBOJET AIRCRAFT LANDING DAL:
Expect this STAR only when DFW airport is landing south. When DFW airport is landing north, expect the BOWIE STAR.
NOTE: Chart not to scale
(NARRATIVE ON FOLLOWING PAGE)
N
FL180 117° (96)
15000 097° (94)
SPS 119°
R-028
R-142
FL180 086° (89)
FL180 086° (41)
130
128
FL180 103° (41)
R-359
10000° 063° (45)
10000 119° (80)
R-299
R-348
R-208
10000 103° (37)
87
50
5000 103° (21)
R-283 (29)
R-002
R-333
9000 134° (28)
116
5000 088° (8)
80
6
5000 094° (38)
74
8
20
9
R-349
R-015
65
3
R-029
5000 100° (19)
5000 062 (18)
5000 134° (5)
44
39
080°
R-023
R-028
R-314
R-123
10000 166° (63)
FL220 209° (96)
R-015
209° (43)
50
5000 195° (30)
R-287
SPS R-090

ARRIVAL DESCRIPTION

BORGER TRANSITION (BGD.GREGS6): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence . . . .

BOWIE TRANSITION (UKW.GREGS6): From over UKW VORTAC via UKW R-100 to GREGS INT. Thence . . . .

GUTHRIE TRANSITION (GTH.GREGS6): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to GREGS INT. Thence . . . .

HYDES TRANSITION (HYDES.GREGS6): From over HYDES INT via CVE R-314 to GREGS INT. Thence . . . .

PANHANDLE TRANSITION (PNH.GREGS6): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence. . . .

TEXICO TRANSITION (TXO.GREGS6): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to GREGS INT. Thence . . . .

TULSA TRANSITION (TUL.GREGS6): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to MASTY INT, then via CVE R-314 to GREGS INT. Thence . . . .

WICHITA FALLS TRANSITION (SPS.GREGS6): From over SPS VORTAC via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence. . . .

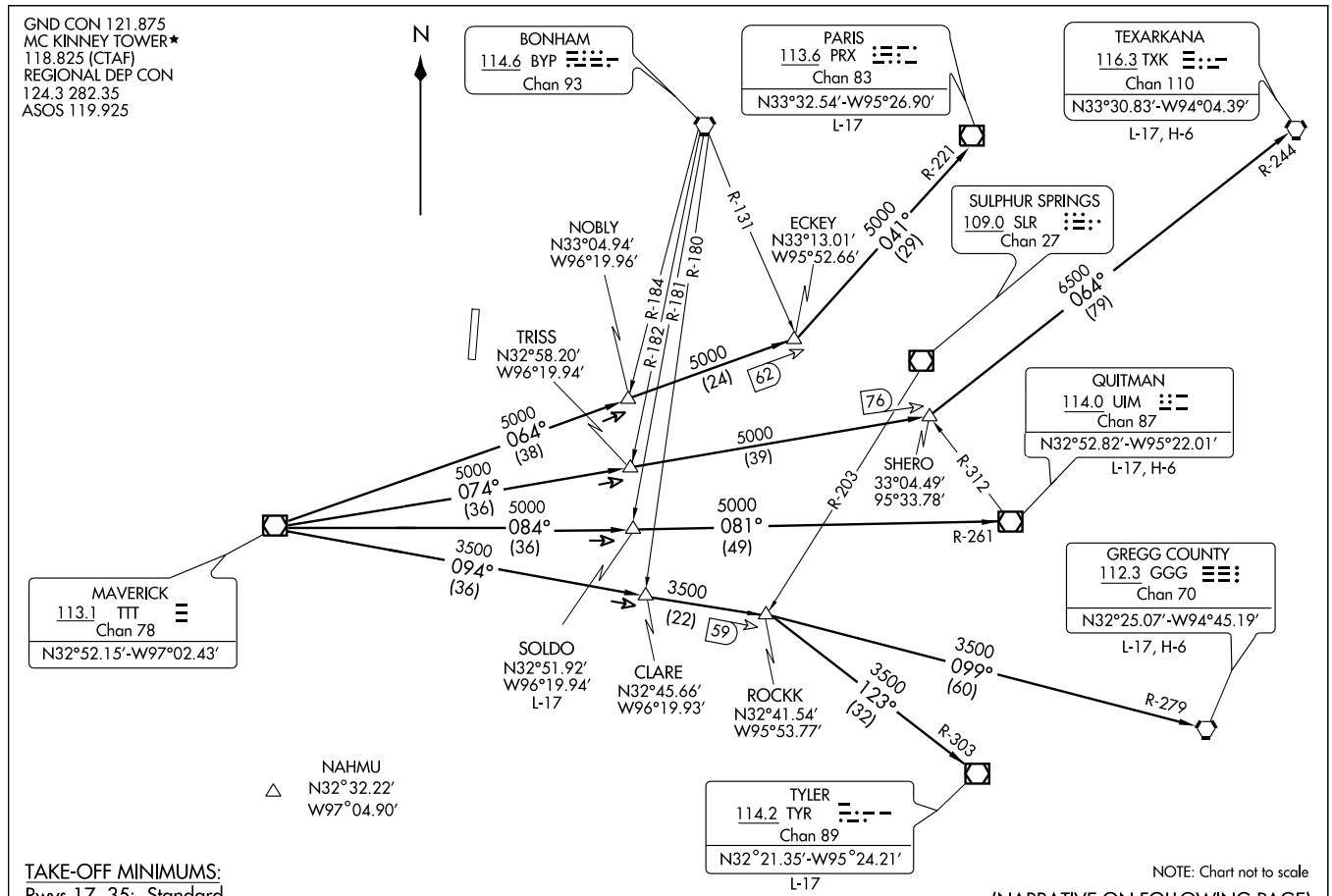
WILL ROGERS TRANSITION (IRW.GREGS6): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to MASTY INT, then via CVE R-314 to GREGS INT. Thence . . . .

. . . . From over GREGS INT via CVE R-314 to CRAFF INT thence heading 080° for vector to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010

HUBBARD SIX DEPARTURE

MC KINNEY/COLLIN COUNTY RGNL AT Mc KINNEY (TKI)
SL-6644 (FAA)
Mc KINNEY, TEXAS



DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES:
Rwy 17:
Bush 29' from departure end of runway, 499' right of centerline, 5' AGL/591' MSL.
OL on DME 400' from departure end of runway, 266' right of centerline, 16' AGL/602' MSL.
Trees 784' from departure end of runway, 574' right of centerline, 39' AGL/625' MSL.
Rwy 35:
Trees 1,060' from departure end of runway, 634' right of centerline, 65' AGL/605' MSL.
Multiple trees beginning 1,532' from departure end of runway, 632' left of centerline, up to 79' AGL/626' MSL.

LOC I-EFE	APP CRS	Rwy Idg	7001
109.35	176°	TDZE	575
Chan 30 (Y)		Apt Elev	585

ILS or LOC RWY 17

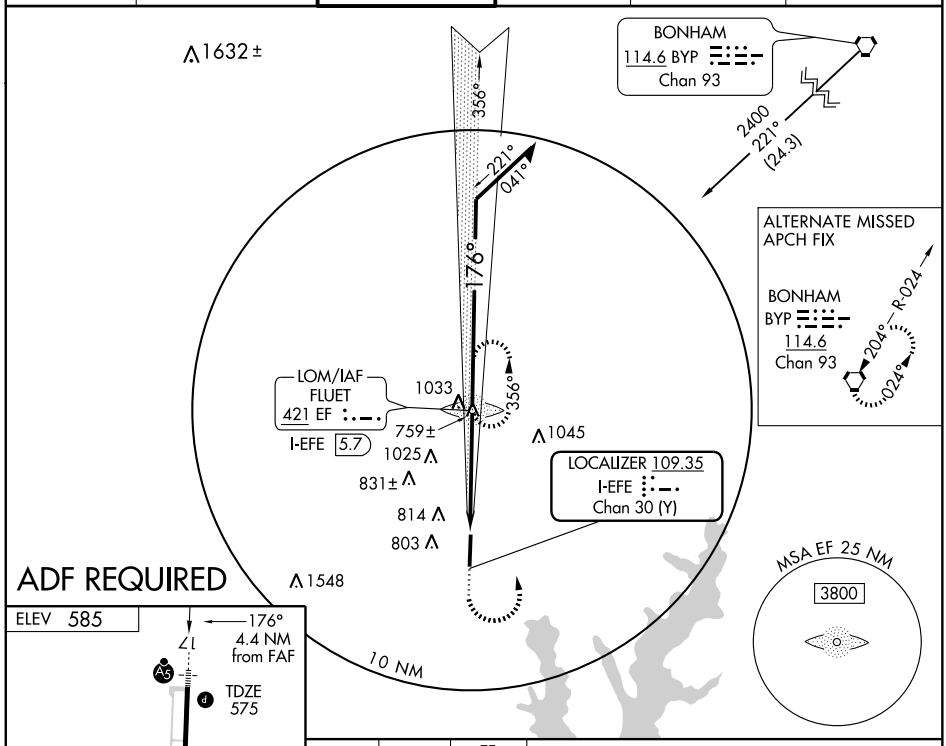
DALLAS/ COLLIN COUNTY RGNL AT MC KINNEY (TKI)

When local altimeter setting not received, use Dallas Love Field altimeter setting and increase all DA 69 feet and all MDA 80 feet, and increase S-LOC 17 and Circling Cats C/D visibility ¼ mile.
VDP NA when using Dallas Love Field altimeter setting.
For inoperative MALSR when using Dallas Love Field altimeter setting, increase S-ILS 17 all Cats visibility to 1 mile.

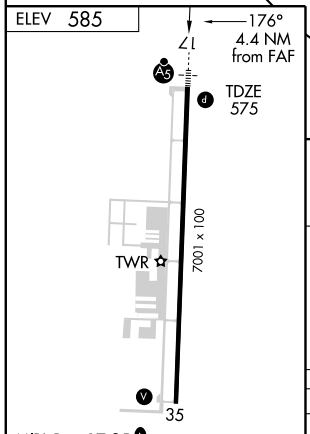
MALSR

MISSED APPROACH: Climb to 1500, then climbing left turn to 2400 direct FLUET LOM and hold.

ASOS	REGIONAL APP CON	MC KINNEY TOWER ★	GND CON	CLNC DEL ★	UNICOM
119.925	124.3 282.275	118.825 (CTAF)	121.875	121.35	122.95

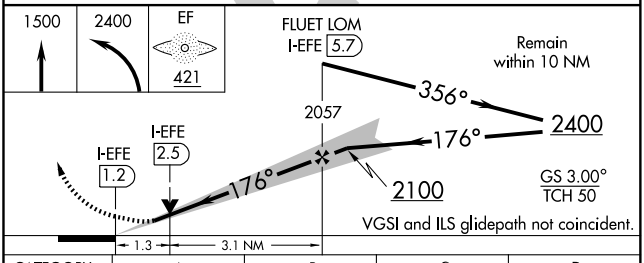


ADF REQUIRED



MIRL Rwy 17-35

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28



CATEGORY	A	B	C	D
S-ILS 17	775-½ 200 (200-½)			
S-LOC 17	1020-½ 445 (500-½)		1020-¾ 445 (500-¾)	1020-1 445 (500-1)
CIRCLING	1120-1 535 (600-1)		1120-1½ 535 (600-1½)	1200-2 615 (700-2)

SC-2, 08 APR 2010 to 06 MAY 2010

JOE POOL FOUR DEPARTURE

DALLAS/COLLIN COUNTY RGNL AT MC KINNEY (TKI)

SL-6644 (FAA)

DALLAS, TEXAS

GND CON 121.875
MC KINNEY TOWER ★
118.825 (CTAF)
REGIONAL DEP CON
124.3 282.275
ASOS 119.925

TAKE-OFF MINIMUMS:
Rwys 17, 35: Standard.

MAVERICK
113.1 TTT
Chan 78
N32°52.15'-W97°02.43'

186° (36)
156° (37)
166° (35)
176° (35)
V369
TSA Gliderport

CEDAR CREEK
114.8 CQY
Chan 95

NELYN
N32°17.10'
W97°11.15'

DARTZ
N32°17.07'
W96°48.93'

R-072
R-074
R-273
R-275

JASPA
N32°17.10'
W97°03.54'
L-17

ARDIA
N32°17.10'
W96°56.27'
L-17

GLEN ROSE
115.0 JEN
Chan 97

156° (25)
62
BRDEN
N31°53.06'
W96°39.80'

4000
177° (38)
8000 (45)
7000 (35)
6000 (23)

R-357
70
ELLVR
N31°42.49'
W96°50.27'
L-19, H-6

TNV
R-334
85
154°
11 NM
TORNN
N31°31.22'
W96°30.88'
H-6

WACO
115.3 ACT
Chan 100
N31°39.74'-W97°16.14'
L-19, H-6

R-074
R-093
R-120
80

LEONA
110.8 LOA
Chan 45

156° (22)
6000
187
R-268

WINDU
N31°31.83'
W97°04.95'
L-19, H-6

12000
193° (70)
7000
154° (69)
R-334

BILEE
N31°09.75'
W96°23.31'
L-19-21, H-6

COLLEGE STATION
113.3 CLL
Chan 80
N30°36.30'-W96°25.24'
L-19-21,H-7

HOARY
N30°34.63'
W97°46.52'
L-19-21, H-7

R-012
R-307

NAVASOTA
115.9 TNV
Chan 106

CENTEX
112.8 CWK
Chan 75

12000
204° (66)

SAN ANTONIO
116.8 SAT
Chan 115
N29°38.64'
W98°27.68'
L-19,H-7

R-024

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude, expect vector to appropriate route.

ARDIA TRANSITION (JPOOL4.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (JPOOL4.BILEE): (For aircraft overflying the BILEE intersection, thence via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to overfly the TNV VORTAC.) From over TTT VOR/DME via TTT R-156 to BILEE INT.

BRDEN TRANSITION (JPOOL4.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.

COLLEGE STATION TRANSITION (JPOOL4.CLL): (For piston aircraft inbound to Houston Hobby and all aircraft inbound to West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.

ELLVR TRANSITION (JPOOL4.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT VOR/DME via TTT R-166 to ELLVR INT.

HOARY TRANSITION (JPOOL4.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.

JASPA TRANSITION (JPOOL4.JASPA): (ATC assigned.) From over TTT VOR/DME via TTT R-176 to JASPA INT.

SAN ANTONIO TRANSITION (JPOOL4.SAT): (For aircraft overflying Centex and San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

TORNN TRANSITION (JPOOL4.TORNN): (For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT R-156 to TORNN INT.

WACO TRANSITION (JPOOL4.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

WINDU TRANSITION (JPOOL4.WINDU): (For aircraft inbound to Austin or San Antonio terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU.) From over TTT VOR/DME via TTT R-176 to WINDU INT.

SC-2, 08 APR 2010 to 06 MAY 2010

KINGDOM SEVEN DEPARTURE

SL-6644 (FAA)

MC KINNEY/ COLLIN COUNTY RGNL AT MC KINNEY (TKI)

MC KINNEY, TEXAS

GND CON
121.875
MC KINNEY TOWER ★
118.825 (CTAF)
REGIONAL DEP CON
124.3 282.35

TAKE-OFF OBSTACLES:
Note: Rwy 17, Bush 29′ from DER, 499′ right of centerline, 5′ AGL/591′ MSL.
OL on DME 400′ from DER, 266′ right of centerline, 16′ AGL/602′ MSL
Trees 784′ from DER, 574′ right of centerline, 39′ AGL/625′ MSL.
Note: Rwy 35, Trees 1060′ from DER, 634′ right of centerline, 65′ AGL/605′ MSL.
Multiple trees beginning 1532′ from DER, 632′ left of centerline, up to 79′ AGL/626′ MSL.

N

WICHITA FALLS
112.7 SPS
Chan 74
N33°59.24′-W98°35.61′
L-17, H-6

R-148 (25) V568

KARYN
N33°35.82′
W98°24.42′

R-271

BOWIE
112.4 UKW
Chan 71

R-146

GUTHRIE
114.5 GTH
Chan 92
N33°46.70′
W100°20.17′
L-17, H-6

6000 326° (63) V18

4000 328° (22)

R-225

R-165

FERRA
N33° 05.47′
W97°44.00′

RANGER
115.7 FUZ
Chan 104
N32°53.37′
W97°10.77′

MUZZO
N33°15.10′
W98°14.61′

65 34

4000 (27)

2300 285° (37)

2100 274° (7)

CEOLA
N32°51.98′
W97°44.00′

RUWLO
N32°47.28′
W99°07.77′

R-330

2500 261° (28)

2800 250° (36)

8000 (71)

99

8000 265° V18 (36) 93

BEKLE
N32°49.27′
W99°49.92′

R-265

4000 261° (13)

R-081

MAVERICK
113.1 TTT
Chan 78
N32°52.15′-W97°02.43′

PODDE
N32°43.58′
W97°44.00′
L-17

R-006

R-004

R-343

BROWNWOOD
108.6 BWD
Chan 23

MILLSAP
117.7 MQP
Chan 124
N32°43.57′
W97°59.85′
L-17, H-6

GLEN ROSE
115.0 JEN
Chan 97

TAKE-OFF MINIMUMS:
Rwys 17, 35 standard.

NOTE: Chart not to scale

NOTE: For all aircraft requesting 17,000′ and below.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

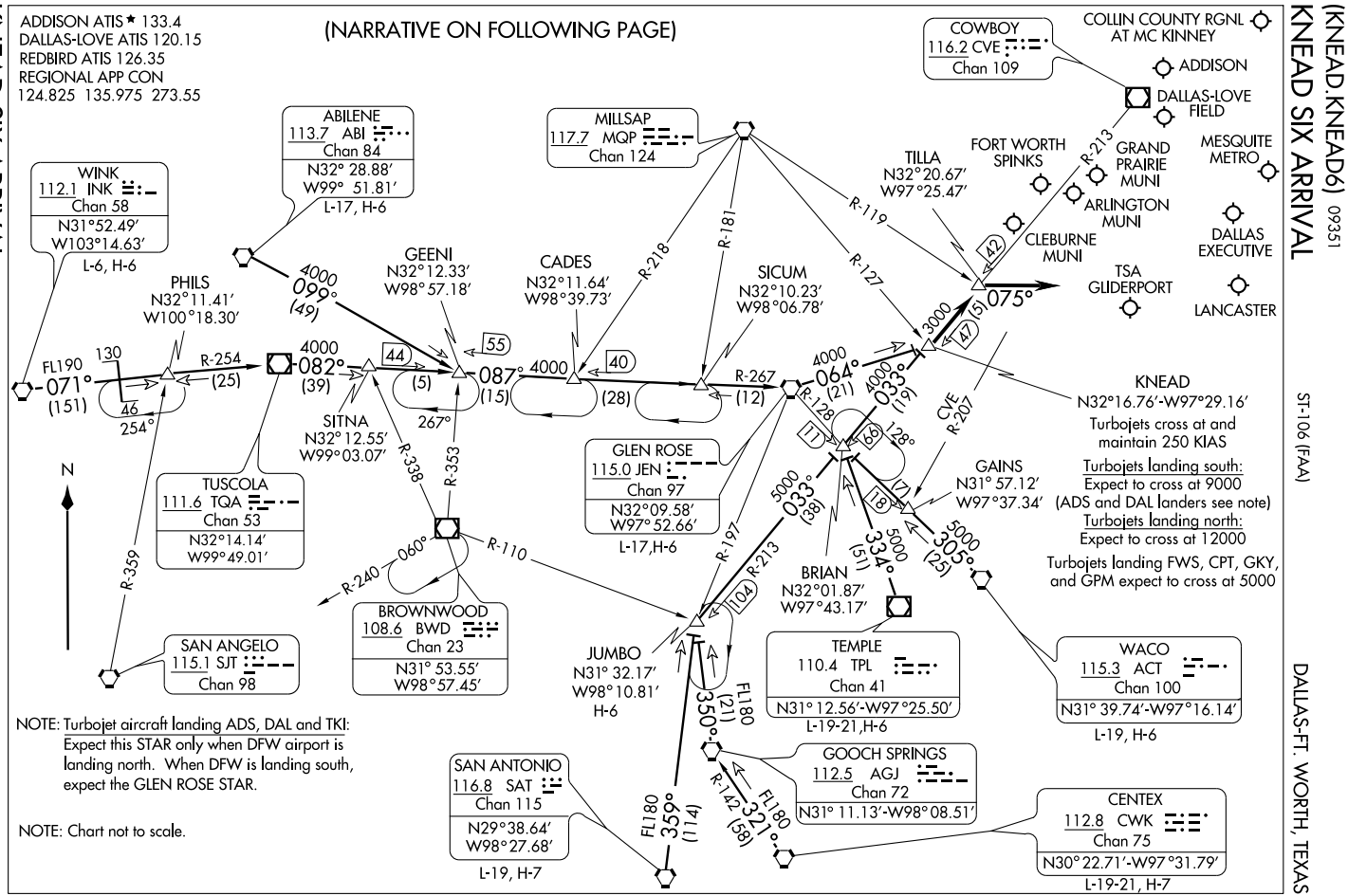
When entering controlled airspace fly assigned heading and altitude to appropriate route.

GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock terminal area or proceeding westbound via V-18 to GTH VORTAC). From over TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT, then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC.

MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC westbound via V-18 or direct). From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.

WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VORTAC). From over TTT VOR/DME via TTT R-285 to MUZZO INT, then via SPS R-148 to SPS VORTAC.



(KNEAD.KNEAD6) 09351

KNEAD SIX ARRIVAL

ST-106 (FAA)

DALLAS-FT. WORTH, TEXAS

ARRIVAL DESCRIPTION

ABILENE TRANSITION (ABI.KNEAD6): From over ABI VORTAC via ABI R-099 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

CENTEX TRANSITION (CWK.KNEAD6): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

GLEN ROSE TRANSITION (JEN.KNEAD6): From over JEN VORTAC via JEN R-064 to KNEAD INT. Thence . . . .

JUMBO TRANSITION (JUMBO.KNEAD6): From over JUMBO INT via CVE R-213 to KNEAD INT. Thence . . . .

SAN ANTONIO TRANSITION (SAT.KNEAD6): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

TEMPLE TRANSITION (TPL.KNEAD6): From over TPL VOR/DME via TPL R-334 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WACO TRANSITION (ACT.KNEAD6): From over ACT VORTAC via ACT R-305 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WINK TRANSITION (INK.KNEAD6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

. . . . From over KNEAD INT via CVE R-213 to TILLA INT, thence via heading 075° for vectors to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	7001
CH 87102	176°	TDZE	575
W17A		Apt Elev	585

RNAV (GPS) RWY 17

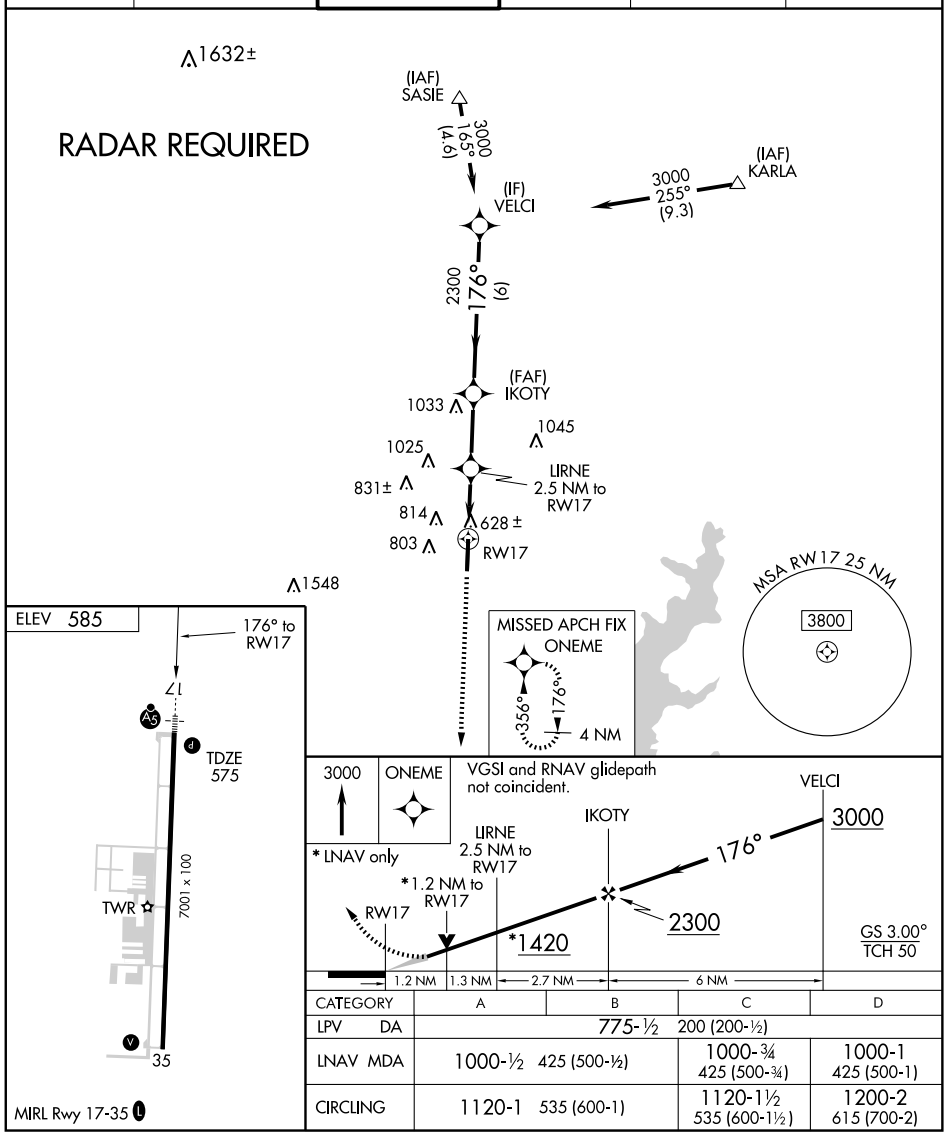
DALLAS/ COLLIN COUNTY RGNL AT MC KINNEY (TKI)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dallas Love Field altimeter setting and increase all DA 69 feet and all MDA 80 feet, increase LNAV Cat C, and Circling Cats C and D visibility ¼ mile. For inoperative MALSR increase LNAV Cat D visibility to 1¼ mile. For inoperative MALSR when using Dallas Love Field altimeter setting increase LPV all Cats visibility to 1 mile. VDP NA when using Dallas Love Field altimeter setting.

MALSR

MISSED APPROACH: Climb to 3000 direct ONEME and hold.

ASOS	REGIONAL APP CON	MC KINNEY TOWER ★	GND CON	CLNC DEL ★	UNICOM
119.925	124.3 282.275	118.825 (CTAF) L	121.875	121.35	122.95



CATEGORY	A	B	C	D
LPV DA	775-½		200 (200-½)	
LNAV MDA	1000-½ 425 (500-½)		1000-¾ 425 (500-¾)	1000-1 425 (500-1)
CIRCLING	1120-1 535 (600-1)		1120-1½ 535 (600-1½)	1200-2 615 (700-2)

SC-2, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	7001
CH 49202	356°	TDZE	585
W35A		Apt Elev	585

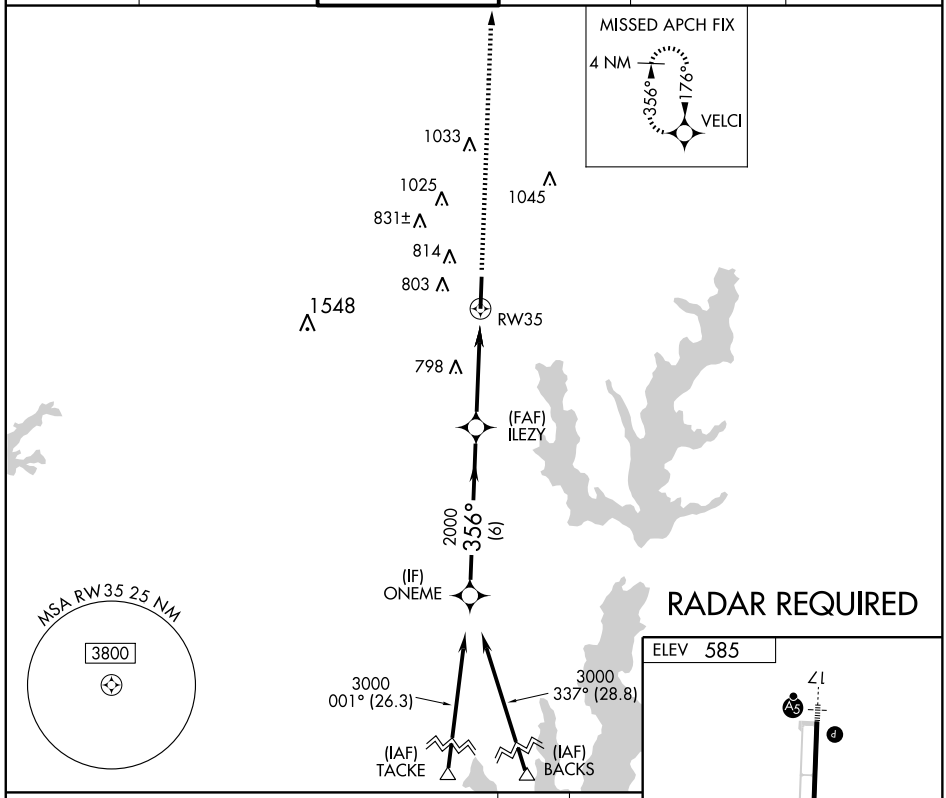
RNAV (GPS) RWY 35

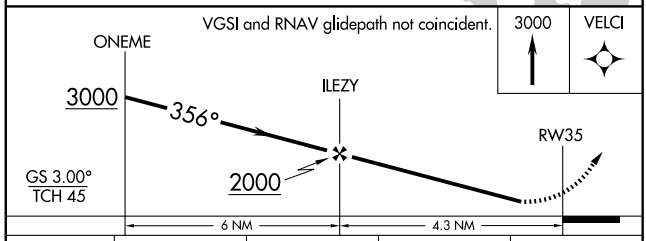
DALLAS/ COLLIN COUNTY RGNL AT MC KINNEY (TKI)

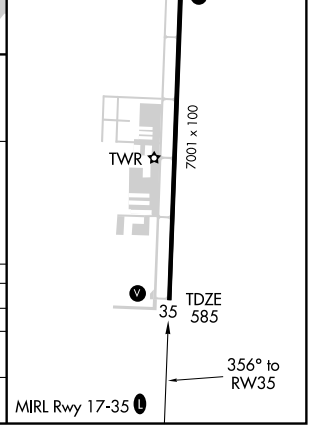
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Dallas Love Field altimeter setting and increase all DA 69 feet and all MDA 80 feet, and increase LPV all Cats, LNAV Cats C and D, and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct VELCI and hold.

ASOS	REGIONAL APP CON	MC KINNEY TOWER ★	GND CON	CLNC DEL ★	UNICOM
119.925	124.3 282.275	118.825 (CTAF) L	121.875	121.35	122.95







CATEGORY	A	B	C	D
LPV DA	867-1		282 (300-1)	
LNAV MDA	1060-1 475 (500-1)		1060-1¼ 475 (500-1¼)	1060-1½ 475 (500-1½)
CIRCLING	1120-1 535 (600-1)		1120-1½ 535 (600-1½)	1200-2 615 (700-2)

SC-2, 08 APR 2010 to 06 MAY 2010

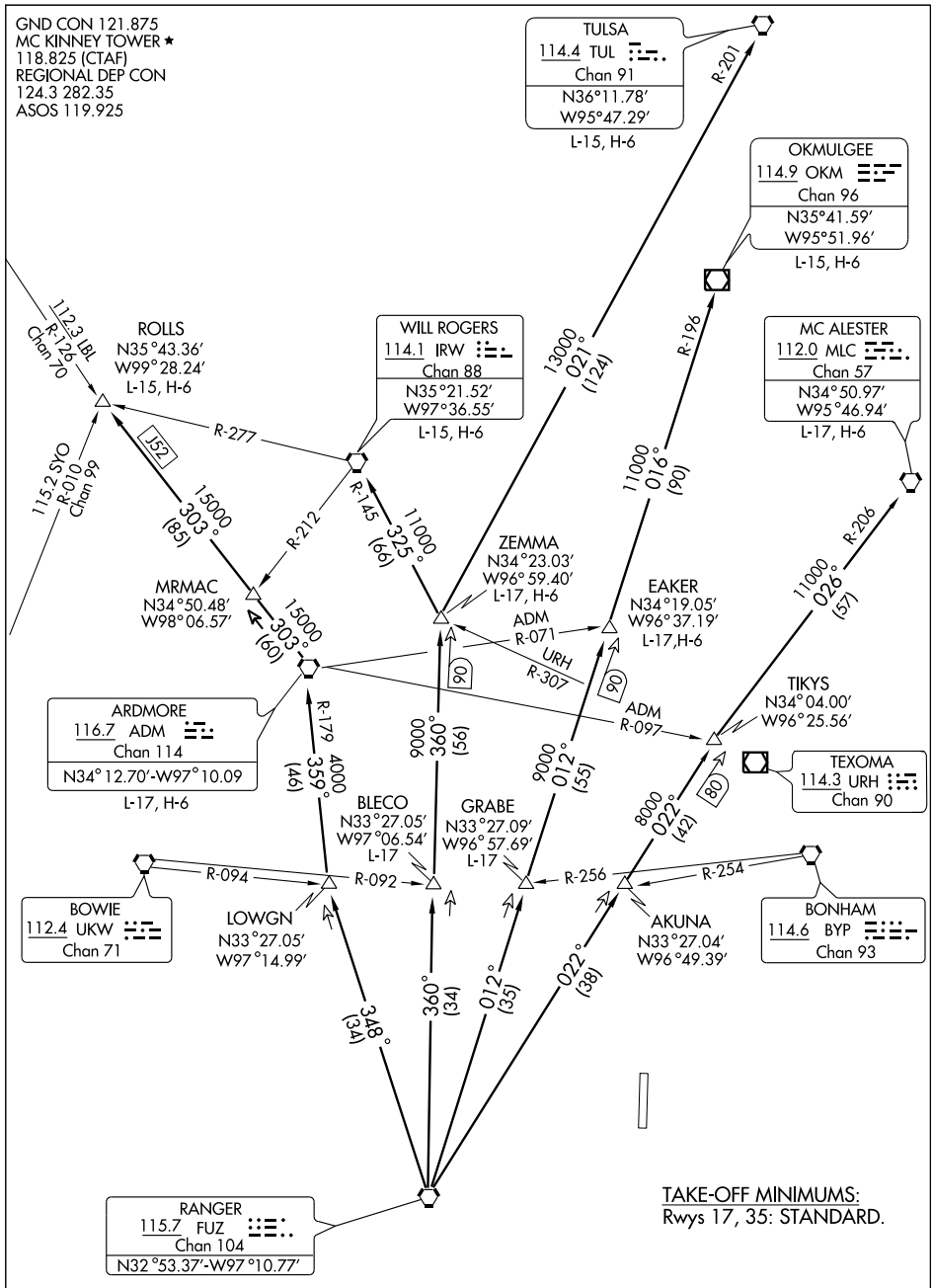
(TEX1.FUZ) 09351

TEXOMA ONE DEPARTURE

DALLAS/ COLLIN COUNTY RGNL AT MC KINNEY (TKI)

SL-6644 (FAA)

DALLAS, TEXAS



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to BLECO INT.

EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC via FUZ R-012 to EAKER INT.

GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT, then via MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to OKM VOR/DME.

ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.

TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (TEX1.IRW): (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT.

SC-2, 08 APR 2010 to 06 MAY 2010

VORTAC BYP	APP CRS	Rwy Idg	N/A
114.6 Chan 93	214°	TDZE	N/A
		Apt Elev	585

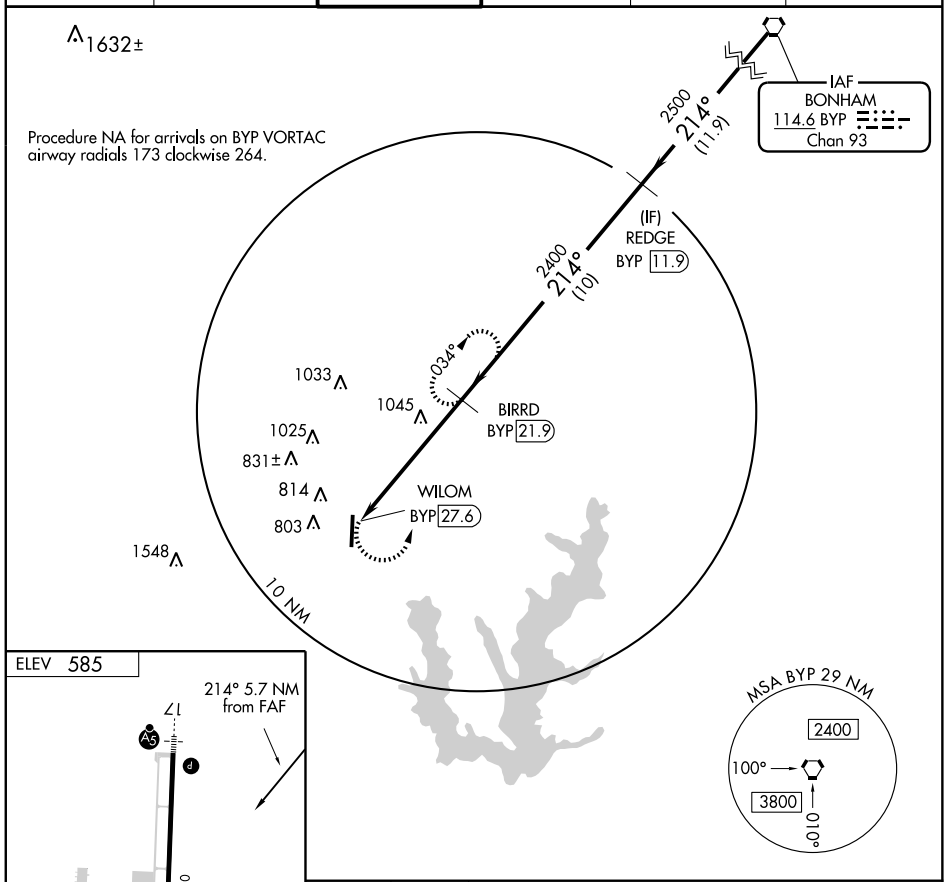
VOR/DME-A

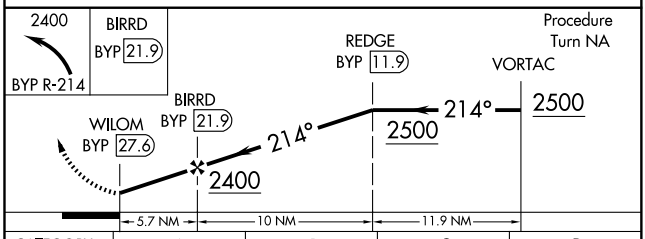
DALLAS/ COLLIN COUNTY RGNL AT MC KINNEY (TKI)

When local altimeter setting not received use Dallas Love Field altimeter setting and increase all MDA 80 feet and Cats C and D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2400 via BYP VORTAC R-214 to BIRRD/BYP 21.9 DME and hold.

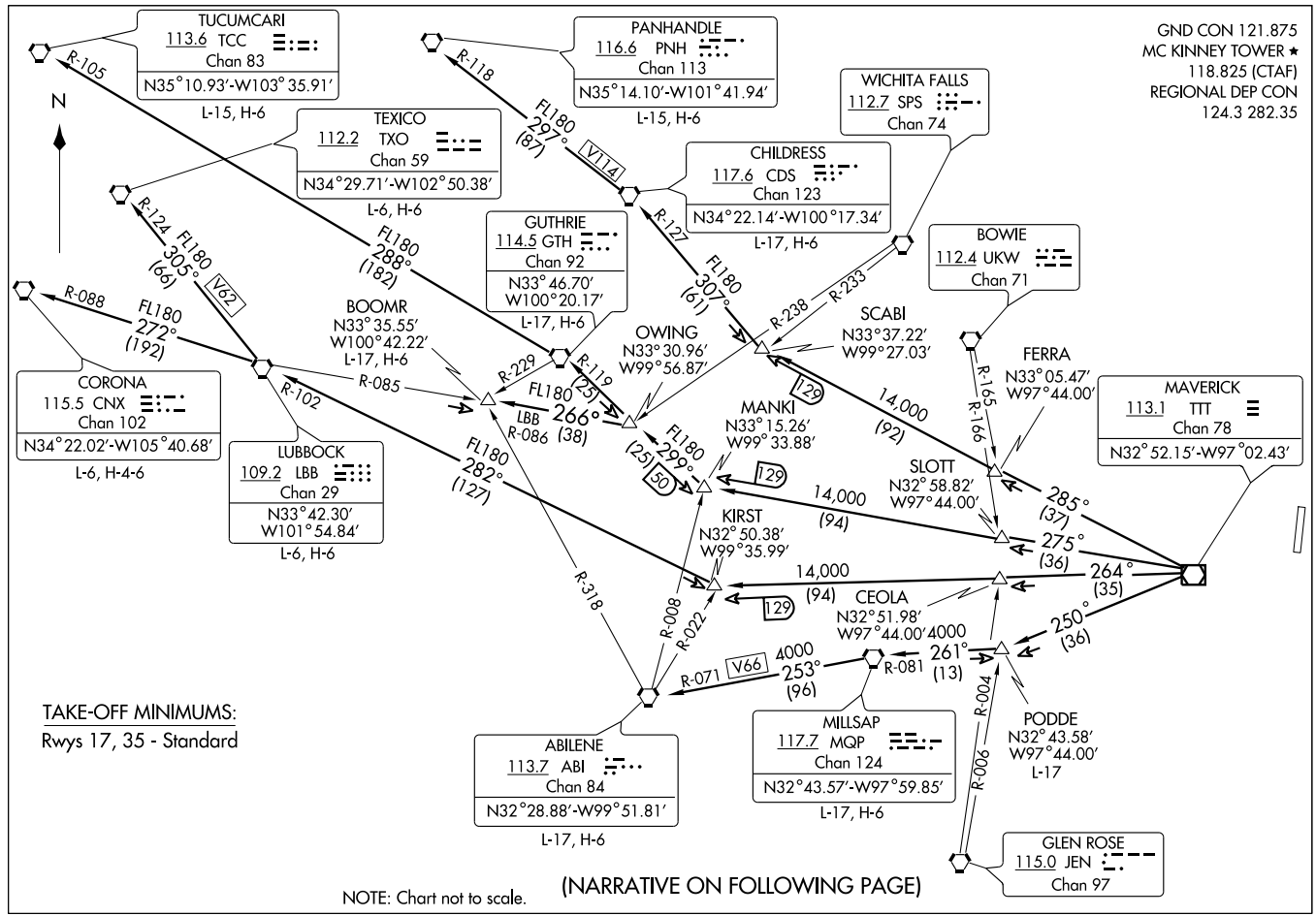
ASOS	REGIONAL APP CON	McKINNEY TOWER★	GND CON	CLNC DEL	UNICOM
119.925	124.3 282.275	118.825 (CTAF) L	121.875	121.35 ★	122.95





CATEGORY	A	B	C	D
CIRCLING	1360-1 775 (800-1)	1360-1¼ 775 (800-1¼)	1360-2¼ 775 (800-2¼)	1360-2½ 775 (800-2½)

SC-2, 08 APR 2010 to 06 MAY 2010



(KTKI) 09351
WORTH FIVE DEPARTURE

MC KINNEY/ COLLIN COUNTY RGNL AT MC KINNEY (TKI)
SL-6644 (FAA)
MC KINNEY, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

BOOMR TRANSITION (WORTH5.BOOMR): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT.

CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

PANHANDLE TRANSITION (WORTH5.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via TTT R-250 to PODDE INT.

TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

SC-2, 08 APR 2010 to 06 MAY 2010

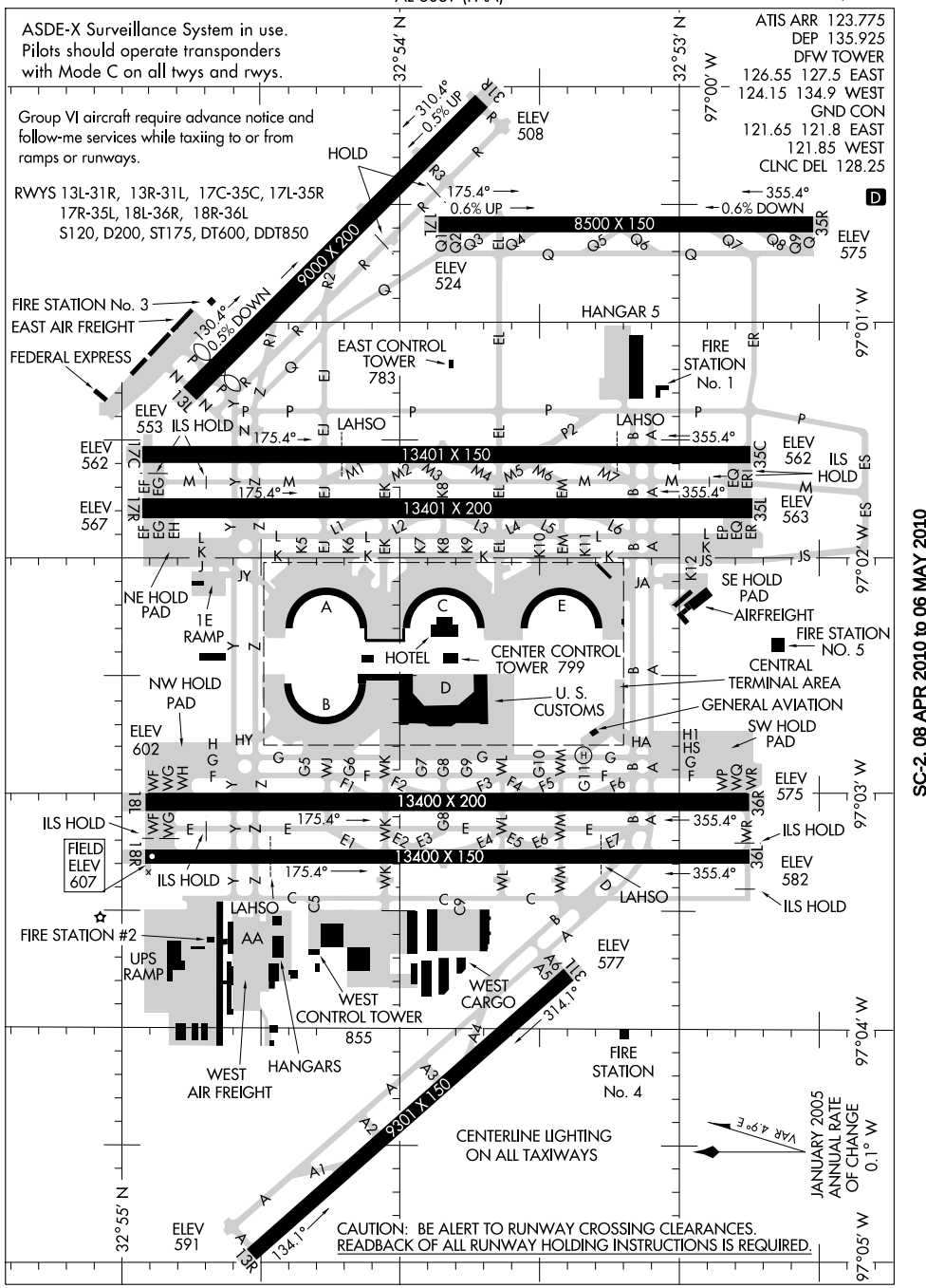
09351

AIRPORT DIAGRAM

AL-6039 (FAA)

DALLAS-FORT WORTH INTL (DFW)

DALLAS-FORT WORTH, TEXAS



SC-2, 08 APR 2010 to 06 MAY 2010

AKUNA THREE DEPARTURE (RNAV)

DALLAS-FORT WORTH INTL (DFW)
DALLAS-FORT WORTH, TEXAS

ATIS 135.925
CLNC DEL 128.25
GND CON
121.65 121.8 (EAST)
121.85 (WEST)
DFW TOWER
126.55 127.5 (EAST)
124.15 134.9 (WEST)
REGIONAL DEP CON
118.55 290.35 (RWY 17R/C)
126.47 363.15 (RWY 18L/R)
125.12 353.95 (RWYS 35L/C and 36L/R)

NOTE: 1. DME/DME/IRU or GPS Required
2. RNAV 1

TAKE-OFF MINIMUMS

Rwys 17C/R, 18L/R, 35L/C, 36L/R: Standard with a minimum climb of 500' per NM to 5000.
Rwys 13L/R, 17L, 31L/R, 35R: NA- Air Traffic.

TAKE-OFF RWYS 17C/R: Do not exceed 240K until JGIRL.
TAKE-OFF RWYS 18L/R: Do not exceed 240K until YAMEL.
TAKE-OFF RWYS 35L/C: Do not exceed 240K until CUZEN.
TAKE-OFF RWYS 36L/R: Do not exceed 240K until HAZKL.

NOTE: For TURBOJET Aircraft only.

NOTE: For non-GPS equipped aircraft departing Rwys 17C/R and 35C, CVE must be operational.

NOTE: For non-GPS equipped aircraft departing Rwy 35L, FUZ must be operational.

NOTE: For non-GPS equipped aircraft departing Rwys 18L/R, FUZ and CVE must be operational.

NOTE: For non-GPS equipped aircraft departing Rwy 36R, BYP and ADM must be operational.

NOTE: For non-GPS equipped aircraft departing Rwy 36L, BYP, ADM and FUZ must be operational.

ZEMMA
ARDMORE ADM
EAKER
MCALESTER MLC
TIKYS
[1105]
11000
028° (57)
R-203
8000
022° (42)
AKUNA
LOWGN
BLECO
GRABE
028° (22)
018° (25)
034° (35)
353° (28)
RYNNE
347° (5)
BEMMR
HAZKL
5000 240K
CUZEN
5000 240K
CMORE
1120
1107
354°
354°
174°
174°
355° (10)
354° (8)
BIGGD
BINGM
YAMEL
5000 240K
190°
155°
153°
JGIRL
5000 240K
105°
090° (6)
332° (4)
253°
268° (5)
(3)
BPARK
NAVYE
(3)
082° (5)
CORTS
FIRMN

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar Required.

SC-2, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

PROPS

FILE AND EXPECT JACKY OR TRI-GATE DEPARTURE PROCEDURE.

JETS

TAKE-OFF RUNWAY 17C: Climb heading 174° to intercept course 155° to NAVYE, then on track 105° to JGIRL, cross JGIRL at or above 5000, then on depicted route to AKUNA, Thence . . . .

TAKE-OFF RUNWAY 17R: Climb heading 174° to intercept course 153° to NAVYE, then on track 105° to JGIRL, cross JGIRL at or above 5000, then on depicted route to AKUNA, Thence . . . .

TAKE-OFF RUNWAY 18L: Climb heading 174° to intercept course 190° to BPARK, then on track 253° to YAMEL, cross YAMEL at or above 5000, then on depicted route to AKUNA, Thence . . . .

TAKE-OFF RUNWAY 18R: Climb heading 174° to intercept course 190° to BPARK, then on track 253° to YAMEL, cross YAMEL at or above 5000, then on depicted route to AKUNA, Thence . . . .

TAKE-OFF RUNWAY 35C: Climb heading 354° to 1107, then direct CUZEN, cross CUZEN at or above 5000, then on depicted route to AKUNA, Thence . . . .

TAKE-OFF RUNWAY 35L: Climb heading 354° to 1107, then direct CUZEN, cross CUZEN at or above 5000, then on depicted route to AKUNA, Thence . . . .

TAKE-OFF RUNWAY 36L: Climb heading 354° to 1120, then direct HAZKL, cross HAZKL at or above 5000. Then on depicted route to AKUNA, Thence . . . .

TAKE-OFF RUNWAY 36R: Climb heading 354° to 1120, then direct HAZKL, cross HAZKL at or above 5000, then on depicted route to AKUNA, Thence . . . .

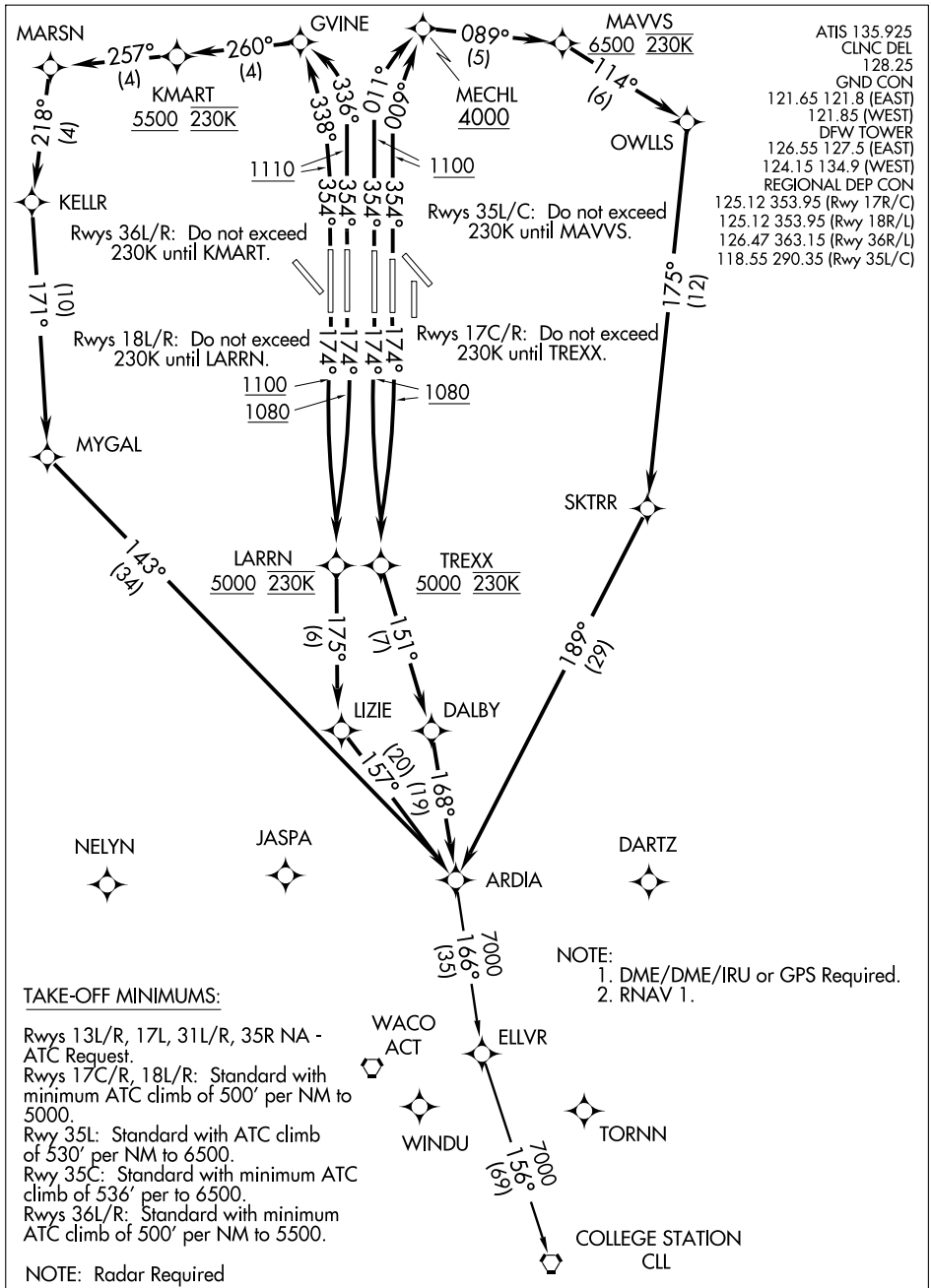
. . . . on (transition). Maintain 10,000', expect filed altitude ten minutes after departure.

MC ALESTER TRANSITION (AKUNA3.MLC): For aircraft overflying the MLC VORTAC or intercepting J105.

SC-2, 08 APR 2010 to 06 MAY 2010

ARDIA THREE DEPARTURE (RNAV)

DALLAS-FORT WORTH INTL (DFW)
DALLAS-FORT WORTH, TEXAS



ATIS 135.925
CLNC DEL 128.25
GND CON 121.65 121.8 (EAST) 121.85 (WEST)
DFW TOWER 126.55 127.5 (EAST) 124.15 134.9 (WEST)
REGIONAL DEP CON 125.12 353.95 (Rwy 17R/C) 125.12 353.95 (Rwy 18R/L) 126.47 363.15 (Rwy 36R/L) 118.55 290.35 (Rwy 35L/C)

NOTE:
1. DME/DME/IRU or GPS Required.
2. RNAV 1.

TAKE-OFF MINIMUMS:

Rwys 13L/R, 17L, 31L/R, 35R NA - ATC Request.
Rwys 17C/R, 18L/R: Standard with minimum ATC climb of 500' per NM to 5000.
Rwy 35L: Standard with ATC climb of 530' per NM to 6500.
Rwy 35C: Standard with minimum ATC climb of 536' per to 6500.
Rwys 36L/R: Standard with minimum ATC climb of 500' per NM to 5500.

NOTE: Radar Required
NOTE: For Turbo Jets only.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 08 APR 2010 to 06 MAY 2010

ARDIA THREE DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

PROPS

File and expect KEENE or TRI-GATE DP.

JETS

TAKE-OFF RUNWAY 17C: Climb via 174° heading to 1080, then right turn direct TREXX, cross TREXX at or above 5000, then via depicted route to ARDIA. Thence . . . .

TAKE-OFF RUNWAY 17R: Climb via 174° heading to 1080, then left turn direct TREXX, cross TREXX at or above 5000, then via depicted route to ARDIA. Thence . . . .

TAKE-OFF RUNWAY 18L: Climb via 174° heading to 1080, then right turn direct LARRN, cross LARRN at or above 5000, then via depicted route to ARDIA. Thence . . . .

TAKE-OFF RUNWAY 18R: Climb via 174° heading to 1100, then left turn direct LARRN cross LARRN at or above 5000, then via depicted route to ARDIA. Thence . . . .

TAKE-OFF RUNWAY 35C: Climb via 354° heading to at or above 1100, then via 009° course to MECHL, cross MECHL at or above 4000, then via 089° track to MAVVS. Cross MAVVS at or above 6500, then via depicted route to ARDIA. Thence . . . .

TAKE-OFF RUNWAY 35L: Climb via 354° heading to at or above 1100, then via 011° course to MECHL, cross MECHL at or above 4000, then via 089° track to MAVVS. Cross MAVVS at or above 6500, then via depicted route to ARDIA. Thence . . . .

TAKE-OFF RUNWAY 36L: Climb via 354° heading to at or above 1110, then via 338° course to GVINE, then via 260° track to KMART. Cross KMART at or above 5500, then via depicted route to ARDIA. Thence . . . .

TAKE-OFF RUNWAY 36R: Climb via 354° heading to at or above 1110, then via 336° course to GVINE, then via 260° track to KMART. Cross KMART at or above 5500, then via depicted route to ARDIA, Thence . . . .

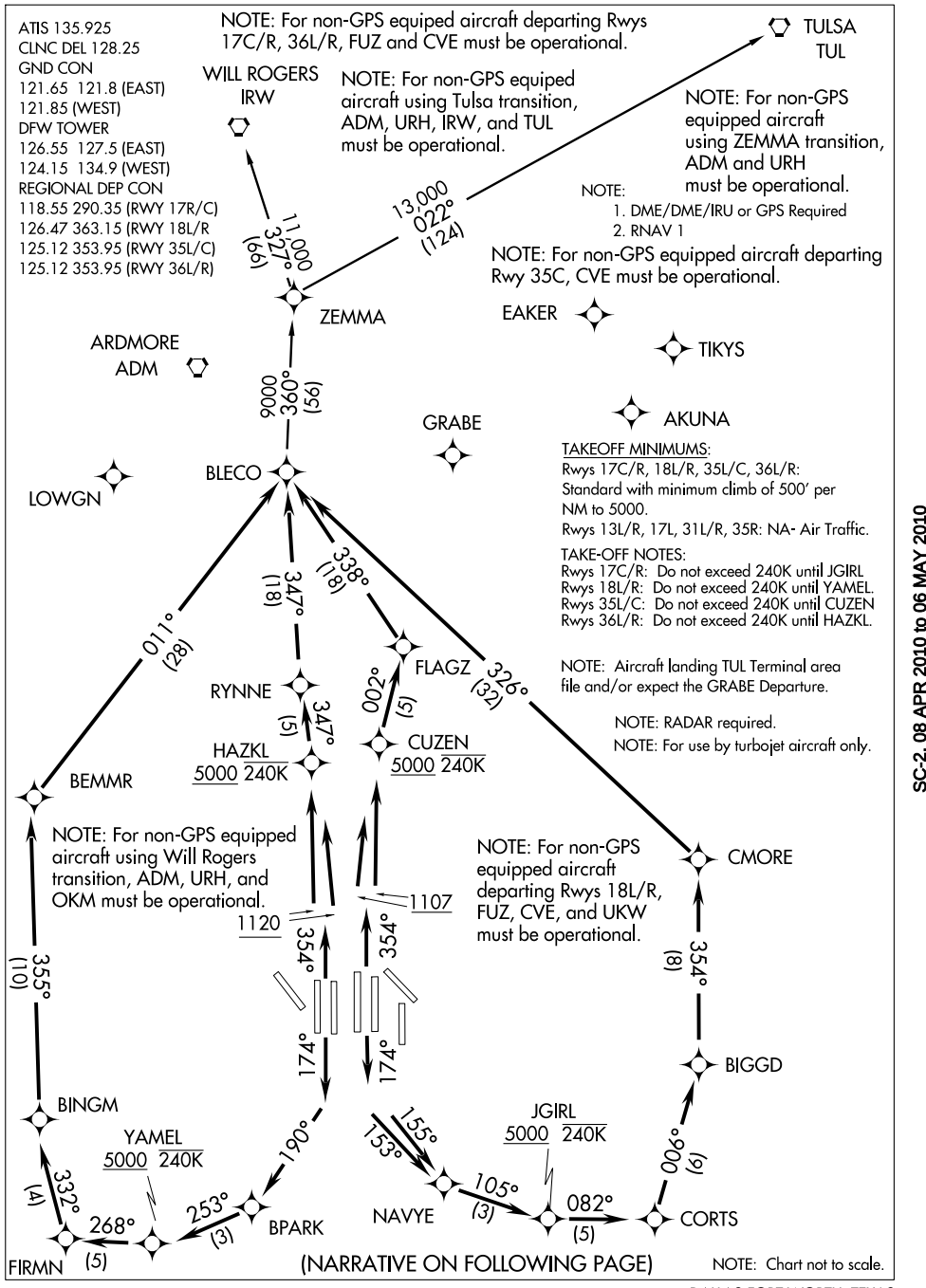
. . . . via (transition). Maintain 10,000. Expect filed altitude within 10 minutes after departure.

COLLEGE STATION TRANSITION (ARDIA3.CLL): (For turbojet aircraft inbound to West Houston terminal area airports.)

ELLVR TRANSITION (ARDIA3.ELLVR): (For turbojet aircraft inbound to Houston Hobby, EFD, GLS, and LBX.

SC-2, 08 APR 2010 to 06 MAY 2010

BLECO THREE DEPARTURE (RNAV)



SC-2, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

PROPS

FILE AND EXPECT JACKY OR TRI-GATE DEPARTURE PROCEDURE.

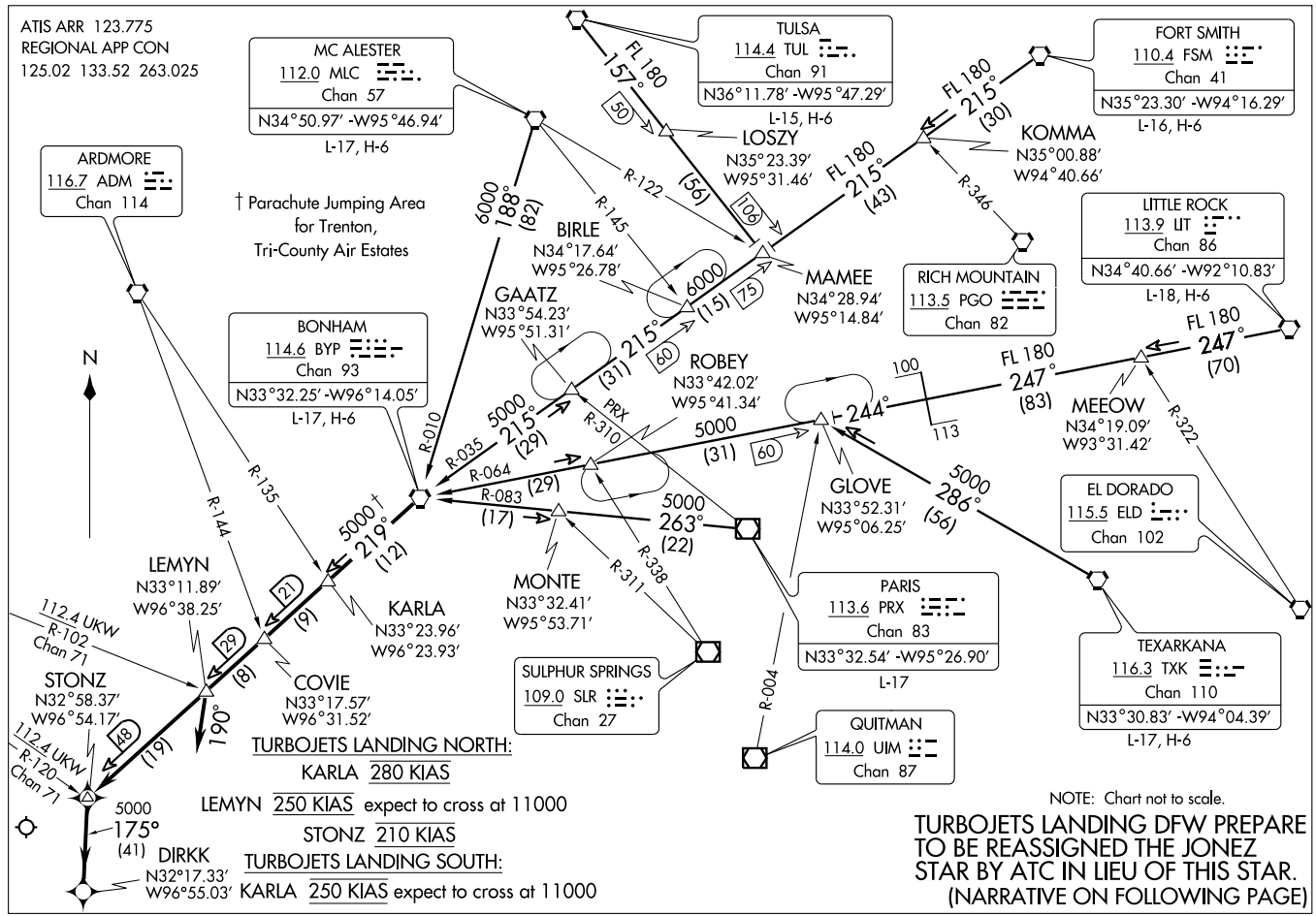
JETS

TAKE-OFF RUNWAY 17C: Climb heading 174° to intercept course 155° to NAVYE, then on track 105° to JGIRL, cross JGIRL at or above 5000, then on depicted route to BLECO. Thence . . . .
TAKE-OFF RUNWAY 17R: Climb heading 174° to intercept course 153° to NAVYE, then on track 105° to JGIRL, cross JGIRL at or above 5000, then on depicted route to BLECO. Thence . . . .
TAKE-OFF RUNWAY 18L: Climb heading 174° to intercept course 190° to BPARK, then on track 253° to YAMEL, cross YAMEL at or above 5000, then on depicted route to BLECO. Thence . . . .
TAKE-OFF RUNWAY 18R: Climb heading 174° to intercept course 190° to BPARK, then on track 253° to YAMEL, cross YAMEL at or above 5000, then on depicted route to BLECO. Thence . . . .
TAKE-OFF RUNWAY 35C: Climb heading 354° to 1107, then direct CUZEN, cross CUZEN at or above 5000, then on depicted route to BLECO. Thence . . . .
TAKE-OFF RUNWAY 35L: Climb heading 354° to 1107, then direct CUZEN, cross CUZEN at or above 5000, then on depicted route to BLECO. Thence . . . .
TAKE-OFF RUNWAY 36L: Climb heading 354° to 1120, then direct HAZKL, cross HAZKL at or above 5000, then on depicted route to BLECO. Thence . . . .
TAKE-OFF RUNWAY 36R: Climb heading 354° to 1120, then direct HAZKL, cross HAZKL at or above 5000, then on depicted route to BLECO. Thence . . . .

. . . . on (transition). Maintain 10,000', expect filed altitude ten minutes after departure.

TULSA TRANSITION (BLECO3.TUL): (For all aircraft overflying the TUL VORTAC).
WILL ROGERS TRANSITION (BLECO3.IRW): (For all aircraft inbound to Oklahoma City area or overflying the IRW VORTAC).
ZEMMA TRANSITION (BLECO3.ZEMMA): (ATC assigned).

SC-2, 08 APR 2010 to 06 MAY 2010



BONHAM FIVE ARRIVAL (BYP.BYP5)

07298

ST-6039 (FAA)

DALLAS-FORT WORTH INTL

DALLAS-FORT WORTH, TEXAS

ARRIVAL DESCRIPTION

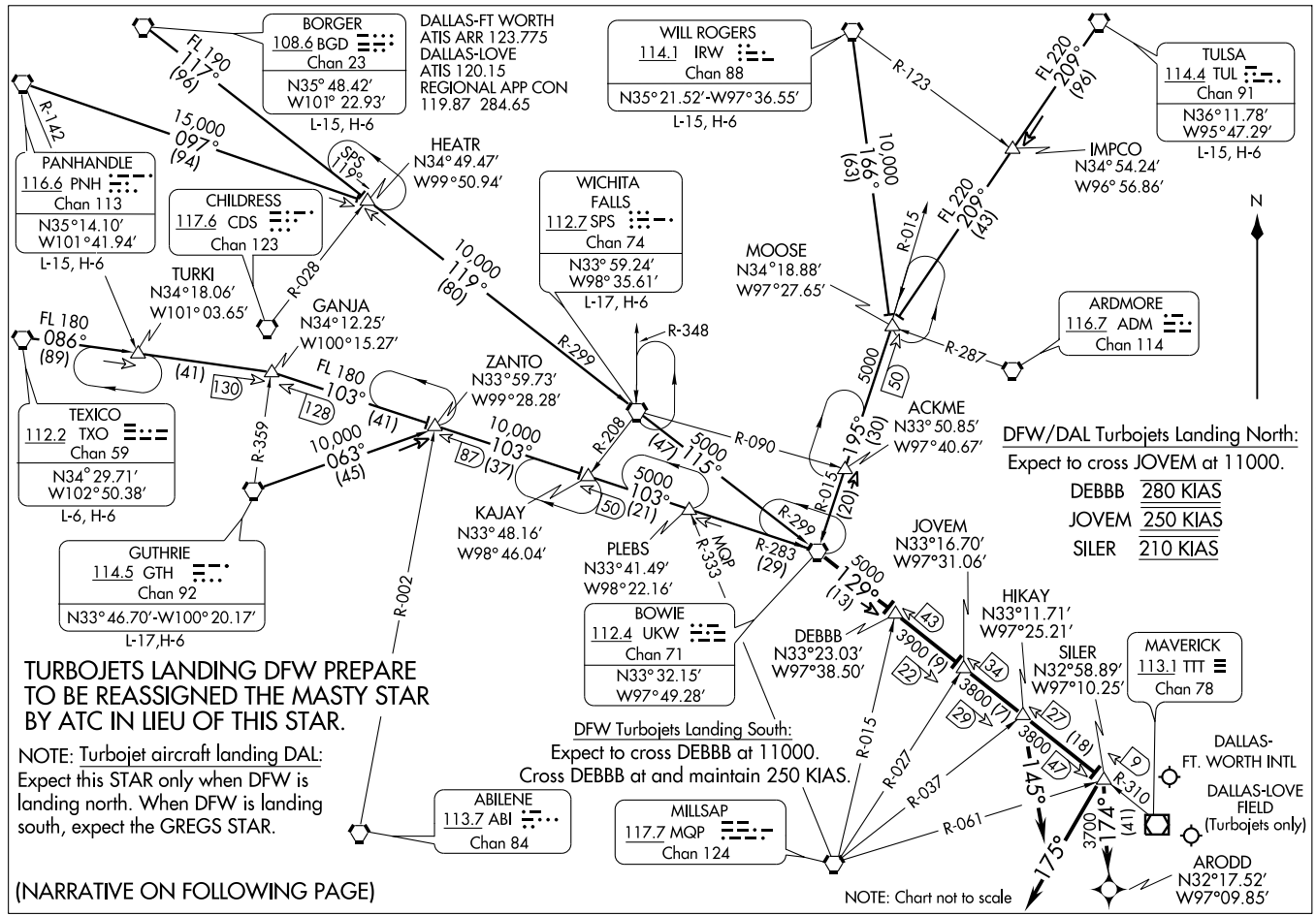
FORT SMITH TRANSITION (FSM.BYP5): From over FSM VORTAC via FSM R-215 to MAMEE INT, then via BYP R-035 to BYP VORTAC. Thence. . . .
LITTLE ROCK TRANSITION (LIT.BYP5): From over LIT VORTAC via LIT R-247 and BYP R-064 to GLOVE INT, then via BYP R-064 to BYP VORTAC. Thence. . . .
MC ALESTER TRANSITION (MLC.BYP5): From over MLC VORTAC via MLC R-188 and BYP R-010 to BYP VORTAC. Thence. . . .
PARIS TRANSITION (PRX.BYP5): From over PRX VOR/DME via PRX R-263 and BYP R-083 to BYP VORTAC. Thence. . . .
TEXARKANA TRANSITION (TXK.BYP5): From over TXK VORTAC via TXK R-286 to GLOVE INT, then via BYP R-064 to BYP VORTAC. Thence. . . .
TULSA TRANSITION (TUL.BYP5): From over TUL VORTAC via TUL R-157 to MAMEE INT, then via BYP R-035 to BYP VORTAC. Thence. . . .

. . . . ALL AIRCRAFT: From over BYP VORTAC via BYP R-219, thence. . . .

ALL AIRCRAFT LANDING SOUTH: To LEMYN, Expect vectors to final approach course.
JETS LANDING NORTH: FOR /E, /F, /G, and /R (RNP-2.0) EQUIPPED AIRCRAFT: From over STONZ INT direct DIRKK WP, expect vector to final approach course prior to DIRKK WP. If not received by DIRKK WP fly present heading. All others to STONZ depart STONZ heading 175° for vector to final approach course.
PROPS LANDING NORTH: Depart LEMYN INT heading 190°. Expect vectors to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010

BOWIE ONE ARRIVAL (UKW.UKW1) 10098



ST-6039 (FAA)

DALLAS-FORT WORTH, TEXAS

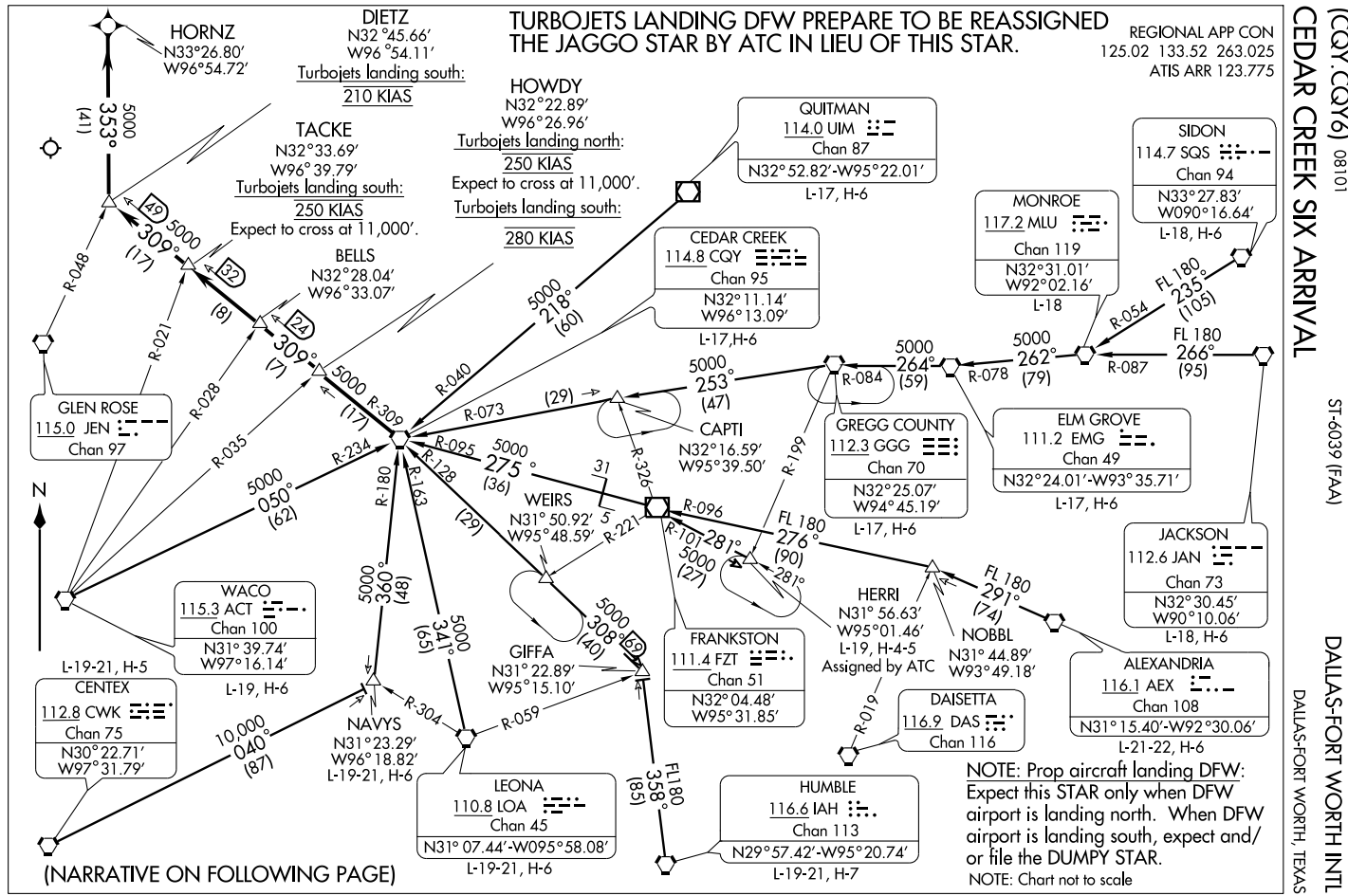
ARRIVAL ROUTE DESCRIPTION

BORGER TRANSITION (BGD.UKW1): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC. Thence. . . .
GUTHRIE TRANSITION (GTH.UKW1): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to UKW VORTAC. Thence. . . .
PANHANDLE TRANSITION (PNH.UKW1): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC. Thence. . . .
TEXICO TRANSITION (TXO.UKW1): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to UKW VORTAC. Thence. . . .
TULSA TRANSITION (TUL.UKW1): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to UKW VORTAC. Thence. . . .
WICHITA FALLS TRANSITION (SPS.UKW1): From over SPS VORTAC via SPS R-115 and UKW R-299 to UKW VORTAC. Thence. . . .
WILL ROGERS TRANSITION (IRW.UKW1): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to UKW VORTAC. Thence. . . .

. . . . ALL AIRCRAFT: From over UKW VORTAC via UKW R-129 and TTT R-310. Thence. . . .

. . . . ALL AIRCRAFT LANDING SOUTH: To HIKAY INT, expect vectors to final approach course.
. . . . RNAV CAPABLE JETS LANDING NORTH: From over SILER INT direct ARODD WP, expect vectors to final approach course prior to ARODD WP. If not received by ARODD WP fly present heading. DME/DME/IRU or GPS required. Pilots of RNP capable aircraft use RNP 2.0. Type B.
. . . . PROPS LANDING NORTH: To HIKAY INT, depart HIKAY INT heading 145° for vector to final approach course.
. . . . ALL OTHERS: To SILER INT depart SILER INT heading 175° for vector to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010


CEDAR CREEK SIX ARRIVAL (CQY.CQY6) 08101
DALLAS-FORT WORTH INTL
DALLAS-FORT WORTH, TEXAS
ST-6039 (FAA)
TURBOJETS LANDING DFW PREPARE TO BE REASSIGNED THE JAGGO STAR BY ATC IN LIEU OF THIS STAR.
REGIONAL APP CON
125.02 133.52 263.025
ATIS ARR 123.775
HORNZ
N33°26.80′
W96°54.72′
DIETZ
N32°45.66′
W96°54.11′
Turbojets landing south:
210 KIAS
HOWDY
N32°22.89′
W96°26.96′
Turbojets landing north:
250 KIAS
Expect to cross at 11,000′.
Turbojets landing south:
280 KIAS
TACKE
N32°33.69′
W96°39.79′
Turbojets landing south:
250 KIAS
Expect to cross at 11,000′.
BELLS
N32°28.04′
W96°33.07′
QUITMAN
114.0 UIM
Chan 87
N32°52.82′-W95°22.01′
L-17, H-6
CEDAR CREEK
114.8 CQY
Chan 95
N32°11.14′
W96°13.09′
L-17,H-6
MONROE
117.2 MLU
Chan 119
N32°31.01′
W92°02.16′
L-18
SIDON
114.7 SQS
Chan 94
N33°27.83′
W090°16.64′
L-18, H-6
GLEN ROSE
115.0 JEN
Chan 97
CAPTI
N32°16.59′
W95°39.50′
GREGG COUNTY
112.3 GGG
Chan 70
N32°25.07′
W94°45.19′
L-17, H-6
ELM GROVE
111.2 EMG
Chan 49
N32°24.01′-W93°35.71′
L-17, H-6
JACKSON
112.6 JAN
Chan 73
N32°30.45′
W90°10.06′
L-18, H-6
WEIRS
N31°50.92′
W95°48.59′
WACO
115.3 ACT
Chan 100
N31°39.74′
W97°16.14′
L-19, H-6
L-19-21, H-5
CENTEX
112.8 CWK
Chan 75
N30°22.71′
W97°31.79′
GIFFA
N31°22.89′
W95°15.10′
FRANKSTON
111.4 FZT
Chan 51
N32°04.48′
W95°31.85′
HERRI
N31°56.63′
W95°01.46′
L-19, H-4-5
Assigned by ATC
NOBBL
N31°44.89′
W93°49.18′
ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40′-W92°30.06′
L-21-22, H-6
DAISETTA
116.9 DAS
Chan 116
NAVYS
N31°23.29′
W96°18.82′
L-19-21, H-6
LEONA
110.8 LOA
Chan 45
N31° 07.44′-W095°58.08′
L-19-21, H-6
HUMBLE
116.6 IAH
Chan 113
N29°57.42′-W95°20.74′
L-19-21, H-7
NOTE: Prop aircraft landing DFW: Expect this STAR only when DFW airport is landing north. When DFW airport is landing south, expect and/or file the DUMPY STAR.
NOTE: Chart not to scale
(NARRATIVE ON FOLLOWING PAGE)
N
353° (41) 5000
309° (17) 5000
309° (7)
5000 R-309 (17)
5000 218° (60)
5000 253° (47)
5000 264° (59)
5000 262° (79)
FL 180 235° (105)
FL 180 266° (95)
5000 050° (62)
5000 275° (36)
FL 180 276° (90)
5000 281° (27)
FL 180 291° (74)
5000 360° (48)
5000 341° (65)
5000 308° (40)
10,000 040° (87)
FL180 358° (85)
R-048
R-021
R-028
R-035
R-040
R-073
R-084
R-078
R-087
R-054
R-234
R-095
R-128
R-163
R-180
R-199
R-326
R-096
R-101
R-221
R-304
R-059
R-019
(29)
(8)
31
5

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.CQY6): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC. Thence . . . .

CENTEX TRANSITION (CWK.CQY6): From over CWK VORTAC via CWK R-040 to NAVYS INT, then via CQY R-180 to CQY VORTAC. Thence . . . .

ELM GROVE TRANSITION (EMG.CQY6): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC. Thence . . . .

GREGG COUNTY TRANSITION (GGG.CQY6): From over GGG VORTAC via GGG R-253 and CQY R-073 to CQY VORTAC. Thence . . . .

HERRI TRANSITION (HERRI.CQY6): (Assigned by ATC) From over HERRI INT via FZT R-101 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC. Thence . . . .

HUMBLE TRANSITION (IAH.CQY6): From over IAH VORTAC via IAH R-355 to GIFFA INT, then via CQY R-128 to CQY VORTAC. Thence . . . .

JACKSON TRANSITION (JAN.CQY6): From over JAN VORTAC via JAN R-266 and MLU R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC. Thence . . . .

LEONA TRANSITION (LOA.CQY6): From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC. Thence. . . .

MONROE TRANSITION (MLU.CQY6): From over MLU VORTAC via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC. Thence . . . .

NAVYS TRANSITION (NAVYS.CQY6): From over NAVYS INT via CQY R-180 to CQY VORTAC. Thence . . . .

QUITMAN TRANSITION (UIM.CQY6): From over UIM VOR/DME via UIM R-218 and CQY R-040 to CQY VORTAC. Thence . . . .

SIDON TRANSITION (SQS.CQY6): From over SQS VORTAC via SQS R-235 and MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC. Thence . . . .

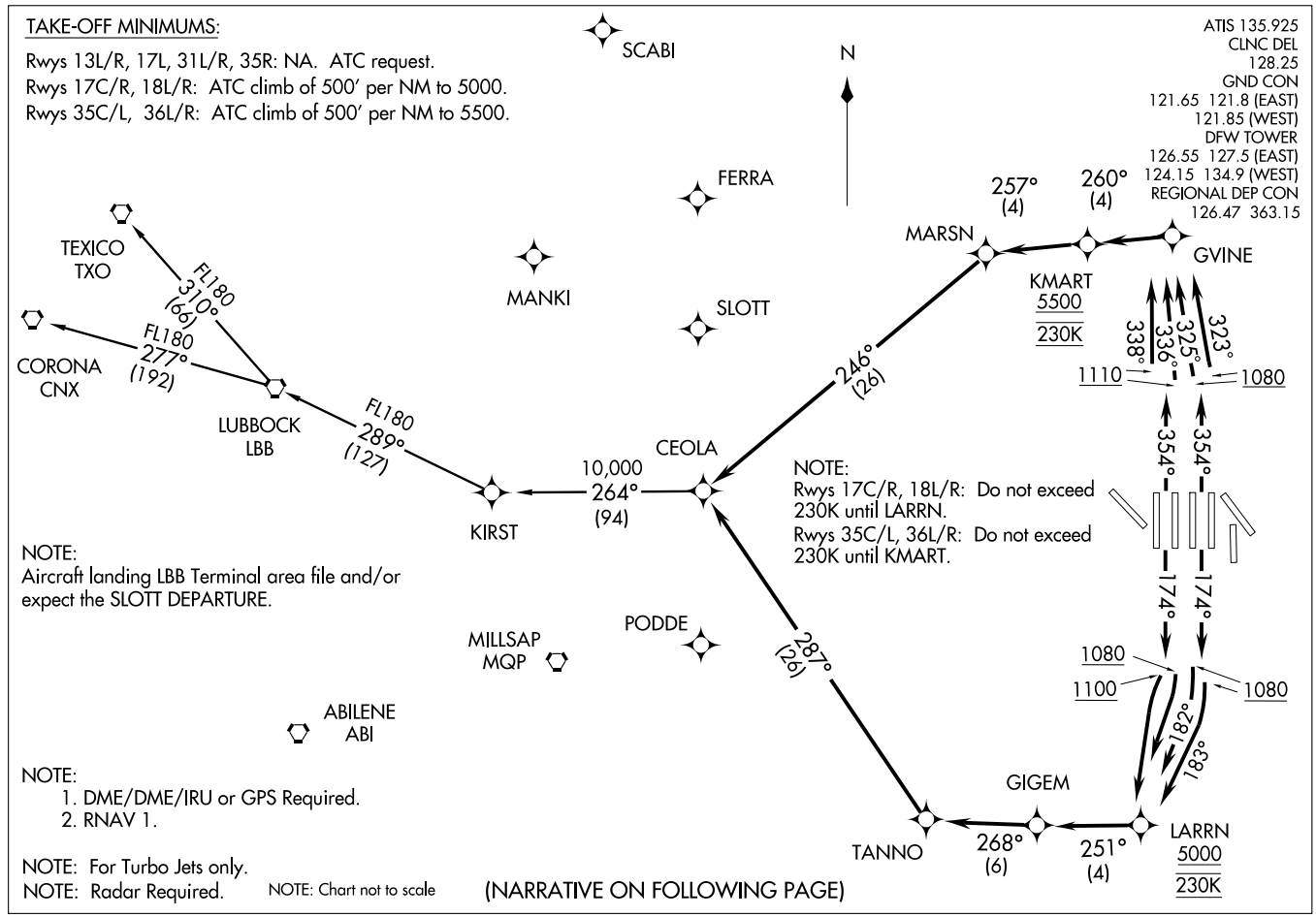
WACO TRANSITION (ACT.CQY6): From over ACT VORTAC via ACT R-050 and CQY R-234 to CQY VORTAC. Thence . . . .

. . . .ALL AIRCRAFT: From over CQY VORTAC via CQY R-309, thence:

JETS LANDING SOUTH: FOR /E, /F, /G, and /R (RNP-2.0) EQUIPPED AIRCRAFT: From over DIETZ INT direct HORNZ WP, expect vector to final approach course prior to HORNZ WP. If not received by HORNZ WP fly present heading. All others to DIETZ INT depart DIETZ INT heading 350° for vector to final approach course.

ALL AIRCRAFT LANDING NORTH: To TACKE INT, expect vectors to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010



(CEOLA4.CEOLA) 08045

CEOLA FOUR DEPARTURE (RNAV)

SL-6039 (FAA)

DALLAS-FORT WORTH INTL (DFW)

DALLAS-FORT WORTH, TEXAS

CEOLA FOUR DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

PROPS

FILE AND EXPECT KINGDOM OR COYOTE DEPARTURE

JETS

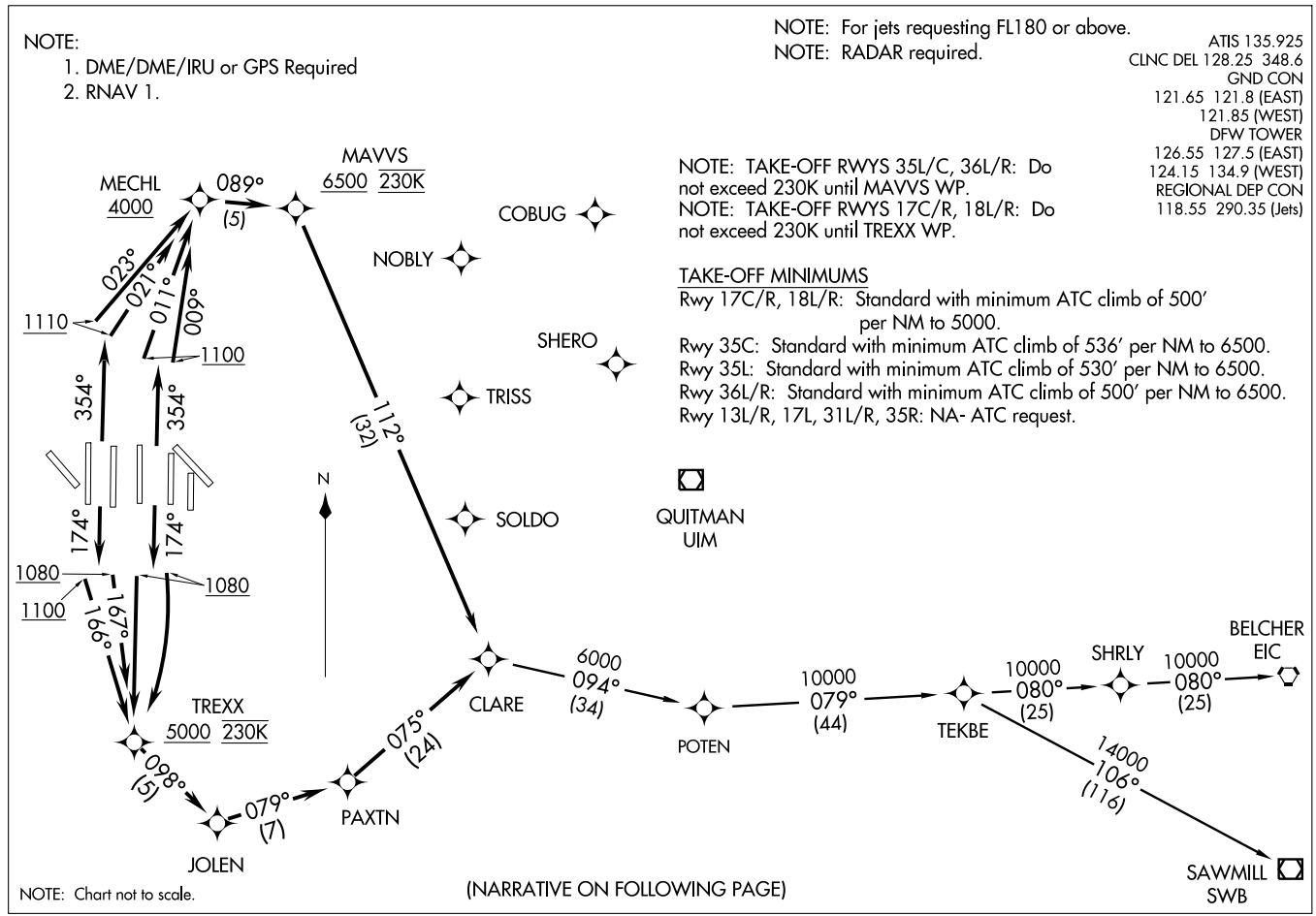
TAKE-OFF RUNWAY 17C: Climb via 174° heading to at or above 1080, then via 183° course to LARRN, cross LARRN at or above 5000, then via depicted route to CEOLA. Thence. . . .
TAKE-OFF RUNWAY 17R: Climb via 174° heading to at or above 1080, then via 182° course to LARRN, cross LARNN at or above 5000, then via depicted route to CEOLA. Thence. . . .
TAKE-OFF RUNWAY 18L: Climb via 174° heading to at or above1080, then right turn direct LARRN, cross LARRN at or above 5000, then via depicted route to CEOLA. Thence. . . .
TAKE-OFF RUNWAY 18R: Climb via 174° heading to at or above 1100, then left turn direct LARRN, cross LARRN at or above 5000, then via depicted route to CEOLA. Thence. . . .
TAKE-OFF RUNWAY 35C: Climb via 354° heading to at or above 1080, then via 323° course to GVINE, then via 260° track to KMART, cross KMART at or above 5500, then via depicted route to CEOLA. Thence. . . .
TAKE-OFF RUNWAY 35L: Climb via 354° heading to at or above 1080, then via 325° course to GVINE, then via 260° track to KMART, cross KMART at or above 5500, then via depicted route to CEOLA. Thence. . . .
TAKE-OFF RUNWAY 36L: Climb via 354° heading to at or above 1110, then via 338° course to GVINE, then via 260° track to KMART, cross KMART at or above 5500, then via depicted route to CEOLA. Thence. . . .
TAKE-OFF RUNWAY 36R: Climb via 354° heading to at or above 1110, then via 336° course to GVINE, then via 260° track to KMART, cross KMART at or above 5500, then via depicted route to CEOLA. Thence. . . .
. . . . via (transition). Maintain 10,000 feet, expect filed altitude within ten minutes after departure.

CORONA TRANSITION (CEOLA4.CNX)

LUBBOCK TRANSITION (CEOLA4.LBB)

TEXICO TRANSITION (CEOLA4.TXO)

SC-2, 08 APR 2010 to 06 MAY 2010


NOTE:
1. DME/DME/IRU or GPS Required
2. RNAV 1.
NOTE: For jets requesting FL180 or above.
NOTE: RADAR required.
ATIS 135.925
CLNC DEL 128.25 348.6
GND CON
121.65 121.8 (EAST)
121.85 (WEST)
DFW TOWER
126.55 127.5 (EAST)
124.15 134.9 (WEST)
REGIONAL DEP CON
118.55 290.35 (Jets)
(CLARE2.CLARE) 08045
CLARE TWO DEPARTURE (RNAV)
SL-6039 (FAA)
DALLAS-FORT WORTH INTL (DFW)
DALLAS-FORT WORTH, TEXAS
NOTE: TAKE-OFF RWYS 35L/C, 36L/R: Do not exceed 230K until MAVVS WP.
NOTE: TAKE-OFF RWYS 17C/R, 18L/R: Do not exceed 230K until TREXX WP.
TAKE-OFF MINIMUMS
Rwy 17C/R, 18L/R: Standard with minimum ATC climb of 500' per NM to 5000.
Rwy 35C: Standard with minimum ATC climb of 536' per NM to 6500.
Rwy 35L: Standard with minimum ATC climb of 530' per NM to 6500.
Rwy 36L/R: Standard with minimum ATC climb of 500' per NM to 6500.
Rwy 13L/R, 17L, 31L/R, 35R: NA- ATC request.
MECHL
4000
089°
(5)
MAVVS
6500 230K
COBUG
NOBLY
SHERO
TRISS
SOLDO
QUITMAN
UIM
112°
(32)
023°
021°
011°
009°
1110
1100
354°
354°
174°
174°
1080
1100
1080
167°
166°
TREXX
5000 230K
098°
(5)
079°
(7)
PAXTN
075°
(24)
CLARE
6000
094°
(34)
POTEN
10000
079°
(44)
TEKBE
10000
080°
(25)
SHRLY
10000
080°
(25)
BELCHER
EIC
14000
106°
(116)
SAWMILL
SWB
JOLEN
N
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

PROPS

FILE AND EXPECT WYLIE OR HUBBARD DEPARTURE

JETS

Jets requesting 17000 and below expect GARLAND DEPARTURE

TAKE-OFF RUNWAY 17C: Climb via 174° heading to 1080, then right turn direct TREXX WP, cross TREXX WP at or above 5000, then via depicted route to CLARE WP. Thence....

TAKE-OFF RUNWAY 17R: Climb via 174° heading to 1080, then direct TREXX WP, cross TREXX WP at or above 5000, then via depicted route to CLARE WP. Thence....

TAKE-OFF RUNWAY 18L: Climb via 174° heading to at or above 1080, then via 167° course to TREXX, cross TREXX WP at or above 5000, then via depicted route to CLARE WP. Thence....

TAKE-OFF RUNWAY 18R: Climb via 174° heading to at or above 1100, then via 166° course to TREXX WP, cross TREXX WP at or above 5000, then via depicted route to CLARE WP. Thence....

TAKE-OFF RUNWAY 35C: Climb via 354° heading to at or above 1100, then via 009° course to MECHL WP, cross MECHL WP at or above 4000, then via 089° track to MAVVS WP, cross MAVVS WP at or above 6500, then via depicted route to CLARE WP. Thence....

TAKE-OFF RUNWAY 35L: Climb via 354° heading to at or above 1100, then via 011° course to MECHL WP, cross MECHL WP at or above 4000, then via 089° track to MAVVS WP, cross MAVVS WP at or above 6500, then via depicted route to CLARE WP. Thence....

TAKE-OFF RUNWAY 36L: Climb via 354° heading to at or above 1110, then via 023° course to MECHL WP, cross MECHL WP at or above 4000, then via 089° track to MAVVS WP, cross MAVVS WP at or above 6500, then via depicted route to CLARE WP. Thence....

TAKE-OFF RUNWAY 36R: Climb via 354° heading to at or above 1110, then via 021° course to MECHL WP, cross MECHL WP at or above 4000, then via 089° track to MAVVS WP, cross MAVVS at or above 6500, then via depicted route to CLARE WP. Thence....

....via (TRANSITION). Maintain 10000. Expect filed altitude within 10 minutes after departure.

BELCHER TRANSITION (CLARE2.EIC): For aircraft inbound to JAN and MLU TERMINAL AREAS only.

SAWMILL TRANSITION (CLARE2.SWB)

SC-2, 08 APR 2010 to 06 MAY 2010

LOC/DME I-LWN	APP CRS	Rwy Idg	9301
109.5	133°	TDZE	591
Chan 32		Apt Elev	607

CONVERGING ILS RWY 13R

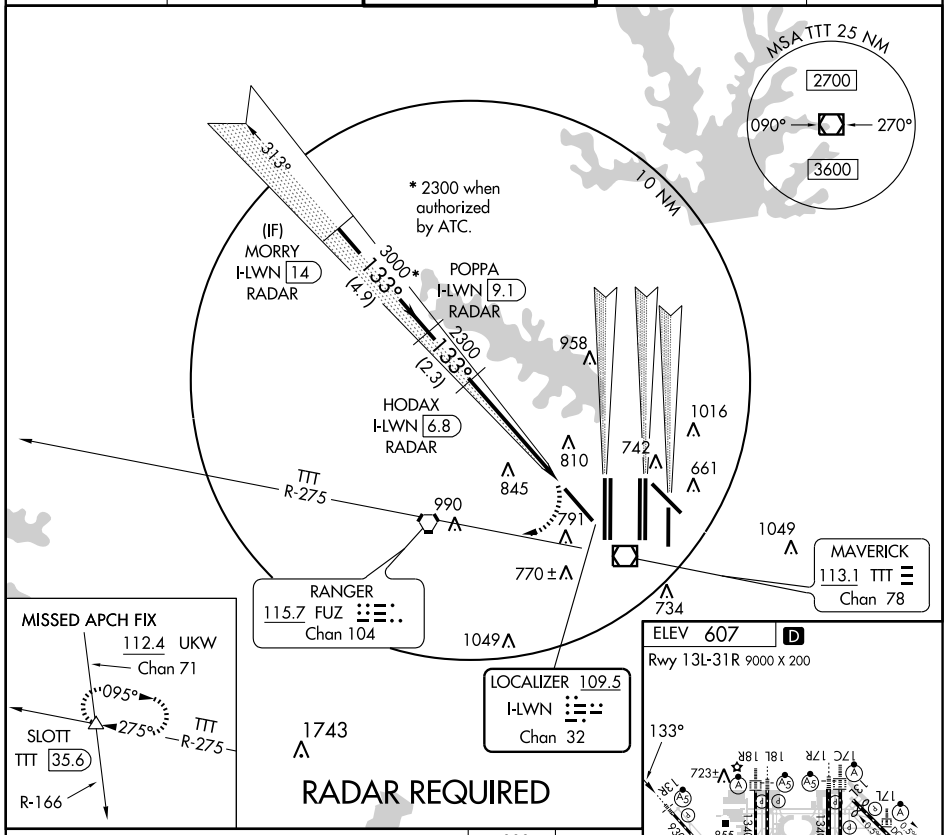
DALLAS-FORT WORTH INTL (DFW)

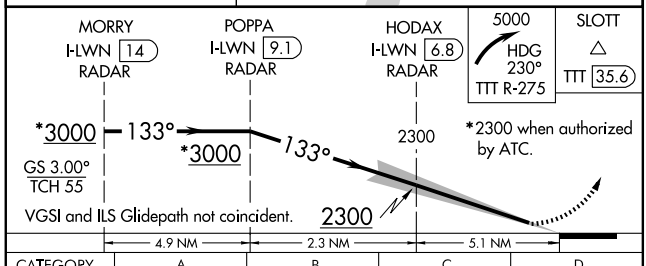
Simultaneous converging approach authorized with Converging ILS Rwy 18L/R and Converging ILS Rwy 17C/R. Inoperative table does not apply.

MALSR

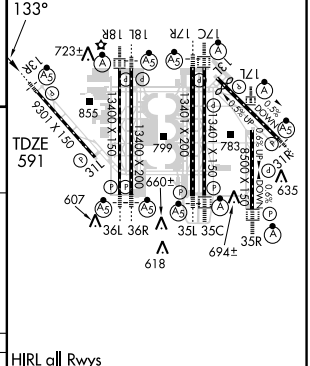
MISSED APPROACH: Climbing right turn to 5000 via heading 230° and TTT R-275 to SLOTT Int/TTT 35.6 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	118.1 133.15	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	





CATEGORY	A	B	C	D
S-ILS 13R	1351-2¾ 760 (800-2¾)		1391-2¾ 800 (800-2¾)	NA



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

SC-2, 08 APR 2010 to 06 MAY 2010

DALLAS-FORT WORTH, TEXAS

AL-6039 (FAA)

CONVERGING ILS RWY 17C

DALLAS-FORT WORTH INTL (DFW)

LOC/DME I-FLQ	APP CRS	Rwy 17C ldg	13401
110.3	174°	TDZE	562
Chan 40		Apt Elev	607

DME or RADAR required. Simultaneous approach authorized with Rwy 13 R, 18L/R.

ALSF-2

MISSED APPROACH: Climb to 1300 then climbing left turn to 5000 via TTT VOR/DME R-128 to BELLS INT 34.5 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	127.075	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	

RADAR REQUIRED

* When assigned by ATC, intercept glidepath at 3000 or 5000.

(IF) BOSSI I-FLQ 19.2 RADAR

354°

*5000 174° (3.2)

PENNY I-FLQ 16.1 RADAR

*3000 174° (6.3)

ZINGG I-FLQ 9.8 RADAR

2300 174° (2.2)

OM JIFFY INT I-FLQ 7.6 RADAR

10 NM

1548

958

1016

810

845

855

742

661

990

791

770±

734

1049

COWBOY 116.2 CVE Chan 109

LOCALIZER 110.3 I-FLQ Chan 40

MAVERICK 113.1 TTT Chan 78

R-139

R-128

TTT

MSA TTT 25 NM

2700

090° 270°

3600

ALTERNATE MISSED APCH FIX

116.2 CVE Chan 109 R-139

BELLS CVE 31

139° 319°

114.8 CQY Chan 95 R-309

115.3 ACT Chan 100 R-028

MISSED APCH FIX

113.1 TTT Chan 78 R-128

BELLS TTT 34.5

128° 308°

114.8 CQY Chan 95 R-309

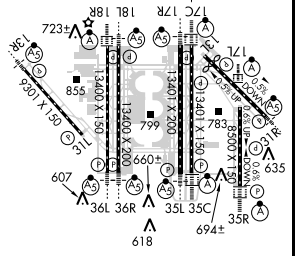
115.3 ACT Chan 100 R-028

ELEV 607 D

Rwy 13L-31R 9000 X 150

174°

TDZE 562



HIRL all Rwys

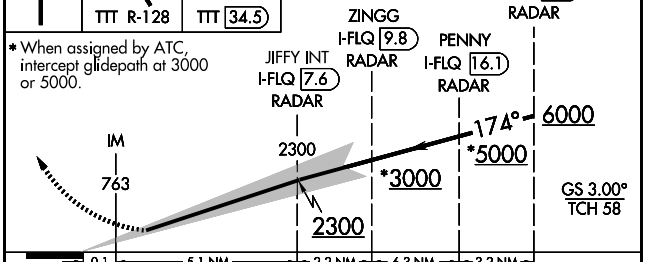
REIL Rwys 13L and 31L

TDZ/CL all Rwys except 13L, 17C and 31L

1300	5000	BELLS
	TTT R-128	TTT 34.5

VGSI and ILS glidepath not coincident.

* When assigned by ATC, intercept glidepath at 3000 or 5000.



CATEGORY	A	B	C	D
S-ILS 17C	762/18 200 (200-½)			

SC-2, 08 APR 2010 to 06 MAY 2010

LOC/DME I-JHZ	APP CRS	Rwy Idg	13401
111.35	174°	TDZE	567
Chan 50 (Y)		Apt Elev	607

CONVERGING ILS RWY 17R

DALLAS-FORT WORTH INTL (DFW)

DME or RADAR required. Simultaneous approach authorized with Rwy 13R, 18L/R.

MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 5000 via TTT VOR/DME R-128 to BELLS INT/TTT 34.5 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	127.075	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	

ALTERNATE MISSED APCH FIX

116.2 CVE Chan 109 R-139 139° 319° BELLS CVE 31

(IF) NETTS I-JHZ 19.2 RADAR

R-354 174° (3.2) *5000

GARZA I-JHZ 16.1 RADAR

174° (6.3) *3000

YALTA I-JHZ 9.8 RADAR

2200 174° (2.5)

BBAKR INT I-JHZ 7.3 RADAR

10 NM

958 1016 810 742 661 845 990 791 770± 734 1049 1049

R-043

RANGER 115.7 FUZ Chan 104

COWBOY 116.2 CVE Chan 109

MAVERICK 113.1 TTT Chan 78

LOCALIZER 111.35 I-JHZ Chan 50 (Y)

R-128

*When assigned by ATC intercept glidepath at 3000 or 5000.

1548

MSA TTT 25 NM

2700

090° 270°

3600

MISSED APCH FIX

R-128 128° BELLS TTT 34.5 308° 113.1 TTT Chan 78

RADAR REQUIRED

ELEV 607 D

Rwy 13L-31R 9000 X 200

174° TDZE 567

18R 18L 17R 17C 17L 13R 31L 31C 31R

723± 855 799 783 660± 607 618 694± 635

13400 X 150 13400 X 200 13401 X 150 8500 X 150 9301 X 150

36L 36R 35L 35C 35R

HIRL all Rwys

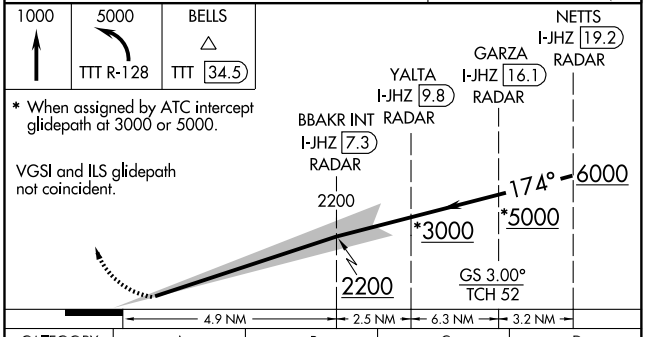
REIL Rwys 13L and 31L

TDZ/CL all Rwys except 13L, 17C and 31L

1000	5000	BELLS
	TTT R-128	TTT 34.5

*When assigned by ATC intercept glidepath at 3000 or 5000.

VGSI and ILS glidepath not coincident.



CATEGORY	A	B	C	D
S-ILS 17R	767/18	200 (200-½)		

SC-2, 08 APR 2010 to 06 MAY 2010

DALLAS-FORT WORTH, TEXAS

AL-6039 (FAA)

LOC/DME I-CIX	APP CRS	Rwy Idg	13400
110.55	174°	TDZE	602
Chan 42 (Y)		Apt Elev	607

CONVERGING ILS RWY 18L

DALLAS-FORT WORTH INTL (DFW)

Simultaneous approach authorized with Rwy 13R, 17C/R. DME or RADAR required.

MALSR

MISSED APPROACH: Climb to 5000 then left turn via heading 170° and TTT VOR/DME R-176 to JASPA INT/TTT 35 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775 DEP 135.925	118.425	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25

RADAR REQUIRED

(IF) GRUCH I-CIX 16.7 RADAR

354°

*3000 174° (3.2)

* When assigned by ATC, intercept glidepath at 3000.

ALIGN I-CIX 13.5 RADAR

*3000 174° (6.3)

10 NM

ALTERNATE MISSED APCH FIX

180° 090°

115.0 JEN Chan 97

R-074 JASPA CVE 37.1 TTT R-176

CVE R-186

MISSED APCH FIX

176° 356°

115.0 JEN Chan 97

R-074 JASPA TTT 35 TTT R-176

CVE R-186

2300 (2.3)

UDALL I-CIX 7.2 RADAR

HASTY I-CIX 4.9 RADAR

958 810 845 990 791 770± 1016 742 661 1049 734

MSA TTT 25 NM

2700

090° 270°

3600

LOCALIZER 110.55 I-CIX Chan 42 (Y)

MAVERICK 113.1 TTT Chan 78

1743

ELEV 607 D

Rwy 13L-31R 9000 X 200

174° TDZE 602

723± 855 660± 799 783 607 618 694± 635

13L 31R 18L 36R 13C 31C 17L 35L 17R 35C 18R

13400 X 150 13400 X 200 13401 X 150 8300 X 150 0.5% UP 0.5% DOWN

5000	HDG 170° TTT R-176	JASPA TTT 35

VGSI and ILS glidepath not coincident.

UDALL I-CIX 7.2 RADAR

ALIGN I-CIX 13.5 RADAR

GRUCH I-CIX 16.7 RADAR

HASTY I-CIX 4.9 RADAR

2300 174° 4000 3000* 3000* 2300

* When assigned by ATC, intercept glidepath at 3000.

GS 3.00° TCH 55

5.1 NM 2.3 NM 6.3 NM 3.2 NM

CATEGORY	A	B	C	D
S-ILS 18L	802/18	200 (200-½)		

HIRL all Rwys

REIL Rwys 13L and 31L

TDZ/CL all Rwys except 13L, 17C and 31L

SC-2, 08 APR 2010 to 06 MAY 2010

CONVERGING ILS RWY 18R

DALLAS-FORT WORTH INTL (DFW)

LOC/DME I-VYN	APP CRS	Rwy Idg	13400
111.9	174°	TDZE	607
Chan 56		Apt Elev	607

Simultaneous approach authorized with Rwy 13R, 17R and 17C. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 1100 then climb to 5000 via heading 170° and TTT VOR/DME R-176 to JASPA Int/TTT 35 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	118.425	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	

ALTERNATE MISSED APCH FIX

115.0 JEN Chan 97 — 090° 186° — R-074 — JASPA INT CVE 37.1 — CVE R-186 — TTT R-176

* When assigned by ATC, intercept glidepath at 3000.

354° (IF) ICKEL I-VYN 19.2 RADAR

*3000 174° (3.2)

YOHAN I-VYN 16.1 RADAR

*3000 174° (6.3)

1140

MSA TTT 25 NM: 2700 (090° – 270°) 3600

10 NM

RADAR REQUIRED

LEGRE I-VYN 9.8 RADAR

2400 (2.1)

NETEE INT I-VYN 7.7 RADAR

958

RANGER 115.7 FUZ Chan 104

COWBOY 116.2 CVE Chan 109

R-036 845 810 742 1016 661 IM 990 791 1049 734 770± 1049

LOCALIZER 111.9 I-VYN Chan 56

MAVERICK 113.1 TTT Chan 78

R-176

MISSED APCH FIX

115.0 JEN Chan 97 — 356° 176° — R-074 — JASPA INT TTT 35 — CVE R-186 — TTT R-176

1100 | 5000 HDG 170° TTT R-176 | JASPA TTT 35

VGSI and ILS glidepath not coincident.

ICKEL I-VYN 19.2 RADAR

LEGRE I-VYN 9.8 RADAR

YOHAN I-VYN 16.1 RADAR

NETEE INT I-VYN 7.7 RADAR

IM 2400 174° 3000* 3000* 174° 4000

2400

* When assigned by ATC, intercept glidepath at 3000.

GS 3.00° TCH 59

0.1 — 5.3 NM — 2.1 NM — 6.3 NM — 3.2 NM

CATEGORY	A	B	C	D
S-ILS 18R	807/18 200 (200-½)			

ELEV 607 D

Rwy 13L-31R 9000 X 200

TDZE 607

174°

723± 855 799 783 660± 607 694± 618 635

13400 X 200 | 13401 X 150 | 13400 X 150 | 9301 X 150 | 8500 X 150

36L 36R 35L 35C 35R 18L 18R 17C 17R 17L 13R 31L

HIRL all Rwys

REIL Rwys 13L and 31L

TDZ/CL all Rwys except 13L, 17C and 31L

SC-2, 08 APR 2010 to 06 MAY 2010

LOC/DME I-RRA	APP CRS	Rwy Idg	8375
110.9	309°	TDZE	523
Chan 46		Apt Elev	607

CONVERGING ILS RWY 31R

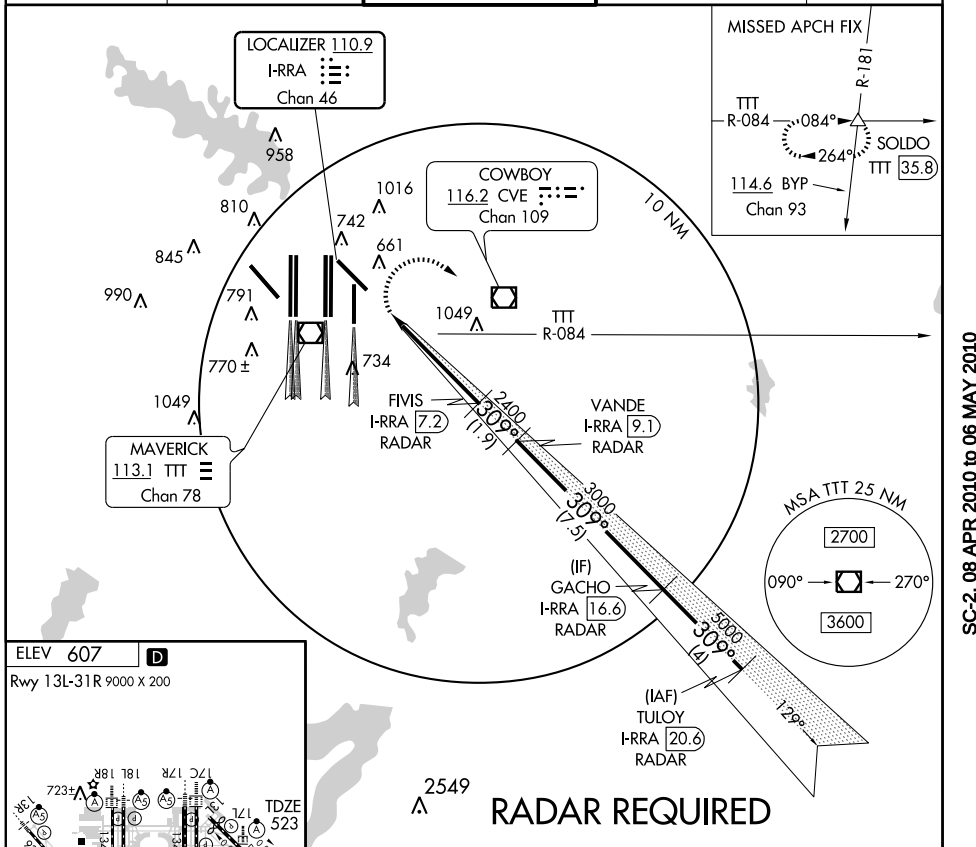
DALLAS-FORT WORTH INTL (DFW)

T NA Simultaneous Converging approach authorized with Converging ILS Rwy 35L/C and Converging ILS Rwy 36L/R. Inoperative table does not apply.

MALSR

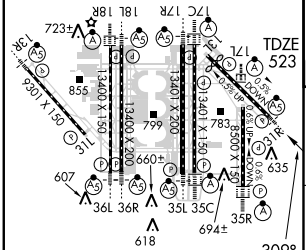
MISSED APPROACH: Climbing right turn to 5000 via heading 125° and TTT R-084 to SOLDO Int/TTT 35.8 DME and hold.

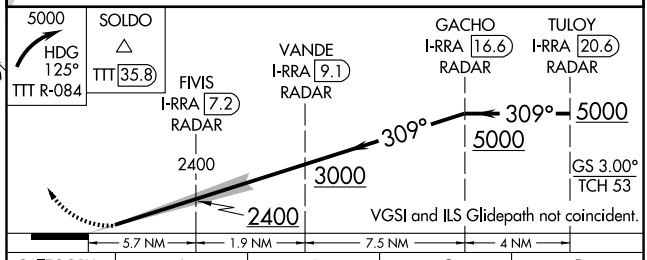
ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	125.2 135.5	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	



ELEV 607 D

Rwy 13L-31R 9000 X 200





HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

CATEGORY	A	B	C	D
S-ILS 31R	1463-3	940 (900-3)	1498-3 975 (900-3)	NA

SC-2, 08 APR 2010 to 06 MAY 2010

DALLAS-FORT WORTH, TEXAS

AL-6039 (FAA)

LOC/DME I-PKQ	APP CRS	Rwy 35C ldg	13401
110.3	354°	TDZE	563
Chan 40		Apt Elev	607

CONVERGING ILS RWY 35C

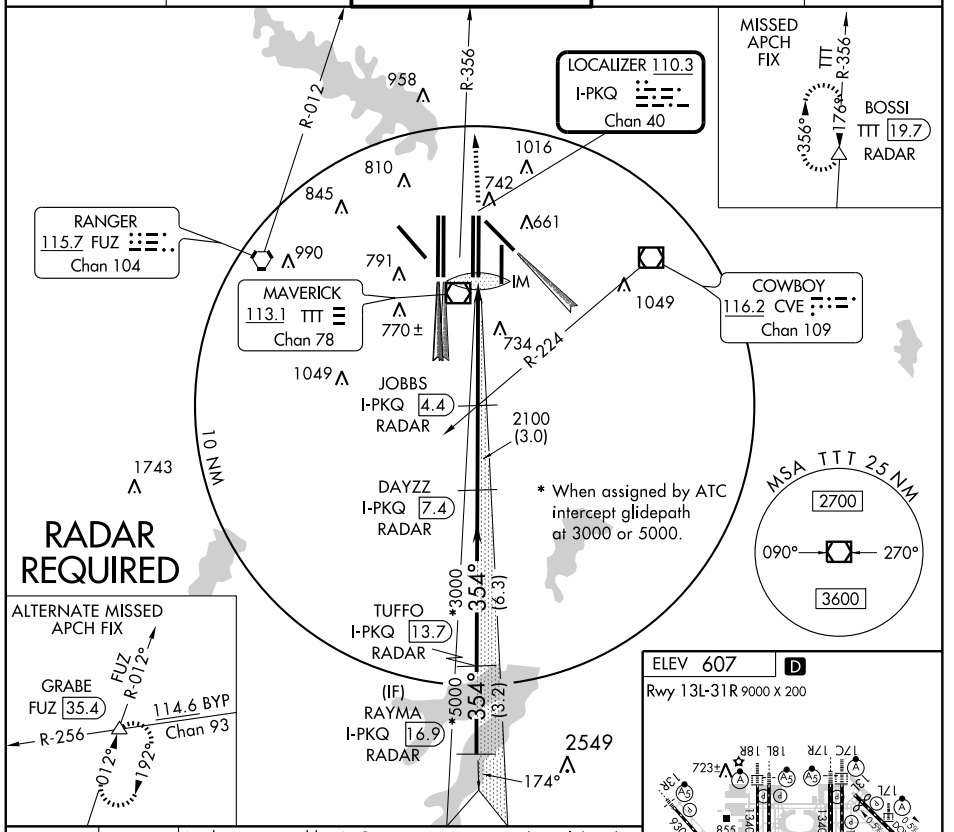
DALLAS-FORT WORTH INTL (DFW)

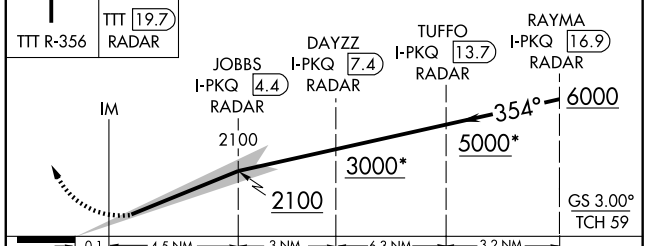
Simultaneous approach authorized with Rwy 31R, 36L/R.

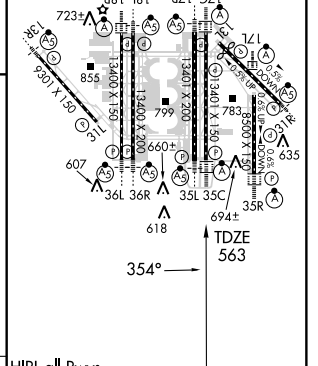
ALSF-2

MISSED APPROACH: Climb to 4000 via TTT R-356 to BOSSI/TTT 19.7 DME/RADAR and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	127.075	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	







CATEGORY	A	B	C	D
S-ILS 35C	763/18	200 (200-½)		

HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

SC-2, 08 APR 2010 to 06 MAY 2010

LOC/DME I-UWX	APP CRS	Rwy Idg 13401
111.35	354°	TDZE 564
Chan 50 (Y)		Apt Elev 607

CONVERGING ILS RWY 35L

DALLAS-FORT WORTH INTL (DFW)

DME or RADAR required. Simultaneous approach authorized with Rwy 31R, 36L/R.

MALSR

MISSED APPROACH: Climb to 4000 via TTT VOR/DME R-356 to BOSSI/TTT 19.7 DME/RADAR and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775 DEP 135.925	127.075	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25

RADAR REQUIRED

MISSED APCH FIX: TTT R-356, 356°–176°, BOSSI TTT 19.7 RADAR

ALTERNATE MISSED APCH FIX: GRABE FUZ 35.4, 012°–192°, FUZ R-012

LOCALIZER 111.35 I-UWX Chan 50 (Y)

MAVERICK 113.1 TTT Chan 78

RANGER 115.7 FUZ Chan 104

TTT R-356

10 NM

R-122

R-174

BEGGO INT I-UWX 5.1 RADAR

DALLN I-UWX 7.4 RADAR

CORMN I-UWX 13.7 RADAR

TANDE I-UWX 16.9 RADAR

(IF)

2300 354° (2.4)

*3000 (6.3)

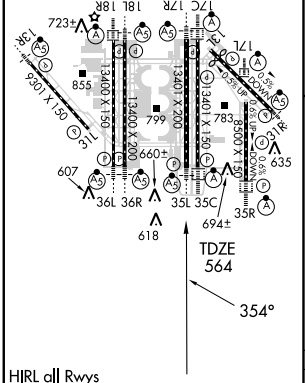
5000 (3.2)

* When assigned by ATC, intercept glidepath at 3000'.

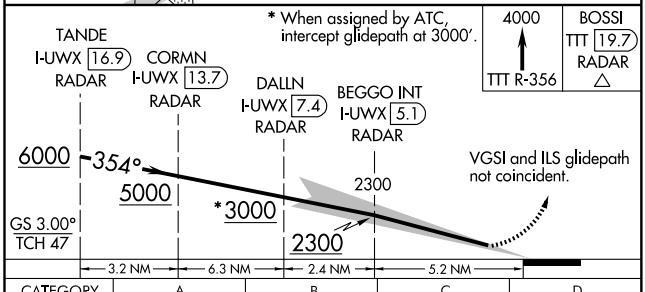
MSA TTT 25 NM: 2700, 090°–270°, 3600

ELEV 607 D

Rwy 13L-31R 9000 X 200



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L



CATEGORY	A	B	C	D
S-ILS 35L	764/18		200 (200-½)	

SC-2, 08 APR 2010 to 06 MAY 2010

LOC/DME I-BXN	APP CRS	Rwy 36L ldg	13400
111.9	354°	TDZE	588
Chan 56		Apt Elev	607

CONVERGING ILS RWY 36L

DALLAS-FORT WORTH INTL (DFW)

Simultaneous approach authorized with Rwy 31R, 35L/C. DME or RADAR required.

MALSR

MISSED APPROACH: Climb to 1100, then climbing left turn to 5000 via heading 285° and TTT VOR/DME R-306 to KAGLE Int/TTT 34.4 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	118.425	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	

RADAR REQUIRED

MISSED APCH FIX TTT R-306

CVE R-298 126° 306° R-027 117.7 MQP Chan 124 KAGLE TTT 34.4

LOCALIZER 111.9 I-BXN Chan 56

COWBOY 116.2 CVE Chan 109

MAVERICK 113.1 TTT Chan 78

BOBIN I-BXN 5 RADAR

CHAAR I-BXN 7.4 RADAR

HUTEN I-BXN 13.7 RADAR

ALLIN (IF) I-BXN 16.9 RADAR

MSA TTT 25 NM 2700 090° 270° 3600

10 NM

*3000 354° (6.3)

*3000 354° (3.2)

174°

2300 (2.5)

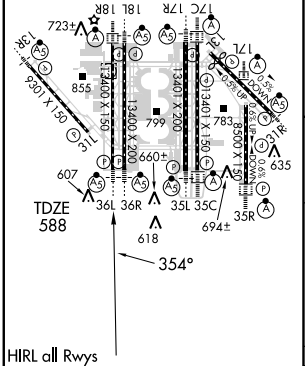
1743 845 810 1016 742 661 990 791 770± 734 1049 1049 2549 2449

* When assigned by ATC, intercept glidepath at 3000.

ALTERNATE MISSED APCH FIX TTT R-306 CVE R-298 118° 298° R-027 117.7 MQP Chan 124 KAGLE CVE 39

ELEV 607 D

Rwy 13L-31R 9000 X 200



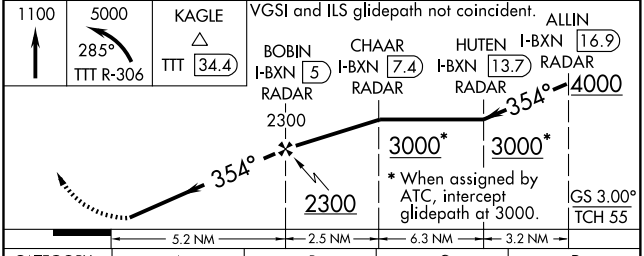
HIRL all Rwys

REIL Rwys 13L and 31L

TDZ/CL all Rwys except 13L, 17C and 31L

1100 5000 285° TTT R-306 KAGLE TTT 34.4

VGSI and ILS glidepath not coincident.



CATEGORY	A	B	C	D
S-ILS 36L	788/18 200 (200-½)			

SC-2, 08 APR 2010 to 06 MAY 2010

LOC/DME I-FJN	APP CRS	Rwy Idg 13400
110.55	354°	TDZE 581
Chan 42 (Y)		Apt Elev 607

CONVERGING ILS RWY 36R

DALLAS-FORT WORTH INTL (DFW)

T DME or RADAR required. Simultaneous approach authorized with Rwy 31R, 35L/C.

MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 5000 via heading 295° and TTT VOR/DME R-306 to KAGLE INT/TTT 34.4 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775 DEP 135.925	118.425	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25

MISSED APCH FIX KAGLE
TTT 34.4
CVE R-298
126°
306°
MQP R-027
TTT R-306

LOCALIZER 110.55
I-FJN
Chan 42 (Y)

ALTERNATE MISSED APCH FIX KAGLE
CVE 39
CVE R-298
118°
298°
MQP R-027
TTT R-306

958
810
845
R-306
1016
742
661
R-298
990
791
770±
734
1049
R-027

MILLSAP
117.7 MQP
Chan 124

COWBOY
116.2 CVE
Chan 109

MAVERICK
113.1 TTT
Chan 78

10 NM

RADAR REQUIRED

1049
1743

BASIN
I-FJN 7.6
RADAR

2300
354° (2.4)

TUTOO
I-FJN 10
RADAR

*When assigned by ATC, intercept glidepath at 3000'.

*3000
(6.3)

354°

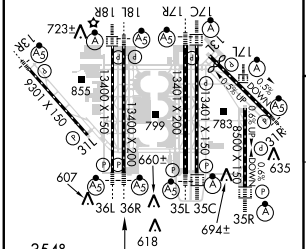
KICKA
I-FJN 16.3
RADAR

*3000
354° (3.2)

(IF)
SLOCO
I-FJN 19.5
RADAR
2549
2449
174°

MSA TTT 25 NM
2700
090° 270°
3600

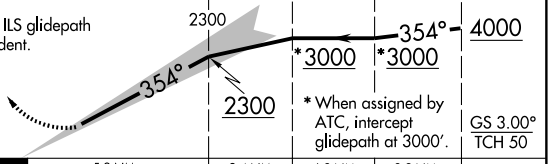
ELEV 607 D
Rwy 13L-31R 9000 X 200



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

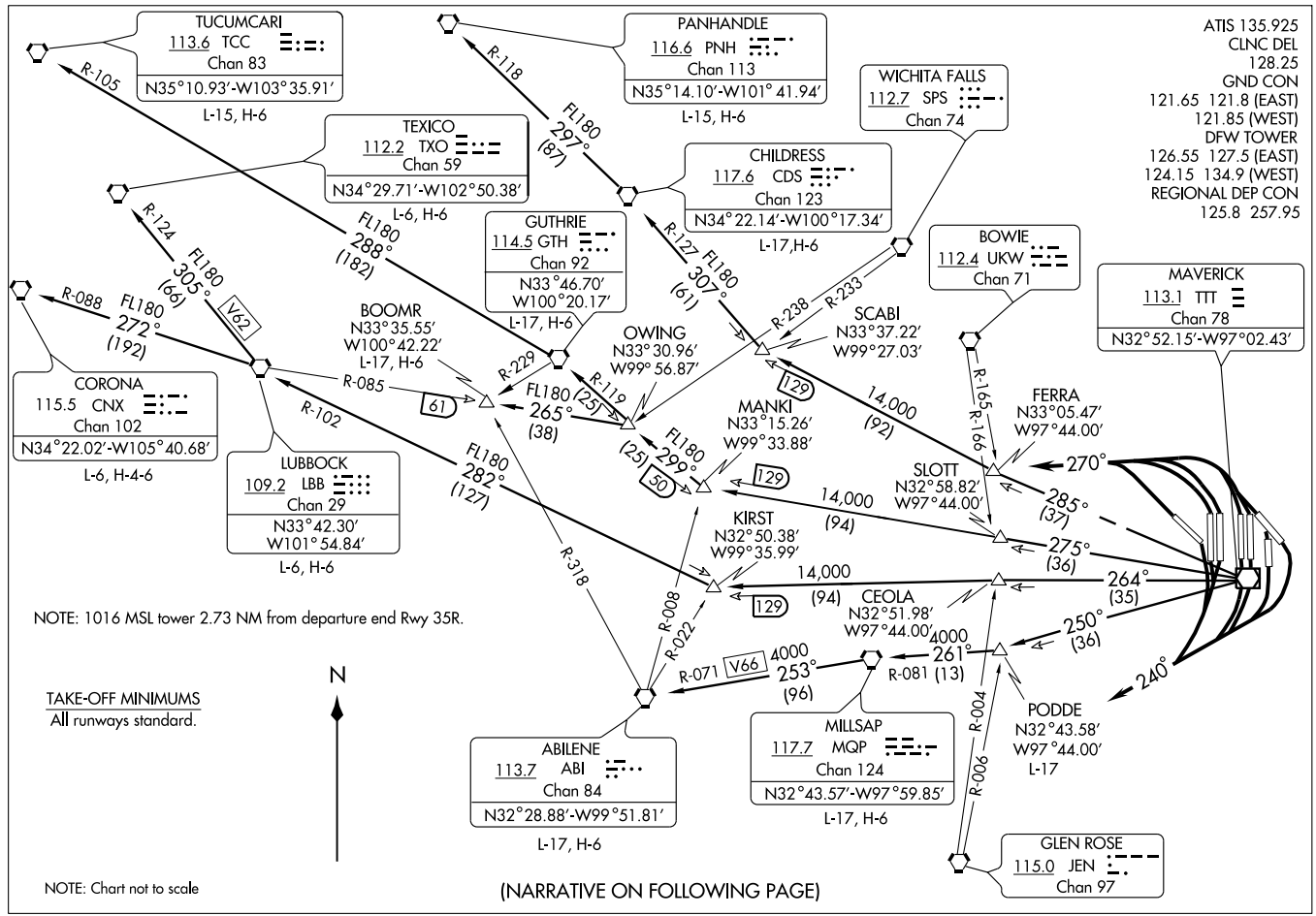
1000	5000	KAGLE
	HDG 295° TTT R-306	TTT 34.4 △

VGSI and ILS glidepath not coincident.



CATEGORY	A	B	C	D
S-ILS 36R	781/18		200 (200-½)	

SC-2, 08 APR 2010 to 06 MAY 2010



(CYUIE5.111) 08269

COYOTE FIVE DEPARTURE

SL-6039 (FAA)

DALLAS-FORT WORTH INTL (DFW)

DALLAS-FORT WORTH, TEXAS

DEPARTURE ROUTE DESCRIPTION

JETS

Expect the WORTH DEPARTURE

PROPS

TAKE-OFF RUNWAYS 13L/R, 17L/C/R, 18L/R: Fly heading 240°, expect vector to appropriate route. Thence . . . .
TAKE-OFF RUNWAYS 31L/R, 35L/C/R, 36L/R: Fly heading 270°, expect vector to appropriate route. Thence....
. . . . Maintain 2,000 feet and expect filed altitude 10 minutes after departure.
ABILENE TRANSITION (CYOTE5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.
PANHANDLE TRANSITION (CYOTE5.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.
BOOMR TRANSITION (CYOTE5.BOOMR): (For aircraft inbound to Lubbock Terminal area.) From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-085 to BOOMR INT.
CHILDRESS TRANSITION (CYOTE5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.
CORONA TRANSITION (CYOTE5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.
GUTHRIE TRANSITION (CYOTE5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.
LUBBOCK TRANSITION (CYOTE5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, the via LBB R-102 to LBB VORTAC.
MILLSAP TRANSITION (CYOTE5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC
PODDE TRANSITION (CYOTE5.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.
TEXICO TRANSITION (CYOTE5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.
TUCUMCARI TRANSITION (CYOTE5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

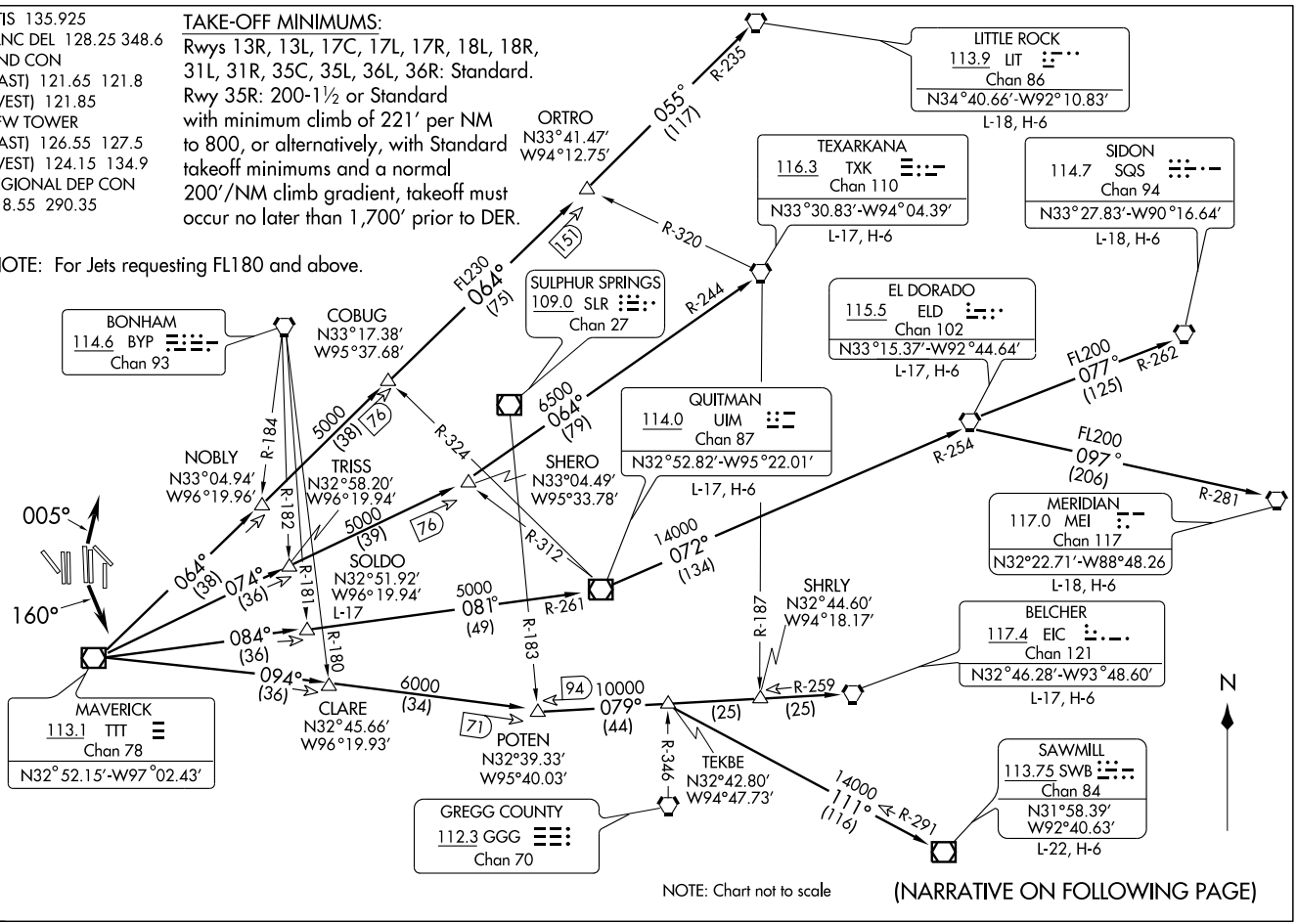
SC-2, 08 APR 2010 to 06 MAY 2010

DALLAS NINE DEPARTURE

ATIS 135.925
CLNC DEL 128.25 348.6
GND CON
(EAST) 121.65 121.8
(WEST) 121.85
DFW TOWER
(EAST) 126.55 127.5
(WEST) 124.15 134.9
REGIONAL DEP CON
118.55 290.35

TAKE-OFF MINIMUMS:
Rwys 13R, 13L, 17C, 17L, 17R, 18L, 18R, 31L, 31R, 35C, 35L, 36L, 36R: Standard.
Rwy 35R: 200-1½ or Standard with minimum climb of 221′ per NM to 800, or alternatively, with Standard takeoff minimums and a normal 200′/NM climb gradient, takeoff must occur no later than 1,700′ prior to DER.

NOTE: For Jets requesting FL180 and above.



NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

DALLAS NINE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

PROPS

Expect WYLIE or HUBBARD DEPARTURE.

JETS

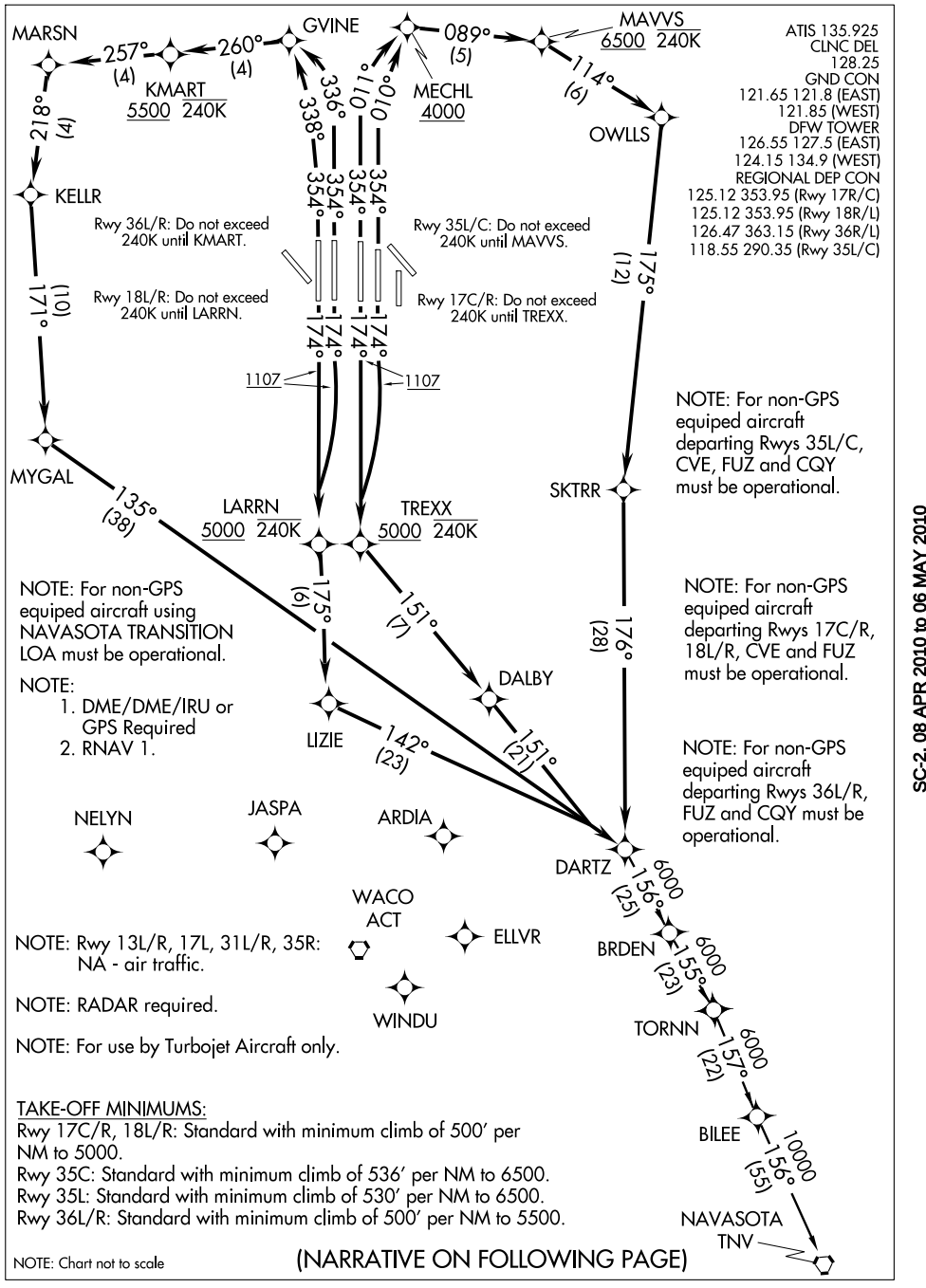
Jets requesting 17,000 and below expect GARLAND Departure. Unless otherwise advised, maintain 10,000 feet and expect filed altitude 10 minutes after departure. Maintain 240 KIAS until leaving 5,000 ft.

TAKE-OFF RUNWAYS 13L/R, 31L/R, 17L, 35R, 18L/R, 36L/R: Climb via assigned heading and altitude, expect vector to appropriate route.
TAKE-OFF RUNWAYS 17C/R: Climb via heading 160°, expect vector to appropriate route.
TAKE-OFF RUNWAYS 35L/C: Climb via heading 005°, expect vector to appropriate route.

BELCHER TRANSITION (DALL9.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to EIC VORTAC.
EL DORADO TRANSITION (DALL9.ELD): (For aircraft inbound to Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.
LITTLE ROCK TRANSITION (DALL9.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO INT, then via LIT R-235 to LIT VORTAC.
MERIDIAN TRANSITION (DALL9.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.
QUITMAN TRANSITION (DALL9.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SAWMILL TRANSITION (DALL9.SWB): From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME.
SIDON TRANSITION (DALL9.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.
SOLDO TRANSITION (DALL9.SOLDO): From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (DALL9.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.

TAKE-OFF OBSTACLES:
Rwy 31L: Multiple trees, 928' to 2034' from DER, 724' to 873' left of centerline, up to 32' AGL/654' MSL.
Rwy 35R: Multiple Buildings beginning 5443' from DER, 202' right of centerline, up to 173' AGL/714'MSL.

DARTZ THREE DEPARTURE (RNAV)



TAKE-OFF MINIMUMS:

Rwy 17C/R, 18L/R: Standard with minimum climb of 500' per NM to 5000.
Rwy 35C: Standard with minimum climb of 536' per NM to 6500.
Rwy 35L: Standard with minimum climb of 530' per NM to 6500.
Rwy 36L/R: Standard with minimum climb of 500' per NM to 5500.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

SC-2, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 17C: Climb heading 174° to 1107, then direct TREXX, cross TREXX at or above 5000, then on depicted route to DARTZ, Thence . . . .
TAKE-OFF RUNWAY 17R: Climb heading 174° to 1107, then direct TREXX, cross TREXX at or above 5000, then on depicted route to DARTZ, Thence . . . .
TAKE-OFF RUNWAY 18L: Climb heading 174° to 1107, then direct LARRN, cross LARRN at or above 5000, then on depicted route to DARTZ, Thence . . . .
TAKE-OFF RUNWAY 18R: Climb heading 174° to 1107, then direct LARRN, cross LARRN at or above 5000, then on depicted route to DARTZ, Thence . . . .
TAKE-OFF RUNWAY 35C: Climb heading 354° to intercept course 010° to MECHL, cross MECHL at or above 4000, then on track 089° to MAVVS, cross MAVVS at or above 6500, then on depicted route to DARTZ, Thence . . . .
TAKE-OFF RUNWAY 35L: Climb heading 354° to intercept course 011° to MECHL, cross MECHL at or above 4000, then on track 089° to MAVVS, cross MAVVS at or above 6500, then via depicted route to DARTZ, Thence . . . .
TAKE-OFF RUNWAY 36L: Climb heading 354° to intercept course 338° to GVINE, then on track 260° to KMART, cross KMART at or above 5500, then on depicted route to DARTZ, Thence . . . .
TAKE-OFF RUNWAY 36R: Climb heading 354° to intercept course 336° to GVINE, then on track 260° to KMART, cross KMART at or above 5500, then on depicted route to DARTZ, Thence . . . .

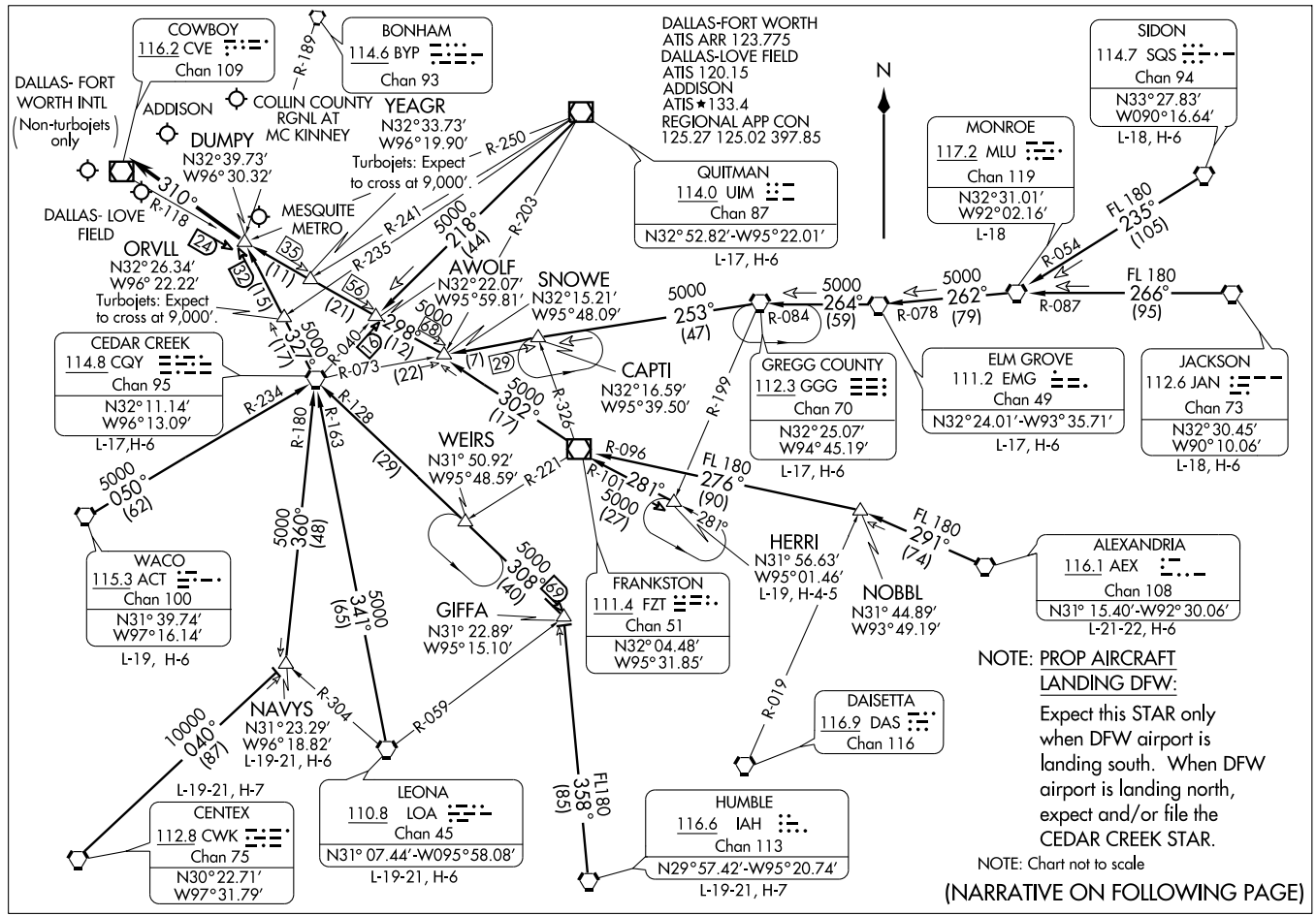
. . . . via (transition). Maintain 10,000. Expect filed altitude within 10 minutes after departure.

TORNN TRANSITION (DARTZ3.TORNN): (For aircraft landing Lafayette, Lake Charles or Beaumont/Port Arthur airports)

BILEE TRANSITION (DARTZ3.BILEE): (For aircraft overflying the Bilee intersection, thence on the appropriate STAR to George Bush Intercontinental or Eastern Houston terminal airports.)

NAVASOTA TRANSITION (DARTZ3.TNV)

SC-2, 08 APR 2010 to 06 MAY 2010


DUMPY THREE ARRIVAL
(DUMPY.DUMPY3) 09351
ST-6039 (FAA)
DALLAS-FT. WORTH, TEXAS
COWBOY
116.2 CVE
Chan 109
BONHAM
114.6 BYP
Chan 93
DALLAS-FORT WORTH
ATIS ARR 123.775
DALLAS-LOVE FIELD
ATIS 120.15
ADDISON
ATIS ★133.4
REGIONAL APP CON
125.27 125.02 397.85
N
SIDON
114.7 SQS
Chan 94
N33°27.83′
W090°16.64′
L-18, H-6
DALLAS- FORT
WORTH INTL
(Non-turbojets
only)
ADDISON
COLLIN COUNTY
RGNL AT
MC KINNEY
YEAGR
N32°33.73′
W96°19.90′
DUMPY
N32°39.73′
W96°30.32′
Turbojets: Expect
to cross at 9,000′.
QUITMAN
114.0 UIM
Chan 87
N32°52.82′-W95°22.01′
L-17, H-6
MONROE
117.2 MLU
Chan 119
N32°31.01′
W92°02.16′
L-18
DALLAS- LOVE
FIELD
MESQUITE
METRO
ORVLL
N32°26.34′
W96° 22.22′
Turbojets: Expect
to cross at 9,000′.
AWOLF
N32°22.07′
W95°59.81′
SNOWE
N32°15.21′
W95°48.09′
CEDAR CREEK
114.8 CQY
Chan 95
N32°11.14′
W96°13.09′
L-17,H-6
CAPTI
N32°16.59′
W95°39.50′
GREGG COUNTY
112.3 GGG
Chan 70
N32°25.07′
W94°45.19′
L-17, H-6
ELM GROVE
111.2 EMG
Chan 49
N32°24.01′-W93° 35.71′
L-17, H-6
JACKSON
112.6 JAN
Chan 73
N32°30.45′
W90°10.06′
L-18, H-6
WEIRS
N31° 50.92′
W95°48.59′
HERRI
N31° 56.63′
W95°01.46′
L-19, H-4-5
NOBBL
N31° 44.89′
W93°49.19′
ALEXANDRIA
116.1 AEX
Chan 108
N31° 15.40′-W92° 30.06′
L-21-22, H-6
WACO
115.3 ACT
Chan 100
N31° 39.74′
W97° 16.14′
L-19, H-6
FRANKSTON
111.4 FZT
Chan 51
N32° 04.48′
W95° 31.85′
GIFFA
N31° 22.89′
W95° 15.10′
NAVYS
N31° 23.29′
W96° 18.82′
L-19-21, H-6
L-19-21, H-7
DAISETTA
116.9 DAS
Chan 116
CENTEX
112.8 CWK
Chan 75
N30° 22.71′
W97° 31.79′
LEONA
110.8 LOA
Chan 45
N31° 07.44′-W095° 58.08′
L-19-21, H-6
HUMBLE
116.6 IAH
Chan 113
N29° 57.42′-W95° 20.74′
L-19-21, H-7
NOTE: PROP AIRCRAFT
LANDING DFW:
Expect this STAR only
when DFW airport is
landing south. When DFW
airport is landing north,
expect and/or file the
CEDAR CREEK STAR.
NOTE: Chart not to scale
(NARRATIVE ON FOLLOWING PAGE)

DUMPY THREE ARRIVAL

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DUMPY3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-302 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

CEDAR CREEK TRANSITION (CQY.DUMPY3): From over CQY VORTAC via CQY R-327 to DUMPY INT. Thence....

CENTEX TRANSITION (CWK.DUMPY3): From over CWK VORTAC via CWK R-040 to NAVYS INT, then via CQY R-180 to CQY VORTAC , then via CQY R-327 to DUMPY INT. Thence . . . .

ELM GROVE TRANSITION (EMG.DUMPY3): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

GREGG COUNTY TRANSITION (GGG.DUMPY3): From over GGG VORTAC via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

HERRI TRANSITION (HERRI.DUMPY3): (Assigned by ATC) From over HERRI INT via FZT R-101 to FZT VOR/DME, then via FZT R-302 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

HUMBLE TRANSITION (IAH.DUMPY3): From over IAH VORTAC via IAH R-358 to GIFFA INT, then via CQY R-128 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence . . . .

JACKSON TRANSITION (JAN.DUMPY3): From over JAN VORTAC via JAN R-266 and MLU R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

LEONA TRANSITION (LOA.DUMPY3): From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-327 to DUMPY INT.

MONROE TRANSITION (MLU.DUMPY3): From over MLU VORTAC via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

NAVYS TRANSITION (NAVYS.DUMPY3): From over NAVYS INT via CQY R-180 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence . . . .

QUITMAN TRANSITION (UIM.DUMPY3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to AWOLF INT, then via CVE R-118 to DUMPY INT. Thence . . . .

SIDON TRANSITION (SQS.DUMPY3): From over SQS VORTAC via SQS R-235 and MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

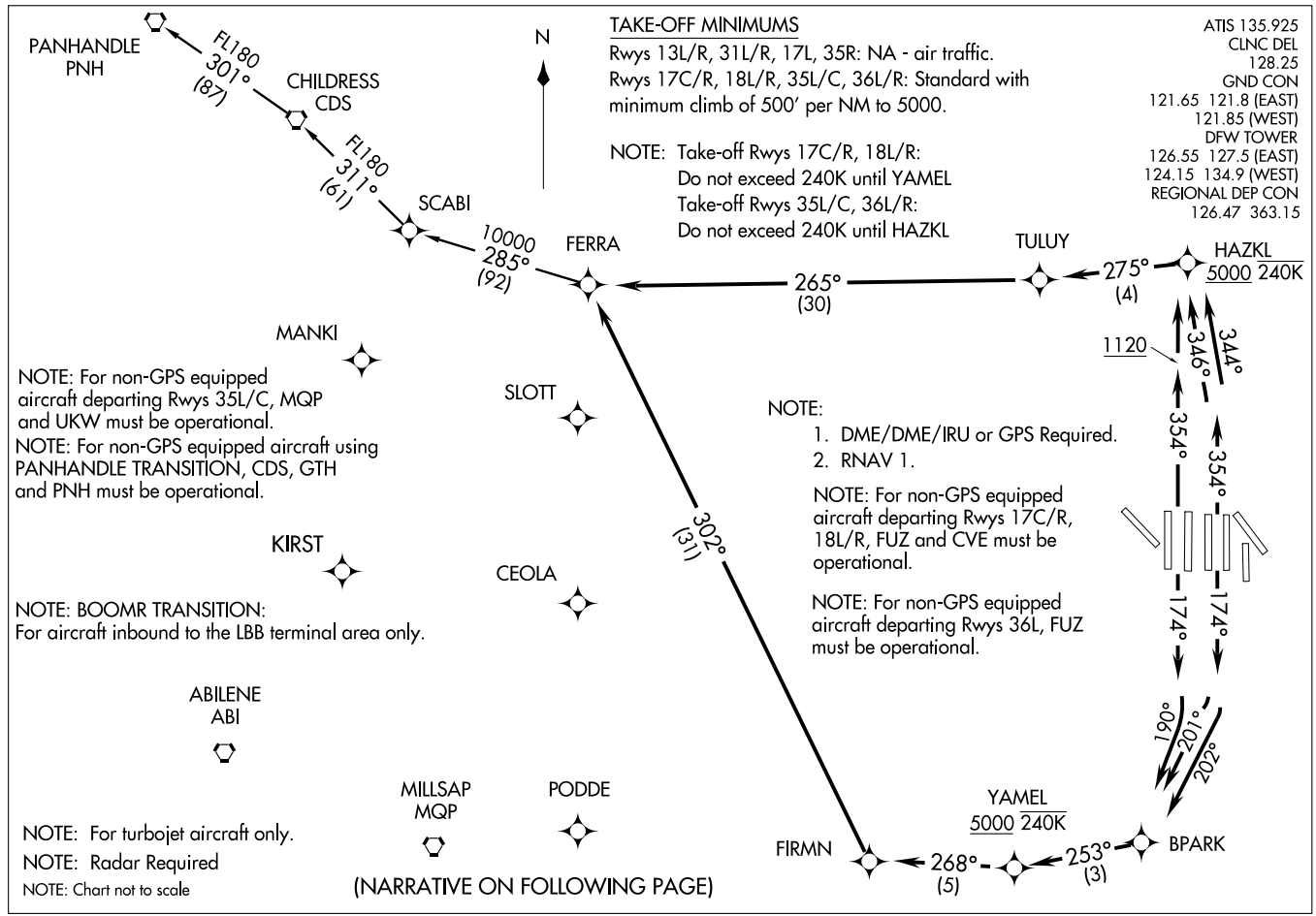
WACO TRANSITION (ACT.DUMPY3): From over ACT VORTAC via ACT R-050 and CQY R-234 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence . . . .

. . . . From over DUMPY INT.

LANDING SOUTH: Depart DUMPY INT heading 310° for vectors to final approach course.

LANDING NORTH: Expect vectors to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010



FERRA THREE DEPARTURE (RNAV)

(FERRA3.FERRA) 10098

SL-6039 (FAA)

DALLAS-FORT WORTH INTL (DFW)

DALLAS-FORT WORTH, TEXAS

DEPARTURE ROUTE DESCRIPTION

PROPS

FILE AND EXPECT KINGDOM OR COYOTE DEPARTURE PROCEDURE

JETS

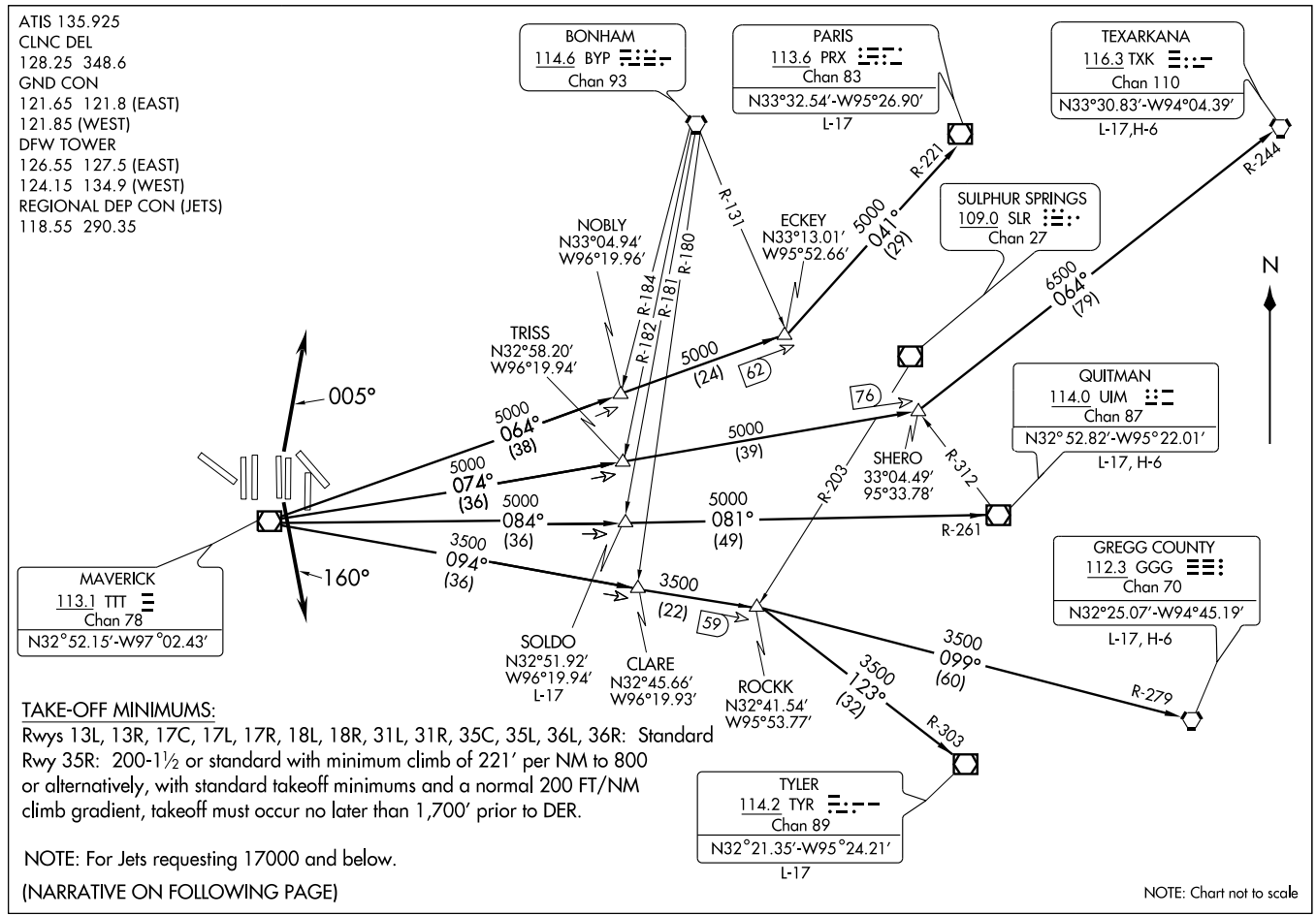
TAKE-OFF RUNWAY 17C: Climb heading 174° to intercept course 202° to BPARK, then on track 253° to YAMEL, cross YAMEL at or above 5000, then on depicted route to FERRA. Thence . . . .
TAKE-OFF RUNWAY 17R: Climb heading 174° to intercept course 201° to BPARK, then on track 253° to YAMEL, cross YAMEL at or above 5000, then on depicted route to FERRA. Thence . . . .
TAKE-OFF RUNWAY 18L: Climb heading 174° to intercept course 190° to BPARK, then on track 253° to YAMEL, cross YAMEL at or above 5000, then on depicted route to FERRA. Thence . . . .
TAKE-OFF RUNWAY 18R: Climb heading 174° to intercept course 190° to BPARK, then on track 253° to YAMEL, cross YAMEL at or above 5000, then on depicted route to FERRA. Thence . . . .
TAKE-OFF RUNWAY 35C: Climb heading 354° to intercept course 344° to HAZKL, cross HAZKL at or above 5000, then on depicted route to FERRA. Thence . . . .
TAKE-OFF RUNWAY 35L: Climb heading 354° to intercept course 346° to HAZKL, cross HAZKL at or above 5000, then on depicted route to FERRA. Thence . . . .
TAKE-OFF RUNWAY 36L: Climb heading 354° to 1120, then direct HAZKL, cross HAZKL at or above 5000, then on depicted route to FERRA. Thence . . . .
TAKE-OFF RUNWAY 36R: Climb heading 354° to 1120, then direct HAZKL, cross HAZKL at or above 5000, then on depicted route to FERRA. Thence . . . .

. . . . on (transition). Maintain 10,000 feet, expect filed altitude ten minutes after departure.

CHILDRESS TRANSITION (FERRA3.CDS)

PANHANDLE TRANSITION (FERRA3.PNH)

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(GARL3.TTT) 09351

GARLAND THREE DEPARTURE

SL-6039 (FAA)

DALLAS-FORT WORTH INTL (DFW)

DALLAS-FORT WORTH, TEXAS

DEPARTURE ROUTE DESCRIPTION

PROPS

Expect WYLIE or HUBBARD Departure.

JETS

UNLESS OTHERWISE ADVISED, MAINTAIN 10,000' AND
EXPECT FILED ALTITUDE 10 MINUTES AFTER DEPARTURE.
MAINTAIN 240 KIAS UNTIL LEAVING 5,000'.

TAKE-OFF RUNWAY 13L/R, 17L, 18L/R, 31L/R, 35R, 36L/R:
Fly assigned heading and altitude, expect vector to appropriate route.
TAKE-OFF RUNWAY 17C/R: Climb via heading 160°, expect vector to appropriate route.
TAKE-OFF RUNWAY 35C/L: Climb via heading 005°, expect vector to appropriate route.

LONGVIEW TRANSITION (GARL3.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL3.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (GARL3.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (GARL3.SOLDO): (ATC assigned) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (GARL3.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL3.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

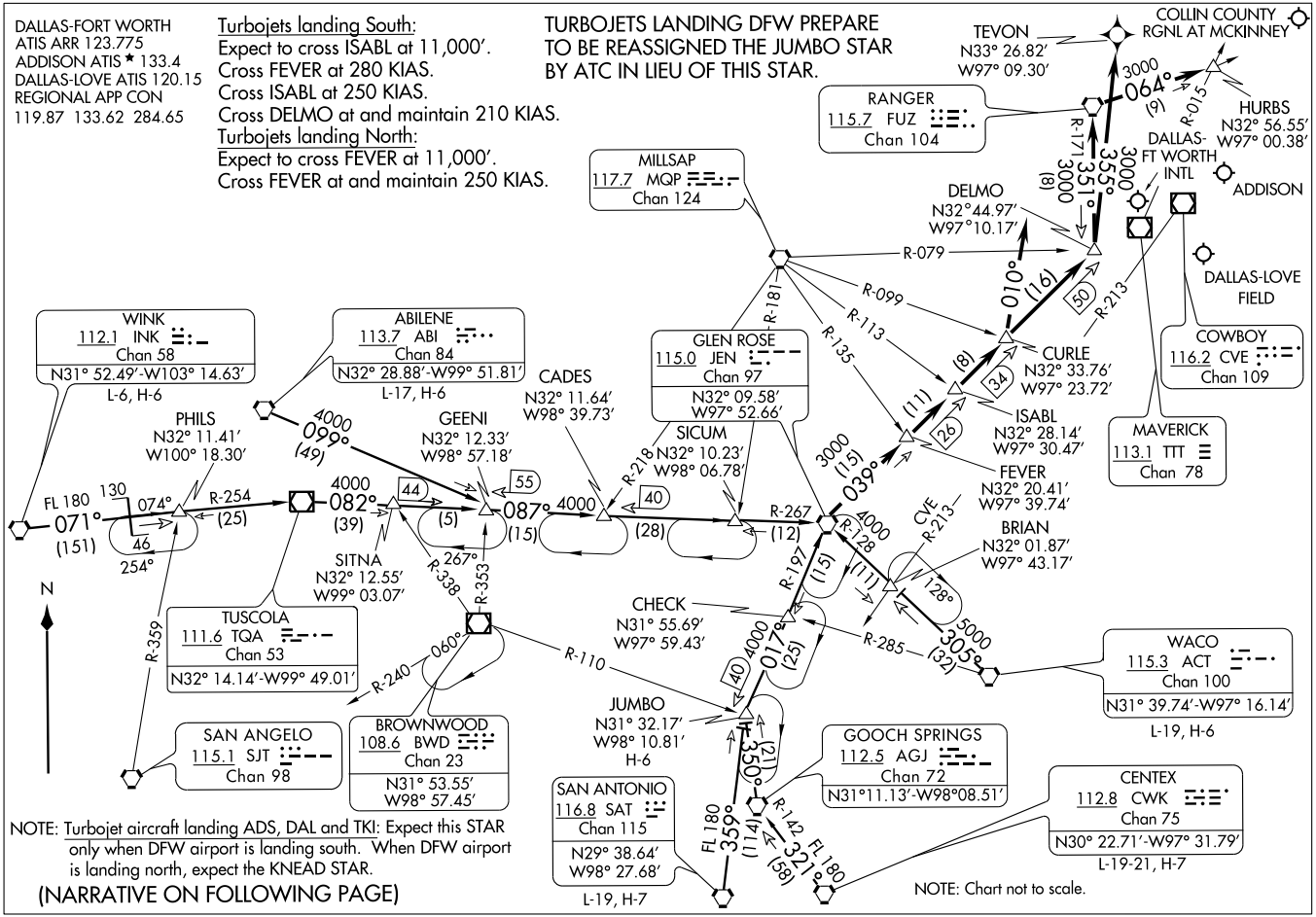
TAKE-OFF OBSTACLES:
Rwy 31L: Multiple trees, 928' to 2034' from DER, 724' to 873' left of centerline, up to 32' AGL/654' MSL.
Rwy 35R: Multiple Buildings beginning 5443' from DER, 202' right of centerline, up to 173' AGL/714'MSL.

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DALLAS-FORT WORTH
ATIS ARR 123.775
ADDISON ATIS ★ 133.4
DALLAS-LOVE ATIS 120.15
REGIONAL APP CON
119.87 133.62 284.65

Turbojets landing South:
Expect to cross ISABL at 11,000′.
Cross FEVER at 280 KIAS.
Cross ISABL at 250 KIAS.
Cross DELMO at and maintain 210 KIAS.
Turbojets landing North:
Expect to cross FEVER at 11,000′.
Cross FEVER at and maintain 250 KIAS.

TURBOJETS LANDING DFW PREPARE TO BE REASSIGNED THE JUMBO STAR BY ATC IN LIEU OF THIS STAR.



NOTE: Turbojet aircraft landing ADS, DAL and TKI: Expect this STAR only when DFW airport is landing south. When DFW airport is landing north, expect the KNEAD STAR.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

ABILENE TRANSITION (ABI.JEN9): From over ABI VORTAC via R-099 to GEENI INT, then via JEN R-267 to JEN VORTAC. Thence. . . .
CENTEX TRANSITION (CWK.JEN9): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via JEN R-197 to JEN VORTAC. Thence . . . .
JUMBO TRANSITION (JUMBO.JEN9): From over JUMBO INT via JEN R-197 to JEN VORTAC. Thence . . . .
SAN ANTONIO TRANSITION (SAT.JEN9): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via JEN R-197 to JEN VORTAC. Thence . . . .
WACO TRANSITION (ACT.JEN9): From over ACT VORTAC via ACT R-305 and JEN R-128 to JEN VORTAC. Thence. . . .
WINK TRANSITION (INK.JEN9): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to JEN VORTAC. Thence. . . .

. . . . ALL AIRCRAFT: From over JEN VORTAC via JEN R-039, thence . . . .

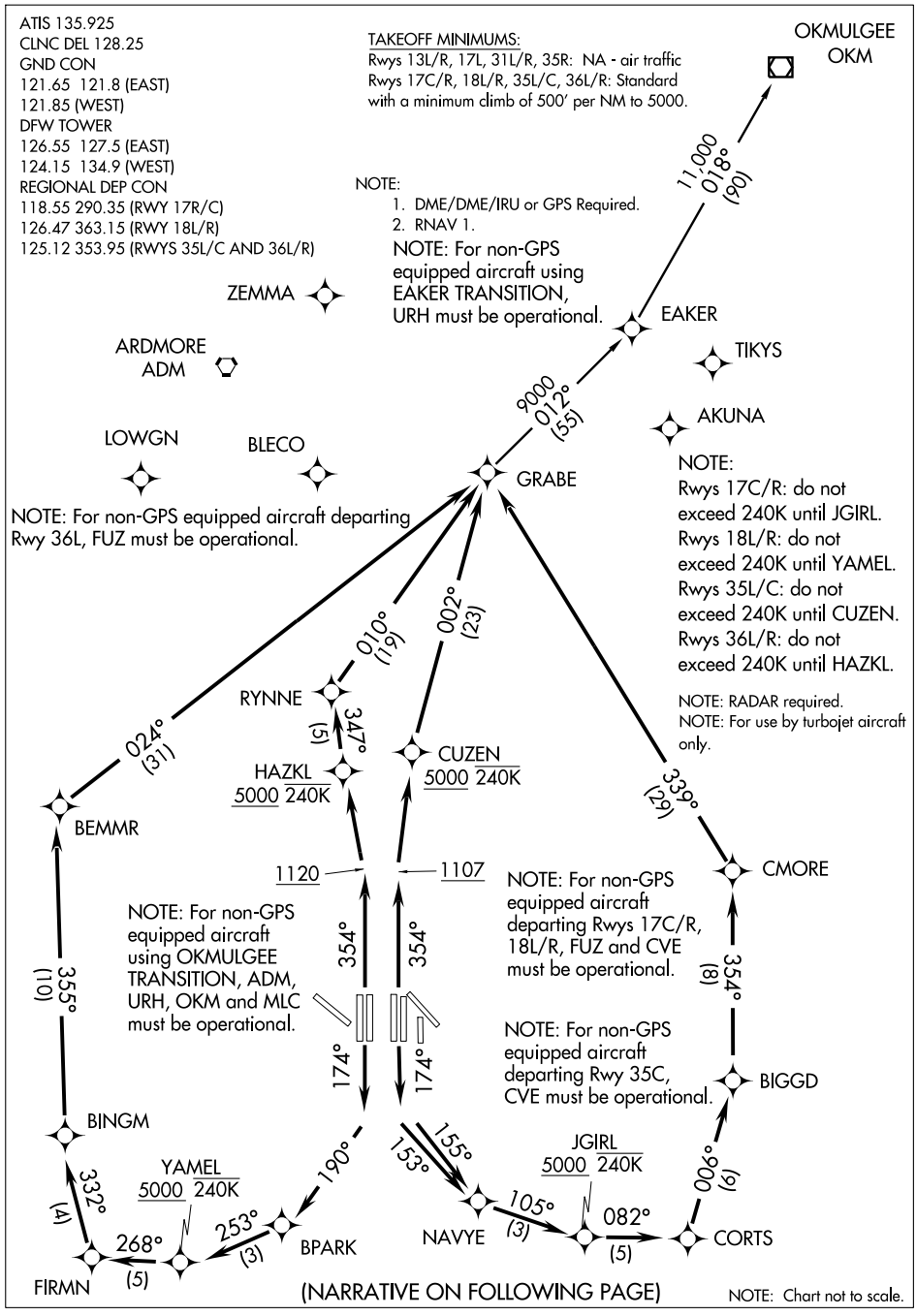
ALL AIRCRAFT LANDING NORTH: To CURLE INT, expect vectors to final approach course.

JETS LANDING SOUTH: To DELMO, depart DELMO heading 355°.
For /E, /F, /G and /R (RNP 2.0) EQUIPMENT SUFFIXED AIRCRAFT: From over DELMO WP direct TEVON WP, expect vector to final approach course prior to TEVON WP. If not received by TEVON fly present heading.
NON TURBOJETS LANDING SOUTH: To CURLE INT, depart CURLE heading 010° for vectors to final approach course.

AIRCRAFT LANDING DAL, ADS, TKI: To DELMO INT, depart DELMO via FUZ R-171 to FUZ VORTAC then FUZ R-064 to HURBS INT, expect vectors to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010

GRABE THREE DEPARTURE (RNAV)



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SC-2, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

PROPS

FILE AND EXPECT JACKY OR TRI-GATE DEPARTURE PROCEDURE.

JETS

TAKE-OFF RUNWAY 17C: Climb heading 174° to intercept course 155° to NAVYE, then on track 105° to JGIRL, cross JGIRL at or above 5000, then on depicted route to GRABE. Thence . . . .
TAKE-OFF RUNWAY 17R: Climb heading 174° to intercept course 153° to NAVYE, then on track 105° to JGIRL, cross JGIRL at or above 5000, then on depicted route to GRABE. Thence . . . .
TAKE-OFF RUNWAY 18L: Climb heading 174° to intercept course 190° to BPARK, then on track 253° to YAMEL, cross YAMEL at or above 5000, then on depicted route to GRABE. Thence . . . .
TAKE-OFF RUNWAY 18R: Climb heading 174° to intercept course 190° to BPARK, then on track 253° to YAMEL, cross YAMEL at or above 5000, then on depicted route to GRABE. Thence . . . .
TAKE-OFF RUNWAY 35C: Climb heading 354° to 1107, then direct CUZEN, cross CUZEN at or above 5000, then on depicted route to GRABE. Thence . . . .
TAKE-OFF RUNWAY 35L: Climb heading 354° to 1107, then direct CUZEN, cross CUZEN at or above 5000, then on depicted route to GRABE. Thence . . . .
TAKE-OFF RUNWAY 36L: Climb heading 354° to 1120, then direct HAZKL, cross HAZKL at or above 5000, then on depicted route to GRABE. Thence . . . .
TAKE-OFF RUNWAY 36R: Climb heading 354° to 1120, then direct HAZKL, cross HAZKL at or above 5000, then on depicted route to GRABE. Thence . . . .

. . . . on (transition). Maintain 10,000', expect filed altitude ten minutes after departure.

EAKER TRANSITION (GRABE3.EAKER): (For aircraft inbound to the TUL Terminal Area).
OKMULGEE TRANSITION (GRABE3.OKM): (For all aircraft overflying the OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago Terminal Area and north).

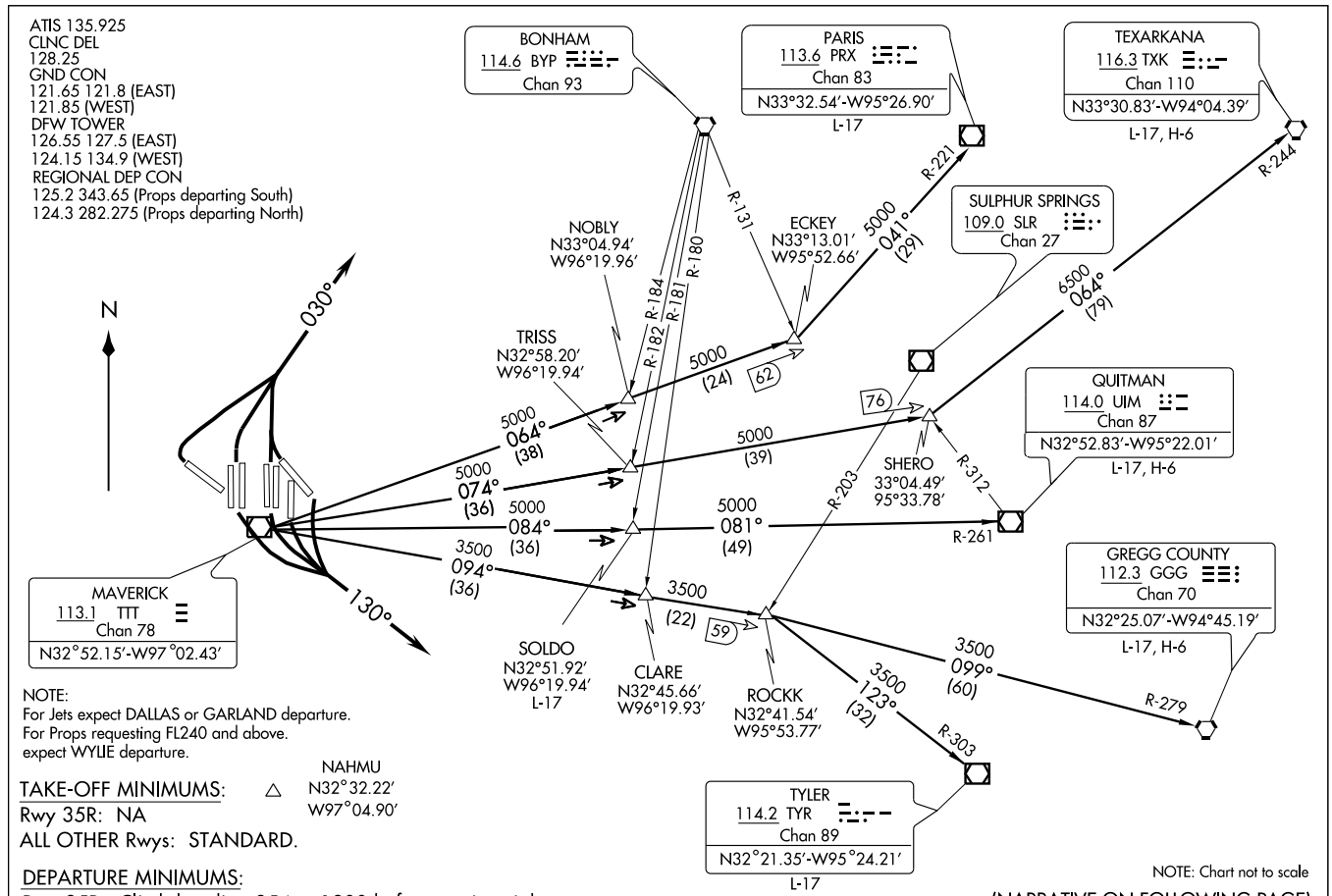
SC-2, 08 APR 2010 to 06 MAY 2010

HUBBARD SIX DEPARTURE

SL-6039 (FAA)

DALLAS-FORT WORTH INTL (DFW)

DALLAS-FORT WORTH, TEXAS



NOTE:
For Jets expect DALLAS or GARLAND departure.
For Props requesting FL240 and above.
expect WYLIE departure.

TAKE-OFF MINIMUMS:
Rwy 35R: NA
ALL OTHER Rwys: STANDARD.

DEPARTURE MINIMUMS:
Rwy 35R: Climb heading 354 to 1200 before turning right.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

JETS

Expect DALLAS or GARLAND Departure.

PROPS

Requesting FL240 and above expect WYLIE Departure.

TAKE-OFF RUNWAY 13L: Climb heading 130°, expect vector to appropriate route, Thence. . . .
TAKE-OFF RUNWAYS 13R, 17L/C/R, 18L/R: Fly heading 130°, expect vector to appropriate route, Thence. . . .
TAKE-OFF RUNWAYS 31L/R, 35L/C, 36L/R: Fly heading 030°, expect vector to appropriate route, Thence. . . .

. . . . Maintain 2000′ or as assigned by ATC, expect filed altitude 10 minutes after departure.

LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES
Rwy 31L: Tree, 1229′ from DER, 730′ right of centerline, 28′ AGL/637′MSL.
Trmsn Pole, 3403′ from DER, 1399′ right of centerline, 86′ AGL/708′ MSL.
Multiple Trees beginning 928′ from DER, 724′ left of centerline, up to 55′ AGL/654′ MSL.

SC-2, 08 APR 2010 to 06 MAY 2010

DALLAS-FORT WORTH, TEXAS

AL-6039 (FAA)

LOC/DME	APP CRS	Rwy Idg	9301
I-LWN 109.5 Chan 32	133°	TDZE	591
		Apt Elev	607

ILS or LOC RWY 13R

DALLAS-FORT WORTH INTL (DFW)

** DME or RADAR required.

MALSR

MISSED APPROACH: Climb to 1100, then climbing right turn to 5000 via heading 230° and TTT R-275 to SLOTT Int/TTT 35.6 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775 DEP 135.925	118.1 133.15	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25

RADAR REQUIRED

MISSED APCH FIX

112.4 UKW Chan 71

095°

R-275

275°

R-166

113.1 TTT Chan 78

SLOTT

TTT 35.6

313°

MORRY I-LWN 14 RADAR

*2300 when assigned by ATC.

*3000

133° (4.9)

10 NM

POPPA I-LWN 9.1 RADAR

2300 (2.3)

HODAX I-LWN 6.8 RADAR

958

800

780±

810

1016

ANIME I-LWN 3.4

724

742

845

661

R-275

990

R-275 TTT

791

RANGER 115.7 FUZ Chan 104

1049

770±

734

MAVERICK 113.1 TTT Chan 78

1049

MSA TTT 25 NM

2700

090°

270°

3600

LOCALIZER 109.5 I-LWN Chan 32

1743

ELEV 607 D

Rwy 13L-31R 9000 X 200

133° 5.1 NM from FAF

723±

855

9301 X 150

13400 X 200

13400 X 200

13400 X 150

13400 X 150

799

783

660±

607

635

694±

618

TDZE 591

36L 36R 35L 35C 35R

VGSI and ILS glidepath not coincident.

1100	5000	TTT	SLOTT
	230°	R-275	△

MORRY I-LWN 14 RADAR

POPPA I-LWN 9.1 RADAR

HODAX I-LWN 6.8 RADAR

GS 3.00°

TCH 55

*3000

133°

*3000

2300

ANIME I-LWN 3.4

I-LWN 2.6

I-LWN 1.7

133°

* 2300 when assigned by ATC.

#1240

LOC only

4.9 NM | 2.3 NM | 3.4 NM | 0.8 | 0.9

CATEGORY	A	B	C	D
S-ILS 13R	791/18 200 (200-½)			
S-LOC 13R**	1240/24 649 (700-½)		1240/60 649 (700-1¼)	1240-1½ 649 (700-1½)
ANIME FIX MINIMUMS				
S-LOC 13R	960/24 369 (400-½)			960/40 369 (400-¾)

HIRL all Rwys

REIL Rwys 13L and 31L

TDZ/CL all Rwys except 13L, 17C and 31L

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SC-2, 08 APR 2010 to 06 MAY 2010

DALLAS-FORT WORTH, TEXAS AL-6039 (FAA)

LOC/DME I-FLQ	APP CRS	Rwy 17C Idg	Rwy 17R Idg
110.3 Chan 40	174°	TDZE 562 Apt Elev 607	TDZE 567 Apt Elev 607

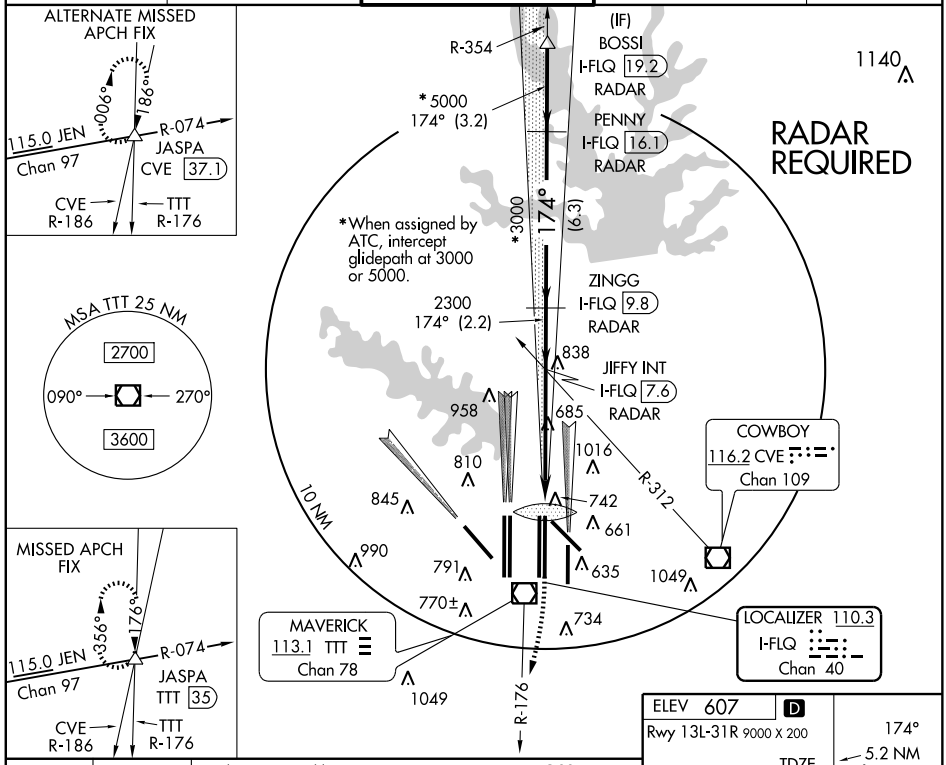
ILS or LOC RWY 17C
DALLAS-FORT WORTH INTL (DFW)

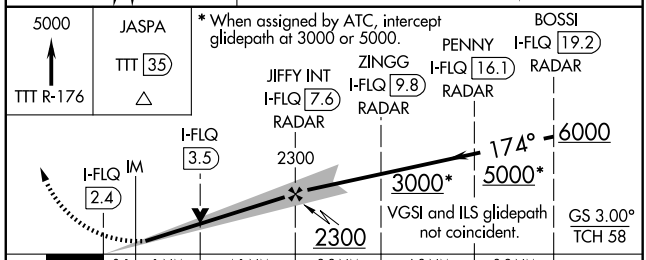
Simultaneous approach authorized with Rwy 17L, 18L/18R. Inoperative table does not apply to sidestep 17R Cats A and B. LOC procedure NA during simultaneous operations. DME or RADAR required.

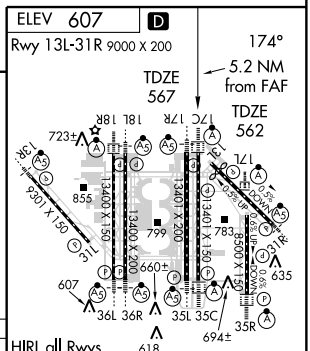
Rwy 17C ALSF-2 (A) Rwy 17R MALSR (A5)

MISSED APPROACH: Climb to 5000 via TTT VOR/DME R-176 to JASPA Int/TTT 35 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775 DEP 135.925	127.075	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25







FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

CATEGORY	A	B	C	D
S-ILS 17C	762/18 200 (200-½)			
S-LOC 17C	1000/24 438 (500-½)		1000/40 438 (500-¾)	1000/50 438 (500-1)
SIDESTEP 17R	1140-1 573 (600-1)			1140-1½ 573 (600-1½)

SC-2, 08 APR 2010 to 06 MAY 2010

LOC/DME I-PPZ	APP CRS	Rwy Idg	8500
111.75	174°	TDZE	545
Chan 54 (Y)		Apt Elev	607

ILS or LOC RWY 17L
DALLAS-FORT WORTH INTL (DFW)

Simultaneous approach authorized with Rwy 17 C/R, 18 L/R. LOC procedure NA during simultaneous operations. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing left turn to 5000 via heading 100° and CVE VOR/DME R-125 to BACKS Int/32 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	119.4	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	

RADAR REQUIRED

MSA TTT 25 NM
2700
090° 270°
3600

R-354°

(IF) RIVET
I-PPZ 19.5
RADAR

*5000 174° (3.2)

DRAAK
I-PPZ 16.3
RADAR

*3000 174° (6.3)

* When assigned by ATC, intercept glidepath at 3000 or 5000.

INWOD
I-PPZ 10
RADAR

2300 174° (3.1)

GBUSH INT
I-PPZ 6.9
RADAR

1548

958 1016 726 742 661 635 1049

845 R-050 810

COWBOY
116.2 CVE
Chan 109

RANGER
115.7 FUZ
Chan 104

990 791 770± 734 1049

10 NM 100° R-125

MAVERICK
113.1 TTT
Chan 78

LOCALIZER 111.75
I-PPZ
Chan 54(Y)

ALTERNATE MISSED APCH FIX
BACKS
TTT 36.8
R-116 116° 114.0 UIM Chan 87
R-241 296° 113.1 TTT Chan 78

MISSED APCH FIX
116.2 CVE Chan 109
125° 114.0 UIM Chan 87
R-241 305° R-125
BACKS
CVE 32

ELEV 607 D
Rwy 13L-31R 9000 X 200

174° 5.3 NM from FAF

TDZE 545

723± 855 799 783 607 660± 635 618 694±

HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

1000 5000 BACKS
HDG 100° CVE R-125 CVE 32

* When assigned by ATC, intercept glidepath at 3000 or 5000.

VGSI and ILS glidepath not coincident.

I-PPZ 1.6 IM I-PPZ 3 2300 GBUSH INT I-PPZ 6.9 RADAR INWOD I-PPZ 10 RADAR DRAAK I-PPZ 16.3 RADAR RIVET I-PPZ 19.5 RADAR

174° 5000 3000* 5000* 2300 GS 3.00° TCH 56

0.2 NM 1.2 NM 3.9 NM 3.1 NM 6.3 NM 3.2 NM

CATEGORY	A	B	C	D
S-ILS 17L	745/18 200 (200-½)			
S-LOC 17L	1040/24 495 (500-½)		1040/40 495 (500-¾)	1040/50 495 (500-1)

SC-2, 08 APR 2010 to 06 MAY 2010

DALLAS-FORT WORTH, TEXAS AL-6039 (FAA)

LOC/DME I-JHZ	APP CRS	Rwy 17R Idg	TDZE	Apt Elev	Rwy 17C Idg	TDZE	Apt Elev
111.35 Chan 50 (Y)	174°	13401	567	607	13401	562	607

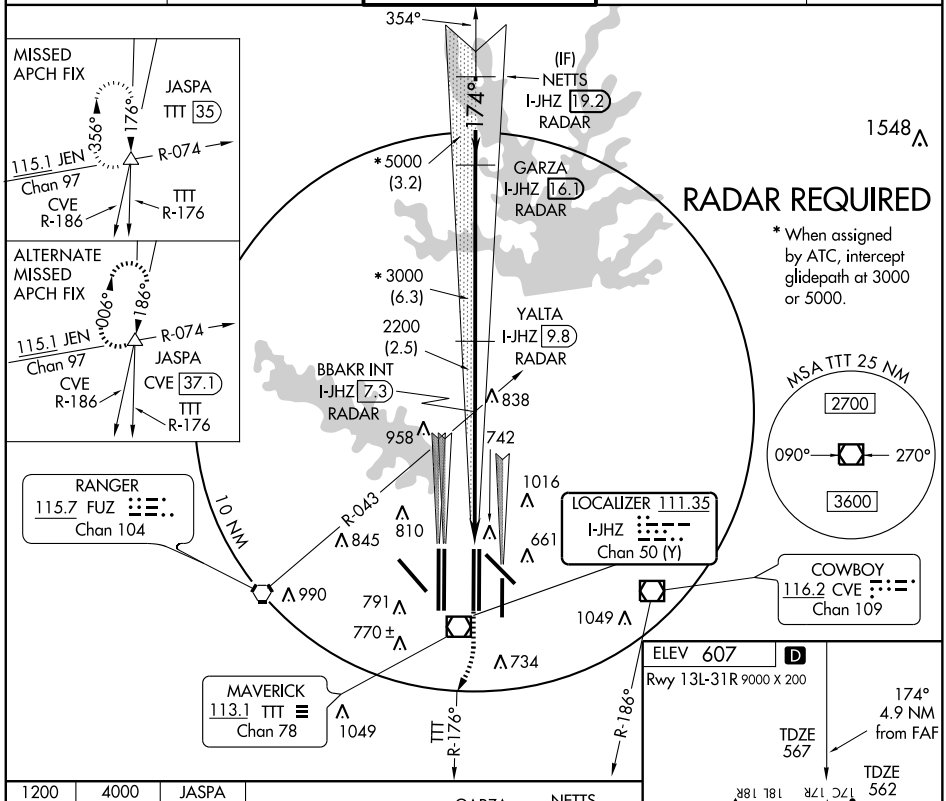
ILS or LOC RWY 17R
DALLAS-FORT WORTH INTL (DFW)

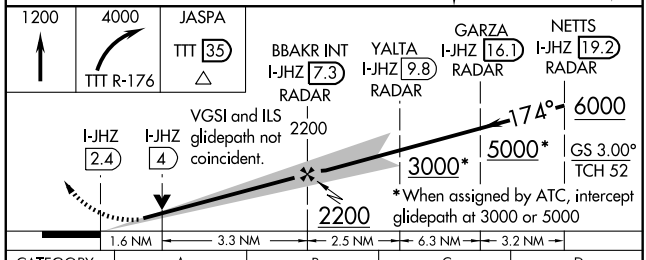
T Simultaneous approach authorized with Rwy 17L and 18L/R. Inoperative table does not apply to sidestep Rwy 17C. DME or RADAR required. LOC procedure NA during simultaneous operations.

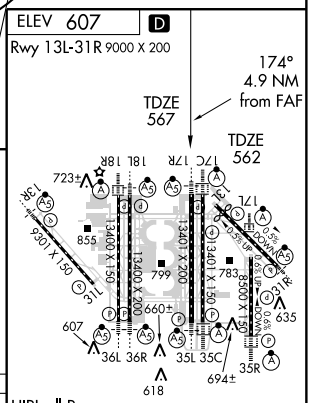
Rwy 17R MALSR (A5) Rwy 17C ALSF-2 (A)

MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 via TTT R-176 to JASPA Int/TTT 35 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775 DEP 135.925	127.075	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25







CATEGORY	A	B	C	D
S-ILS 17R	767/18 200 (200-½)			
S-LOC 17R	1140/24 573 (600-½)		1140/50 573 (600-1)	1140/60 573 (600-1¼)
SIDESTEP 17C	1140-1 578 (600-1)		1140-1½ 578 (600-1½)	1140-2 578 (600-2)

HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

SC-2, 08 APR 2010 to 06 MAY 2010

DALLAS-FORT WORTH, TEXAS AL-6039 (FAA)

LOC/DME I-CIX	APP CRS	Rwy 18L Idg	TDZE	Apt Elev	Rwy 18R Idg	TDZE	Apt Elev
110.55 Chan 42 (Y)	174°	13400	602	607	13400	603	607

ILS or LOC RWY 18L
DALLAS-FORT WORTH INTL (DFW)

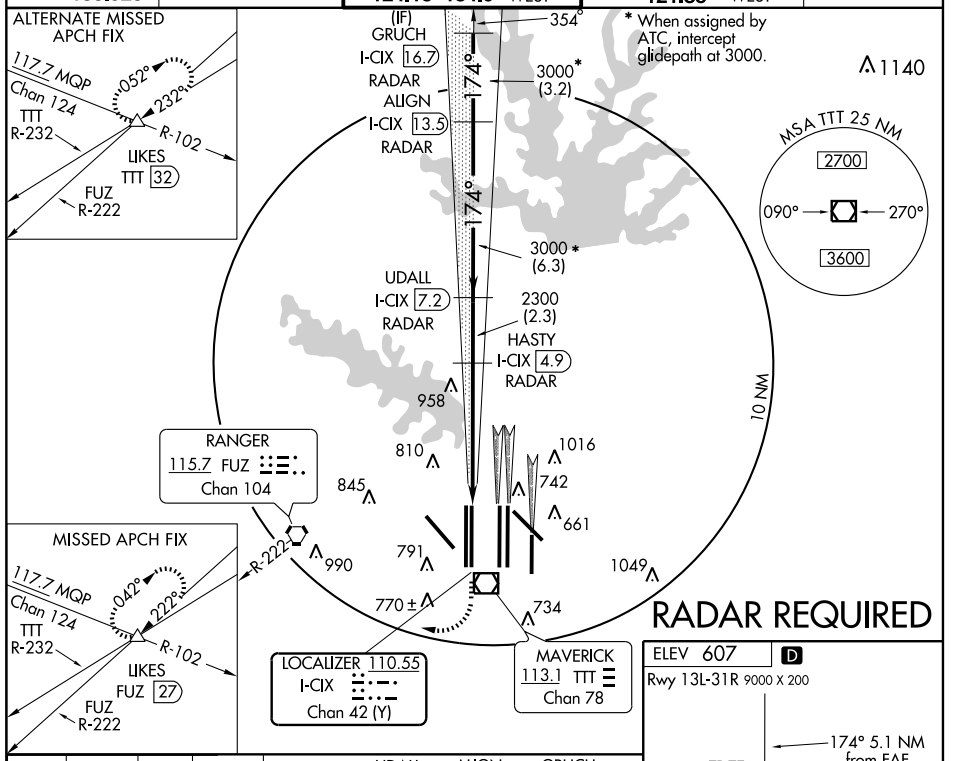
Simultaneous approach authorized with ILS Rwy 17L and 17C/R. Inoperative table does not apply to Sidestep 18R Cat A/B. DME or RADAR required. LOC procedure NA during simultaneous operations.

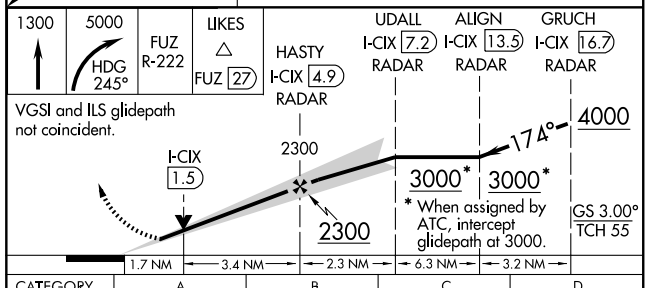
Rwy 18L MALSR (A5)

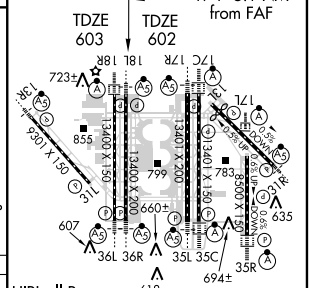
Rwy 18R ALSF-2 (A)

MISSED APPROACH: Climb to 1300, then climbing right turn to 5000 via heading 245° and FUZ R-222 to LIKES Int/FUZ 27 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775 DEP 135.925	118.425	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25







HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

CATEGORY	A	B	C	D
S-ILS 18L	802/18		200 (200-½)	
S-LOC 18L	1220/24	618 (700-½)	1220/60 618 (700-1¼)	1220-1½ 618 (700-1½)
SIDESTEP 18R	1220-1	617 (700-1)	1220-1½ 617 (700-1½)	1220-2 617 (700-2)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SC-2, 08 APR 2010 to 06 MAY 2010

LOC/DME I-VYN	APP CRS	Rwy 18R ldg	13400	Rwy 18L ldg	13400
111.9 Chan 56	174°	TDZE	607	TDZE	602
		Apt Elev	607	Apt Elev	607

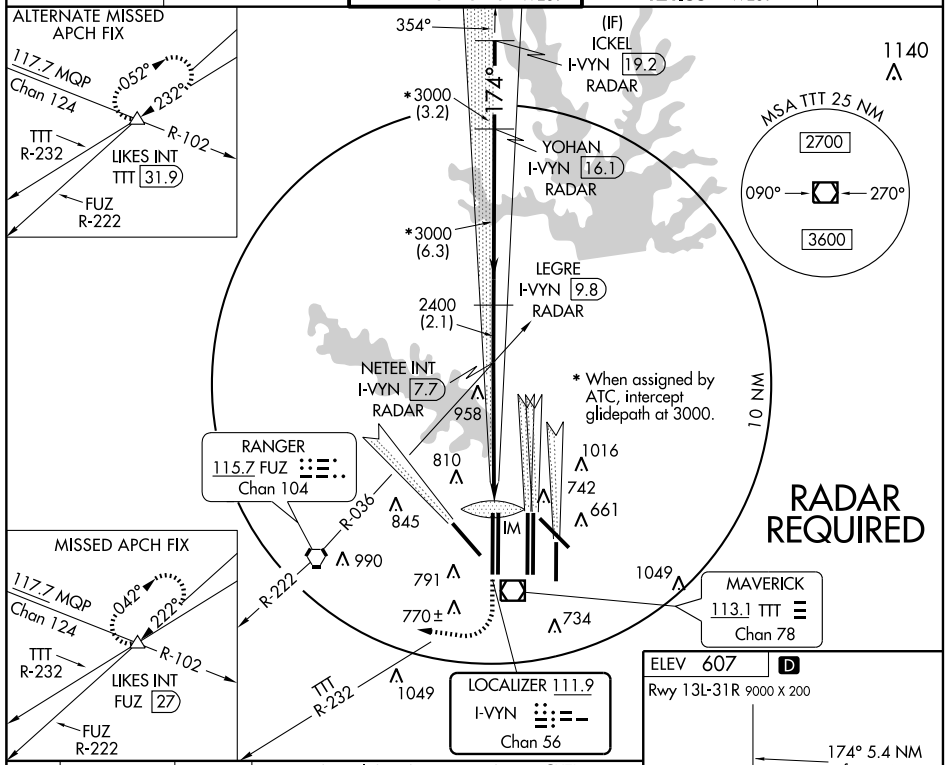
ILS or LOC RWY 18R
DALLAS-FORT WORTH INTL (DFW)

Simultaneous approaches authorized with Rwy 17R, 17L/C. Inoperative table does not apply to Sidestep 18L Cats A and B. DME or RADAR required.
LOC procedure NA during simultaneous operations.

Rwy 18R ALSF-2 (A) | Rwy 18L MALSR (A5)

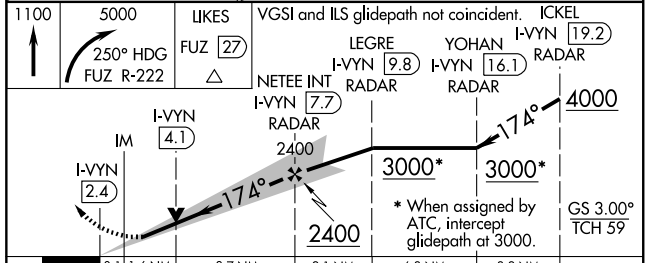
MISSED APPROACH: Climb to 1100 then climbing right turn to 5000 via heading 250° and FUZ VORTAC R-222 to LIKES INT/ 27 DME and hold.

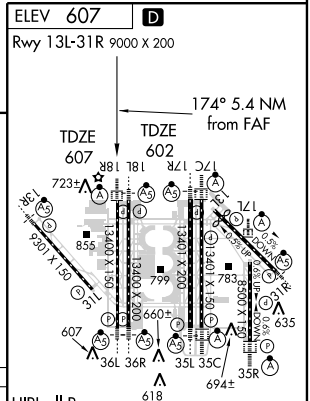
ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775 DEP 135.925	118.425	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25



1100	5000	LIKES
	250° HDG FUZ R-222	FUZ 27

VGSI and ILS glidepath not coincident.





CATEGORY	A	B	C	D
S-ILS 18R		807/18	200 (200-½)	
S-LOC 18R	1220/24	613 (700-½)	1220/60 613 (700-1¼)	1220-1½ 613 (700-1½)
SIDESTEP 18L	1220-1	618 (700-1)	1220-1¼ 618 (700-1¼)	1220-1½ 618 (700-1½)

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

SC-2, 08 APR 2010 to 06 MAY 2010

LOC/DME I-RRA	APP CRS	Rwy Idg	8375
110.9	309°	TDZE	523
Chan 46		Apt Elev	607

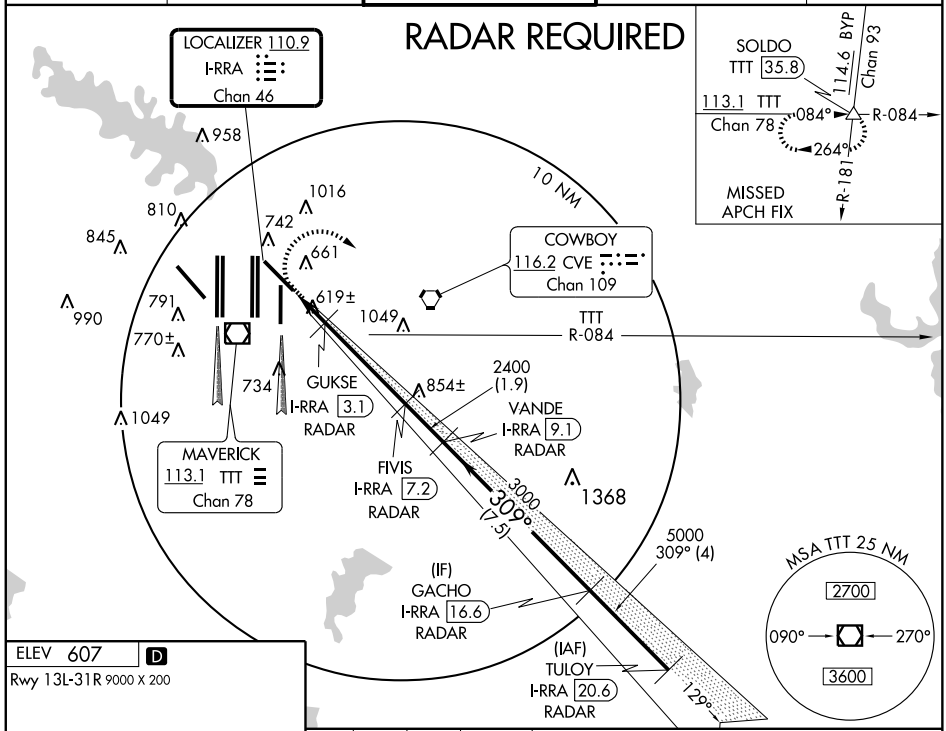
ILS or LOC RWY 31R
DALLAS-FORT WORTH INTL (DFW)

* DME or RADAR required.

MALSR

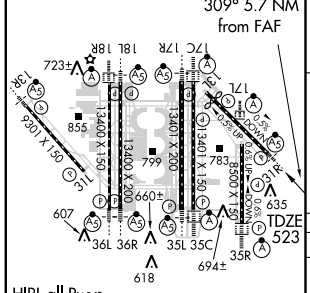
MISSED APPROACH: Climb to 1100 then climbing right turn to 5000 via heading 125° and TTT R-084 to SOLDO Int/TTT 35.8 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775 DEP 135.925	125.2 135.3	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25



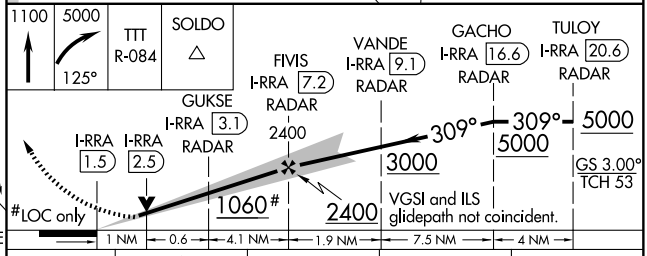
ELEV 607 D

Rwy 13L-31R 9000 X 200



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54



CATEGORY	A	B	C	D
S-ILS 31R	723/18 200 (200-½)			
S-LOC 31R**	1060/24 537 (500-½)		1060/50 537 (500-1)	1060/60 537 (500-1¼)
GUKSE FIX MINIMUMS				
S-LOC 31R	880/24 357 (400-½)			880/40 357 (400-¾)

SC-2, 08 APR 2010 to 06 MAY 2010

DALLAS-FORT WORTH, TEXAS AL-6039 (FAA)

LOC/DME I-PKQ	APP CRS	Rwy 35C Idg 13401	Rwy 35L Idg 13401
110.3	354°	TDZE 563	TDZE 564
Chan 40		Apt Elev 607	Apt Elev 607

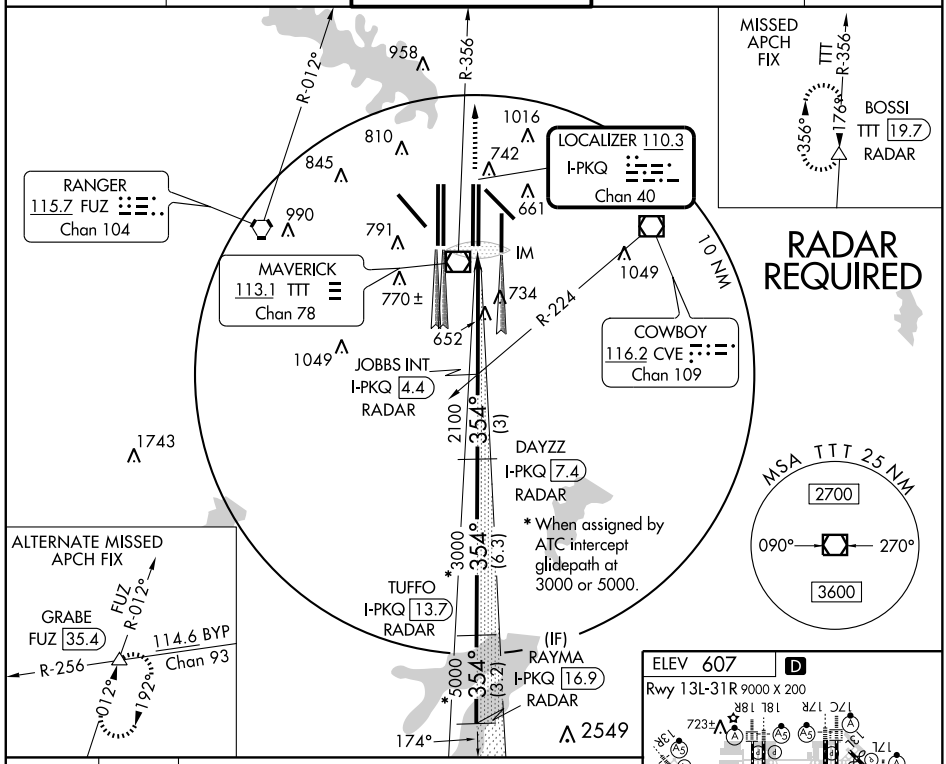
ILS or LOC RWY 35C
DALLAS-FORT WORTH INTL (DFW)

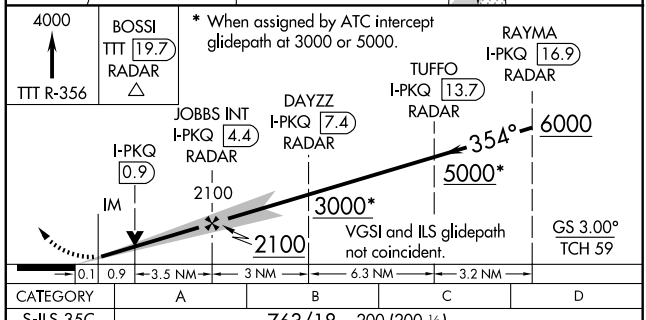
Inoperative table does not apply to Sidestep Rwy 35L Cats A and B. Simultaneous approach authorized with Rwy 35R, 36L and 36R. DME or RADAR required.
LOC procedure NA during Simultaneous operations.

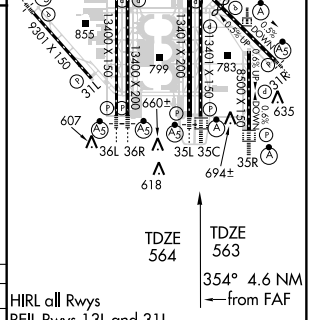
Rwy 35C ALSF-2 (A) | Rwy 35L MALSR (A5)

MISSED APPROACH: Climb to 4000 via TTT R-356 to BOSSI/TTT 19.7 DME/RADAR and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	127.075	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	







CATEGORY	A	B	C	D
S-ILS 35C	763/18 200 (200-½)			
S-LOC 35C	960/24 397 (400-½)			960/40 397 (400-¾)
SIDESTEP 35L	960-1 396 (400-1)			960-1½ 396 (400-1½)

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

SC-2, 08 APR 2010 to 06 MAY 2010

DALLAS-FORT WORTH, TEXAS AL-6039 (FAA)

LOC/DME I-UWX	APP CRS	Rwy 35L Idg	13401	Rwy 35C Idg	13401
111.35	354°	TDZE	564	TDZE	563
Chan 50 (Y)		Apt Elev	607	Apt Elev	607

ILS or LOC RWY 35L

DALLAS-FORT WORTH INTL (DFW)

T NA Simultaneous approach authorized with Rwy 35R, Rwy 36L/R. DME or Radar required. LOC procedure NA during simultaneous operations. Inoperative table does not apply to Sidestep 35C.

Rwy 35L MALSR (A5) | Rwy 35C ALSF-2 (A)

MISSED APPROACH: Climb to 4000 via TTT VOR/DME R-356 to BOSSI/ TTT 19.7 DME/RADAR and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	127.075	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	

RADAR REQUIRED

MISSED APCH FIX

BOSSI TTT 19.7 RADAR

R-356° R-012° 356° 176°±

LOCALIZER 111.35 I-UWX Chan 50 (Y)

MAVERICK 113.1 TTT Chan 78

RANGER 115.7 FUZ Chan 104

BEGGO INT I-UWX 5.1 RADAR

DALLN I-UWX 7.4 RADAR

CORMN I-UWX 13.7 RADAR

TANDE I-UWX 16.9 RADAR

958 810 845 990 791 770± 640± 652 734 1016 742 661 1049 1049 1743 2300 (2.4) 3000* (6.3) 5000 (3.2) (IF) 2549 2449

R-122 R-174° 354°

10 NM

* When assigned by ATC, intercept glidepath at 3000.

MSA TTT 25 NM

2700

090° 270°

3600

ALTERNATE MISSED APCH FIX

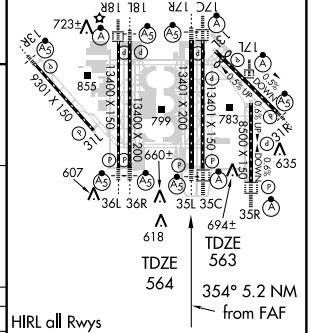
GRABE FUZ 35.4

FUZ R-012° 114.6 BYP Chan 93

R-256 012° 192°

ELEV 607 D

Rwy 13L-31R 9000 X 200

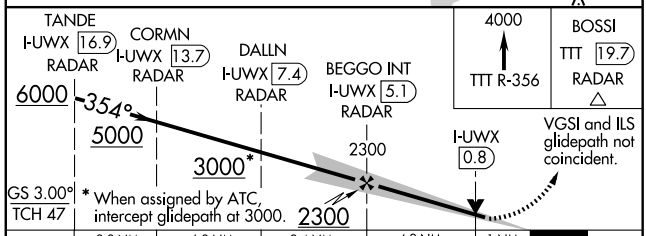


354° 5.2 NM from FAF

HIRL all Rwys

REIL Rwys 13L and 31L

TDZ/CL all Rwys except 13L, 17C and 31L



CATEGORY	A	B	C	D
S-ILS 35L	764/18 200 (200-½)			
S-LOC 35L	940/24 376 (400-½)			940/40 376 (400-¾)
SIDESTEP 35C	960-1 397 (400-1)		960-1½ 397 (400-1½)	960-2 397 (400-2)

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

SC-2, 08 APR 2010 to 06 MAY 2010

LOC/DME I-AJQ	APP CRS	Rwy Idg	8500
111.75	354°	TDZE	575
Chan 54 (Y)		Apt Elev	607

ILS or LOC RWY 35R

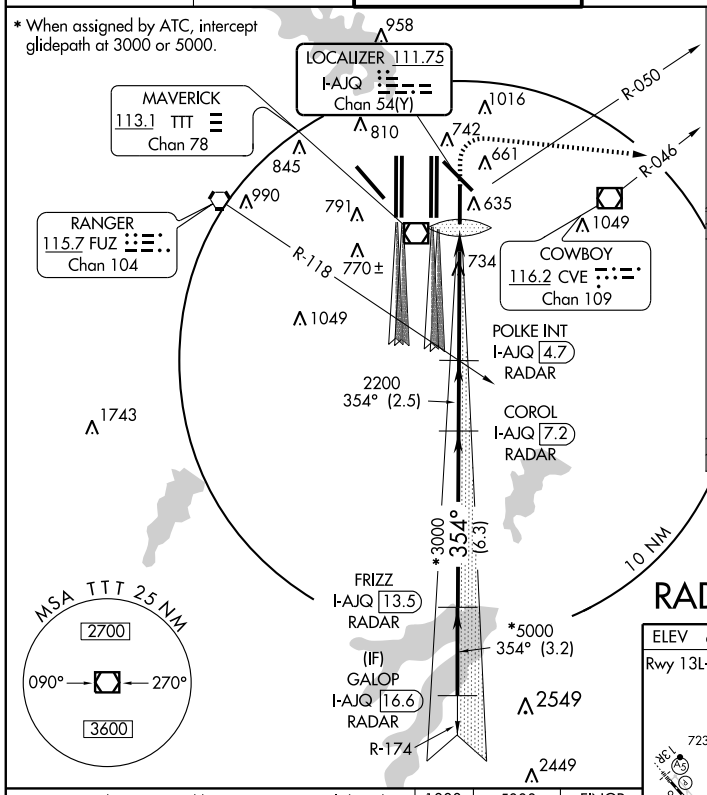
DALLAS-FORT WORTH INTL (DFW)

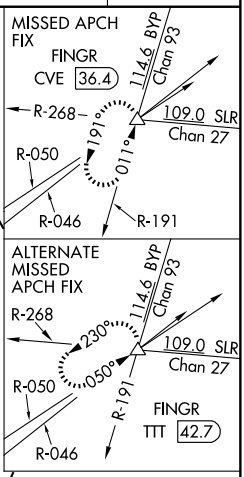
DME or RADAR required. Simultaneous approach authorized with Rwy 36L/R and Rwy 35L/C. LOC procedure NA during simultaneous operations.

ALSF-2

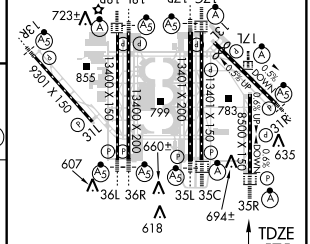
MISSED APPROACH: Climb to 1000 then climbing right turn to 5000 via heading 090° and CVE R-046 to FINGR Int/CVE 36.4 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	119.4	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	

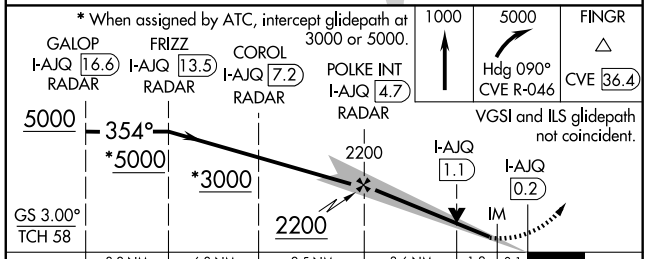




RADAR REQUIRED



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L



CATEGORY	A	B	C	D
S-ILS 35R	775/18 200 (200-½)			
S-LOC 35R	1040/24 465 (500-½)		1040/40 465 (500-¾)	1040/50 465 (500-1)

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:52	3:14	2:26	1:57	1:37

SC-2, 08 APR 2010 to 06 MAY 2010

LOC/DME I-BXN	APP CRS	Rwy 36L Idg	13400	Rwy 36R Idg	13400
111.9	354°	TDZE	588	TDZE	581
Chan 56		Apt Elev	607	Apt Elev	607

ILS or LOC RWY 36L

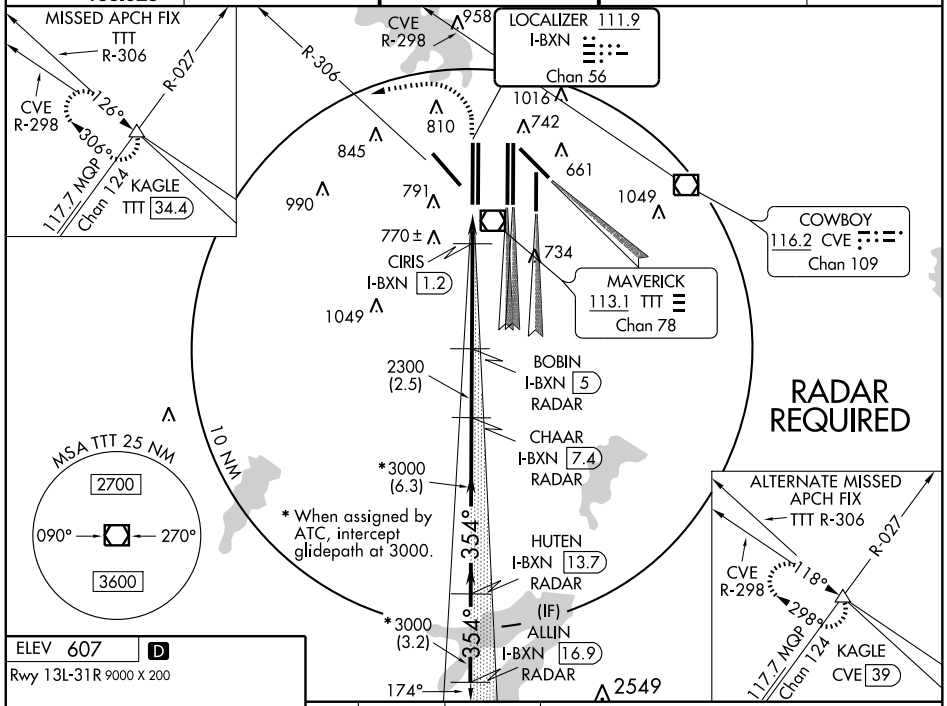
DALLAS-FORT WORTH INTL (DFW)

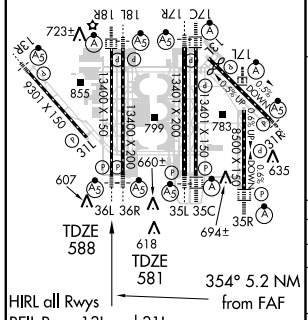
Simultaneous approach authorized with Rwy 35R/L/C. LOC procedure NA during simultaneous operations. CIRIS Fix Minimums: For inoperative MALSR, increase Cat D visibility to RVR 5000. sidestep 36R: Inoperative table does not apply to sidestep 36R Cats A and B. DME or RADAR required.

MALSR

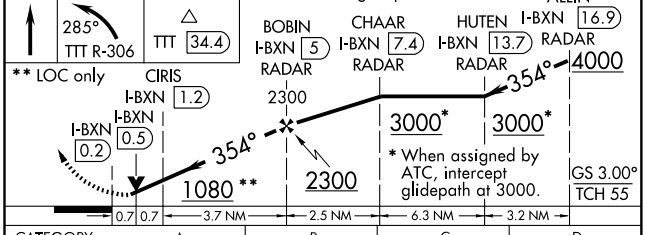
MISSED APPROACH: Climb to 1100, then climbing left turn to 5000 via heading 285° and TTT R-306 to KAGLE Int/TTT 34.4 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	118.425	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	





FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44



CATEGORY	A	B	C	D
S-ILS 36L	788/18 200 (200-½)			
S-LOC 36L	1080/24 492 (500-½)		1080/40 492 (500-¾)	1080/50 492 (500-1)
SIDESTEP 36R	1080-1 499 (500-1)			1080-1½ 499 (500-1½)
CIRIS FIX MINIMUMS				
S-LOC 36L	880/24 292 (300-½)			880/40 292 (300-¾)

SC-2, 08 APR 2010 to 06 MAY 2010

DALLAS-FORT WORTH, TEXAS

LOC/DME I-FJN	APP CRS	Rwy 36R Idg	TDZE	Apt Elev	Rwy 36L Idg	TDZE	Apt Elev
110.55 Chan 42 (Y)	354°	13400	581	607	13400	588	607

ILS or LOC RWY 36R

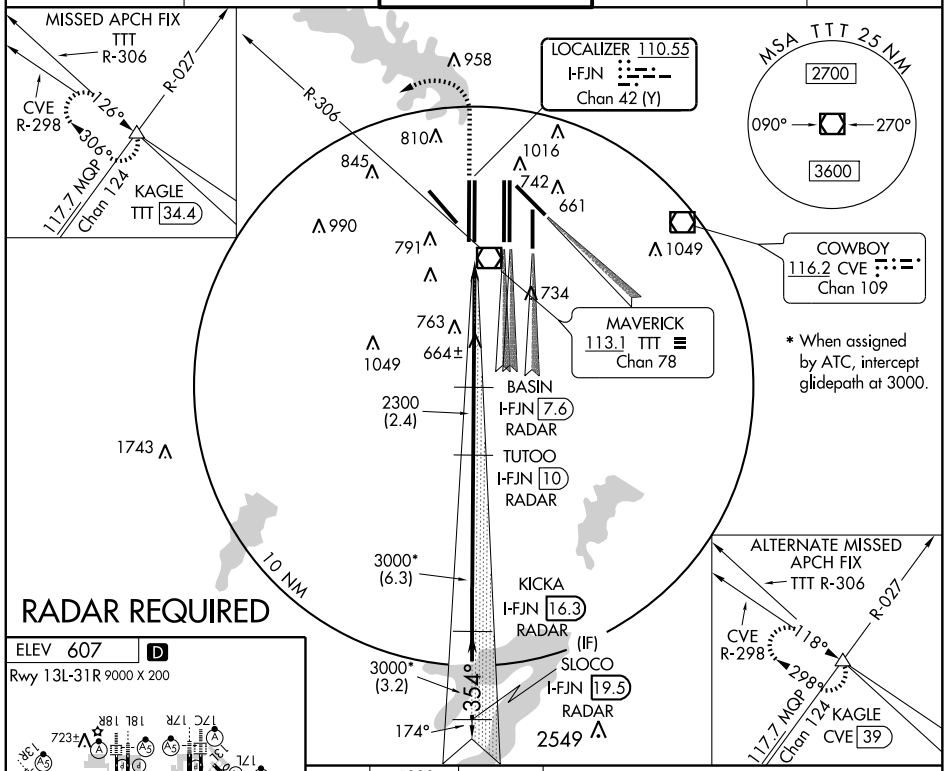
DALLAS-FORT WORTH INTL (DFW)

Simultaneous approach authorized with Rwy 35L, 35C/R. Inoperative table does not apply to Sidestep 36L. DME or RADAR required. LOC procedure NA during simultaneous operations.

Rwys 36R/L MALSR

MISSED APPROACH: Climb to 1000, then climbing left turn to 5000 via heading 295° and TTT VOR/DME R-306 to KAGLE Int/TTT 34.4 DME and hold.

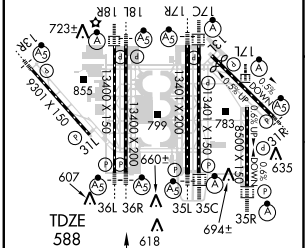
ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775 DEP 135.925	118.425	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25



RADAR REQUIRED

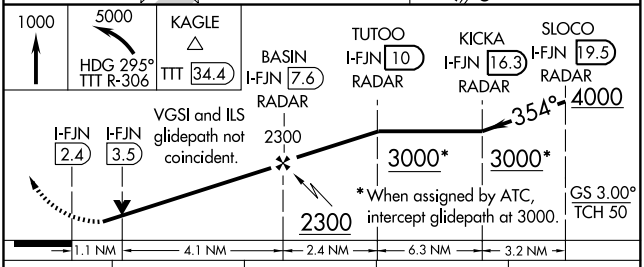
ELEV 607 D

Rwy 13L-31R 9000 X 200



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44



CATEGORY	A	B	C	D
S-ILS 36R	781/18 200 (200-½)			
S-LOC 36R	980/24 399 (400-½)			980/40 399 (400-¾)
SIDESTEP 36L	1080-1 492 (500-1)		1080-1½ 492 (500-1½)	1080-2 492 (500-2)

SC-2, 08 APR 2010 to 06 MAY 2010

DALLAS-FORT WORTH, TEXAS

AL-6039 (FAA)

LOC/DME I-FLQ	APP CRS	Rwy Idg	13401
110.3	174°	TDZE	562
Chan 40		Apt Elev	607

ILS RWY 17C (CAT II)

DALLAS-FORT WORTH INTL (DFW)

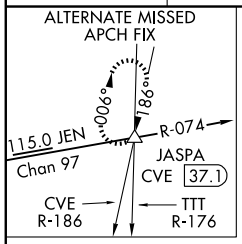
Simultaneous approach authorized with Rwy 17L, 18L/18R. Inoperative table does not apply to sidestep 17R Cats A and B. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 5000 via TTT VOR/DME R-176 to JASPA Int/TTT 35 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	127.075	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	

ALTERNATE MISSED APCH FIX



MSA TTT 25 NM

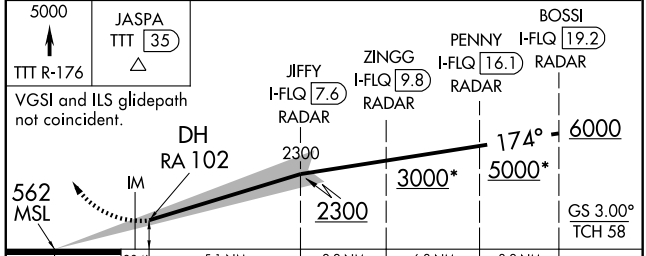
MISSED APCH FIX

5000

TTT R-176

JASPA TTT 35

VGSI and ILS glidepath not coincident.

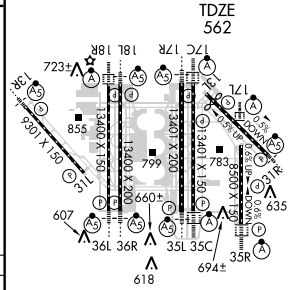


CATEGORY	A	B	C	D
S-ILS 17C	RA 102/12 100 DA 662			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 607 D

Rwy 13L-31R 9000 X 200



HIRL all Rwys

REIL Rwys 13L and 31L

TDZ/CL all Rwys except 13L, 17C and 31L

SC-2, 08 APR 2010 to 06 MAY 2010

DALLAS-FORT WORTH, TEXAS

AL-6039 (FAA)

LOC/DME I-FLQ	APP CRS	Rwy Idg	13401
110.3	174°	TDZE	562
Chan 40		Apt Elev	607

ILS RWY 17C (CAT III)

DALLAS-FORT WORTH INTL (DFW)

Simultaneous approach authorized with Rwy 17L, 18L/18R. Inoperative table does not apply to sidestep 17R Cats A and B. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 5000 via TTT VOR/DME R-176 to JASPA Int/TTT 35 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	127.075	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	

ALTERNATE MISSED APCH FIX

090° 186° R-074

115.0 JEN Chan 97

JASPA CVE 37.1

CVE R-186 TTT R-176

MSA TTT 25 NM

2700

090° 270°

3600

MISSED APCH FIX

356° 176° R-074

115.0 JEN Chan 97

JASPA TTT 35

CVE R-186 TTT R-176

(IF)

BOSSI I-FLQ 19.2 RADAR

R-354

* 5000 174° (3.2)

PENNY I-FLQ 16.1 RADAR

1140

RADAR REQUIRED

* When assigned by ATC, intercept glidepath at 3000 or 5000.

* 3000 174° (6.3)

ZINGG I-FLQ 9.8 RADAR

2300 174° (2.2)

838

JIFFY INT I-FLQ 7.6 RADAR

958 685

COWBOY 116.2 CVE Chan 109

1016 R-312

810 845 742 661 990 791 770± 734 1049

10 NM

MAVERICK 113.1 TTT Chan 78

1049

LOCALIZER 110.3 I-FLQ Chan 40

R-176

5000 TTT R-176

JASPA TTT 35

* When assigned by ATC, intercept glidepath at 3000 or 5000.

VGSI and ILS glidepath not coincident.

JIFFY I-FLQ 7.6 RADAR

ZINGG I-FLQ 9.8 RADAR

PENNY I-FLQ 16.1 RADAR

BOSSI I-FLQ 19.2 RADAR

2300 3000* 174° 5000* 6000

IM 654

562 MSL

2300

GS 3.00° TCH 58

1100′ 763′ 5.1 NM 2.2 NM 6.3 NM 3.2 NM

CATEGORY	A	B	C	D
S-ILS 17C	CAT IIIa RVR 07			
S-ILS 17C	CAT IIIb RVR 06			
S-ILS 17C	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 607 D

Rwy 13L-31R 9000 X 200

TDZE 562

723± 855 799 783 607 660± 694± 618 635

13400 X 150 9301 X 150 13400 X 200 13401 X 200 9000 X 150 9000 X 200

36L 36R 35L 35C 35R

HIRL all Rwys

REIL Rwys 13L and 31L

TDZ/CL all Rwys except 13L, 17C and 31L

SC-2, 08 APR 2010 to 06 MAY 2010

DALLAS-FORT WORTH, TEXAS

AL-6039 (FAA)

LOC/DME I-PPZ	APP CRS	Rwy Idg	8500
111.75	174°	TDZE	545
Chan 54 (Y)		Apt Elev	607

ILS RWY 17L (CAT II)

DALLAS-FORT WORTH INTL (DFW)

T Simultaneous approach authorized with Rwy 17 C/R, 18 L/R. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing left turn to 5000 via heading 100° and CVE VOR/DME R-125 to BACKS Int/32 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775 DEP 135.925	119.4	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25

RADAR REQUIRED

MSA TTT 25 NM
2700
090° 270°
3600

R-354°

(IF) RIVET
I-PPZ 19.5
RADAR

5000 174° (3.2)

DRAAK
I-PPZ 16.3
RADAR

*3000 174° (6.3)

*When assigned by ATC, intercept glidepath at 3000 or 5000.

INWOD
I-PPZ 10
RADAR

2300 174° (3.1)

GBUSH INT
I-PPZ 6.9
RADAR

1548

958 1016 726 742 661 845 R-050 810 990 791 1049 770± 734 1049

COWBOY
116.2 CVE
Chan 109

RANGER
115.7 FUZ
Chan 104

10 NM

R-125

MAVERICK
113.1 TTT
Chan 78

LOCALIZER 111.75
I-PPZ
Chan 54(Y)

ALTERNATE MISSED APCH FIX

BACKS
TTT 36.8

R-116 116° 114.0 UIM Chan 87

R-241 296° 113.1 TTT Chan 78

MISSED APCH FIX

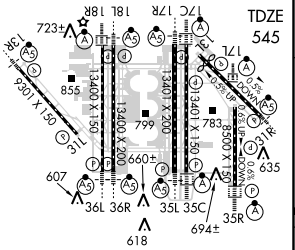
116.2 CVE Chan 109 125° 114.0 UIM Chan 87

R-241 305° R-125

BACKS
CVE 32

ELEV 607 D

Rwy 13L-31R 9000 X 200

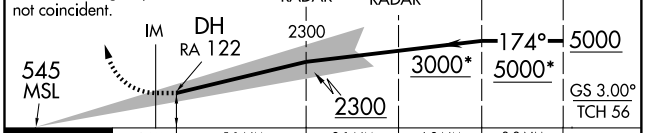


HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

1000	5000	BACKS CVE 32
	HDG 100° CVE R-125	△

*When assigned by ATC, intercept glidepath at 3000 or 5000.

VGSI and ILS glidepath not coincident.



CATEGORY	A	B	C	D
S-ILS 17L	RA 122/12 100 DA 645			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-2, 08 APR 2010 to 06 MAY 2010

LOC/DME I-PPZ	APP CRS	Rwy Idg	8500
111.75	174°	TDZE	545
Chan 54 (Y)		Apt Elev	607

ILS RWY 17L (CAT III)
DALLAS-FORT WORTH INTL (DFW)

Simultaneous approach authorized with Rwy 17 C/R, 18 L/R. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing left turn to 5000 via heading 100° and CVE VOR/DME R-125 to BACKS Int/32 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	119.4	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	

RADAR REQUIRED

MSA TTT 25 NM
2700
090° 270°
3600

R-354°
(IF) RIVET
I-PPZ 19.5
RADAR
174° (3.2)
5000*
DRAAK
I-PPZ 16.3
RADAR
174° (6.3)
3000*
INWOD
I-PPZ 10
RADAR
174° (3.1)
2300
GBUSH INT
I-PPZ 6.9
RADAR

1548
958
1016
726
742
661
845
R-050
810
990
791
1049
770±
734
R-125
10 NM

* When assigned by ATC, intercept glidepath at 3000 or 5000.

COWBOY
116.2 CVE
Chan 109

RANGER
115.7 FUZ
Chan 104

ALTERNATE MISSED APCH FIX
BACKS
TTT 36.8
R-116
116°
114.0 UIM
Chan 87
296°
113.1 TTT
Chan 78
R-241

MISSED APCH FIX
116.2 CVE
Chan 109
125°
114.0 UIM
Chan 87
305°
R-241
R-125
BACKS
CVE 32

ELEV 607 D
Rwy 13L-31R 9000 X 200

TDZE 545

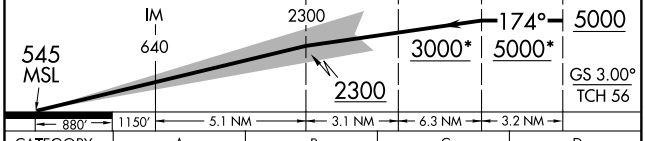
MAVERICK
113.1 TTT
Chan 78

LOCALIZER 111.75
I-PPZ
Chan 54(Y)

1000 5000
HDG 100°
CVE R-125
BACKS
CVE 32

* When assigned by ATC, intercept glidepath at 3000 or 5000.

VGSI and ILS glidepath not coincident.



CATEGORY	A	B	C	D
S-ILS 17L	CAT IIIa RVR 07			
S-ILS 17L	CAT IIIb RVR 06			
S-ILS 17L	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

SC-2, 08 APR 2010 to 06 MAY 2010

ILS RWY 18R (CAT II)

DALLAS-FORT WORTH INTL (DFW)

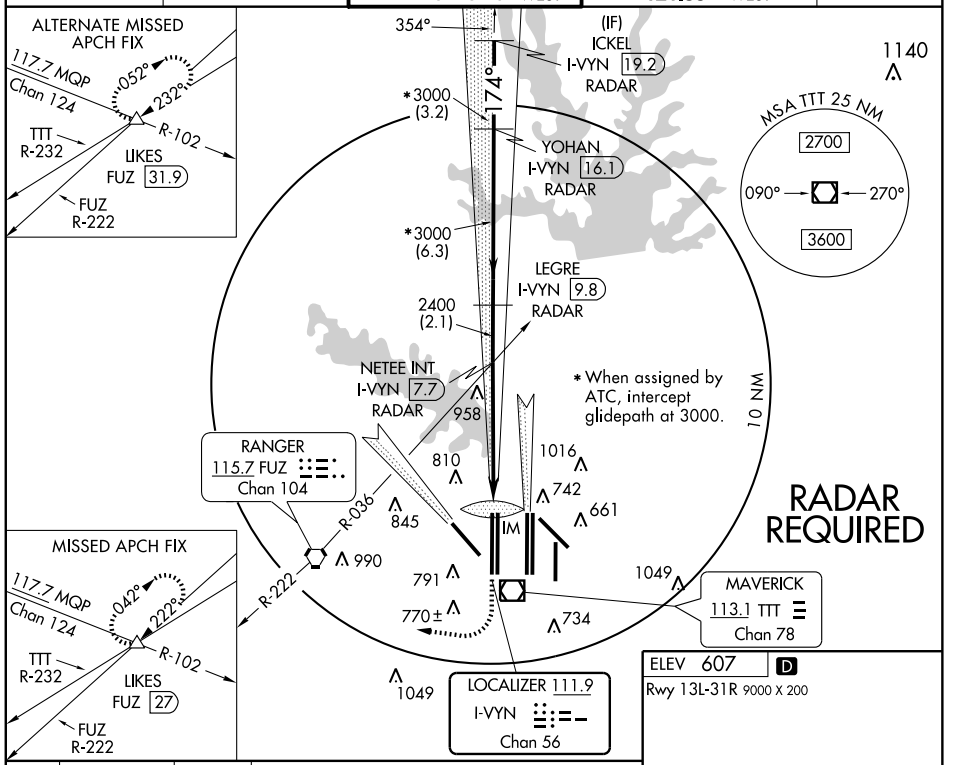
LOC/DME I-VYN	APP CRS	Rwy Idg	13400
111.9	174°	TDZE	607
Chan 56		Apt Elev	607

Simultaneous approach authorized with Rwy 17R, 17L/17C. Inoperative table does not apply to sidestep 18L Cats A and B. DME or RADAR required.

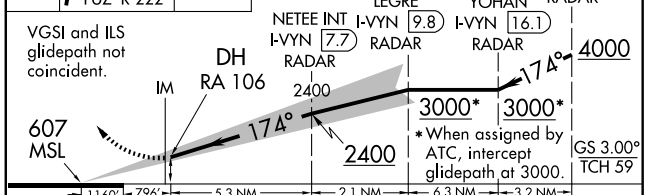
ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 5000 via heading 250° and FUZ VORTAC R-222 to LIKES INT/27 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	118.425	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	



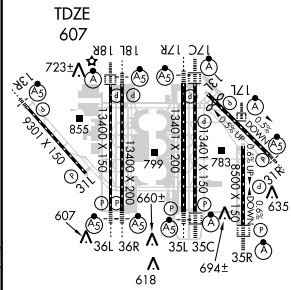
1100	5000	LIKES
	250° HDG FUZ R-222	FUZ 27



CATEGORY	A	B	C	D
S-ILS 18R	RA 106/12 100		DA 707	

ELEV 607 D

Rwy 13L-31R 9000 X 200



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-2, 08 APR 2010 to 06 MAY 2010

LOC/DME I-VYN	APP CRS	Rwy Idg	13400
111.9	174°	TDZE	607
Chan 56		Apt Elev	607

ILS RWY 18R (CAT III)

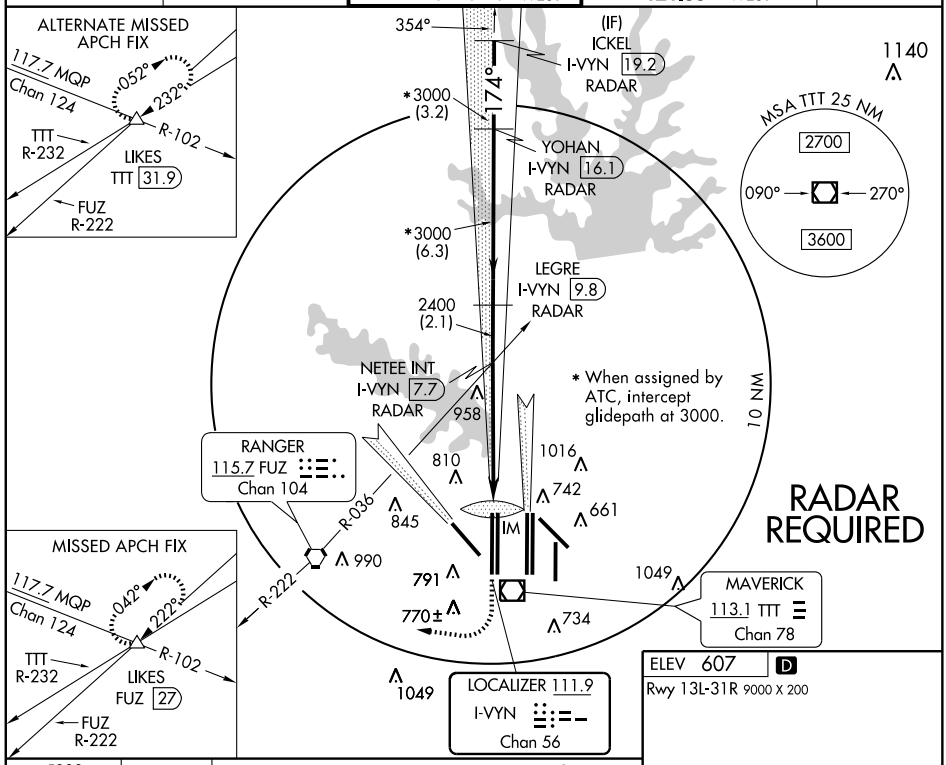
DALLAS-FORT WORTH INTL (DFW)

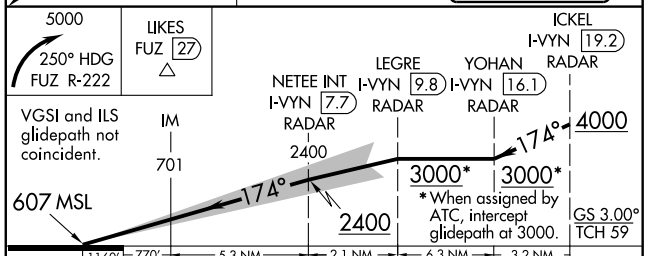
Simultaneous approach authorized with Rwy 17R, 17L/17C. Inoperative table does not apply to sidestep 18L Cats A and B. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 5000 via heading 250° and FUZ VORTAC R-222 to LIKES INT/ 27 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	118.425	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	



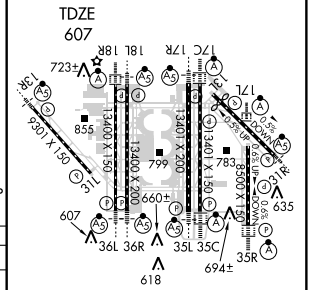


CATEGORY	A	B	C	D
S-ILS 18R	CAT IIIa RVR 07			
S-ILS 18R	CAT IIIb RVR 06			
S-ILS 18R	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 607 D

Rwy 13L-31R 9000 X 200



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

SC-2, 08 APR 2010 to 06 MAY 2010

DALLAS-FORT WORTH, TEXAS AL-6039 (FAA)

LOC/DME I-PKQ	APP CRS	Rwy Idg	13401
110.3	354°	TDZE	563
Chan 40		Apt Elev	607

ILS RWY 35C (CAT II)

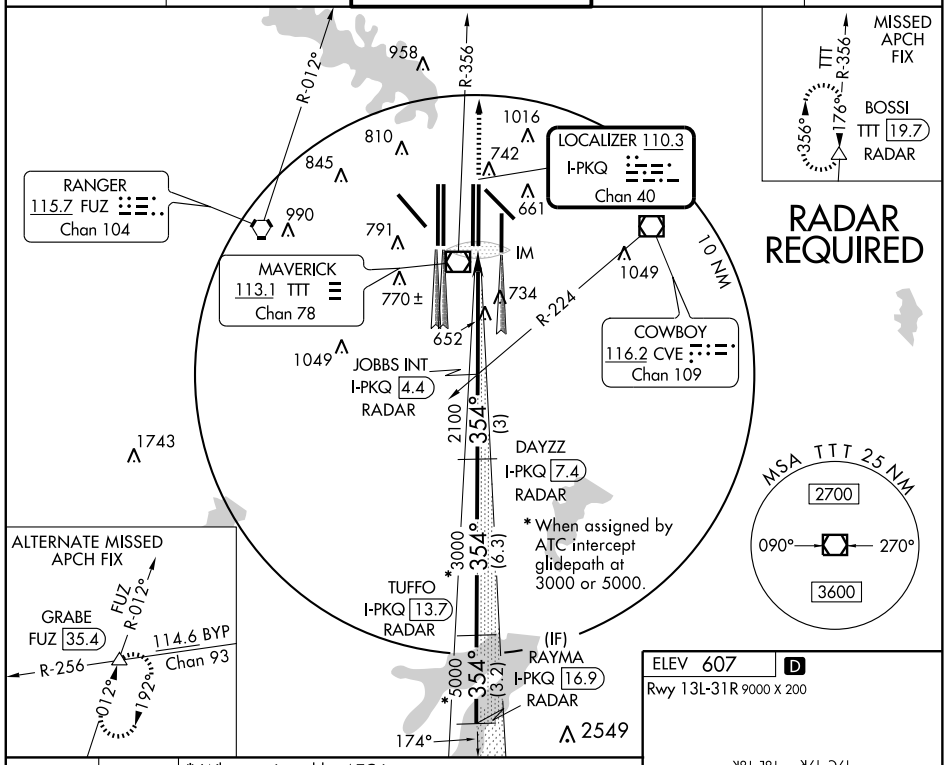
DALLAS-FORT WORTH INTL (DFW)

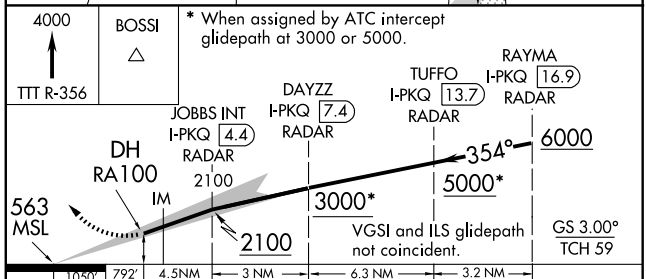
Simultaneous approach authorized with Rwy 35R, 36L and 36R. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 4000 via TTT R-356 to BOSSI/TTT 19.7 DME/RADAR and hold.

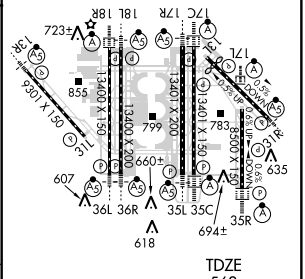
ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	127.075	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	





CATEGORY	A	B	C	D
S-ILS 35C	RA 100/12 100 DA 663			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

SC-2, 08 APR 2010 to 06 MAY 2010

LOC/DME I-PKQ	APP CRS	Rwy Idg	13401
110.3	354°	TDZE	563
Chan 40		Apt Elev	607

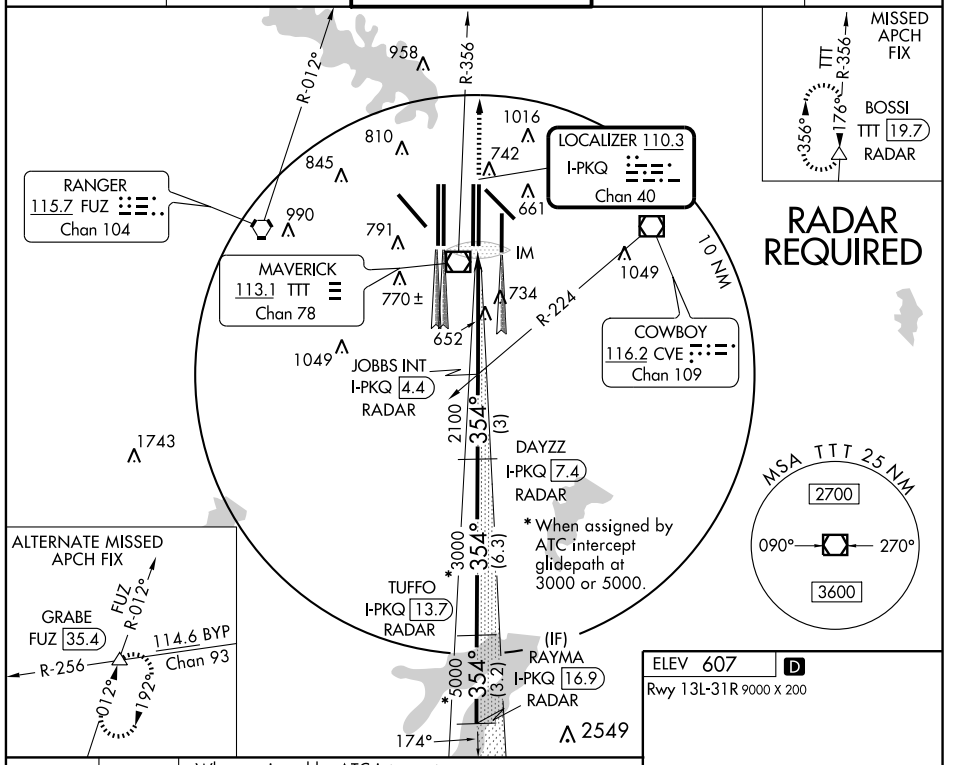
ILS RWY 35C (CAT III)
DALLAS-FORT WORTH INTL (DFW)

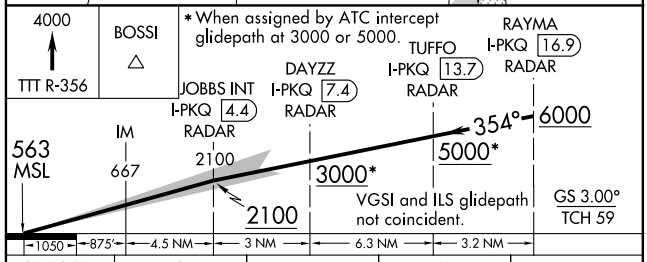
Simultaneous approach authorized with Rwy 35R, 36L and 36R. RADAR or DME required.

ALSF-2

MISSED APPROACH: Climb to 4000 via TTT R-356 to BOSSI/TTT 19.7 DME/RADAR and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	127.075	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	



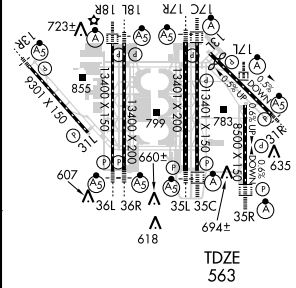


CATEGORY	A	B	C	D
S-ILS 35C	CAT IIIa RVR 07			
S-ILS 35C	CAT IIIb RVR 06			
S-ILS 35C	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 607 D

Rwy 13L-31R 9000 X 200



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

SC-2, 08 APR 2010 to 06 MAY 2010

DALLAS-FORT WORTH, TEXAS AL-6039 (FAA)

LOC/DME I-AJQ	APP CRS	Rwy Idg	8500
111.75	354°	TDZE	575
Chan 54 (Y)		Apt Elev	607

ILS RWY 35R (CATII)

DALLAS-FORT WORTH INTL (DFW)

DME or RADAR required. Simultaneous approach authorized with Rwy 36L/R and Rwy 35L/C.

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing right turn to 5000 via heading 090° and CVE R-046 to FINGR Int/CVE 36.4 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	119.4	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	

* When assigned by ATC, intercept glidepath at 3000 or 5000.

LOCALIZER 111.75 I-AJQ Chan 54(Y)

MAVERICK 113.1 TTT Chan 78

RANGER 115.7 FUZ Chan 104

COWBOY 116.2 CVE Chan 109

POLKE INT I-AJQ 4.7 RADAR

COROL I-AJQ 7.2 RADAR

FRIZZ I-AJQ 13.5 RADAR

GALOP I-AJQ 16.6 RADAR

(IF)

R-050 R-046 R-118

958 1016 742 661 810 845 990 791 770± 734 1049 1049 1743 2200 354° (2.5) *3000 354° (6.3) *5000 354° (3.2) 2549

10 NM

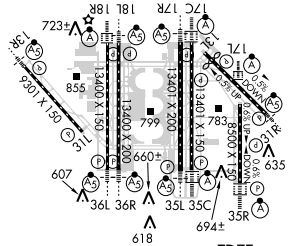
MSA TTT 25 NM
2700
090° 270°
3600

MISSED APCH FIX
FINGR
CVE 36.4
R-268 R-050 R-046 R-191
114.6 BYP Chan 93
109.0 SLR Chan 27
191° 011°

ALTERNATE MISSED APCH FIX
FINGR
TTT 42.7
R-268 R-050 R-046 R-191
114.6 BYP Chan 93
109.0 SLR Chan 27
230° 050°

RADAR REQUIRED

ELEV 607 D
Rwy 13L-31R 9000 X 200



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

*When assigned by ATC, intercept glidepath at 3000 or 5000.

GALOP I-AJQ 16.6 RADAR
FRIZZ I-AJQ 13.5 RADAR
COROL I-AJQ 7.2 RADAR
POLKE INT I-AJQ 4.7 RADAR

1000 5000 Hdg 090° CVE R-046
FINGR CVE 36.4

VGSI and ILS glidepath not coincident.

5000 354° *5000 *3000 2200 DH RA 94 IM 575 MSL
GS 3.00° TCH 58
2200

3.2 NM 6.3 NM 2.5 NM 4.7 NM 809′ 1375′

CATEGORY	A	B	C	D
S-ILS 35R	RA 94/12	100	DA 675	

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-2, 08 APR 2010 to 06 MAY 2010

DALLAS-FORT WORTH, TEXAS AL-6039 (FAA)

LOC/DME I-AJQ	APP CRS	Rwy Idg	8500
111.75	354°	TDZE	575
Chan 54 (Y)		Apt Elev	607

ILS RWY 35R (CATIII)

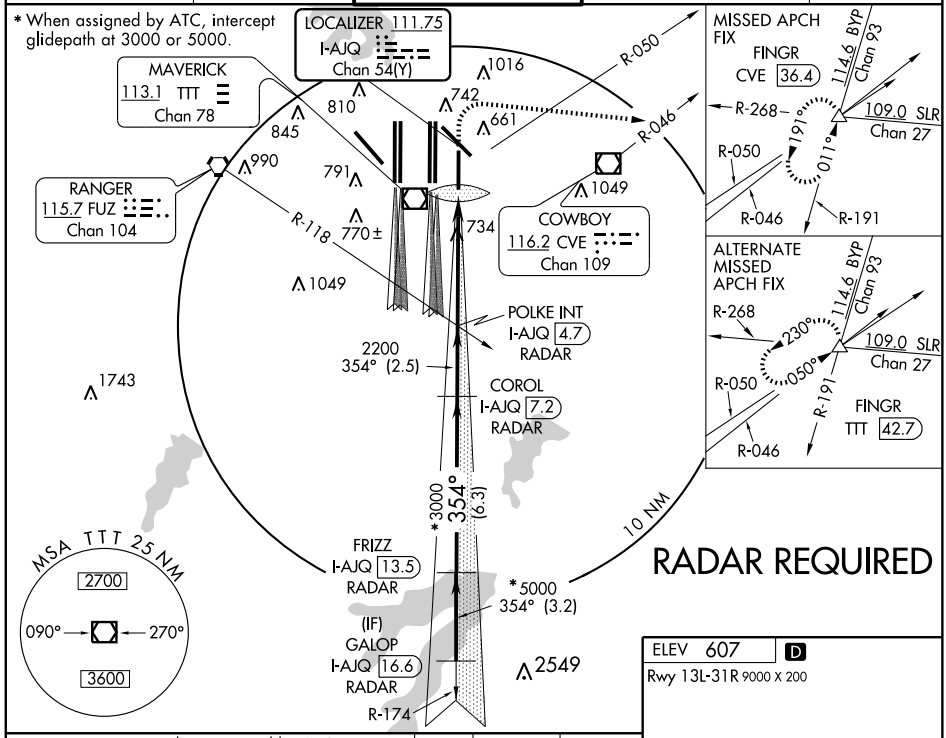
DALLAS-FORT WORTH INTL (DFW)

DME or RADAR required. Simultaneous approach authorized with Rwy 36L/R and Rwy 35L/C.

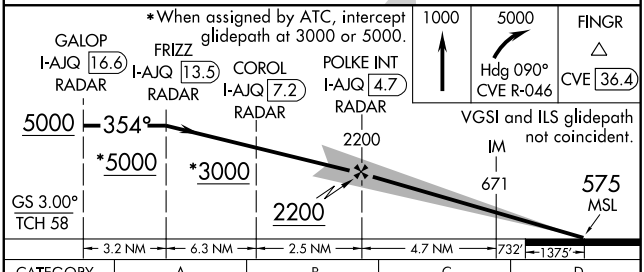
ALSF-2

MISSED APPROACH: Climb to 1000 then climbing right turn to 5000 via heading 090° and CVE R-046 to FINGR Int/CVE 36.4 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	119.4	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	



RADAR REQUIRED

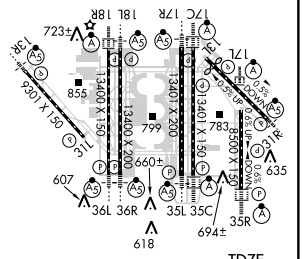


CATEGORY	A	B	C	D
S-ILS 35R	CAT IIIa RVR 07			
S-ILS 35R	CAT IIIb RVR 06			
S-ILS 35R	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 607 D

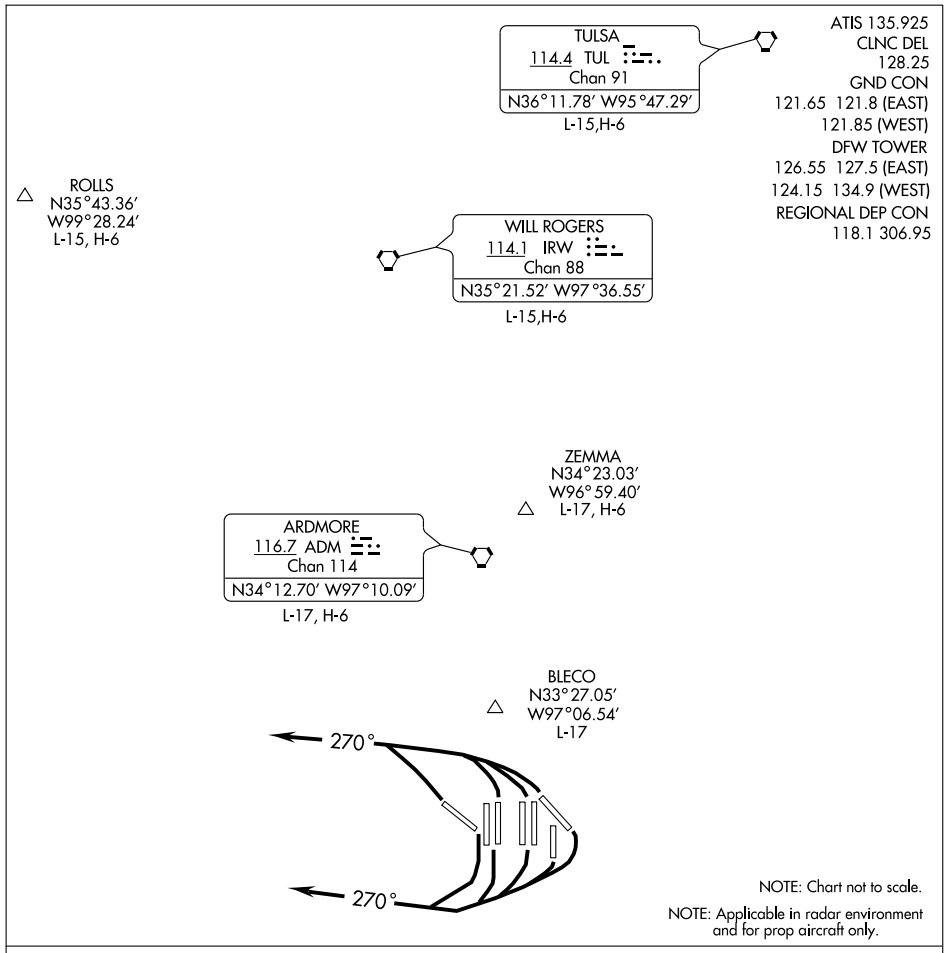
Rwy 13L-31R 9000 X 200



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

SC-2, 08 APR 2010 to 06 MAY 2010

JACKY FOUR DEPARTURE



DEPARTURE ROUTE DESCRIPTION

NON-TURBOJET AIRCRAFT ONLY

TAKE OFF ALL RUNWAYS: Fly heading 270°, expect vector to appropriate fix. Maintain 2000′ and expect filed altitude ten minutes after departure.

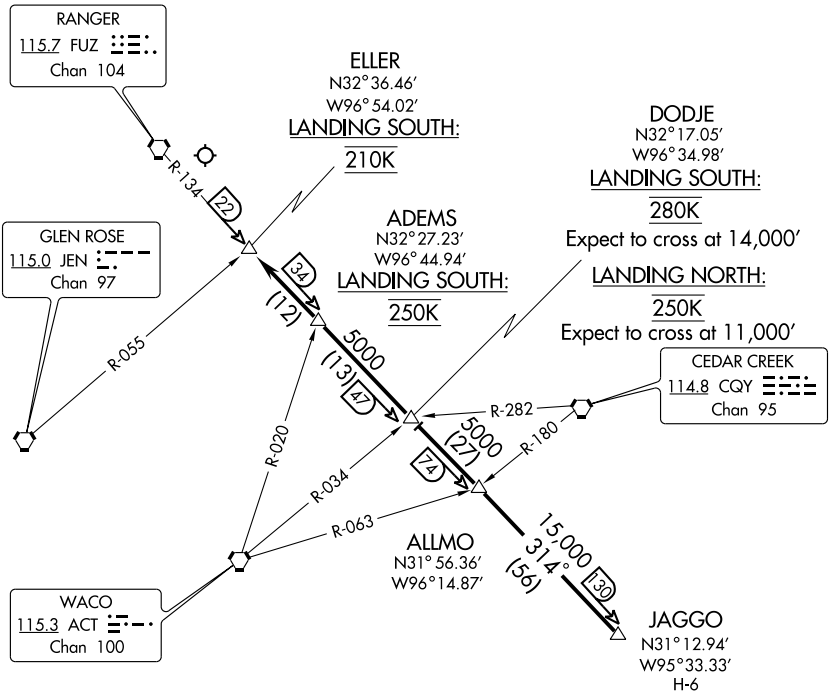
JAGGO THREE ARRIVAL

ST-6039 (FAA)

DALLAS-FORT WORTH INTL
DALLAS-FORT WORTH, TEXAS

ASSIGNED BY ATC ONLY

ATIS ARR 123.775
REGIONAL APP CON
125.02 133.52 263.025



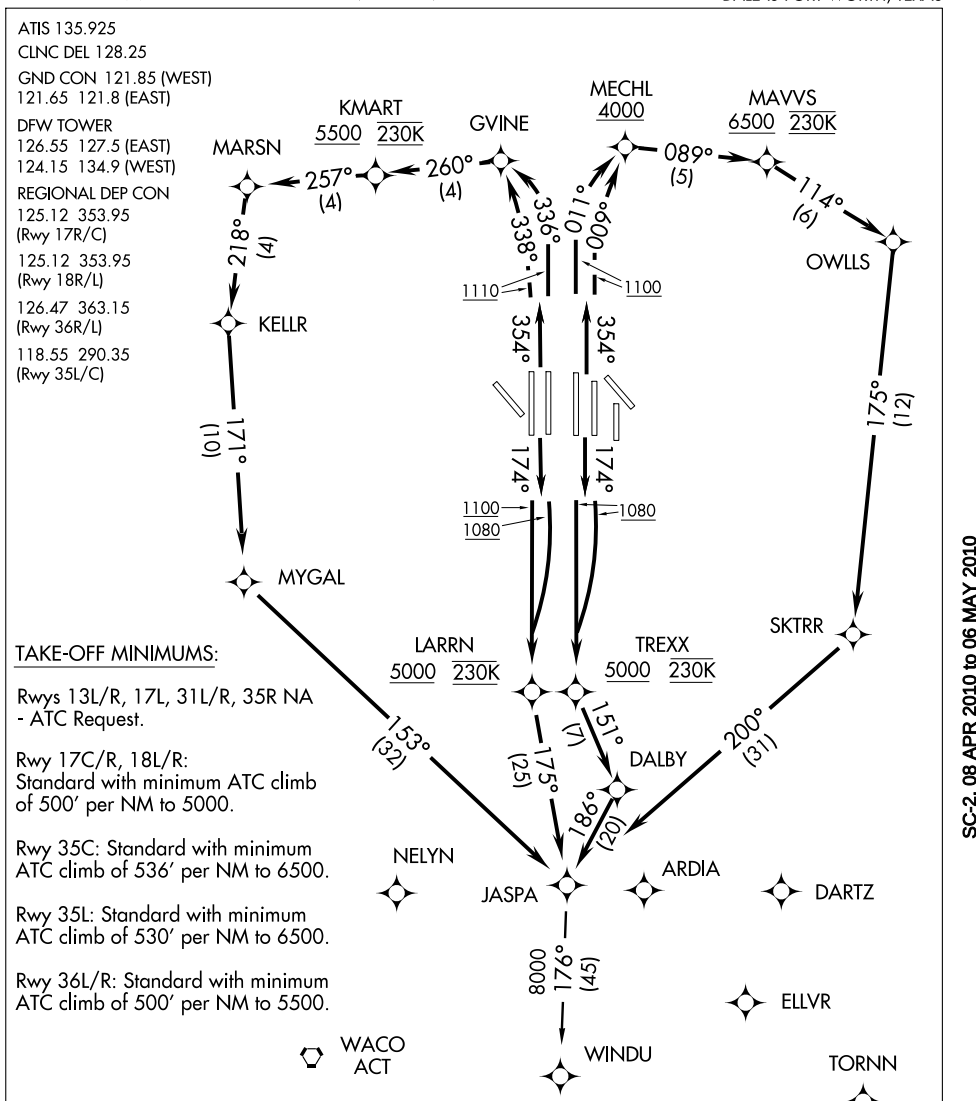
NOTE: Chart not to scale.

DME OR RADAR REQUIRED

From over JAGGO INT via FUZ R-134 to ELLER INT. Expect vectors to final approach course.

JASPA TWO DEPARTURE (RNAV)

DALLAS-FORT WORTH INTL (DFW)
DALLAS-FORT WORTH, TEXAS



TAKE-OFF MINIMUMS:

Rwys 13L/R, 17L, 31L/R, 35R NA - ATC Request.

Rwy 17C/R, 18L/R: Standard with minimum ATC climb of 500′ per NM to 5000.

Rwy 35C: Standard with minimum ATC climb of 536′ per NM to 6500.

Rwy 35L: Standard with minimum ATC climb of 530′ per NM to 6500.

Rwy 36L/R: Standard with minimum ATC climb of 500′ per NM to 5500.

NOTE: TAKE-OFF RWYs 17C/R: Do not exceed 230K until TREXX WP.
TAKE-OFF RWYs 18L/R: Do not exceed 230K until LARRN WP.
TAKE-OFF RWYs 35L/C: Do not exceed 230K until MAVVS WP.
TAKE-OFF RWYs 36L/R: Do not exceed 230K until KMART WP.

NOTE: 1. DME/DME/IRU or GPS Required
2. RNAV 1.

NOTE: For Turbo Jets only.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: RADAR required.

SC-2, 08 APR 2010 to 06 MAY 2010

JASPA TWO DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

PROPS

FILE AND EXPECT KEENE OR TRI-GATE DEPARTURE.

JETS

TAKE-OFF RUNWAY 17C: Climb via 174° heading to 1080, then right turn direct TREXX WP, cross TREXX WP at or above 5000, then via depicted route to JASPA WP, Thence . . . .

TAKE-OFF RUNWAY 17R: Climb via 174° heading to 1080, then direct TREXX WP, cross TREXX WP at or above 5000, then via depicted route to JASPA WP, Thence . . . .

TAKE-OFF RUNWAY 18L: Climb via 174° heading to 1080, then right turn direct LARRN WP, cross LARRN WP at or above 5000, then via depicted route to JASPA WP, Thence . . . .

TAKE-OFF RUNWAY 18R: Climb via 174° heading to 1100, then direct LARRN WP, cross LARRN WP at or above 5000, then via depicted route to JASPA WP, Thence . . . .

TAKE-OFF RUNWAY 35C: Climb via 354° heading to at or above 1100, then via 009° course to MECHL WP, cross MECHL WP at or above 4000, then via 089° track to MAVVS WP, cross MAVVS WP at or above 6500, then via depicted route to JASPA WP, Thence . . . .

TAKE-OFF RUNWAY 35L: Climb via 354° heading to at or above 1100, then via 011° course to MECHL WP, cross MECHL WP at or above 4000, then via 089° track to MAVVS WP, cross MAVVS WP at or above 6500, then via depicted route to JASPA WP, Thence . . . .

TAKE-OFF RUNWAY 36L: Climb via 354° heading to at or above 1110, then via 338° course to GVINE WP, then via 260° track to KMART WP, cross KMART WP at or above 5500, then via depicted route to JASPA WP, Thence . . . .

TAKE-OFF RUNWAY 36R: Climb via 354° heading to at or above 1110, then via 336° course to GVINE WP, then via 260° track to KMART WP, cross KMART at or above 5500, then via depicted route to JASPA WP, Thence . . . .

. . . . via (transition). Maintain 10,000. Expect filed altitude within 10 minutes after departure.

WINDU TRANSITION (JASPA2.WINDU): For aircraft inbound to AUS or SAT terminal area airports. Aircraft should file and/or expect BLEWE or MARCS STAR at WINDU.

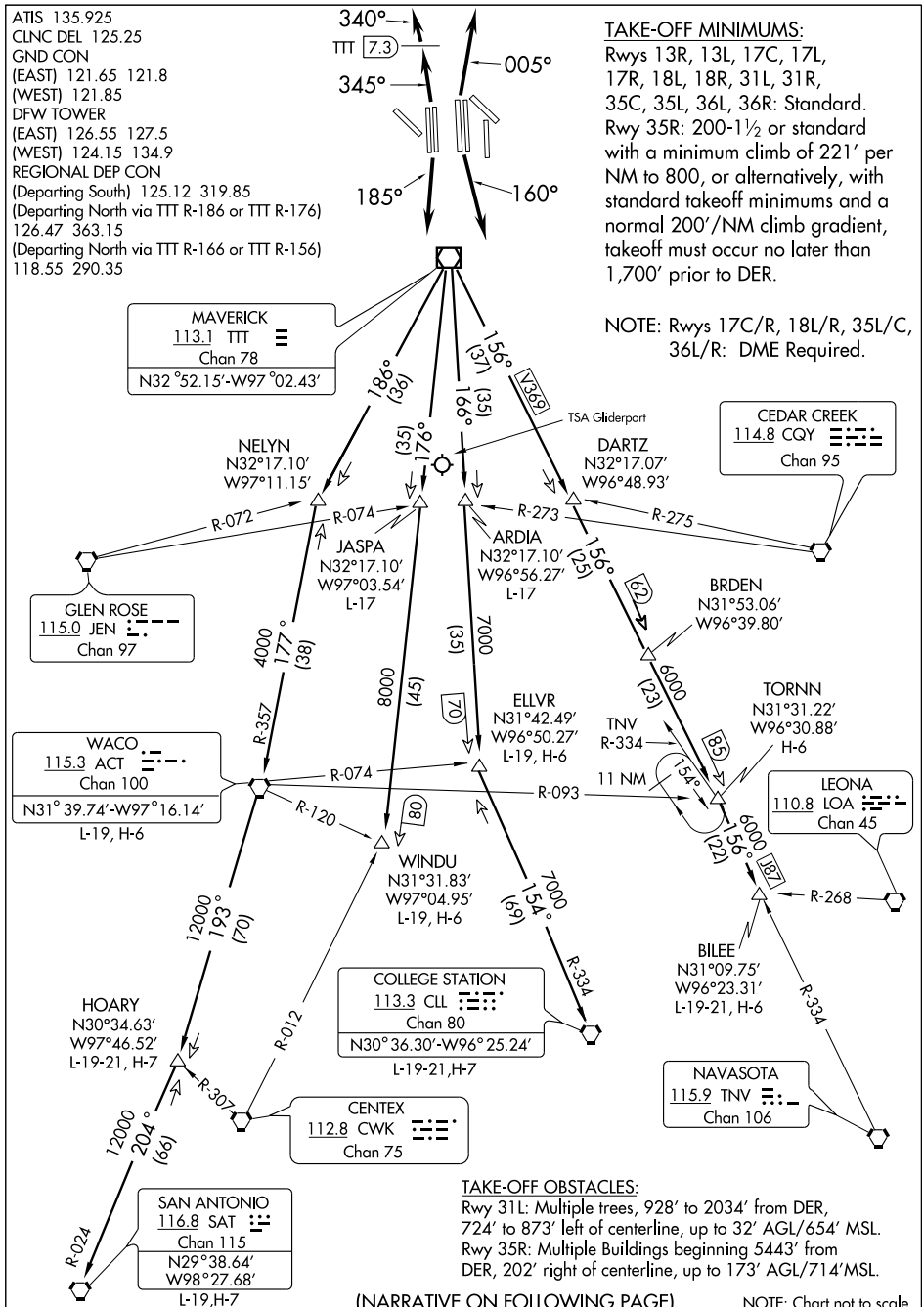
SC-2, 08 APR 2010 to 06 MAY 2010

(JPOOL4.TTT) 09351

JOE POOL FOUR DEPARTURE

SL-6039 (FAA)

DALLAS-FORT WORTH INTL (DFW)
DALLAS-FORT WORTH, TEXAS



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

PROPS

EXPECT KEENE OR TRI-GATE DEPARTURE.

JETS

UNLESS OTHERWISE ADVISED, MAINTAIN 10,000 FEET AND EXPECT FILED ALTITUDE 10 MINUTES AFTER DEPARTURE. MAINTAIN 240 KIAS UNTIL LEAVING 5,000'.

TAKE-OFF RUNWAYS 13L/R, 31L/R, 17L, 35R: Fly assigned heading and altitude, expect vector to appropriate route.
TAKE-OFF RUNWAYS 17C/R: Climb via heading 160°, expect vector to appropriate route.
TAKE-OFF RUNWAYS 18L/R: Climb via heading 185°, expect vector to appropriate route.
TAKE-OFF RUNWAYS 35L/C: Climb via heading 005°, expect vector to appropriate route.
TAKE-OFF RUNWAYS 36L/R: Climb via heading 345° to TTT VOR/DME 7.3 DME then via heading 340°, expect vector to appropriate route.

ARDIA TRANSITION (JPOOL4.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.
BILEE TRANSITION (JPOOL4.BILEE): (For aircraft overflying the BILEE intersection, thence via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to overfly the TNV VORTAC.) From over TTT VOR/DME via TTT R-156 to BILEE INT.
BRDEN TRANSITION (JPOOL4.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.
COLLEGE STATION TRANSITION (JPOOL4.CLL): (For piston aircraft inbound to Houston Hobby and all aircraft inbound to West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.
ELLVR TRANSITION (JPOOL4.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT VOR/DME via TTT R-166 to ELLVR INT.
HOARY TRANSITION (JPOOL4.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.
JASPA TRANSITION (JPOOL4.JASPA): (ATC assigned.) From over TTT VOR/DME via TTT R-176 to JASPA INT.
SAN ANTONIO TRANSITION (JPOOL4.SAT): (For aircraft overflying Centex and San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.
TORNN TRANSITION (JPOOL4.TORNN): (For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT R-156 to TORNN INT.
WACO TRANSITION (JPOOL4.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.
WINDU TRANSITION (JPOOL4.WINDU): (For aircraft inbound to Austin or San Antonio terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU.) From over TTT VOR/DME via TTT R-176 to WINDU INT.

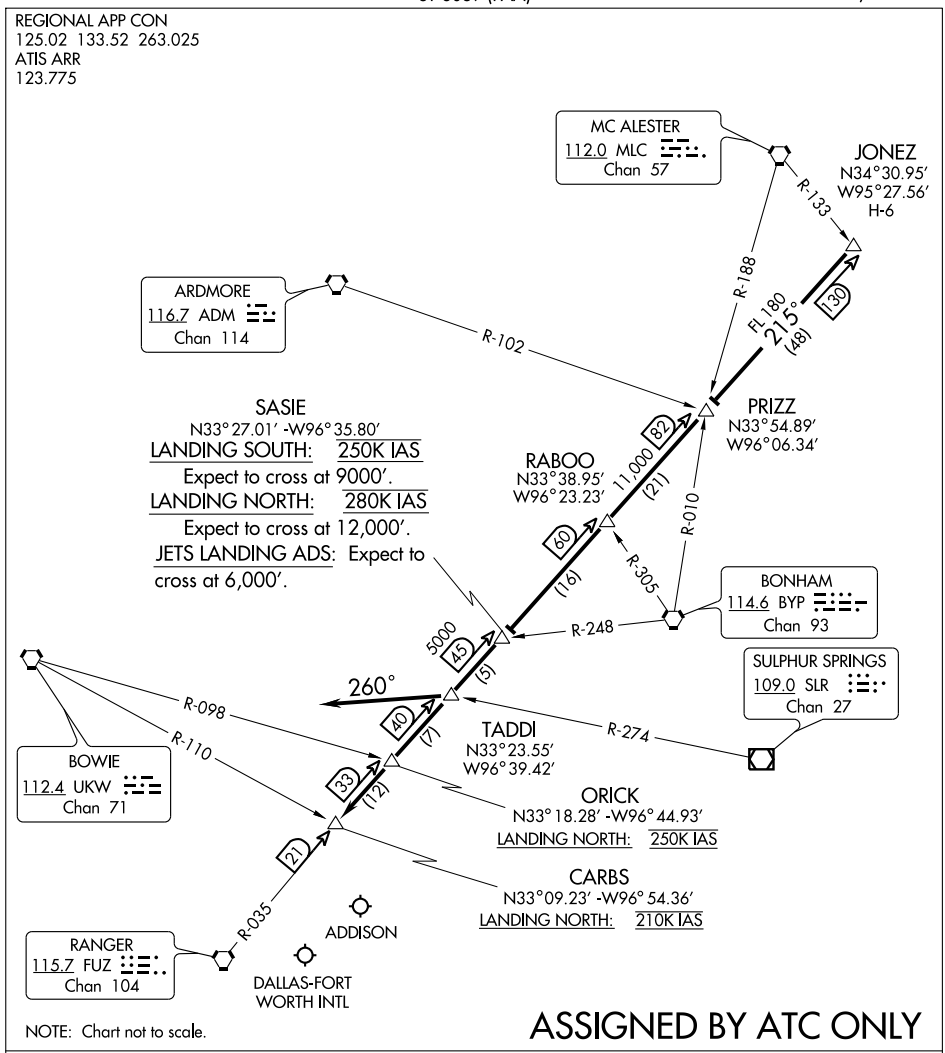
SC-2, 08 APR 2010 to 06 MAY 2010

JONEZ FOUR ARRIVAL

ST-6039 (FAA)

DALLAS-FT. WORTH, TEXAS

REGIONAL APP CON
125.02 133.52 263.025
ATIS ARR
123.775



NOTE: Chart not to scale.

ASSIGNED BY ATC ONLY

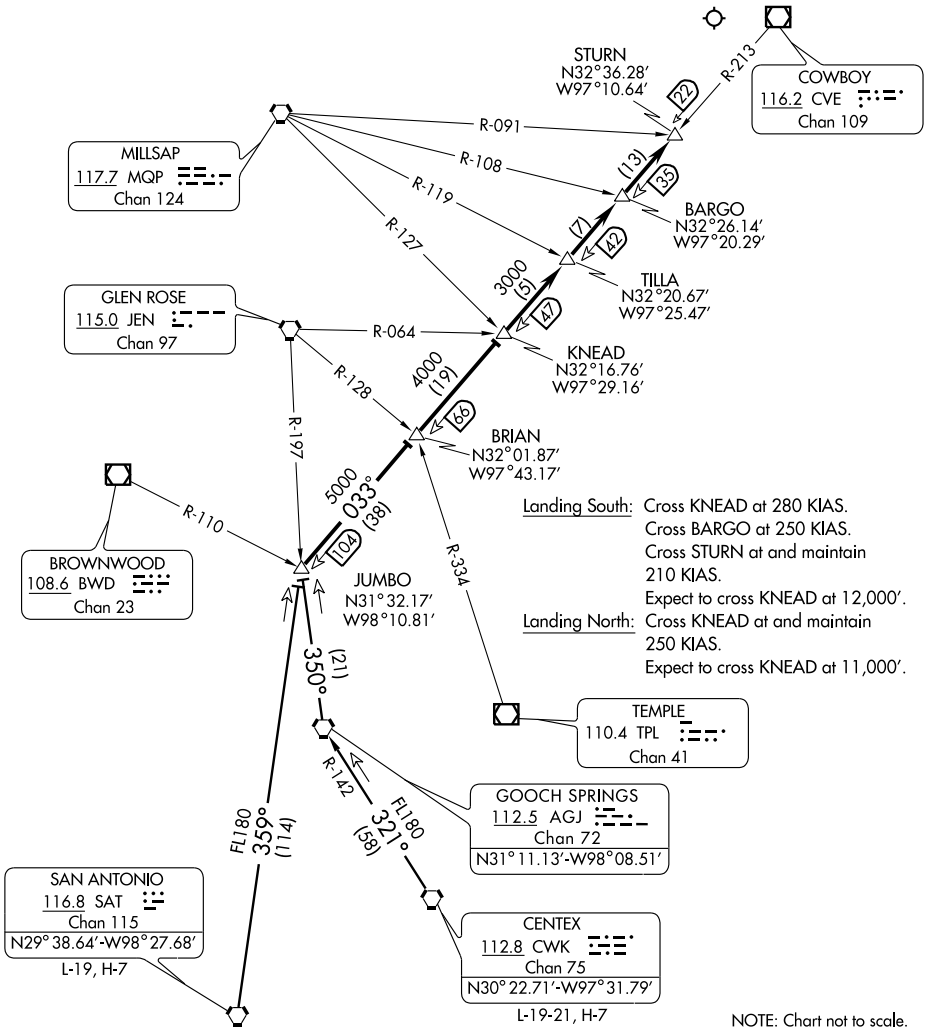
LANDING DFW: From over JONEZ INT via FUZ R-035 to CARBS INT. Expect vectors to final approach course.

LANDING ADS: From over JONEZ INT via FUZ R-035 to TADDI INT, depart TADDI INT heading 260° for vectors to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010

REGIONAL APP CON
119.875 133.625 284.65
ATIS ARR 123.775

ASSIGNED BY ATC ONLY



ARRIVAL ROUTE DESCRIPTION

CENTEX TRANSITION (CWK.JUMBO3): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC then via AGJ R-350 to JUMBO INT. Thence . . . .

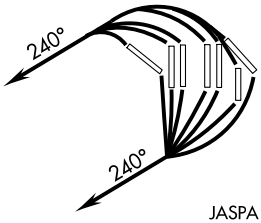
SAN ANTONIO TRANSITION (SAT.JUMBO3): From over SAT VORTAC via SAT R-359 to JUMBO INT. Thence . . . .

. . . . From over JUMBO INT via CVE R-213 to STURN INT. Expect vectors to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010

KEENE SIX DEPARTURE

ATIS 135.925
CLNC DEL
128.25
GND CON
121.65 121.8 (EAST)
121.85 (WEST)
DFW TOWER
126.55 127.5 (EAST)
124.15 134.9 (WEST)
REGIONAL DEP CON
135.975 379.9



NOTE: 1016′ MSL tower (2.73 NM from DER 35R).

NOTE: Applicable in radar environment and for non-turbojet aircraft only.

TAKE-OFF MINIMUMS:

Rwys 13L/R, 17L/C/R, 18L/R, 31L/R, 35L/C, 36L/R: Standard
Rwy 35R: 200-1½ or standard with a minimum climb or standard with a minimum climb of 221′ per NM to 800, or alternatively, with standard take-off minimums and a normal 200′ per NM climb gradient. Take-off must occur no later than 1700′ prior to DER.

JASPA
N32°17.10′
W97°03.54′
L-17

WACO
115.3 ACT
Chan 100
N31°39.75′ W97°16.14′
L-19, H-6

ELLVR
N31°42.49′
W96°50.27′
L-19, H-6

GROESBECK
108.8 GNL
Chan 80
N31°34.89′ W96°32.95′
L-19

WINDU
N31°31.83′
W97°04.95′
L-19, H-6

TORNN
N31°31.22′
W96°30.88′
H-6

COLLEGE STATION
113.3 CLL
Chan 80
N30°36.30′ W96°25.24′
L-19-21, H-7

BILEE
N31°09.75′
W96°23.31′
L-19-21, H-6

NAVASOTA
115.9 TNV
Chan 106
N30°17.31′ W96°03.49′
L-19-21, H-7

TAKE-OFF OBSTACLES:

Rwy 31L, Tree 1229′ DER, 730′ right of centerline, 28′ AGL/637′ MSL. Transmission pole 3403′ from DER, 1399′ right of centerline, 86′AGL/708 MSL. Multiple trees beginning 928′ from DER, 724′ left of centerline, up to 55′ AGL/654′ MSL.
Rwy 35R, Multiple buildings beginning 5443′ from DER, 202′ right of centerline, up to 173′ AGL/714′ MSL.

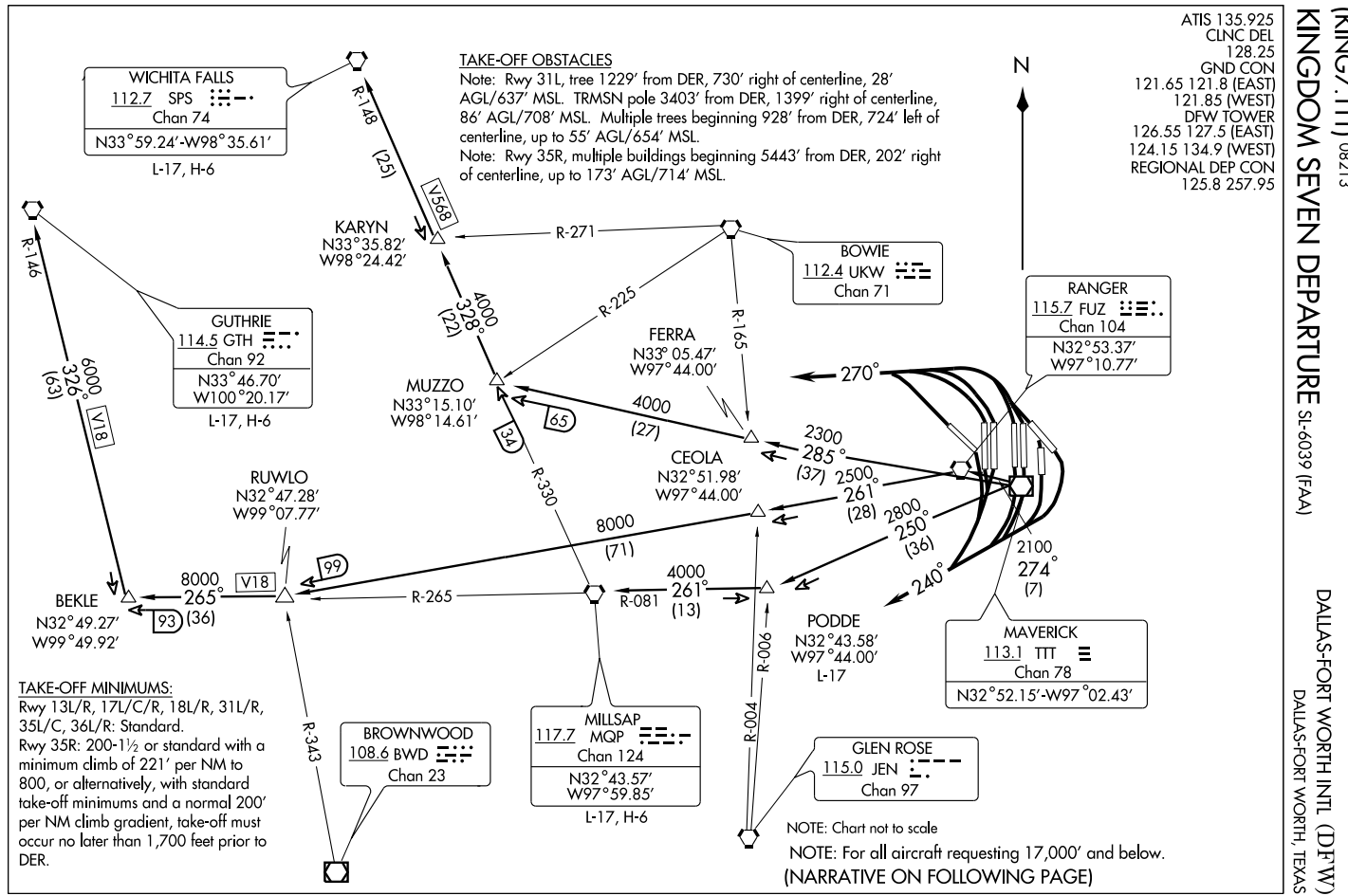
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

NON-TURBOJET AIRCRAFT ONLY

TAKE OFF ALL RUNWAYS: Fly heading 240°, expect vector to appropriate fix. Maintain 2000′ and expect filed altitude ten minutes after departure.

SC-2, 08 APR 2010 to 06 MAY 2010


ATIS 135.925
CLNC DEL 128.25
GND CON 121.65 121.8 (EAST) 121.85 (WEST)
DFW TOWER 126.55 127.5 (EAST) 124.15 134.9 (WEST)
REGIONAL DEP CON 125.8 257.95
N
TAKE-OFF OBSTACLES
Note: Rwy 31L, tree 1229′ from DER, 730′ right of centerline, 28′ AGL/637′ MSL. TRMSN pole 3403′ from DER, 1399′ right of centerline, 86′ AGL/708′ MSL. Multiple trees beginning 928′ from DER, 724′ left of centerline, up to 55′ AGL/654′ MSL.
Note: Rwy 35R, multiple buildings beginning 5443′ from DER, 202′ right of centerline, up to 173′ AGL/714′ MSL.
WICHITA FALLS
112.7 SPS
Chan 74
N33°59.24′-W98°35.61′
L-17, H-6
R-148
(25)
V568
KARYN
N33°35.82′
W98°24.42′
R-271
BOWIE
112.4 UKW
Chan 71
R-225
R-165
4000
328°
(22)
FERRA
N33° 05.47′
W97°44.00′
RANGER
115.7 FUZ
Chan 104
N32°53.37′
W97°10.77′
270°
R-146
GUTHRIE
114.5 GTH
Chan 92
N33°46.70′
W100°20.17′
L-17, H-6
6000
326°
(63)
V18
MUZZO
N33°15.10′
W98°14.61′
65
34
4000
(27)
2300
285°
(37)
2500
261°
(28)
2800
250°
(36)
2100
274°
(7)
240°
CEOLA
N32°51.98′
W97°44.00′
R-330
RUWLO
N32°47.28′
W99°07.77′
8000
(71)
8000
265°
V18
99
4000
261°
(13)
R-265
R-081
BEKLE
N32°49.27′
W99°49.92′
93
(36)
PODDE
N32°43.58′
W97°44.00′
L-17
R-006
MAVERICK
113.1 TTT
Chan 78
N32°52.15′-W97°02.43′
TAKE-OFF MINIMUMS:
Rwy 13L/R, 17L/C/R, 18L/R, 31L/R, 35L/C, 36L/R: Standard.
Rwy 35R: 200-1½ or standard with a minimum climb of 221′ per NM to 800, or alternatively, with standard take-off minimums and a normal 200′ per NM climb gradient, take-off must occur no later than 1,700 feet prior to DER.
R-343
BROWNWOOD
108.6 BWD
Chan 23
MILLSAP
117.7 MQP
Chan 124
N32°43.57′
W97°59.85′
L-17, H-6
R-004
GLEN ROSE
115.0 JEN
Chan 97
NOTE: Chart not to scale
NOTE: For all aircraft requesting 17,000′ and below.
(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

JETS

Jets departing DFW must contact clearance delivery for departure instructions.

PROPS

TAKE-OFF RUNWAYS 13L/R, 17L/C/R, 18L/R: Fly heading 240°. Thence....

TAKE-OFF RUNWAYS 31L/R, 35L/C/R, 36L/R: Fly heading 270°. Thence....

.... Expect vectors to appropriate route, maintain 2,000' and expect filed altitude 10 minutes after departure.

GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock terminal area or proceeding westbound via V-18 to GTH VORTAC). From over TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT, then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC.

MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC westbound via V-18 or direct). From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.

WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within Wichita Falls terminal area or overflying the SPS VORTAC). From over TTT VOR/DME via TTT R-285 to MUZZO INT, then via SPS R-148 to SPS VORTAC.

SC-2, 08 APR 2010 to 06 MAY 2010

LOWGN THREE DEPARTURE (RNAV)

TAKE-OFF MINIMUMS
Rwys 17C/R, 18L/R, 35L/C, 36L/R: Standard with minimum climb of 500' per NM to 5000.
Rwys 13L/R, 17L, 31L/R, 35R: NA- air traffic.

NOTE: RADAR Required.
NOTE: For use by TURBO JET aircraft only.
NOTE:
1. DME/DME/IRU or GPS Required.
2. RNAV 1.

NOTE: For non-GPS equipped aircraft using ROLLS TRANSITION, ADM, UKW, DUC and LAW must be operational.

ATIS 135.925
CLNC DEL 128.25
GND CON
121.65 121.8 (EAST)
121.85 (WEST)
DFW TOWER
126.55 127.5 (EAST)
124.15 134.9 (WEST)
REGIONAL DEP CON
118.55 290.35 (RWY 17R/C)
126.47 363.15 (RWY 18L/R)
125.12 353.95 (RWYS 35L/C and 36L/R)

NOTE: TAKE-OFF RWYS 18L/R: Do not exceed 240K until YAMEL.

NOTE: For non-GPS equipped aircraft departing Rwy 35L/C, 36R, CVE must be operational.

NOTE: TAKE-OFF RWYS 35L/C: Do not exceed 240K until CUZEN.
NOTE: TAKE-OFF RWYS 17C/R: Do not exceed 240K until JGIRL.
NOTE: TAKE-OFF RWYS 36L/R: Do not exceed 240K until HAZKL.

NOTE: For non-GPS equipped aircraft using ARDMORE TRANSITION, ADM, and UKW must be operational.

NOTE: For non-GPS equipped aircraft departing Rwys 17C/R, 18L/R, 36L. FUZ and CVE must be operational.

ROLLS
15000 303° (85)
MRMAC
15000 303° (60)
ARDMORE ADM
4000 359° (46)
LOWGN
ZEMMA
EAKER
TIKYS
AKUNA
BLECO
GRABE
319° (21)
331° (25)
356° (27)
002° (5)
FLAGZ
315° (36)
CMORE
HAZKL 5000 240K
CUZEN 5000 240K
BEMMR
1120
1107
354°
354°
354° (8)
355° (10)
174°
174°
BIGGD
BINGM
YAMEL 5000 240K
332° (4)
268° (5)
253° (3)
190°
BPARK
FIRMN
155°
153°
NAVYE
105° (3)
JGIRL 5000 240K
082° (5)
006° (6)
CORTS

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

PROPS

FILE AND EXPECT JACKY OR TRI-GATE DEPARTURE PROCEDURE.

JETS

TAKE-OFF RUNWAY 17C: Climb heading 174° to intercept course 155° to NAVYE, then on track 105° to JGIRL, cross JGIRL at or above 5000, then on depicted route to LOWGN. Thence . . . .
TAKE-OFF RUNWAY 17R: Climb heading 174° to intercept course 153° to NAVYE, then on track 105° to JGIRL, cross JGIRL at or above 5000, then on depicted route to LOWGN. Thence . . . .
TAKE-OFF RUNWAY 18L: Climb heading 174° to intercept course 190° to BPARK, then on track 253° to YAMEL, cross YAMEL at or above 5000, then on depicted route to LOWGN. Thence . . . .
TAKE-OFF RUNWAY 18R: Climb heading 174° to intercept course 190° to BPARK, then on track 253° to YAMEL, cross YAMEL at or above 5000, then on depicted route to LOWGN. Thence . . . .
TAKE-OFF RUNWAY 35C: Climb heading 354° to 1107, then direct CUZEN, cross CUZEN at or above 5000, then on depicted route to LOWGN. Thence . . . .
TAKE-OFF RUNWAY 35L: Climb heading 354° to 1107, then direct CUZEN, cross CUZEN at or above 5000, then on depicted route to LOWGN. Thence . . . .
TAKE-OFF RUNWAY 36L: Climb heading 354° to 1120, then direct HAZKL, cross HAZKL at or above 5000, then on depicted route to LOWGN. Thence . . . .
TAKE-OFF RUNWAY 36R: Climb heading 354° to 1120, then direct HAZKL, cross HAZKL at or above 5000, then on depicted route to LOWGN. Thence . . . .

. . . . on (transition). Maintain 10,000', expect filed altitude ten minutes after departure.

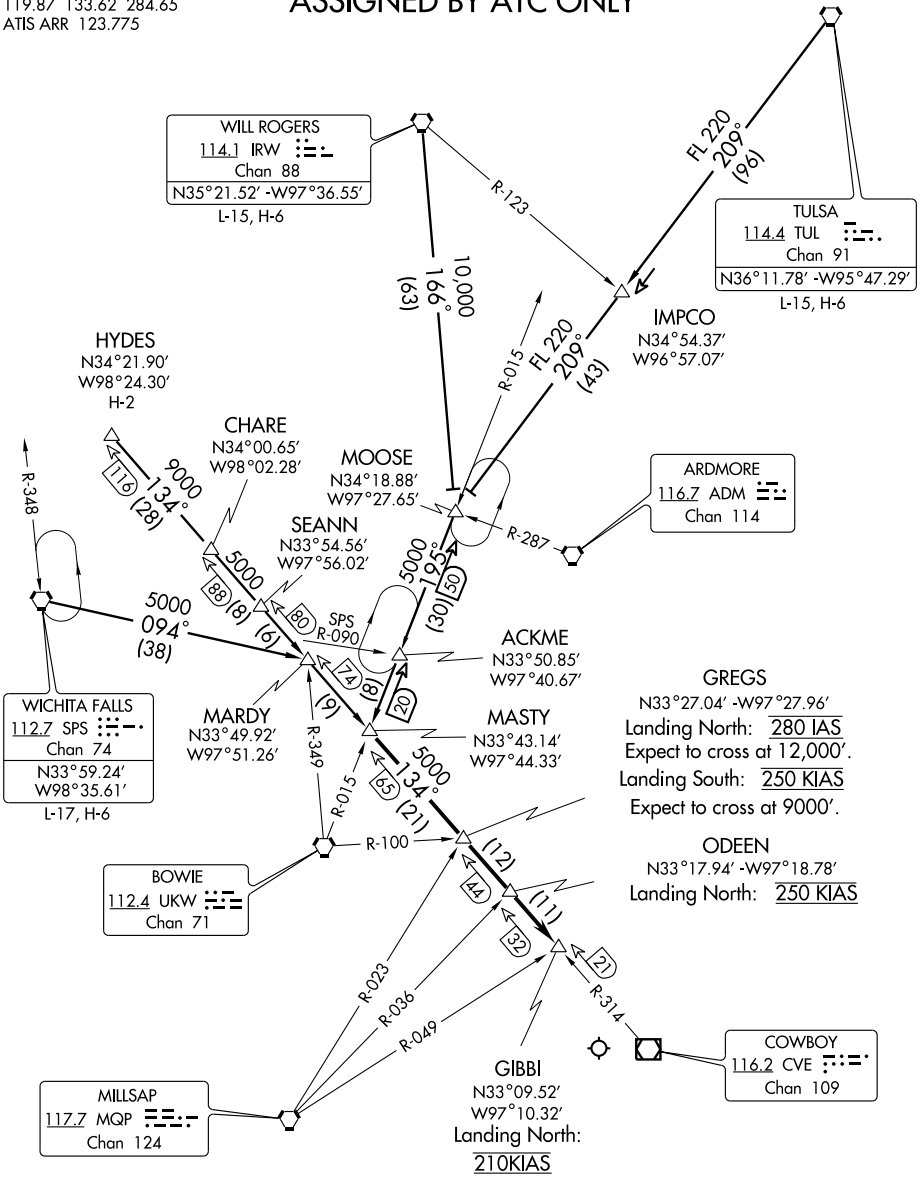
ARDMORE TRANSITION (LOWGN3.ADM):
ROLLS TRANSITION (LOWGN3.ROLLS): (For all aircraft proceeding northwest bound via J52).

MASTY TWO ARRIVAL

DALLAS-FT. WORTH INTL
DALLAS-FT. WORTH, TEXAS

REGIONAL APP CON
119.87 133.62 284.65
ATIS ARR 123.775

ASSIGNED BY ATC ONLY



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SC-2, 08 APR 2010 to 06 MAY 2010

MASTY TWO ARRIVAL

ARRIVAL DESCRIPTION

HYDES TRANSITION (HYDES.MASTY2): From over HYDES INT via CVE R-314 to MASTY INT. Thence. . . .

TULSA TRANSITION (TUL.MASTY2): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to MASTY INT. Thence. . . .

WICHITA FALLS TRANSITION (SPS.MASTY2): From over SPS VORTAC via SPS R-094 to MARDY INT, then via CVE R-314 to MASTY INT. Thence. . . .

WILL ROGERS TRANSITION (IRW.MASTY2): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to MASTY INT. Thence. . . .

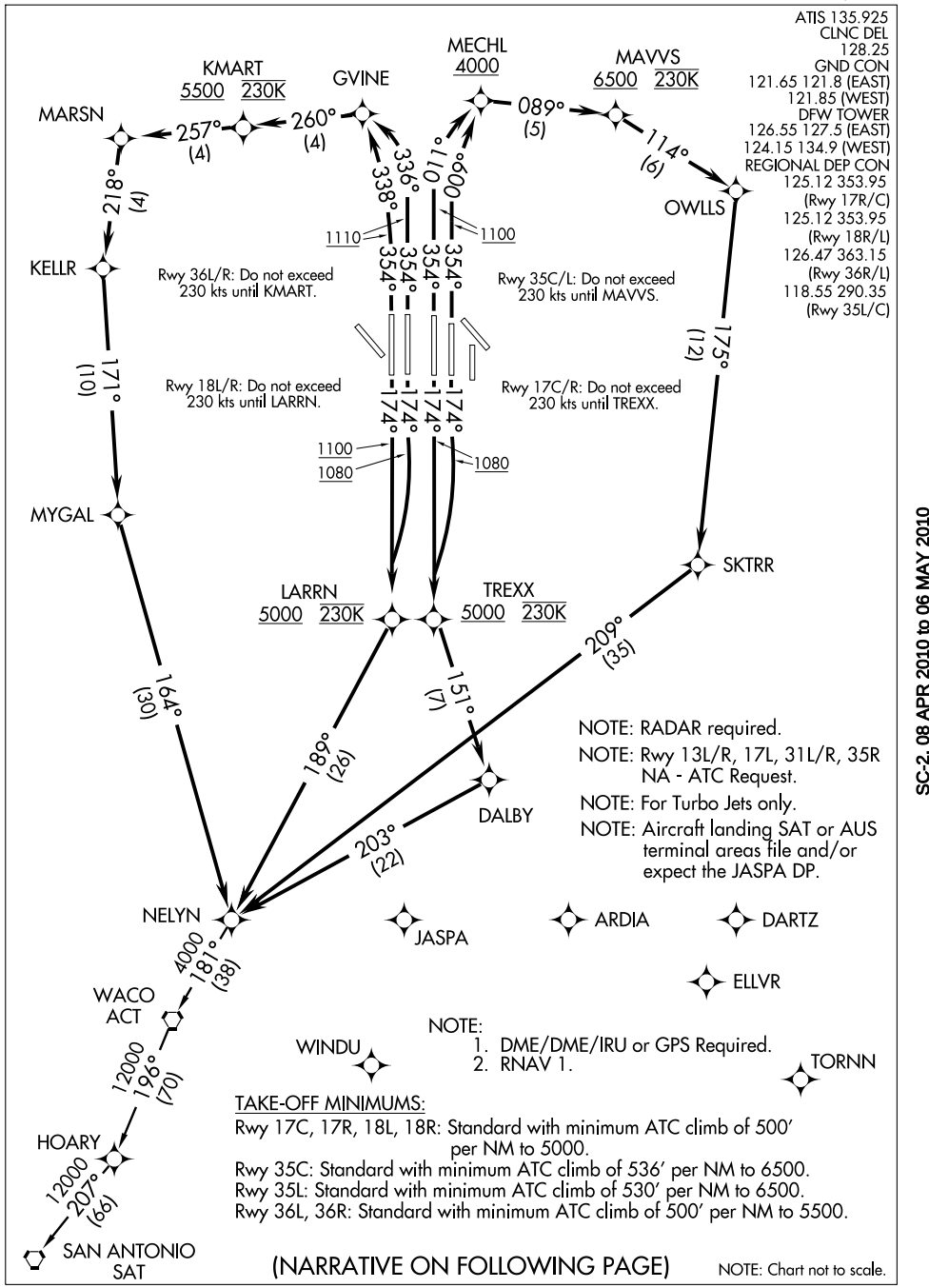
. . . . From over MASTY INT via CVE R-314 to GIBBI INT. Expect vectors to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010

NELYN TWO DEPARTURE (RNAV)

DALLAS-FORT WORTH INTL (DFW)

DALLAS-FORT WORTH, TEXAS



NOTE: RADAR required.

NOTE: Rwy 13L/R, 17L, 31L/R, 35R NA - ATC Request.

NOTE: For Turbo Jets only.

NOTE: Aircraft landing SAT or AUS terminal areas file and/or expect the JASPA DP.

NOTE:
1. DME/DME/IRU or GPS Required.
2. RNAV 1.

TAKE-OFF MINIMUMS:

Rwy 17C, 17R, 18L, 18R: Standard with minimum ATC climb of 500' per NM to 5000.
Rwy 35C: Standard with minimum ATC climb of 536' per NM to 6500.
Rwy 35L: Standard with minimum ATC climb of 530' per NM to 6500.
Rwy 36L, 36R: Standard with minimum ATC climb of 500' per NM to 5500.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SC-2, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

PROPS

File and expect KEENE or TRI-GATE DP.

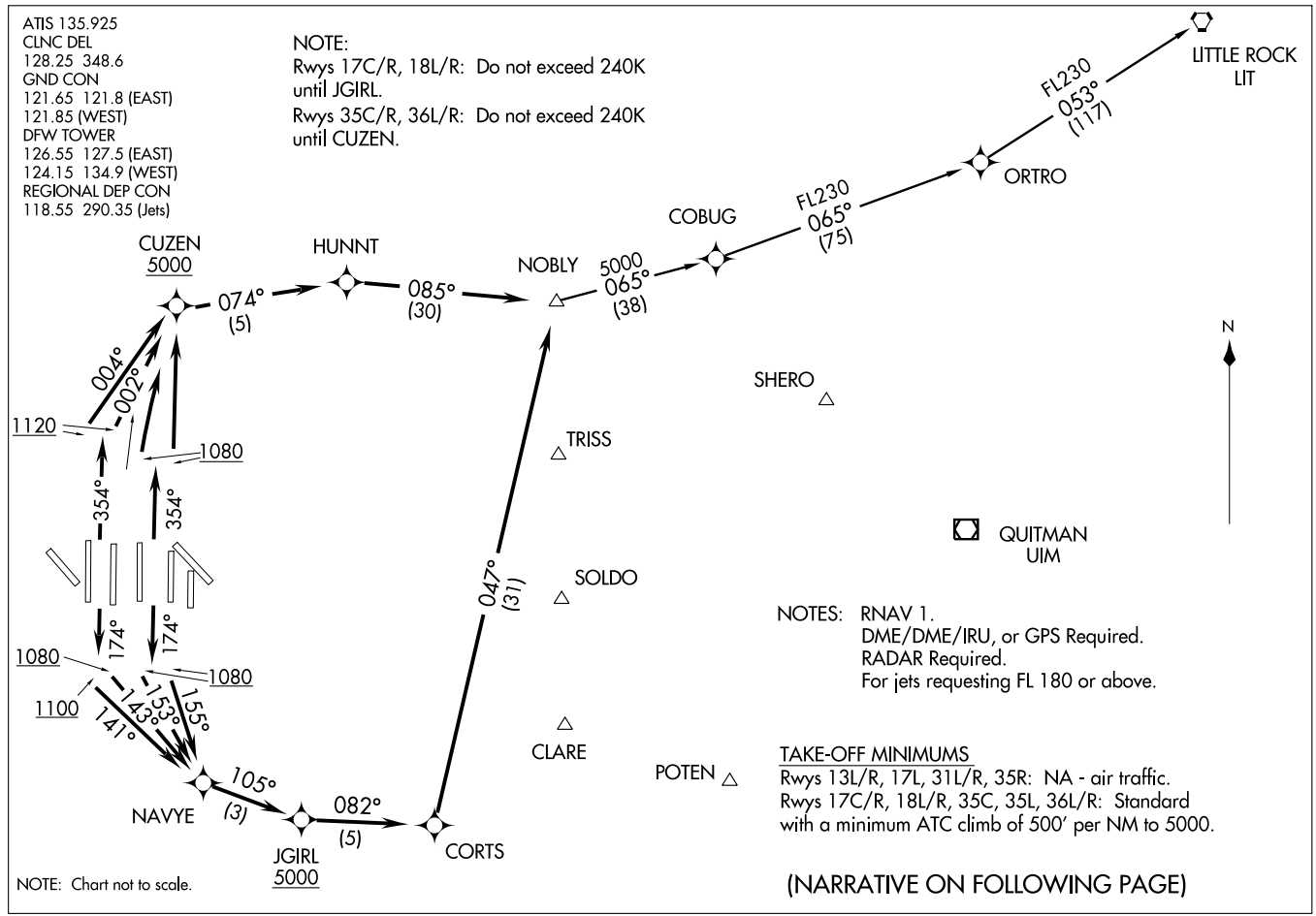
JETS

TAKE-OFF RUNWAY 17C: Climb via 174° heading to 1080, then right turn direct TREXX WP, cross TREXX WP at or above 5000, then via depicted route to NELYN WP, Thence . . . .
TAKE-OFF RUNWAY 17R: Climb via 174° heading to 1080, then direct TREXX WP, cross TREXX WP at or above 5000, then via depicted route to NELYN WP, Thence . . . .
TAKE-OFF RUNWAY 18L: Climb via 174° heading to 1080, then right turn direct LARRN WP, cross LARRN WP at or above 5000, then via depicted route to NELYN WP, Thence . . . .
TAKE-OFF RUNWAY 18R: Climb via 174° heading to 1100, then direct LARRN WP, cross LARRN WP at or above 5000, then via depicted route to NELYN WP, Thence . . . .
TAKE-OFF RUNWAY 35C: Climb via 354° heading to at or above 1100, then via 009° course to MECHL, cross MECHL WP at or above 4000, then via 089° track to MAVVS, cross MAVVS WP at or above 6500, then via depicted route to NELYN WP, Thence . . . .
TAKE-OFF RUNWAY 35L: Climb via 354° heading to at or above 1100, then via 011° course to MECHL, cross MECHL WP at or above 4000, then via 089° track to MAVVS, cross MAVVS WP at or above 6500, then via depicted route to NELYN WP, Thence . . . .
TAKE-OFF RUNWAY 36L: Climb via 354° heading to at or above 1110, then via 338° course to GVINE WP, then via 260° track to KMART, cross KMART WP at or above 5500, then via depicted route to NELYN WP, Thence . . . .
TAKE-OFF RUNWAY 36R: Climb via 354° heading to at or above 1110, then via 336° course to GVINE WP, then via 260° track to KMART, cross KMART WP at or above 5500, then via depicted route to NELYN WP, Thence . . . .

. . . . via (transition). Maintain 10,000. Expect filed altitude within 10 minutes after departure.

HOARY TRANSITION (NELYN2.HOARY)
WACO TRANSITION (NELYN2.ACT): (For aircraft inbound to WACO or GRAY terminal area airports.)
SAN ANTONIO TRANSITION (NELYN2.SAT): (For aircraft overflying CENTEX and SAN ANTONIO.)

SC-2, 08 APR 2010 to 06 MAY 2010



(NOBLY3.NOBLY) 09015

NOBLY THREE DEPARTURE (RNAV)

SL-6039 (FAA)

DALLAS-FORT WORTH INTL (DFW)

DALLAS-FORT WORTH, TEXAS

NOBLY THREE DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

PROPS

File and Expect WYLIE or HUBBARD Departure.

JETS

Jets requesting 17000' and below expect the GARLAND DEPARTURE

TAKE-OFF RUNWAY 17C: Climb via 174° heading to at or above 1080, then via 155° course to NAVYE, then via 105° track to JGIRL, cross JGIRL at or above 5000, then via depicted route to NOBLY. Thence . . . .

TAKE-OFF RUNWAY 17R: Climb via 174° heading to at or above 1080, then via 153° course to NAVYE, then via 105° track to JGIRL, cross JGIRL at or above 5000, then via depicted route to NOBLY. Thence . . . .

TAKE-OFF RUNWAY 18L: Climb via 174° heading to at or above 1080, then via 143° course to NAVYE, then via 105° track to JGIRL, cross JGIRL at or above 5000, then via depicted route to NOBLY. Thence . . . .

TAKE-OFF RUNWAY 18R: Climb via 174° heading to at or above 1100, then via 141° course to NAVYE, then via 105° track to JGIRL, cross JGIRL at or above 5000, then via depicted route to NOBLY. Thence . . . .

TAKE-OFF RUNWAY 35C: Climb via 354° heading to 1080, then direct CUZEN, cross CUZEN at or above 5000, then via depicted route to NOBLY. Thence . . . .

TAKE-OFF RUNWAY 35L: Climb via 354° heading to 1080, then right turn direct CUZEN, cross CUZEN at or above 5000 then via depicted route to NOBLY. Thence . . . .

TAKE-OFF RUNWAY 36L: Climb via 354° heading to at or above 1120, then via 004° course to CUZEN, cross CUZEN at or above 5000, then via depicted route to NOBLY. Thence . . . .

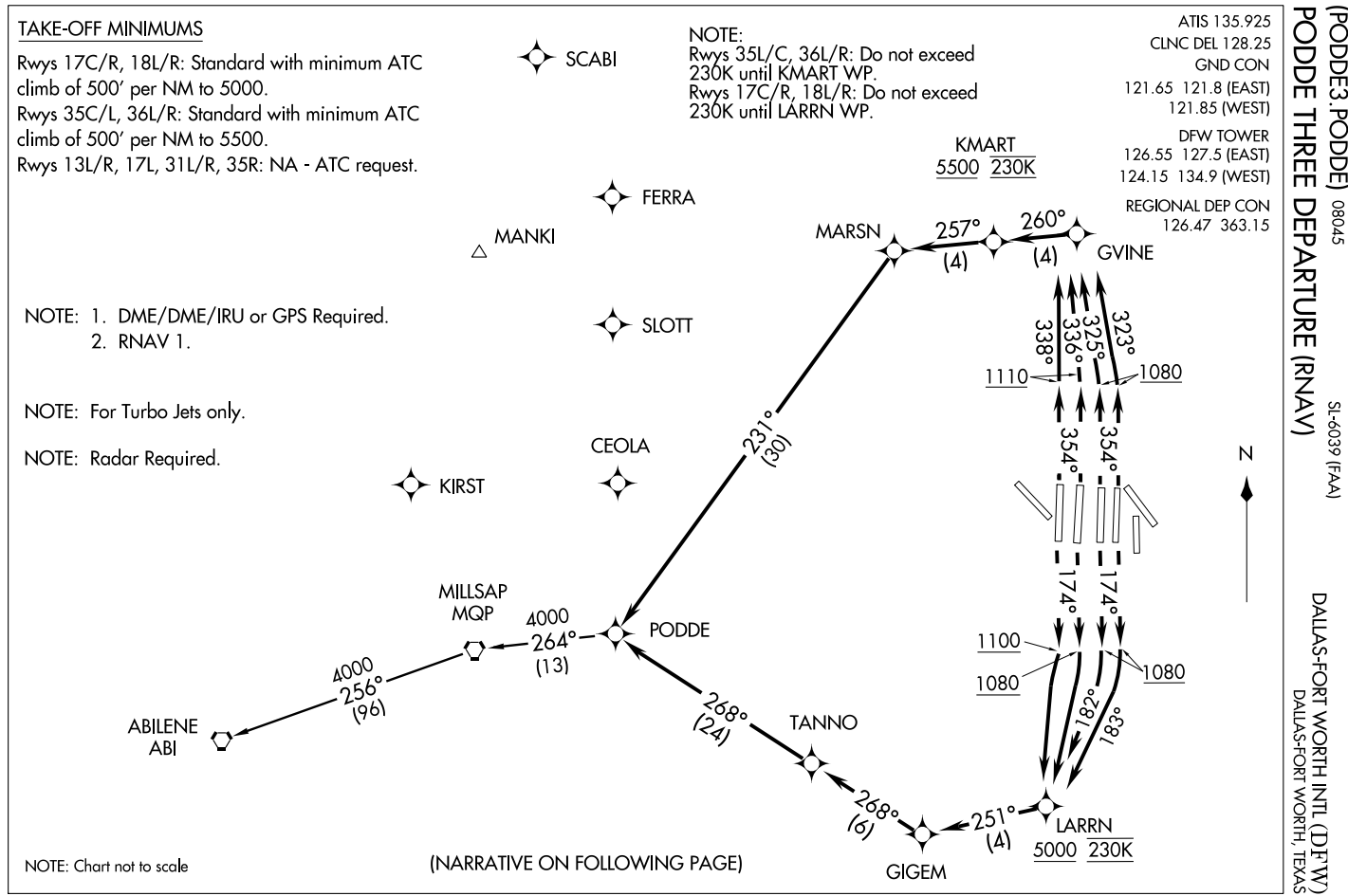
TAKE-OFF RUNWAY 36R: Climb via 354° heading to at or above 1120, then via 002° course to CUZEN, cross CUZEN at or above 5000, then via depicted route to NOBLY. Thence . . . .

. . . . via (transition). Maintain 10000', expect filed altitude 10 minutes after departure.

LITTLE ROCK TRANSITION (NOBLY3.LIT)

SC-2, 08 APR 2010 to 06 MAY 2010

PODDE THREE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

PROPS

FILE AND EXPECT THE KINGDOM OR COYOTE DEPARTURE

JETS

TAKE-OFF RUNWAY 17C: Climb via 174° heading to at or above 1080, then via 183°course to LARRN, cross LARRN at or above 5000, then via depicted route to PODDE. Thence....

TAKE-OFF RUNWAY 17R: Climb via 174° heading to at or above 1080, then via 182° course to LARRN, cross LARRN at or above 5000, then via depicted route to PODDE. Thence....

TAKE-OFF RUNWAY 18L: Climb via 174° heading to 1080, then right turn direct LARRN, cross LARRN at or above 5000, then via depicted route to PODDE. Thence....

TAKE-OFF RUNWAY 18R: Climb via 174° heading to 1100, then left turn direct LARRN, cross LARRN at or above 5000, then via depicted route to PODDE. Thence....

TAKE-OFF RUNWAY 35C: Climb via 354° heading to at or above 1080, then via 323° course to GVINE, then via 260° track to KMART, cross KMART at or above 5500, then via depicted route to PODDE. Thence....

TAKE-OFF RUNWAY 35L: Climb via 354° heading to at or above 1080, then via 325° course to GVINE, then via 260° track to KMART, cross KMART at or above 5500, then via depicted route to PODDE. Thence....

TAKE-OFF RUNWAY 36L: Climb via 354° heading to at or above 1110, then via 338° course to GVINE, then via 260° track to KMART, cross KMART at or above 5500, then via depicted route to PODDE. Thence....

TAKE-OFF RUNWAY 36R: Climb via 354° heading to at or above 1110, then via 336° course to GVINE, then via 260° track to KMART, cross KMART at or above 5500, then via depicted route to PODDE. Thence....

. . . . via (transition). Maintain 10,000 feet. Expect filed altitude within ten minutes after departure.

ABILENE TRANSITION (PODDE3.ABI)

MILLSAP TRANSITION (PODDE3.MQP)

SC-2, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	13401
CH 97324	174°	TDZE	562
W17D		Apt Elev	607

RNAV (GPS) RWY 17C

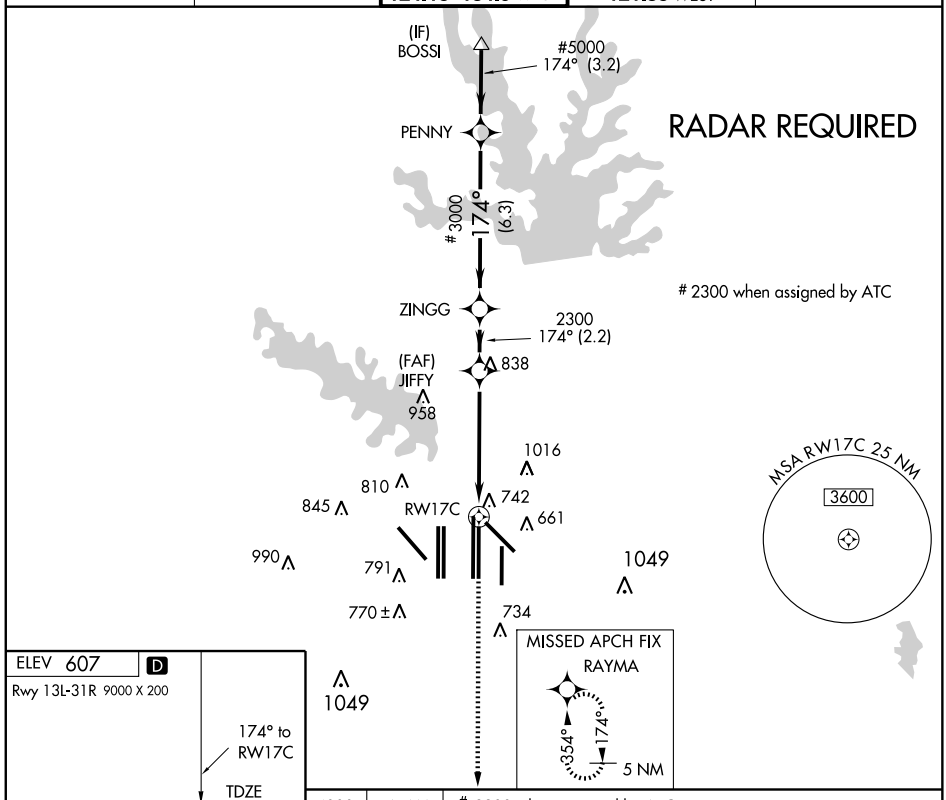
DALLAS-FORT WORTH INTL (DFW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C(116°F). DME/DME RNP-0.3 NA.

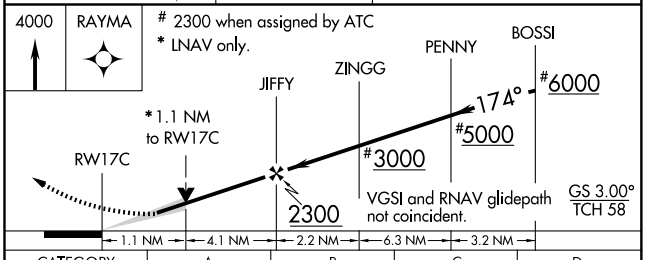
ALSF-2

MISSED APPROACH: Climb to 4000 direct RAYMA and hold.

ATIS ARR	ATIS DEP	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
123.775	135.925	127.075	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L



CATEGORY	A	B	C	D
LPV DA	812/24 250 (300-½)			
LNAV/VNAV DA	1068/60 506 (500-1¼)			
LNAV MDA	1000/24 438 (400-½)		1000/40 438 (400-¾)	1000/50 438 (400-1)

SC-2, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	8500
CH 40008	174°	TDZE	545
W17B		Apt Elev	607

RNAV (GPS) RWY 17L

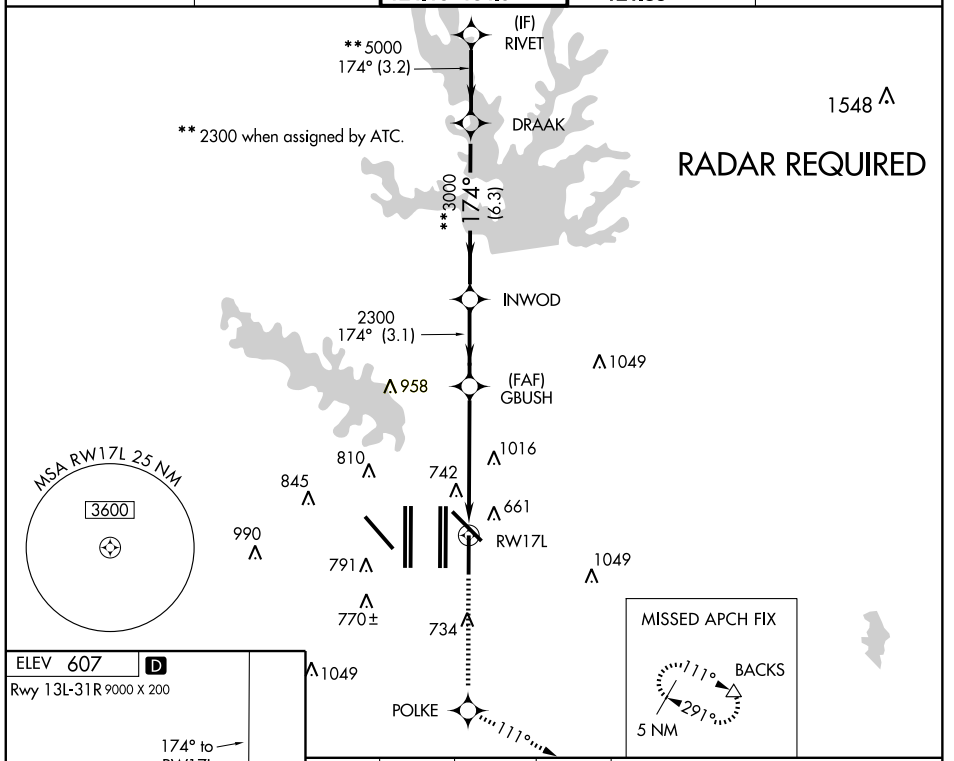
DALLAS-FORT WORTH INTL (DFW)

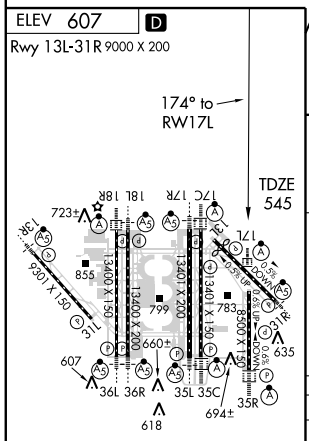
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. For inoperative ALSF, increase LPV all Cats visibility to 1½.

ALSF-2

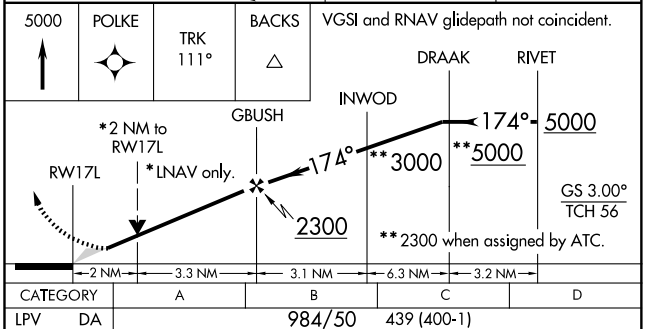
MISSED APPROACH: Climb to 5000 direct POLKE and via 111° track to BACKS and hold.

ATIS ARR	ATIS DEP	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
123.775	135.925	119.4	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25





HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L



CATEGORY	A	B	C	D
LPV DA	984/50	439 (400-1)		
LNAV/VNAV DA	1042/60	497 (500-1¼)		
LNAV MDA	1240/24	695 (700-½)	1240-1½ 695 (700-1½)	1240-1¾ 695 (700-1¾)

SC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 53505 W17A	APP CRS 174°	Rwy Idg 13401 TDZE 567 Apt Elev 607

RNAV (GPS) RWY 17R

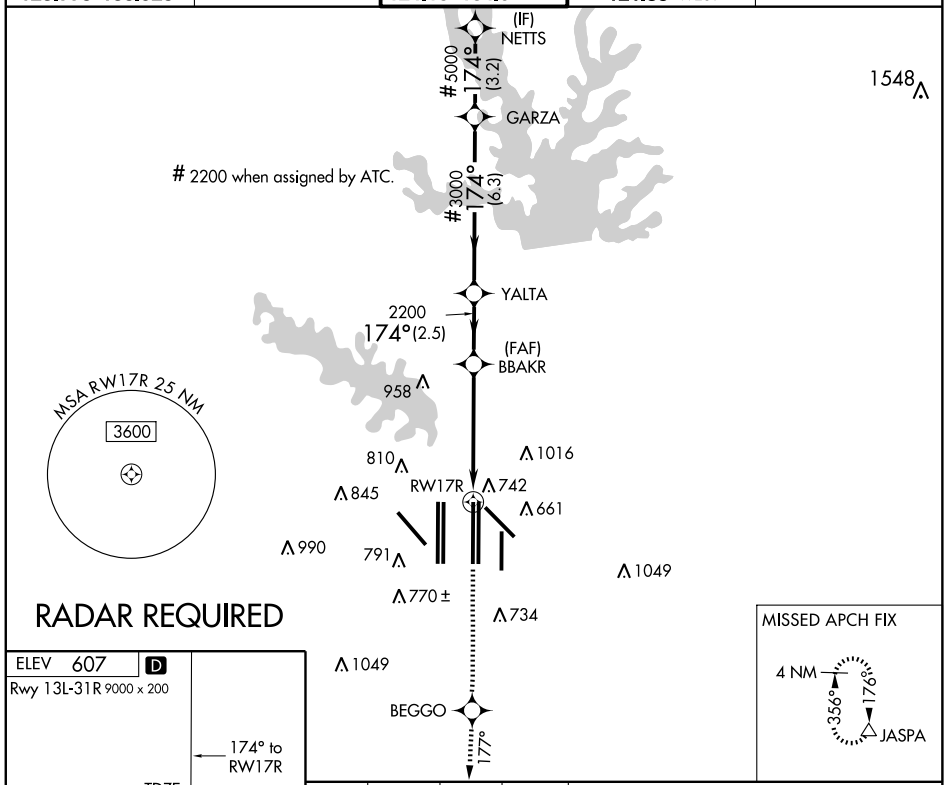
DALLAS-FORT WORTH INTL (DFW)

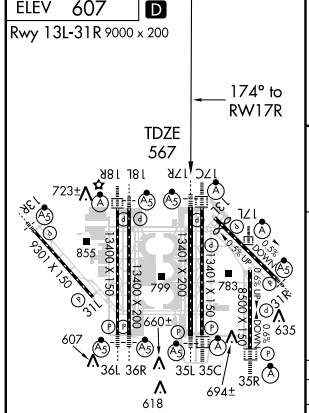
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALSR

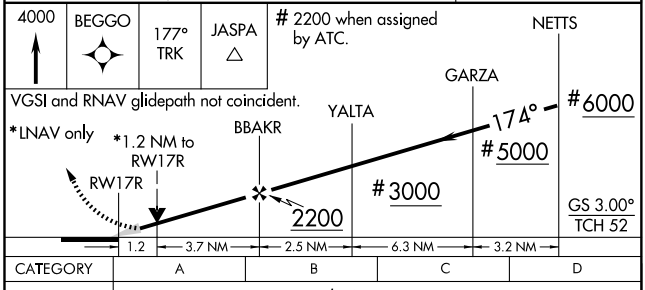
MISSED APPROACH: Climb to 4000 direct BEGGO then via 177° track to JASPA and hold.

ATIS ARR	ATIS DEP	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
123.775	135.925	127.075	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25





HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L



CATEGORY	A	B	C	D
LPV DA	817/24 250 (300-½)			
LNAV/VNAV DA	1066/60 499 (500-1¼)			
LNAV MDA	1000/24 433 (400-½)		1000/40 433 (400-¾)	1000/50 433 (400-1)

SC-2, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg 13400
CH 86807	174°	TDZE 602
W18A		Apt Elev 607

RNAV (GPS) RWY 18L
DALLAS-FORT WORTH INTL (DFW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 5000 direct BASIN and via 239° track to LIKES and hold.

ATIS ARR	ATIS DEP	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
123.775	135.925	119.4	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25

RADAR REQUIRED

(IF) GRUCH
#3000 174° (3.2)
ALIGN
#3000 174° (6.3)
UDALL
2300 174° (2.3)
(FAF) HASTY
BASIN
239°

1049 958 1016 810 742 845 730± RW18L 661 990 791 770± 734 1049 1049 1368

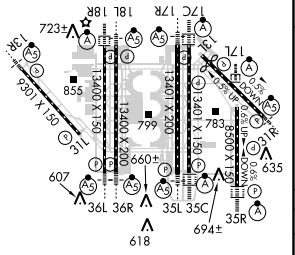
MISSED APCH FIX
5 NM
042°
222°
LIKES

MSA RW18L 25 NM
3600

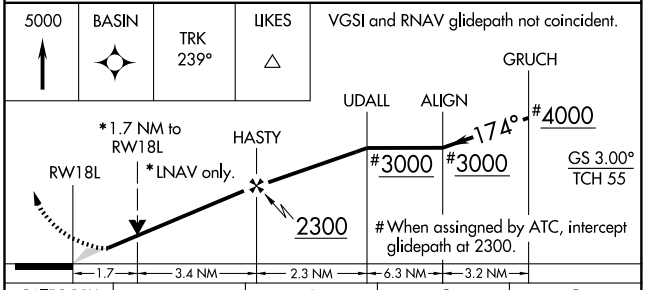
ELEV 607 D

174° to RW18L

TDZE 602



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L



CATEGORY	A	B	C	D
LPV DA	802/24	200 (200-½)		
LNAV/VNAV DA	980/40	378 (400-¾)		
LNAV MDA	1220/24	618 (700-½)	1220/60 618 (700-1¼)	1220-1½ 618 (700-1½)

SC-2, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg 13400
CH 99407	174°	TDZE 607
W18B		Apt Elev 607

RNAV (GPS) RWY 18R
DALLAS-FORT WORTH INTL (DFW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 5000 direct BOBIN and via 239° track to LIKES and hold.

ATIS ARR	ATIS DEP	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
123.775	135.925	119.4	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25

RADAR REQUIRED

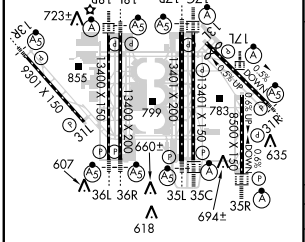
(IF) ICKEL
#3000 174° (3.2)
YOHAN
#3000 174° (6.3)
2400 174° (2.1)
LEGRE
(FAF) NETEE
BOBIN
239°

1049 1016 958 810 845 742 730± RW18R 661 990 791 770± 734 1049 1049 1368

MSA RW 18R 25 NM
3600

MISSED APCH FIX
5 NM
042°
222°
LIKES

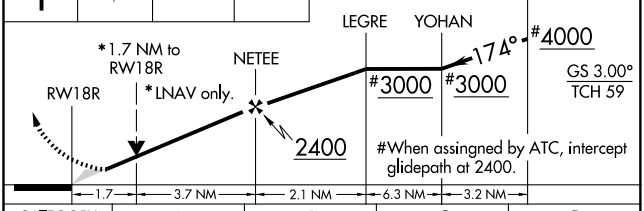
ELEV 607
D
174° to RW18R
TDZE 607



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

5000	BOBIN	TRK 239°	LIKES

VGSI and RNAV glidepath not coincident.



CATEGORY	A	B	C	D
LPV DA		807/24	200 (200-½)	
LNAV/VNAV DA		980/40	373 (400-¾)	
LNAV MDA	1220/24	613 (700-½)	1220/60 613 (700-1¼)	1220-1½ 613 (700-1½)

SC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 40025 W35D	APP CRS 354°	Rwy Idg 13401 TDZE 563 Apt Elev 607

RNAV (GPS) RWY 35C

DALLAS-FORT WORTH INTL (DFW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). For inoperative ALSF, increase LNAV/VNAV all Cats visibility to RVR 6000. DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 4000 direct BOSSI and hold.

ATIS ARR	ATIS DEP	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
123.775	135.925	127.075	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25

RADAR REQUIRED

MISSED APCH FIX

5 NM 354° 174° BOSSI

958 1016 810 845 742 661 990 791 RW35C 1049 770± 734 354° 1049

(FAF) JOBBS

2100 (3)

DAYZZ

3000 354° (6.3)

TUFFO

5000 354° (3.2)

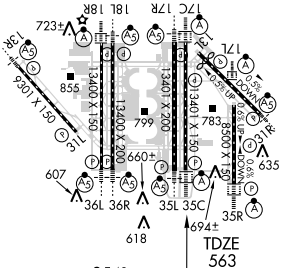
(IF) RAYMA 2549

MSA RW35C 25 NM

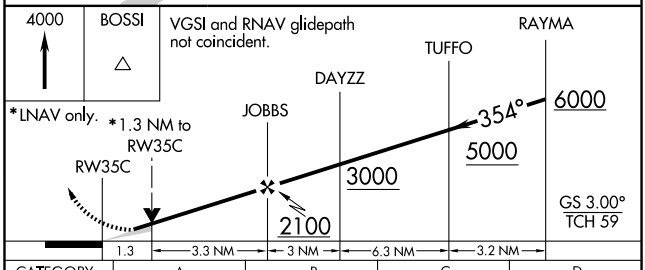
3600

ELEV 607 D

Rwy 13L-31R 9000 X 200



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L



CATEGORY	A	B	C	D
LPV DA	813/24 250 (300-½)			
LNAV/VNAV DA	931/40 368 (400-¾)			
LNAV MDA	1040/24 477 (500-½)		1040/40 477 (500-¾)	1040/50 477 (500-1)

SC-2, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	13401
CH 45805	354°	TDZE	564
W35B		Apt Elev	607

RNAV (GPS) RWY 35L
DALLAS-FORT WORTH INTL (DFW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).
DME/DME RNP -0.3 NA.

MALSR

MISSED APPROACH: Climb to 4000 direct BBAKR then via 355° track to BOSSI and hold.

ATIS ARR	ATIS DEP	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
123.775	135.925	127.075	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25

MISSED APCH FIX
5 NM 354° 174° BOSSI

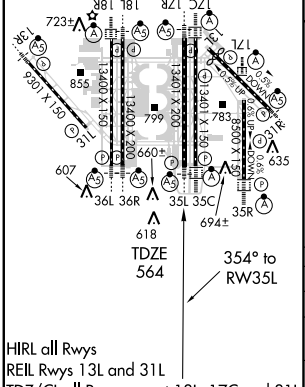
RADAR REQUIRED

355°
BBAKR 958
1016
810
742
845
661
990
791
1049
RW35L
656±
770±
734
711±
1049
(FAF)
BEGGO
2300
354° (2.4)
1743
DALLN
*3000
354°
(6.3)
*2300 when assigned by ATC.
CORMN
5000
354° (3.2)
(IF)
TANDE
2549

MSA RW35L 25 NM
3600

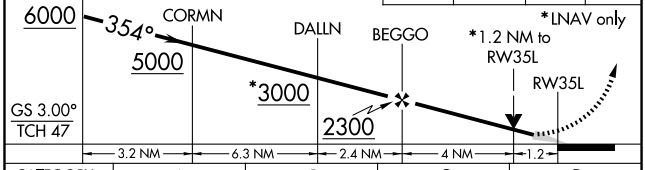
SC-2, 08 APR 2010 to 06 MAY 2010

ELEV 607 D
Rwy 13L-31R 9000 X 200



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

VGSI and RNAV glidepath not coincident.
*2300 when assigned by ATC.



4000 | BBAKR | 355° track | BOSSI

CATEGORY		A	B	C	D
LPV	DA	814/24 250 (300-½)			
LNAV/VNAV	DA	927/40 363 (400-¾)			
LNAV	MDA	1020/24 456 (500-½)		1020/40 456 (500-¾)	1020/50 456 (500-1)

WAAS CH 40401 W35A	APP CRS 354°	Rwy Idg 8500 TDZE 575 Apt Elev 607

RNAV (GPS) RWY 35R

DALLAS-FORT WORTH INTL (DFW)

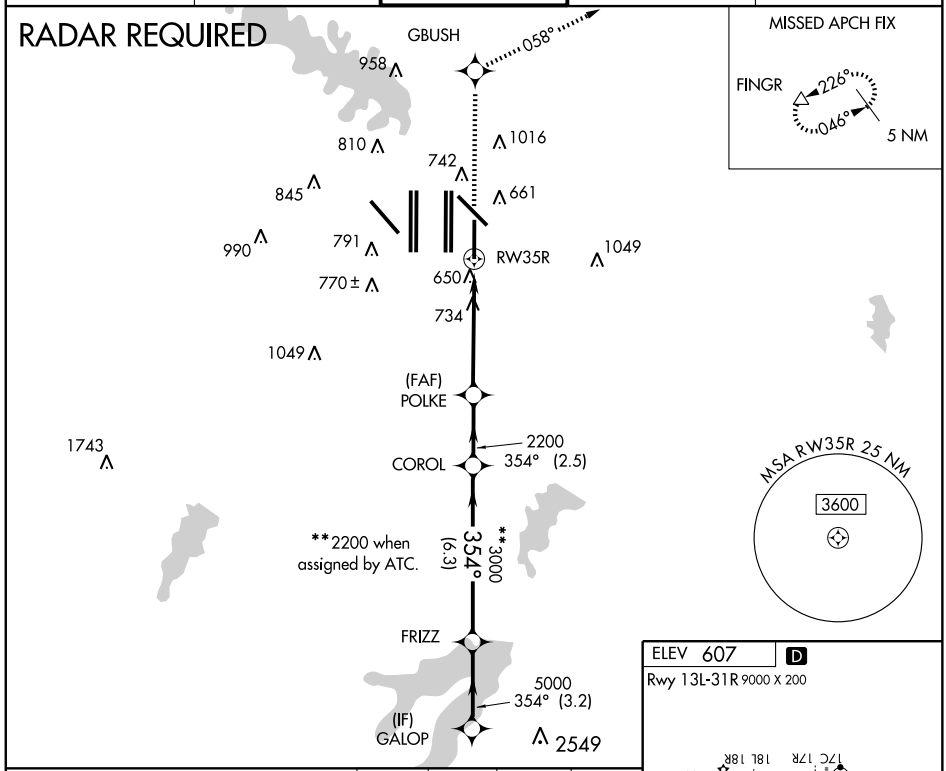
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

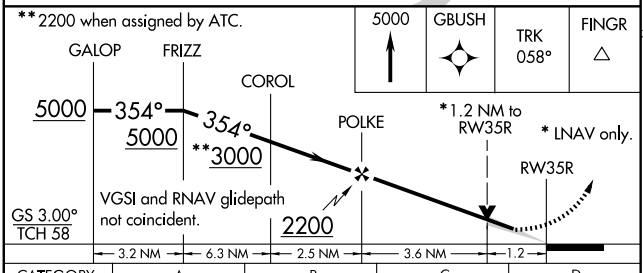
ALSF-2

MISSED APPROACH: Climb to 5000 direct GBUSH and via 058° track to FINGR and hold.

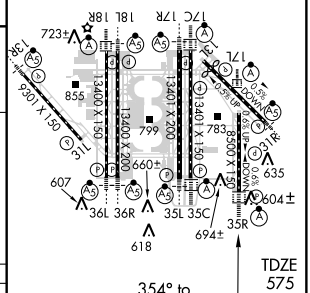
ATIS ARR	ATIS DEP	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
123.775	135.925	119.4	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25

RADAR REQUIRED





CATEGORY	A	B	C	D
LPV DA	825/24 250 (300-½)			
LNAV/VNAV DA	917/40 342 (400-¾)			
LNAV MDA	1040/24 465 (500-½)		1040/40 465 (500-¾)	1040/50 465 (500-1)



WAAS	APP CRS	Rwy Idg	13400
CH 93805	354°	TDZE	588
W36B		Apt Elev	607

RNAV (GPS) RWY 36L

DALLAS-FORT WORTH INTL (DFW)

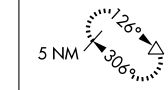
For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 5000 direct ETAXE and via 302° track to KAGLE and hold.

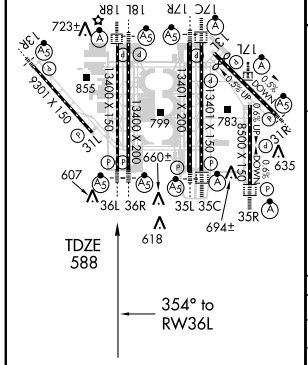
ATIS ARR	ATIS DEP	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
123.775	135.925	118.425	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25

MISSED APCH FIX

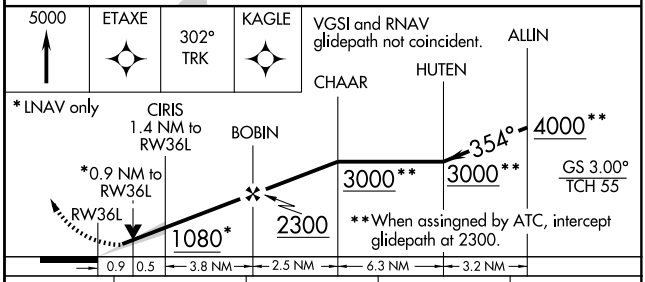


RADAR REQUIRED

ELEV 607 D



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L



CATEGORY	A	B	C	D
LPV DA	788/24 200 (200-½)			
LNAV/VNAV DA	987/50 399 (400-1)			
LNAV MDA	940/24 352 (400-½)			940/50 352 (400-1)

SC-2, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	13400
CH 87005	354°	TDZE	581
W36A		Apt Elev	607

RNAV (GPS) RWY 36R

DALLAS-FORT WORTH INTL (DFW)

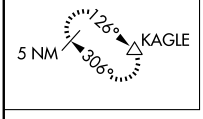
T For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP -0.3 NA.

MALSR (A5)

MISSED APPROACH: Climb to 5000 direct FAXOS and via 302° track to KAGLE and hold.

ATIS ARR	ATIS DEP	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
123.775	135.925	118.425	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25

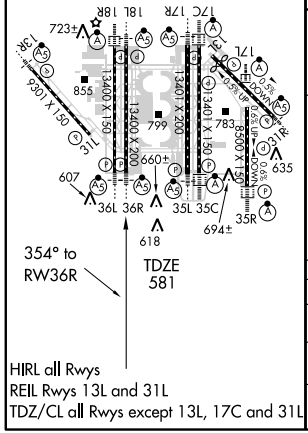
MISSED APCH FIX

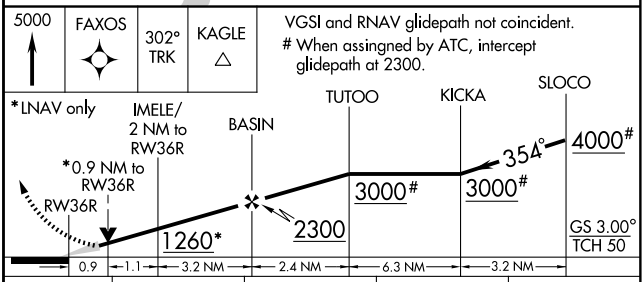


RADAR REQUIRED

ELEV 607

D





CATEGORY	A	B	C	D
LPV DA	781/24 200 (200-½)			
LNAV/VNAV DA	941/40 360 (400-¾)			
LNAV MDA	940/24 359 (400-½)			940/50 359 (400-1)

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	9301
133°	TDZE	591
	Apt Elev	607

RNAV (GPS) Y RWY 13R

DALLAS-FORT WORTH INTL (DFW)

DME/DME RNP-0.3 NA.

NA

MALSR

MISSED APPROACH: Climbing right turn to 5000 direct SLOTT and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775 DEP 135.925	133.15 118.1	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25

RADAR REQUIRED

*2300 when assigned by ATC.

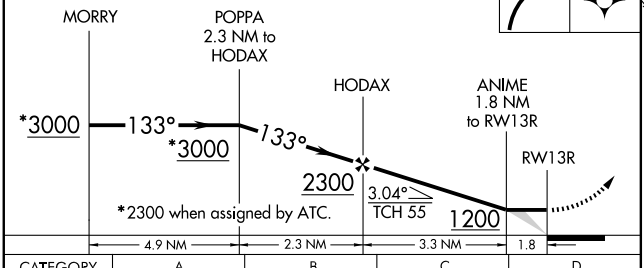
MISSED APCH FIX
5 NM
095°
275°
SLOTT

(IF) MORRY
*3000
133°
(4.9)
POPPA
2.3 NM to HODAX
2300
133° (2.3)
(FAF) HODAX
ANIME
1.8 NM to RW13R
780±
845
990
RW13R
791
770±
1049
734
1743
958
810
742
1016
661
1049

MSA RW13R 25 NM
3600

VGSI and descent angles not coincident.

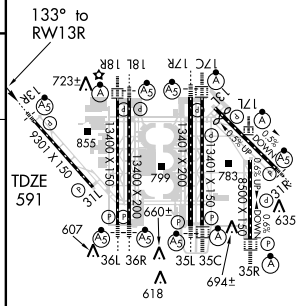
5000 SLOTT



CATEGORY	A	B	C	D
LNAV MDA	1080/24	489 (500-½)	1080/40 489 (500-¾)	1080/50 489 (500-1)

ELEV 607 D

Rwy 13L-31R 9000 X 200



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

SC-2, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	9301
CH 99703	313°	TDZE	581
W31A		Apt Elev	607

RNAV (GPS) Y RWY 31L

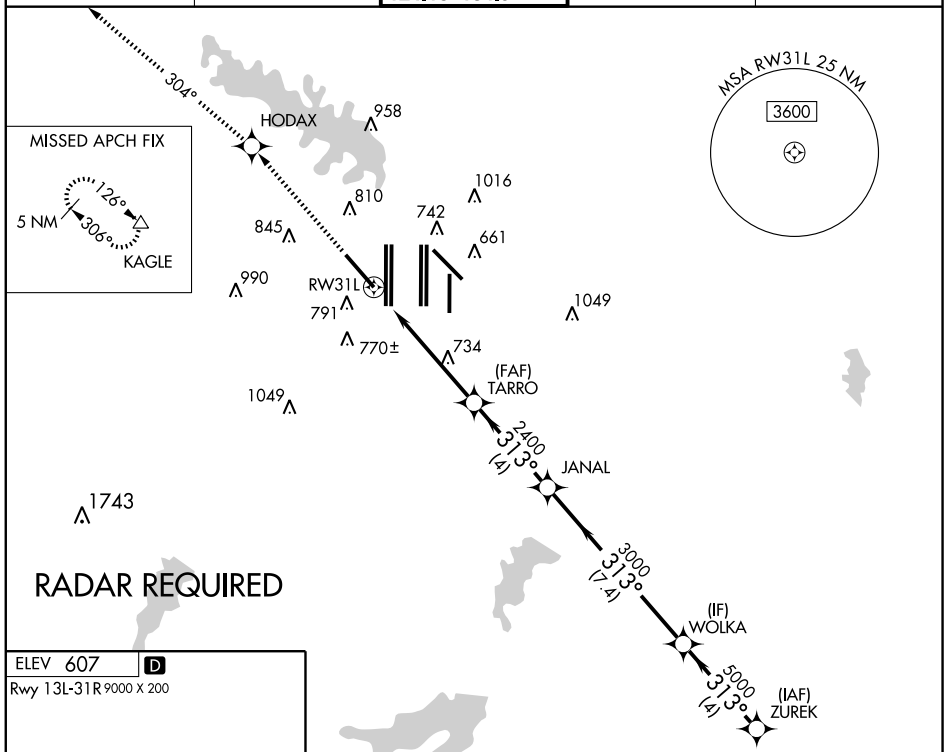
DALLAS-FORT WORTH INTL (DFW)

NA

DME/DME RNP-0.3 NA.

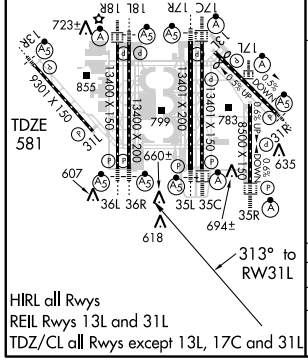
MISSED APPROACH: Climb to 5000 direct HODAX and via 304° track to KAGLE and hold.

ATIS ARR	ATIS DEP	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
123.775	135.925	133.15 118.1	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25

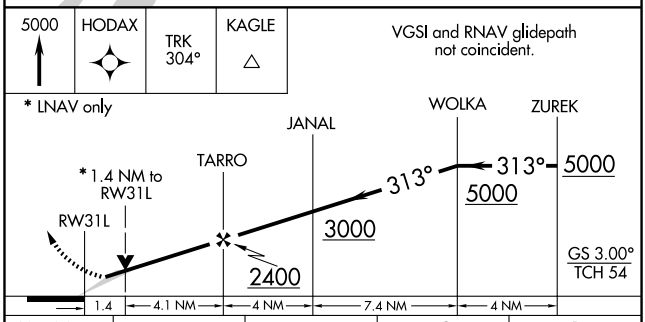


ELEV 607 D

Rwy 13L-31R 9000 X 200



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L



CATEGORY	A	B	C	D
LPV DA		837/40	256 (300-¾)	
LNAV MDA	1060/50 479 (500-1)		1060/60 479 (500-1¼)	1060-1½ 479 (500-1½)

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	8375
309°	TDZE	523
	Apt Elev	607

RNAV (GPS) Y RWY 31R

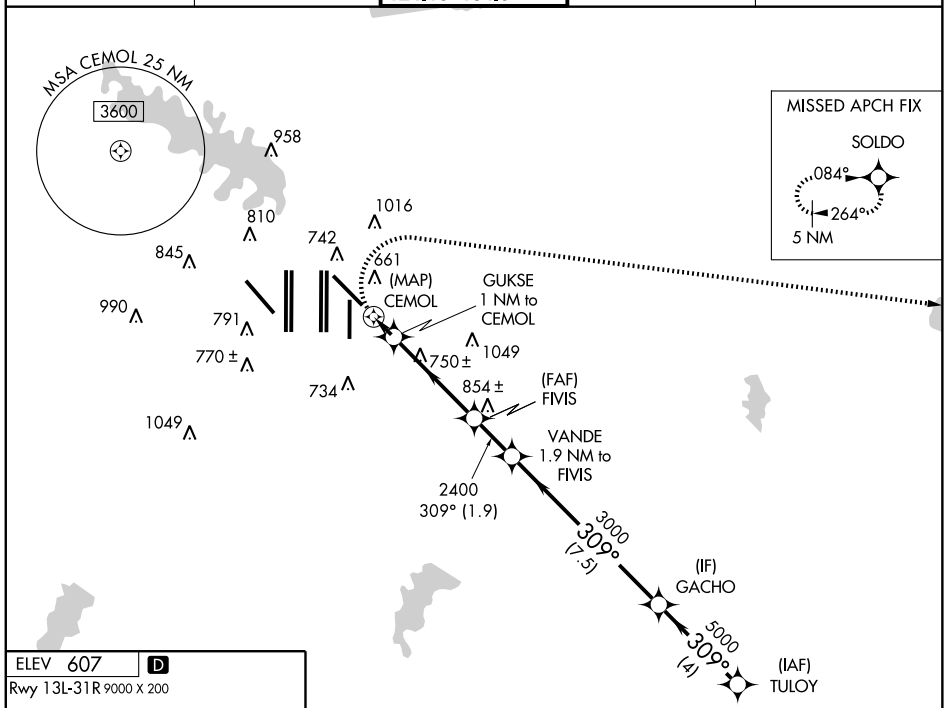
DALLAS-FORT WORTH INTL (DFW)

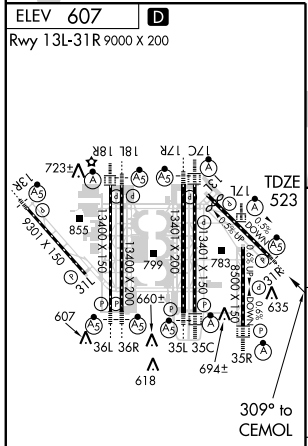
For inoperative MALSR, increase Cat D visibility to RVR 6000.
NA DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climbing right turn to 5000 direct SOLDO and hold.

ATIS ARR	ATIS DEP	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
123.775	135.925	125.2 135.5	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25

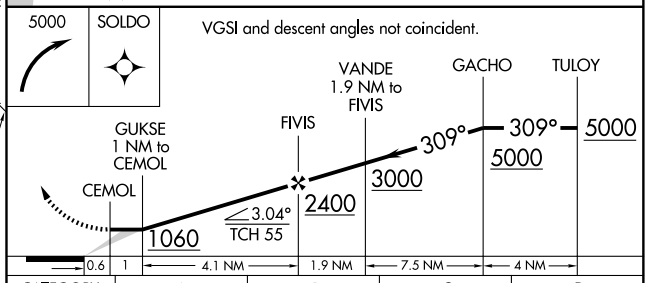




HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

2549

RADAR REQUIRED



CATEGORY	A	B	C	D
LNAV MDA	940/24 417 (400-½)		940/40 417 (400-¾)	940/50 417 (400-1)

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	9301
133°	TDZE	591
	Apt Elev	607

RNAV (RNP) Z RWY 13R

DALLAS-FORT WORTH INTL (DFW)

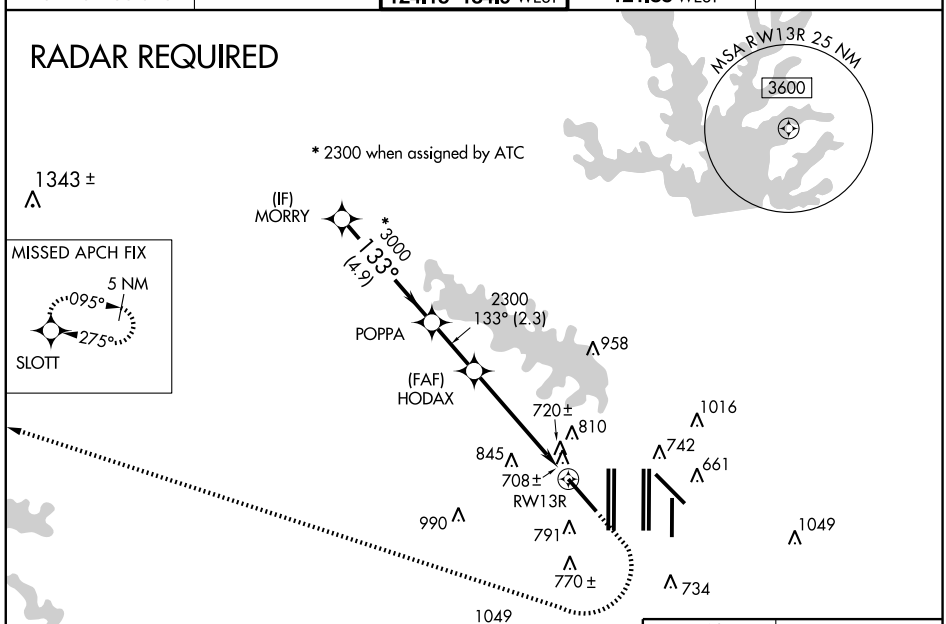
For inoperative MALSR, increase RNP 0.14 visibility to RVR 6000 and RNP 0.30 visibilities to 1½. For uncompensated Baro-VNAV systems, procedure NA below -8°C (18°F) or above 47°C (117°F). GPS required. # Missed approach requires minimum climb of 390 feet per NM to 1100.

MALSR

MISSED APPROACH: Climb to 1200, then climbing right turn to 5000 direct SLOTT and hold.

ATIS ARR	ATIS DEP	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
123.775	135.925	133.15 118.1	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25

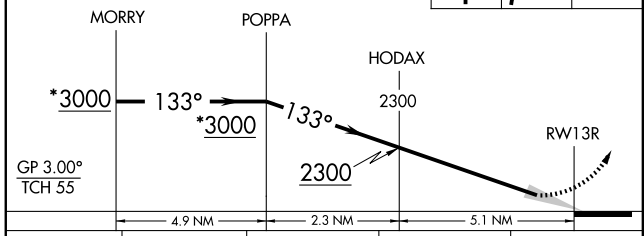
RADAR REQUIRED



VGSI and RNAV glidepath not coincident.

* 2300 when assigned by ATC

1200	5000	SLOTT

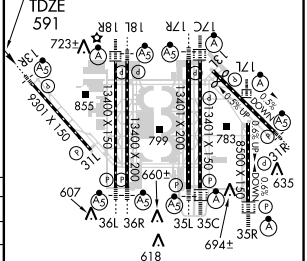


CATEGORY	A	B	C	D
RNP 0.14 DA		931/32	340 (400-⅝)	
RNP 0.30# DA		1034/50	443 (500-1)	
RNP 0.30 DA		1051/60	460 (500-1¼)	

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

ELEV 607 D

Rwy 13L-31R 9000 X 200



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	9301
313°	TDZE	581
	Apt Elev	607

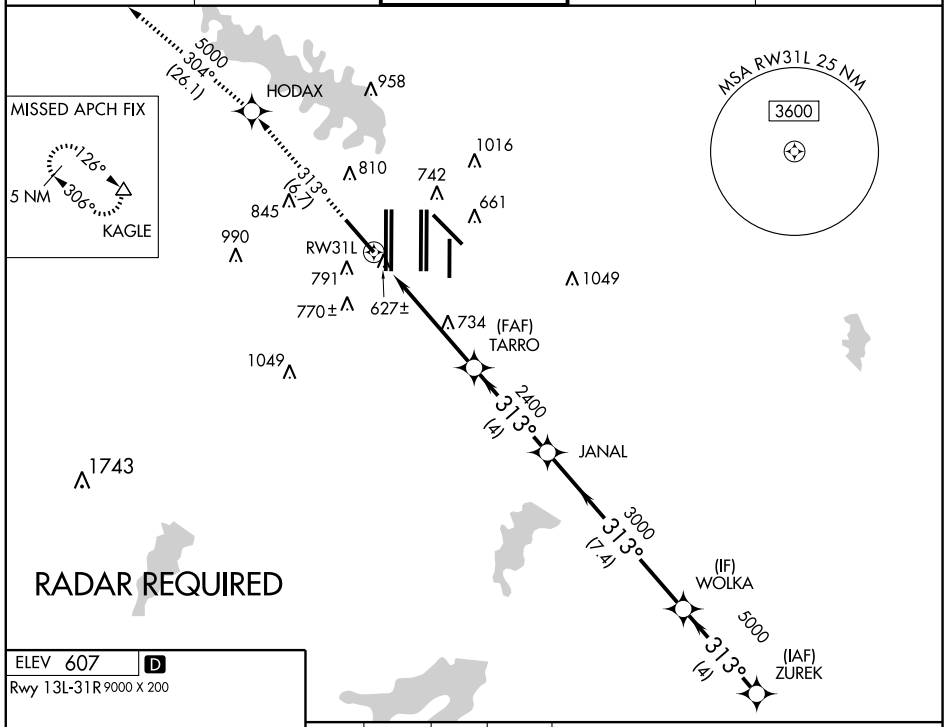
RNAV (RNP) Z RWY 31L

DALLAS-FORT WORTH INTL (DFW)

For uncompensated Baro-VNAV systems, procedure NA below -8°C (18°F) or above 47°C (117°F). GPS required.
* Missed approach requires minimum climb of 280 feet per NM to 1200.

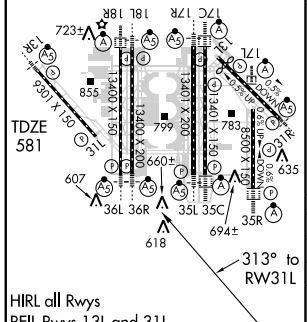
MISSED APPROACH: Climb to 5000 via track 313° to HODAX and via track 304° to KAGLE and hold.

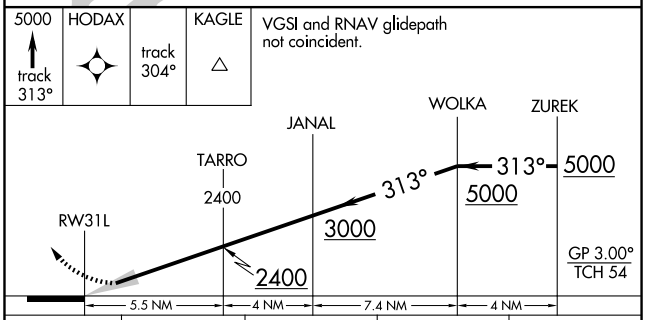
ATIS	ARR	DEP	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
	123.775	135.925	133.15 118.1	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25



ELEV 607 D

Rwy 13L-31R 9000 X 200





CATEGORY	A	B	C	D
RNP 0.30* DA		882/50	301 (300-1)	
RNP 0.30 DA		940/60	359 (400-1¼)	

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	8375
309°	TDZE	523
	Apt Elev	607

RNAV (RNP) Z RWY 31R

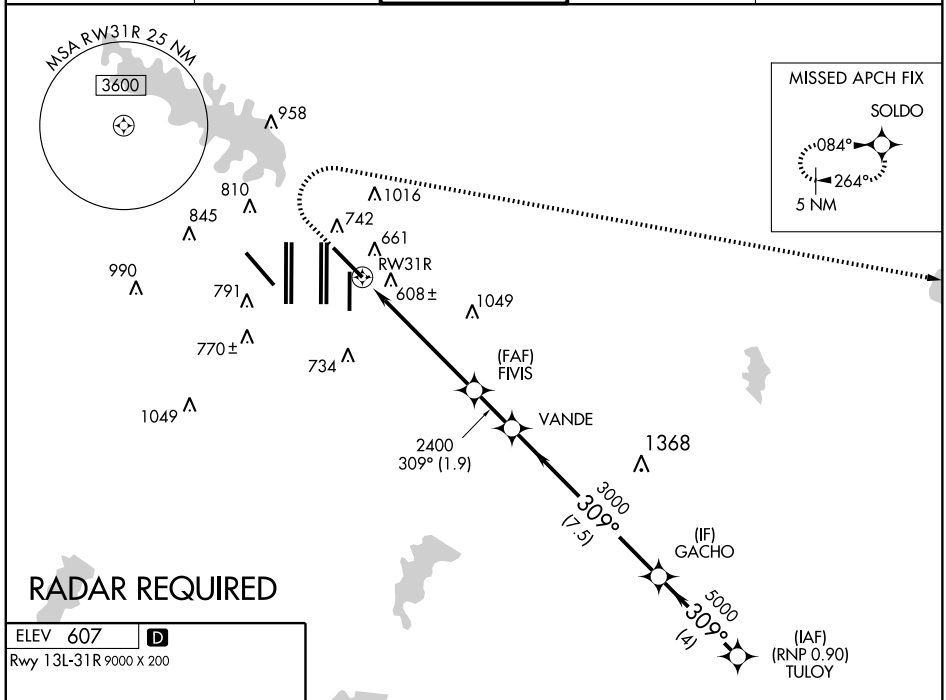
DALLAS-FORT WORTH INTL (DFW)

For inoperative MALSR, increase RNP 0.16 visibility to RVR 5000, RNP 0.28 and RNP 0.30 visibility to 1½. For uncompensated Baro-VNAV systems, procedure NA below -8°C (18°F) or above 47°C (117°F). GPS required.

MALSR

MISSED APPROACH: Climb to 1100, then climbing right turn to 5000 direct SOLDO and hold.

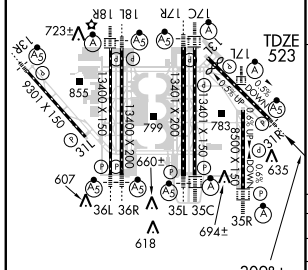
ATIS	ARR	DEP	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
	123.775	135.925	125.2 135.5	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25



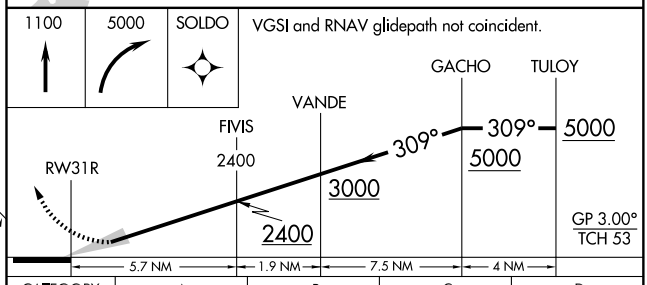
RADAR REQUIRED

ELEV 607 D

Rwy 13L-31R 9000 X 200

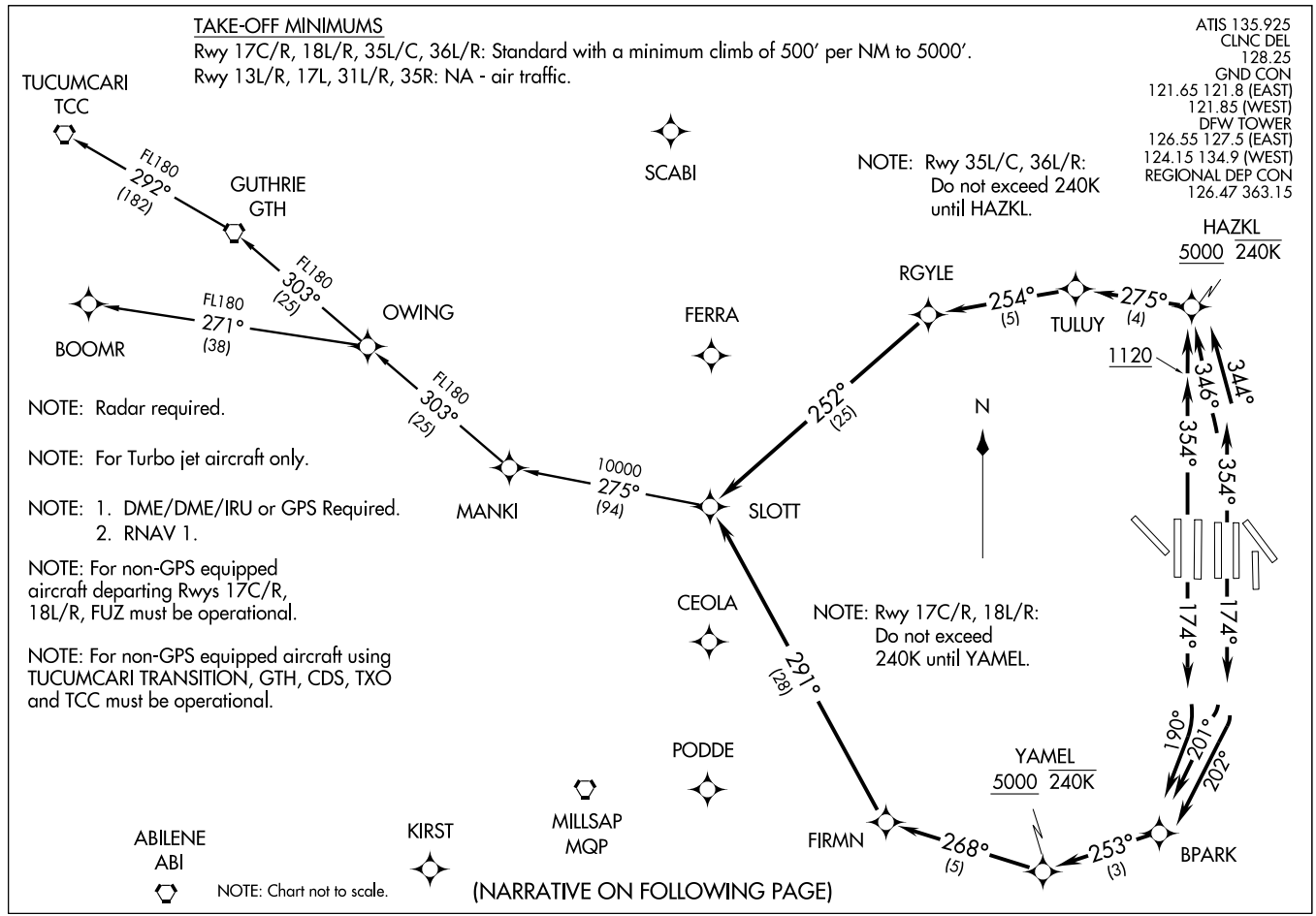


HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L



CATEGORY	A	B	C	D
RNP 0.16 DA	822/24 299 (300-½)			
RNP 0.28 DA	951/50 428 (400-1)			
RNP 0.30 DA	972/60 449 (400-1¼)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED


TAKE-OFF MINIMUMS
Rwy 17C/R, 18L/R, 35L/C, 36L/R: Standard with a minimum climb of 500' per NM to 5000'.
Rwy 13L/R, 17L, 31L/R, 35R: NA - air traffic.
ATIS 135.925
CLNC DEL
128.25
GND CON
121.65 121.8 (EAST)
121.85 (WEST)
DFW TOWER
126.55 127.5 (EAST)
124.15 134.9 (WEST)
REGIONAL DEP CON
126.47 363.15
TUCUMCARI
TCC
FL180
292°
(182)
GUTHRIE
GTH
FL180
303°
(25)
OWING
FL180
271°
(38)
BOOMR
FL180
303°
(25)
SCABI
NOTE: Rwy 35L/C, 36L/R:
Do not exceed 240K
until HAZKL.
HAZKL
5000 240K
RGYLE
254°
(5)
TULUY
275°
(4)
1120
346°
344°
354°
354°
FERRA
252°
(25)
N
NOTE: Radar required.
NOTE: For Turbo jet aircraft only.
NOTE: 1. DME/DME/IRU or GPS Required.
2. RNAV 1.
NOTE: For non-GPS equipped
aircraft departing Rwys 17C/R,
18L/R, FUZ must be operational.
NOTE: For non-GPS equipped aircraft using
TUCUMCARI TRANSITION, GTH, CDS, TXO
and TCC must be operational.
MANKI
10000
275°
(94)
SLOTT
CEOLA
NOTE: Rwy 17C/R, 18L/R:
Do not exceed
240K until YAMEL.
174°
174°
291°
(28)
106°
201°
202°
PODDE
YAMEL
5000 240K
MILLSAP
MQP
FIRMN
268°
(5)
253°
(3)
BPARK
KIRST
ABILENE
ABI
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

SLOTT THREE DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

PROPS

FILE AND EXPECT KINGDOM OR COYOTE DEPARTURE PROCEDURE

JETS

TAKE-OFF RUNWAY 17C: Climb heading 174° to intercept course 202° to BPARK, then on track 253° to YAMEL, cross YAMEL at or above 5000, then on depicted route to SLOTT. Thence . . . .
TAKE-OFF RUNWAY 17R: Climb heading 174° to course 201° to BPARK, then on track 253° to YAMEL, cross YAMEL at or above 5000, then on depicted route to SLOTT. Thence . . . .
TAKE-OFF RUNWAY 18L: Climb heading 174° to intercept course 190° to BPARK, then on track 253° to YAMEL, cross YAMEL at or above 5000, then on depicted route to SLOTT. Thence . . . .
TAKE-OFF RUNWAY 18R: Climb heading 174° to intercept course 190° to BPARK, then on track 253° to YAMEL, cross YAMEL at or above 5000, then on depicted route to SLOTT. Thence . . . .
TAKE-OFF RUNWAY 35C: Climb heading 354° to intercept course 344° to HAZKL, cross HAZKL at or above 5000, then on depicted route to SLOTT. Thence . . . .
TAKE-OFF RUNWAY 35L: Climb heading 354° to intercept course 346° to HAZKL, cross HAZKL at or above 5000, then on depicted route to SLOTT. Thence . . . .
TAKE-OFF RUNWAY 36L: Climb heading 354° to 1120, then direct HAZKL, cross HAZKL at or above 5000, then on depicted route to SLOTT. Thence . . . .
TAKE-OFF RUNWAY 36R: Climb heading 354° to 1120, then direct HAZKL, cross HAZKL at or above 5000, then on depicted route to SLOTT. Thence . . . .

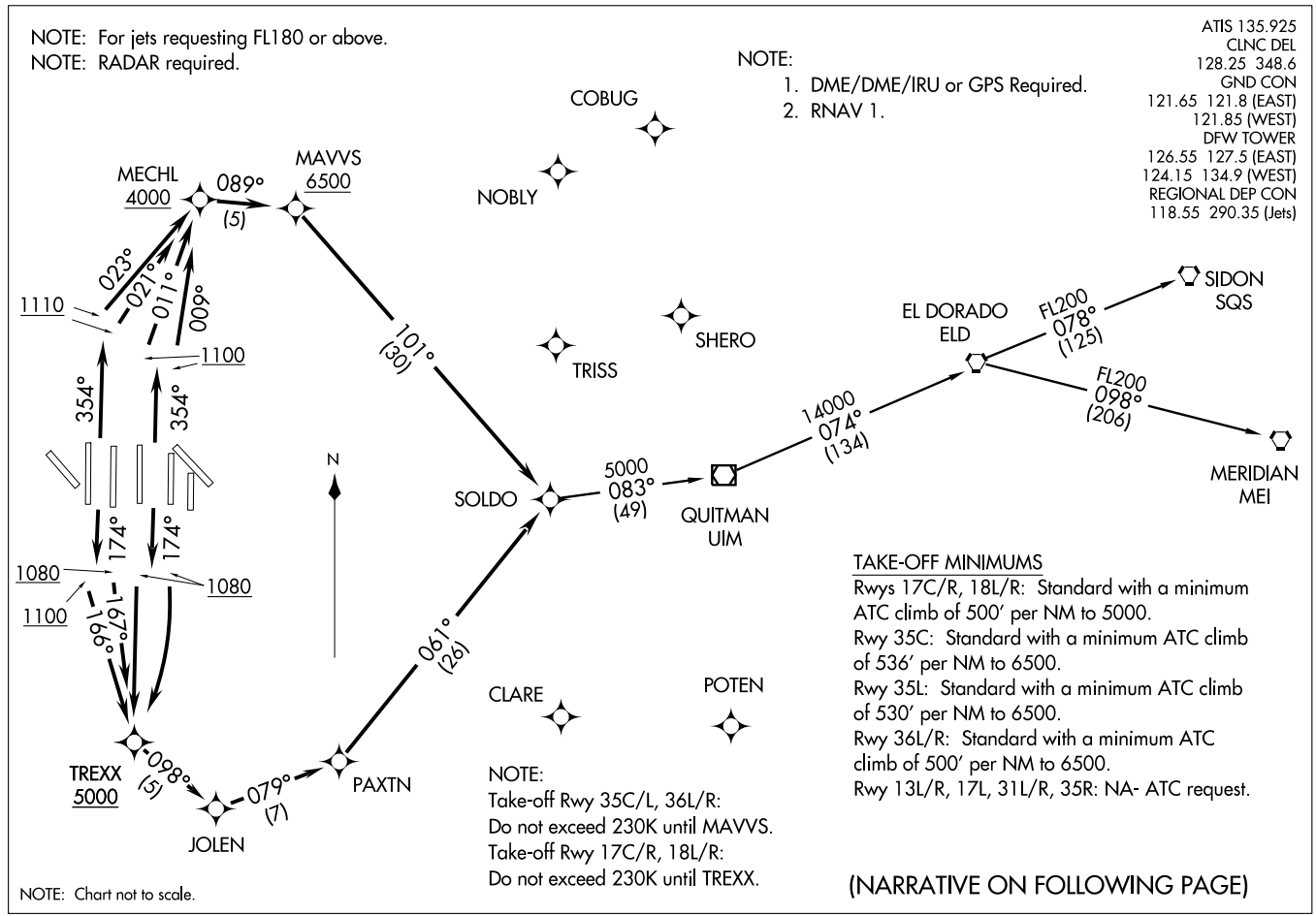
. . . . on (transition). Maintain 10,000 feet, expect filed altitude ten minutes after departure.

BOOMR TRANSITION (SLOTT3.BOOMR): (For aircraft inbound to the Lubbock Terminal area only.)

GUTHRIE TRANSITION (SLOTT3.GTH)

TUCUMCARI TRANSITION (SLOTT3.TCC)

SC-2, 08 APR 2010 to 06 MAY 2010


NOTE: For jets requesting FL180 or above.
NOTE: RADAR required.
NOTE:
1. DME/DME/IRU or GPS Required.
2. RNAV 1.
ATIS 135.925
CLNC DEL
128.25 348.6
GND CON
121.65 121.8 (EAST)
121.85 (WEST)
DFW TOWER
126.55 127.5 (EAST)
124.15 134.9 (WEST)
REGIONAL DEP CON
118.55 290.35 (Jets)
(SOLDO2.SOLDO) 08045
SOLDO TWO DEPARTURE (RNAV)
SL-6039 (FAA)
DALLAS-FORT WORTH INTL (DFW)
DALLAS-FORT WORTH, TEXAS
COBUG
NOBLY
MECHL
4000
089°
(5)
MAVVS
6500
023°
021°
011°
009°
1110
1100
354°
354°
101°
(30)
TRISS
SHERO
EL DORADO
ELD
FL200
078°
(125)
SIDON
SQS
FL200
098°
(206)
MERIDIAN
MEI
14000
074°
(134)
5000
083°
(49)
SOLDO
QUITMAN
UIM
N
174°
174°
1080
1100
1080
169°
169°
061°
(26)
CLARE
POTEN
TREXX
5000
098°
(5)
079°
(7)
PAXTN
JOLEN
NOTE: Chart not to scale.
NOTE:
Take-off Rwy 35C/L, 36L/R:
Do not exceed 230K until MAVVS.
Take-off Rwy 17C/R, 18L/R:
Do not exceed 230K until TREXX.
TAKE-OFF MINIMUMS
Rwys 17C/R, 18L/R: Standard with a minimum ATC climb of 500′ per NM to 5000.
Rwy 35C: Standard with a minimum ATC climb of 536′ per NM to 6500.
Rwy 35L: Standard with a minimum ATC climb of 530′ per NM to 6500.
Rwy 36L/R: Standard with a minimum ATC climb of 500′ per NM to 6500.
Rwy 13L/R, 17L, 31L/R, 35R: NA- ATC request.
(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

PROPS

FILE AND EXPECT WYLIE OR HUBBARD DEPARTURE

JETS

Jets requesting 17,000 and below expect GARLAND DEPARTURE

TAKE-OFF RUNWAY 17C: Climb via 174° heading to 1080, then right turn direct TREXX, cross TREXX at or above 5000, then via depicted route to SOLDO. Thence. . . .

TAKE-OFF RUNWAY 17R: Climb via 174° heading to 1080, then direct TREXX, cross TREXX at or above 5000, then via depicted route to SOLDO. Thence. . . .

TAKE-OFF RUNWAY 18L: Climb via 174° heading to at or above 1080, then via 167° course to TREXX, cross TREXX at or above 5000, then via depicted route to SOLDO. Thence. . . .

TAKE-OFF RUNWAY 18R: Climb via 174° heading to at or above 1100, then via 166° course to TREXX, cross TREXX at or above 5000, then via depicted route to SOLDO. Thence. . . .

TAKE-OFF RUNWAY 35C: Climb via 354° heading to at or above 1100, then via 009° course to MECHL, cross MECHL at or above 4000, then via 089° track to MAVVS, cross MAVVS at or above 6500, then via depicted route to SOLDO. Thence. . . .

TAKE-OFF RUNWAY 35L: Climb via 354° heading to at or above 1100, then via 011° course to MECHL, cross MECHL at or above 4000, then via 089° track to MAVVS, cross MAVVS at or above 6500, then via depicted route to SOLDO. Thence. . . .

TAKE-OFF RUNWAY 36L: Climb via 354° heading to at or above 1110, then via 023° course to MECHL, cross MECHL at or above 4000, then via 089° track to MAVVS, cross MAVVS at or above 6500, then via depicted route to SOLDO. Thence. . . .

TAKE-OFF RUNWAY 36R: Climb via 354° heading to at or above 1110, the via 021° course to MECHL, cross MECHL at or above 4000, then via 089° track to MAVVS, cross MAVVS at or above 6500, then via depicted route to SOLDO. Thence. . . .

. . . .via (TRANSITION). Maintain 10,000. Expect filed altitude within 10 minutes after departure.

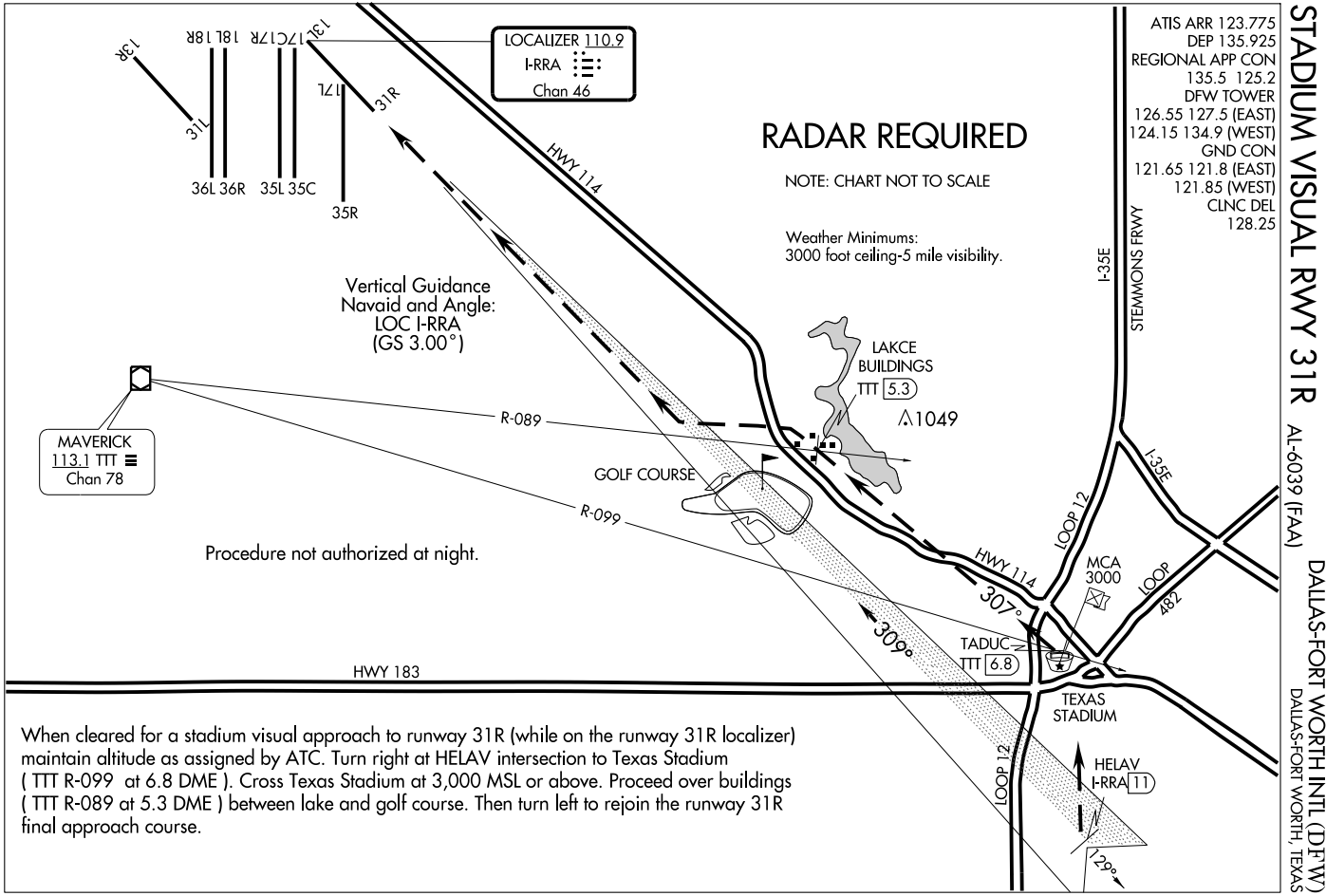
EL DORADO TRANSITION (SOLDO2.ELD): (For aircraft inbound to the MEMPHIS TERMINAL AREA. Aircraft should file and/or expect appropriate STAR.)

MERIDIAN TRANSITION (SOLDO2.MEI): (For aircraft inbound to the ATLANTA TERMINAL AREA.)

QUITMAN TRANSITION (SOLDO2.UIM): (For aircraft inbound to the SHREVEPORT TERMINAL AREA.)

SIDON TRANSITION (SOLDO2.SQS)

SC-2, 08 APR 2010 to 06 MAY 2010


STADIUM VISUAL RWY 31R
AL-6039 (FAA)
DALLAS-FORT WORTH INTL (DFW)
DALLAS-FORT WORTH, TEXAS
ATIS ARR 123.775
DEP 135.925
REGIONAL APP CON
135.5 125.2
DFW TOWER
126.55 127.5 (EAST)
124.15 134.9 (WEST)
GND CON
121.65 121.8 (EAST)
121.85 (WEST)
CLNC DEL
128.25
LOCALIZER 110.9
I-RRA
Chan 46
13R
31L
18L 18R
36L 36R
17C 17R
35L 35C
13L
17L
31R
35R
RADAR REQUIRED
NOTE: CHART NOT TO SCALE
Weather Minimums:
3000 foot ceiling-5 mile visibility.
HWY 114
I-35E
STEMMONS FRWY
Vertical Guidance
Navaid and Angle:
LOC I-RRA
(GS 3.00°)
LAKCE
BUILDINGS
TTT 5.3
1049
MAVERICK
113.1 TTT
Chan 78
R-089
R-099
GOLF COURSE
Procedure not authorized at night.
LOOP 12
I-35E
MCA
3000
307°
309°
LOOP
482
TADUC
TTT 6.8
HWY 183
TEXAS
STADIUM
HELAV
I-RRA 11
229°
When cleared for a stadium visual approach to runway 31R (while on the runway 31R localizer) maintain altitude as assigned by ATC. Turn right at HELAV intersection to Texas Stadium (TTT R-099 at 6.8 DME). Cross Texas Stadium at 3,000 MSL or above. Proceed over buildings (TTT R-089 at 5.3 DME) between lake and golf course. Then turn left to rejoin the runway 31R final approach course.

TEXOMA ONE DEPARTURE

SL-6039 (FAA)

DALLAS-FORT WORTH INTL (DFW)
DALLAS-FORT WORTH, TEXAS

ATIS 135.925
CLNC DEL 128.25
GND CON 121.65 121.8 (EAST) 121.85 (WEST)
DFW TOWER 126.55 127.5 (EAST) 124.15 134.9 (WEST)
REGIONAL DEP CON
125.12 319.85 (Departing North)
126.47 363.15 (Departing South via FUZ R-248 or FUZ R-360)
118.55 290.35 (Departing South via FUZ R-013 or FUZ R-022)

TAKE-OFF OBSTACLES:
Rwy 31L: Multiple trees, 928′ to 2034′ from DER, 724′ to 873′ left of centerline, up to 32′ AGL/654′ MSL.
Rwy 35R: Multiple Buildings beginning 5443′ from DER, 202′ right of centerline, up to 173′ AGL/714′MSL.

TULSA
114.4 TUL
Chan 91
N36°11.78′
W95°47.29′
L-15, H-6

OKMULGEE
114.9 OKM
Chan 96
N35°41.59′
W95°51.96′
L-15, H-6

MC ALESTER
112.0 MLC
Chan 57
N34°50.97′
W95°46.94′
L-17, H-6

ROLLS
N35°43.36′
W99°28.24′
L-15, H-6

WILL ROGERS
114.1 IRW
Chan 88
N35°21.52′
W97°36.55′
L-15, H-6

ZEMMA
N34°23.03′
W96°59.40′
L-17, H-6

MRMAC
N34°50.48′
W98°06.57′

EAKER
N34°19.05′
W96°37.19′
L-17,H-6

TIKYS
N34°04.00′
W96°25.56′

ARDMORE
116.7 ADM
Chan 114
N34°12.70′-W97°10.09
L-17, H-6

TEXOMA
114.3 URH
Chan 90

BLECO
N33°27.05′
W97°06.54′
L-17

GRABE
N33°27.09′
W96°57.69′
L-17

BOWIE
112.4 UKW
Chan 71

LOWGN
N33°27.05′
W97°14.99′

AKUNA
N33°27.04′
W96°49.39′

BONHAM
114.6 BYP
Chan 93

RANGER
115.7 FUZ
Chan 104
N32°53.37′-W97°10.77′

MAVERICK
113.1 TTT
Chan 78
N32°52.15′-W97°02.43′

TAKE-OFF MINIMUMS:
Rwys 13L, 13R, 17C, 17L, 17R, 18L, 18R, 31L, 31R, 35C, 35L, 36L, 36R: STANDARD.
Rwy 35R: 200-1½ or Standard with minimum climb of 221′ per NM to 800, or alternatively, with Standard takeoff minimums and a normal 200′/NM climb gradient, takeoff must occur no later than 1,700′ prior to DER.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

SC-2, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

PROPS
EXPECT JACKY OR TRI-GATE DEPARTURE.

JETS
UNLESS OTHERWISE ADVISED, MAINTAIN 10,000 FEET AND EXPECT FILED ALTITUDE 10 MINUTES AFTER DEPARTURE. MAINTAIN 240 KIAS UNTIL LEAVING 5000.

TAKE-OFF RUNWAYS 13L/R, 17L, 31L/R, 35R: Climb via assigned heading and altitude, expect vector to appropriate route.
TAKE-OFF RUNWAYS 17C/R: Climb via heading 160°, expect vector to appropriate route.
TAKE-OFF RUNWAYS 18L/R: Climb via heading 185°, expect vector to appropriate route.
TAKE-OFF RUNWAYS 35L/C: Climb via heading 005°, expect vector to appropriate route.
TAKE-OFF RUNWAYS: 36L/R: Climb via heading 345° to TTT VOR/DME 7.3 DME then via heading 340°, expect vector to appropriate route.

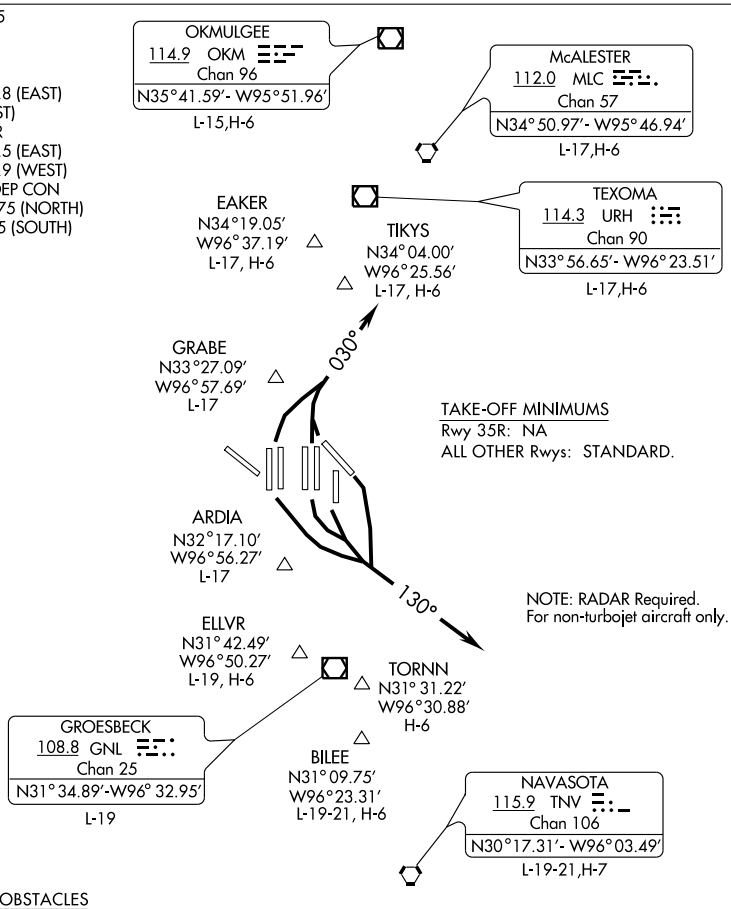
ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC.
BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to BLECO INT.
EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC via FUZ R-012 to EAKER INT.
GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.
MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT, then via MLC R-206 to MLC VORTAC.
OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to OKM VOR/DME.
ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.
TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC.
WILL ROGERS TRANSITION (TEX1.IRW): (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.
ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT.

SC-2, 08 APR 2010 to 06 MAY 2010

TRI-GATE SIX DEPARTURE

SL-6039 (FAA)

ATIS 135.925
CLNC DEL
128.25
GND CON
121.65 121.8 (EAST)
121.85 (WEST)
DFW TOWER
126.55 127.5 (EAST)
124.15 134.9 (WEST)
REGIONAL DEP CON
124.3 282.275 (NORTH)
125.2 343.65 (SOUTH)



TAKE-OFF OBSTACLES
Rwy 31L: Tree 1229' from DER, 730' right of centerline, 28' AGL/637'MSL.
Trmsn Pole 3403' from DER, 1399' right of centerline, 86' AGL/708' MSL.
Multiple Trees beginning 928' from DER, 724' left of centerline, up to 55' AGL/654' MSL.

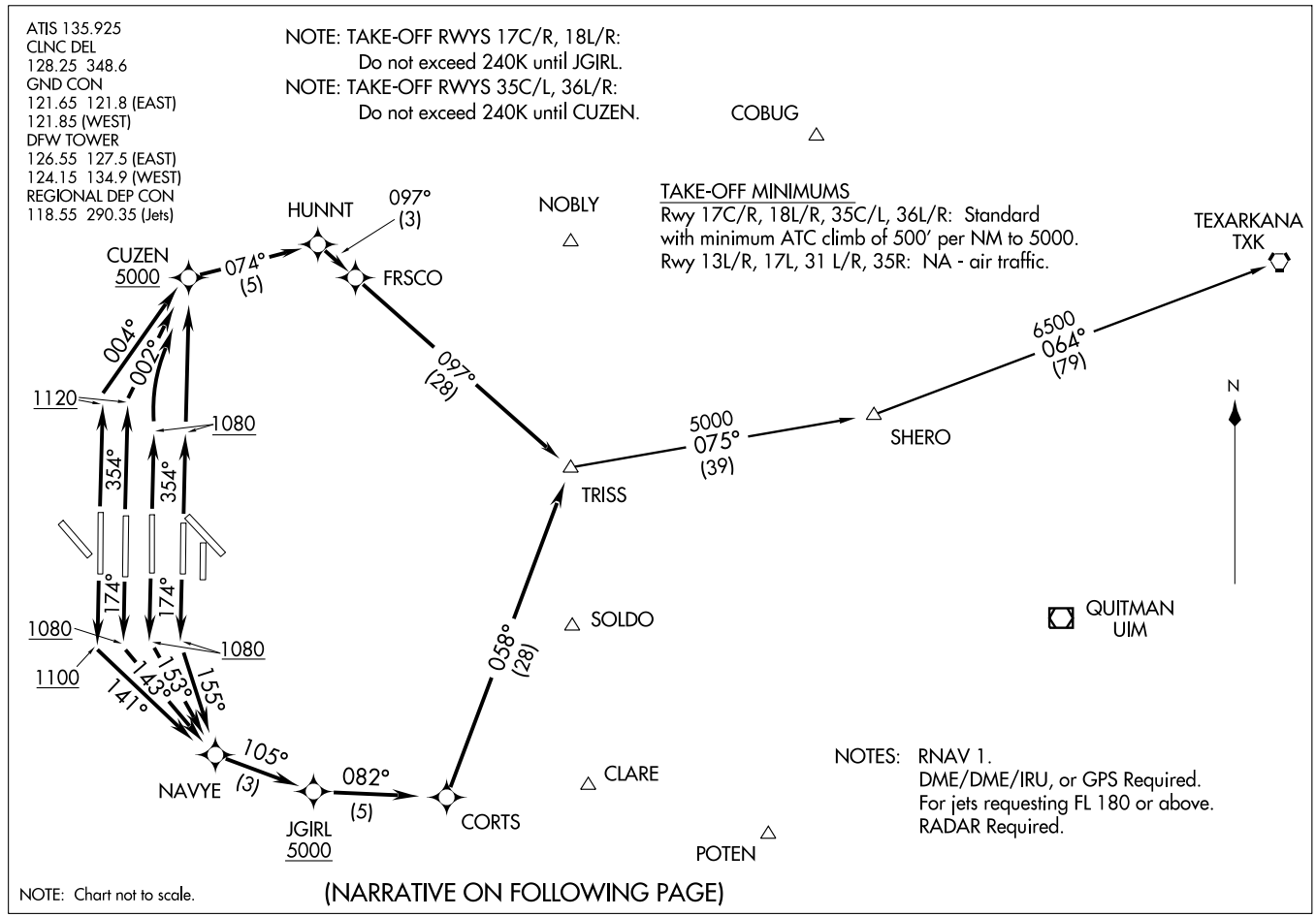
NOTE: Chart not to scale.

SC-2, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 13L/R, 17L/C/R, 18L/R: Fly heading 130°, expect vector to appropriate fix. Thence. . . .
TAKE-OFF RUNWAYS 31R, 35L/C, 36L/R: Fly heading 030°, expect vector to appropriate fix. Thence. . . .

. . . . Maintain 2000 or as assigned by ATC, expect filed altitude ten minutes after departure.


ATIS 135.925
CLNC DEL
128.25 348.6
GND CON
121.65 121.8 (EAST)
121.85 (WEST)
DFW TOWER
126.55 127.5 (EAST)
124.15 134.9 (WEST)
REGIONAL DEP CON
118.55 290.35 (Jets)
NOTE: TAKE-OFF RWYS 17C/R, 18L/R:
Do not exceed 240K until JGIRL.
NOTE: TAKE-OFF RWYS 35C/L, 36L/R:
Do not exceed 240K until CUZEN.
COBUG
TAKE-OFF MINIMUMS
Rwy 17C/R, 18L/R, 35C/L, 36L/R: Standard
with minimum ATC climb of 500' per NM to 5000.
Rwy 13L/R, 17L, 31 L/R, 35R: NA - air traffic.
HUNNT
097°
(3)
NOBLY
TEXARKANA
TXK
CUZEN
5000
074°
(5)
FRSCO
004°
002°
1120
1080
097°
(28)
6500
064°
(79)
354°
354°
5000
075°
(39)
SHERO
TRISS
N
174°
174°
1080
1080
1100
141°
143°
153°
155°
QUITMAN
UIM
SOLDO
058°
(28)
105°
NAVYE
(3)
082°
(5)
CLARE
JGIRL
5000
CORTS
POTEN
NOTES: RNAV 1.
DME/DME/IRU, or GPS Required.
For jets requesting FL 180 or above.
RADAR Required.
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

PROPS

File and Expect WYLIE or HUBBARD Departure

JETS

Jets requesting 17000' and below expect the GARLAND DEPARTURE

TAKE-OFF RUNWAY 17C: Climb via 174° heading to at or above 1080, then via 155° course to NAVYE, then via 105° track to JGIRL, cross JGIRL at or above 5000, then via depicted route to TRISS, Thence . . . .

TAKE-OFF RUNWAY 17R: Climb via 174° heading to at or above 1080, then via 153° course to NAVYE, then via 105° track to JGIRL, cross JGIRL at or above 5000, then via depicted route to TRISS, Thence . . . .

TAKE-OFF RUNWAY 18L: Climb via 174° heading to at or above 1080, then via 143° course to NAVYE, then via 105° track to JGIRL, cross JGIRL at or above 5000, then via depicted route to TRISS, Thence . . . .

TAKE-OFF RUNWAY 18R: Climb via 174° heading to at or above 1100, then via 141° course to NAVYE, then via 105° track to JGIRL, cross JGIRL at or above 5000, then via depicted route to TRISS, Thence . . . .

TAKE-OFF RUNWAY 35C: Climb via 354° heading to 1080, then direct CUZEN, cross CUZEN at or above 5000, then via depicted route to TRISS, Thence . . . .

TAKE-OFF RUNWAY 35L: Climb via 354° heading to 1080, then right turn direct CUZEN, cross CUZEN at or above 5000 then via depicted route to TRISS, Thence . . . .

TAKE-OFF RUNWAY 36L: Climb via 354° heading to at or above 1120, then via 004° course to CUZEN, cross CUZEN at or above 5000, then via depicted route to TRISS, Thence . . . .

TAKE-OFF RUNWAY 36R: Climb via 354° heading to at or above 1120, then via 002° course to CUZEN, cross CUZEN at or above 5000, then via depicted route to TRISS, Thence . . . .

. . . . via (transition). Maintain 10000', expect filed altitude 10 minutes after departure.

TEXARKANA TRANSITION (TRISS3.TXK)

VOR/DME TTT	APP CRS	Rwy Idg 9301
113.1 Chan 78	132°	TDZE 591 Apt Elev 603

VOR RWY 13R

DALLAS-FORT WORTH INTL (DFW)

T

MALSR

MISSED APPROACH: Climbing right turn to 5000 via TTT R-275 to SLOTT INT/TTT 35.6 DME.

ATIS ARR	ATIS DEP	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
123.775	135.925	118.1 133.15	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25

RADAR REQUIRED

MSA TTT 25 NM
2600
090° 270°
3500

10 NM

R-312

CEKHI INT
TTT 15
RADAR

EPOVE INT
TTT 11
RADAR

SULHU INT
TTT 7.5
RADAR

3000
132°
(4)

2000
132°
(3.5)

R-352
R-337
R-019
TTT R-275

132°

958
895
810
742
1016
661
845
791
990
1049
770±
734
1049

RANGER
115.7 FUZ
Chan 104

MAVERICK
113.1 TTT
Chan 78

MISSED APCH FIX
112.4 UKW
Chan 71
095°
R-275
275°
R-166
113.1 TTT
Chan 78
SLOTT
TTT 35.6
1743

ELEV 603 D
Rwy 13L-31R 9000 X 200

132° 4.3 NM from FAF

TDZE 591

HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

5000
TTT R-275
SLOTT

CEKHI INT
TTT 15
RADAR

EPOVE INT
TTT 11
RADAR

SULHU INT
TTT 7.5
RADAR

3000
132°
3000
2000
2.99°
TCH 55
TTT 4.7
TTT 3.3

4 NM 3.5 NM 2.8 NM 1.4 NM 0.1

CATEGORY	A	B	C	D
S-13R	1100/24 509 (600-½)		1100/50 509 (600-1)	

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

SC-2. 08 APR 2010 to 06 MAY 2010

VOR/DME TTT	APP CRS	Rwy Idg	9301
113.1	312°	TDZE	581
Chan 78		Apt Elev	607

VOR RWY 31L

DALLAS-FORT WORTH INTL (DFW)

MISSED APPROACH: Climb to 1200 then climbing left turn to 5000 via heading 300° and TTT R-306.36 to KAGLE INT/TTT 34.4 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775 DEP 135.925	135.5 125.2	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25

RADAR REQUIRED

MISSED APCH FIX

KAGLE INT
TTT 34.4

126°
306°
TTT R-306

TTT R-306

10 NM

958
1016
810
742
845
661
990
791
670±
770±
734
1200
312° (1.5)
1400
312° (4.5)
1049
1049
R-242
R-201
R-132

COWBOY
116.2 CVE
Chan 109

MAVERICK
113.1 TTT
Chan 78

(IF)
HILEG INT
TTT 6
RADAR

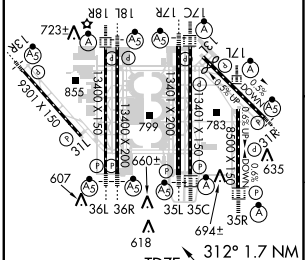
HATOV INT
TTT 1.5
RADAR

1743

MSA TTT 25 NM
2700
090° 270°
3500

ELEV 607 D

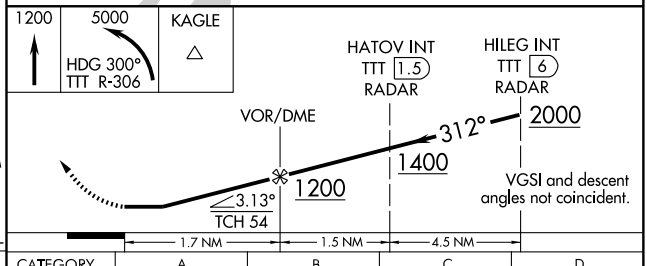
Rwy 13L-31R 9000 X 200



TDZE 581

312° 1.7 NM from FAF

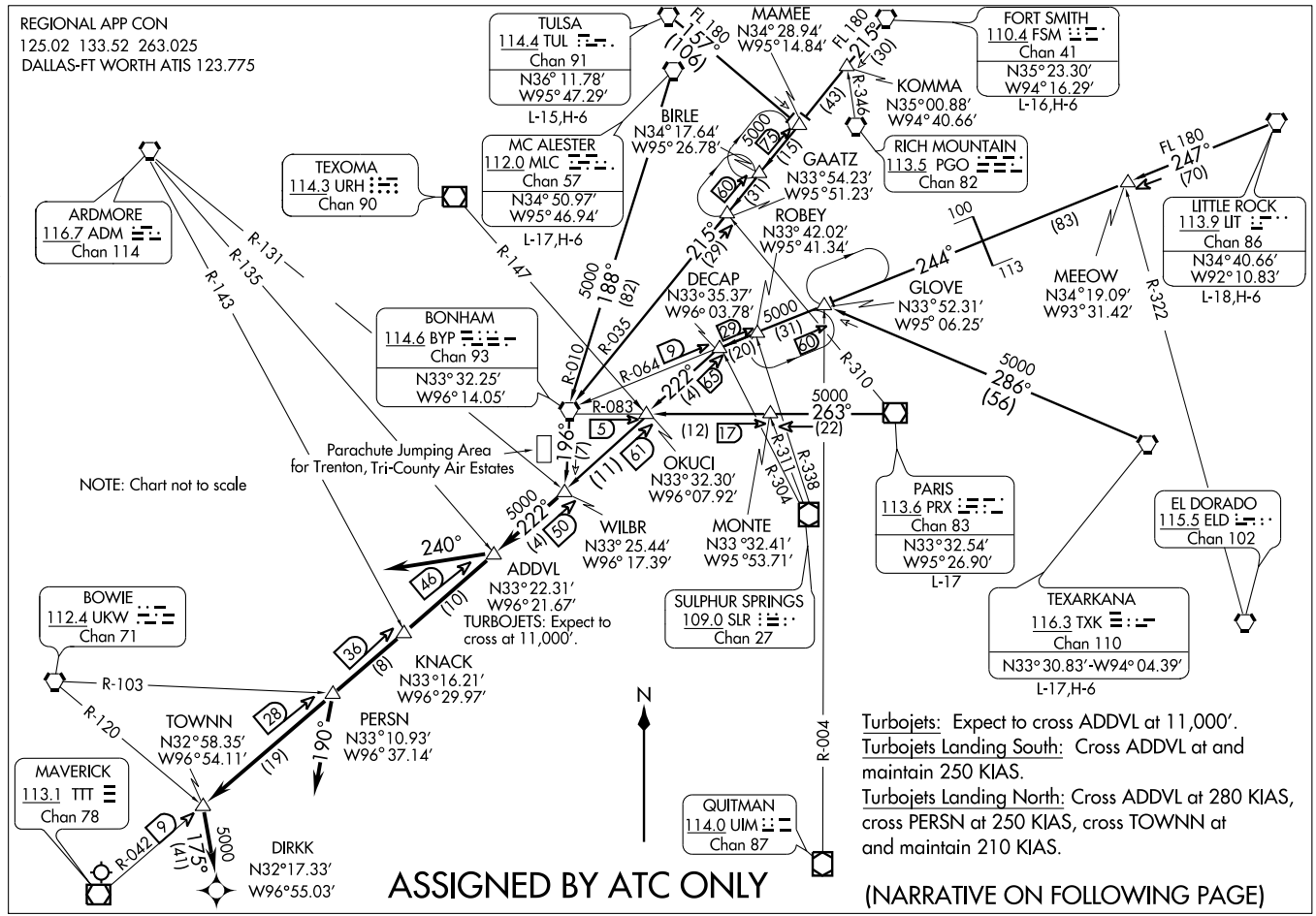
HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L



FAF to MAP 1.7 NM					
Knots	60	90	120	150	180
Min:Sec	1:43	1:08	0:51	0:41	0:34

CATEGORY	A	B	C	D
S-31L	1020/50 439 (500-1)		1020/60 439 (500-1¼)	1020-1½ 439 (500-1½)

SC-2, 08 APR 2010 to 06 MAY 2010



(WILBR.WILBR3) 07298

WILBR THREE ARRIVAL

ST-6039 (FAA)

DALLAS- FORT WORTH INTL

DALLAS-FT. WORTH, TEXAS

WILBR THREE ARRIVAL

ARRIVAL DESCRIPTION

FORT SMITH TRANSITION (FSM.WILBR3): From over FSM VORTAC via FSM R-215 to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-196 to WILBR INT. Thence . . . .

LITTLE ROCK TRANSITION (LIT.WILBR3): From over LIT VORTAC via LIT R-247 and BYP R-064 to GLOVE INT, then via BYP R-064 to DECAP INT, then via TTT R-042 to WILBR INT. Thence . . . .

MCALESTER TRANSITION (MLC.WILBR3): From over MLC VORTAC via MLC R-188 and BYP R-010 to BYP VORTAC, then via BYP R-196 to WILBR INT. Thence . . . .

PARIS TRANSITION (PRX.WILBR3): From over PRX VOR/DME via PRX R-263 and BYP R-083 to OKUCI INT, then via TTT R-042 to WILBR INT. Thence . . . .

TEXARKANA TRANSITION (TXK.WILBR3): From over TXK VORTAC via TXK R-286 to GLOVE INT, then via BYP R-064 to DECAP INT, then via TTT R-042 to WILBR INT. Thence . . . .

TULSA TRANSITION (TUL.WILBR3): From over TUL VORTAC via TUL R-157 to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-196 to WILBR INT. Thence . . . .

. . . .ALL AIRCRAFT: From over WILBR INT via TTT R-042, thence . . . .

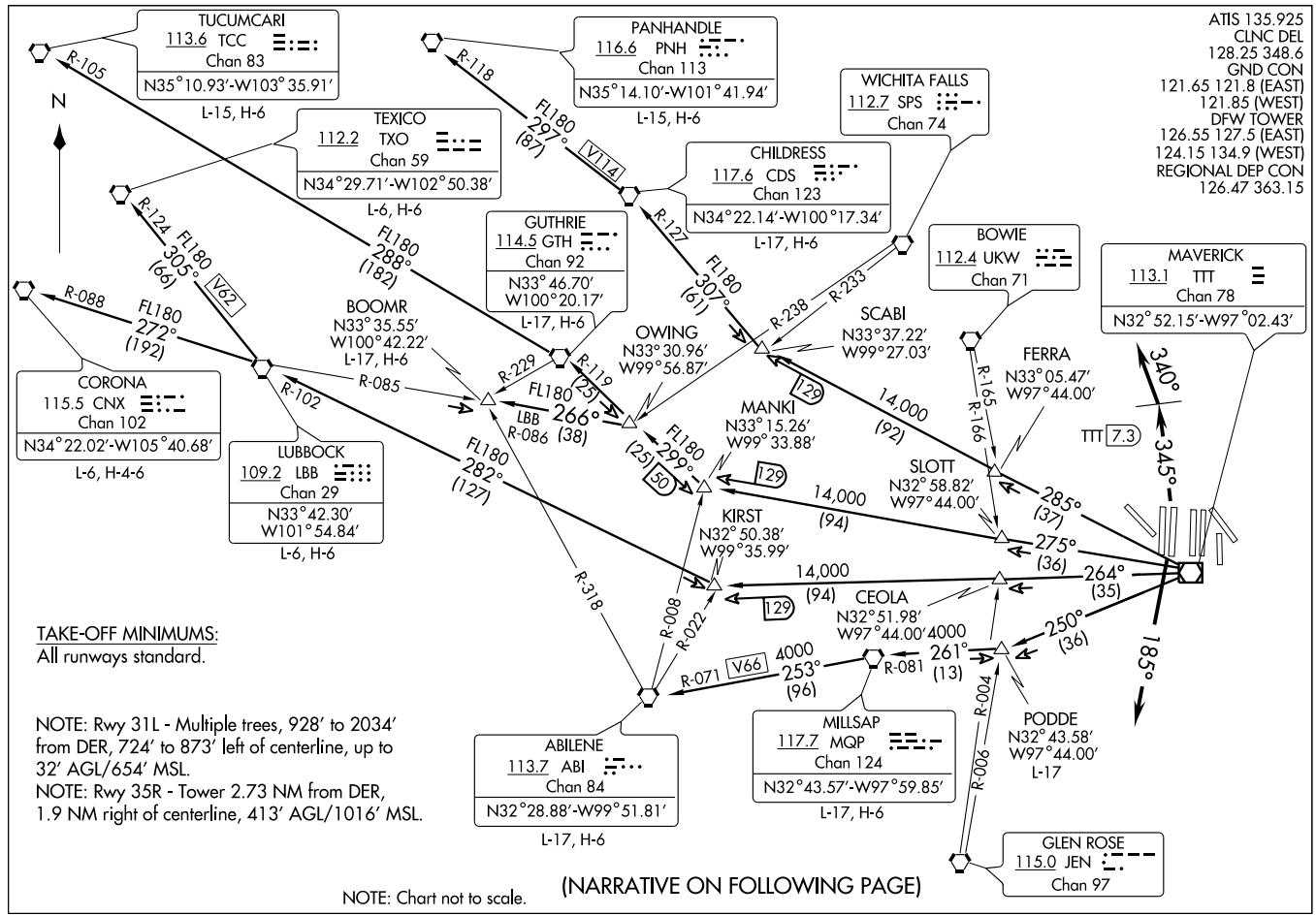
. . . . ALL AIRCRAFT LANDING SOUTH: To ADDVL INT, then depart ADDVL INT heading 240°, Expect vectors to final approach course.

. . . . JETS LANDING NORTH: For /E, /F, /G and /R (RNP-2.0) EQUIPPED AIRCRAFT: From over TOWNN INT direct DIRKK WP, Expect vector to final approach course prior to DIRKK WP. If not received by DIRKK WP, fly present heading.

. . . . ALL OTHER JETS LANDING NORTH: to TOWNN, depart TOWNN INT heading 175° for vector to final approach course.

. . . . PROPS LANDING NORTH: Depart PERSN INT heading 190°, Expect vectors to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010


WORTH FIVE DEPARTURE
DALLAS-FORT WORTH INTL (DFW)
DALLAS-FORT WORTH, TEXAS
SL-6039 (FAA)
(WORTH5.111) 08269
ATIS 135.925
CLNC DEL
128.25 348.6
GND CON
121.65 121.8 (EAST)
121.85 (WEST)
DFW TOWER
126.55 127.5 (EAST)
124.15 134.9 (WEST)
REGIONAL DEP CON
126.47 363.15
TUCUMCARI
113.6 TCC
Chan 83
N35°10.93'-W103°35.91'
L-15, H-6
PANHANDLE
116.6 PNH
Chan 113
N35°14.10'-W101°41.94'
L-15, H-6
WICHITA FALLS
112.7 SPS
Chan 74
TEXICO
112.2 TXO
Chan 59
N34°29.71'-W102°50.38'
L-6, H-6
CHILDRESS
117.6 CDS
Chan 123
N34°22.14'-W100°17.34'
L-17, H-6
GUTHRIE
114.5 GTH
Chan 92
N33°46.70'
W100°20.17'
L-17, H-6
BOWIE
112.4 UKW
Chan 71
MAVERICK
113.1 TTT
Chan 78
N32°52.15'-W97°02.43'
BOOMR
N33°35.55'
W100°42.22'
L-17, H-6
OWING
N33°30.96'
W99°56.87'
SCABI
N33°37.22'
W99°27.03'
FERRA
N33°05.47'
W97°44.00'
CORONA
115.5 CNX
Chan 102
N34°22.02'-W105°40.68'
L-6, H-4-6
LUBBOCK
109.2 LBB
Chan 29
N33°42.30'
W101°54.84'
L-6, H-6
MANKI
N33°15.26'
W99°33.88'
SLOTT
N32°58.82'
W97°44.00'
KIRST
N32°50.38'
W99°35.99'
CEOLA
N32°51.98'
W97°44.00'
ABILENE
113.7 ABI
Chan 84
N32°28.88'-W99°51.81'
L-17, H-6
MILLSAP
117.7 MQP
Chan 124
N32°43.57'-W97°59.85'
L-17, H-6
PODDE
N32°43.58'
W97°44.00'
L-17
GLEN ROSE
115.0 JEN
Chan 97
R-105
R-118
R-124
R-088
R-102
R-085
R-229
R-119
R-127
R-238
R-233
R-165
R-166
R-318
R-008
R-022
R-071
R-081
R-004
R-006
FL180
297°
(87)
V114
FL180
288°
(182)
FL180
305°
(66)
V62
FL180
272°
(192)
FL180
307°
(61)
FL180
266°
(38)
LBB
R-086
FL180
299°
(25)
50
FL180
282°
(127)
14,000
(92)
14,000
(94)
14,000
(94)
129
340°
345°
285°
(37)
275°
(36)
264°
(35)
250°
(36)
185°
261°
(13)
4000
253°
(96)
4000
TTT 7.3
TAKE-OFF MINIMUMS:
All runways standard.
NOTE: Rwy 31L - Multiple trees, 928' to 2034' from DER, 724' to 873' left of centerline, up to 32' AGL/654' MSL.
NOTE: Rwy 35R - Tower 2.73 NM from DER, 1.9 NM right of centerline, 413' AGL/1016' MSL.
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

PROPS

EXPECT THE COYOTE OR KINGDOM DEPARTURE

JETS

UNLESS OTHERWISE ADVISED, MAINTAIN 10,000 FEET AND EXPECT FILED ALTITUDE 10 MINUTES AFTER DEPARTURE. MAINTAIN 230 KIAS UNTIL LEAVING 5,000'.

TAKE-OFF RUNWAYS 13L/R, 17L/C/R, 31L/R, 35L/C/R: Climb via assigned heading and altitude, expect vector to appropriate route.
TAKE-OFF RUNWAYS 18L/R: Climb via heading 185°, expect vector to appropriate route.
TAKE-OFF RUNWAYS 36L/R: Climb via heading 345° to TTT VOR/DME 7.3 DME then via heading 340°, expect vector to appropriate route.

ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

BOOMR TRANSITION (WORTH5.BOOMR): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT.

CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

PANHANDLE TRANSITION (WORTH5.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via TTT R-250 to PODDE INT.

TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

WYLIE FIVE DEPARTURE

SL-6039 (FAA)

DALLAS-FORT WORTH INTL (DFW)

DALLAS-FORT WORTH, TEXAS

ATIS DEP 135.925
CLNC DEL
128.25
GND CON
121.65 121.8 (EAST)
121.85 (WEST)
DFW TOWER
126.55 127.5 (EAST)
124.15 134.9 (WEST)
REGIONAL DEP CON
124.3 282.35
(DEPARTING NORTH)
125.2 343.65
(DEPARTING SOUTH)

NOTE:
1016′ MSL tower 2.73 NM from departure end of runway 35R.

TAKE-OFF MINIMUMS
Rwys 13L/R, 17L/R/C, 18L/R, 31L/R, 35L/C, 36L/R: Standard.

Rwy 35R: 200-1½ or standard with a minimum climb of 221′ per NM to 800, or alternatively, with standard takeoff minimums and a normal 200 ft/NM climb gradient, takeoff must occur no later than 1700 ft prior to departure end of runway.

LITTLE ROCK
113.9 LIT
Chan 86
N34°40.66′-W92°10.83′
L-18, H-6

TEXARKANA
116.3 TXK
Chan 110
N33°30.83′-W94°04.40′
L-17, H-6

SULPHUR SPRINGS
109.0 SLR
Chan 27

ORTRO
N33°41.47′
W94°12.75′

COBUG
N33°17.38′
W95°37.68′

BONHAM
114.6 BYP
Chan 93

EL DORADO
115.5 ELD
Chan 102
N33°15.37′-W92°44.64′
L-17, H-6

SIDON
114.7 SQS
Chan 94
N33°27.83′-W90°16.64′
L-18, H-6

NOBLY
N33°04.94′
W96°19.96′

TRISS
N32°58.20′
W96°19.94′

SHERO
N33°04.49′
W95°33.78′

SOLDO
N32°51.92′
W96°19.94′
L-17

QUITMAN
114.0 UIM
Chan 87
N32°52.83′-W95°22.01′
L-17, H-6

SHRLY
N32°44.60′
W94°18.17′

MERIDIAN
117.0 MEI
Chan 117
N32°22.71′-W88°48.26′
L-18, H-6

BELCHER
117.4 EIC
Chan 121
N32°46.28′-W93°48.60′
L-17, H-6

CLARE
N32°45.66′
W96°19.93′

POTEN
N32°39.33′
W95°40.03′

TEKBE
N32°42.80′
W94°47.73′

SAWMILL
113.75 SWB
Chan 84 (Y)
N31°58.39′-W92°40.63′
L-22, H-6

MAVERICK
113.1 TTT
Chan 78
N32°52.15′-W97°02.43′

GREGG COUNTY
112.3 GGG
Chan 70

NOTE: For Props requesting FL240 and above.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

JETS

Expect DALLAS or GARLAND DEPARTURE

PROPS

PROPS REQUESTING FL230 AND BELOW EXPECT HUBBARD DEPARTURE

TAKE-OFF RUNWAY 13L: Climb heading 130°, expect vector to appropriate route. Thence. . . .
TAKE-OFF RUNWAYS 13R, 17L/C/R, 18L/R: Climb heading 130°, expect vector to appropriate route. Thence. . . .
TAKE-OFF RUNWAYS 31L/R, 35L/C, 36L/R: Climb heading 030°, expect vector to appropriate route. Thence. . . .
TAKE-OFF RUNWAY 35R: Climb heading 354° to 1200 then via heading 030°, expect vector to appropriate route. Thence. . . .
. . . . Maintain 2,000 feet and expect filed altitude 10 minutes after departure.

BELCHER TRANSITION (WYLIE5.EIC): (For aircraft inbound to Jackson, Monroe, and Shreveport terminal area.) From over TTT VOR/DME via TTT R-094 to POTEN, then via EIC R-259 to EIC VORTAC.
EL DORADO TRANSITION (WYLIE5.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.
LITTLE ROCK TRANSITION (WYLIE5.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO, then via LIT R-235 to LIT VORTAC.
MERIDIAN TRANSITION (WYLIE5.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.
QUITMAN TRANSITION (WYLIE5.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME.
SAWMILL TRANSITION (WYLIE5.SWB): From over TTT VOR/DME via TTT R-094 to POTEN, then via EIC R-259 to TEKBE, then via SWB R-291 to SWB VOR/DME.
SIDON TRANSITION (WYLIE5.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.
SOLDO TRANSITION (WYLIE5.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO.
TEXARKANA TRANSITION (WYLIE5.TXK): From over TTT VOR/DME via TTT R-074 to SHERO, then via TXK R-244 to TXK VORTAC.

TAKE-OFF OBSTACLES:
Rwy 31L, tree 1229′ from DER, 730′ right of centerline, 28′ AGL/637′ MSL. Trmsn pole 3403′ from DER, 1399′ right of centerline, 86′ AGL/708′ MSL. Multiple trees beginning 928′ from DER, 724′ left of centerline, up to 55′ AGL/654′ MSL.
Rwy 35R, multiple buildings beginning 5443′ from DER, 202′ right of centerline, up to 173′ AGL/714′ MSL.

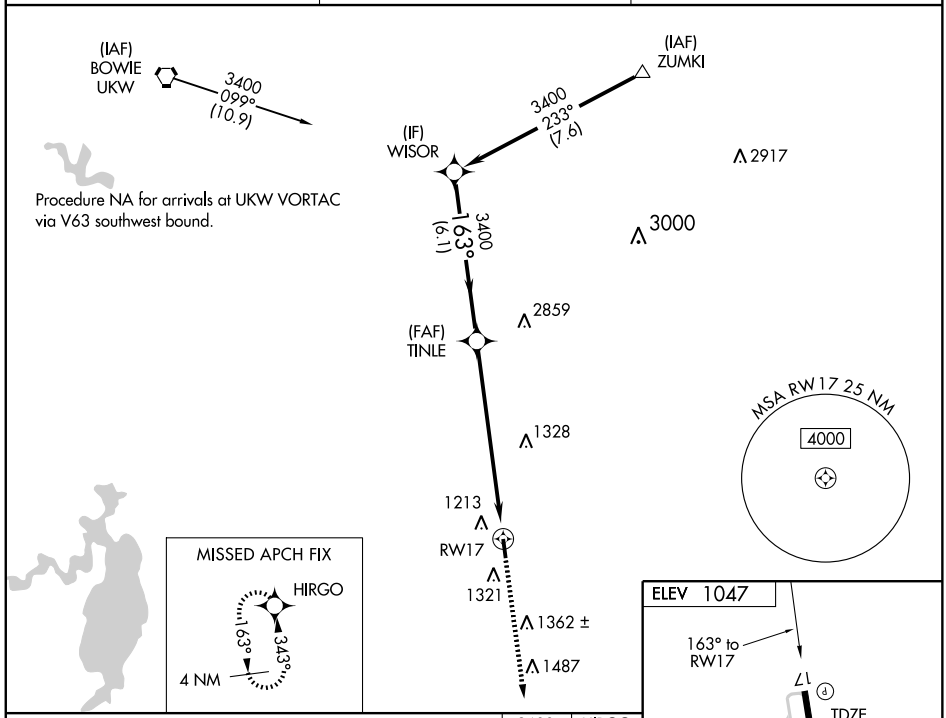
WAAS CH **40107** **W17A**	APP CRS **163°**	Rwy Idg **4200** TDZE **1047** Apt Elev **1047**

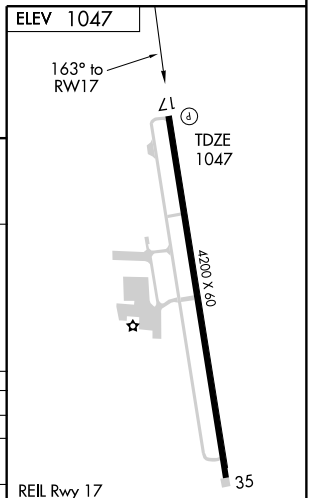
RNAV (GPS) RWY 17
DECATUR MUNI (LUD)

When local altimeter setting not received, use Fort Worth Meacham Intl altimeter setting and increase all DAs 113 feet, and all MDAs 120 feet, increase LPV visibilities ¼ mile, LNAV/VNAV visibilities ½ mile, and circling Cat B visibility ¼ mile. BARO-VNAV and VDP NA when using Fort Worth Meacham Intl altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2600 direct HIRGO and hold.

AWOS-3	REGIONAL APP CON	UNICOM
118.225	**118.1 306.95**	**122.8** (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1297-1	250 (300-1)	NA	
LNAV/VNAV DA	1459-1½	412 (500-1½)	NA	
LNAV MDA	1560-1	513 (600-1)	NA	
CIRCLING	1680-1	633 (700-1)	NA	

REIL Rwy 17
MIRL Rwy 17-35 L

SC-2, 08 APR 2010 to 06 MAY 2010

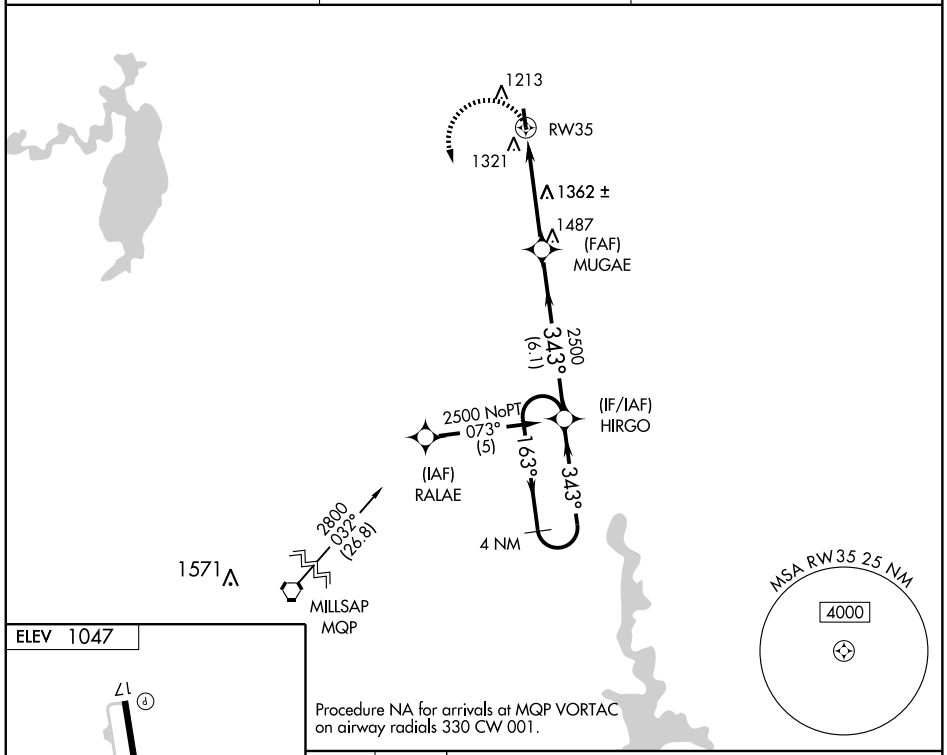
APP CRS		
343°	Rwy Idg	4200
	TDZE	1047
	Apt Elev	1047

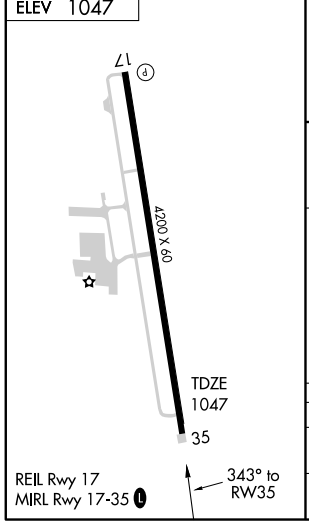
RNAV (GPS) RWY 35
DECATUR MUNI (LUD)

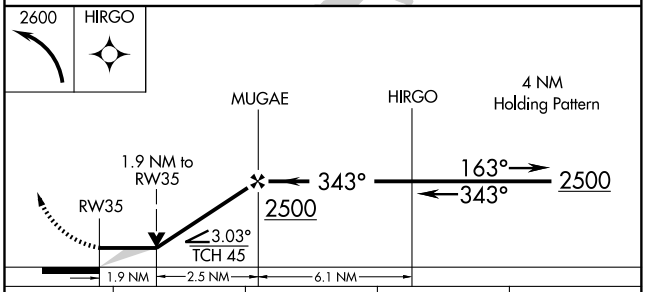
When local altimeter setting not received, use Fort Worth Meacham Intl altimeter setting and increase all MDAs 120 feet, and Cat B visibilities ¼ mile. DME/DME RNP-0.3 NA. VDP NA when using Fort Worth Meacham Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 2600 direct HIRGO and hold.

AWOS-3	REGIONAL APP CON	UNICOM
118.225	118.1 306.95	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1680-1	633 (700-1)	NA	
CIRCLING	1680-1	633 (700-1)	NA	

DECATUR, TEXAS

AL-6190 (FAA)

VORTAC UKW	APP CRS	Rwy Idg	4200
112.4	137°	TDZE	1047
Chan 71		Apt Elev	1047

VOR/DME RWY 17

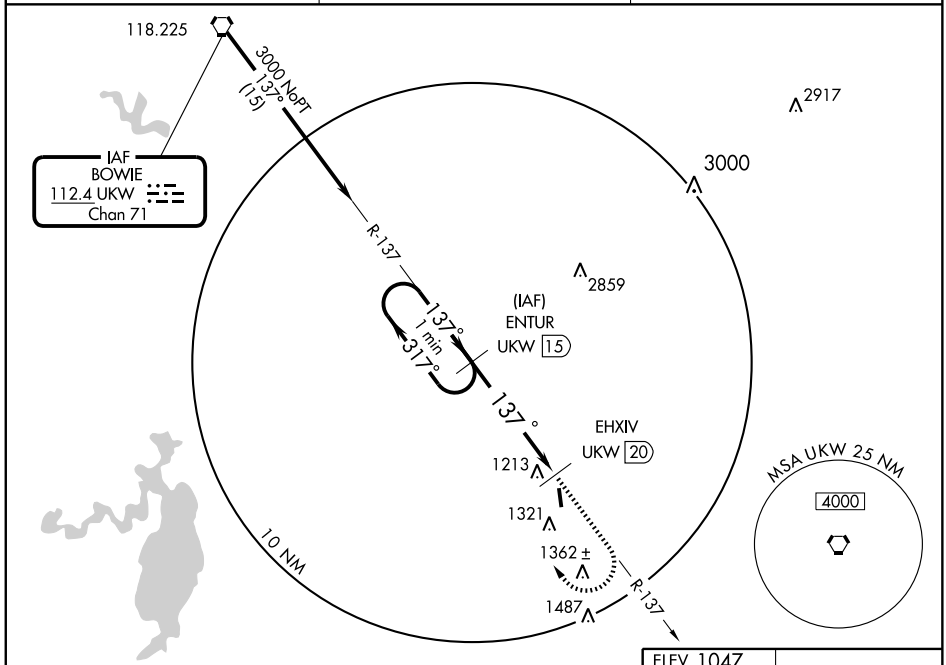
DECATUR MUNI (LUD)

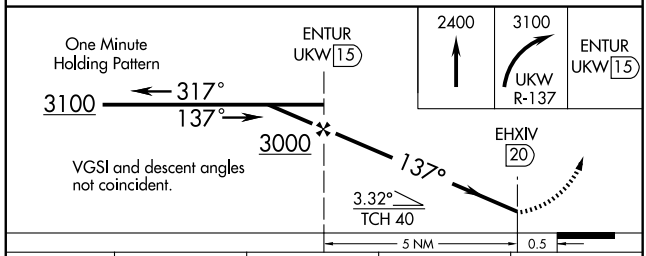
Use Forth Worth Meacham Intl altimeter setting.

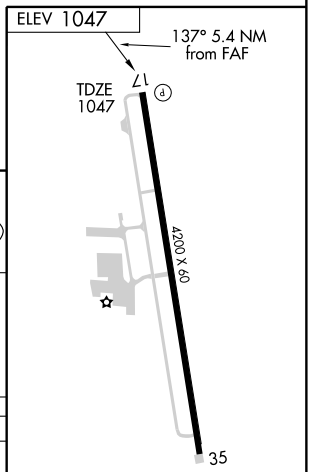
NA

MISSED APPROACH: Climb to 2400 then climbing right turn to 3100 via UKW R-137 to ENTUR/15 DME and hold.

AWOS-3	REGIONAL APP CON	UNICOM
118.225	118.1 306.95	122.8 (CTAF) L



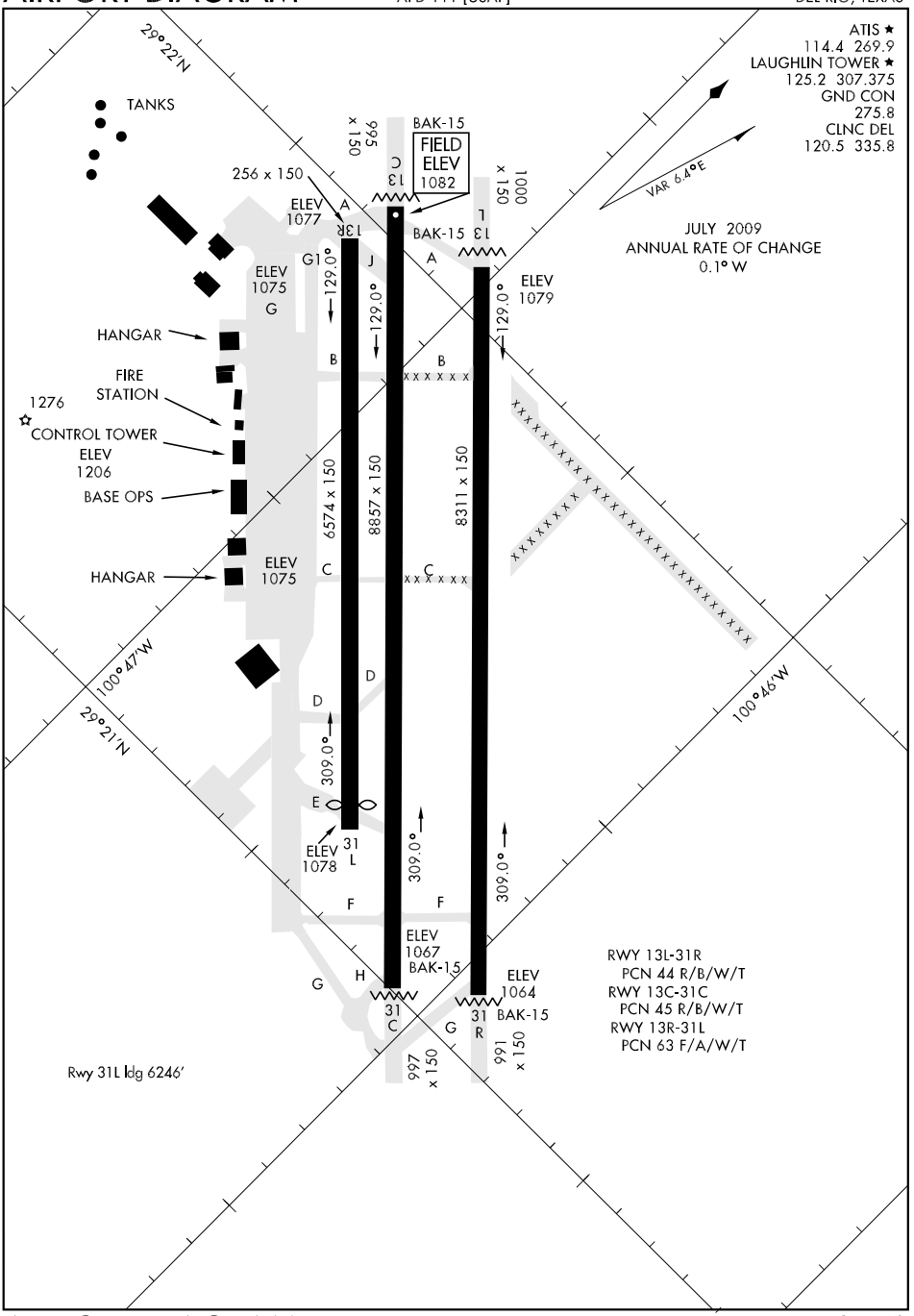




CATEGORY	A	B	C	D
S-17	1700-1 653 (700-1)	1700-1¼ 653 (700-1¼)	NA	
CIRCLING	1800-1 753 (800-1)	1800-1¼ 753 (800-1¼)	NA	

REIL Rwy 17
MIRL Rwy 17-35 L

SC-2, 08 APR 2010 to 06 MAY 2010



SC-3, 08 APR 2010 to 06 MAY 2010

HI-ILS or LOC/DME RWY 13C

LOC I-DLF	APCH CRS	Rwy Idg 13C 8857 13L 8311 TDZE 13C 1082 13L 1078 Arpt Elev 1082
110.3	128°	

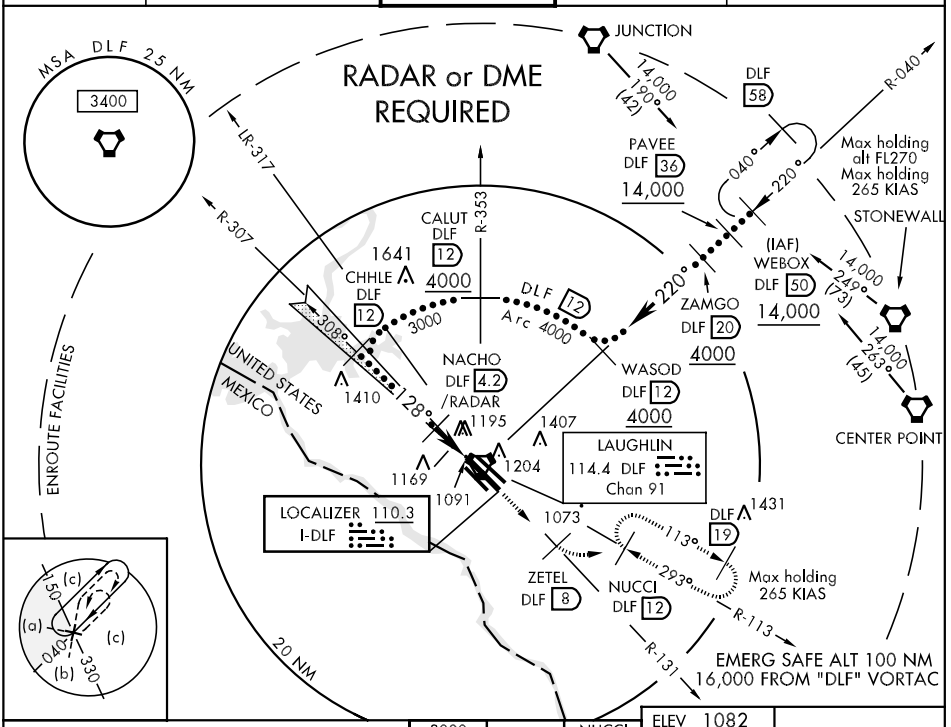
JAL-111 [USAF] LAUGHLIN AFB (KDLF)

* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABCD RVR to 50 and vis to 1 mile, CAT E RVR to 60 and vis to 1¼ miles.
*** Circling W of Rwy 13R-31L not authorized.

ALSF-1

MISSED APPROACH: Climb to 3000 direct ZETEL, DLF VORTAC R-131/8 DME, then turn left direct NUCCI, DLF R-113/12 DME, and hold.

ATIS ★	DEL RIO APP CON	LAUGHLIN TOWER ★	GND CON	CLNC DEL
114.4 269.9	119.6 259.1	125.2 307.375	275.8	120.5 335.8



CATEGORY	A	B	C	D	E
S-ILS 13C *	1282/24	200 (200-½)	1282/40	200 (200-¾)	
S-LOC 13C **	1420/24	338 (400-½)	1420/40	338 (400-¾)	
CIRCLING ***	1500-1 418 (500-1)	1540-1 458 (500-1)	1540-1½ 458 (500-1½)	1640-2 558 (600-2)	1720-2¼ 638 (700-2¼)
SIDESTEP 13L	1440-1 362 (400-1)		1440-1¼ 362 (400-1¼)		

LOC FAF to MAP 2.9 NM					
Knots	120	140	160	180	200
Min:Sec	1:27	1:15	1:05	0:58	0:52

HI-ILS or LOC/DME RWY 31C

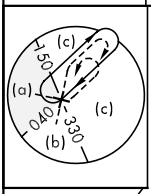
LOC I-ILH	APCH CRS	Rwy Idg 31C 8857 31R 8311 TDZE 31C 1077 31R 1077 Arpt Elev 1082
108.9	308°	

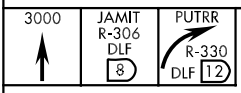
JAL-111 [USAF] LAUGHLIN AFB (KDLF)

▼ * Circling not authorized in sector SW of Rwy 13R-31L.

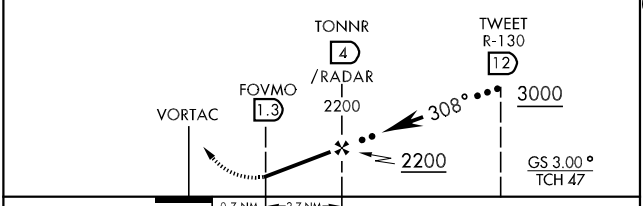
MISSED APPROACH: Climb to 3000 direct to JAMIT, DLF VORTAC R-306/8 DME, then turn right direct PUTRR, DLF R-330/12 DME and hold.

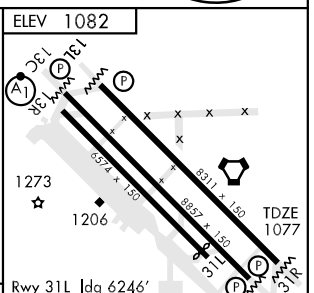
ATIS *	DEL RIO APP CON	LAUGHLIN TOWER *	GND CON	CLNC DEL
114.4 269.9	119.6 259.1	125.2 307.375	275.8	120.5 335.8





VGSI and descent angles not coincidental.





CATEGORY	A	B	C	D	E
S-ILS 31C	1327-1		250	(300-1)	
S-LOC 31C	1380-1		303	(300-1)	
CIRCLING *	1500-1 418 (500-1)	1540-1 458 (500-1)	1540-1½ 458(500-1½)	1640-2 558 (600-2)	1720-2¼ 638(700-2¼)
SIDESTEP 31R	1380-1		303	(300-1)	

FAF to MAP 2.7 NM					
Knots	120	140	160	180	200
Min:Sec	1:21	1:09	1:01	0:54	0:49

HINKO ONE DEPARTURE (HINKO1 • HINKO)

SHL-111 [USAF]

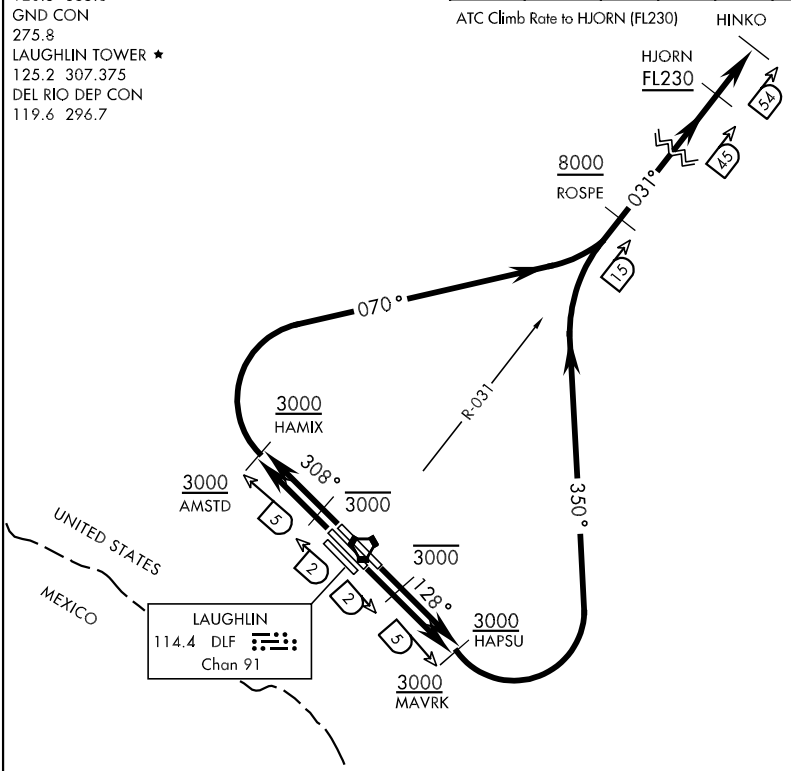
DEL RIO, TEXAS

ATIS ★ 114.4 269.9
CLNC DEL
120.5 335.8
GND CON
275.8
LAUGHLIN TOWER ★
125.2 307.375
DEL RIO DEP CON
119.6 296.7

2216

Rwy	Knots	60	120	180	240	300	360
13C/L	V/V(fpm)	450	900	1340	1790	2230	2680
31C/R	V/V(fpm)	460	920	1380	1840	2300	2760

ATC Climb Rate to HJORN (FL230)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 13C: Climb on track 128°, cross DLF VORTAC 2 DME at or below 3000, cross DLF R-132/5 DME (MAVRK) at or above 3000. Then turn left and track 350° to intercept the DLF R-031 prior to ROSPE, cross ROSPE at or above 8000, cross HJORN at or above FL230, then direct HINKO.

TAKE-OFF RWY 13L: Climb on track 128°, cross DER at or below 1600, cross DLF VORTAC 2 DME at or below 3000, cross DLF R-130/5 DME (HAPSU) at or above 3000. Then turn left and track 350° to intercept the DLF R-031 prior to ROSPE, cross ROSPE at or above 8000, cross HJORN at or above FL230, then direct HINKO.

TAKE-OFF RWY 31C: Climb on track 308°, cross DLF VORTAC 2 DME at or below 3000, cross DLF R-305/5 DME (AMSTD) at or above 3000. Then turn right and track 070° to intercept the DLF R-031 prior to ROSPE, cross ROSPE at or above 8000, cross HJORN at or above FL230, then direct HINKO.

TAKE-OFF RWY 31R: Climb on track 308°, cross DER at or below 1600, cross DLF VORTAC 2 DME at or below 3000, cross DLF R-307/5 DME (HAMIX) at or above 3000. Then turn right and track 070° to intercept the DLF R-031 prior to ROSPE, cross ROSPE at or above 8000, cross HJORN at or above FL230, then direct HINKO.

HINKO ONE DEPARTURE (HINKO1 • HINKO)

DEL RIO, TEXAS

ILS or LOC/DME RWY 13C

LOC I-DLF	APCH CRS	Rwy ldg 13C 8857 13L 8311 TDZE 13C 1082 13L 1078 Arpt Elev 1082
110.3	128°	

AL-111 [USAF] LAUGHLIN AFB (KDLF)

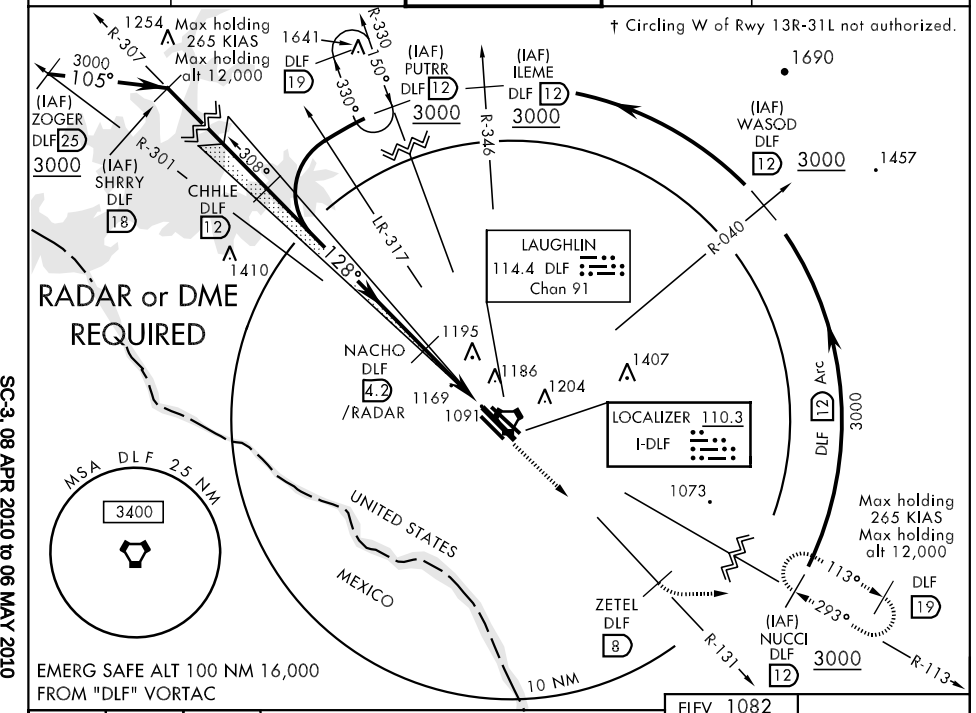
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABCD RVR to 50 and vis to 1 mile, CAT E RVR to 60 and vis to 1¼ miles.

ALSF-1

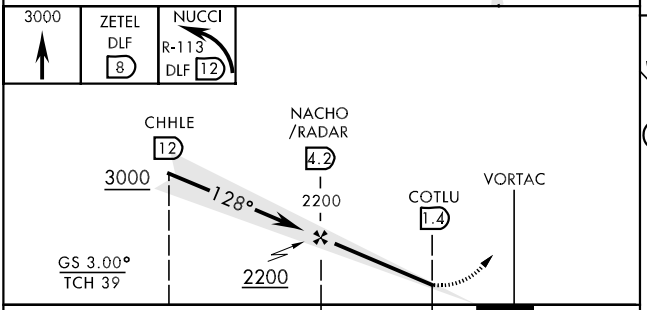
MISSED APPROACH: Climb to 3000 direct ZETEL, DLF R-131/8, then left turn direct NUCCI and hold.

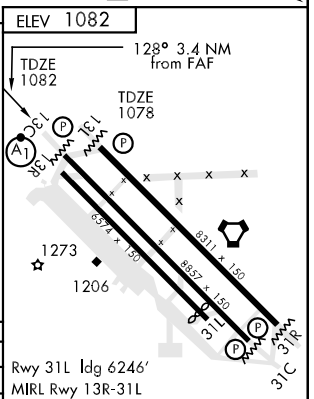
ATIS ★	DEL RIO APP CON	LAUGHLIN TOWER ★	GND CON	CLNC DEL
114.4 269.9	119.6 259.1	125.2 307.375	275.8	120.5 335.8

† Circling W of Rwy 13R-31L not authorized.



EMERG SAFE ALT 100 NM 16,000 FROM "DLF" VORTAC





Rwy 31L ldg 6246'
MIRL Rwy 13R-31L
HIRL Rwy 13C-31C, 13L-31R

CATEGORY	A	B	C	D	E
S-ILS 13C *	1282/24 200 (200-½)		1282/40 200 (200-¾)		
S-LOC 13C**	1420/24 338 (400-½)		1420/40 338 (400-¾)		
SIDESTEP RWY 13L	1440-1 362 (400-1)			1440-1¼ 362 (400-1¼)	
CIRCLING †	1500-1 418 (500-1)	1540-1 458 (500-1)	1540-1½ 458(500-1½)	1640-2 558 (600-2)	1720-2¼ 638 (700-2¼)

FAF to MAP 2.9 NM

Knots	60	90	120	150	180
Min:Sec	2:54	1:56	1:27	1:10	0:58

DEL RIO, TEXAS

ILS or LOC/DME RWY 31C

LOC I-ILH 108.9	APCH CRS 308°	Rwy Idg 31C 8857 31R 8311 TDZE 31C 1077 31R 1077 Arpt Elev 1082

AL-111 [USAF] LAUGHLIN AFB (KDLF)

* Circling W of Rwy 13R-31L not authorized.

MISSED APPROACH: Climb to 3000 direct JAMIT, DLF VORTAC R-306/8 DME, then turn right direct PUTRR and hold.

ATIS ★	DEL RIO APP CON	LAUGHLIN TOWER ★	GND CON	CLNC DEL
114.4 269.9	119.6 259.1	125.2 307.375	275.8	120.5 335.8

RADAR or DME REQUIRED

Max holding 265 KIAS Max holding alt 12,000

R-330 DLF 19 — 1641 — 150° — 330° Arc — 12 — 3000

(IAF) PUTRR DLF 12

(IAF) ILEME DLF 12

(IAF) WASOD DLF 12

DLF 12 Arc

1690

1457

R-346

R-301 DLF 12 — 3000

(IAF) HIMUR DLF 12 3000

LAUGHLIN 114.4 DLF Chan 91

R-040

JAMIT 1270 DLF 8

R-306

1195

1186

1204

1407

LOCALIZER 108.9 I-ILH

TONNR DLF 1102 4 /RADAR

(IAF) NUCCI DLF 12 3000

Max holding 265 KIAS Max holding alt 12,000

DLF 19

113° 293°

R-113

R-121

128°

308°

1125

TWEET DLF 12

(IAF) DOVIE DLF 18

R-130

MSA DLF 25 NM

3400

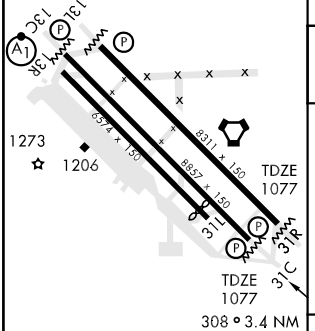
UNITED STATES

MEXICO

10 NM

EMERG SAFE ALT 100 NM 16,000 FROM "DLF" VORTAC

ELEV 1082



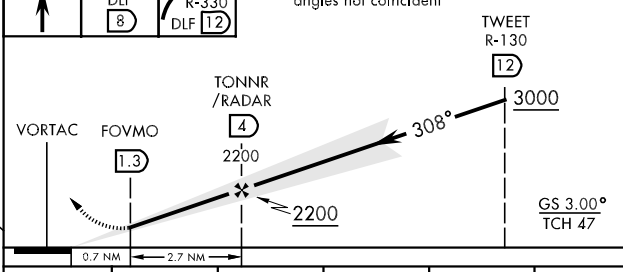
Rwy 31L ldg 6246'
MIRL Rwy 13R-31L
HIRL Rwy 13C-31C, 13L-31R

308° 3.4 NM from 4 DME/RADAR

FAF to MAP 2.7 NM					
Knots	60	90	120	150	180
Min:Sec	2:42	1:48	1:21	1:05	0:54

3000 | JAMIT R-306 DLF 8 | PUTRR R-330 DLF 12

VGSI and descent angles not coincident



CATEGORY	A	B	C	D	E
S-ILS 31C	1327-1		250	(300-1)	
S-LOC 31C	1380-1		303	(300-1)	
SIDESTEP RWY 31R	1380-1		303	(300-1)	
CIRCLING *	1500-1 418 (500-1)	1540-1 458 (500-1)	1540-1½ 458(500-1½)	1640-2 558 (600-2)	1720-2¼ 638 (700-2¼)

SC-3, 08 APR 2010 to 06 MAY 2010

LAUGHLIN ONE DEPARTURE (DLF1 • DLF)

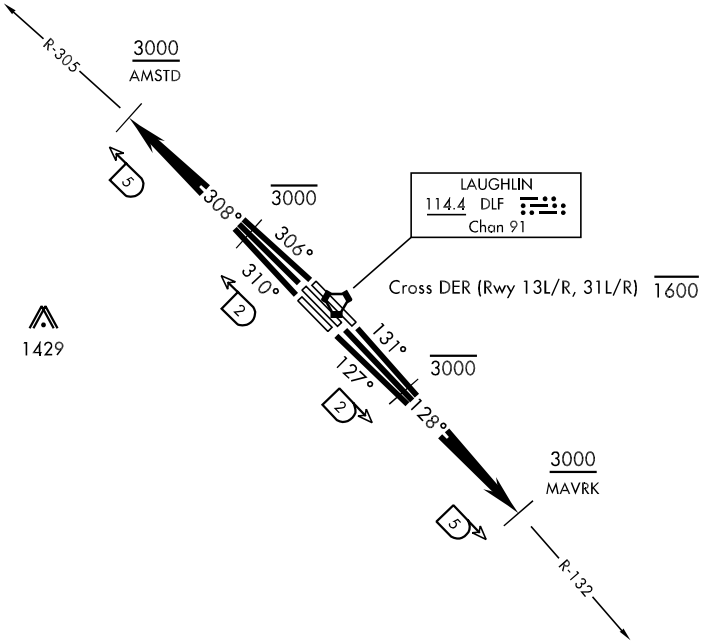
SHL-111 [USAF]

DEL RIO, TEXAS

ATIS ★ 114.4 269.9
CLNC DEL
120.5 335.8
GND CON
275.8
LAUGHLIN TOWER ★
125.2 307.375
DEL RIO DEP CON
119.6 296.7

Rwy	Knots	60	120	180	240	300	360
31C/R @	V/V(fpm)	470	940	1410	1880	2350	2810
13C @	V/V(fpm)	440	880	1320	1760	2200	2640
13L @	V/V(fpm)	450	890	1330	1770	2210	2650
13R @	V/V(fpm)	410	810	1210	1620	2020	2420

@ ATC Climb Rate to 5 DME



SC-3, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

(MAVRK Tracks)

TAKE-OFF RWY 13C: Climb on track 128°, thence. . .

TAKE-OFF RWY 13L: Climb on track 131°, cross DER at or below 1600, thence. . .

TAKE-OFF RWY 13R: Climb on track 127°, cross DER at or below 1600, thence. . .

Intercept DLF VORTAC R-132 to DLF 5 DME (MAVRK), cross DLF 2 DME at or below 3000, cross DLF 5 DME (MAVRK) at or above 3000, then as directed by ATC.

(AMSTD Tracks)

TAKE-OFF RWY 31C: Climb on track 308°, thence. . .

TAKE-OFF RWY 31L: Climb on track 310°, cross DER at or below 1600, thence. . .

TAKE-OFF RWY 31R: Climb on track 306°, cross DER at or below 1600, thence. . .

Intercept DLF VORTAC R-305 to DLF 5 DME (AMSTD), cross DLF 2 DME at or below 3000, cross DLF 5 DME (AMSTD) at or above 3000, then as directed by ATC.

RNAV (GPS) B

APCH CRS	Rwy ldg	NA
340°	TDZE	NA
	Arpt Elev	1082

AL-111 [USAF]

LAUGHLIN AFB (KDLF)

* Circling not authorized in sector NE of RWY 13R-31L.

MISSED APPROACH: Climbing left turn to 3000 direct ZOBUS, expect radar vectors.

ATIS ★	DEL RIO APP CON	LAUGHLIN TOWER ★	GND CON	CLNC DEL
114.4 269.9	127.75 326.2	125.2 307.375	275.8	120.5 335.8

RADAR REQUIRED
FOR USE BY 47 FTW ACFT ONLY

ZOBUS
UNITED STATES
MEXICO
1272
TUDOL
340°
SWANT
2100
(5)
340°
1310
MINNM
2100
323°
(9)
(IAF)
OTULE
2600
333°
(9)
2600
276°
(10.2)
PANEE
SCIFI
MSA TUDOL 2.5 NM
3400
EMERG SAFE ALT 100 NM 16,000 FROM TUDOL

ELEV 1082
13C
13R
31L
31R
31C
8374 x 150
8311 x 150
8857 x 150
1273
1206
1167
340° 2.01 NM
from TUDOL
Rwy 31L ldg 6246'
MIRL Rwy 13R-31L
HIRL Rwy 13C-31C, 13L-31R

3000
ZOBUS
FLY VISUAL
TO AIRPORT
TUDOL
SWANT
2100
MINNM
340°
2100
OTULE
323°
2600
2.0 NM
1.6 NM

CATEGORY	A	B
CIRCLING *	1600-3 518 (1000-3)	

29°22'N-100°47'W

SC-3, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 13C

APCH CRS	Rwy ldg	13C **8857**	13R **6574**
128°	TDZE	13C **1082**	13R **1076**
	Arpt Elev **1082**		

AL-111 [USAF]

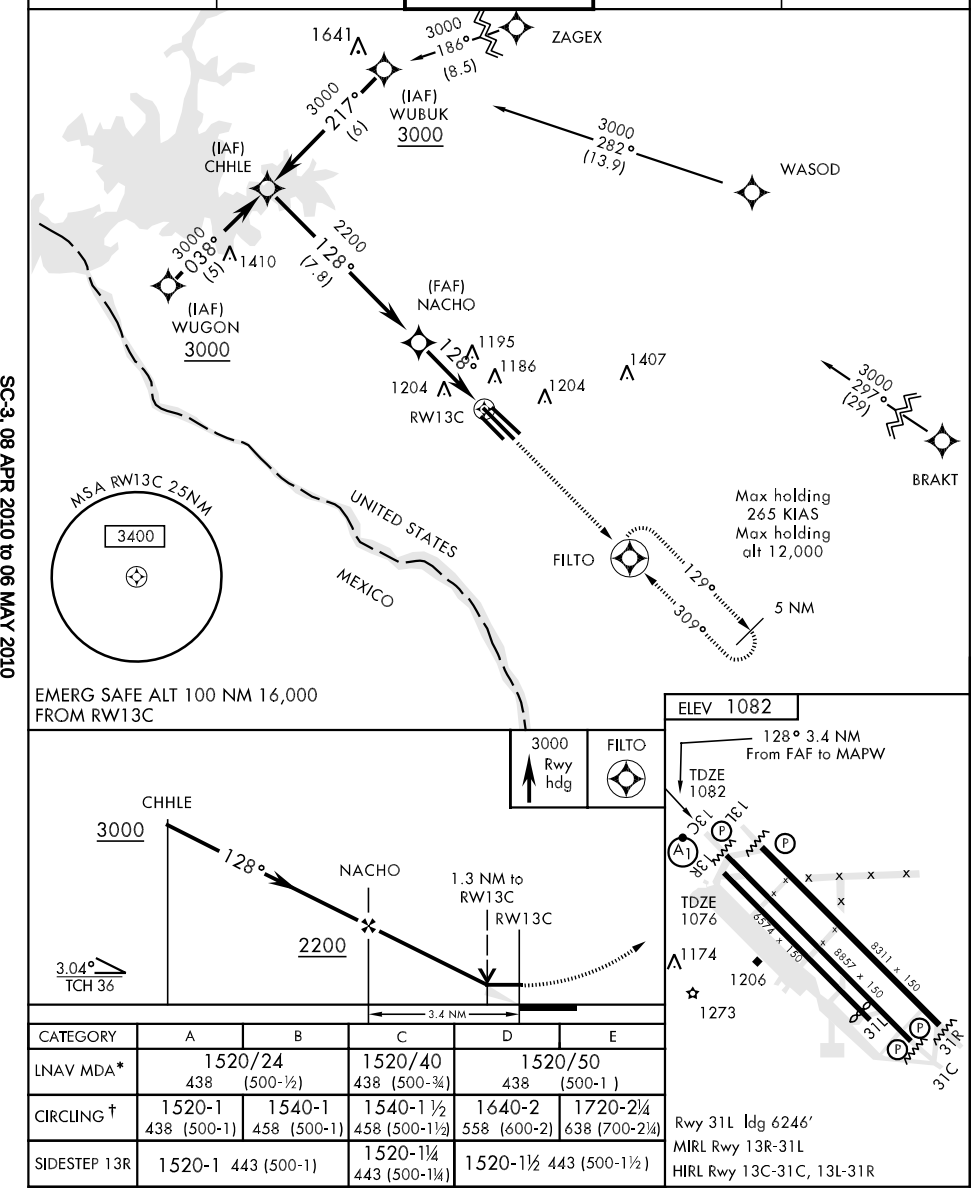
LAUGHLIN AFB (KDLF)

▼ * When ALS inop, increase vis by ½ mile in all categories.
† Circling SW of Rwy 13R-31L not authorized.

ALSF-1

MISSED APPROACH: Track rwy heading, climbing to 3000 until FILTO and hold.

ATIS ★	DEL RIO APP CON	LAUGHLIN TOWER ★	GND CON	CLNC DEL
114.4 269.9	119.6 259.1	125.2 307.375	275.8	120.5 335.8



CATEGORY	A	B	C	D	E
LNAV MDA*	1520/24 438 (500-½)		1520/40 438 (500-¾)	1520/50 438 (500-1)	
CIRCLING †	1520-1 438 (500-1)	1540-1 458 (500-1)	1540-1 ½ 458 (500-1½)	1640-2 558 (600-2)	1720-2¼ 638 (700-2¼)
SIDESTEP 13R	1520-1 443 (500-1)		1520-1¼ 443 (500-1¼)	1520-1½ 443 (500-1½)	

Rwy 31L ldg 6246'
MIRL Rwy 13R-31L
HIRL Rwy 13C-31C, 13L-31R

29°22'N-100°47'W

LAUGHLIN AFB (KDLF)

RNAV (GPS) RWY 13C

RNAV (GPS) RWY 31C

APCH CRS	Rwy ldg				
309°	TDZE	31C **8857**	31L **6246**		
	Arpt Elev **1082**	31C **1077**	31L **1079**		

AL-111 (USAF) LAUGHLIN AFB (KDLF)

* Circling not authorized SW of Rwy 13R-31L

MISSED APPROACH: Track runway heading, climb to 3000 until JUSIS and hold.

ATIS ★	DEL RIO APP CON	LAUGHLIN TOWER ★	GND CON	CLNC DEL
114.4 269.9	119.6 259.1	125.2 307.375	275.8	120.5 335.8

5 NM
Max holding
265 KIAS
Max holding
alt 12,000
308°
128°
JUSIS
ZAGEX
3000
142°
(29.5)
WASOD
3000
157°
(113.3)
1444
1195
1186
1204
1407
RW31C
(FAF)
TONNR
1125
2200
309°
(8)
(IAF)
ZUKAN
3000
3000
219°
(6)
BRAKT
3000
255°
(7.3)
1096
(IAF)
TWEET
3000
038°
(5)
(IAF)
ZISLI
3000
UNITED STATES
MEXICO
MSA RW31C 25NM
3400
EMERG SAFE ALT 100 NM 16,000
FROM RW31C

3000
JUSIS

TWEET
3000
RW31C
.9 NM to
RW31C
TONNR
309°
2200
3.02°
TCH 52
3.4 NM

ELEV 1082
13C
13L
31R
8311 x 150
8857 x 150
6374 x 150
1120
1206
1273
TDZE
1079
31L
31R
TDZE
1077
31C
308°3.4NM
from FAF

CATEGORY	A	B	C	D	E
LNAV MDA	1420-1	343 (400-1)		1420-1¼	343 (400-1¼)
CIRCLING *	1500-1 418 (500-1)	1540-1 458 (500-1)	1540-1½ 458 (500-1½)	1640-2 558 (600-2)	1720-2¼ 638 (700-2¼)
SIDESTEP 31L	1440-1	361 (400-1)		1440-1¼	361 (400-1¼)

Rwy 31L ldg 6246'
MIRL Rwy 13R-31L
HIRL Rwy 13C-31C, 13L-31R

VOR/DME RWY 13C

VORTAC DLF	APCH CRS	Rwy ldg 8857
114.4	118°	TDZE 1082
Chan 91		Arpt Elev 1082

AL-111 [USAF]

LAUGHLIN AFB (KDLF)

T * When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT D RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.
** Circling not authorized in sector SW of Rwy 13R-31L.

ALSF-1

MISSED APPROACH: Climb to 3000 direct to ZETEL, DLF VORTAC R-131/8 DME, then turn left direct NUCCI and hold.

ATIS ★	DEL RIO APP CON	LAUGHLIN TOWER ★	GND CON	CLNC DEL
114.4 269.9	119.6 259.1	125.2 307.375	275.8	120.5 335.8

RADAR or DME REQUIRED

Max holding 265 KIAS Max holding alt 12,000

1641 R-330 150° 330° DLF 19

(IAF) PUTRR DLF 12

(IAF) ILEME DLF 12

3000

1690

(IAF) WASOD DLF 12

1457

3000

LR-308 R-298 R-346 R-040

HOBOR DLF 12 1410

WALAD DLF 4 /RADAR

LAUGHLIN 114.4 DLF Chan 91

118°

1195 1186 1204 1204 1407

DLF 12 Arc 3000

1070

Max holding 265 KIAS Max holding alt 12,000

DLF 19

MSA DLF 25 NM 3400

UNITED STATES MEXICO

ZETEL DLF 8

113° 293° R-113 R-131

3000 (IAF) NUCCI DLF 12

10 NM

EMERG SAFE ALT 100 NM 16,000

VGSI and descent angles not coincident.

3000	ZETEL DLF 8	NUCCI R-113 DLF 12

HOBOR R-298 12

3000

118°

WALAD 4 /RADAR

2 ENYAC 1.3

VORTAC

3.31° TCH 36

2200

2.7 NM 0.4

ELEV 1082

118° to VORTAC

TDZE 1082

13C 13L 13R 31C 31L 31R

8574 x 150 8811 x 150 8857 x 150

1273 1206

Rwy 31L ldg 6246'
MIRL Rwy 13R-31L
HIRL Rwy 13C-31C, 13L-31R

CATEGORY	A	B	C	D	E
S-13C *	1480/24 398	(400-½)	1480/40 398	(400-¾)	1480/50 398 (400-1)
CIRCLING **	1500-1 418 (500-1)	1540-1 458 (500-1)	1540-1½ 458(500-1½)	1640-2 558 (600-2)	1720-2¼ 638(700-2¼)

29°22'N-100°47'W

VOR/DME RWY 13C

VOR/DME RWY 31C

VORTAC DLF	APCH CRS	Rwy ldg 8857
114.4	322°	TDZE 1077
Chan 91		Arpt Elev 1082

AL-111 [USAF]

LAUGHLIN AFB (KDLF)

*Circling not authorized in sector SW of Rwy 13R-31L.

MISSED APPROACH: Climb to 3000 direct JAMIT, DLF VORTAC R-306/8 DME, then turn right direct PUTRR, DLF R-330/12 DME, and hold.

ATIS ★	DEL RIO APP CON	LAUGHLIN TOWER ★	GND CON	CLNC DEL
114.4 269.9	119.6 259.1	125.2 307.375	275.8	120.5 335.8

RADAR or DME REQUIRED

Max holding 265 KIAS Max holding alt 12,000

(IAF) HIMUR DLF 12

(IAF) PUTRR DLF 12

(IAF) ILEME DLF 12

(IAF) WASOD DLF 12

(IAF) NUCCI DLF 12

JAMIT DLF 8

PAHLR DLF 4 /RADAR

HINLU DLF 12

LAUGHLIN 114.4 DLF Chan 91

MSA DLF 25 NM 3400

EMERG SAFE ALT 100 NM 16,000 FROM "DLF" VORTAC

UNITED STATES MEXICO

10 NM

ELEV 1082

322° to VORTAC

1273

1206

6374 x 150

8311 x 150

8857 x 150

TDZE 1077

Rwy 31L ldg 6246'

MIRL Rwy 13R-31L

HIRL Rwy 13C-31C, 13L-31R

3000 | JAMIT R-306 DLF 8 | PUTRR R-330 DLF 12

VGSI and descent angles not coincident

HINLU R-142 12 3000

PAHLR 4 /RADAR

VORTAC

HIMPA 1.6 1.3

322°

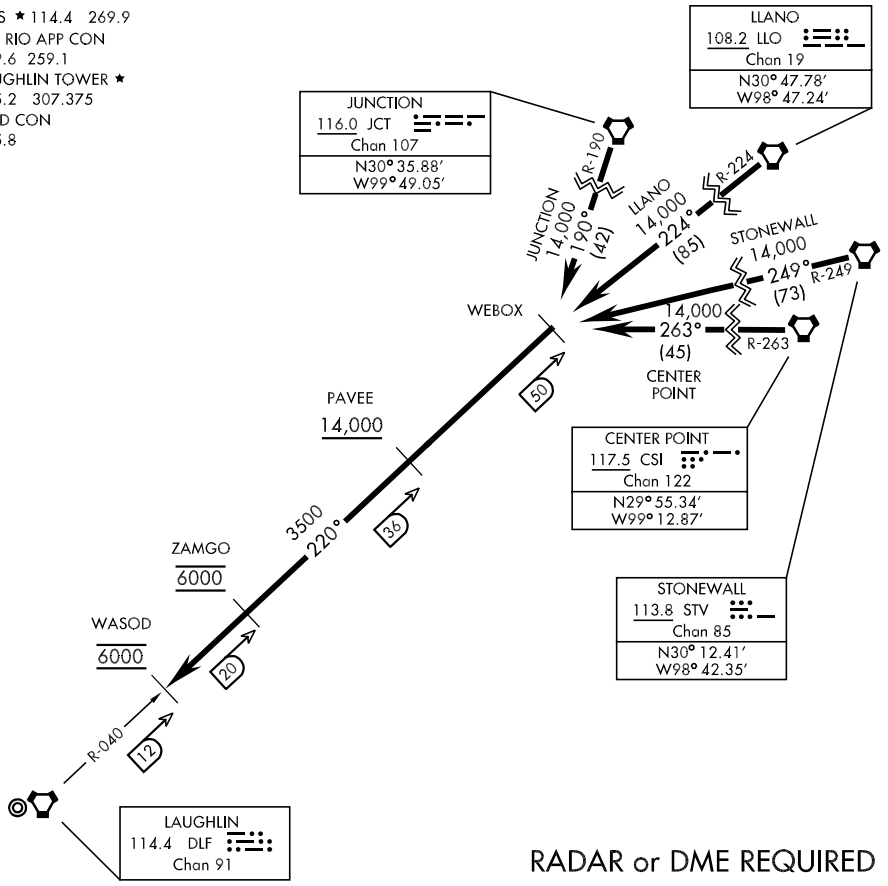
2100

2.75° TCH 52

0.7 NM 2.7 NM

CATEGORY	A	B	C	D	E
S-31C	1420-1	343	(400-1)	1420-1¼	343 (400-1¼)
CIRCLING *	1500-1 418 (500-1)	1540-1 458 (500-1)	1540-1½ 458(500-1½)	1640-2 558 (600-2)	1720-2¼ 638(700-2¼)

SC-3, 08 APR 2010 to 06 MAY 2010



ARRIVAL ROUTE DESCRIPTION

JUNCTION Transition (JCT.WEBOX4): From over JCT VORTAC via JCT R-190 to WEBOX. Thence...

LLANO Transition (LLO.WEBOX4): From over LLO VORTAC via LLO R-224 to WEBOX. Thence...

STONEWALL Transition (STV.WEBOX4): From over STV VORTAC via STV R-249 to WEBOX. Thence...

CENTER POINT Transition (CSI.WEBOX4): From over CSI VORTAC via CSI R-263 to WEBOX. Thence...

...From over DLF R-040/50 (WEBOX) via DLF R-040 to DLF R-040/12 (WASOD). Expect vectors for an instrument approach to runway in use.

SC-3, 08 APR 2010 to 06 MAY 2010

LOC I-DRT	APP CRS	Rwy Idg	6000
111.9	132°	TDZE	1002
Chan 56		Apt Elev	1002

ILS or LOC RWY 13

DEL RIO INTL (DRT)

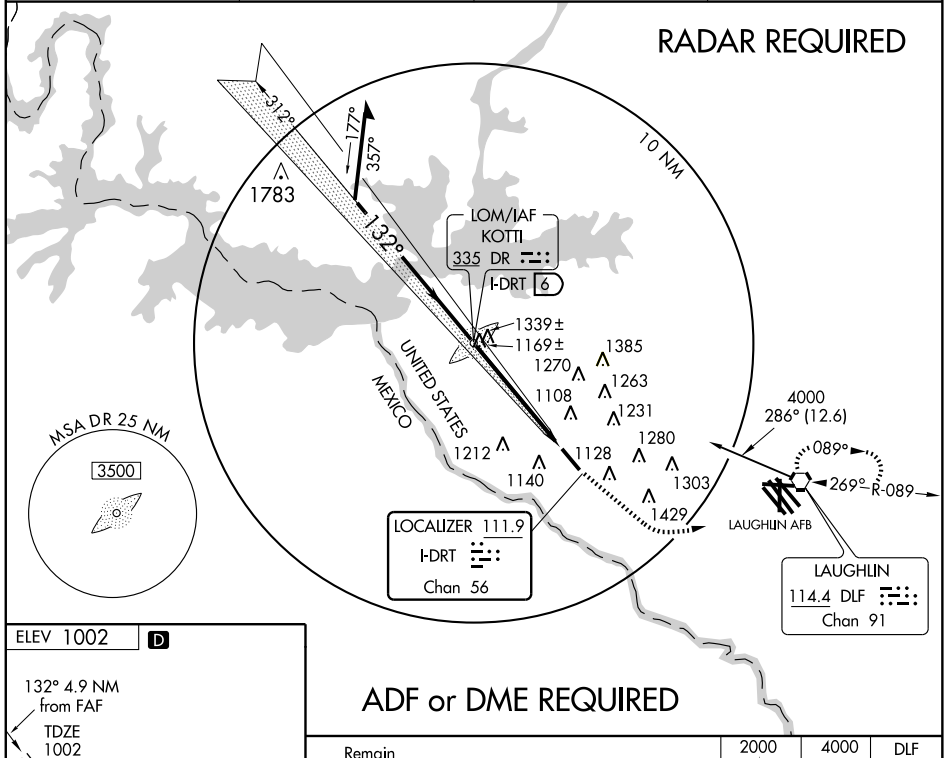
T
A NA — Circling NA for Cat D SW of Rwy 13-31. When local altimeter setting not received, use Laughlin AFB altimeter setting and increase all DAs 30 feet, all MDAs 40 feet, increase S-LOC 13 Cat D and Circling Cat D visibility ¼ mile. VDP NA when using Laughlin AFB altimeter setting.

MALSR

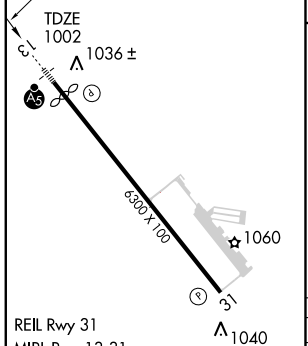
MISSED APPROACH: Climb to 2000 via heading 122° then climbing left turn to 4000 direct DLF VORTAC and hold. Continue climb-in-hold to 4000.

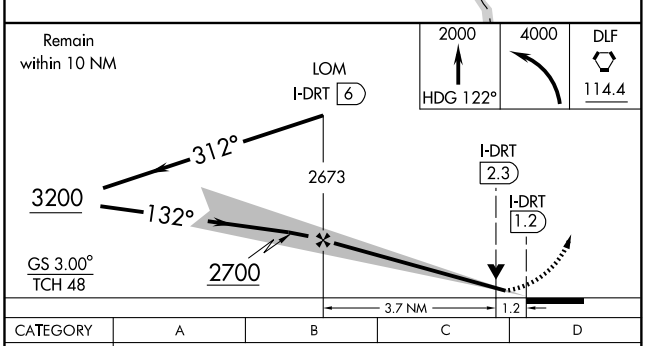
ASOS	DEL RIO APP CON ★	CLNC DEL	UNICOM
118.525	119.6 259.1	120.5	122.8 (CTAF) L

RADAR REQUIRED



ADF or DME REQUIRED





FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

CATEGORY	A	B	C	D
S-ILS 13	1202-½ 200 (200-½)			
S-LOC 13	1420-½ 418 (500-½)		1420-¾ 418 (500-¾)	
CIRCLING	1440-1 438 (500-1)	1460-1 458 (500-1)	1560-1½ 558 (600-1½)	1640-2 638 (700-2)

SC-3, 08 APR 2010 to 06 MAY 2010

LOM DR	APP CRS	Rwy Idg	6000
335	132°	TDZE	1002
		Apt Elev	1002

NDB RWY 13

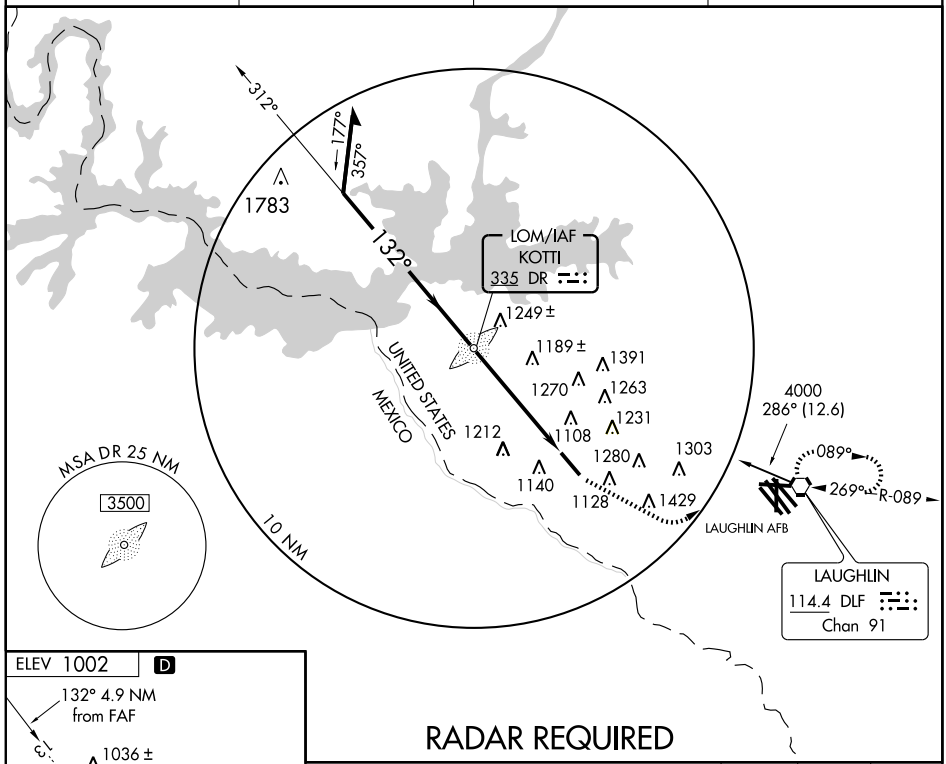
DEL RIO INTL (DRT)

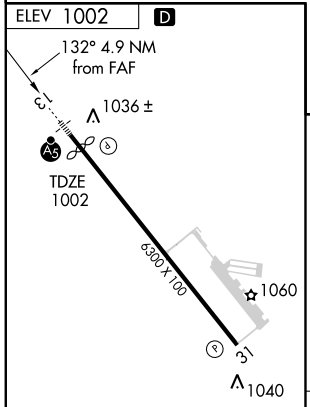
T NA — Circling NA for Cat D SW of Rwy 13-31. If local altimeter setting not received, use Laughlin AFB altimeter setting and increase all MDAs 40 feet. Inoperative table does not apply to S-13 Cat C.

MALSR

MISSED APPROACH: Climb to 4000 via heading 122° then left turn direct DLF VORTAC and hold.

ASOS	DEL RIO APP CON ★	CLNC DEL	UNICOM
118.525	119.6 259.1	120.5	122.8 (CTAF) L

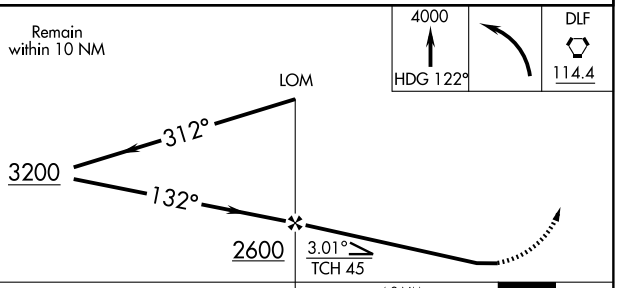




REIL Rwy 31
MIRL Rwy 13-31

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

RADAR REQUIRED



CATEGORY	A	B	C	D
S-13	1500-1	498 (500-1)	1500-1¼ 498 (500-1¼)	1500-1½ 498 (500-1½)
CIRCLING	1500-1	498 (500-1)	1560-1½ 558 (600-1½)	1640-2 638 (700-2)

SC-3, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	6000
CH 86499	132°	TDZE	1002
W13A		Apt Elev	1002

RNAV (GPS) RWY 13

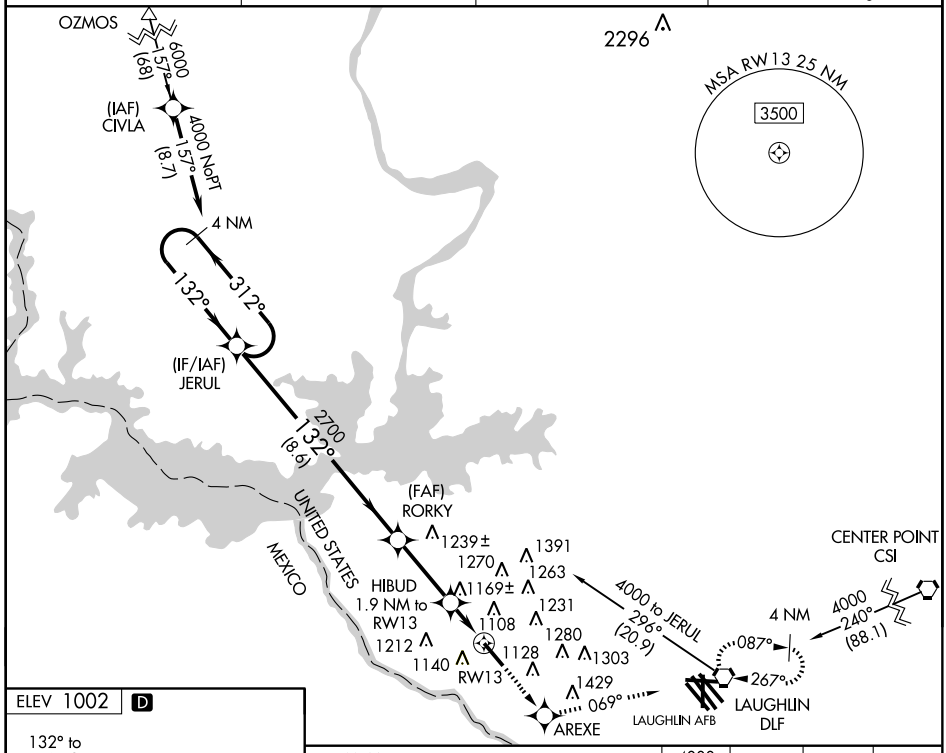
DEL RIO INTL (DRT)

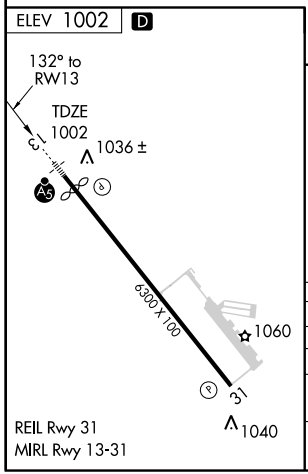
T A W Circling NA for Cat D southwest of Rwy 13-31. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Laughlin AFB altimeter setting and increase all DA 30 feet and all MDA 40 feet, increase LPV visibility all Cats, LNAV visibility Cats C and D and Circling visibility Cat D ¼ mile. Baro-VNAV NA when using Laughlin AFB altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17° C (2°F) or above 47°C (116°F).

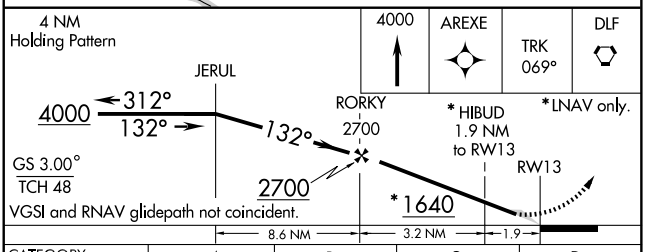
MALSR

MISSED APPROACH: Climb to 4000 direct AREXE and on 069° track to DLF VORTAC and hold, continue climb-in-hold to 4000.

ASOS	DEL RIO APP CON ★	CLNC DEL	UNICOM
118.525	119.6 259.1	120.5	122.8 (CTAF)







CATEGORY	A	B	C	D
LPV DA	1252-½ 250 (300-½)			
LNAV/VNAV DA	1401-1 399 (400-1)			
LNAV MDA	1500-½ 498 (500-½)		1500-¾ 498 (500-¾)	1500-1 498 (500-1)
CIRCLING	1500-1 498 (500-1)		1560-1½ 558 (600-1½)	1640-2 638 (700-2)

VORTAC DLF	APP CRS	Rwy Idg	N/A
114.4	269°	TDZE	N/A
Chan 91		Apt Elev	1002

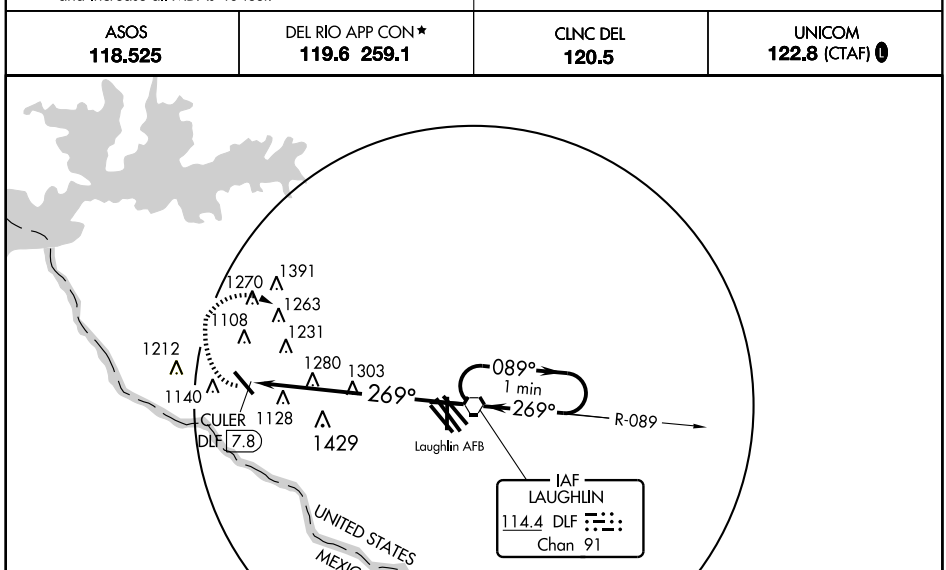
VOR-A

DEL RIO INTL (DRT)

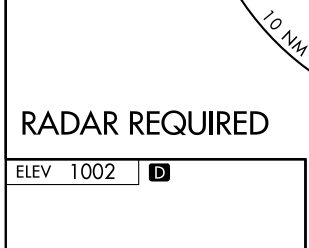
Circling NA for Cat D SW of Rwy 13-31. If local altimeter setting not received, use Laughlin AFB altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climbing right turn to 4000 via heading 340° then right turn direct DLF VORTAC and hold.

ASOS	DEL RIO APP CON ★	CLNC DEL	UNICOM
118.525	119.6 259.1	120.5	122.8 (CTAF)



RADAR REQUIRED





FAF to MAP 7.8 NM					
Knots	60	90	120	150	180
Min:Sec	7:48	5:12	3:54	3:07	2:36

CATEGORY	A	B	C	D
CIRCLING	1780-1 778 (800-1)	1780-1¼ 778 (800-1¼)	1780-2¼ 778 (800-2¼)	1780-2½ 778 (800-2½)

SC-3, 08 APR 2010 to 06 MAY 2010

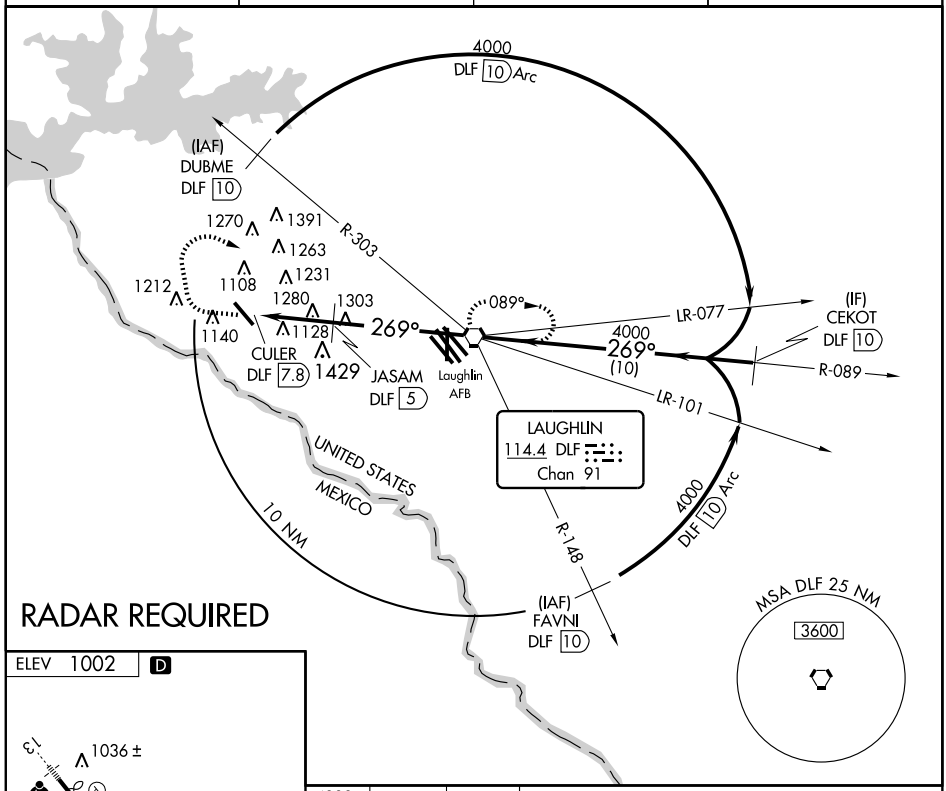
VORTAC DLF 114.4 Chan 91	APP CRS 269°	Rwy Idg N/A TDZE N/A Apt Elev 1002

VOR/DME-B
DEL RIO INTL (DRT)

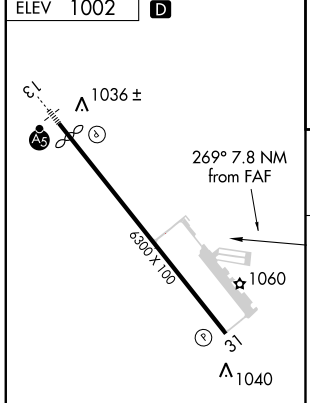
Circling NA for Cat D SW of Rwy 13-31. If local altimeter setting not received, use Laughlin AFB altimeter setting and increase all MDAs 40 feet.

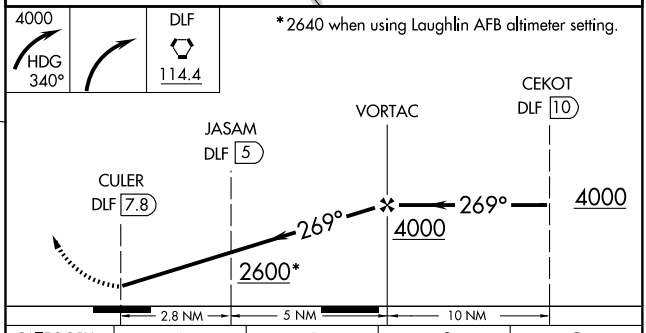
MISSED APPROACH: Climbing right turn to 4000 via heading 340° then right turn direct DLF VORTAC and hold.

ASOS	DEL RIO APP CON ★	CLNC DEL	UNICOM
118.525	119.6 259.1	120.5	122.8 (CTAF) L



RADAR REQUIRED





CATEGORY	A	B	C	D
CIRCLING	1580-1 578 (600-1)		1580-1½ 578 (600-1½)	1640-2 638 (700-2)

REIL Rwy 31
MIRL Rwy 13-31

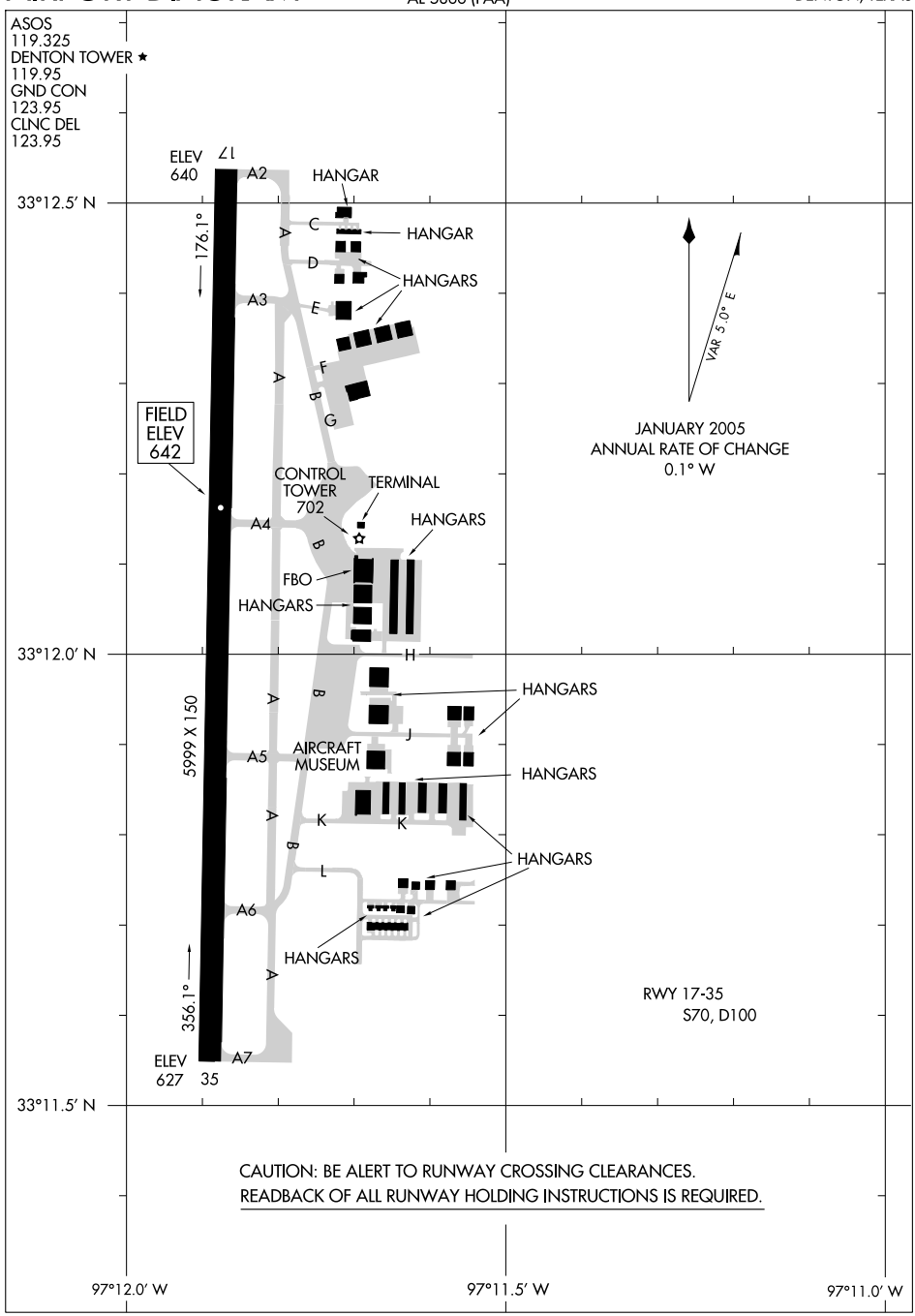
SC-3, 08 APR 2010 to 06 MAY 2010

09015

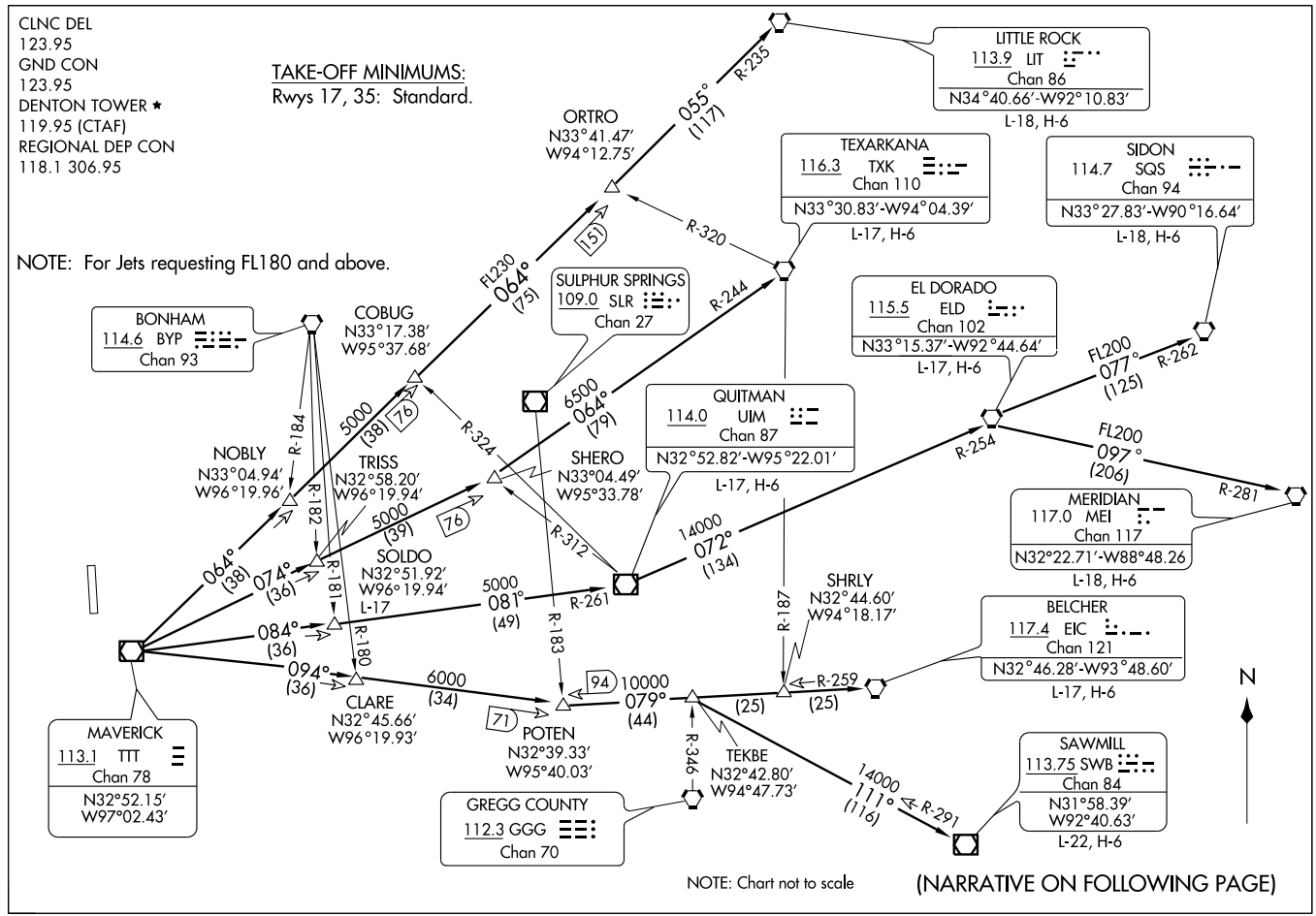
AIRPORT DIAGRAM

AL-5866 (FAA)

DENTON MUNI (DTO)
DENTON, TEXAS



SC-2, 08 APR 2010 to 06 MAY 2010



(DAL9.TTT) 09351

DALLAS NINE DEPARTURE

SL-5866 (FAA)

DENTON MUNI (DTO)

DENTON, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

JETS

Jets requesting 17,000 and below expect GARLAND Departure.

BELCHER TRANSITION (DALL9.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (DALL9.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.

LITTLE ROCK TRANSITION (DALL9.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO INT, then via LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (DALL9.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (DALL9.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.

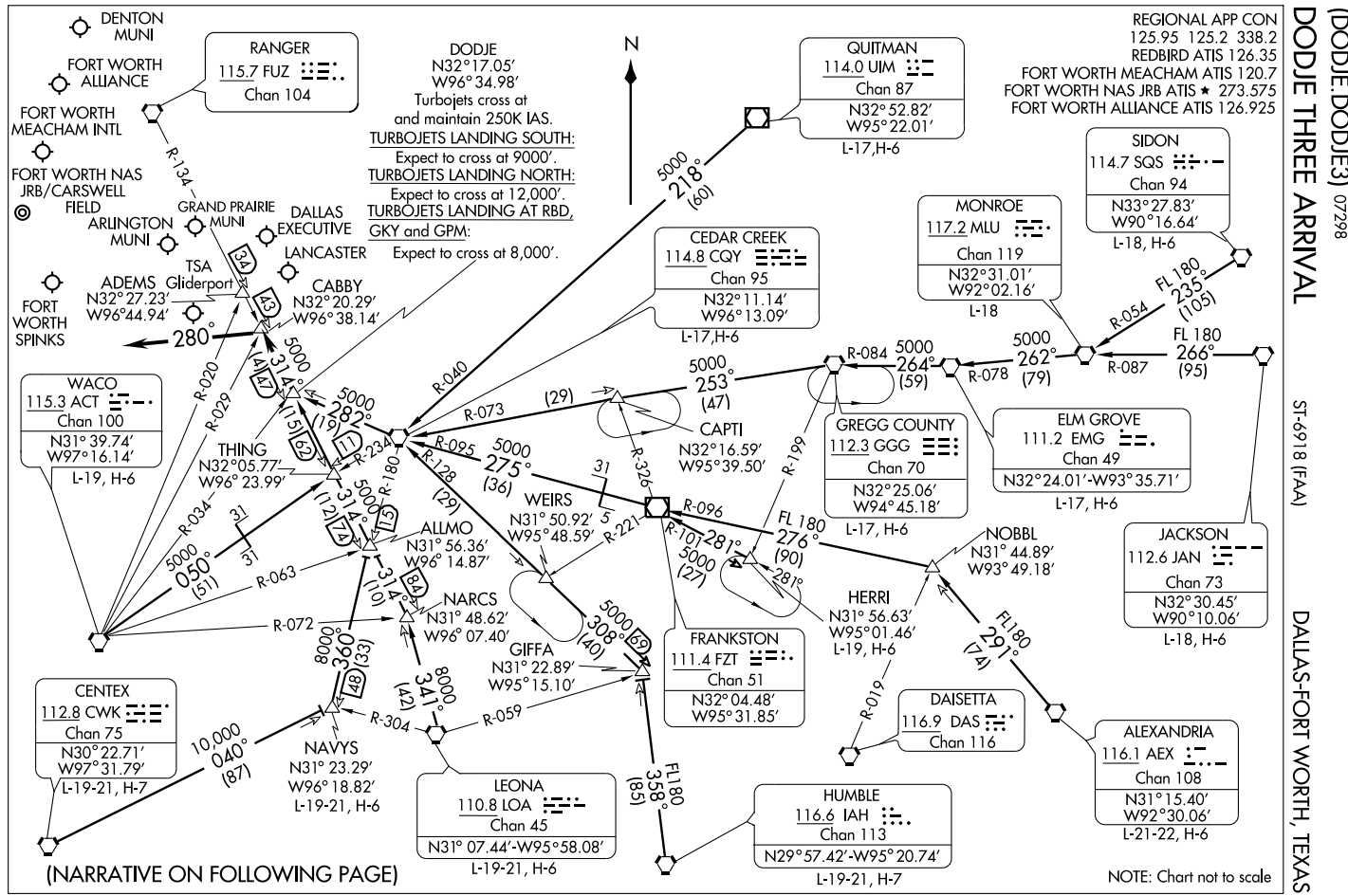
SAWMILL TRANSITION (DALL9.SWB): From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (DALL9.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.

SOLDO TRANSITION (DALL9.SOLDO): From over TTT VOR/DME via TTT R-084 to SOLDO INT.

TEXARKANA TRANSITION (DALL9.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.

SC-2, 08 APR 2010 to 06 MAY 2010


DODGE THREE ARRIVAL
(DODJE.DODJE3) 07298
ST-6918 (FAA)
DALLAS-FORT WORTH, TEXAS
REGIONAL APP CON
125.95 125.2 338.2
REDBIRD ATIS 126.35
FORT WORTH MEACHAM ATIS 120.7
FORT WORTH NAS JRB ATIS ★ 273.575
FORT WORTH ALLIANCE ATIS 126.925
DENTON MUNI
FORT WORTH ALLIANCE
FORT WORTH MEACHAM INTL
FORT WORTH NAS JRB/CARSWELL FIELD
ARLINGTON MUNI
GRAND PRAIRIE MUNI
DALLAS EXECUTIVE
LANCASTER
TSA
ADEMS Gliderport
N32°27.23′
W96°44.94′
CABBY
N32°20.29′
W96°38.14′
FORT WORTH SPINKS
RANGER
115.7 FUZ
Chan 104
R-134
DODJE
N32°17.05′
W96°34.98′
Turbojets cross at and maintain 250K IAS.
TURBOJETS LANDING SOUTH:
Expect to cross at 9000′.
TURBOJETS LANDING NORTH:
Expect to cross at 12,000′.
TURBOJETS LANDING AT RBD, GKY and GPM:
Expect to cross at 8,000′.
N
QUITMAN
114.0 UIM
Chan 87
N32°52.82′
W95°22.01′
L-17,H-6
5000
218°
(60)
CEDAR CREEK
114.8 CQY
Chan 95
N32°11.14′
W96°13.09′
L-17,H-6
MONROE
117.2 MLU
Chan 119
N32°31.01′
W92°02.16′
L-18
SIDON
114.7 SQS
Chan 94
N33°27.83′
W90°16.64′
L-18, H-6
FL 180
235°
(105)
R-054
R-087
5000
262°
(79)
R-078
R-084
5000
264°
(59)
FL 180
266°
(95)
WACO
115.3 ACT
Chan 100
N31° 39.74′
W97°16.14′
L-19, H-6
THING
N32°05.77′
W96° 23.99′
CAPTI
N32°16.59′
W95°39.50′
GREGG COUNTY
112.3 GGG
Chan 70
N32°25.06′
W94°45.18′
L-17, H-6
ELM GROVE
111.2 EMG
Chan 49
N32°24.01′-W93°35.71′
L-17, H-6
JACKSON
112.6 JAN
Chan 73
N32°30.45′
W90°10.06′
L-18, H-6
WEIRS
N31° 50.92′
W95° 48.59′
ALLMO
N31° 56.36′
W96° 14.87′
NARCS
N31° 48.62′
W96° 07.40′
GIFFA
N31° 22.89′
W95° 15.10′
NOBBL
N31° 44.89′
W93° 49.18′
HERRI
N31° 56.63′
W95° 01.46′
L-19, H-6
FRANKSTON
111.4 FZT
Chan 51
N32° 04.48′
W95° 31.85′
DAISETTA
116.9 DAS
Chan 116
CENTEX
112.8 CWK
Chan 75
N30° 22.71′
W97° 31.79′
L-19-21, H-7
NAVYS
N31° 23.29′
W96° 18.82′
L-19-21, H-6
LEONA
110.8 LOA
Chan 45
N31° 07.44′-W95° 58.08′
L-19-21, H-6
HUMBLE
116.6 IAH
Chan 113
N29° 57.42′-W95° 20.74′
L-19-21, H-7
ALEXANDRIA
116.1 AEX
Chan 108
N31° 15.40′
W92° 30.06′
L-21-22, H-6
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale

DODJE THREE ARRIVAL (DODJE.DODJE3)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DODJE3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

CEDAR CREEK TRANSITION (CQY.DODJE3): From over CQY VORTAC via CQY R-282 to DODJE INT. Thence. . . .

CENTEX TRANSITION (CWK.DODJE3): From over CWK VORTAC via CWK R-040 to NAVYS INT, then via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

ELM GROVE TRANSITION (EMG.DODJE3): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

GREGG COUNTY TRANSITION (GGG.DODJE3): From over GGG VORTAC via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HERRI TRANSITION (HERRI.DODJE3): (Assigned by ATC) From over HERRI INT via FZT R-101 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HUMBLE TRANSITION (IAH.DODJE3): From over IAH VORTAC via IAH R-355 to GIFFA INT, then via CQY R-128 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

JACKSON TRANSITION (JAN.DODJE3): From over JAN VORTAC via JAN R-266 and MLU R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

LEONA TRANSITION (LOA.DODJE3): From over LOA VORTAC via LOA R-341 to NARCS INT, then via FUZ R-134 to DODJE INT. Thence. . . .

MONROE TRANSITION (MLU.DODJE3): From over MLU VORTAC via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

NAVYS TRANSITION (NAVYS.DODJE3): From over NAVYS INT via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

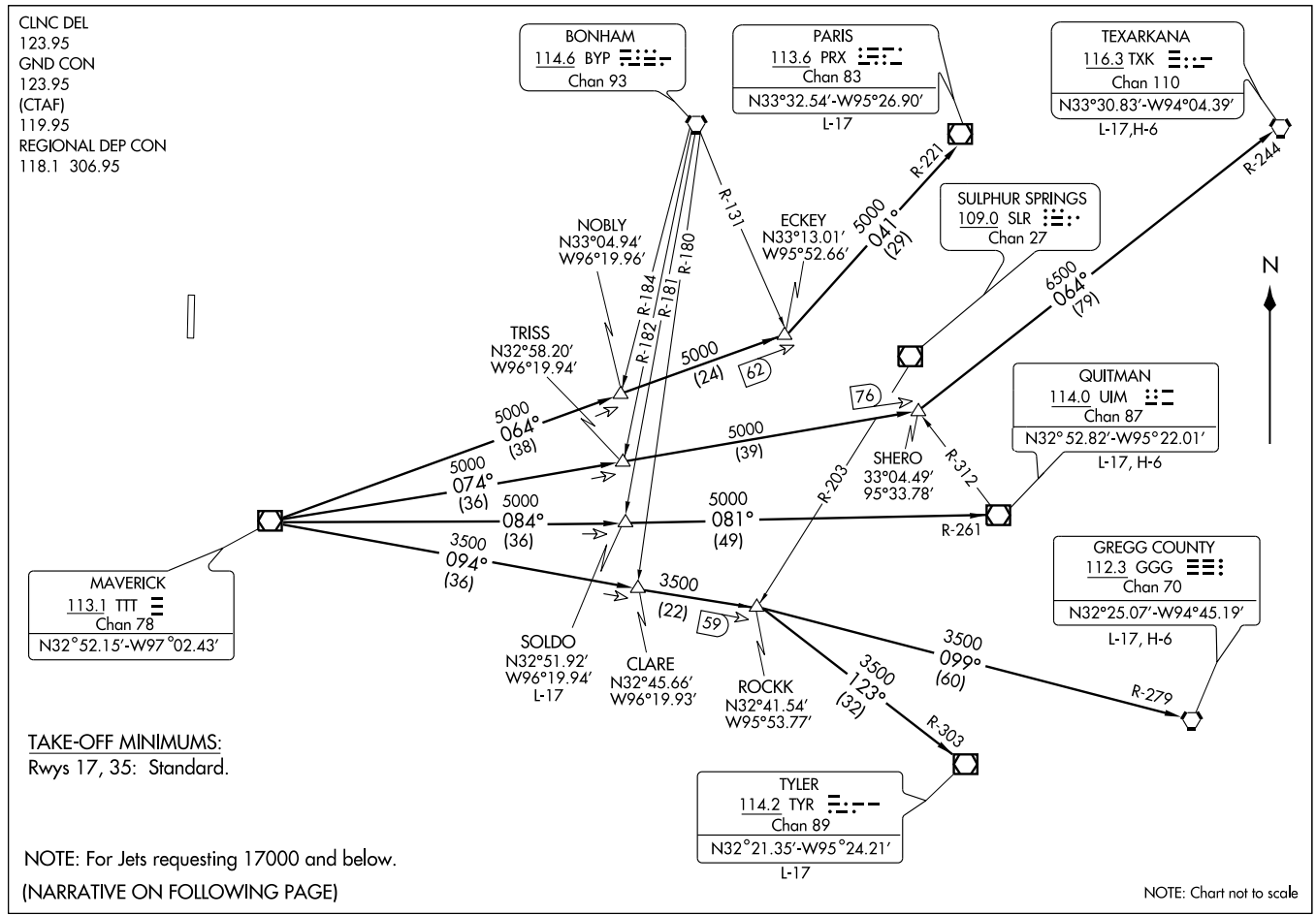
QUITMAN TRANSITION (UIM.DODJE3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

SIDON TRANSITION (SQS.DODJE3): From over SQS VORTAC via SQS R-235 and MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

WACO TRANSITION (ACT.DODJE3): From over ACT VORTAC via ACT R-050 and CQY R-234 to THING INT, then via FUZ R-134 to DODJE INT. Thence. . . .

. . . .From over DODJE INT via FUZ R-134 to CABBY INT or ADEMS INT (when directed by ATC). Depart CABBY INT heading 280°. Expect radar vectors to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010



(GARL3.TTT) 0935

GARLAND THREE DEPARTURE

SL-5866 (FAA)

DENTON MUNI (DTO)

DENTON, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading to appropriate route.

LONGVIEW TRANSITION (GARL3.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL3.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (GARL3.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (GARL3.SOLDO): (ATC assigned) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (GARL3.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL3.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

SC-2, 08 APR 2010 to 06 MAY 2010

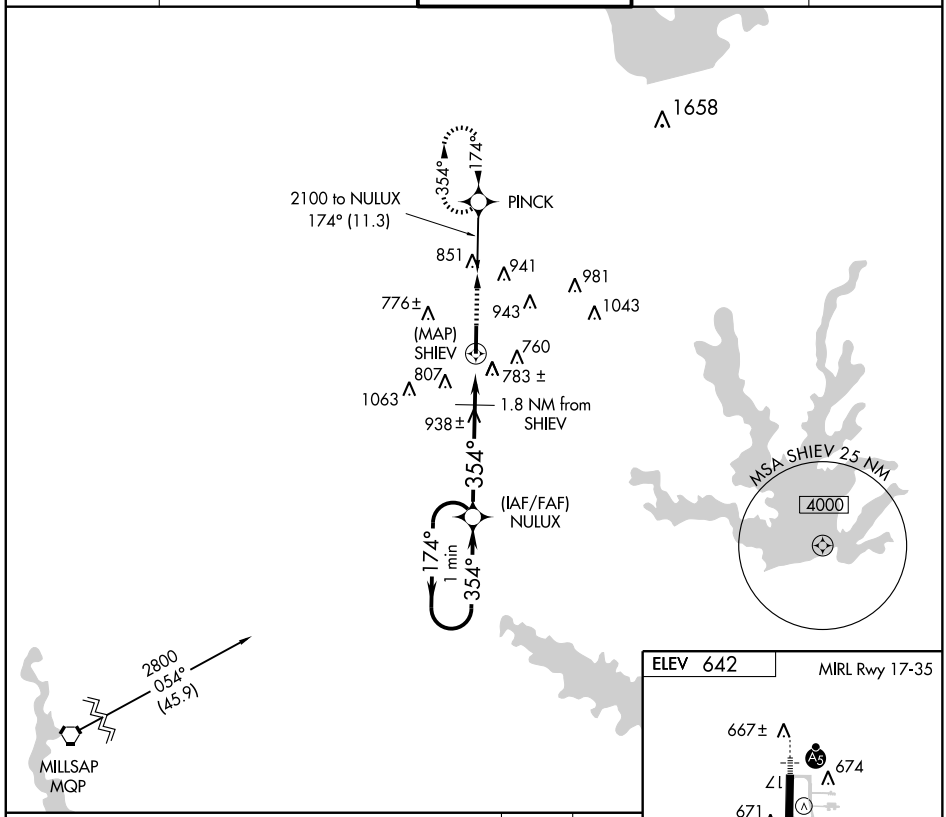
APP CRS	Rwy Idg	5999
354°	TDZE	642
	Apt Elev	642

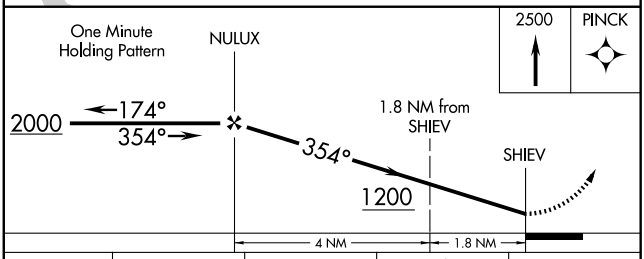
GPS RWY 35
DENTON MUNI (DTO)

NA

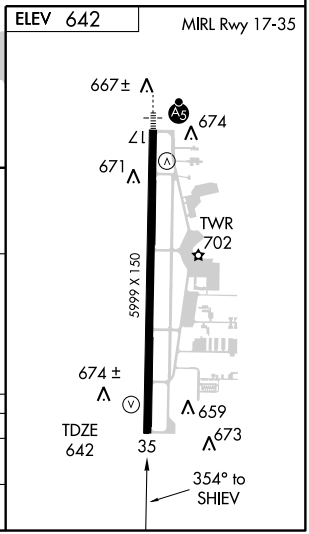
MISSED APPROACH: Climb to 2500 direct PINCK WP and hold.

ASOS	REGIONAL APP CON	DENTON TOWER ★	GND CON	CLNC DEL
119.325	118.1 306.95	119.95 (CTAF) L	123.95	123.95

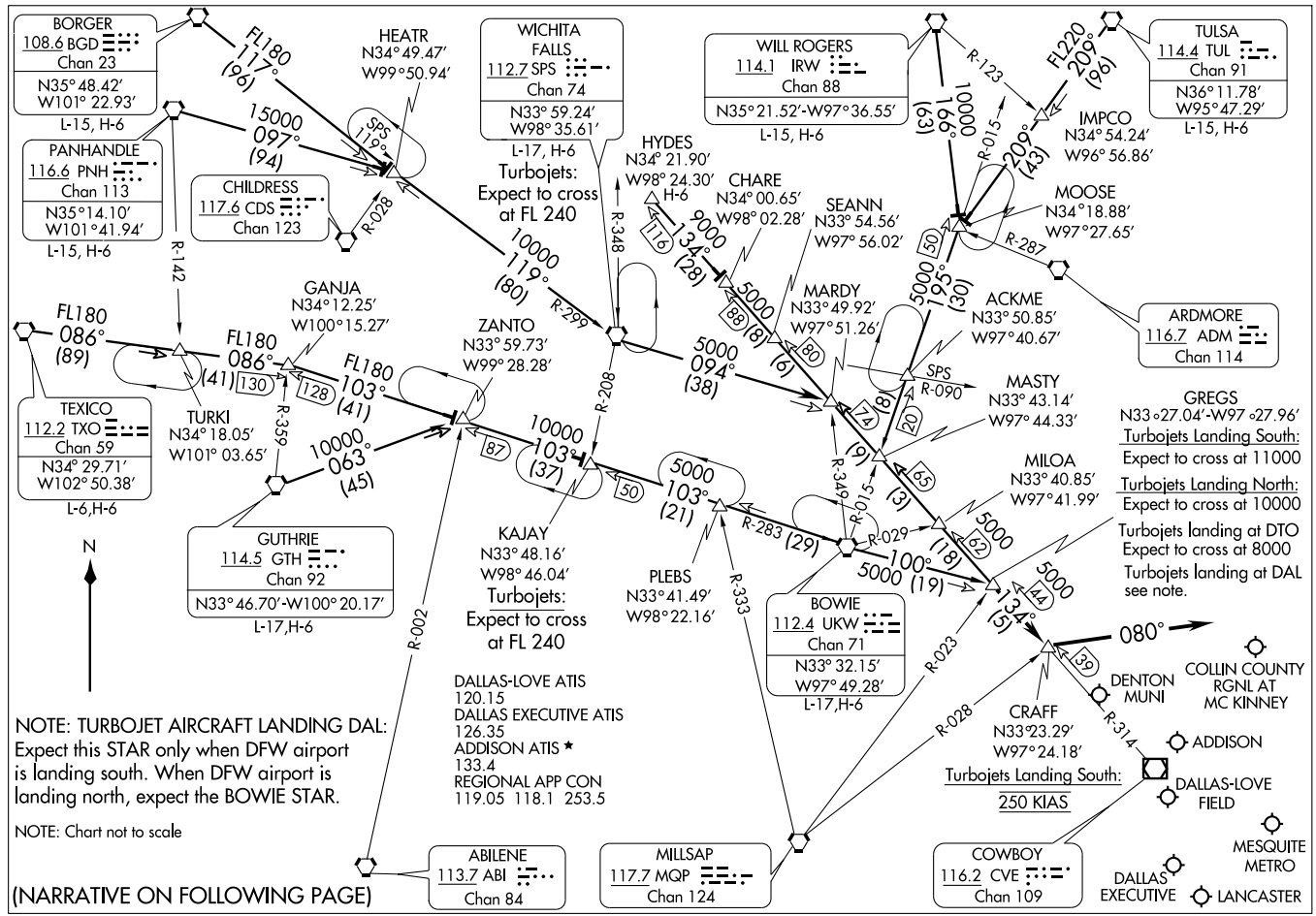




CATEGORY	A	B	C	D
S-35	1040-1 398 (400-1)			1040-1¼ 398 (400-1¼)
CIRCLING	1100-1 458 (500-1)		1120-1½ 478 (500-1½)	1260-2 618 (700-2)



SC-2, 08 APR 2010 to 06 MAY 2010


BORGER
108.6 BGD
Chan 23
N35° 48.42'
W101° 22.93'
L-15, H-6
PANHANDLE
116.6 PNH
Chan 113
N35° 14.10'
W101° 41.94'
L-15, H-6
CHILDRESS
117.6 CDS
Chan 123
HEATR
N34° 49.47'
W99° 50.94'
WICHITA FALLS
112.7 SPS
Chan 74
N33° 59.24'
W98° 35.61'
L-17, H-6
Turbojets: Expect to cross at FL 240
WILL ROGERS
114.1 IRW
Chan 88
N35° 21.52'-W97° 36.55'
L-15, H-6
TULSA
114.4 TUL
Chan 91
N36° 11.78'
W95° 47.29'
L-15, H-6
IMPCO
N34° 54.24'
W96° 56.86'
MOOSE
N34° 18.88'
W97° 27.65'
ARDMORE
116.7 ADM
Chan 114
HYDES
N34° 21.90'
W98° 24.30'
H-6
CHARE
N34° 00.65'
W98° 02.28'
SEANN
N33° 54.56'
W97° 56.02'
MARDY
N33° 49.92'
W97° 51.26'
ACKME
N33° 50.85'
W97° 40.67'
MASTY
N33° 43.14'
W97° 44.33'
GREGS
N33°27.04'-W97°27.96'
Turbojets Landing South:
Expect to cross at 11000
Turbojets Landing North:
Expect to cross at 10000
Turbojets landing at DTO
Expect to cross at 8000
Turbojets landing at DAL
see note.
MILOA
N33° 40.85'
W97° 41.99'
GANJA
N34° 12.25'
W100° 15.27'
ZANTO
N33° 59.73'
W99° 28.28'
TEXICO
112.2 TXO
Chan 59
N34° 29.71'
W102° 50.38'
L-6,H-6
TURKI
N34° 18.05'
W101° 03.65'
GUTHRIE
114.5 GTH
Chan 92
N33° 46.70'-W100° 20.17'
L-17,H-6
KAJAY
N33° 48.16'
W98° 46.04'
Turbojets: Expect to cross at FL 240
PLEBS
N33° 41.49'
W98° 22.16'
BOWIE
112.4 UKW
Chan 71
N33° 32.15'
W97° 49.28'
L-17,H-6
CRAFF
N33° 23.29'
W97° 24.18'
Turbojets Landing South:
250 KIAS
DENTON MUNI
COLLIN COUNTY RGNL AT MC KINNEY
ADDISON
DALLAS-LOVE FIELD
MESQUITE METRO
DALLAS EXECUTIVE
LANCASTER
ABILENE
113.7 ABI
Chan 84
MILLSAP
117.7 MQP
Chan 124
COWBOY
116.2 CVE
Chan 109
DALLAS-LOVE ATIS
120.15
DALLAS EXECUTIVE ATIS
126.35
ADDISON ATIS ★
133.4
REGIONAL APP CON
119.05 118.1 253.5
NOTE: TURBOJET AIRCRAFT LANDING DAL:
Expect this STAR only when DFW airport is landing south. When DFW airport is landing north, expect the BOWIE STAR.
NOTE: Chart not to scale
(NARRATIVE ON FOLLOWING PAGE)
N
FL180 117° (96)
15000 097° (94)
SPS 119°
R-028
R-142
FL180 086° (89)
FL180 086° (41)
130
128
FL180 103° (41)
R-359
10000° 063° (45)
10000 119° (80)
R-299
R-348
R-208
10000 103° (37)
87
50
5000 103° (21)
R-283 (29)
R-002
R-333
9000 134° (28)
116
5000 088° (8)
80
6
5000 094° (38)
74
8
20
9
R-349
R-015
65
3
R-029
5000 100° (19)
5000 062 (18)
5000 134° (5)
44
39
080°
R-023
R-028
R-314
R-123
10000 166° (63)
FL220 209° (96)
R-015
209° (43)
50
5000 195° (30)
R-287
SPS R-090

ARRIVAL DESCRIPTION

BORGER TRANSITION (BGD.GREGS6): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence . . . .

BOWIE TRANSITION (UKW.GREGS6): From over UKW VORTAC via UKW R-100 to GREGS INT. Thence . . . .

GUTHRIE TRANSITION (GTH.GREGS6): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to GREGS INT. Thence . . . .

HYDES TRANSITION (HYDES.GREGS6): From over HYDES INT via CVE R-314 to GREGS INT. Thence . . . .

PANHANDLE TRANSITION (PNH.GREGS6): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence. . . .

TEXICO TRANSITION (TXO.GREGS6): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to GREGS INT. Thence . . . .

TULSA TRANSITION (TUL.GREGS6): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to MASTY INT, then via CVE R-314 to GREGS INT. Thence . . . .

WICHITA FALLS TRANSITION (SPS.GREGS6): From over SPS VORTAC via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence. . . .

WILL ROGERS TRANSITION (IRW.GREGS6): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to MASTY INT, then via CVE R-314 to GREGS INT. Thence . . . .

. . . . From over GREGS INT via CVE R-314 to CRAFF INT thence heading 080° for vector to final approach course.

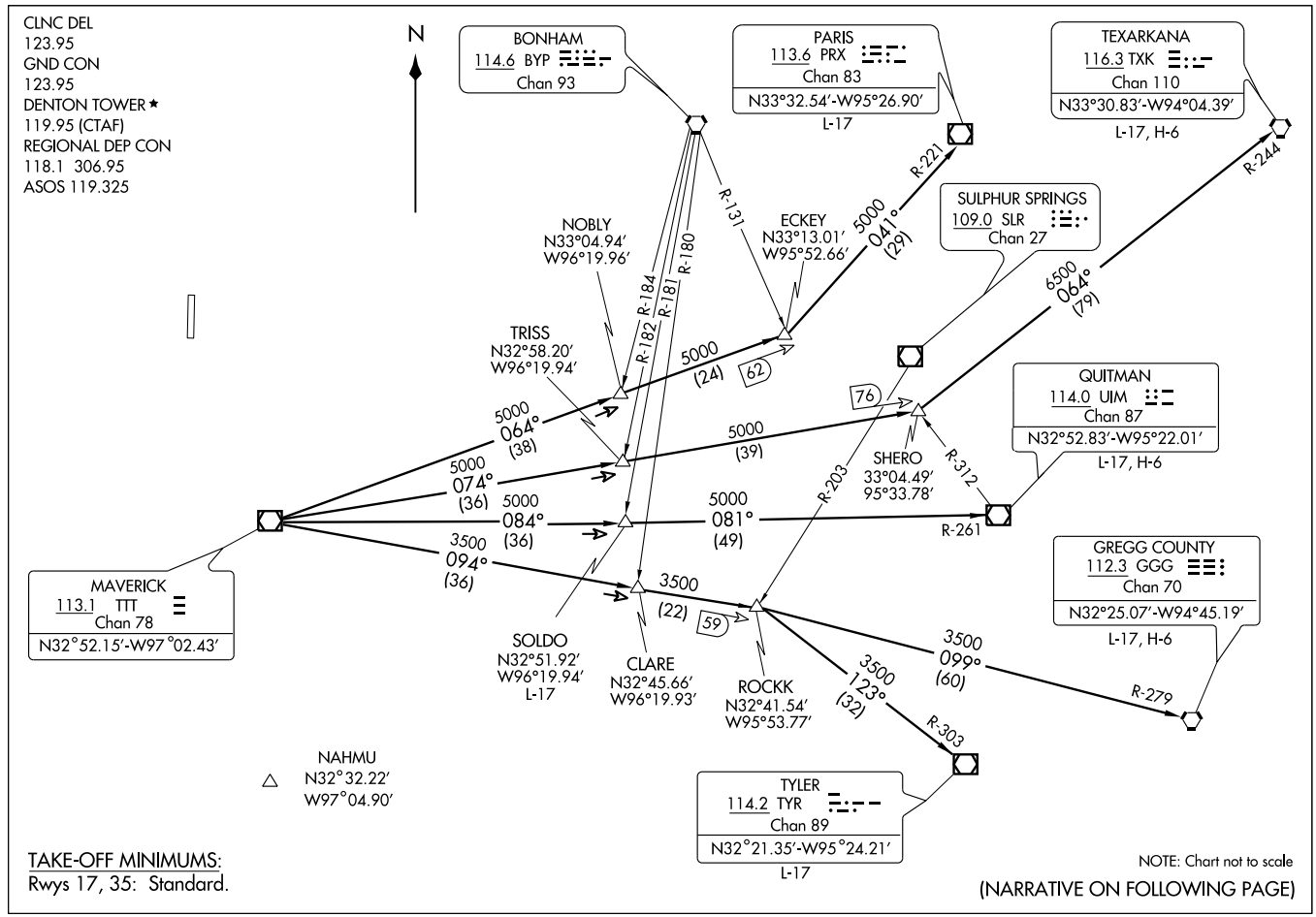
SC-2, 08 APR 2010 to 06 MAY 2010

HUBBARD SIX DEPARTURE

SL-5866 (FAA)

DENTON MUNI (DTO)
DENTON, TEXAS

CLNC DEL
123.95
GND CON
123.95
DENTON TOWER ★
119.95 (CTAF)
REGIONAL DEP CON
118.1 306.95
ASOS 119.325



TAKE-OFF MINIMUMS:
Rwys 17, 35: Standard.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES:
Rwy 17:
Multiple trees beginning 190' from departure end of runway, 178' right of centerline, up to 66' AGL/665' MSL.
Building 371' from departure end of runway, 261' left of centerline, 14' AGL/643' MSL.
Rwy35:
Tree 1,242' from departure end of runway, 806' right of centerline, 63' AGL/692' MSL.

SC-2, 08 APR 2010 to 06 MAY 2010

DENTON, TEXAS

AL-5866 (FAA)

LOC I-DTO	APP CRS	Rwy Idg	5999
109.1	174°	TDZE	642
		Apt Elev	642

ILS or LOC RWY 17

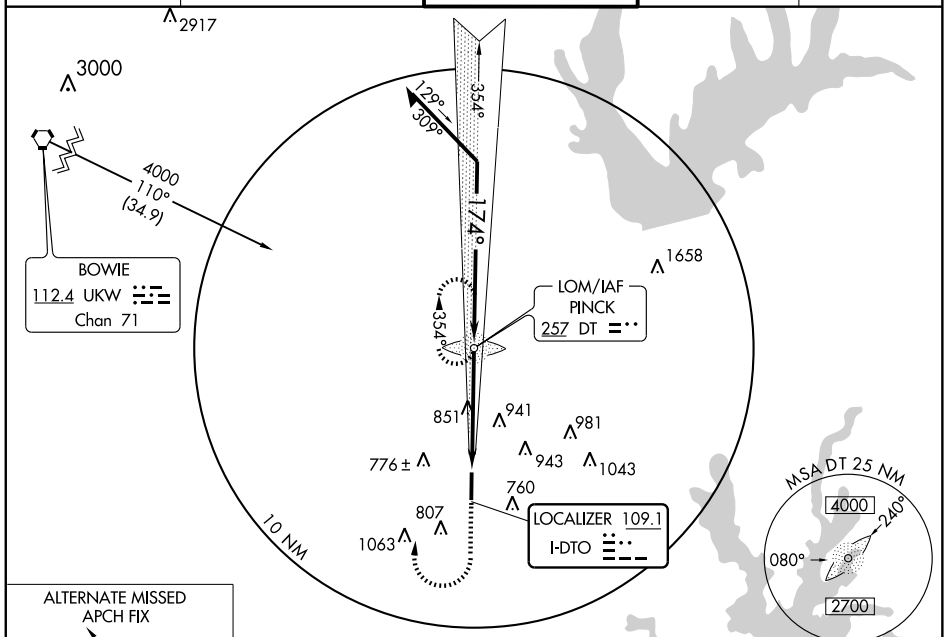
DENTON MUNI (DTO)

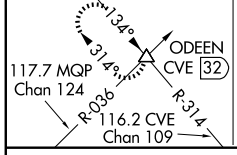
ADF REQUIRED

MALSR

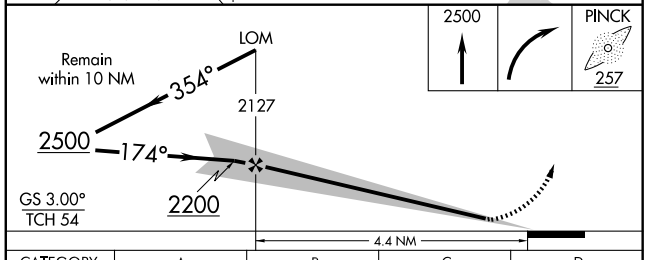
MISSED APPROACH: Climb to 2500, then right turn direct PINCK LOM and hold.

ASOS	REGIONAL APP CON	DENTON TOWER ★	GND CON	CLNC DEL
119.325	118.1 306.95	119.95 (CTAF) L	123.95	123.95



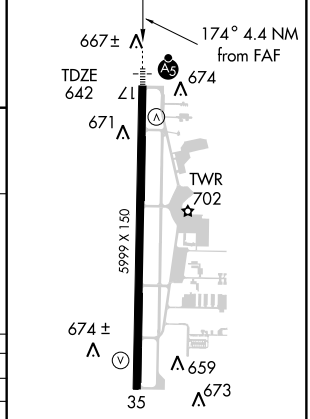


ADF REQUIRED



ELEV 642

MIRL Rwy 17-35



CATEGORY	A	B	C	D
S-ILS 17		842- ½	200 (200-½)	
S-LOC 17	1120-½ 478 (500-½)		1120-¾ 478 (500-¾)	1120-1 478 (500-1)
CIRCLING	1120-1 478 (500-1)		1120-1½ 478 (500-1½)	1260-2 618 (700-2)

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

SC-2, 08 APR 2010 to 06 MAY 2010

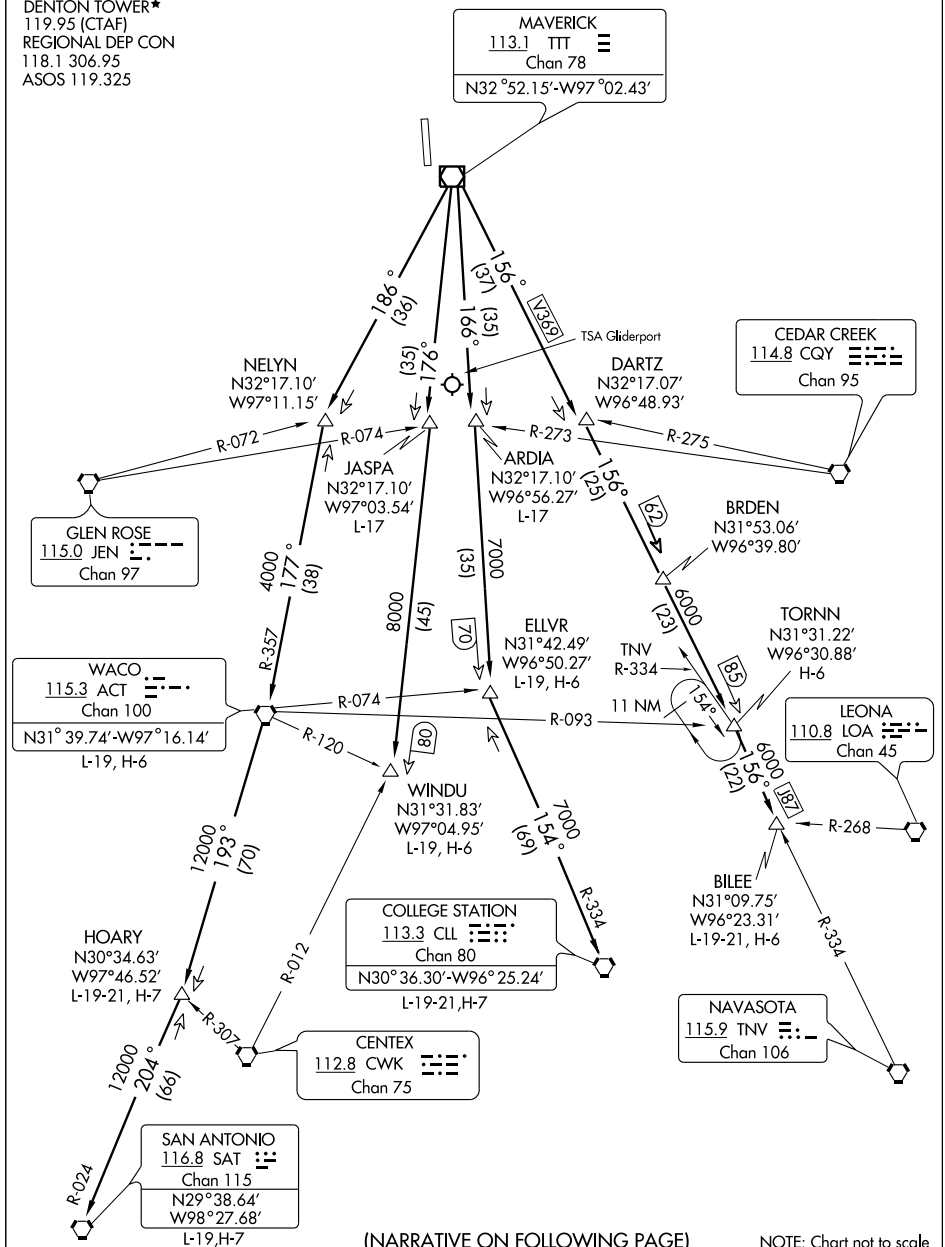
JOE POOL FOUR DEPARTURE

SL-5866 (FAA)

DENTON MUNI (DTO)
DENTON, TEXAS

CLNC DEL
123.95
GND CON
123.95
DENTON TOWER★
119.95 (CTAF)
REGIONAL DEP CON
118.1 306.95
ASOS 119.325

TAKE-OFF MINIMUMS:
Rwys 17, 35: Standard.



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude, expect vector to appropriate route.

ARDIA TRANSITION (JPOOL4.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.
BILEE TRANSITION (JPOOL4.BILEE): (For aircraft overflying the BILEE intersection, thence via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to overfly the TNV VORTAC.) From over TTT VOR/DME via TTT R-156 to BILEE INT.
BRDEN TRANSITION (JPOOL4.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.
COLLEGE STATION TRANSITION (JPOOL4.CLL): (For piston aircraft inbound to Houston Hobby and all aircraft inbound to West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.
ELLVR TRANSITION (JPOOL4.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT VOR/DME via TTT R-166 to ELLVR INT.
HOARY TRANSITION (JPOOL4.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.
JASPA TRANSITION (JPOOL4.JASPA): (ATC assigned.) From over TTT VOR/DME via TTT R-176 to JASPA INT.
SAN ANTONIO TRANSITION (JPOOL4.SAT): (For aircraft overflying Centex and San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.
TORNN TRANSITION (JPOOL4.TORNN): (For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT R-156 to TORNN INT.
WACO TRANSITION (JPOOL4.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.
WINDU TRANSITION (JPOOL4.WINDU): (For aircraft inbound to Austin or San Antonio terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU.) From over TTT VOR/DME via TTT R-176 to WINDU INT.

SC-2, 08 APR 2010 to 06 MAY 2010

KINGDOM SEVEN DEPARTURE SL-5866 (FAA)

CLNC DEL 123.95
GND CON 123.95
DENTON TOWER ★ 119.95 (CTAF)
REGIONAL DEP CON 118.1 306.95
ASOS 119.325

TAKE-OFF OBSTACLES:
Note: Rwy 17, Multiple trees beginning 190′ from DER, 178′ right of centerline, up to 66′ AGL/665′ MSL. Building 371′ from DER, 261′ left of centerline, 14′ AGL/643′ MSL.
Note: Rwy 35, Tree 1242′ from DER, 806′ right of centerline, 63′ AGL/692′ MSL.

N

WICHITA FALLS
112.7 SPS
Chan 74
N33°59.24′-W98°35.61′
L-17, H-6

R-148 (25) V568

KARYN
N33°35.82′
W98°24.42′

R-271

BOWIE
112.4 UKW
Chan 71

R-146

GUTHRIE
114.5 GTH
Chan 92
N33°46.70′
W100°20.17′
L-17, H-6

6000 326° (63) V18

4000 328° (22)

R-225

R-165

FERRA
N33° 05.47′
W97°44.00′

RANGER
115.7 FUZ
Chan 104
N32°53.37′
W97°10.77′

MUZZO
N33°15.10′
W98°14.61′

65 34

4000 (27)

2300 285° (37)

CEOLA
N32°51.98′
W97°44.00′

2100 274° (7)

RUWLO
N32°47.28′
W99°07.77′

R-330

2500 261° (28)

2800 250° (36)

8000 (71)

99

8000 265° V18 (36) 93

BEKLE
N32°49.27′
W99°49.92′

R-265

4000 261° (13)

R-081

MAVERICK
113.1 TTT
Chan 78
N32°52.15′-W97°02.43′

PODDE
N32°43.58′
W97°44.00′
L-17

R-006

R-004

R-343

TAKE-OFF MINIMUMS:
Rwys 17, 35 standard.

BROWNWOOD
108.6 BWD
Chan 23

MILLSAP
117.7 MQP
Chan 124
N32°43.57′
W97°59.85′
L-17, H-6

GLEN ROSE
115.0 JEN
Chan 97

NOTE: Chart not to scale

NOTE: For all aircraft requesting 17,000′ and below.
(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock terminal area or proceeding westbound via V-18 to GTH VORTAC). From over TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT, then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC.
MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC westbound via V-18 or direct). From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.
PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.
WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VORTAC). From over TTT VOR/DME via TTT R-285 to MUZZO INT, then via SPS R-148 to SPS VORTAC.

SC-2, 08 APR 2010 to 06 MAY 2010

LOM DT	APP CRS	Rwy Idg	5999
257	174°	TDZE	642
		Apt Elev	642

NDB or GPS RWY 17

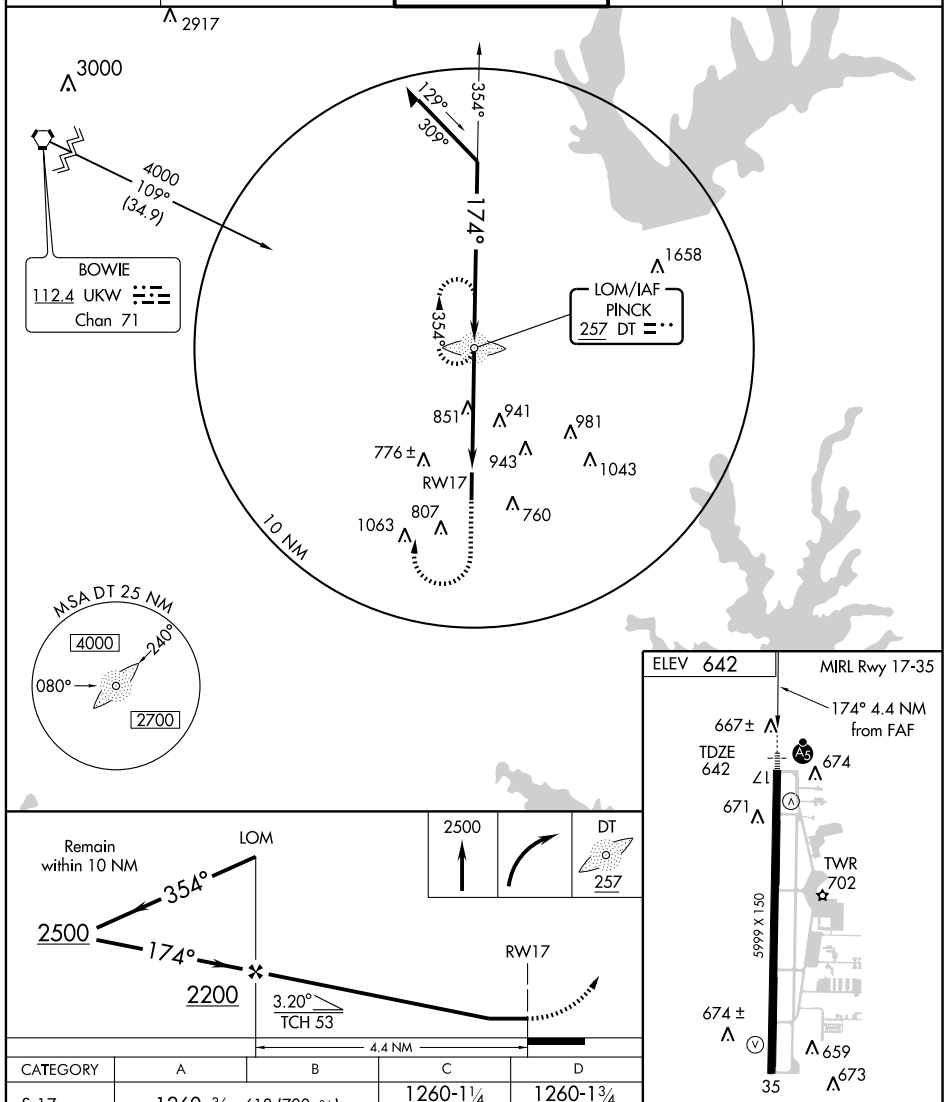
DENTON MUNI (DTO)

NA

MALSR

MISSED APPROACH: Climb to 2500, then right turn direct DT LOM and hold.

ASOS	REGIONAL APP CON	DENTON TOWER★	GND CON	CLNC DEL
119.325	118.1 306.95	119.95 (CTAF)	123.95	123.95

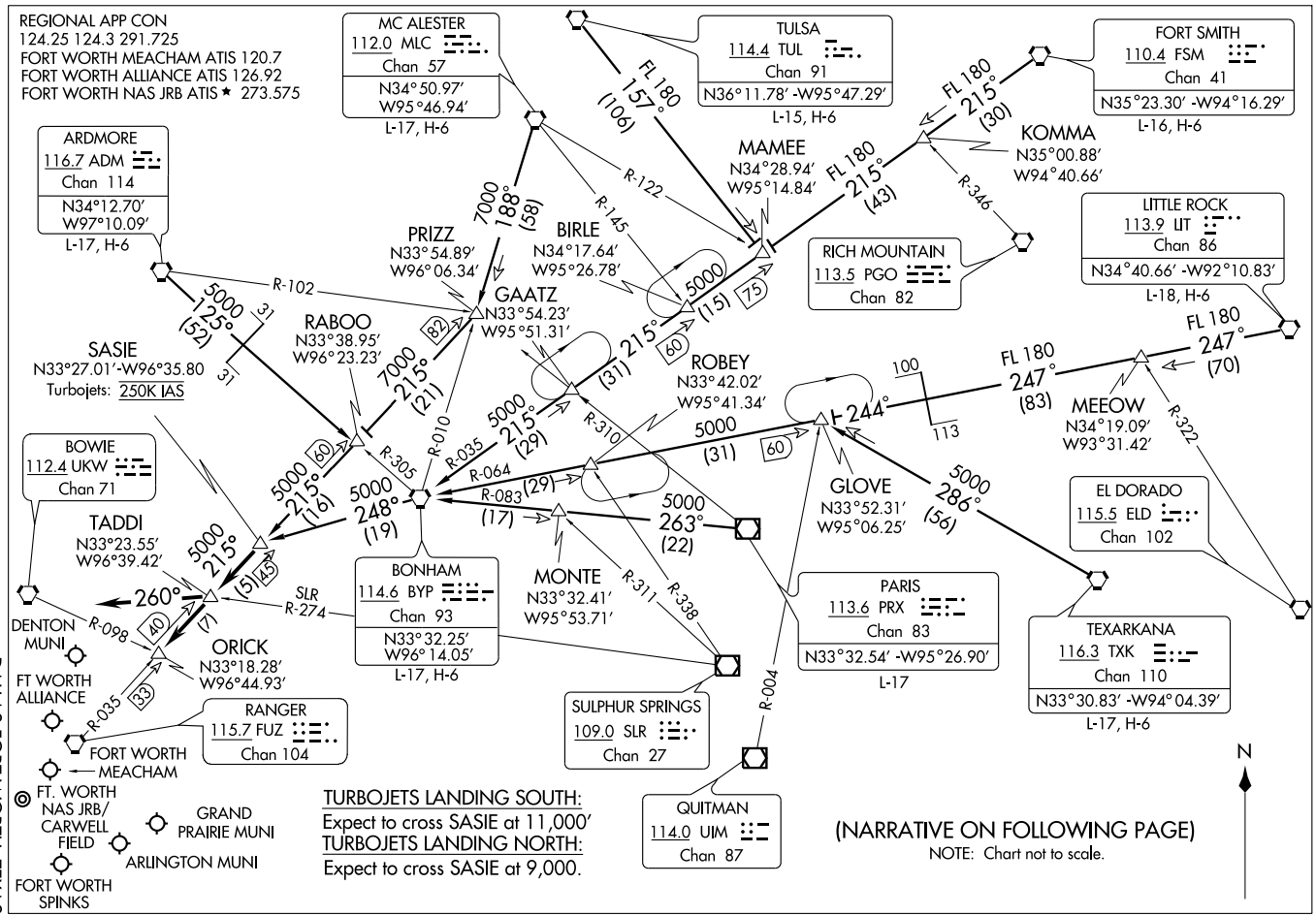


CATEGORY	A	B	C	D
S-17	1260-¾	618 (700-¾)	1260-1¼ 618 (700-1¼)	1260-1¾ 618 (700-1¾)
CIRCLING	1260-1	618 (700-1)	1260-1¾ 618 (700-1¾)	1260-2 618 (700-2)

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

SC-2, 08 APR 2010 to 06 MAY 2010



SASIE TWO ARRIVAL

(SASIE.SASIE2) 09351

ST-6918 (FAA)

DALLAS-FORT WORTH, TEXAS

ARRIVAL DESCRIPTION

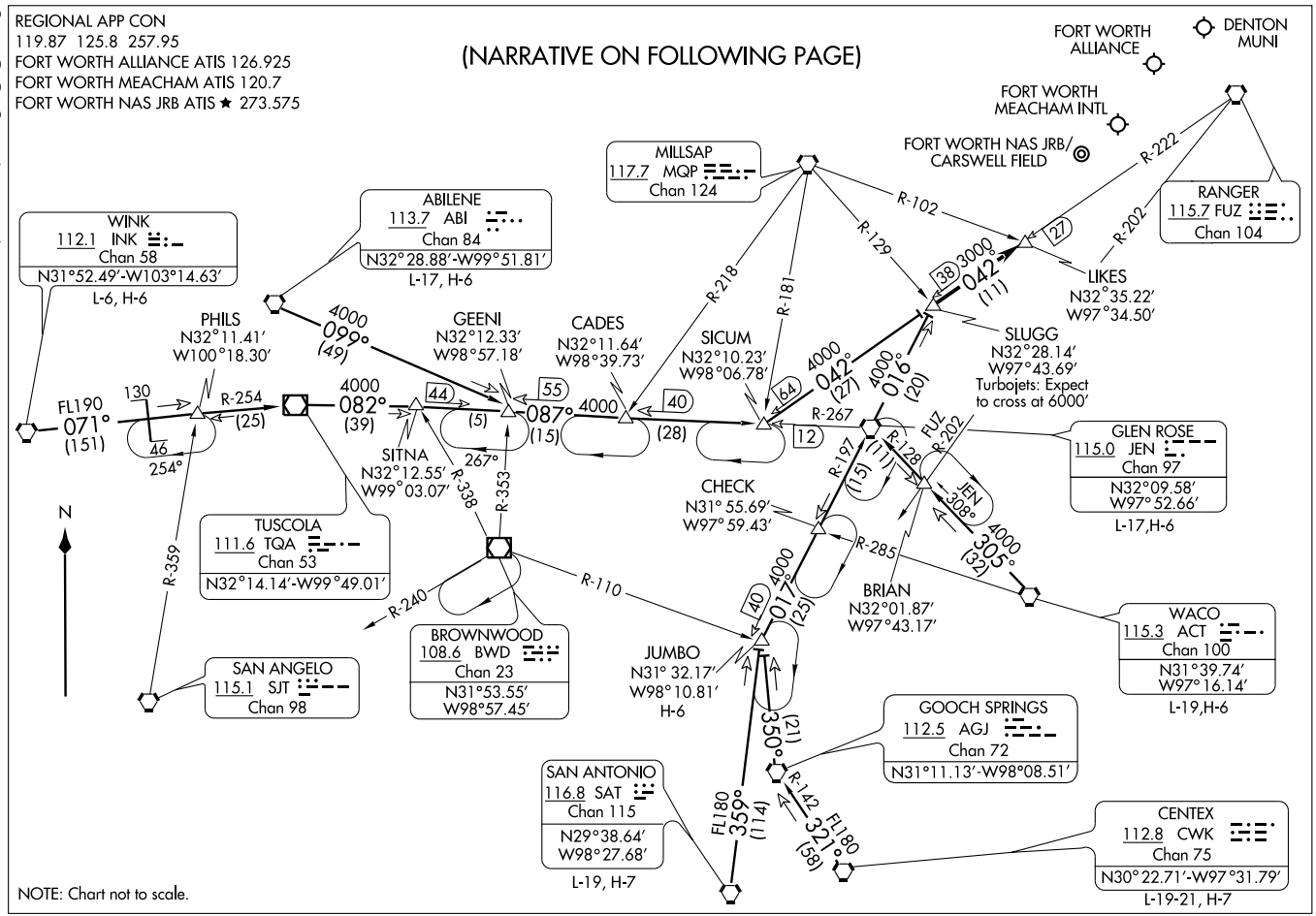
ARDMORE TRANSITION (ADM.SASIE2): From over ADM VORTAC via ADM R-125 and BYP R-305 to RABOO INT, then via FUZ R-035 to SASIE INT. Thence. . . .
BONHAM TRANSITION (BYP.SASIE2): From over BYP VORTAC via BYP R-248 to SASIE INT. Thence. . . .
FORT SMITH TRANSITION (FSM.SASIE2): From over FSM VORTAC via FSM R-215 to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
LITTLE ROCK TRANSITION (LIT.SASIE2): From over LIT VORTAC via LIT R-247 and BYP R-064 to GLOVE INT, then via BYP R-064 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
MC ALESTER TRANSITION (MLC.SASIE2): From over MLC VORTAC via MLC R-188 to PRIZZ INT, then via FUZ R-035 to SASIE INT. Thence. . . .
PARIS TRANSITION (PRX.SASIE2): From over PRX VOR/DME via PRX R-263 and BYP R-083 to BYP VORTAC, then via BYP VORTAC R-248 to SASIE INT. Thence. . . .
TEXARKANA TRANSITION (TXK.SASIE2): From over TXK VORTAC via TXK R-286 to GLOVE INT, then via BYP R-064 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
TULSA TRANSITION (TUL.SASIE2): From over TUL VORTAC via TUL R-157 to MAMEE INT, then via BYP R-035 to BYP VORTAC, the via BYP R-248 to SASIE INT. Thence. . . .
. . . . From over SASIE INT via FUZ R-035 to TADDI INT or ORICK INT (when directed by ATC). Depart TADDI INT heading 260° for vectors to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010

SLUGG SIX ARRIVAL

REGIONAL APP CON
119.87 125.8 257.95
FORT WORTH ALLIANCE ATIS 126.925
FORT WORTH MEACHAM ATIS 120.7
FORT WORTH NAS JRB ATIS ★ 273.575

(NARRATIVE ON FOLLOWING PAGE)



ARRIVAL ROUTE DESCRIPTION

ABILENE TRANSITION (ABI.SLUGG6): From over ABI VORTAC via ABI R-099 to GEENI INT, then via JEN R-267 to SICUM INT, then via FUZ R-222 to SLUGG INT. Thence . . . .

CENTEX TRANSITION (CWK.SLUGG6): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via JEN R-197 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence . . . .

GLEN ROSE TRANSITION (JEN.SLUGG6): From over JEN VORTAC via JEN R-016 to SLUGG INT. Thence . . . .

JUMBO TRANSITION (JUMBO.SLUGG6): From over JUMBO INT via JEN R-197 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence . . . .

SAN ANTONIO TRANSITION (SAT.SLUGG6): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via JEN R-197 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence . . . .

WACO TRANSITION (ACT.SLUGG6): From over ACT VORTAC via ACT R-305 and JEN R-128 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence . . . .

WINK TRANSITION (INK.SLUGG6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to SICUM INT, then via FUZ R-222 to SLUGG INT. Thence . . . .

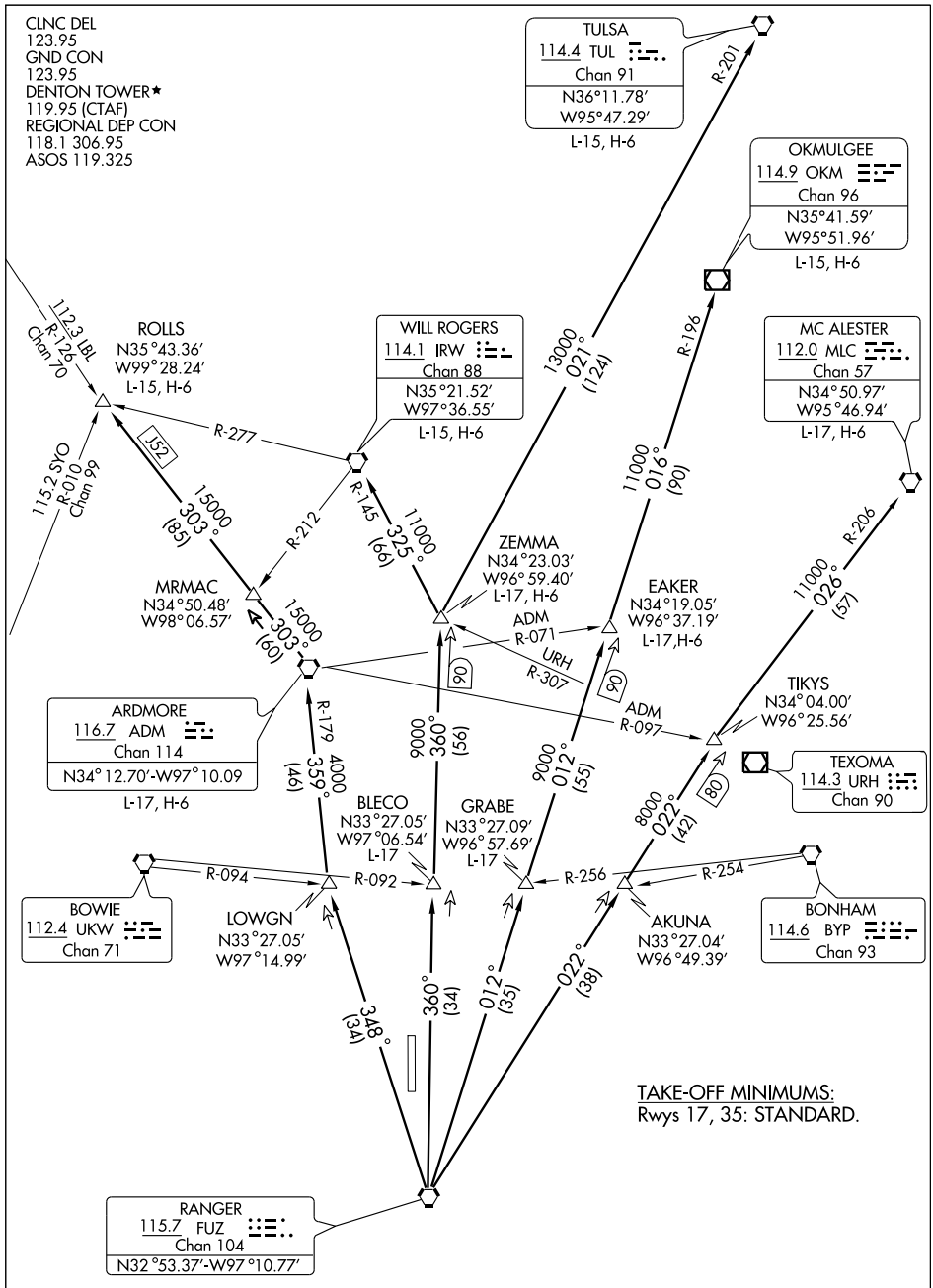
. . . . From over SLUGG INT, via FUZ R-222 to LIKES INT. Expect vectors to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010

TEXOMA ONE DEPARTURE

SL-5866 (FAA)

DENTON MUNI (DTO)
DENTON, TEXAS



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to BLECO INT.

EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC via FUZ R-012 to EAKER INT.

GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT, then via MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to OKM VOR/DME.

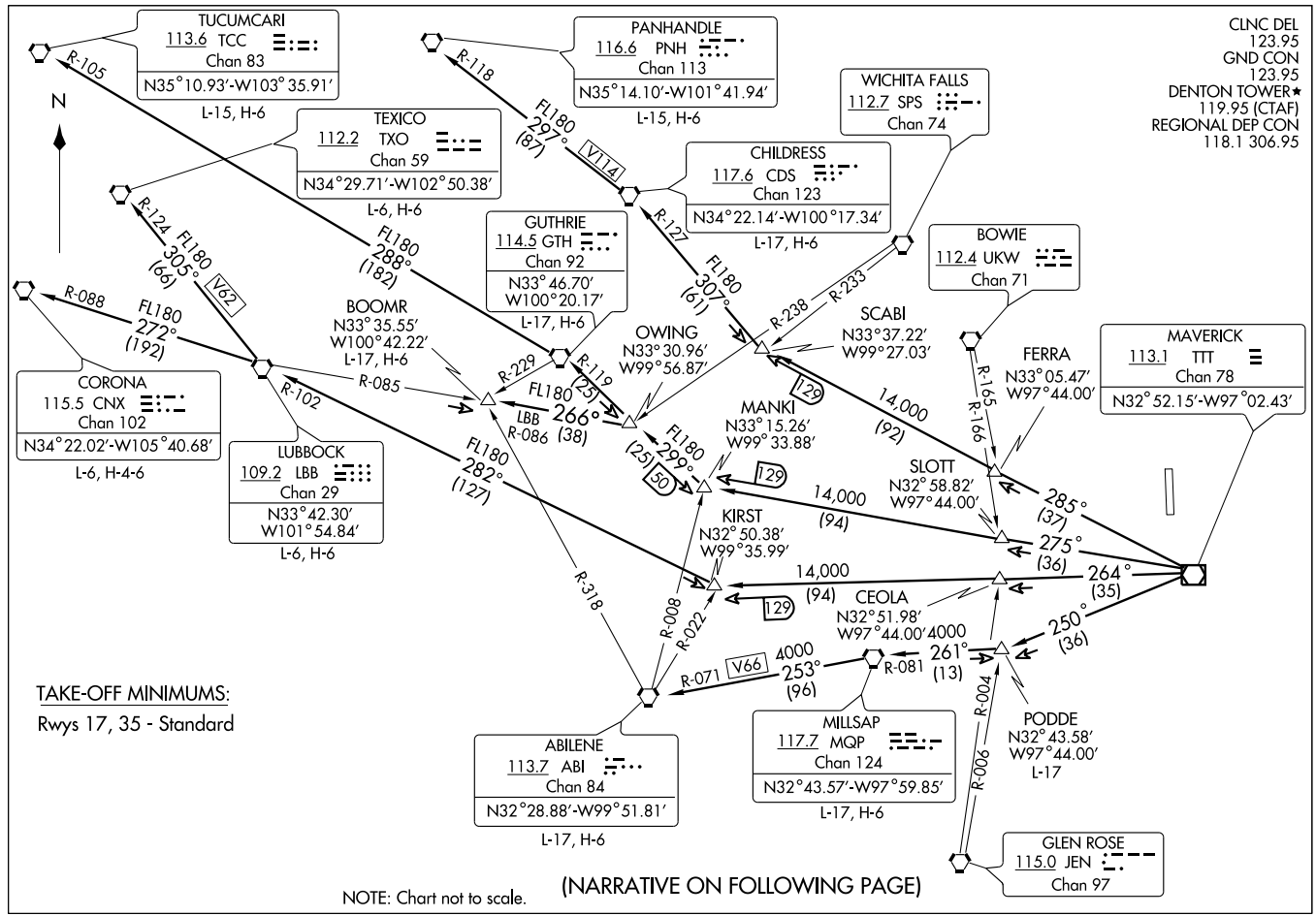
ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.

TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (TEX1.IRW): (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT.

SC-2, 08 APR 2010 to 06 MAY 2010



(KDTO) DENTON MUNI (DTO) 08269

WORTH FIVE DEPARTURE

DENTON, TEXAS

SL-5866 (FAA)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

BOOMR TRANSITION (WORTH5.BOOMR): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT.

CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

PANHANDLE TRANSITION (WORTH5.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via TTT R-250 to PODDE INT.

TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

SC-2, 08 APR 2010 to 06 MAY 2010

NDB HHH	APP CRS	Rwy Idg	3400
359	356°	TDZE	703
		Apt Elev	703

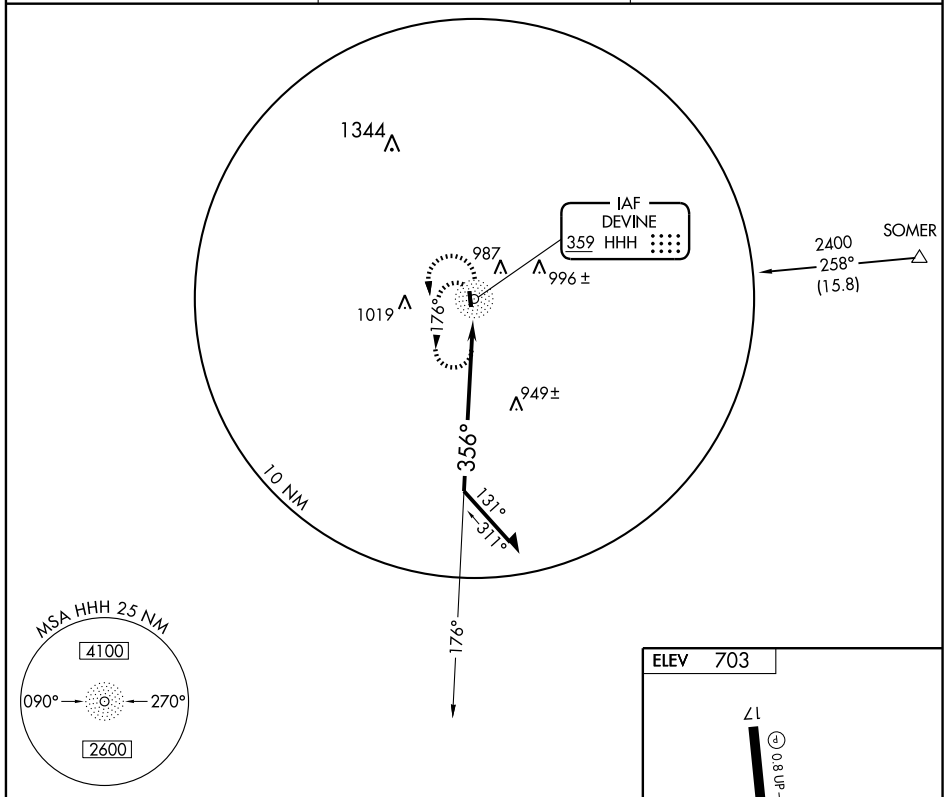
NDB RWY 35

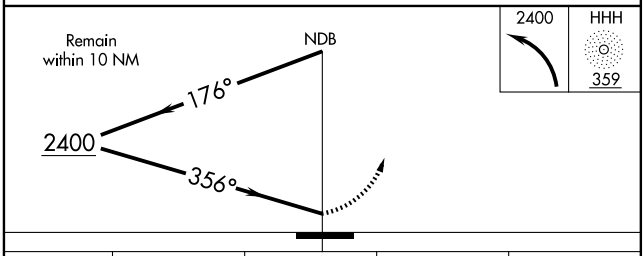
DEVINE MUNI (23R)

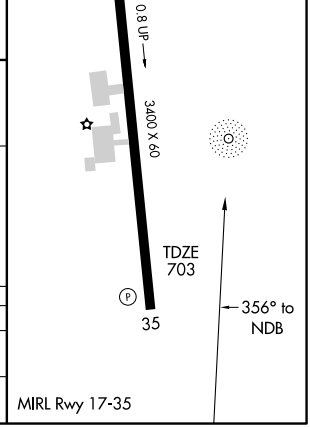
Use Castroville Muni altimeter setting; when not received, use Hondo Muni altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing left turn to 2400 in HHH NDB holding pattern.

CASTROVILLE AWOS	SAN ANTONIO APP CON	CTAF
119.250	118.05 353.5	122.9 L







CATEGORY	A	B	C	D
S-35	1340-1	637 (700-1)	NA	
CIRCLING	1380-1	677 (700-1)	NA	

SC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3400
346°	TDZE	703
	Apt Elev	703

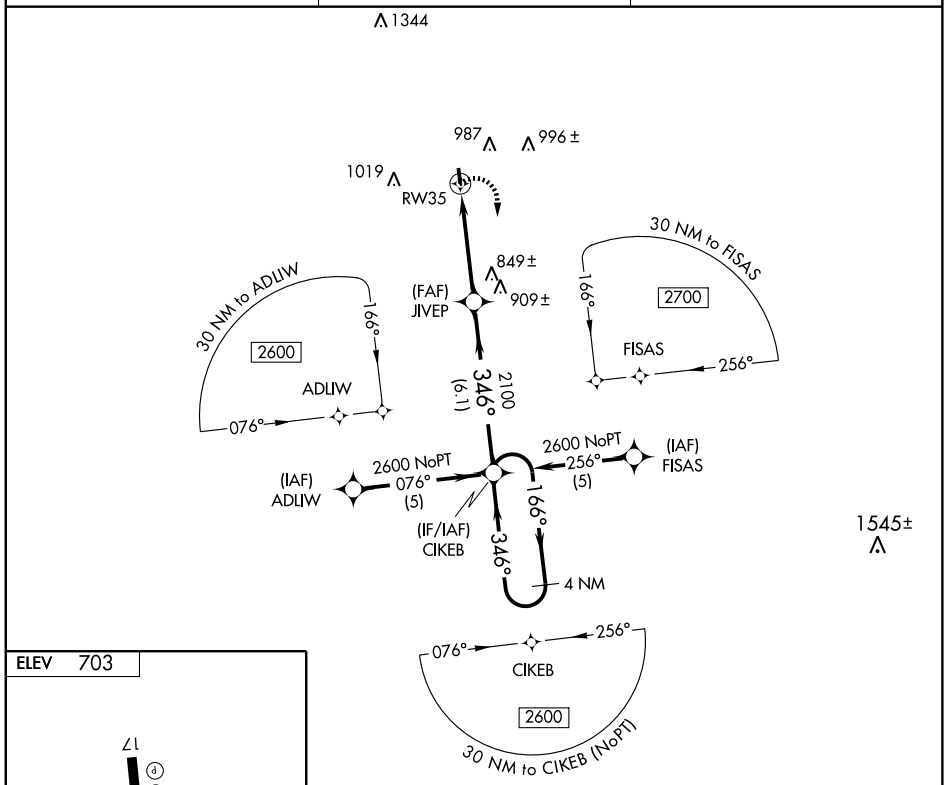
RNAV (GPS) RWY 35

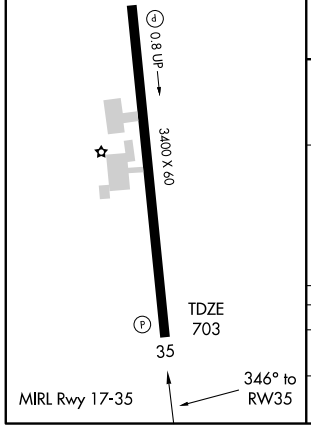
DEVINE MUNI (23R)

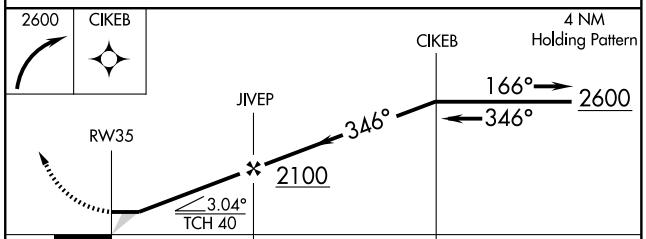
DME/DME RNP-0.3 NA. Use Castroville Muni altimeter setting; when not received, use Hondo Muni altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing right turn to 2600 direct CIKEB and hold.

CASTROVILLE AWOS	SAN ANTONIO APP CON	CTAF
119.250	118.05 353.5	122.9 (L)







CATEGORY	A	B	C	D
LNAV MDA	1140-1	437 (500-1)	NA	
CIRCLING	1380-1	677 (700-1)	NA	

SC-3, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	6001
CH 63016	014°	TDZE	3706
W01A		Apt Elev	3706

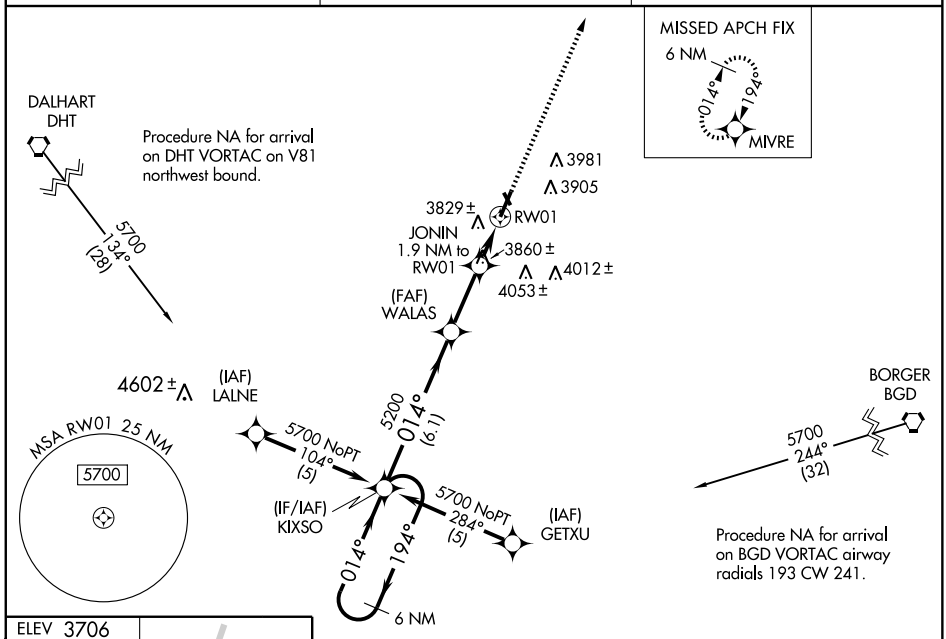
RNAV (GPS) RWY 1

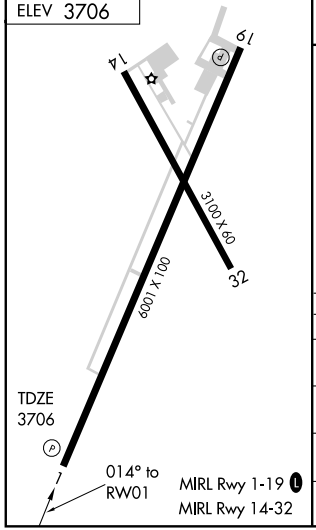
DUMAS/MOORE COUNTY (DUX)

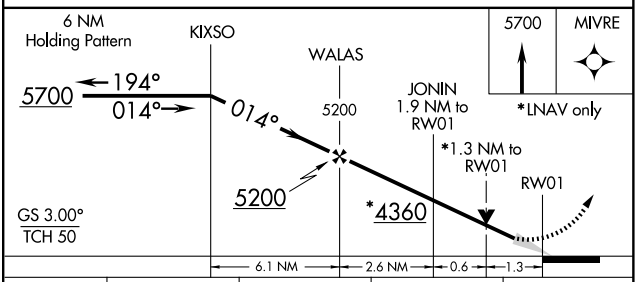
Baro-VNAV NA when using Dalhart altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (105°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dalhart altimeter setting and increase DA 104 feet and all MDA 120 feet, increase LNAV/VNAV all Cats, LNAV Cats C and D and Circling Cat C and D visibility ¼ mile. VDP NA with Dalhart altimeter setting.

MISSED APPROACH: Climb to 5700 direct to MIVRE and hold.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
118.075	127.85 285.475	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	3906-1 200 (200-1)			
LNAV/VNAV DA	4132-1½ 426 (500-1½)			
LNAV MDA	4160-1 454 (500-1)		4160-1¼ 454 (500-1¼)	4160-1½ 454 (500-1½)
CIRCLING	4160-1 454 (500-1)	4220-1 514 (600-1)	4220-1½ 514 (600-1½)	4300-2 594 (600-2)

SC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 69416 W19A | APP CRS 194° | Rwy Idg 6001 TDZE 3701 Apt Elev 3706

RNAV (GPS) RWY 19

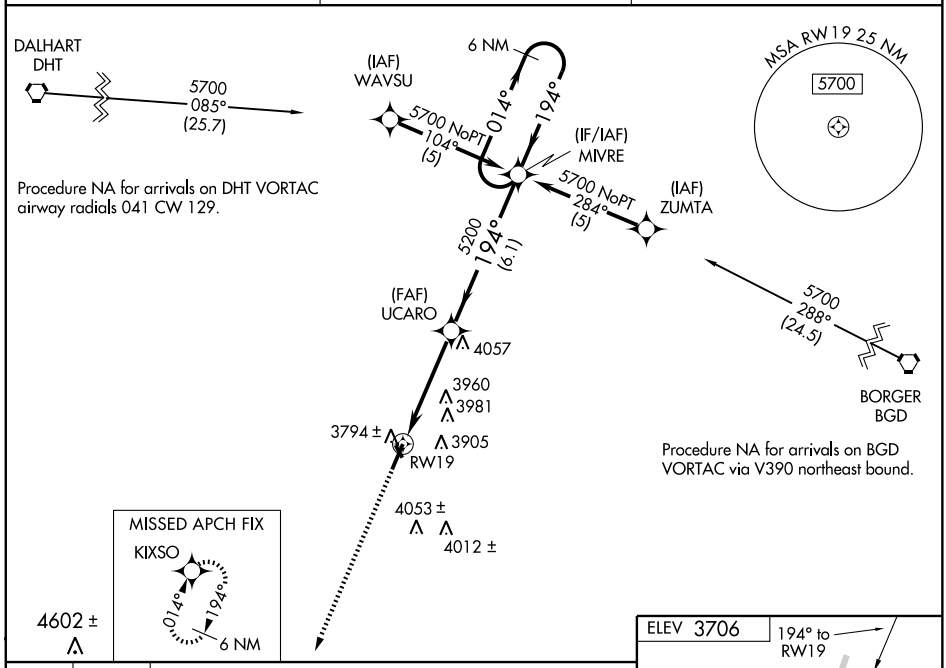
DUMAS/MOORE COUNTY (DUX)

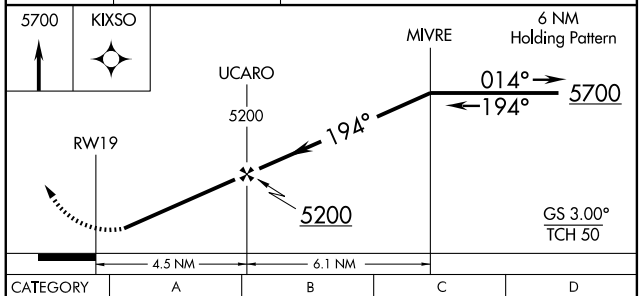
Baro-VNAV NA when using Dalhart altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (105°F). DME/DME RNP-0.3 NA.

Visibility reduction by helicopters NA. When local altimeter setting not received, use Dalhart altimeter setting and increase DA 104 feet and all MDA 120 feet, increase LPV all Cats, and Circling Cat D visibility ¼ mile, and LNAV/VNAV all Cats, LNAV Cats C/D and Circling Cat C visibility ½ mile.

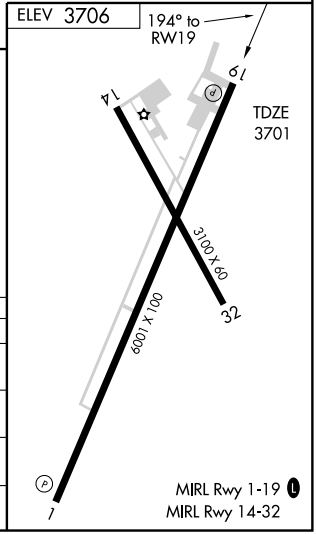
MISSED APPROACH: Climb to 5700 direct to KIXSO and hold.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
118.075	127.85 285.475	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	3951-1	250 (300-1)		
LNAV/VNAV DA	4340-2¼	639 (700-2¼)		
LNAV MDA	4260-1	559 (600-1)	4260-1½ 559 (600-1½)	4260-1¾ 559 (600-1¾)
CIRCLING	4260-1	554 (600-1)	4260-1½ 554 (600-1½)	4300-2 594 (600-2)



SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	N/A
106°	TDZE	N/A
	Apt Elev	3705

VOR/DME-A

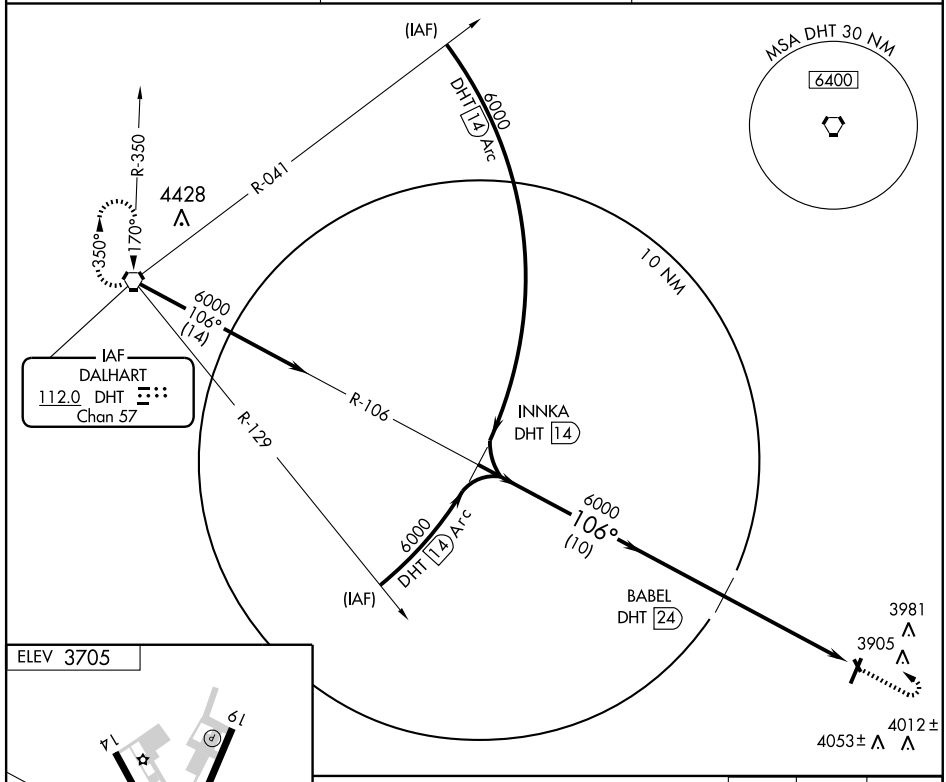
DUMAS/MOORE COUNTY (DUX)

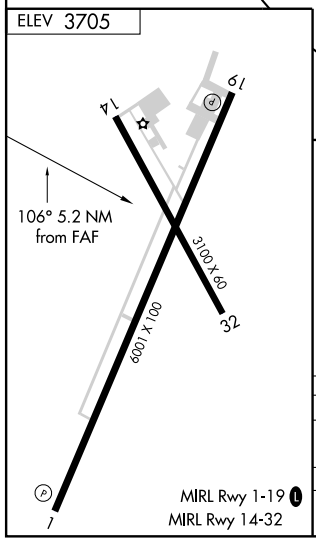
Obtain local altimeter on CTAF; when not received, use Amarillo altimeter setting. When neither received, procedure not authorized.

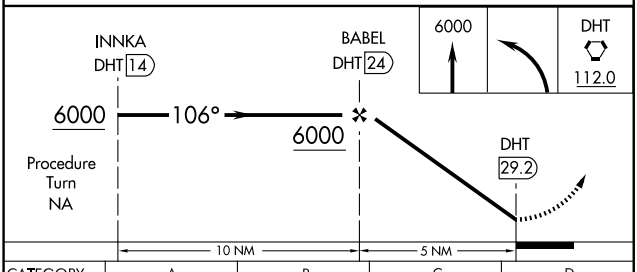
NA

MISSED APPROACH: Climb to 6000 then turn left direct DHT VORTAC and hold.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
118.075	127.85 285.475	122.8 L (CTAF)







CATEGORY	A	B	C	D
CIRCLING	4700-1¼ 995 (1000-1¼)	4700-1½ 995 (1000-1½)	4700-3 995 (1000-3)	
AMARILLO ALTIMETER SETTING MINIMUMS				
CIRCLING	4820-1¼ 1115 (1200-1¼)	4820-1½ 1115 (1200-1½)	4820-3 1115 (1200-3)	

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3801
166°	TDZE	184
	Apt Elev	184

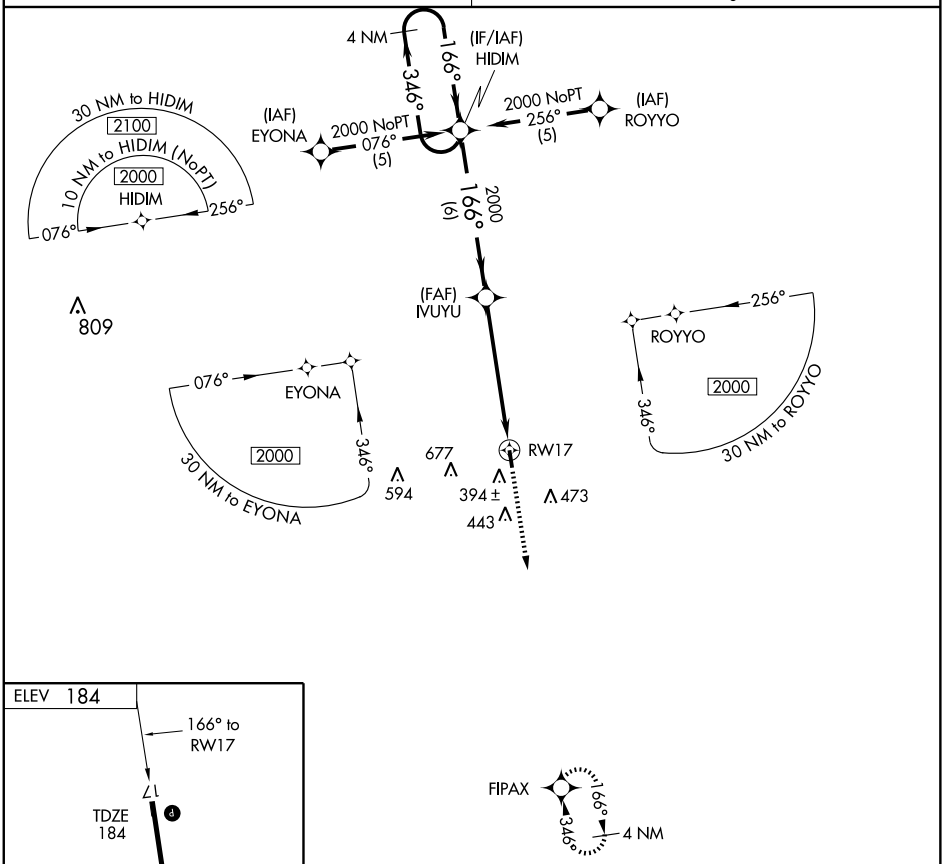
RNAV (GPS) RWY 17

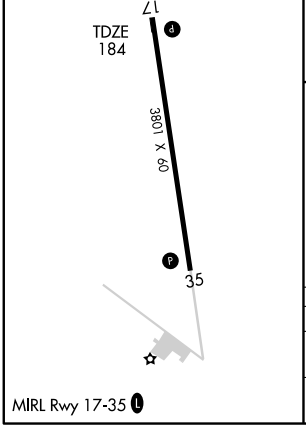
EAGLE LAKE (ELA)

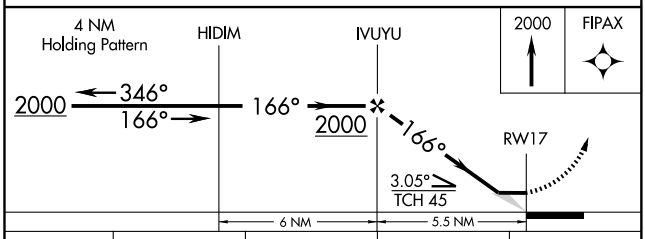
DME/DME RNP-0.3 NA.
NA Use Sugar Land Rgnl altimeter setting.

MISSED APPROACH: Climb to 2000 direct FIPAX and hold.

HOUSTON CENTER	CTAF
128.6 360.8	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	680-1	496 (500-1)	680-1¼ 496 (500-1¼)	NA
CIRCLING	840-1	656 (700-1)	840-1¾ 656 (700-1¾)	NA

SC-5, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3801
346°	TDZE	184
	Apt Elev	184

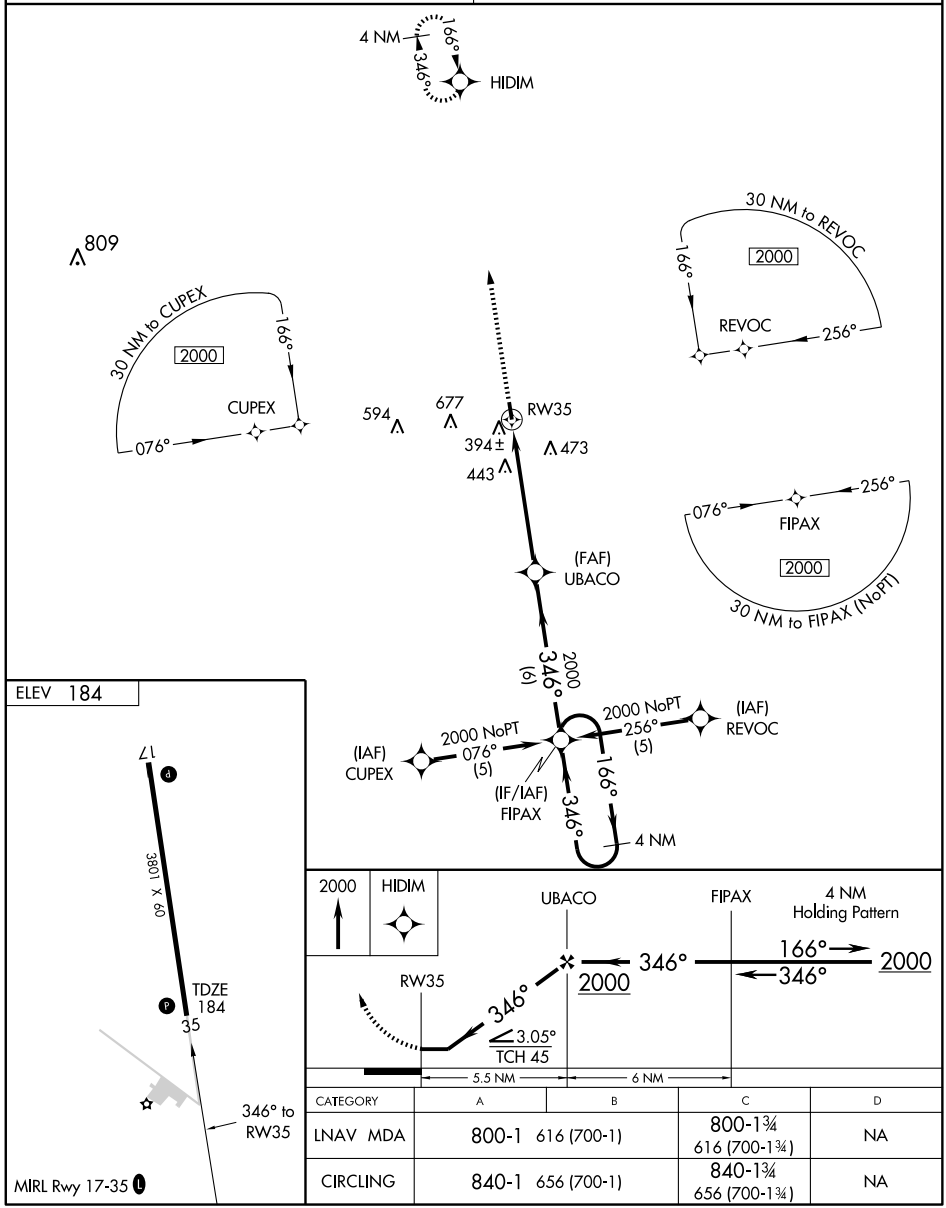
RNAV (GPS) RWY 35

EAGLE LAKE (ELA)

DME/DME RNP-0.3 NA.
NA Use Sugar Land Rgnl altimeter setting.

MISSED APPROACH: Climb to 2000 direct HIDIM and hold.

HOUSTON CENTER	CTAF
128.6 360.8	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	800-1	616 (700-1)	800-1¾ 616 (700-1¾)	NA
CIRCLING	840-1	656 (700-1)	840-1¾ 656 (700-1¾)	NA

SC-5, 08 APR 2010 to 06 MAY 2010

VOR ELA 116.4 Chan 111	APP CRS 177°	Rwy Idg 3801 TDZE 184 Apt Elev 184

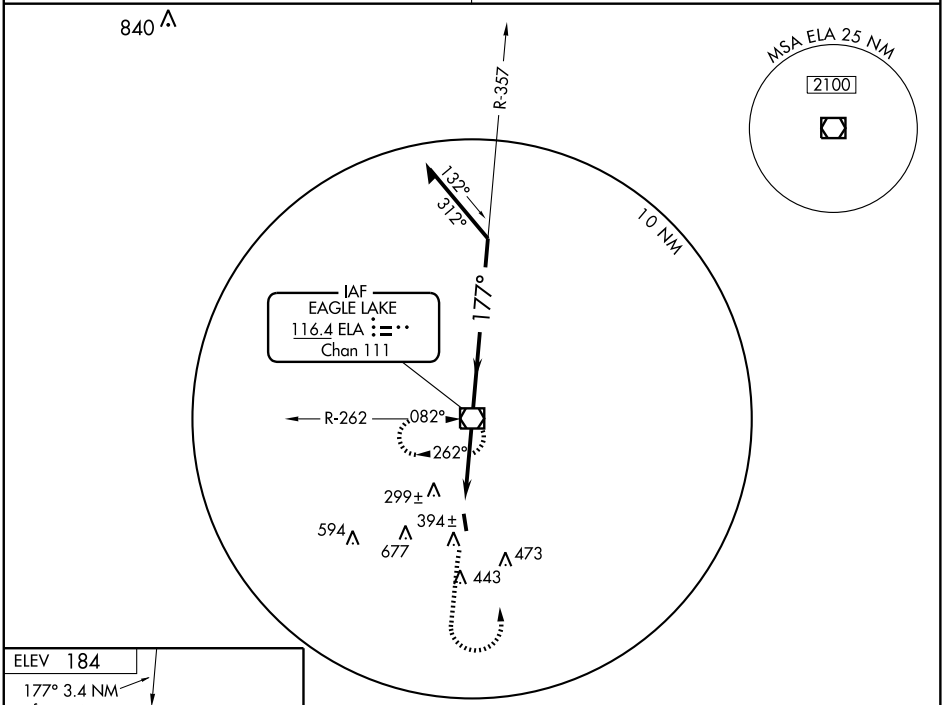
VOR RWY 17
EAGLE LAKE (ELA)

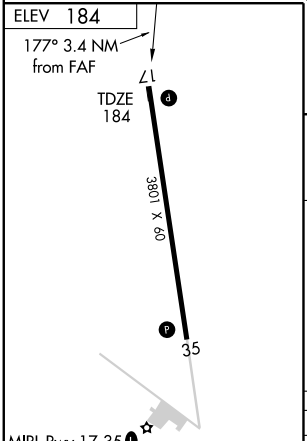
Use Sugar Land Rgnl altimeter setting.
NA

MISSED APPROACH: Climb to 2000, then left turn direct ELA VOR/DME and hold.

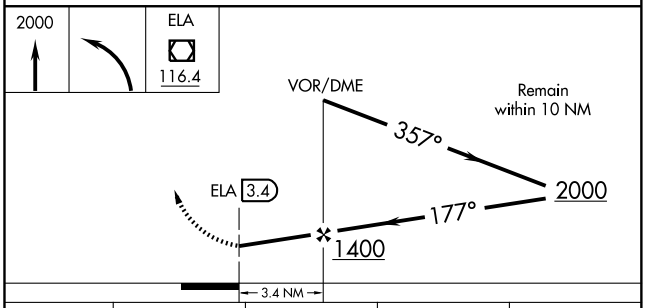
HOUSTON CENTER
128.6 360.8

CTAF
122.9 L





FAF to MAP 3.4 NM					
Knots	60	90	120	150	180
Min:Sec	3:24	2:16	1:42	1:22	1:08



CATEGORY	A	B	C	D
S-17	660-1	476 (500-1)	660-1¼ 476 (500-1¼)	NA
CIRCLING	840-1	656 (700-1)	840-1¾ 656 (700-1¾)	NA

SC-5, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5506
144°	TDZE	887
	Apt Elev	887

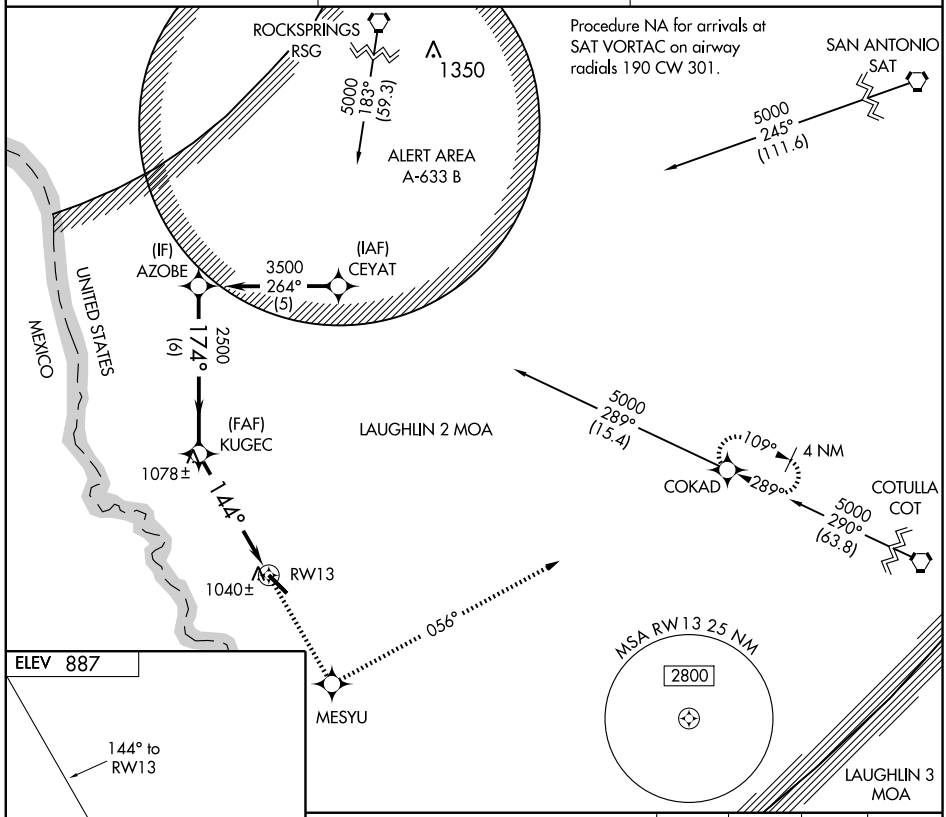
RNAV (GPS) RWY 13

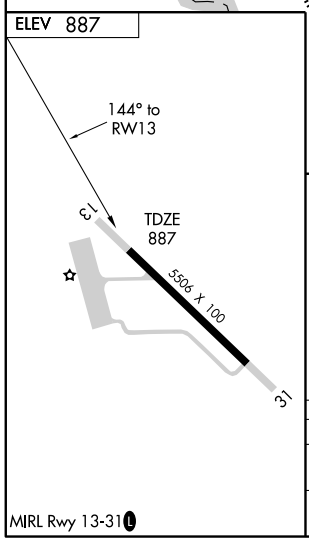
EAGLE PASS/ MAVERICK COUNTY MEMORIAL INTL (5T9)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Laughlin AFB altimeter setting; when not received, use Del Rio Intl altimeter setting.

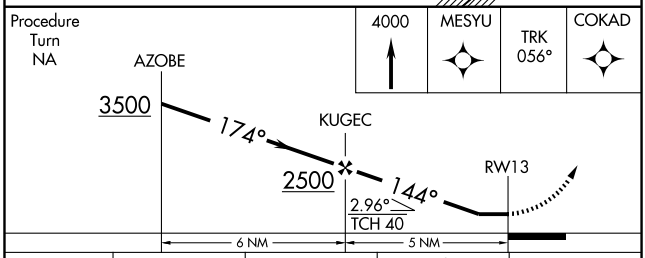
MISSED APPROACH: Climb to 4000 direct MESYU and via track 056° to COKAD and hold.

LAUGHLIN AFB ATIS	DEL RIO APP CON	UNICOM
114.4	127.75 326.2	122.8 (CTAF)





MIRL Rwy 13-31 (L)



CATEGORY	A	B	C	D
LNAV MDA	1460-1	573 (600-1)	1460-1½ 573 (600-1½)	NA
CIRCLING	1500-1	613 (700-1)	1500-1¾ 613 (700-1¾)	NA

SC-3, 08 APR 2010 to 06 MAY 2010

WAAS CH 63207 W31A	APP CRS 309°	Rwy Idg 5506 TDZE 882 Apt Elev 887

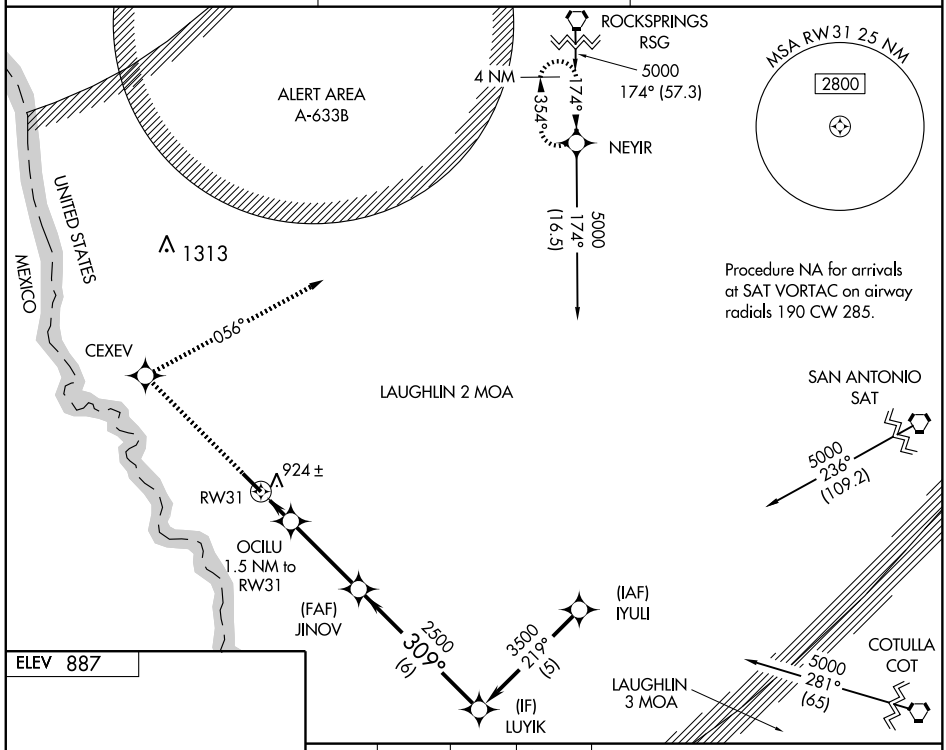
RNAV (GPS) RWY 31

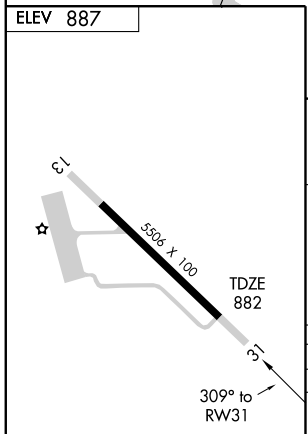
EAGLE PASS/ MAVERICK COUNTY MEMORIAL INTL (5T9)

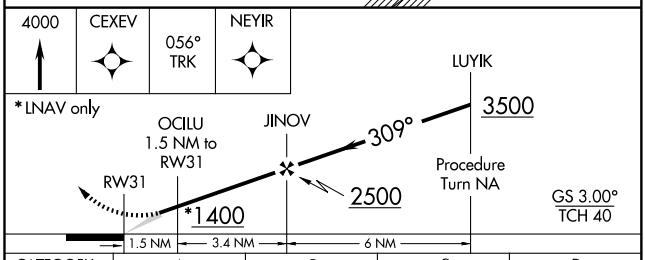
Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Laughlin AFB altimeter setting; when not received, use Del Rio Intl altimeter setting.

MISSED APPROACH: Climb to 4000 direct CEXEV and via 056° track to NEYIR and hold.

LAUGHLIN AFB ATIS	DEL RIO APP CON	UNICOM
114.4	127.75 326.2	122.8 (CTAF)







CATEGORY	A	B	C	D
LPV DA	1236-1¼ 354 (400-1¼)			NA
LNAV/ VNAV DA	1298-1½ 416 (500-1½)			NA
LNAV MDA	1280-1 398 (400-1)			NA
CIRCLING	1500-1 613 (700-1)		1500-1¾ 613 (700-1¾)	NA

SC-3. 08 APR 2010 to 06 MAY 2010

NDB OIP	APP CRS	Rwy Idg	4020
410	355°	TDZE	1458
		Apt Elev	1464

NDB RWY 35

EASTLAND MUNI (ETN)

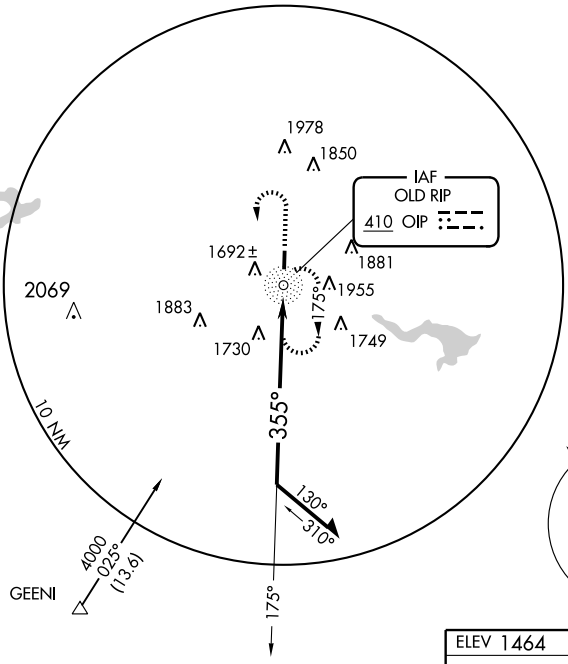
NA

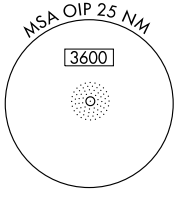
Use Abilene altimeter setting.

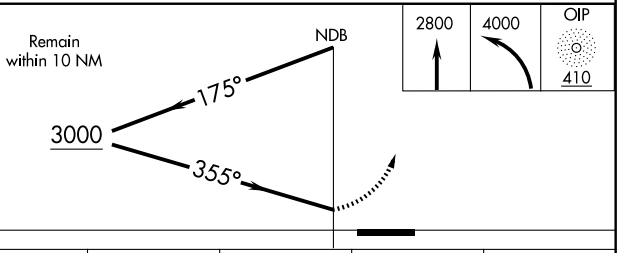
MISSED APPROACH: Climb to 2800 then climbing left turn to 4000 to OIP NDB and hold.

FORT WORTH CENTER
127.15 314.0

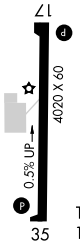
UNICOM
122.8 (CTAF) L

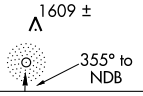






ELEV 1464 MIRL Rwy 17-35 L





CATEGORY	A	B	C	D
S-35	2280-1 822 (900-1)	2280-1¼ 822 (900-1¼)	2280-2½ 822 (900-2½)	NA
CIRCLING	2280-1 816 (900-1)	2280-1¼ 816 (900-1¼)	2380-2¾ 916 (1000-2¾)	NA

Knots	60	90	120	150	180
Min:Sec					

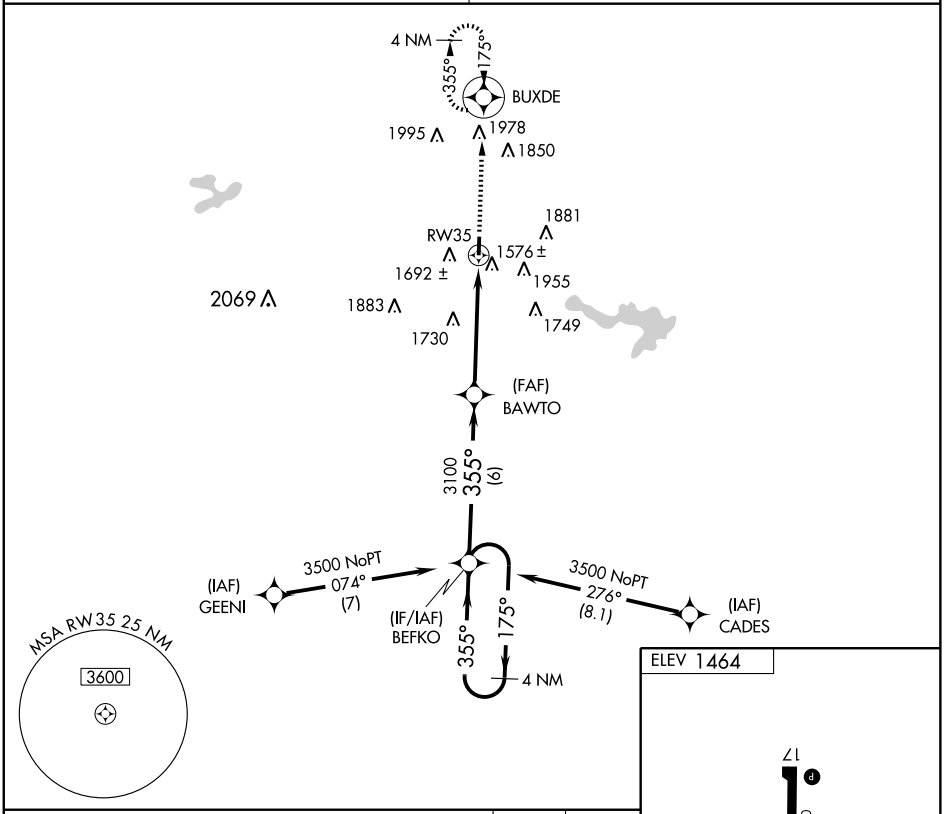
SC-2. 08 APR 2010 to 06 MAY 2010

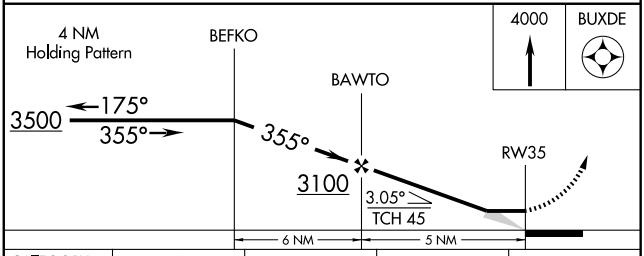
APP CRS	Rwy Idg	4020
355°	TDZE	1458
	Apt Elev	1464

RNAV (GPS) RWY 35

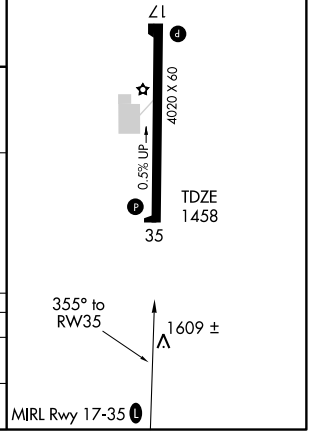
EASTLAND MUNI (ETN)

▼ Use Abilene altimeter setting. ⚠ NA DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 4000 direct BUXDE WP and hold, continue climb-in hold to 4000.
FORT WORTH CENTER **127.15 314.0**	UNICOM **122.8** (CTAF) Ⓛ





CATEGORY	A	B	C	D
LNAV MDA	2180-1	722 (800-1)	2180-2 722 (800-2)	NA
CIRCLING	2200-1	736 (800-1)	2380-2¾ 916 (1000-2¾)	NA



SC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 77901 W14A	APP CRS 138°	Rwy Idg 5000 / TDZE 75 / Apt Elev 75

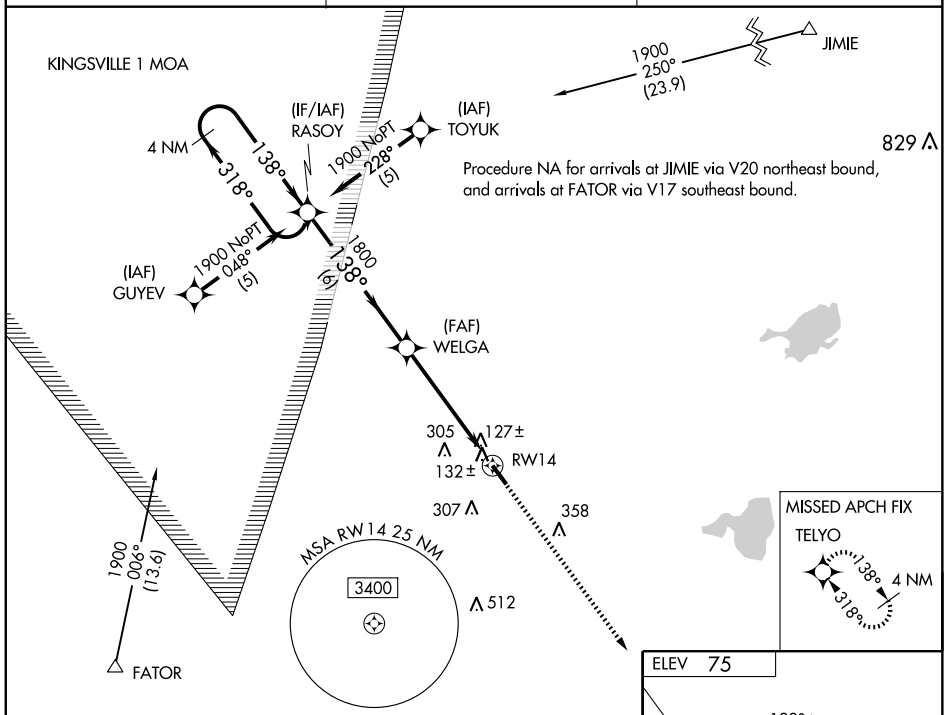
RNAV (GPS) RWY 14

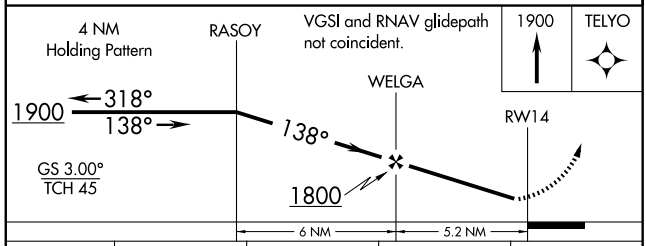
SOUTH TEXAS INTL AT EDINBURG (EBG)

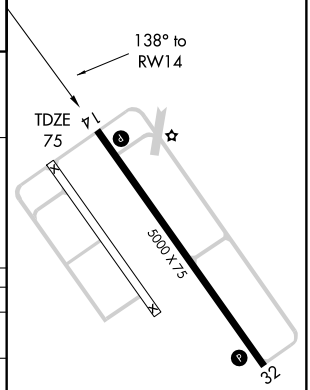
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (120°F).

MISSED APPROACH: Climb to 1900 direct TELYO and hold.

AWOS-3	CORPUS APP CON	UNICOM
118.025	121.0 377.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	325-1 250 (300-1)			
LNAV/VNAV DA	441-1¼ 366 (400-1¼)			
LNAV MDA	440-1 365 (400-1)			440-1¼ 365 (400-1¼)
CIRCLING	500-1¼ 425 (500-1¼)	540-1¼ 465 (500-1¼)	620-1½ 545 (600-1½)	640-2 565 (600-2)

MIRL Rwy 14-32 L

SC-3, 08 APR 2010 to 06 MAY 2010

WAAS CH 70701 W32A	APP CRS 318°	Rwy Idg 5000 TDZE 73 Apt Elev 75

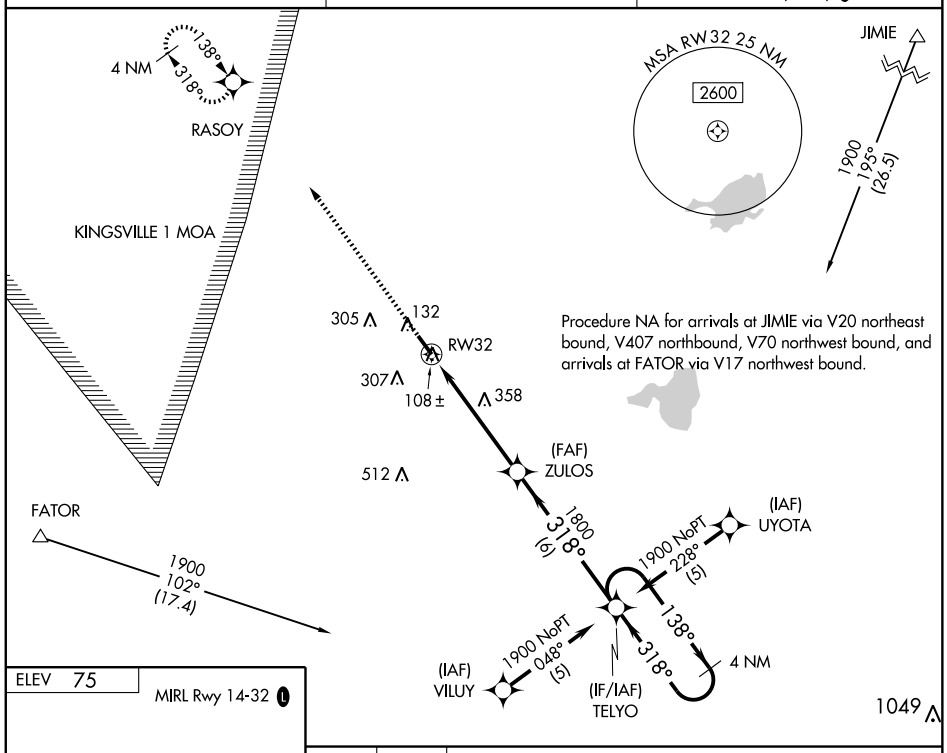
RNAV (GPS) RWY 32

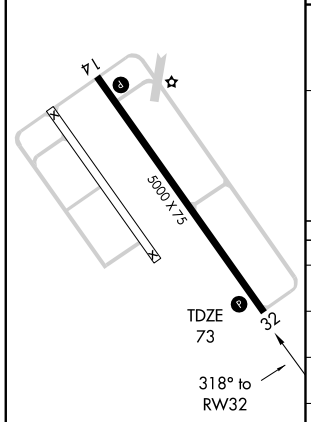
SOUTH TEXAS INTL AT EDINBURG (EBG)

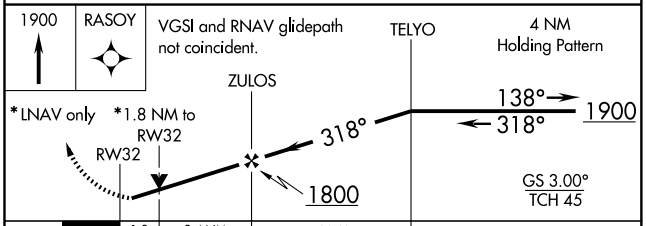
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (120°F).

MISSED APPROACH: Climb to 1900 direct RASOY and hold.

AWOS-3	CORPUS APP CON	UNICOM
118.025	121.0 377.2	122.8 (CTAF) L

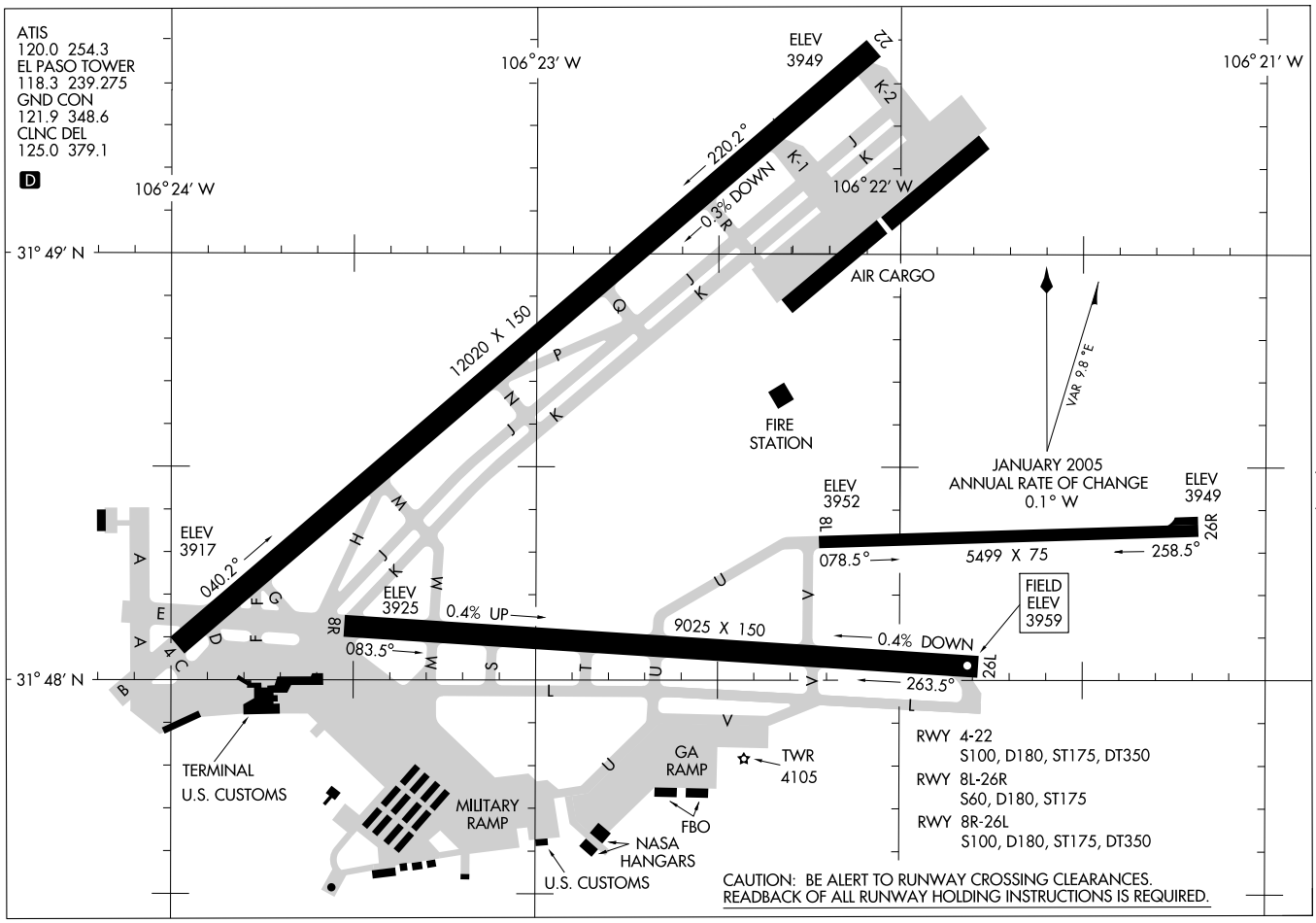






CATEGORY	A	B	C	D
LPV DA	323-¾ 250 (300-¾)			
LNAV/VNAV DA	361-1 288 (300-1)			
LNAV MDA	660-1 587 (600-1)		660-1½ 587 (600-1½)	660-1¾ 587 (600-1¾)
CIRCLING	660-1 585 (600-1)		660-1½ 585 (600-1½)	660-2 585 (600-2)

SC-3. 08 APR 2010 to 06 MAY 2010


ATIS
120.0 254.3
EL PASO TOWER
118.3 239.275
GND CON
121.9 348.6
CLNC DEL
125.0 379.1
D
106° 24′ W
106° 23′ W
106° 22′ W
106° 21′ W
31° 49′ N
31° 48′ N
ELEV
3949
4-22
220.2°
0.3% DOWN
AIR CARGO
12020 X 150
FIRE
STATION
VAR 9.8°E
JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W
ELEV
3952
ELEV
3949
18
26R
078.5°
5499 X 75
258.5°
ELEV
3917
040.2°
ELEV
3925
0.4% UP
8R
083.5°
9025 X 150
0.4% DOWN
FIELD
ELEV
3959
26L
263.5°
TERMINAL
U.S. CUSTOMS
MILITARY
RAMP
GA
RAMP
TWR
4105
FBO
NASA
HANGARS
U.S. CUSTOMS
RWY 4-22
S100, D180, ST175, DT350
RWY 8L-26R
S60, D180, ST175
RWY 8R-26L
S100, D180, ST175, DT350
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

HI-VOR/DME or TACAN RWY 26L

JAL-134 [USAF]

EL PASO INTL (KELP)

VORTAC ELP 115.2 Chan 99	APCH CRS 245°	Rwy ldg 9025 TDZE 3959 Arpt Elev 3959

* When ALS inop increase CAT C vis to 1 mile.

** Circling NA for CAT E W of RWY 22.

ODALS

MISSED APPROACH: Climbing left turn to 7000 via heading 080°and ELP VORTAC R-115 to ANJIE/ELP 10 DME and hold, continue climb in hold to 7000.

ATIS	EL PASO APP CON	EL PASO TOWER	GND CON	CLNC DEL	ASR
120.0 254.3	S of V16 119.15 353.5 N of V16 124.25 298.85	118.3 239.275	121.9 348.6	125.0 379.1	

CAUTION: Steeply rising terrain 4.5 NM W of airport.

Procedure NA for arrival on EWM VORTAC airway radials 079 CW 089.

NEWMAN 112.4 EWM Chan 71

EL PASO 115.2 ELP Chan 99

UNITED STATES MEXICO

BIGGS AAF

CINAG ELP 2.8

RISGE ELP 7

(IF) NUQUH ELP 15

ANJIE ELP 10

(IAF) XAVGE ELP 15

(IAF) FANNY ELP 30

18,000 (35) 126°

261°

245°

295°

115°

R-245

R-115

R-081

LR-090

4084 4180 4256 4309 5361 5506 6787 7192 5990 5168 5000

MSA ELP 25 NM 8400

20 NM

EMERG SAFE ALT 1.00 NM 16,000

7000 Hdg 080°

ELP R-115

ANJIE ELP 10

NUQUH R-081 15

XAVGE R-115 15

FANNY R-115 30

CINAG 2.8

VORTAC

RISGE 7

JIDEN 3.8

8000 6500 5400 4400

Arc 15

FL180

3.03° TCH 75

0.5 3.8 NM

ELEV 3959

4056

12,020 x 150

0.3% DOWN

A5

5499 x 75

0.4% DOWN

9025 x 150

TDZE 3959

4106

3965

245°4.3 NM from VORTAC

CATEGORY	C	D	E
S-26L *	4340-¾ 381 (400-¾)	4340-1¼ 381 (400-1¼)	
CIRCLING **	4460-1½ 501 (600-1½)	4520-2 561 (600-2)	4660-2½ 701 (800-2½)

MIRL Rwy 8L-26R
REIL Rwy 4, 8R
HIRL Rwy 4-22 and 8R-26L

SC-3, 08 APR 2010 to 06 MAY 2010

LOC I-ELP	APP CRS	Rwy Idg	12020
111.5	219°	TDZE	3949
Chan 52		Apt Elev	3959

ILS or LOC RWY 22

EL PASO INTL (ELP)

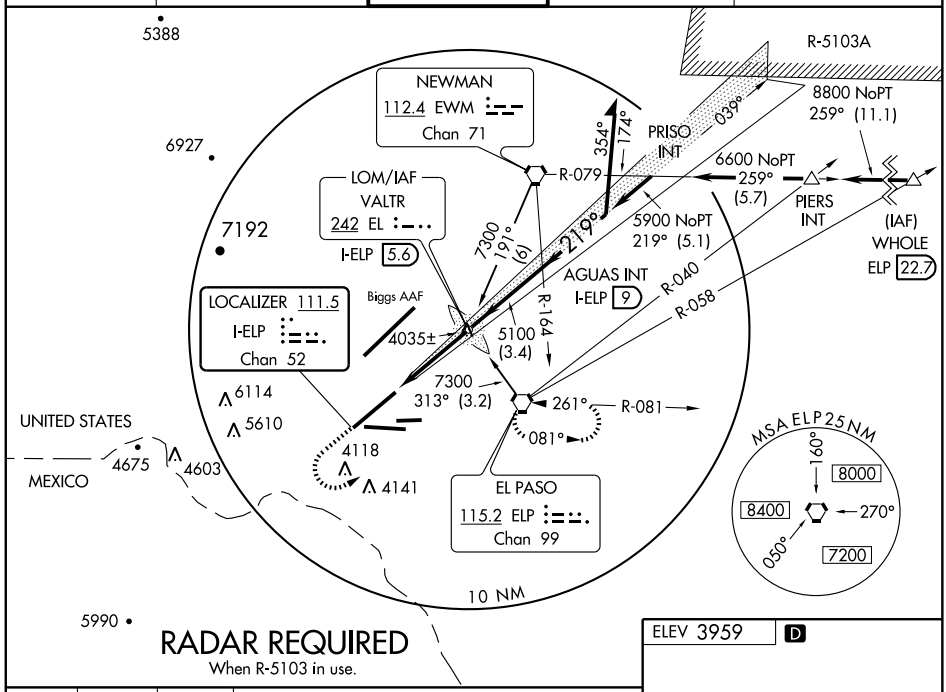
ASR

Cat E circling not authorized west of airport. Procedure turn not authorized for Cat E aircraft. For inoperative MALSR increase S-ILS 22 Cat E visibility to RVR 4000 and S-LOC 22 Cat E visibility to RVR 6000. **Visibility Cat A/B/C/D RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 4600, then climbing left turn to 7300 direct ELP VORTAC and hold. (TACAN equiped aircraft continue climbing to 9000 via ELP R-058 to WHOLE Int/ ELP 22.7 DME)

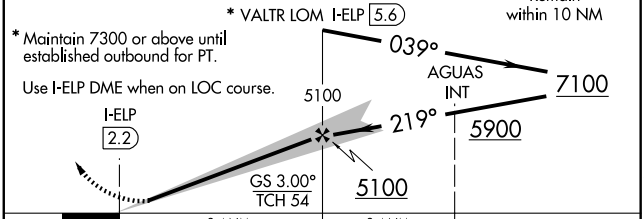
ATIS	EL PASO APP CON	EL PASO TOWER	GND CON	CLNC DEL
120.0 254.3	124.25 298.85	118.3 239.275	121.9 348.6	125.0 379.1



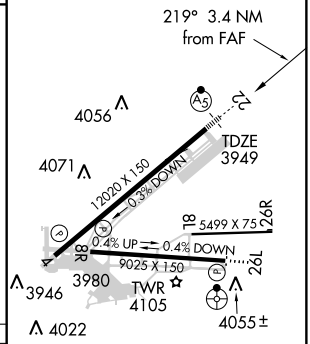
RADAR REQUIRED

When R-5103 in use.

4600	7300	ELP
		115.2



ELEV 3959 D



CATEGORY	A	B	C	D	E
S-ILS R22	**4149/24 200 (200-½)				
S-LOC R22	4300/24 351 (400-½)			4300/40 351 (400-¾)	
CIRCLING*	4420-1 462 (500-1)		4420-1½ 462 (500-1½)	4520-2 562 (600-2)	4660-2½ 702 (800-2½)

MIRL Rwy 8L-26R
REIL Rwys 4 and 8R
HIRL Rwys 4-22 and 8R-26L

SC-3, 08 APR 2010 to 06 MAY 2010

LOC/DME I-ETF	APP CRS	Rwy Idg 12020
111.5	039°	TDZE 3923
Chan 52		Apt Elev 3959

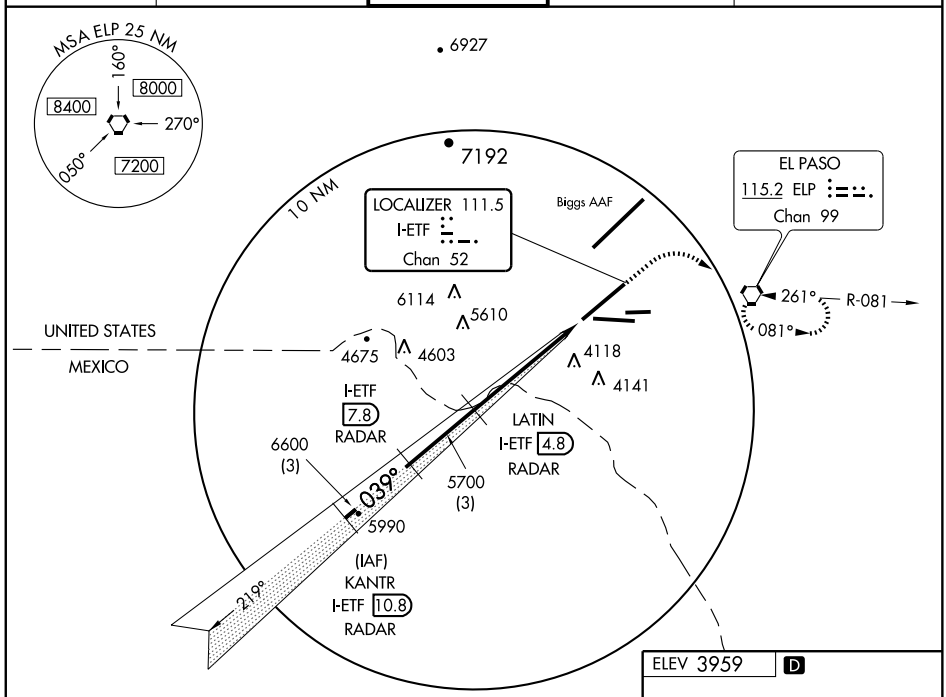
LOC/DME RWY 4

EL PASO INTL (ELP)

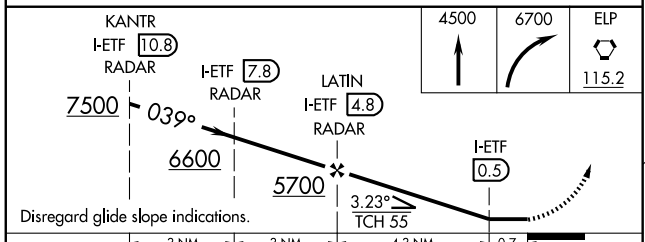
ASR

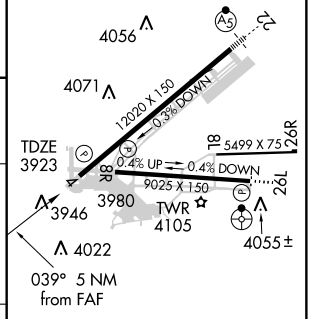
MISSED APPROACH: Climb to 4500 then climbing right turn to 6700 direct ELP VORTAC and hold.

ATIS	EL PASO APP CON	EL PASO TOWER	GND CON	CLNC DEL
120.0 254.3	124.25 298.85	118.3 239.275	121.9 348.6	125.0 379.1



RADAR REQUIRED





CATEGORY	A	B	C	D
S-4	4300-1 377 (400-1)			4300-1¼ 377 (400-1¼)
CIRCLING	4420-1 462 (500-1)		4420-1½ 462 (500-1½)	4520-2 562 (600-2)

MIRL Rwy 8L-26R
REIL Rwys 4 and 8R
HIRL Rwys 4-22 and 8R-26L

SC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	12020
039°	TDZE	3923
	Apt Elev	3959

RNAV (GPS) RWY 4

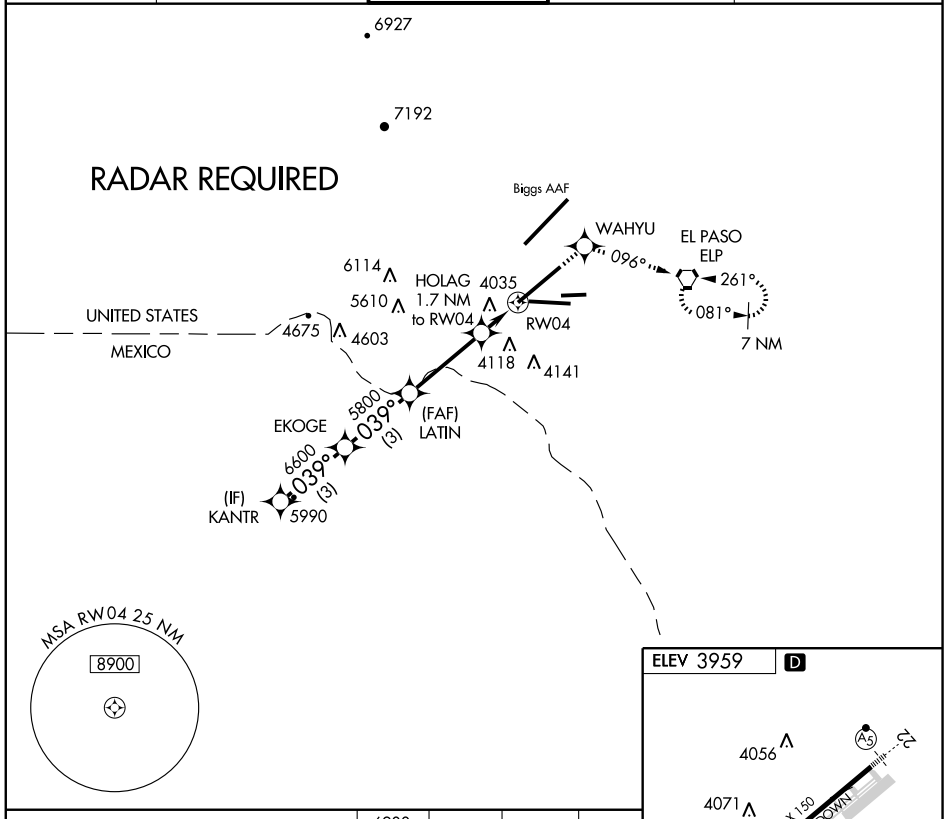
EL PASO INTL (ELP)

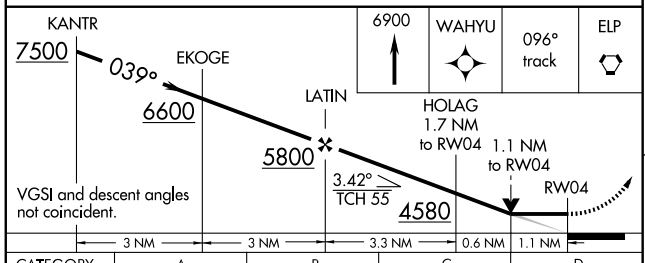
ASR

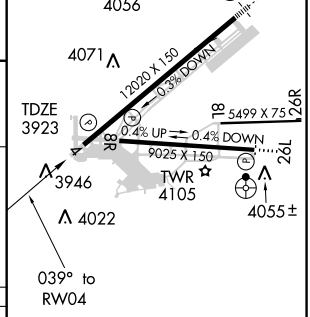
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6900 direct WAHYU and on 096° track to EL PASO VORTAC and hold, continue climb-in-hold to 6900.

ATIS	EL PASO APP CON	EL PASO TOWER	GND CON	CLNC DEL
120.0 254.3	124.25 298.85	118.3 239.275	121.9 348.6	125.0 379.1







CATEGORY	A	B	C	D
LNAV MDA	4320/50 397 (400-1)			4320/60 397 (400-1¼)
CIRCLING	4420-1 461 (500-1)	4460-1 501 (600-1)	4460-1½ 501 (600-1½)	4520-2 561 (600-2)

SC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	12020
219°	TDZE	3949
	Apt Elev	3959

RNAV (GPS) RWY 22

EL PASO INTL (ELP)

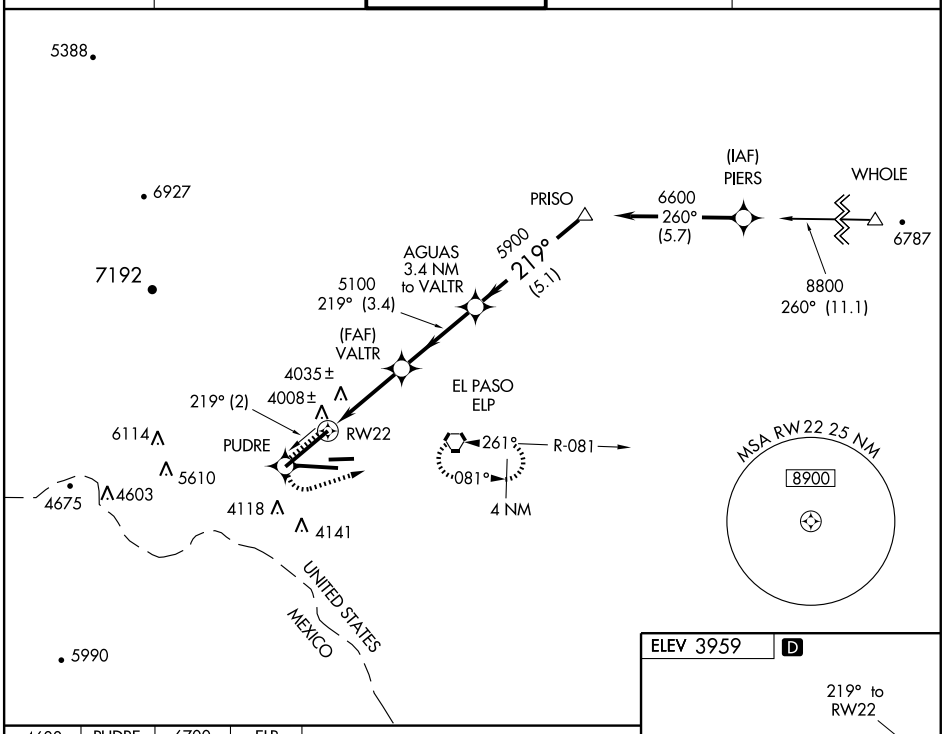
ASR

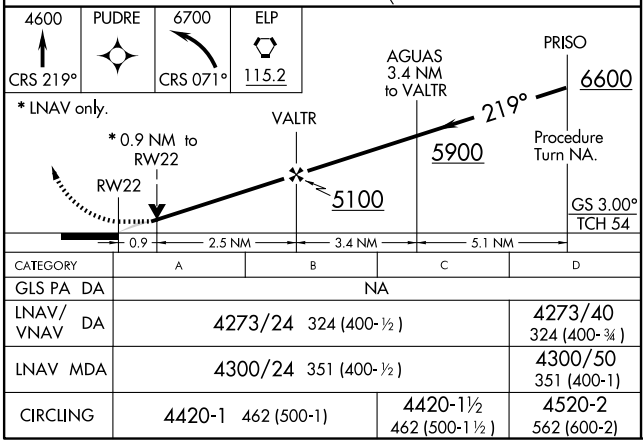
DME/DME RNP-0.3 not authorized. For uncompensated Baro-VANV, systems, LNAV/VNAV NA below -22°C (-7°F) or above 40°C (104°F). For inoperative MALSRS increase LNAV/VNAV Cat D visibility to RVR 5000 and LNAV Cat D to RVR 6000.

MALSR

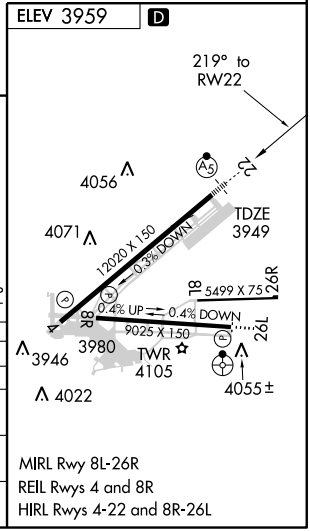
MISSED APPROACH: Climb to 4600 via 219° course to PUDRE then climbing left turn via 071° course to 6700 to ELP VORTAC and hold.

ATIS	EL PASO APP CON	EL PASO TOWER	GND CON	CLNC DEL
120.0 254.3	124.25 298.85	118.3 239.275	121.9 348.6	125.0 379.1





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	4273/24 324 (400-½)			4273/40 324 (400-¾)
LNAV MDA	4300/24 351 (400-½)			4300/50 351 (400-1)
CIRCLING	4420-1 462 (500-1)		4420-1½ 462 (500-1½)	4520-2 562 (600-2)



SC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	9025
262°	TDZE	3959
	Apt Elev	3959

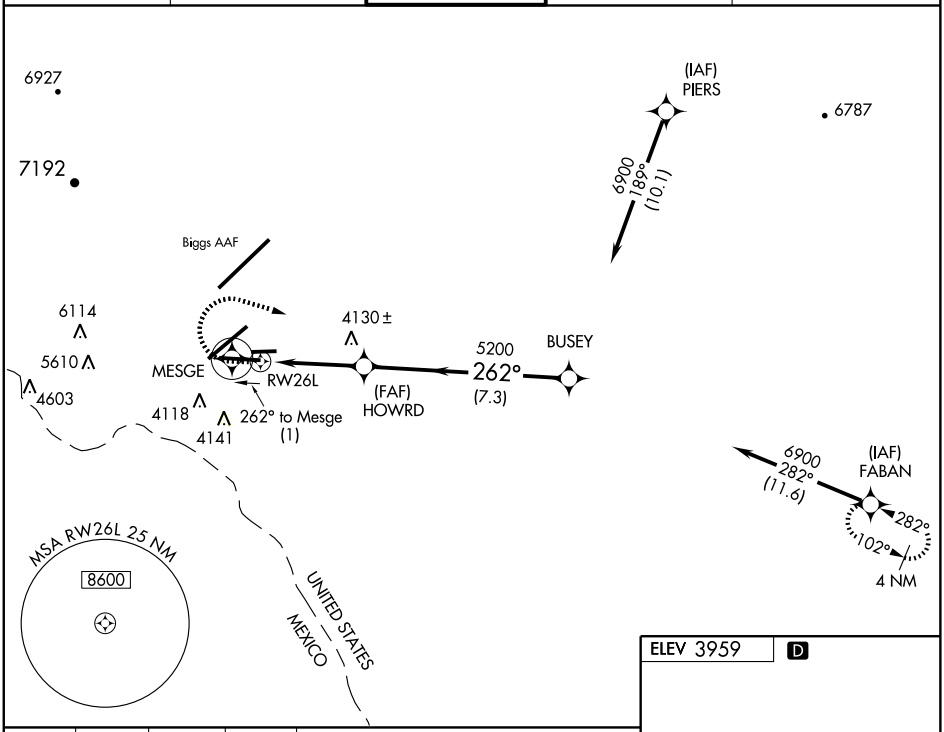
RNAV (GPS) RWY 26L
EL PASO INTL (ELP)

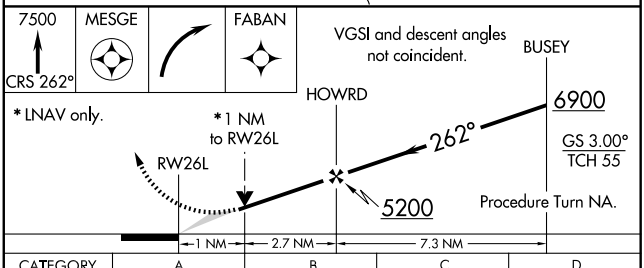
Baro-VNAV NA below -22°C (-7°F).
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
NA Inoperative table does not apply to LNAV/VNAV Cats A-D.
ASR Inoperative table does not apply to LNAV Cat C.

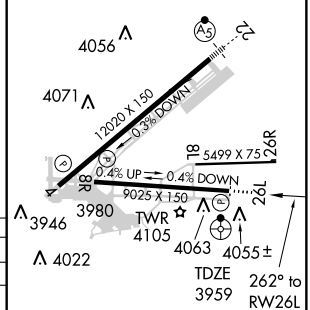
ODALS

MISSED APPROACH: Climb to 7500 via 262° course to MESGE then right turn direct FABAN and hold.

ATIS	EL PASO APP CON	EL PASO TOWER	GND CON	CLNC DEL
120.0 254.3	124.25 298.85	118.3 239.275	121.9 348.6	125.0 379.1







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	4320-1¼ 362 (400-1¼)			
LNAV MDA	4360-¾ 402 (500-¾)		4360-1¼ 402 (500-1¼)	
CIRCLING	4420-1¼ 462 (500-1¼)		4420-1½ 462 (500-1½)	4520-2 562 (600-2)

MIRL Rwy 8L-26R
REIL Rwys 4 and 8R
HIRL Rwys 4-22 and 8R-26L

SC-3, 08 APR 2010 to 06 MAY 2010

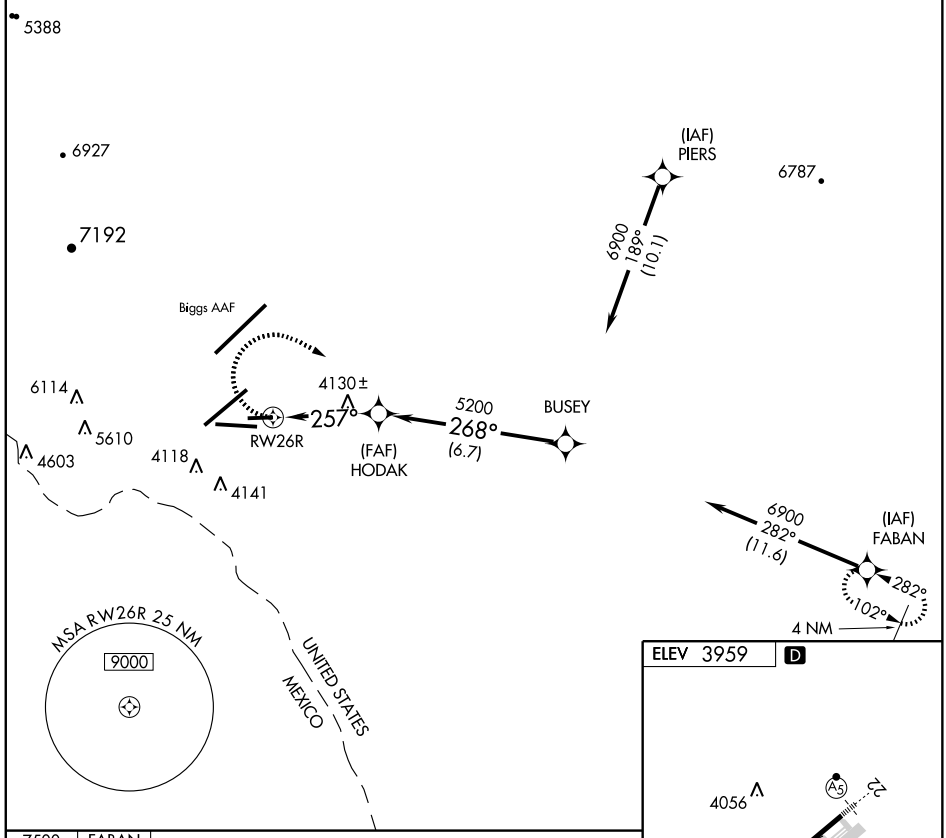
APP CRS	Rwy Idg	5499
257°	TDZE	3951
	Apt Elev	3959

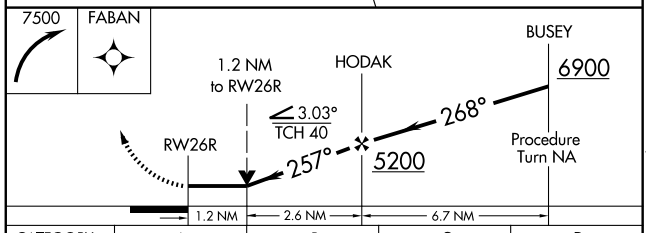
RNAV (GPS) RWY 26R
EL PASO INTL (ELP)

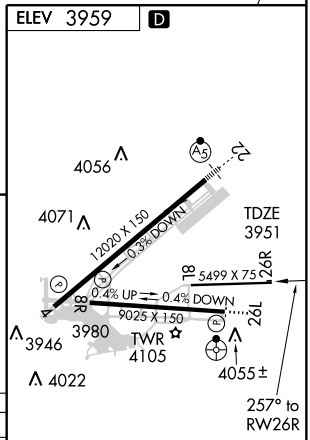
GPS or RNP-0.3 Required.
NA DME/DME RNP-0.3 NA.
ASR Straight-In Minimums NA at night.

MISSED APPROACH: Climbing right turn to 7500 direct FABAN and hold.

ATIS	EL PASO APP CON	EL PASO TOWER	GND CON	CLNC DEL
120.0 254.3	124.25 298.85	118.3 239.275	121.9 348.6	125.0 379.1







CATEGORY	A	B	C	D
LNAV MDA	4380-1	429 (500-1)	4380-1¼ 429 (500-1¼)	4380-1½ 429 (500-1½)
CIRCLING	4420-1	462 (500-1)	4420-1½ 462 (500-1½)	4520-2 562 (600-2)

MIRL Rwy 8L-26R
REIL Rwys 4 and 8R
HIRL Rwys 4-22 and 8R-26L

SC-3, 08 APR 2010 to 06 MAY 2010

VOR RWY 26L

EL PASO INTL (ELP)

VORTAC ELP	APP CRS	Rwy Idg	9025
115.2	245°	TDZE	3959
Chan 99		Apt Elev	3959

Circling NA for Cat E west of Rwy 4-22. Inoperative table does not apply to Cats C, D, and E. CINAG fix minimums: inoperative table does not apply to Cats D and E.

ASR

ODALS

MISSED APPROACH: Climb to 4500 then climbing left turn to 6900 direct ELP VORTAC and hold, continue climb-in-hold to 6900 (TACAN aircraft climb to 4500 then climbing left turn to 6900 via heading 050° and ELP VORTAC R-081 to FEMOL/9 DME and hold east, left turn, 261° inbound.)

ATIS	EL PASO APP CON	EL PASO TOWER	GND CON	CLNC DEL
120.0 254.3	124.25 298.85	118.3 239.275	121.9 348.6	125.0 379.1

Procedure NA for arrivals at WATEX via V94-611 northwest bound and at RIOWE via V16-222 eastbound.

NEWMAN 112.4 EWM Chan 71

(IAF) WATEX ELP 9

MSA ELP 25 NM: 160° 8000, 270° 7200, 050° 8400

6927 7192 6787

R-336 R-188 R-145 R-124 ELP 9 Arc 6900

Biggs AAF

CINAG INT ELP 2.8

NOCIG INT ELP 4

5400 261° (4)

6000 261° (5)

245° 081° 261° 081°

(IF) FEMOL INT ELP 9

(IAF) RIOWE

R-097 LR-095 LR-068 R-081

6900 to FEMOL Int 261° (5.1)

6114 5610 4675 4603 4118 4141

JIDEN ELP 3.8

(IAF) TYLAN ELP 9

6900 ELP 9 Arc

EL PASO 115.2 ELP Chan 99

UNITED STATES MEXICO

5990

9 NM

4500 6900 ELP 115.2

FEMOL INT ELP 9

NOCIG INT ELP 4

VORTAC

CINAG INT ELP 2.8 3.03° TCH 75

JIDEN ELP 3.8

245° 4400 5400 261° 6000 6900

Procedure Turn NA

0.5 1 NM 2.8 NM 4 NM 5 NM

ELEV 3959 D

4056 4071 4022 3946 4084± 4055± 3959

12020 X 150 0.3% DOWN

18 5499 X 75 26R

0.4% UP 0.4% DOWN

8R 9025 X 150 26L

TWR 4105

TDZE

245° 4.3 NM from FAF

MIRL Rwy 8L-26R

REIL Rwys 4 and 8R

HIRL Rwys 4-22 and 8R-26L

CATEGORY	A	B	C	D	E
S-26L	4480-¾ 521 (600-¾)		4480-1½ 521 (600-1½)	4480-1¾ 521 (600-1¾)	
CIRCLING	4480-1 521 (600-1)		4480-1½ 521 (600-1½)	4520-2 561 (600-2)	4660-2½ 701 (800-2½)
CINAG FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)					
S-26L	4340-¾ 381 (400-¾)			4340-1¼ 381 (400-1¼)	
CIRCLING	4420-1 461 (500-1)	4460-1 501 (600-1)	4460-1½ 501 (600-1½)	4520-2 561 (600-2)	4660-2½ 701 (800-2½)

FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

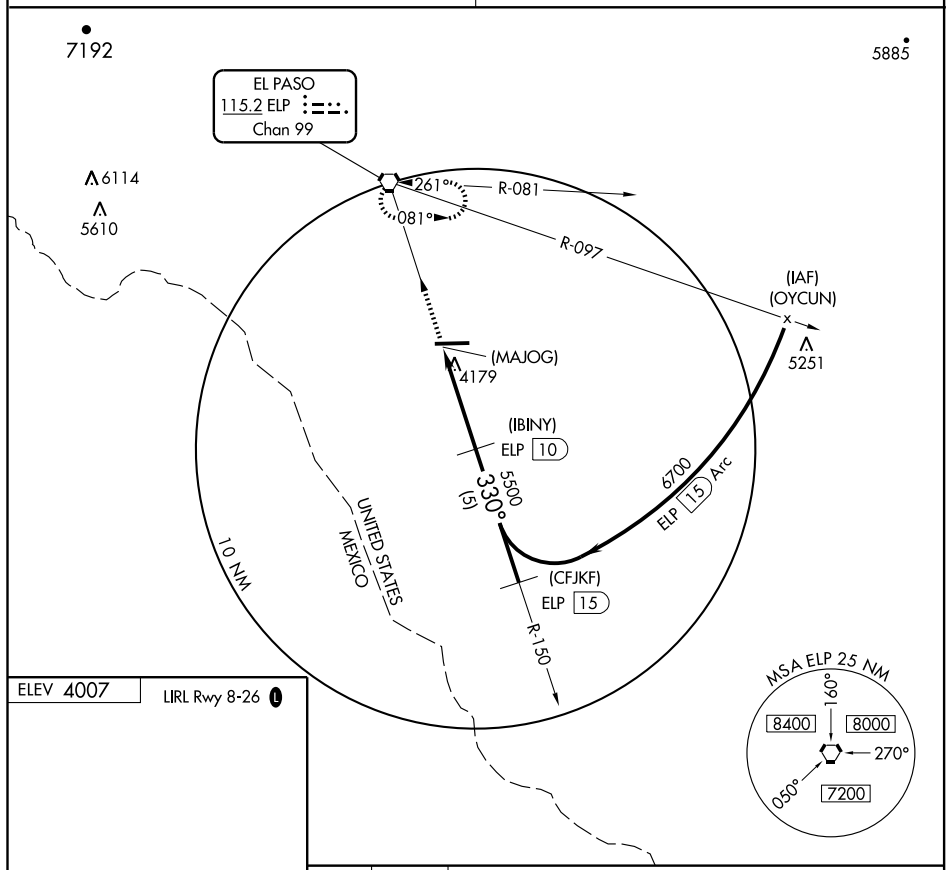
SC-3, 08 APR 2010 to 06 MAY 2010

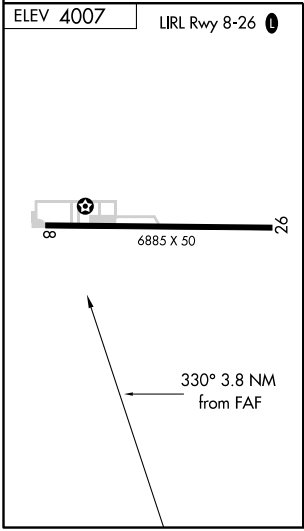
VORTAC ELP 115.2 Chan 99	APP CRS 330°	Rwy Idg N/A TDZE N/A Apt Elev 4007

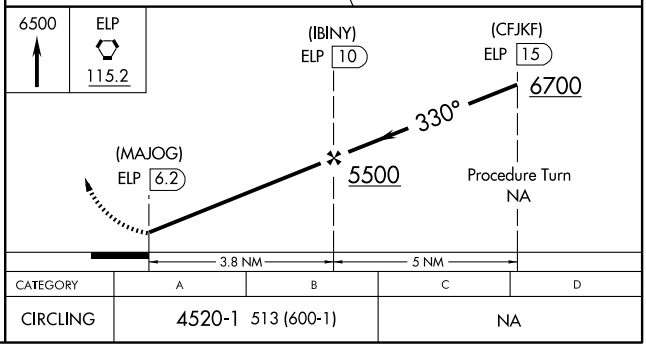
VOR/DME or GPS-A

EL PASO/ HORIZON (T27)

NA	Use El Paso Intl altimeter setting. Procedure not authorized at night.	MISSED APPROACH: Climb to 6500 direct ELP VORTAC and hold.
EL PASO APP CON **119.15**		UNICOM **123.0** (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	4520-1 513 (600-1)		NA	

SC-3, 08 APR 2010 to 06 MAY 2010

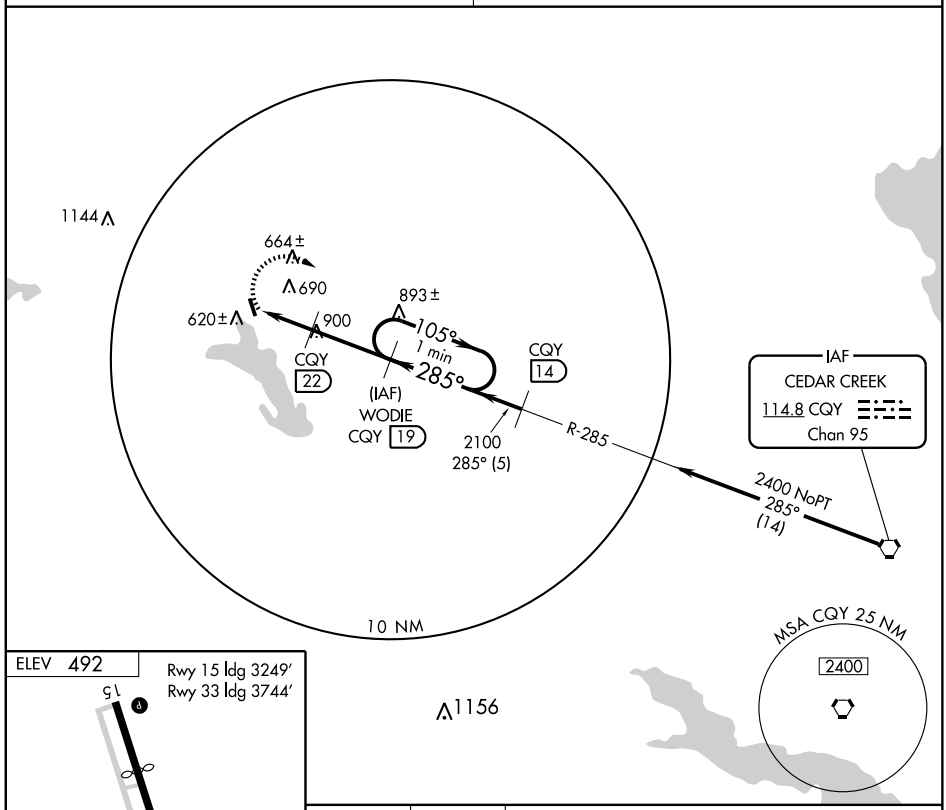
VORTAC CQY 114.8 Chan 95	APP CRS 285°	Rwy Idg N/A TDZE N/A Apt Elev 492

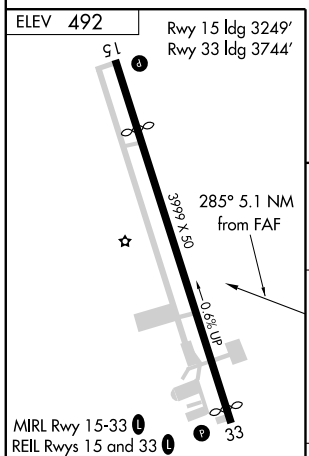
VOR/DME-A
ENNIS MUNI (F41)

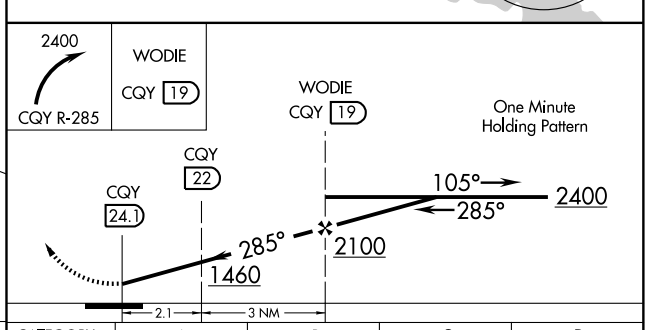
⚠ NA
Use Dallas Love Field altimeter setting.

MISSED APPROACH: Climbing right turn to 2400 via CQY R-285 to WODIE/CQY 19 DME and hold.

REGIONAL APP CON	(CTAF)
125.2 343.65	122.9 (L)







Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	1020-1 528 (600-1)	1080-1¼ 588 (600-1¼)	1080-1½ 588 (600-1½)	NA

SC-2, 08 APR 2010 to 06 MAY 2010

NDB BKS	APP CRS	Rwy Idg	6002
353	349°	TDZE	113
		Apt Elev	113

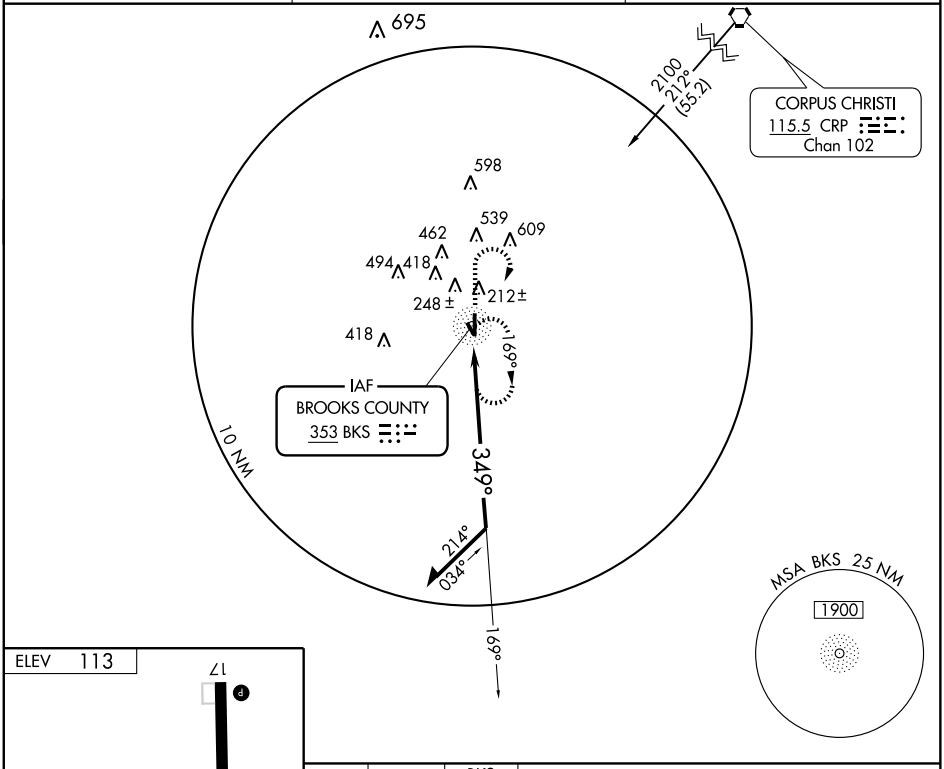
NDB RWY 35

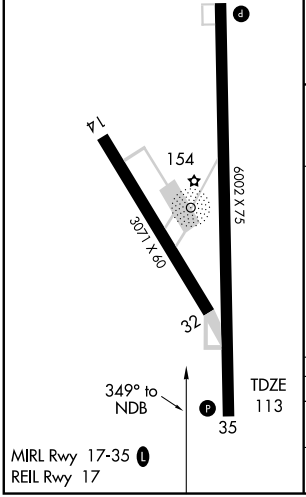
FALFURRIAS/ BROOKS COUNTY (BKS)

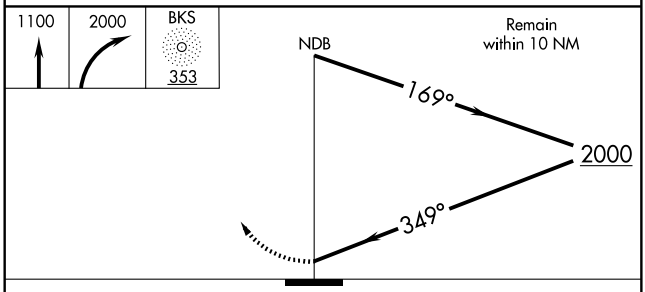
T NA Visibility reduction by helicopters NA. When local altimeter setting not received, use Alice altimeter setting and increase all MDA 100 feet and increase Cats C and D visibility ¼ mile. Circling NA for Cat D west of Rwy 17-35.

MISSED APPROACH: Climb to 1100 then climbing right turn to 2000 direct BKS NDB and hold.

AWOS-3	KINGSVILLE APP CON ★	UNICOM
118.125	119.9 290.45	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-35	740-1	627 (700-1)	740-1¾ 627 (700-1¾)	740-2 627 (700-2)
CIRCLING	740-1	627 (700-1)	740-1¾ 627 (700-1¾)	740-2 627 (700-2)

SC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	6002
174°	TDZE	113
	Apt Elev	113

RNAV (GPS) RWY 17

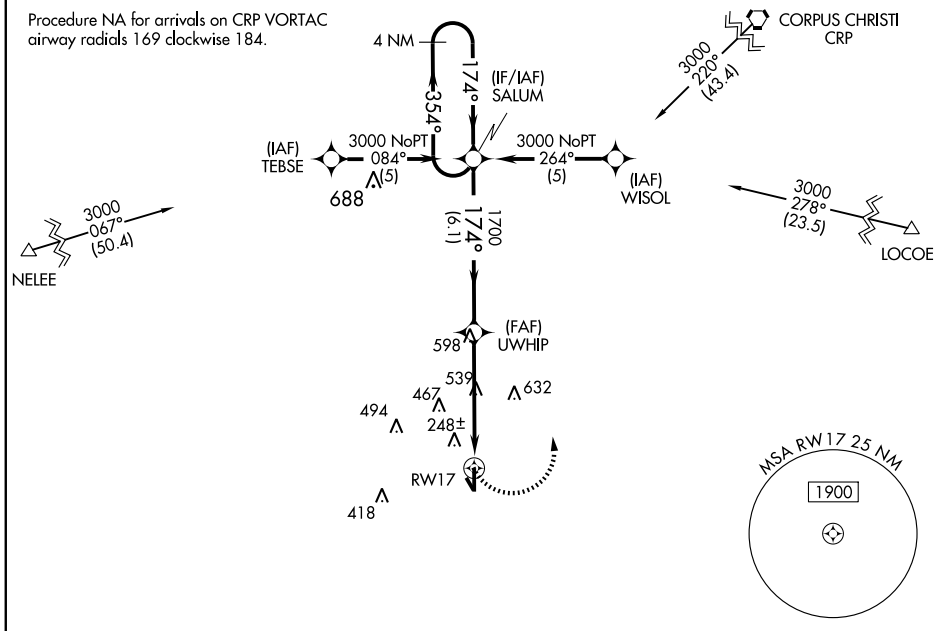
FALFURRIAS/ BROOKS COUNTY (BKS)

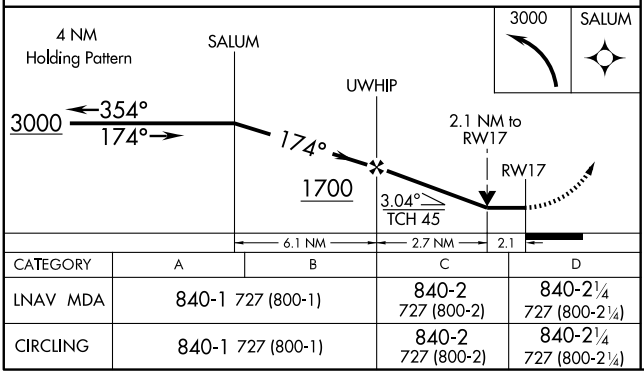
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Alice altimeter setting and increase all MDA 100 feet and increase Cat B visibility ¼ mile, Cat C and D visiblity ½ mile. VDP NA when using Alice altimeter setting. Circling NA for Cat D west of Rwy 17-35.

MISSED APPROACH: Climbing left turn to 3000 direct SALUM and hold.

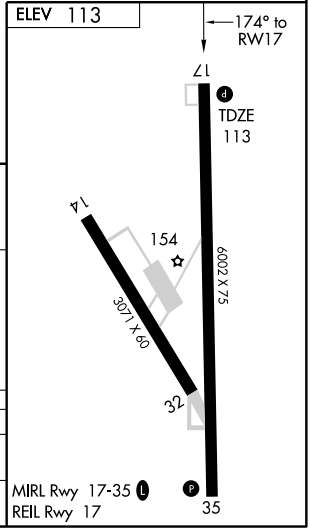
AWOS-3	KINGSVILLE APP CON ★	UNICOM
118.125	119.9 290.45	122.8 (CTAF) L

Procedure NA for arrivals on CRP VORTAC airway radials 169 clockwise 184.





CATEGORY	A	B	C	D
LNAV MDA	840-1 727 (800-1)		840-2 727 (800-2)	840-2¼ 727 (800-2¼)
CIRCLING	840-1 727 (800-1)		840-2 727 (800-2)	840-2¼ 727 (800-2¼)



SC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	6002
354°	TDZE	113
	Apt Elev	113

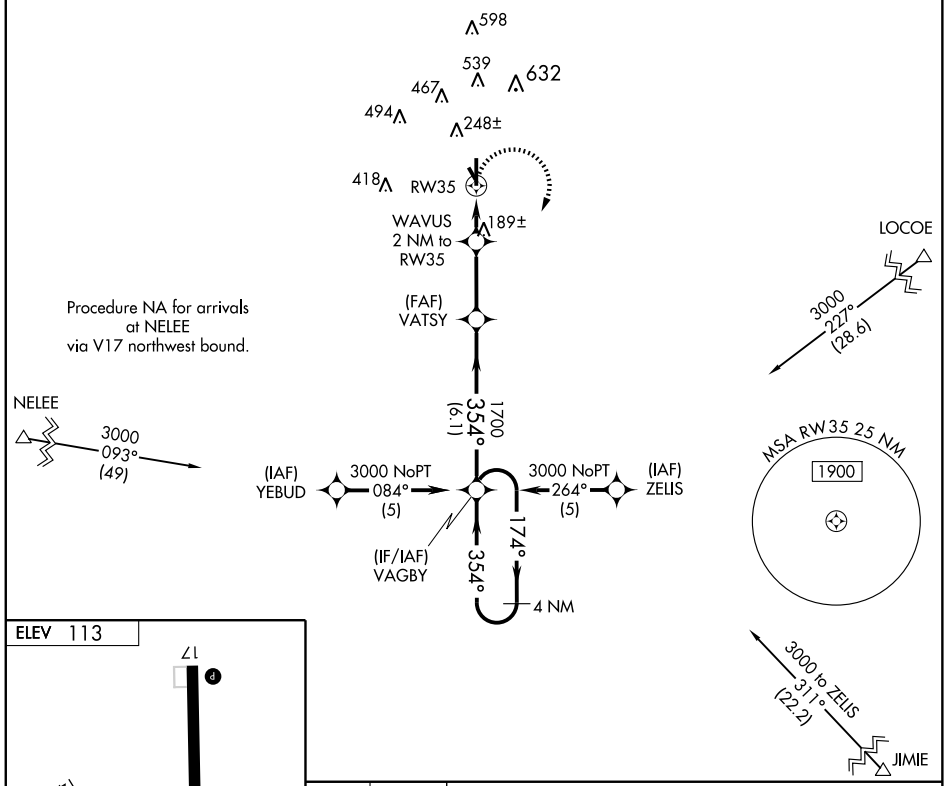
RNAV (GPS) RWY 35

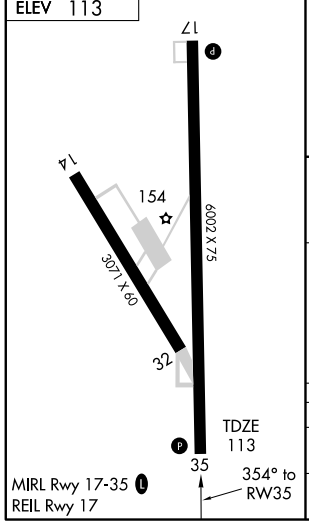
FALFURRIAS/BROOKS COUNTY (BKS)

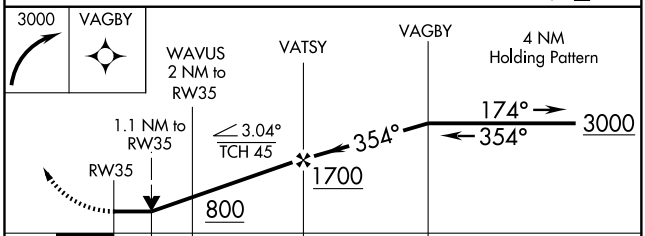
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Alice altimeter setting and increase all MDA 100 feet and increase LNAV Cat C and D visiblity ¼ mile. VDP NA when using Alice altimeter setting. Circling NA for Cat D west of Rwy 17-35.

MISSED APPROACH: Climbing right turn to 3000 direct VAGBY and hold.

AWOS-3	KINGSVILLE APP CON ★	UNICOM
118.125	119.9 290.45	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	520-1 407 (500-1)		520-1¼ 407 (500-1¼)	
CIRCLING	600-1 487 (500-1)		600-1½ 487 (500-1½)	680-2 567 (600-2)

SC-3, 08 APR 2010 to 06 MAY 2010

APP CRS		
172°	Rwy Idg	4600
	TDZE	3187
	Apt Elev	3187

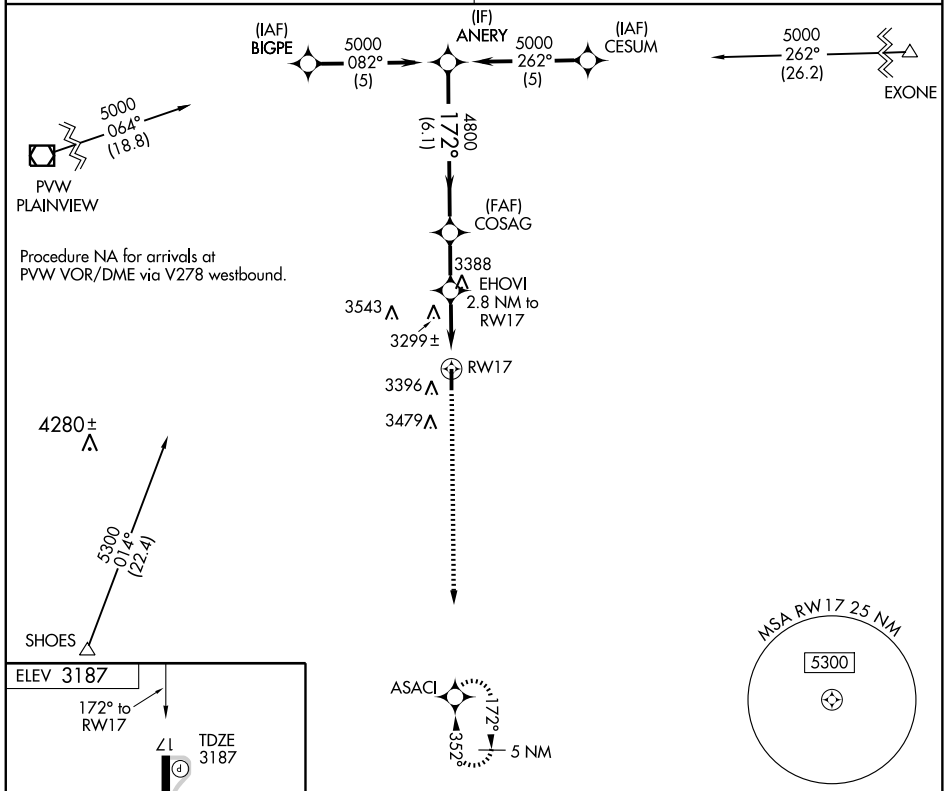
RNAV (GPS) RWY 17

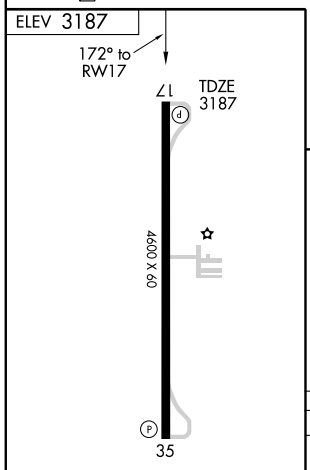
FLOYDADA MUNI (41F)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Plainview altimeter setting; when not received, use Lubbock altimeter setting.

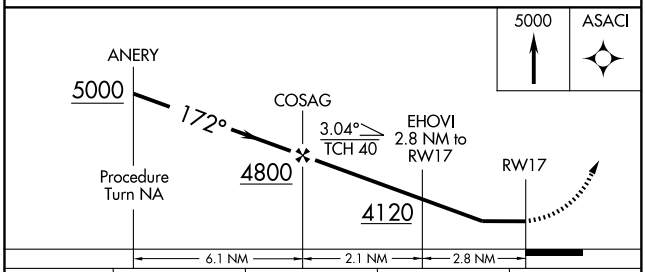
MISSED APPROACH: Climb to 5000 direct ASACI and hold.

LUBBOCK APP CON	UNICOM
119.2 351.8	122.8 (CTAF)





MIRL Rwy 17-35



CATEGORY	A	B	C	D
LNAV MDA	3720-1 533 (600-1)		3720-1½ 533 (600-1½)	NA
CIRCLING	3840-1 653 (700-1)		3920-2 733 (800-2)	NA

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4600
352°	TDZE	3187
	Apt Elev	3187

RNAV (GPS) RWY 35

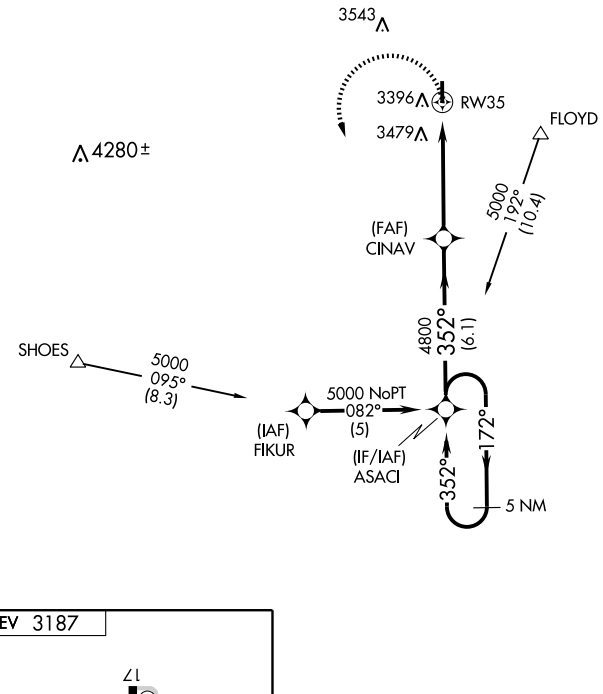
FLOYDADA MUNI (41F)

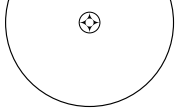
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Plainview altimeter setting; when not received, use Lubbock altimeter setting and increase all MDA 20 feet, increase LNAV and Circling Cat C visibility ¼ mile.

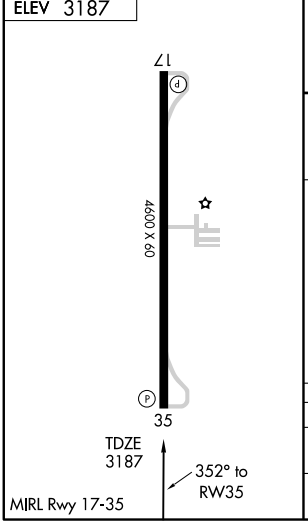
NA

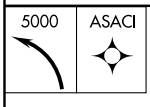
MISSED APPROACH: Climbing left turn to 5000 direct ASACI and hold.

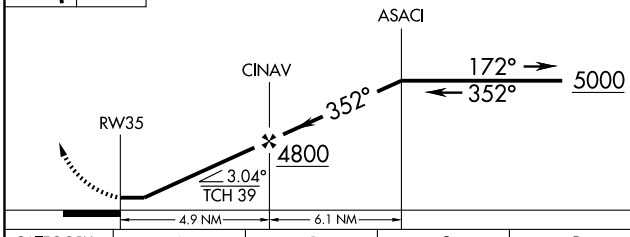
LUBBOCK APP CON	UNICOM
119.2 351.8	122.8 (CTAF)











CATEGORY	A	B	C	D
LNAV MDA	3840-1	653 (700-1)	3840-1¾ 653 (700-1¾)	NA
CIRCLING	3840-1	653 (700-1)	3920-2 733 (800-2)	NA

SC-2, 08 APR 2010 to 06 MAY 2010

VORTAC GAG 115.6 Chan 103	APP CRS 286°	Rwy Idg N/A TDZE N/A Apt Elev 2601

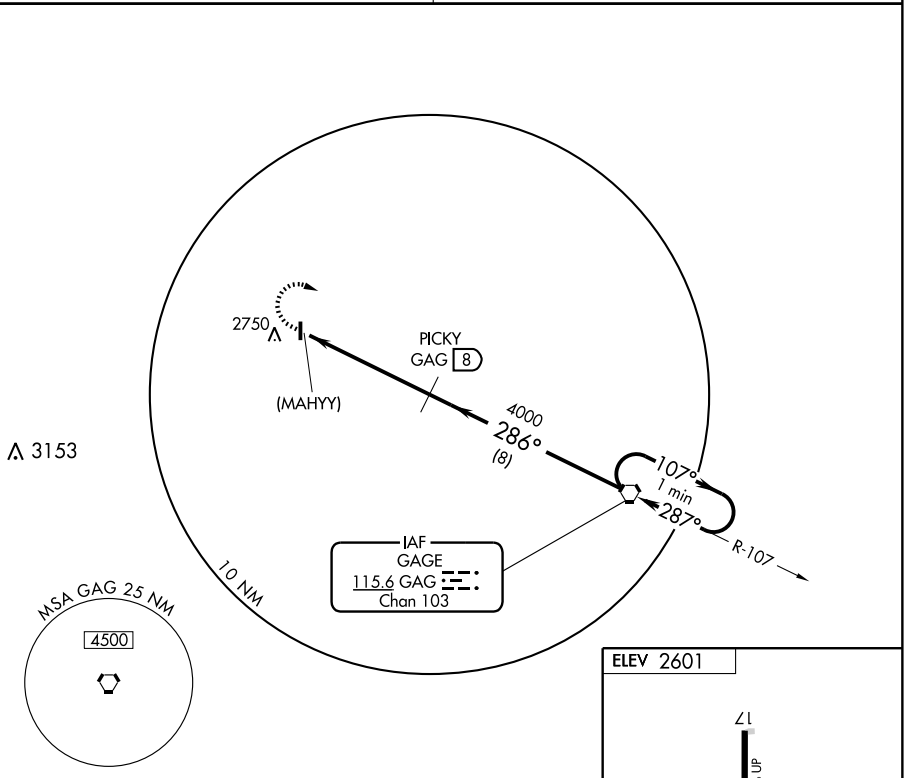
VOR/DME or GPS-A

FOLLETT-LIPSCOMB COUNTY (T93)

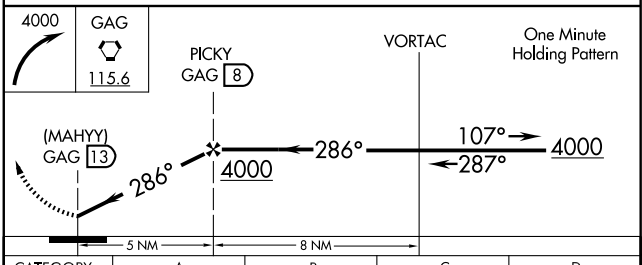
⚠ NA Use Gage, OK altimeter setting; when not available, procedure NA.

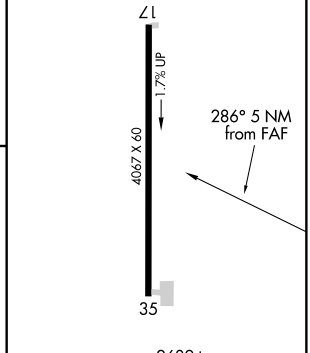
MISSED APPROACH: Climbing right turn to 4000 direct GAG VORTAC.

KANSAS CITY CENTER	CTAF
126.95 379.2	122.9



NoPT for arrivals on GAG VORTAC airway radials 015 CW 142.



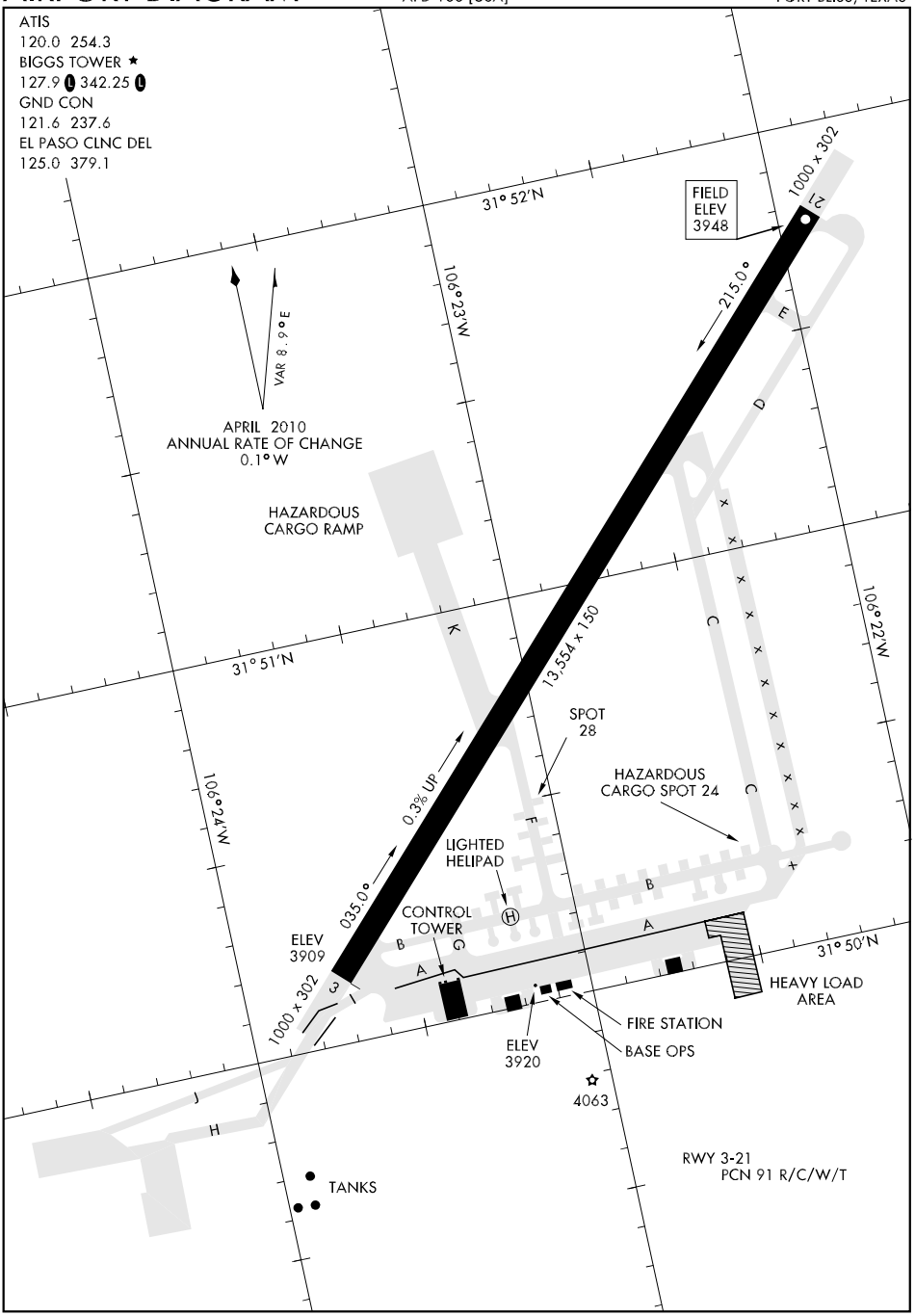


LIRL Rwy 17-35.

CATEGORY	A	B	C	D
CIRCLING	3160-1 559 (600-1)		3160-1½ 559 (600-1½)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-2, 08 APR 2010 to 06 MAY 2010



SC-3, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 21

BIGGS AAF (KBIF)

AL-133 [USA]

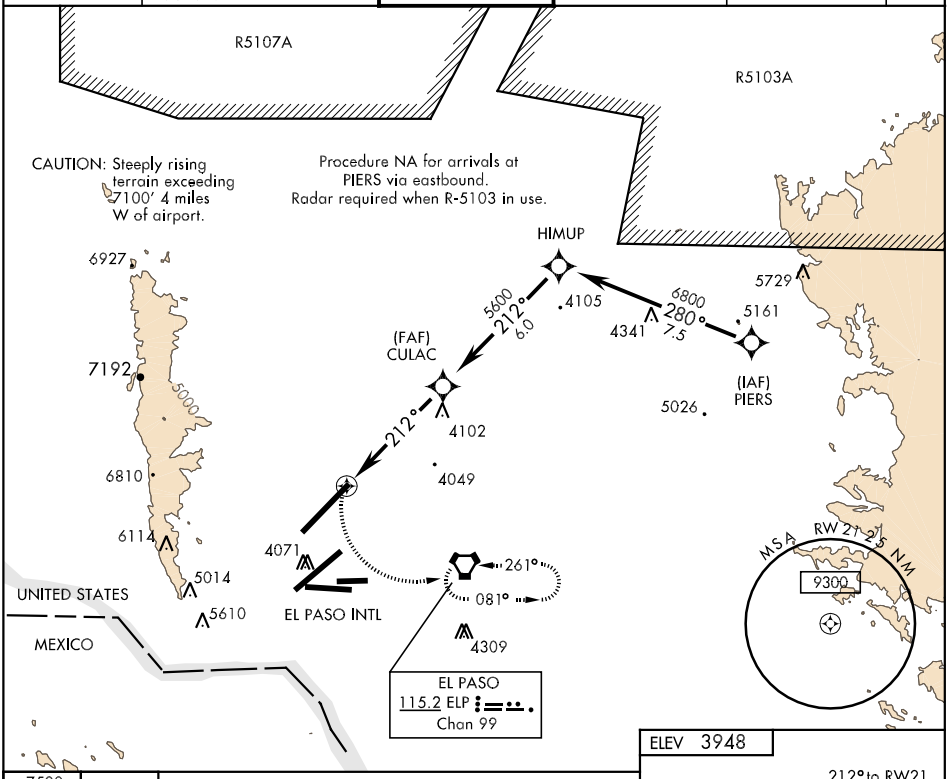
APCH CRS	Rwy ldg	13,554
212°	TDZE	3948
	Arpt Elev	3948

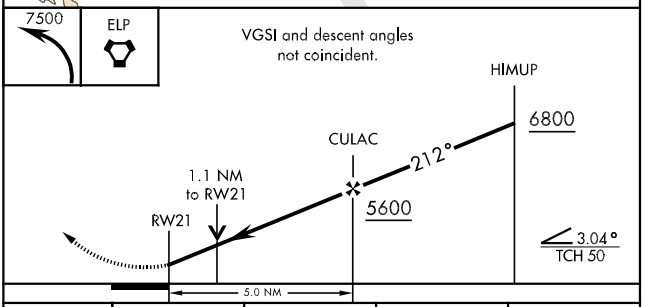
DME/DME RNP-0.3 NA.

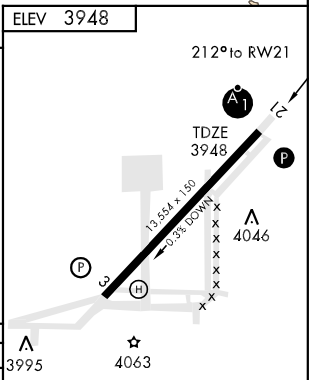
ALSF-1

MISSED APPROACH: Climbing left turn to 7500 direct ELP VORTAC and hold, continue climb-in-hold to 7500.

ATIS	EL PASO APP CON	BIGGS TOWER ★	GND CON	EL PASO CLNC DEL	ASR
120.0 254.3	S of V16 119.15 353.5 N of V16 124.25 298.85	127.9 (L) 342.25 (L)	121.6 237.6	125.0 379.1	







CATEGORY	A	B	C	D
LNAV MDA	4360-½ 412 (500-½)		4360-¾ 412 (500-¾)	
CIRCLING	4360-1 412 (500-1)	4400-1 452 (500-1)	4400-1½ 452 (500-1½)	4500-2 552 (600-2)

VOR or TACAN RWY 21

BIGGS AAF (KBIF)

EWM VORTAC 112.4 Chan 71	APCH CRS 210°	Rwy ldg 13,554 TDZE 3948 Arpt Elev 3948

AL-133 [USA]

▼ * When ALS inop, increase CAT E vis to 1¾ miles.
▲ ** Circling Cat E NA W of Rwy 3-21.

ALSF-1

MISSED APPROACH: Climbing left turn to 8000 direct ELP VORTAC, then via ELP R-081 to GIFEN INT/ELP 7 DME and hold. Continue climb-in-hold to 8000.

ATIS	EL PASO APP CON	BIGGS TOWER ★	GND CON	EL PASO CLNC DEL	ASR
120.0 254.3	S of V16 119.15 353.5 N of V16 124.25 298.85	127.9 (L) 342.25 (L)	121.6 237.6	125.0 379.1	

R5107A

R5103A

CAUTION: Steeply rising terrain exceeding 7100' 4 miles W of airport.

TACAN only equipped acft.
Final apch from holding patten NA.
Radar vector required to final approaach course.
Radar required when R-5103 in use.

6927

7192

6810

6114

5014

5610

5000

UNITED STATES

MEXICO

EL PASO INTL

R-030

030°

210°

IAF
NEWMAN
112.4 EWM
Chan 71

210°

6500

351° (8.2)

R-131

5026

MSA EWM 25 NM

10,200

090°

8400

8000

360°

R-081

GIFEN

261°

081°

EL PASO
115.2 ELP
Chan 99

ELEV 3948

210° 7.1 NM From VORTAC

TDZE 3948

13,554 x 150
0.3% DOWN

4046

3995

4063

HIRL Rwy 3-21 (L)

8000 | ELP | GIFEN ELP 7

Descend in holding pattern

VGSI and descent angles not coincident.

VORTAC

030°

6500

210°

5.9

7.1

210°

7.1 NM

CATEGORY	A	B	C	D	E
S-21 *	4420-½ 472 (500-½)		4420-¾ 472 (500-¾)	4420-1 472 (500-1)	4420-1¼ 472 (500-1¼)
CIRCLING **	4420-1 472 (500-1)		4420-1½ 472 (500-1½)	4500-2 552 (600-2)	

FAF to MAP 7.1 NM					
Knots	60	90	120	150	180
Min:Sec	7:06	4:44	3:33	2:50	2:22

FT. HOOD TOWER ★
119.65 269.45
GND CON
133.85 225.4
CLNC DEL
225.4

VAR 4.9°E

FEBRUARY 2010
ANNUAL RATE OF CHANGE
0.1°W

980

FIELD ELEV 924

CONTROL TOWER 979

EAST RAMP

NORTH RAMP

BASE OPS

WEST RAMP

CENTER RAMP

SOUTH RAMP

FIRE STATION

16

158.6°

1.2% DOWN

3701 x 144

338.6°

34

ELEV 881

1000 x 144

31°08′ 30″N

31°08′N

97°43′W

97°42′ 30″W

Rwy 16-34
PCN 8 F/C/W/T

Rwy 16 ldg 3134′

SC-3, 08 APR 2010 to 06 MAY 2010

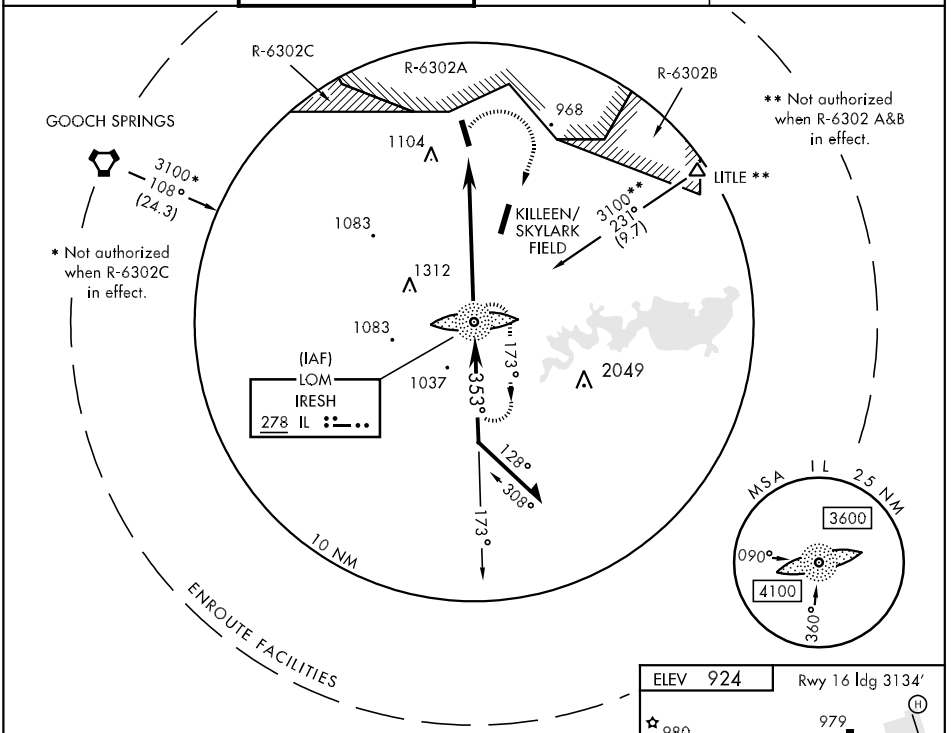
COPTER NDB RWY 34

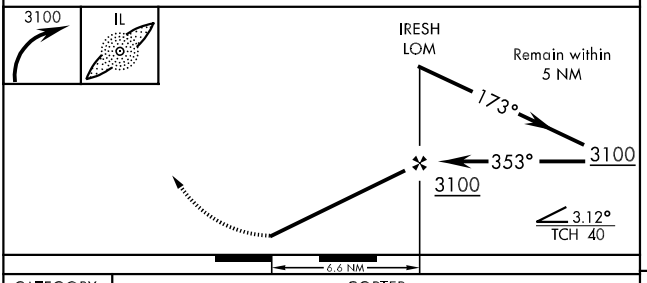
LOM IL 278	APCH CRS 353°	Rwy ldg 3701 TDZE 914 Arpt Elev 924	AL-5031 [USA]	HOOD AAF (KHLR)

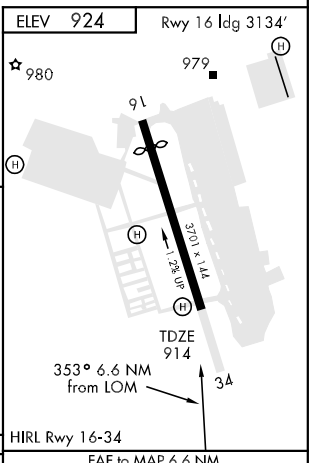
NA

MISSED APPROACH: Climbing right turn to 3100 direct IL LOM and hold.

GRAY APP CON	HOOD TOWER ★	GND CON	CLNC DEL
120.075 323.15	119.65 269.45	133.85 225.4	225.4







CATEGORY	COPTER
S-34	1400/40 486 (500-¾)

FAF to MAP 6.6 NM

Knots	45	60	75	90	105
Min:Sec	8:48	6:36	5:17	4:24	3:46

SC-3, 08 APR 2010 to 06 MAY 2010

COPTER RNAV (GPS) RWY 34

APCH CRS	Rwy ldg	3701
338°	TDZE	914
	Arpt Elev	924

AL-5031 [USA]

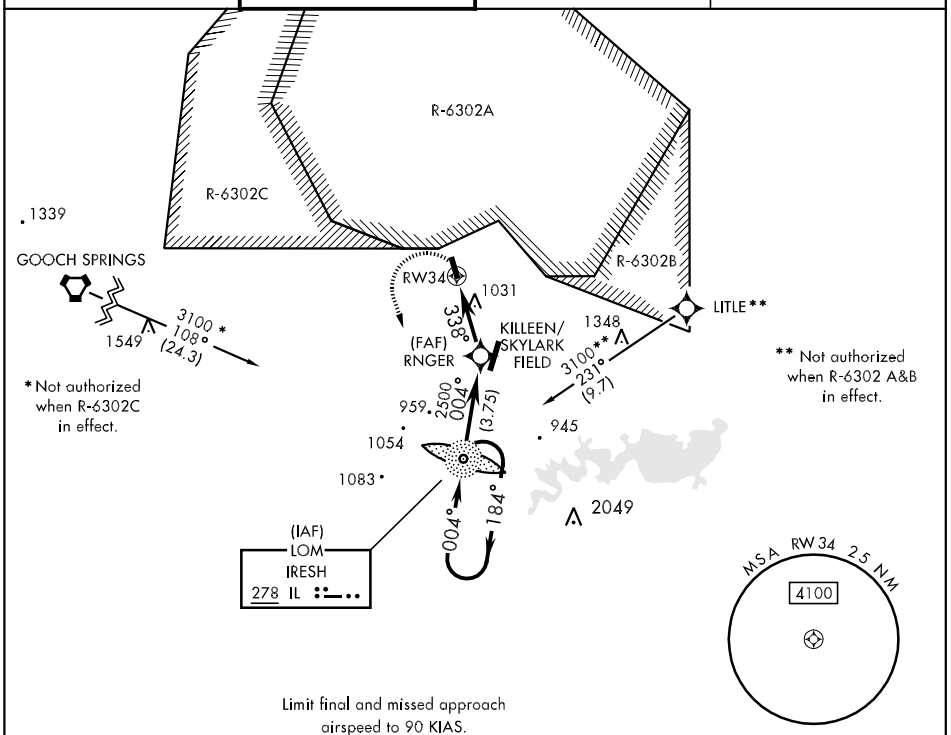
HOOD AAF (KHLR)

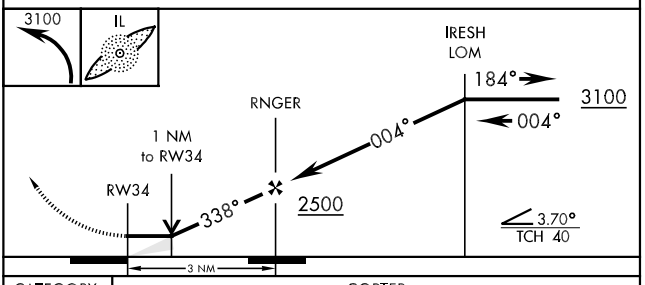
NA

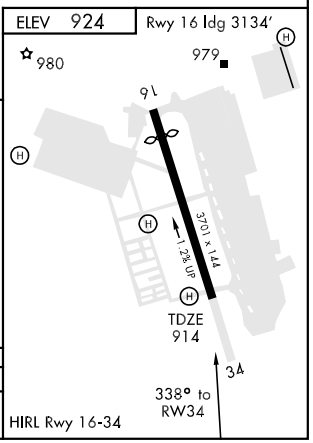
DME/DME RNP -0.3 NA

MISSED APPROACH: Climbing left turn to 3100 direct IRESH LOM and hold.

GRAY APP CON	HOOD TOWER ★	GND CON	CLNC DEL
120.075 323.15	119.65 269.45	133.85 225.4	225.4







CATEGORY	COPTER		
LNAV MDA	1320/24	406	(500-½)

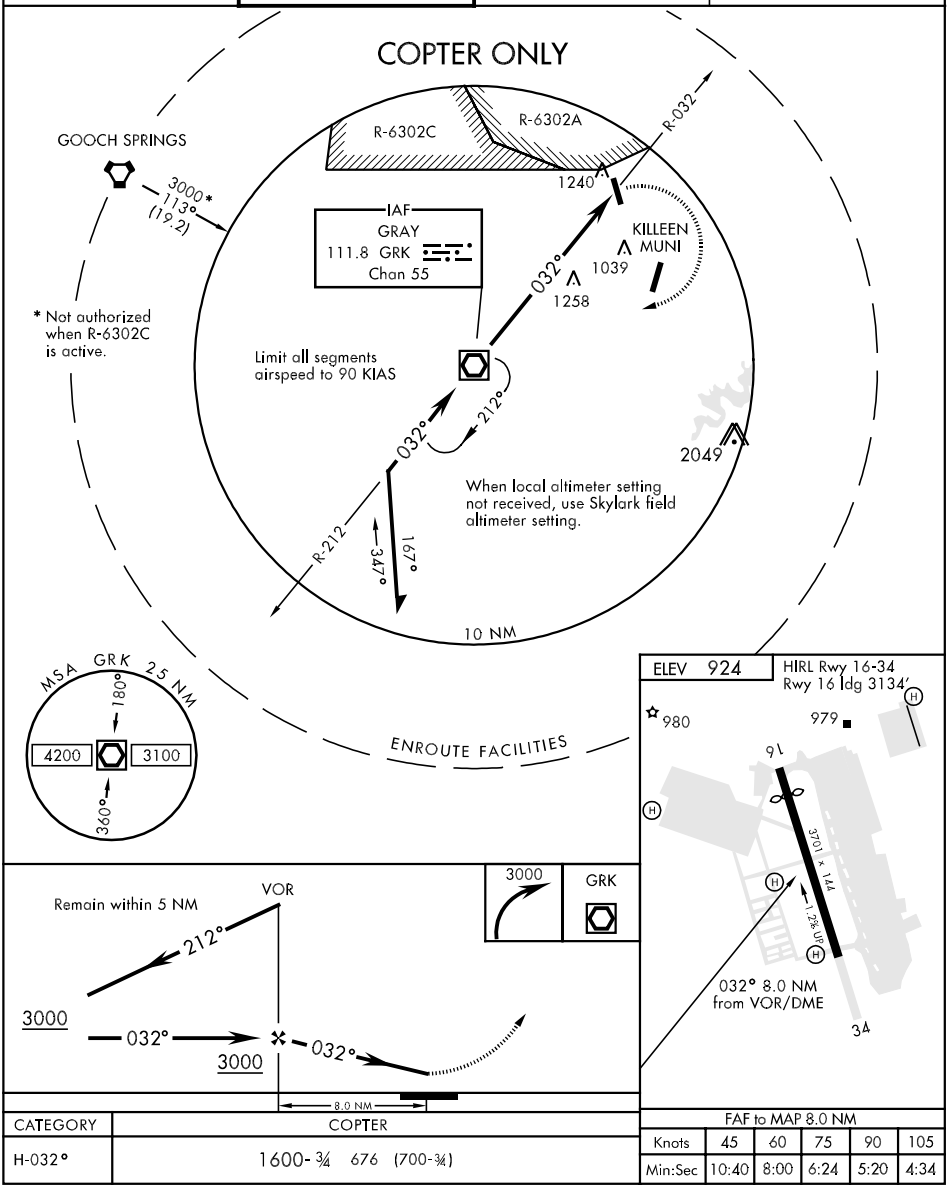
SC-3, 08 APR 2010 to 06 MAY 2010

COPTER VOR 032°

VOR/DME GRK 111.8 Chan 55	APCH CRS 032°	Rwy ldg N/A TDZE N/A Arpt Elev 924	AL-5031 [USA]	HOOD AAF (KHLR)

MISSED APPROACH: Climbing right turn to 3000 direct to GRK VOR/DME and hold.

GRAY APP CON	HOOD TOWER ★	GND CON	CLNC DEL
120.075 323.15	119.65 269.45	133.85 225.4	225.4



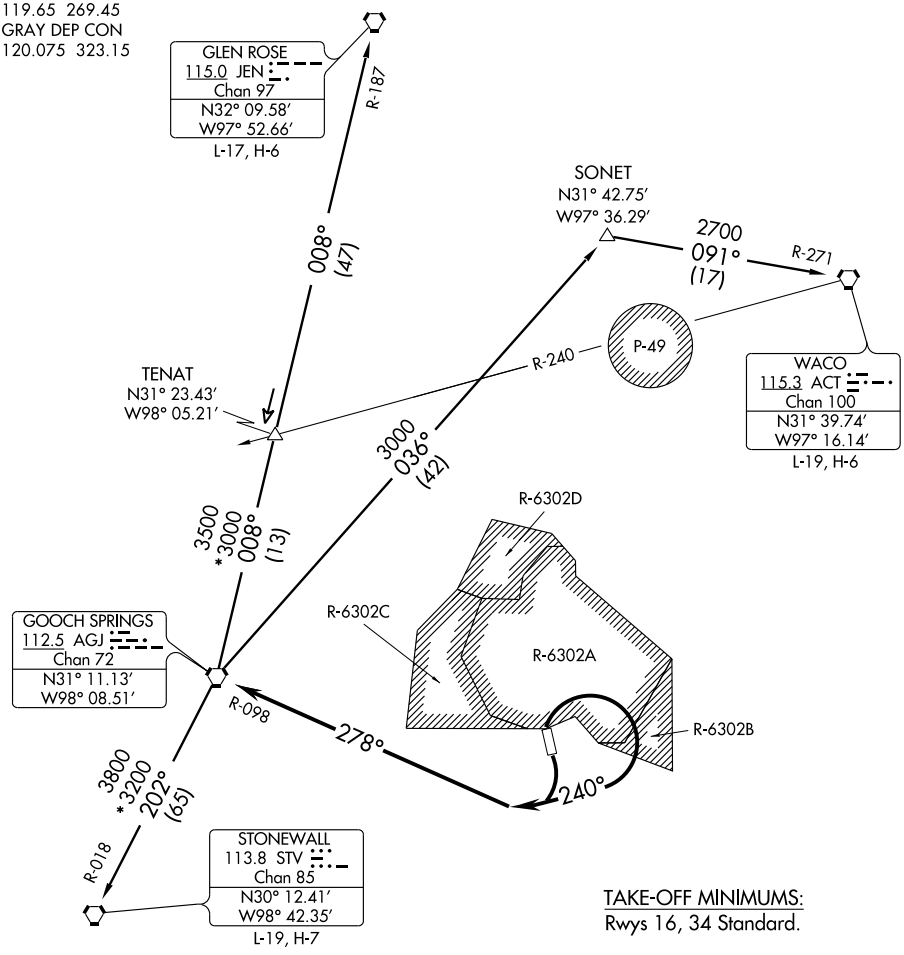
CATEGORY	COPTER
H-032°	1600- ¾ 676 (700-¾)

FAF to MAP 8.0 NM					
Knots	45	60	75	90	105
Min:Sec	10:40	8:00	6:24	5:20	4:34

LAMPS FOUR DEPARTURE

CLNC DEL
225.4
GND CON
133.85 225.4
HOOD TOWER★
119.65 269.45
GRAY DEP CON
120.075 323.15

NOTE: RADAR Required.
NOTE: MRA at TENAT Int 4000 for Non-DME aircraft.



TAKE-OFF MINIMUMS:
Rwys 16, 34 Standard.

TAKE-OFF OBSTACLES:

Rwy 16, Tree line 875' from DER, 190' right of centerline, 30'AGL/931'MSL.
Multiple poles beginning 457' from DER, 130' right to 68' left of centerline. 40' AGL/920' MSL.
NDB 784' from DER, 246' left of centerline, 34' AGL/914' MSL.
Rwy 34, Tree 2, 199' from DER, 987' right of centerline, 30' AGL/1029' MSL.
Terrain beginning 2121' from DER, 1014' right of centerline, up to 0' AGL/981' MSL.
Vehicle on road 483' from DER, 4' right of centerline, 15' AGL/935' MSL.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

LAMPS FOUR DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWYS 16/34: Climbing right turn heading 240° (to assigned altitude), to intercept and proceed via AGJ R-098. Thence . . . .

. . . . via (transition) or (assigned route).

GLEN ROSE TRANSITION (LAMPS4.JEN): (For aircraft inbound to Dallas/Fort Worth terminal area airports.) From over AGJ VORTAC via AGJ R-008 and JEN R-187 to JEN VORTAC.

STONEWALL TRANSITION (LAMPS4.STV): From over AGJ VORTAC via AGJ R-202 and STV R-018 to STV VORTAC.

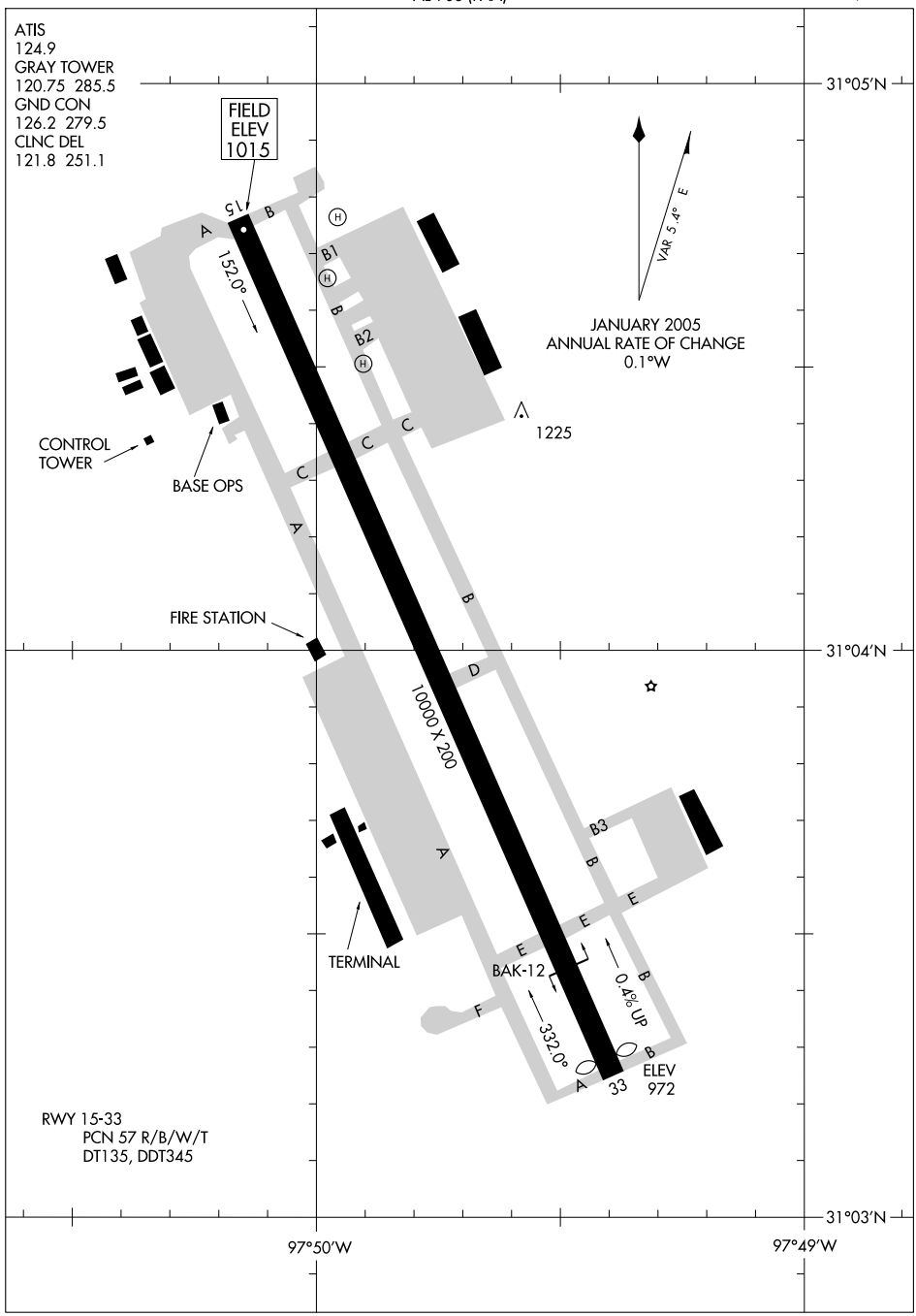
WACO TRANSITION (LAMPS4.ACT): (For aircraft inbound to terminal area airports.) From over AGJ VORTAC via AGJ R-036 to SONET INT, then via ACT R-271 to ACT VORTAC.

SC-3, 08 APR 2010 to 06 MAY 2010

09351

AIRPORT DIAGRAM

FORT HOOD/KILLEEN/ ROBERT GRAY AAF (GRK)
FORT HOOD/KILLEEN, TEXAS
AL-906 (FAA)



SC-3, 08 APR 2010 to 06 MAY 2010

VOR/DME GRK	APP CRS	Rwy Idg	9806
111.8	333°	TDZE	N/A
Chan 55		Apt Elev	1015

COPTER VOR RWY 33

FORT HOOD/KILLEEN/ ROBERT GRAY AAF (GRK)

NA
ASR/PAR

MALSR

MISSED APPROACH: Climbing right turn to 3000 direct GRK VOR/DME and hold.

ATIS	GRAY APP CON	GRAY TOWER	GND CON	CLNC DEL
124.9	120.075 323.15	120.75 285.5	126.2 279.5	121.8 251.1

GOOCH SPRINGS
112.5 AGJ
Chan 72

3000
113°
(19.2)

R-6302A
R-6302C
R-6302B

1616
1549
1549
1341
1206
1215
1505
1194±

IAF
GRAY
111.8 GRK
Chan 55

153°
333°
198°
018°
5 NM

2049

R-153

10 NM

3100
051°
(24.9)
SLIMM

3600
303°
(24.6)
DARTE

ELEV 1015

1191

10000 X 200
0.4% UP

33

333° 1.4 NM
from FAF

HIRL Rwy 15-33

MSA GRK 25 NM
180°
4200
3100
360°

3000
GRK
111.8

VOR/DME
153°
3000
333°
2000
GRK 1.4
6.49°
TCH 52
1.4 NM

Remain within 5 NM

VGSI and descent angles not coincident.

FAF to MAP 1.4 NM					
Knots	60	90	120	150	180
Min:Sec	1:24	0:56	0:42	0:34	0:28

CATEGORY	COPTER
H-33	1460-¼ 465 (500-¼)

SC-3, 08 APR 2010 to 06 MAY 2010

LOC I-GRK	APP CRS	Rwy Idg	10000
111.1	150°	TDZE	1015
		Apt Elev	1015

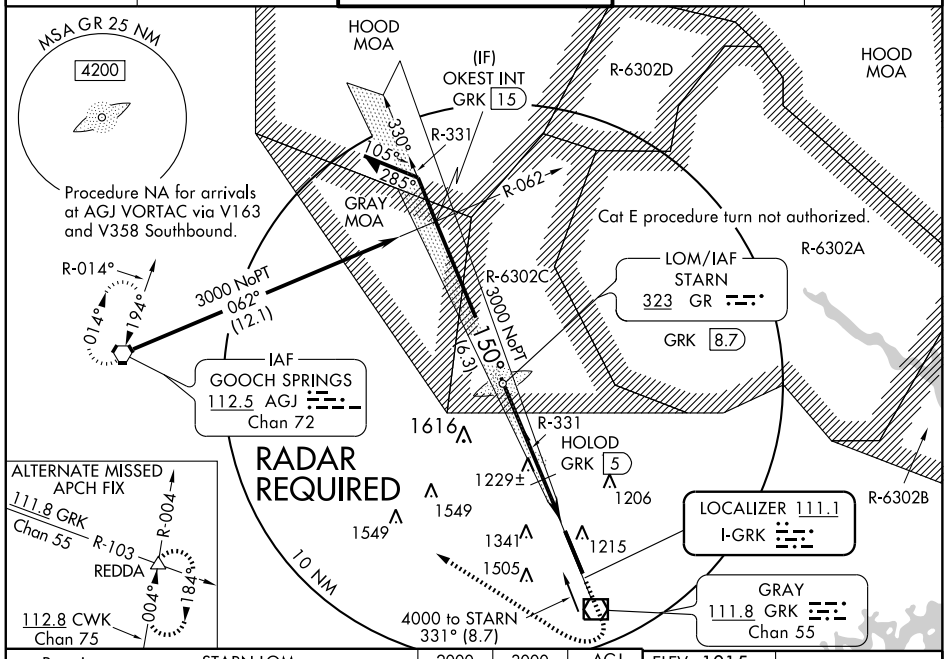
ILS or LOC RWY 15

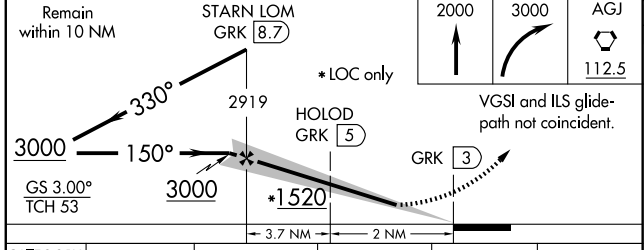
FORT HOOD/KILLEEN/ ROBERT GRAY AAF (GRK)

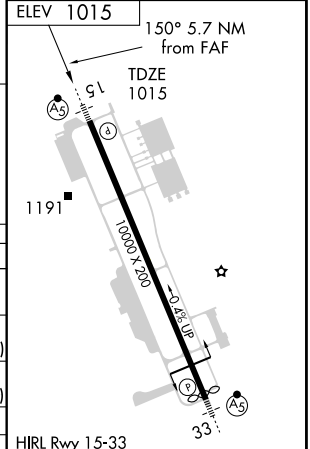
T A ASR/PAR — Circling NA W of Rwy 15-33. For inoperative MALSR, increase S-ILS 15 Cat E visibility to RVR 4000, increase S-LOC 15 Cat E visibility ½ mile.

MALSR (A5) — MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct AGJ VORTAC and hold.

ATIS	GRAY APP CON	GRAY TOWER	GND CON	CLNC DEL
124.9	120.075 323.15	120.75 285.5	126.2 279.5	121.8 251.1







CATEGORY	A	B	C	D	E
S-ILS 15	1217/24 202 (300-½)				
S-LOC 15	1520/24 505 (600-½)		1520/50 505 (600-1)		1520/60 505 (600-1¼)
CIRCLING	1540-1 525 (600-1)		1560-1½ 545 (600-1½)	1580-2 565 (600-2)	1740-2½ 725 (800-2½)
HOLOD FIX MINIMUMS					
S-LOC 15	1480/24 465 (500-½)		1480/40 465 (500-¾)	1480/50 465 (500-1)	1480/60 465 (500-1¼)
CIRCLING	1540-1 525 (600-1)		1560-1½ 545 (600-1½)	1580-2 565 (600-2)	1740-2½ 725 (800-2½)

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

SC-3, 08 APR 2010 to 06 MAY 2010

LOC/DME I-BTJ	APP CRS	Rwy Idg	9806
109.35	330°	TDZE	995
Chan 30 (Y)		Apt Elev	1015

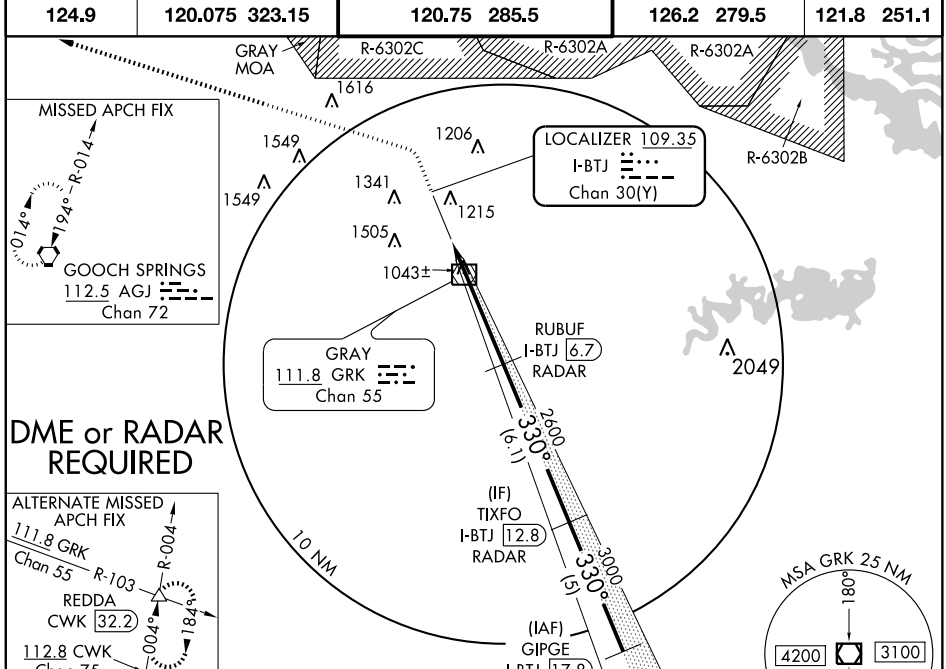
ILS or LOC RWY 33

FORT HOOD/KILLEEN/ ROBERT GRAY AAF (GRK)

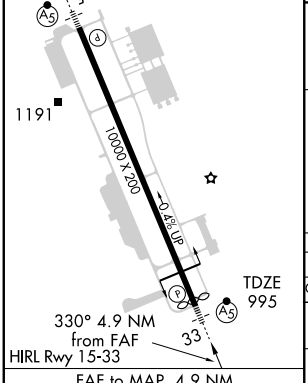
T A ASR/PAR — Circling NA W of Rwy 15-33. For inoperative MALSR, increase S-ILS 33 Cat E visibility ¼ mile and S-LOC 33 Cat E visibility ½ mile.

MALSR (A5) — MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct AGJ VORTAC and hold.

ATIS	GRAY APP CON	GRAY TOWER	GND CON	CLNC DEL
124.9	120.075 323.15	120.75 285.5	126.2 279.5	121.8 251.1

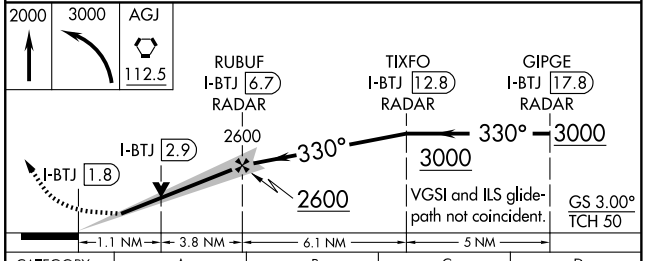


ELEV 1015



FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



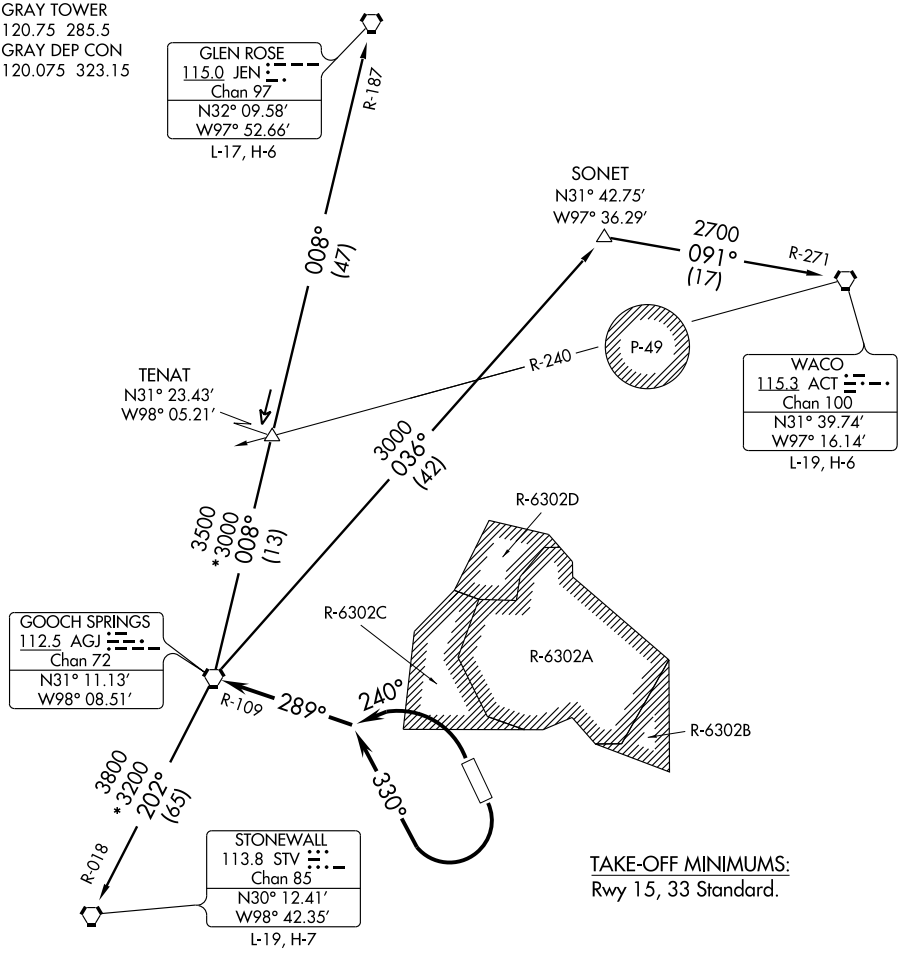
CATEGORY	A	B	C	D	
CATEGORY	A	B	C	D	E
S-ILS 33	1195-½ 200 (200-½)				
S-LOC 33	1360-½ 365 (400-½)			1360-¾ 365 (400-¾)	
CIRCLING	1540-1 525 (600-1)		1560-1½ 545 (600-1½)	1580-2 565 (600-2)	1740-2½ 725 (800-2½)

SC-3, 08 APR 2010 to 06 MAY 2010

LAMPS FOUR DEPARTURE

ATIS 124.9
CLNC DEL
121.8 251.1
GND CON
126.2 279.5
GRAY TOWER
120.75 285.5
GRAY DEP CON
120.075 323.15

NOTE: RADAR Required.
NOTE: MRA at TENAT Int 4000 for Non-DME aircraft.



TAKE-OFF MINIMUMS:
Rwy 15, 33 Standard.

TAKE-OFF OBSTACLES:
Rwy 33, Pole 974′ from DER, 746′ left of centerline, 35′ AGL/1050′ MSL.
Pole 1121′ from DER, 746′ left of centerline, 33′ AGL/1048′ MSL.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

LAMPS FOUR DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 15: Climbing right turn heading 330° (to assigned altitude), to intercept and proceed via AGJ R-109. Thence . . . .
TAKE-OFF RWY 33: Climbing left turn heading 240° (to assigned altitude), to intercept and proceed via AGJ R-109. Thence . . . .

. . . . via (transition) or (assigned route).

GLEN ROSE TRANSITION (LAMPS4.JEN): (For aircraft inbound to Dallas/Fort Worth terminal area airports.) From over AGJ VORTAC via AGJ R-008 and JEN R-187 to JEN VORTAC.
STONEWALL TRANSITION (LAMPS4.STV): From over AGJ VORTAC via AGJ R-202 and STV R-018 to STV VORTAC.
WACO TRANSITION (LAMPS4.ACT): (For aircraft inbound to terminal area airports.) From over AGJ VORTAC via AGJ R-036 to SONET INT, then via ACT R-271 to ACT VORTAC.

SC-3, 08 APR 2010 to 06 MAY 2010

VOR/DME GRK	APP CRS	Rwy Idg	10000
111.8	150°	TDZE	1015
Chan 55		Apt Elev	1015

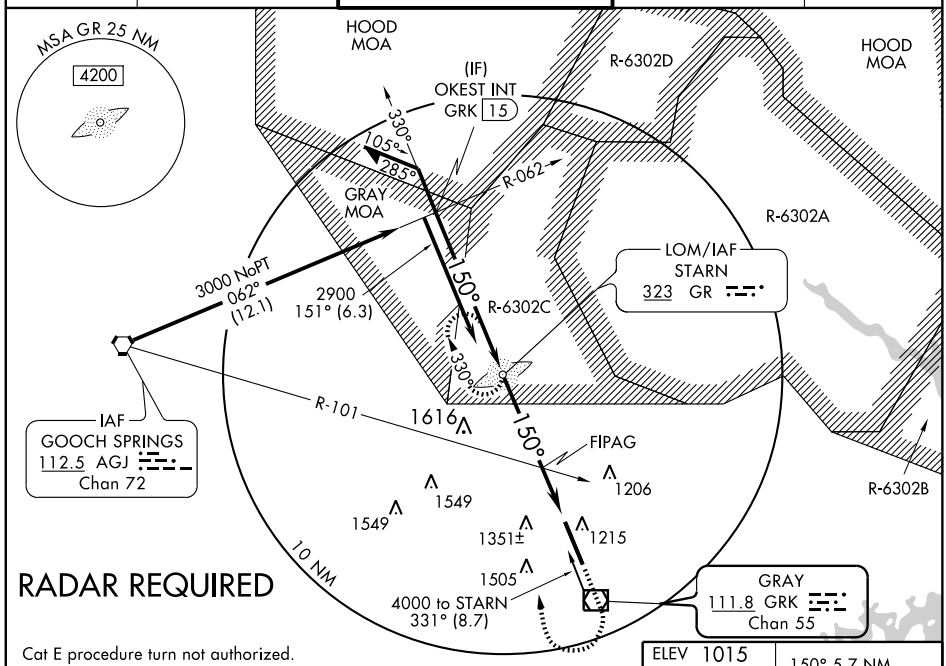
NDB RWY 15

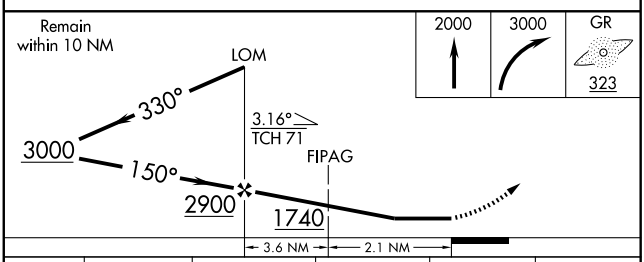
FORT HOOD/KILLEEN/ ROBERT GRAY AAF (GRK)

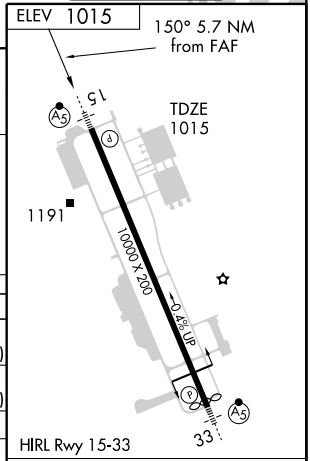
T A ASR/PAR — Inoperative table does not apply to S-15 Cat A, B and FIPAG fix minimums S-15 Cat A, B. Circling NA W of Rwy 15-33. For inoperative MALSR, increase all S-15 Cat D and E visibilities ¼ mile.

MALSR (A5) — MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct STARN LOM and hold.

ATIS	GRAY APP CON	GRAY TOWER	GND CON	CLNC DEL
124.9	120.075 323.15	120.75 285.5	126.2 279.5	121.8 251.1







CATEGORY	A	B	C	D	E
S-15	1740/40	725 (800-¾)	1740-1½ 725 (800-1½)	1740-2 725 (800-2)	1740-2¼ 725 (800-2¼)
CIRCLING	1740-1	725 (800-1)	1740-2 725 (800-2)	1740-2¼ 725 (800-2¼)	1740-2½ 725 (800-2½)
FIPAG FIX MINIMUMS					
S-15	1660/40	645 (700-¾)	1660/60 645 (700-1¼)	1660-1¾ 645 (700-1¾)	1660-2 645 (700-2)
CIRCLING	1660-1	645 (700-1)	1660-1¾ 645 (700-1¾)	1660-2 645 (700-2)	1740-2½ 725 (800-2½)

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

SC-3, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	10000
CH 78099	150°	TDZE	1015
W15A		Apt Elev	1015

RNAV (GPS) RWY 15

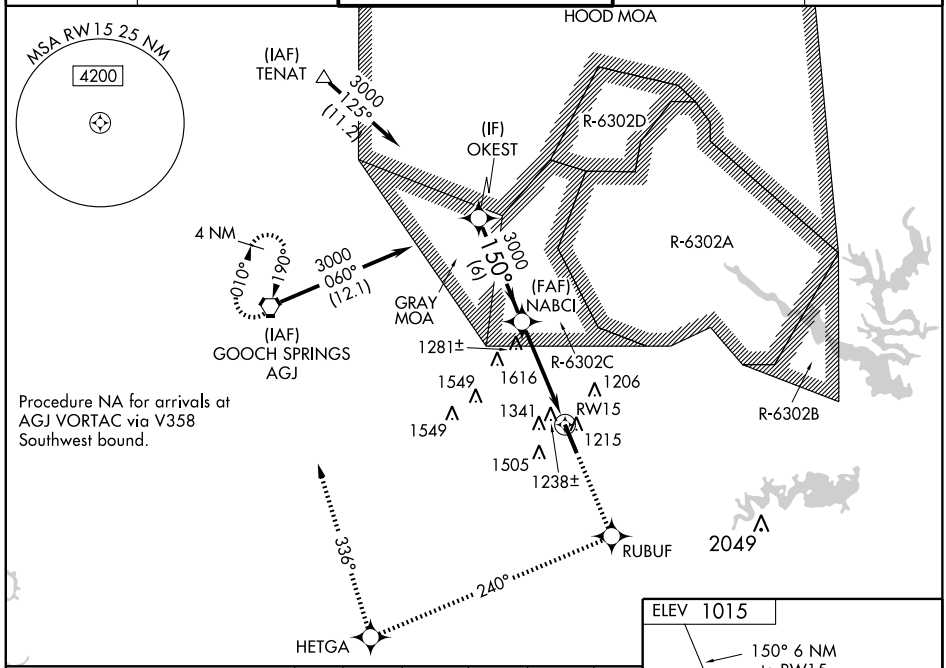
FORT HOOD/KILLEEN/ ROBERT GRAY AAF (GRK)

T A PAR/ASR — Circling NA W of Rwy 15-33. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). Inoperative table does not apply to LPV all Cats, and LNAV Cats A/B. DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV/VNAV Cat E visibility ½ mile and LNAV Cat E visibility ½ mile.

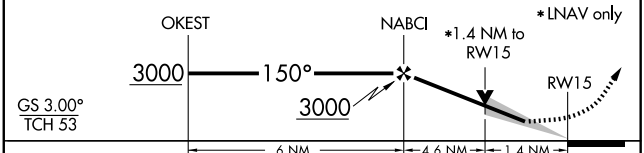
MALSR

MISSED APPROACH: Climb to 3000 direct RUBUF and right turn via track 240° to HETGA and right turn via track 336° to AGJ VORTAC and hold.

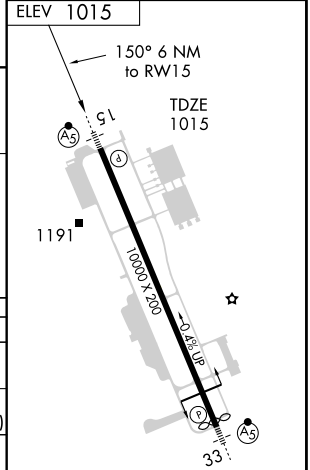
ATIS	GRAY APP CON	GRAY TOWER	GND CON	CLNC DEL
124.9	120.075 323.15	120.75 285.5	126.2 279.5	121.8 251.1



Procedure Turn NA	VGSI and RNAV glide-path not coincident.	3000	RUBUF	trk 240°	HETGA	trk 336°	AGJ



CATEGORY	A	B	C	D	E
LPV DA	1271/24 256 (300-½)				
LNAV/VNAV DA	1547/60 532 (600-1¼)				1547-1½ 532 (600-1½)
LNAV MDA	1540/24 525 (600-½)		1540/50 525 (600-1)	1540/60 525 (600-1¼)	
CIRCLING	1540-1 525 (600-1)		1560-1½ 545 (600-1½)	1580-2 565 (600-2)	1740-2½ 725 (800-2½)



HIRL Rwy 15-33

SC-3, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	9806
CH 82399	330°	TDZE	995
W33A		Apt Elev	1015

RNAV (GPS) RWY 33

FORT HOOD/KILLEEN/ ROBERT GRAY AAF (GRK)

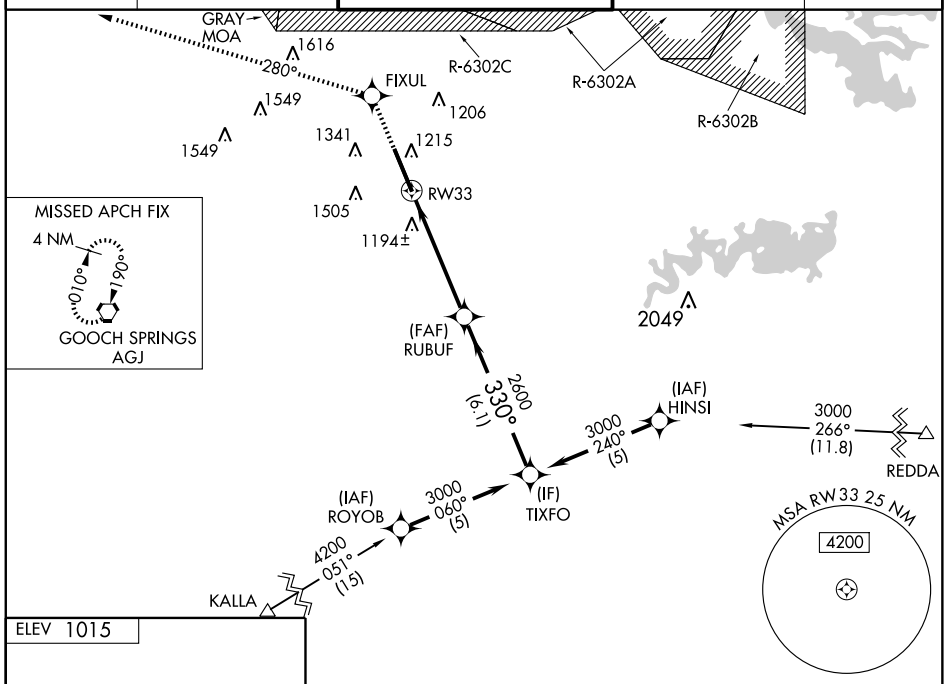
T A ASR/PAR

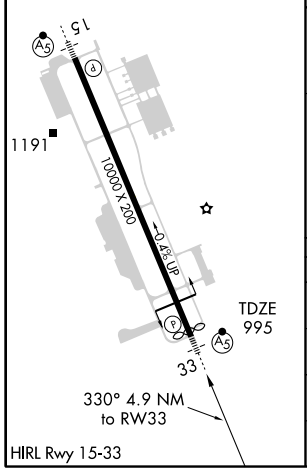
Circling NA W of Rwy 15-33. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LPV Cat E visibility to ¼ mile and LNAV/VNAV and LNAV Cat E visibility ½ mile.

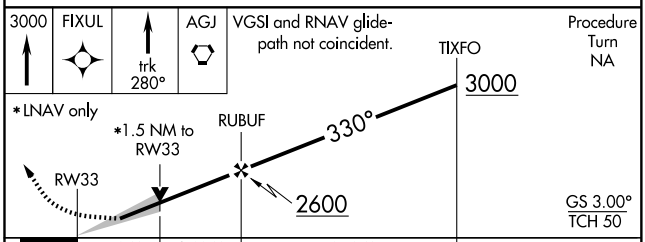
MALSR

MISSED APPROACH: Climb to 3000 direct FIXUL and via track 280° to AGJ VORTAC and hold.

ATIS	GRAY APP CON	GRAY TOWER	GND CON	CLNC DEL
124.9	120.075 323.15	120.75 285.5	126.2 279.5	121.8 251.1







CATEGORY	A	B	C	D	E
LPV DA	1195-½ 200 (200-½)				
LNAV/ VNAV DA	1552-1½ 557 (600-1½)				
LNAV MDA	1460-½ 465 (500-½)		1460-¾ 465 (500-¾)	1460-1 465 (500-1)	1460-1¼ 465 (500-1¼)
CIRCLING	1540-1 525 (600-1)		1560-1½ 545 (600-1½)	1580-2 565 (600-2)	1740-2½ 725 (800-2½)

SC-3, 08 APR 2010 to 06 MAY 2010

VOR/DME GRK	APP CRS	Rwy Idg	N/A
111.8	333°	TDZE	N/A
Chan 55		Apt Elev	1015

VOR-A

FORT HOOD/KILLEEN/ ROBERT GRAY AAF (GRK)

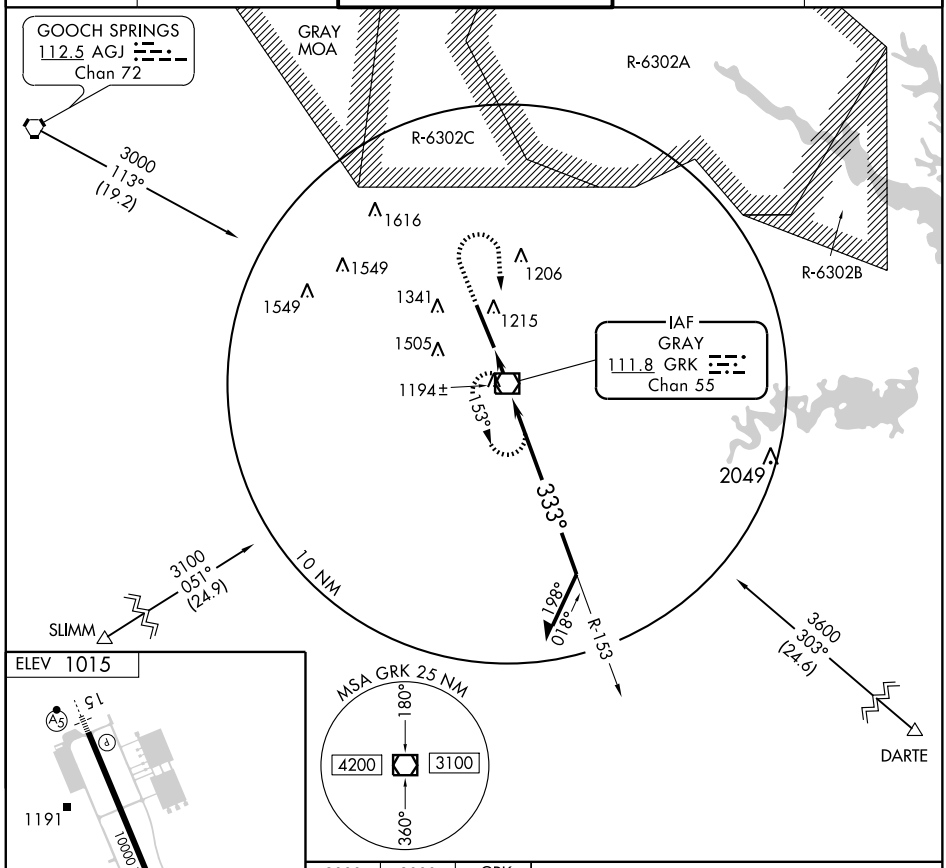
NA
ASR/PAR

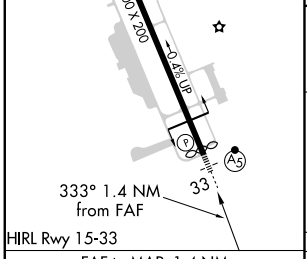
Circling NA W of Rwy 15-33.

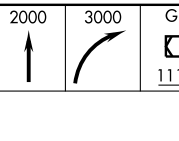
MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct GRK VOR/DME and hold.

ATIS	GRAY APP CON	GRAY TOWER	GND CON	CLNC DEL
124.9	120.075 323.15	120.75 285.5	126.2 279.5	121.8 251.1







FAF to MAP 1.4 NM					
Knots	60	90	120	150	180
Min:Sec	1:24	0:56	0:42	0:34	0:28

CATEGORY	A	B	C	D
CIRCLING	1540-1	525 (600-1)	1560-1½ 545 (600-1½)	1580-2 565 (600-2)

SC-3, 08 APR 2010 to 06 MAY 2010

VOR/DME GRK	APP CRS	Rwy Idg	10000
111.8	152°	TDZE	1015
Chan 55		Apt Elev	1015

VOR/DME RWY 15

FORT HOOD/KILLEEN/ ROBERT GRAY AAF (GRK)

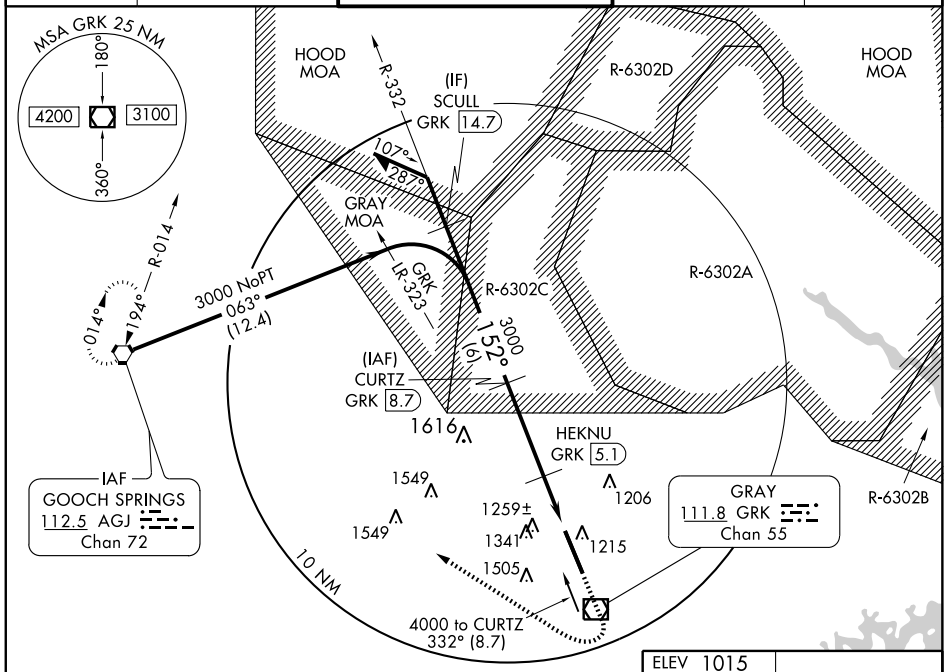
T A NA ASR/PAR

Circling NA W of Rwy 15-33. For inoperative MALSR, increase S-15 Cat E visibility ½ mile.

MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct AGJ VORTAC and hold.

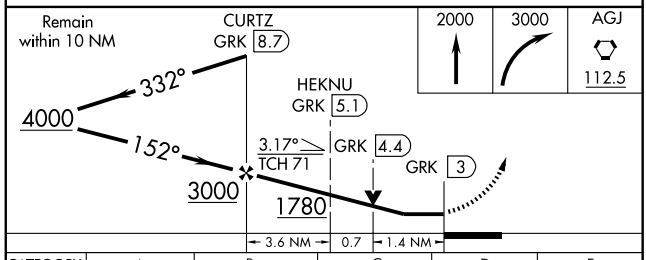
ATIS	GRAY APP CON	GRAY TOWER	GND CON	CLNC DEL
124.9	120.075 323.15	120.75 285.5	126.2 279.5	121.8 251.1

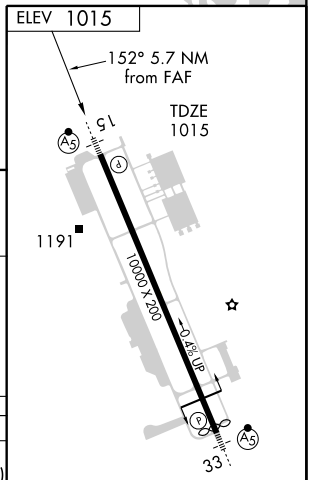


1616±

RADAR REQUIRED

Cat E procedure turn not authorized.





CATEGORY	A	B	C	D	E
S-15	1520/24	505 (600-½)	1520/50	505 (600-1)	1520/60 505 (600-1¼)
CIRCLING	1540-1	525 (600-1)	1560-1½ 545 (600-1½)	1580-2 565 (600-2)	1740-2½ 725 (800-2½)

HIRL Rwy 15-33

SC-3, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS		
CH **78014**	**117°**	Rwy Idg	**7508**
W12A		TDZE	**3002**
		Apt Elev	**3011**

RNAV (GPS) RWY 12

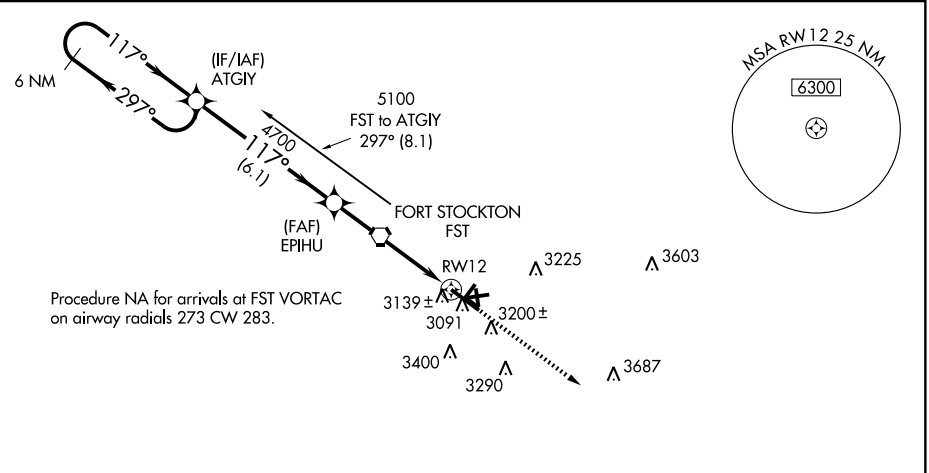
FORT STOCKTON-PECOS COUNTY (FST)

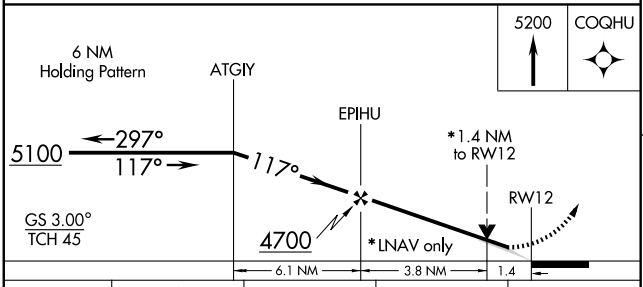
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Pecos altimeter setting and increase all DA 152 feet and all MDA 160 feet, increase LPV visibility ½ mile all Cats, LNAV/VNAV visibility ½ mile all Cats, LNAV Cat C/D visibility ½ mile, Circling Cat C visibility ¾ mile, Cat D visibility ½ mile. Baro-VNAV and VDP NA when using Pecos altimeter setting. Circling to Rwy 11-29, 7-25, 16-34 NA. Circling to Rwy 30 NA at night.

A

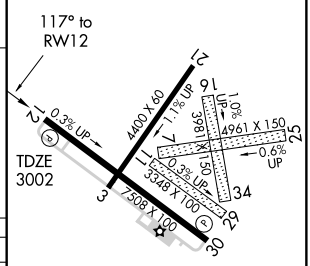
MISSED APPROACH: Climb to 5200 direct COQHU and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
118.525	**135.875 292.15**	**122.8** (CTAF) L





CATEGORY	A	B	C	D
LPV DA	3252-1 250 (300-1)			
LNAV/VNAV DA	3409-1½ 407 (400-1½)			
LNAV MDA	3480-1 478 (500-1)		3480-1¼ 478 (500-1¼)	3480-1½ 478 (500-1½)
CIRCLING	3540-1 529 (600-1)		3600-1½ 589 (600-1½)	3760-2½ 749 (800-2½)



MIRL Rwys 3-21 and 12-30 L

APP CRS	Rwy Idg	7508
298°	TDZE	3011
	Apt Elev	3011

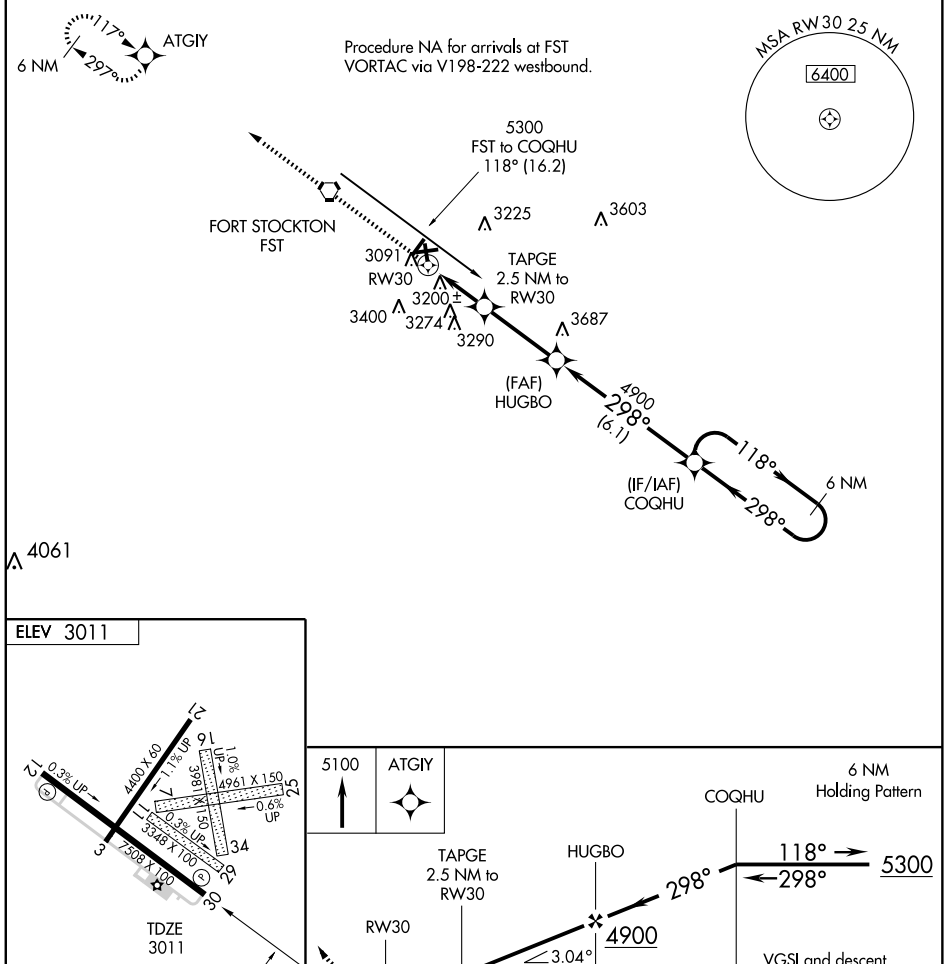
RNAV (GPS) RWY 30

FORT STOCKTON-PECOS COUNTY (FST)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Pecos altimeter setting and increase all MDA 160 feet, increase LNAV Cat C/D visibility ½ mile, Circling Cat C visibility ¾ mile, Cat D visibility ½ mile. Circling to Rwy 11-29, 7-25, 16-34 NA. Procedure NA at night.

MISSED APPROACH: Climb to 5100 direct ATGIY and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
118.525	135.875 292.15	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	3500-1	489 (500-1)	3500-1¼ 489 (500-1¼)	3500-1½ 489 (500-1½)
CIRCLING	3540-1	529 (600-1)	3600-1½ 589 (600-1½)	3760-2½ 749 (800-2½)

MIRL Rwys 3-21 and 12-30 L

SC-3, 08 APR 2010 to 06 MAY 2010

VORTAC FST	APP CRS	Rwy Idg	7508
116.9	296°	TDZE	3011
Chan 116		Apt Elev	3011

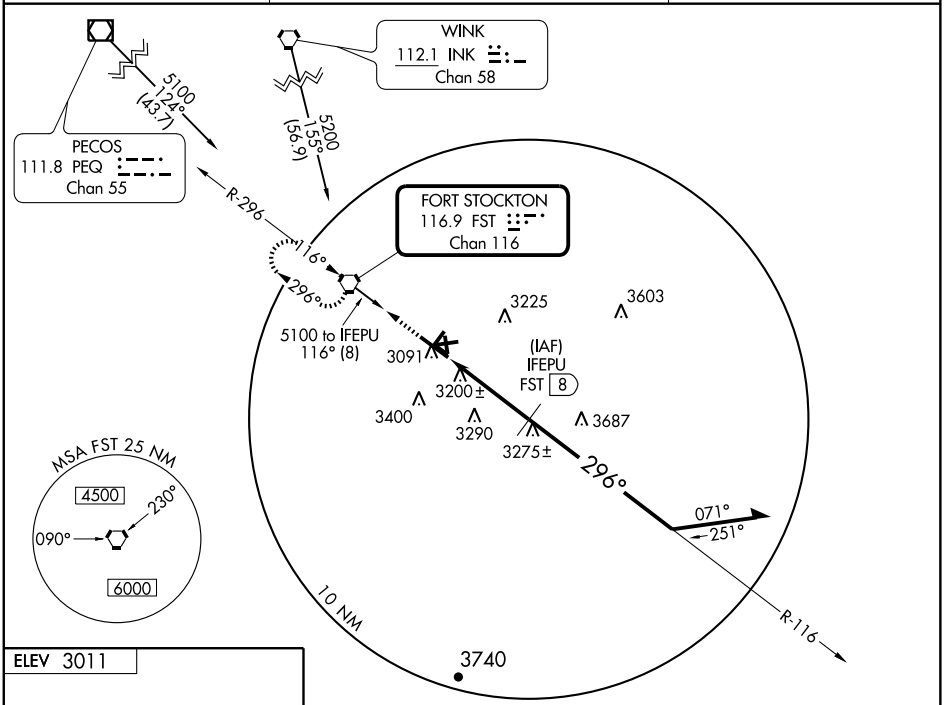
VOR/DME RWY 30

FORT STOCKTON-PECOS COUNTY (FST)

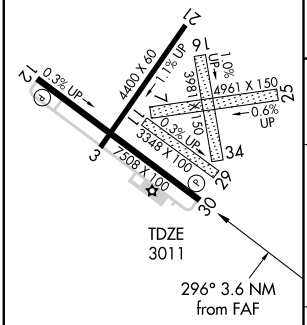
V
NA

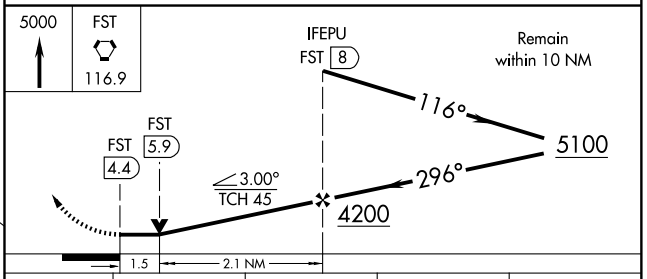
MISSED APPROACH: Climb to 5000 direct FST VORTAC and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
118.525	135.875 292.15	122.8 (CTAF) L



ELEV 3011





CATEGORY	A	B	C	D
S-30	3540-1	529 (600-1)	3540-1½ 529 (600-1½)	3540-1¾ 529 (600-1¾)
CIRCLING	3540-1	529 (600-1)	3540-1½ 529 (600-1½)	3760-2½ 749 (800-2½)

MIRL Rwys 3-21 and 12-30 L

SC-3. 08 APR 2010 to 06 MAY 2010

VORTAC FST	APP CRS	Rwy Idg	7508
116.9	116°	TDZE	3002
Chan 116		Apt Elev	3011

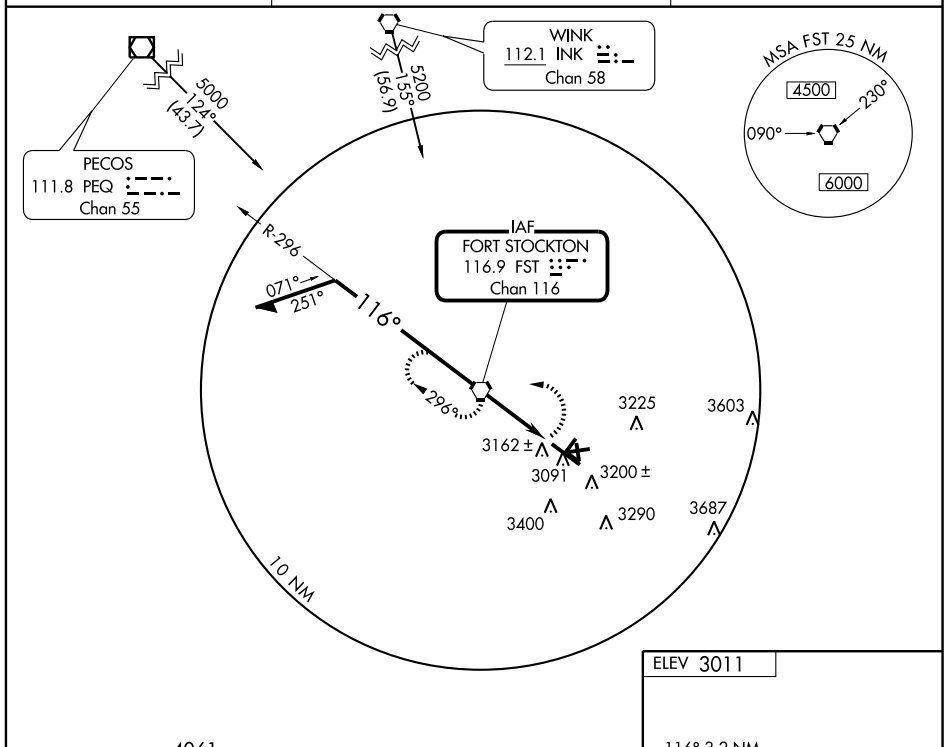
VOR RWY 12

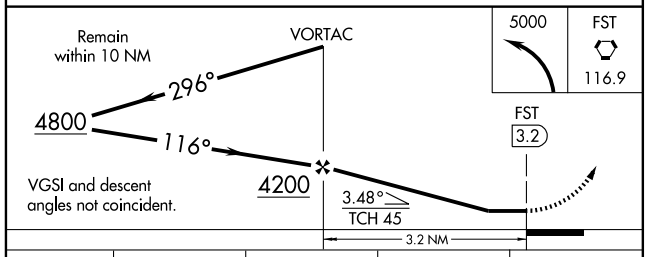
FORT STOCKTON-PECOS COUNTY (FST)

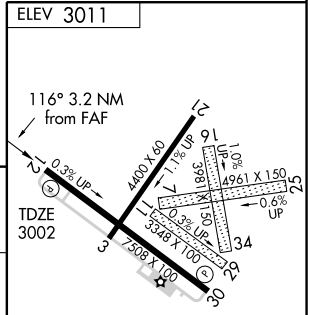
NA

MISSED APPROACH: Climbing left turn to 5000 direct FST VORTAC and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
118.525	135.875 292.15	122.8 (CTAF) L







MIRL Rwys 3-21 and 12-30 L

CATEGORY	A	B	C	D
S-12	3500-1	498 (500-1)	3500-1¼ 498 (500-1¼)	3500-1½ 498 (500-1½)
CIRCLING	3540-1	529 (600-1)	3540-1½ 529 (600-1½)	3760-2½ 749 (800-2½)

FAF to MAP 3.2 NM

Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04

SC-3. 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 17

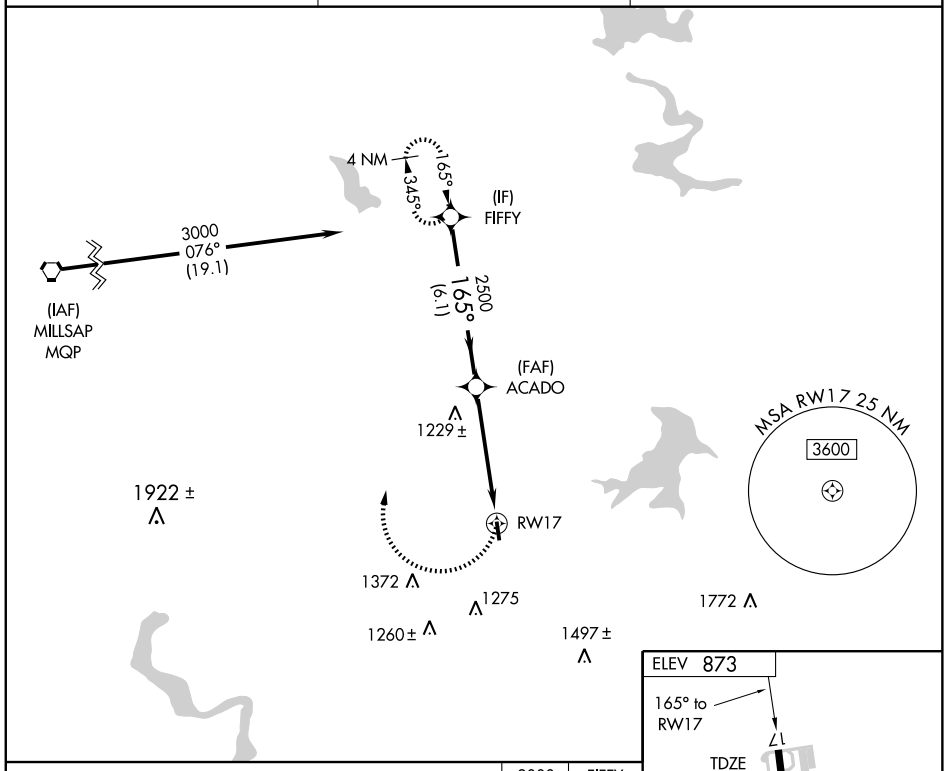
FORT WORTH/BOURLAND FIELD (5ØF)

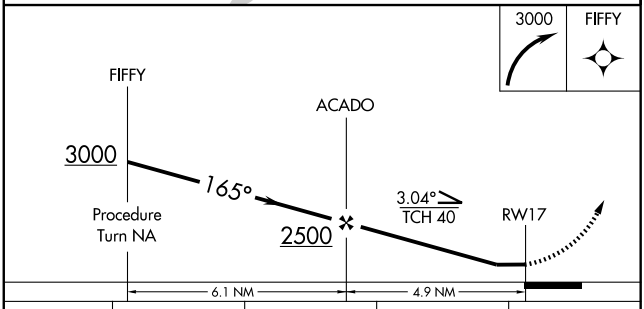
APP CRS	Rwy Idg	TDZE	Apt Elev
165°	3700	873	873

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Cleburne altimeter setting, when not received, use Fort Worth Meacham Intl altimeter setting and increase all MDA 40 feet, increase LNAV and circling Cat C visibility ¼ mile.

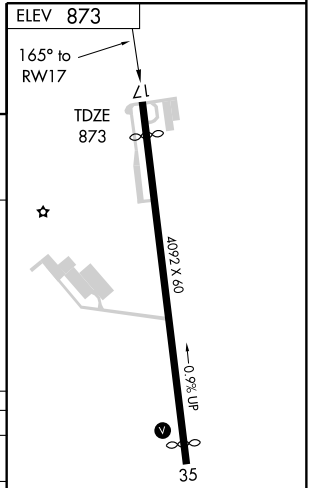
MISSED APPROACH: Climbing right turn to 3000 direct FIFFY and hold.

CLEBURNE AWOS-3	REGIONAL APP CON	UNICOM
119.525	135.975 379.9	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1520-1	647 (700-1)	1520-1¾ 647 (700-1¾)	NA
CIRCLING	1580-1	707 (800-1)	1600-2 727 (800-2)	NA



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RNAV (GPS) RWY 35

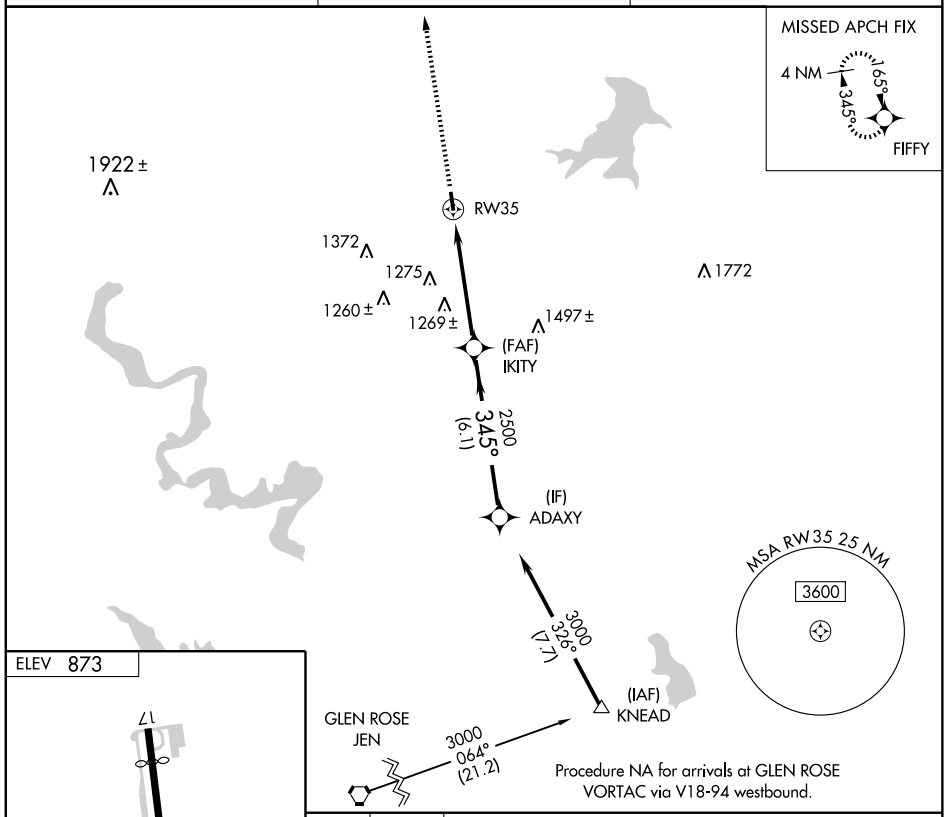
FORT WORTH/BOURLAND FIELD (5ØF)

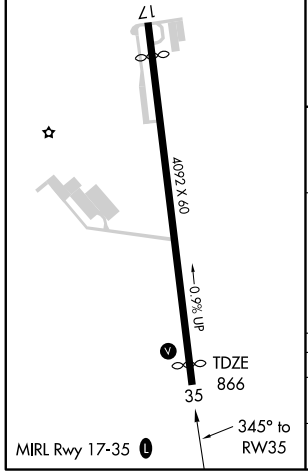
APP CRS	Rwy Idg	3832
345°	TDZE	866
	Apt Elev	873

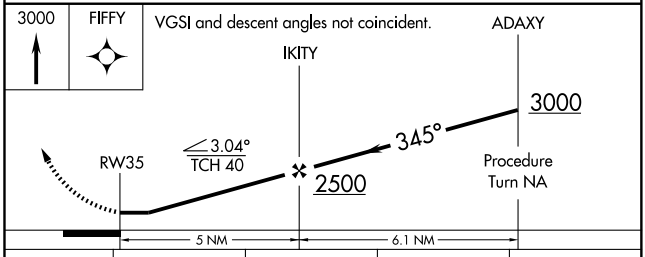
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Cleburne altimeter setting, when not received use Fort Worth Meacham Intl altimeter setting and increase all MDA 40 feet and increase circling Cat B and C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct FIFFY and hold.

CLEBURNE AWOS-3	REGIONAL APP CON	UNICOM
119.525	135.975 379.9	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1560-1	694 (700-1)	1560-2 694 (700-2)	NA
CIRCLING	1580-1	707 (800-1)	1600-2 727 (800-2)	NA

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VORTAC JEN 115.0 Chan 97	APP CRS 024°	Rwy Idg N/A TDZE N/A Apt Elev 873

VOR/DME-A

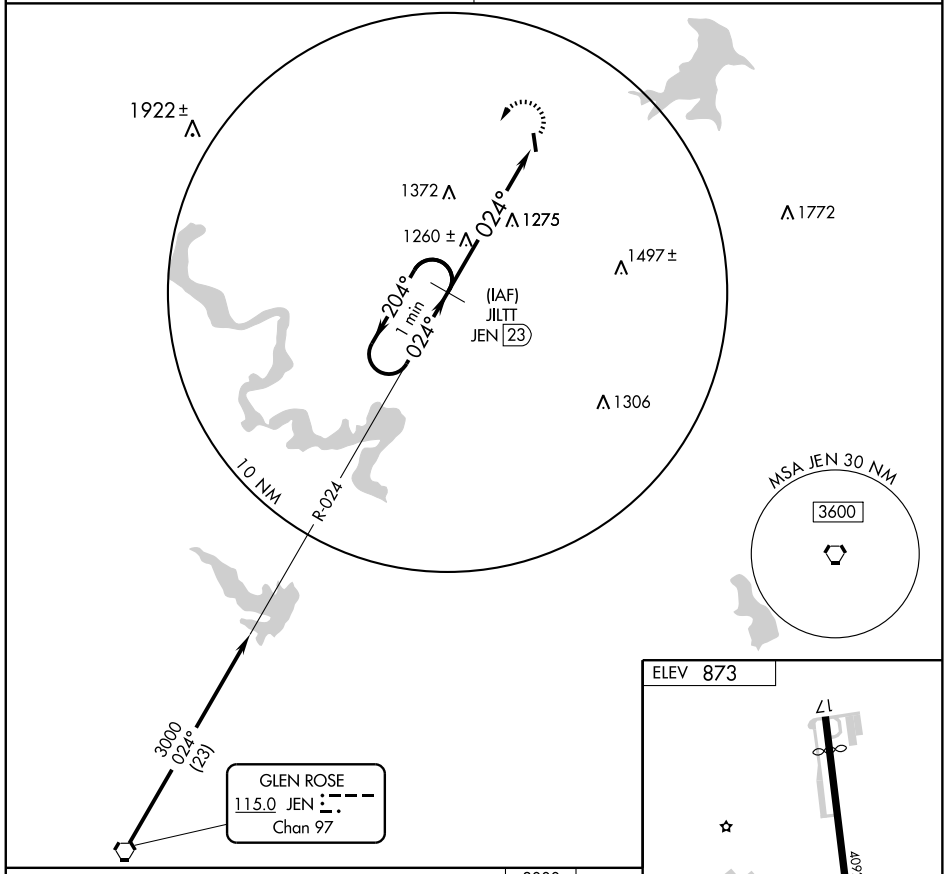
FORT WORTH/BOURLAND FIELD (50F)

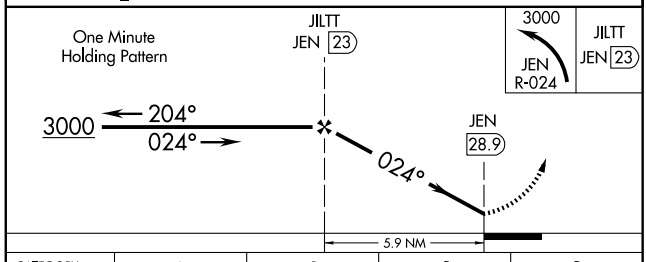
NA

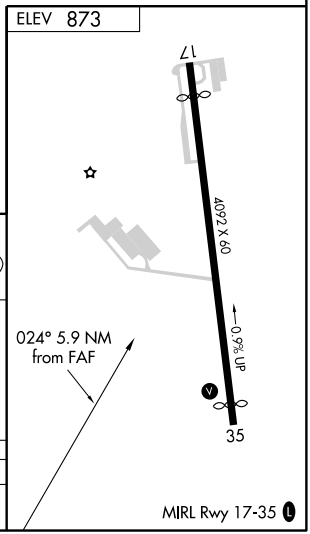
Use Fort Worth Meacham altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 via JEN R-024 to JILTT 23 DME and hold.

REGIONAL APP CON	UNICOM
135.975 379.9	123.0 (CTAF) L







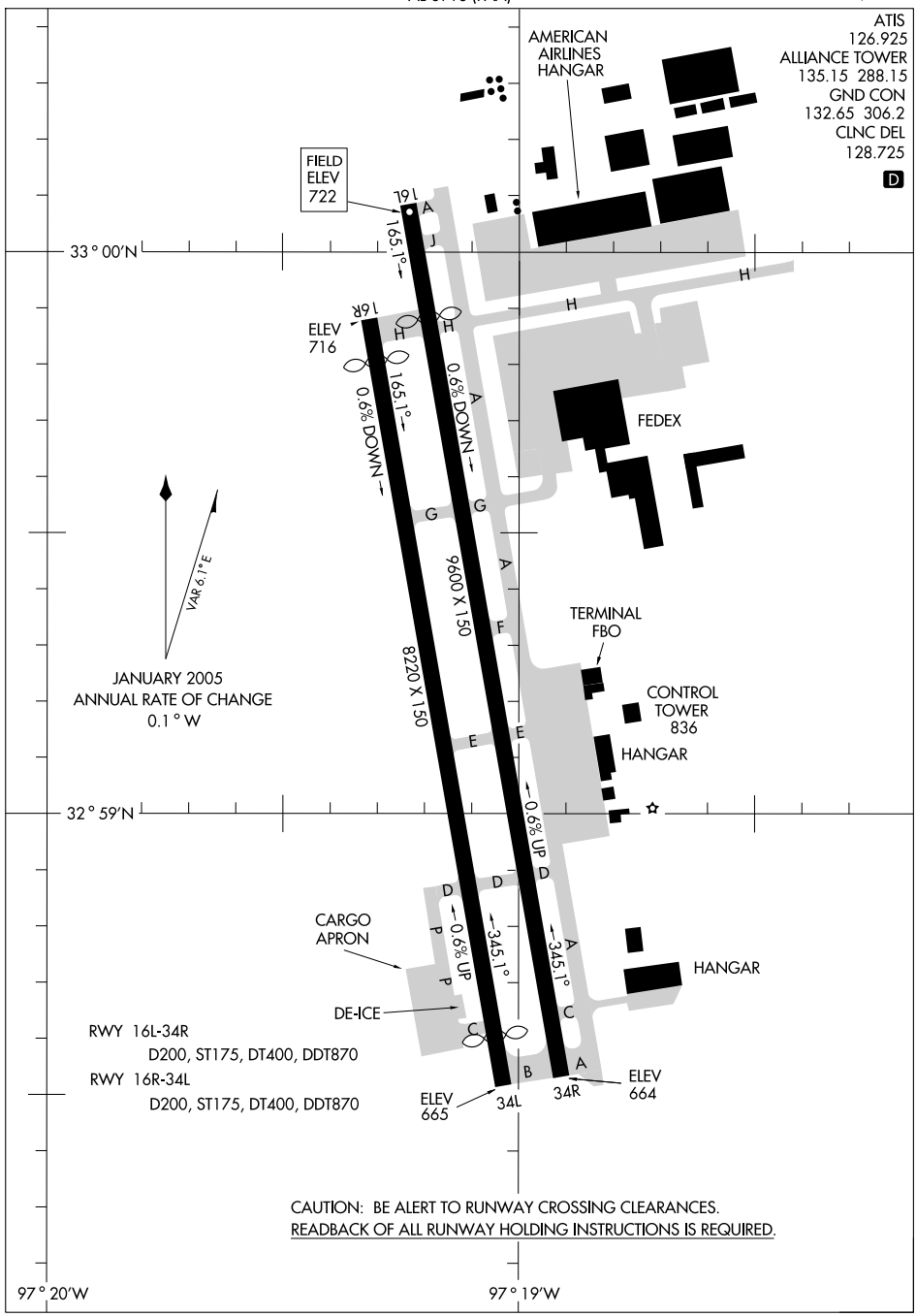
CATEGORY	A	B	C	D
CIRCLING	1740-1 870 (900-1)	1740-1¼ 870 (900-1¼)	1740-2½ 870 (900-2½)	NA

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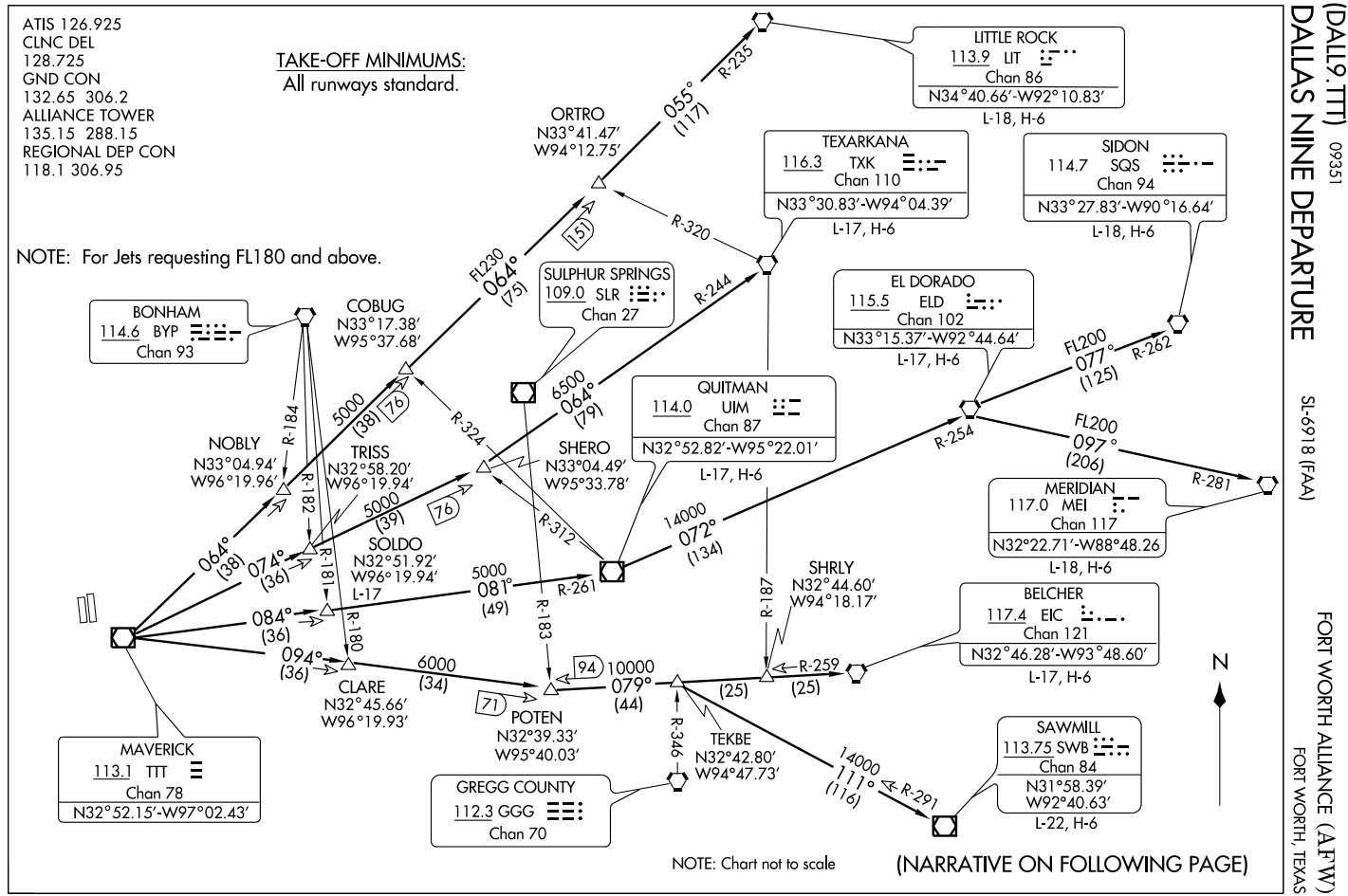
AIRPORT DIAGRAM

AL-6918 (FAA)

FORT WORTH ALLIANCE (AFW)
FORT WORTH, TEXAS



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(DAL9.TTT) 09351

DALLAS NINE DEPARTURE

SL-6918 (FAA)

FORT WORTH ALLIANCE (AFW)

FORT WORTH, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

JETS

Jets requesting 17,000 and below expect GARLAND Departure.

BELCHER TRANSITION (DALL9.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (DALL9.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.

LITTLE ROCK TRANSITION (DALL9.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO INT, then via LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (DALL9.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (DALL9.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.

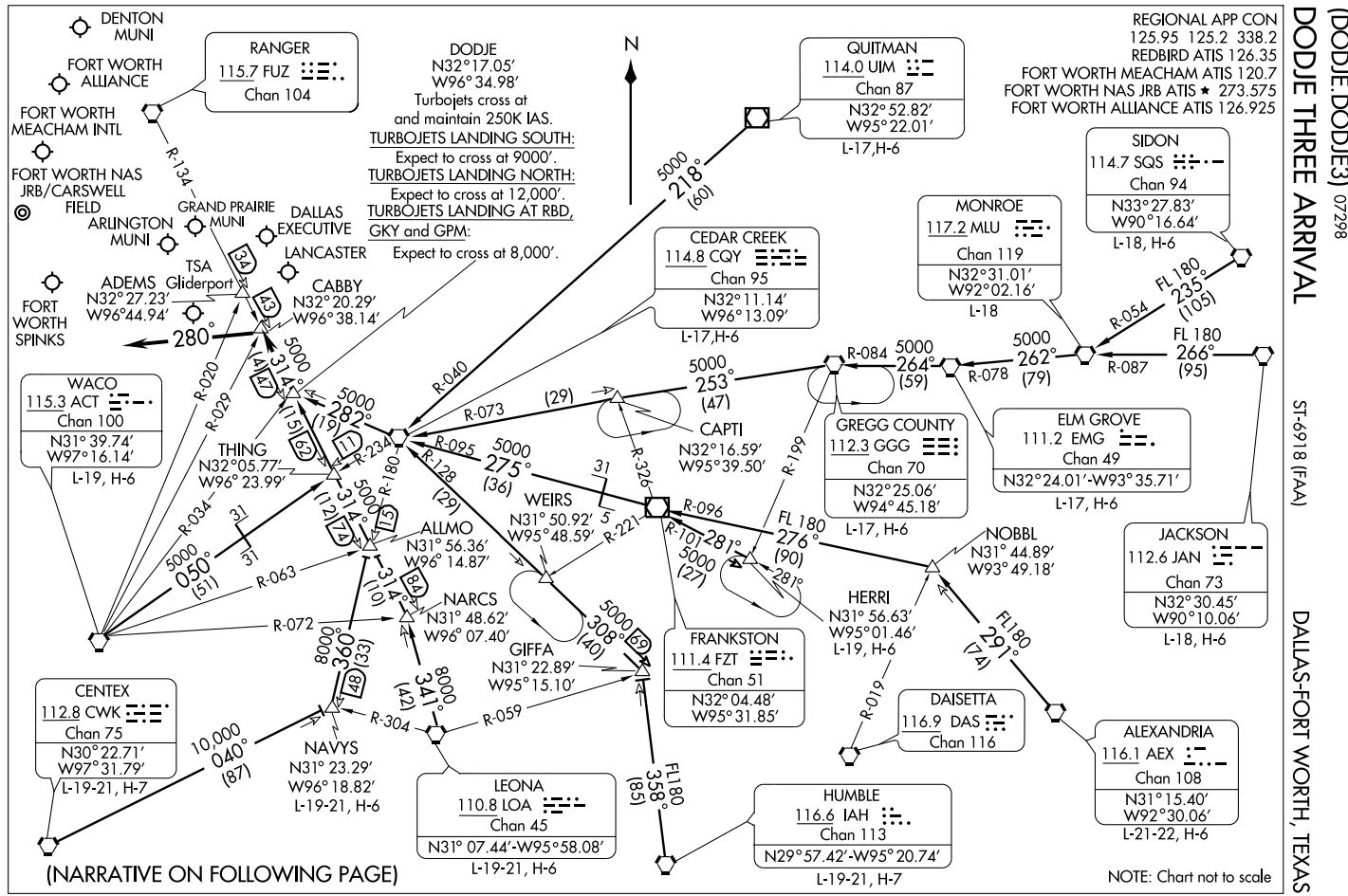
SAWMILL TRANSITION (DALL9.SWB): From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (DALL9.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.

SOLDO TRANSITION (DALL9.SOLDO): From over TTT VOR/DME via TTT R-084 to SOLDO INT.

TEXARKANA TRANSITION (DALL9.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.

SC-2, 08 APR 2010 to 06 MAY 2010


DODGE THREE ARRIVAL
(DODJE.DODJE3) 07298
ST-6918 (FAA)
DALLAS-FORT WORTH, TEXAS
REGIONAL APP CON
125.95 125.2 338.2
REDBIRD ATIS 126.35
FORT WORTH MEACHAM ATIS 120.7
FORT WORTH NAS JRB ATIS ★ 273.575
FORT WORTH ALLIANCE ATIS 126.925
DENTON MUNI
FORT WORTH ALLIANCE
FORT WORTH MEACHAM INTL
FORT WORTH NAS JRB/CARSWELL FIELD
ARLINGTON MUNI
GRAND PRAIRIE MUNI
DALLAS EXECUTIVE
LANCASTER
TSA
ADEMS Gliderport
N32°27.23′
W96°44.94′
CABBY
N32°20.29′
W96°38.14′
FORT WORTH SPINKS
RANGER
115.7 FUZ
Chan 104
R-134
DODJE
N32°17.05′
W96°34.98′
Turbojets cross at and maintain 250K IAS.
TURBOJETS LANDING SOUTH:
Expect to cross at 9000′.
TURBOJETS LANDING NORTH:
Expect to cross at 12,000′.
TURBOJETS LANDING AT RBD, GKY and GPM:
Expect to cross at 8,000′.
N
QUITMAN
114.0 UIM
Chan 87
N32°52.82′
W95°22.01′
L-17,H-6
5000
218°
(60)
CEDAR CREEK
114.8 CQY
Chan 95
N32°11.14′
W96°13.09′
L-17,H-6
MONROE
117.2 MLU
Chan 119
N32°31.01′
W92°02.16′
L-18
SIDON
114.7 SQS
Chan 94
N33°27.83′
W90°16.64′
L-18, H-6
FL 180
235°
(105)
R-054
R-087
5000
262°
(79)
R-078
R-084
5000
264°
(59)
FL 180
266°
(95)
WACO
115.3 ACT
Chan 100
N31° 39.74′
W97°16.14′
L-19, H-6
THING
N32°05.77′
W96° 23.99′
CAPTI
N32°16.59′
W95°39.50′
GREGG COUNTY
112.3 GGG
Chan 70
N32°25.06′
W94°45.18′
L-17, H-6
ELM GROVE
111.2 EMG
Chan 49
N32°24.01′-W93°35.71′
L-17, H-6
JACKSON
112.6 JAN
Chan 73
N32°30.45′
W90°10.06′
L-18, H-6
WEIRS
N31° 50.92′
W95° 48.59′
ALLMO
N31° 56.36′
W96° 14.87′
NARCS
N31° 48.62′
W96° 07.40′
GIFFA
N31° 22.89′
W95° 15.10′
NOBBL
N31° 44.89′
W93° 49.18′
HERRI
N31° 56.63′
W95° 01.46′
L-19, H-6
FRANKSTON
111.4 FZT
Chan 51
N32° 04.48′
W95° 31.85′
DAISETTA
116.9 DAS
Chan 116
CENTEX
112.8 CWK
Chan 75
N30° 22.71′
W97° 31.79′
L-19-21, H-7
NAVYS
N31° 23.29′
W96° 18.82′
L-19-21, H-6
LEONA
110.8 LOA
Chan 45
N31° 07.44′-W95° 58.08′
L-19-21, H-6
HUMBLE
116.6 IAH
Chan 113
N29° 57.42′-W95° 20.74′
L-19-21, H-7
ALEXANDRIA
116.1 AEX
Chan 108
N31° 15.40′
W92° 30.06′
L-21-22, H-6
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale

DODJE THREE ARRIVAL (DODJE.DODJE3)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DODJE3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

CEDAR CREEK TRANSITION (CQY.DODJE3): From over CQY VORTAC via CQY R-282 to DODJE INT. Thence. . . .

CENTEX TRANSITION (CWK.DODJE3): From over CWK VORTAC via CWK R-040 to NAVYS INT, then via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

ELM GROVE TRANSITION (EMG.DODJE3): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

GREGG COUNTY TRANSITION (GGG.DODJE3): From over GGG VORTAC via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HERRI TRANSITION (HERRI.DODJE3): (Assigned by ATC) From over HERRI INT via FZT R-101 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HUMBLE TRANSITION (IAH.DODJE3): From over IAH VORTAC via IAH R-355 to GIFFA INT, then via CQY R-128 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

JACKSON TRANSITION (JAN.DODJE3): From over JAN VORTAC via JAN R-266 and MLU R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

LEONA TRANSITION (LOA.DODJE3): From over LOA VORTAC via LOA R-341 to NARCS INT, then via FUZ R-134 to DODJE INT. Thence. . . .

MONROE TRANSITION (MLU.DODJE3): From over MLU VORTAC via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

NAVYS TRANSITION (NAVYS.DODJE3): From over NAVYS INT via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

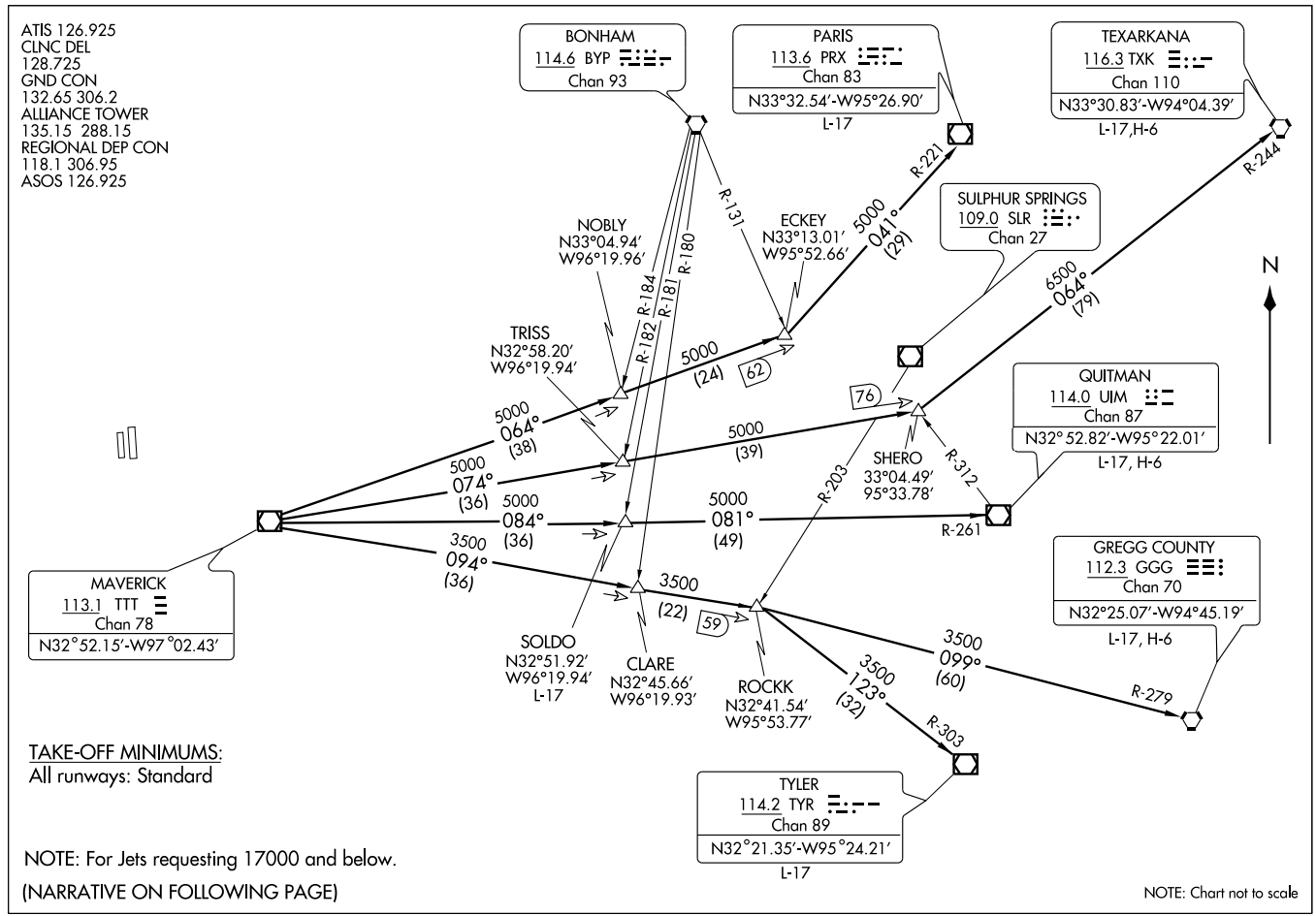
QUITMAN TRANSITION (UIM.DODJE3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

SIDON TRANSITION (SQS.DODJE3): From over SQS VORTAC via SQS R-235 and MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

WACO TRANSITION (ACT.DODJE3): From over ACT VORTAC via ACT R-050 and CQY R-234 to THING INT, then via FUZ R-134 to DODJE INT. Thence. . . .

. . . .From over DODJE INT via FUZ R-134 to CABBY INT or ADEMS INT (when directed by ATC). Depart CABBY INT heading 280°. Expect radar vectors to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010



(GARL3.TTT) 0935

GARLAND THREE DEPARTURE

SI-6918 (FAA)

FORT WORTH ALLIANCE (AFW)

FORT WORTH, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading to appropriate route.

LONGVIEW TRANSITION (GARL3.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL3.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (GARL3.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (GARL3.SOLDO): (ATC assigned) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (GARL3.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL3.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

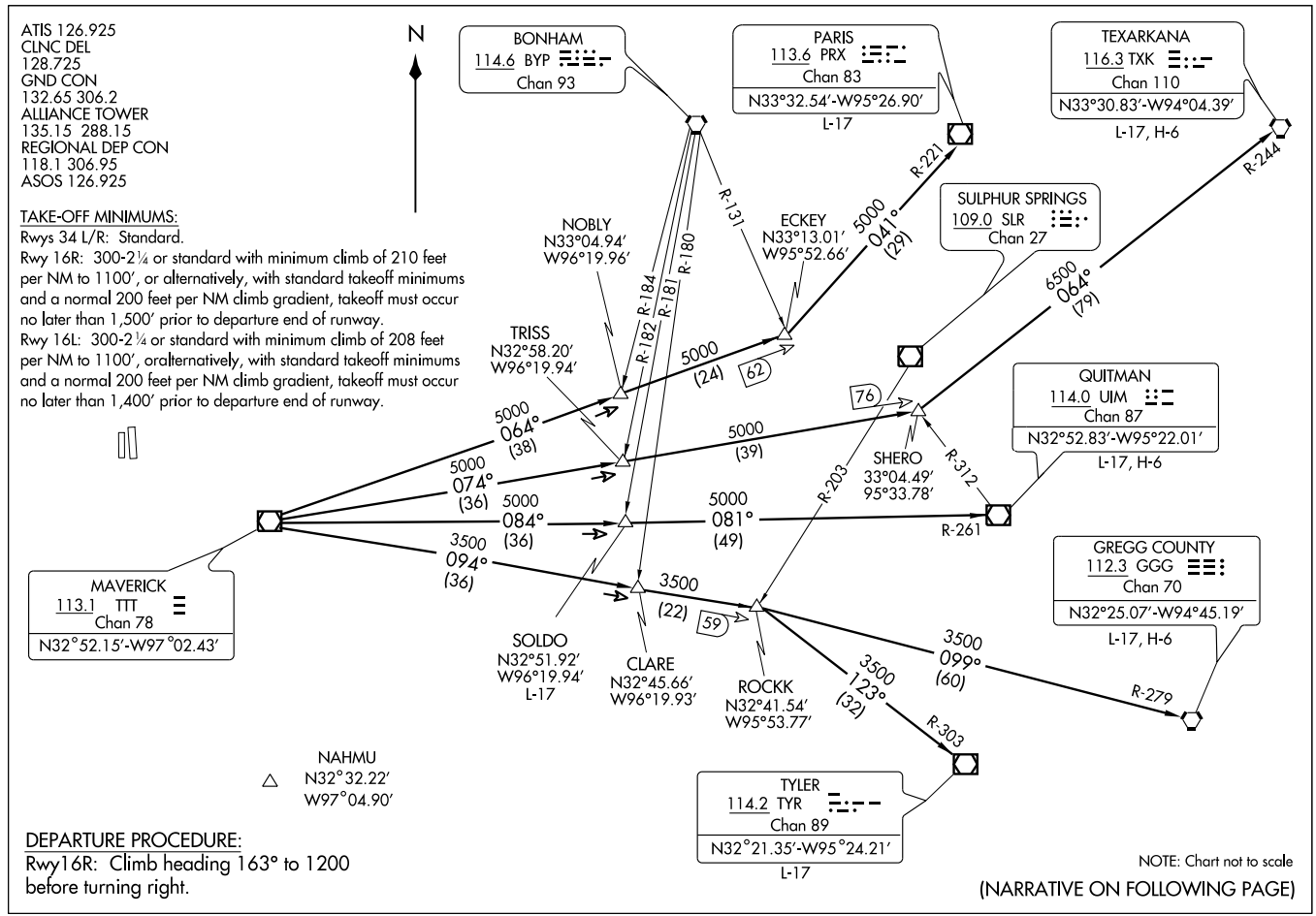
SC-2, 08 APR 2010 to 06 MAY 2010

HUBBARD SIX DEPARTURE

FORT WORTH ALLIANCE (AFW)
FORT WORTH, TEXAS

ATIS 126.925
CLNC DEL
128.725
GND CON
132.65 306.2
ALLIANCE TOWER
135.15 288.15
REGIONAL DEP CON
118.1 306.95
ASOS 126.925

TAKE-OFF MINIMUMS:
Rwys 34 L/R: Standard.
Rwy 16R: 300-2¼ or standard with minimum climb of 210 feet per NM to 1100′, or alternatively, with standard takeoff minimums and a normal 200 feet per NM climb gradient, takeoff must occur no later than 1,500′ prior to departure end of runway.
Rwy 16L: 300-2¼ or standard with minimum climb of 208 feet per NM to 1100′, oralternatively, with standard takeoff minimums and a normal 200 feet per NM climb gradient, takeoff must occur no later than 1,400′ prior to departure end of runway.



DEPARTURE PROCEDURE:
Rwy16R: Climb heading 163° to 1200 before turning right.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES:
Rwy 16R:
Fence 4' from departure end of runway, 250' right of centerline, 12'AGL/669' MSL.
Water tower 1.8 NM from departure end of runway, 2,521' right of centerline, 148' AGL/MSL. Tower 1.5 NM south of departure end of runway, 4,138' right of centerline, 203' AGL/1,002' MSL.
Rwy 16L:
Light pole 1,285' from departure end of runway, 689' left of centerline, 48' AGL/697' MSL.
Water tower 1.8 NM from departure end of runway, 3,122' right of centerline, 148' AGL/954' MSL.
Rwy 34L:
Fence 8' from departure end of runway, 250' left of centerline, 6' AGL/719' MSL.
Railroad 421' from departure end of runway, 409' left of centerline, 23' AGL/738' MSL.
Rwy 34R:
Antenna 218' from departure end of runway, 146' left of centerline, 28' AGL/728' MSL.

SC-2, 08 APR 2010 to 06 MAY 2010

FORT WORTH, TEXAS

AL-6918 (FAA)

LOC I-UPE	APP CRS	Rwy 16L Idg	8210	Rwy 16R Idg	7118
110.15	163°	TDZE	715	TDZE	714
Chan 38 (Y)		Apt Elev	722	Apt Elev	722

ILS or LOC RWY 16L

FORT WORTH ALLIANCE (AFW)

Circling not authorized east of runway 16L-34R.
For inperative ALSF-2, increase S-ILS-16L Cat E visibility to RVR 4000, increase S-LOC-16L Cat E visibility to 1½.

ALSF2 Rwy 16L

MISSED APPROACH: Climb to 1200 then climbing right turn to 3000 via heading 330° and FUZ VORTAC R-303 to OBLON Int/FUZ 24 DME and hold.

ATIS	ASOS	REGIONAL APP CON	ALLIANCE TOWER	GND CON	CLNC DEL
126.925	126.925	118.1 306.95	135.15 288.15	132.65 306.2	128.725

DME or RADAR REQUIRED

IAF
BOWIE
112.4 UKW
Chan 71

4000
126° (31.6)

343°

OBLON
FUZ 24

1487

123°
303°

R-033

117.7 MQP
Chan 124

R-303

ARGUE
UKW 31.6
I-UPE 12.5/RADAR

2400 (6)

163°

WIGZU
I-UPE 6.5/RADAR

MSA FUZ 25 NM
2700
050°
310°
3500

10 NM

993
843
MM
IM

LOCALIZER 110.15
I-UPE
Chan 38 (Y)

958
877
1049
1039
1049±

RANGER
115.7 FUZ
Chan 104

ELEV 722

D

163° 5 NM from FAF

729

TDZE 715

19L

19R

840

0.6% DOWN

TDZE 714

8220 X 150

9600 X 150

836

0.6% UP

34L

34R

TDZ/CL Rwys 16L-34R
HIRL Rwy 16L-34R
REIL Rwys 16R and 34L
MIRL Rwy 16R-34L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

ARGUE
UKW 31.6
I-UPE 12.5/RADAR

WIGZU
I-UPE 6.5/RADAR

4000

Procedure Turn NA

GS 3.00°
TCH 58

163°

2400

2400

MM

I-UPE 1.4

IM

6 NM | 4.5 NM | 0.4 | 0.1

1200	3000	OBLON
	HDG 330° FUZ R-303	FUZ 24

CATEGORY	A	B	C	D	E
S-ILS 16L	915/18 200 (200-½)				
S-LOC 16L	1120/24 405 (400-½)		1120/40 405 (400-¾)		1120/50 405 (400-1)
CIRCLING	1200-1 478 (500-1)	1260-1 538 (600-1)	1320-1½ 598 (600-1½)	1380-2 658 (700-2)	1380-2¼ 658 (700-2¼)
SIDESTEP 16R	1120-1 406 (400-1)		1120-1½ 406 (400-1½)	1120-2 406 (400-2)	1120-2¼ 406 (400-2¼)

SC-2, 08 APR 2010 to 06 MAY 2010

LOC I-JVX 110.15 Chan 38 (Y)	APP CRS 343°	Rwy 34R ldg 8516 TDZE 681 Apt Elev 722	Rwy 34L ldg 8220 TDZE 686 Apt Elev 722

ILS or LOC RWY 34R
FORT WORTH ALLIANCE (AFW)

Circling NA east of runway 16L-34R. Inoperative table does not apply to S-ILS 34R, all Cats. For inoperative MALSR, increase S-LOC 34R Cats A and B to RVR 5000, Cat E visibility to 1½.

MALSR Rwy 34R

MISSED APPROACH: Climb to 1200, then climbing left turn to 3000 via heading 210° and FUZ VORTAC R-303 to OBLON Int/FUZ 24 DME and hold.

ATIS	ASOS	REGIONAL APP CON	ALLIANCE TOWER	GND CON	CLNC DEL
126.925	126.925	118.1 306.95	135.15 288.15	132.65 306.2	128.725

RADAR REQUIRED

1487
123°
303°
R-033
OBLON
FUZ 24
R-303
117.7 MQP
Chan 124
993
843
LOCALIZER 110.15
I-JVX
Chan 38 (Y)
958
877
1039
1049
1049±
RANGER
115.7 FUZ
Chan 104
MSA FUZ 25 NM
2700
050°
310°
3500
ERPIF INT
I-JVX 4.8
343°
(6)
2300
(IAF)
UCCOL
I-JVX 10.8
163°
10 NM

ELEV 722 D

729
840
16L
16R
0.6% DOWN
8220 X 150
836
TDZE 686
TDZE 681
0.6% UP
34L
34R
343°
4.9 NM from FAF

TDZ/CL Rwys 16L-34R
HIRL Rwy 16L-34R
REIL Rwys 16R and 34L
MIRL Rwy 16R-34L

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

1200 | 3000 HDG 210° FUZ R-303 | OBLON FUZ 24

ERPIF I-JVX 4.8
2300
343°
2300
UCCOL I-JVX 10.8
3000
GS 3.00°
TCH 47
4.9 NM
6 NM

CATEGORY	A	B	C	D	E
S-ILS 34R	881/40 200 (200-¾)				
S-LOC 34R	1140/40 459 (500-¾)			1140/50 459 (500-1)	
CIRCLING	1200-1 478 (500-1)	1260-1 538 (600-1)	1320-1½ 598 (600-1½)	1380-2 658 (700-2)	1380-2¼ 658 (700-2¼)
SIDESTEP 34L	1140-1 459 (500-1)		1140-1½ 459 (500-1½)	1140-2 459 (500-2)	1140-2¼ 459 (500-2¼)

SC-2, 08 APR 2010 to 06 MAY 2010

FORT WORTH, TEXAS

AL-6918 (FAA)

ILS RWY 16L (CAT II)

FORT WORTH ALLIANCE (AFW)

LOC I-UPE	APP CRS	Rwy Idg	8210
110.15	163°	TDZE	715
Chan 38 (Y)		Apt Elev	722

Circling not authorized east of runway 16L-34R.

ALSF2

MISSED APPROACH: Climb to 1200 then climbing right turn to 3000 via heading 330° and FUZ VORTAC R-303 to OBLON Int/FUZ 24 DME and hold.

ATIS	ASOS	REGIONAL APP CON	ALLIANCE TOWER	GND CON	CLNC DEL
126.925	126.925	118.1 306.95	135.15 288.15	132.65 306.2	128.725

DME or RADAR REQUIRED

IAF
BOWIE
112.4 UKW
Chan 71

4000
126°
(31.6)

343°

OBLON
FUZ 24

1487

123°
303°

R-033

117.7 MQP
Chan 124

R-303

ARGUE
UKW 31.6
I-UPE 12.5 /RADAR

2400
(6)
163°

WIGZU
I-UPE 6.5 /RADAR

993
MM

LOCALIZER 110.15
I-UPE
Chan 38 (Y)

843
IM

958
877
1049

1039

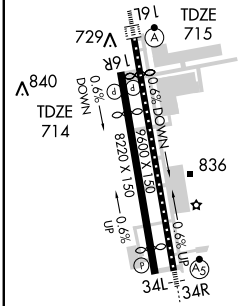
1049 ±

10 NM

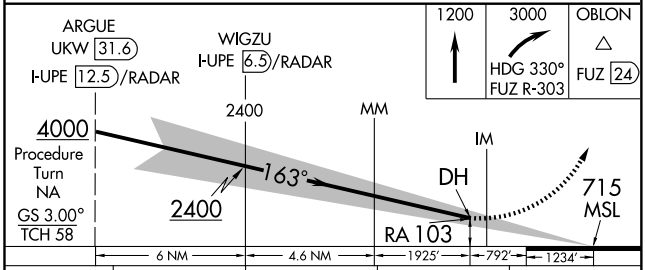
MSA FUZ 25 NM
2700
050°
310°
3500

RANGER
115.7 FUZ
Chan 104

ELEV 722 D



TDZ/CL Rwys
16L-34R
HIRL Rwy 16L-34R
REIL Rwys 16R and 34L
MIRL Rwy 16R-34L



CATEGORY	A	B	C	D
S-ILS 16L	RA 103/12 100 DA 815			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-2, 08 APR 2010 to 06 MAY 2010

FORT WORTH, TEXAS

AL-6918 (FAA)

LOC I-UPE	APP CRS	Rwy Idg	8210
110.15	163°	TDZE	715
Chan 38 (Y)		Apt Elev	722

ILS RWY 16L (CAT III)

FORT WORTH ALLIANCE (AFW)

Circling not authorized east of runway 16L-34R.

ALSF2

MISSED APPROACH: Climb to 1200 then climbing right turn to 3000 via heading 330° and FUZ VORTAC R-303 to OBLON Int/FUZ 24 DME and hold.

ATIS	ASOS	REGIONAL APP CON	ALLIANCE TOWER	GND CON	CLNC DEL
126.925	126.925	118.1 306.95	135.15 288.15	132.65 306.2	128.725

DME or RADAR REQUIRED

IAF
BOWIE
112.4 UKW
Chan 71

4000
126°
(31.6)

343°

OBLON
FUZ 24

1487

123°
303°

R-033
117.7 MQP
Chan 124

R-303

ARGUE
UKW 31.6
I-UPE 12.5 /RADAR

163°
16
2400

WIGZU
I-UPE 6.5 /RADAR

993
MM
843
IM

LOCALIZER 110.15
I-UPE
Chan 38 (Y)

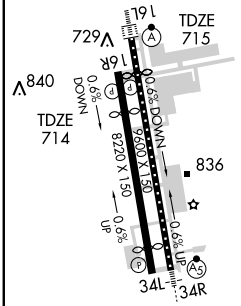
MSA FUZ 25 NM
2700
050°
310°
3500

10 NM

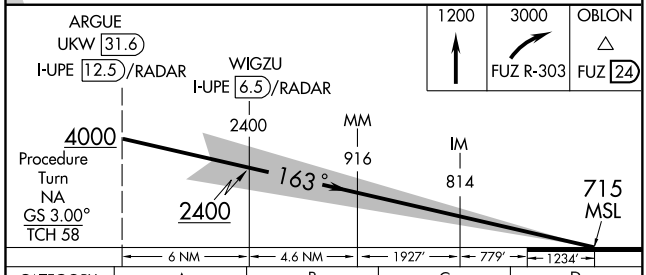
958
877
1049
1039
1049 ±

RANGER
115.7 FUZ
Chan 104

ELEV 722 D



TDZ/CL Rwys
16L-34R
HIRL Rwy 16L-34R
REIL Rwys 16R and 34L
MIRL Rwy 16R-34L



CATEGORY	A	B	C	D
S-ILS 16L	CAT IIIa RVR 07			
S-ILS 16L	CAT IIIb RVR 06			
S-ILS 16L	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-2, 08 APR 2010 to 06 MAY 2010

JOE POOL FOUR DEPARTURE

SL-6918 (FAA)

FORT WORTH ALLIANCE (AFW)

FORT WORTH, TEXAS

TAKE-OFF MINIMUMS:

Rwys 34L, 34R: Standard.

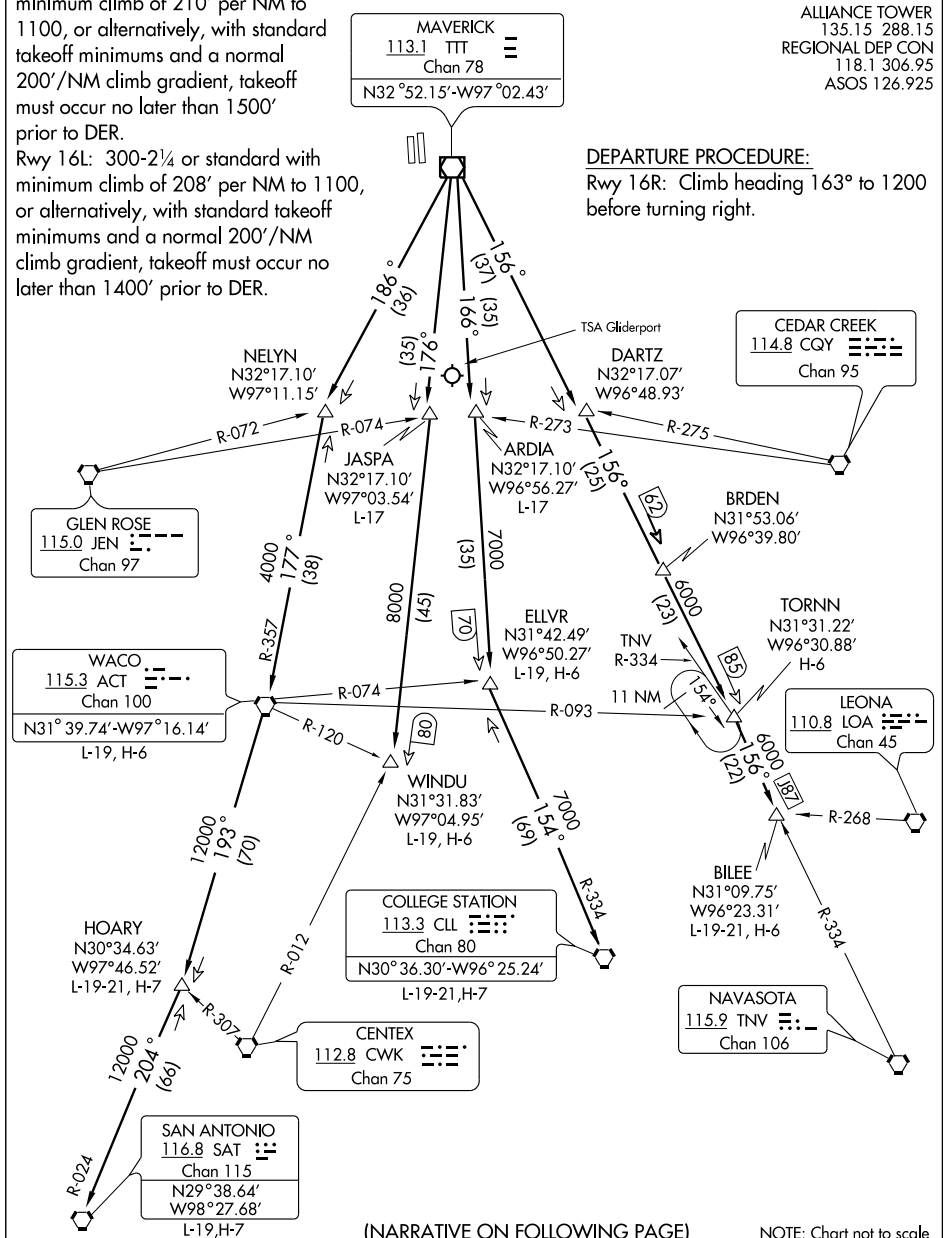
Rwy 16R: 300-2¼ or standard with minimum climb of 210′ per NM to 1100, or alternatively, with standard takeoff minimums and a normal 200′/NM climb gradient, takeoff must occur no later than 1500′ prior to DER.

Rwy 16L: 300-2¼ or standard with minimum climb of 208′ per NM to 1100, or alternatively, with standard takeoff minimums and a normal 200′/NM climb gradient, takeoff must occur no later than 1400′ prior to DER.

ATIS 126.925
CLNC DEL 128.725
GND CON 132.65 306.2
ALLIANCE TOWER 135.15 288.15
REGIONAL DEP CON 118.1 306.95
ASOS 126.925

DEPARTURE PROCEDURE:

Rwy 16R: Climb heading 163° to 1200 before turning right.



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude, expect vector to appropriate route.

ARDIA TRANSITION (JPOOL4.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (JPOOL4.BILEE): (For aircraft overflying the BILEE intersection, thence via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to overfly the TNV VORTAC.) From over TTT VOR/DME via TTT R-156 to BILEE INT.

BRDEN TRANSITION (JPOOL4.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.

COLLEGE STATION TRANSITION (JPOOL4.CLL): (For piston aircraft inbound to Houston Hobby and all aircraft inbound to West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.

ELLVR TRANSITION (JPOOL4.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT VOR/DME via TTT R-166 to ELLVR INT.

HOARY TRANSITION (JPOOL4.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.

JASPA TRANSITION (JPOOL4.JASPA): (ATC assigned.) From over TTT VOR/DME via TTT R-176 to JASPA INT.

SAN ANTONIO TRANSITION (JPOOL4.SAT): (For aircraft overflying Centex and San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

TORNN TRANSITION (JPOOL4.TORNN): (For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT R-156 to TORNN INT.

WACO TRANSITION (JPOOL4.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

WINDU TRANSITION (JPOOL4.WINDU): (For aircraft inbound to Austin or San Antonio terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU.) From over TTT VOR/DME via TTT R-176 to WINDU INT.

TAKE-OFF OBSTACLES:

Rwy 16R: Fence 4′ from DER, 250′ right of centerline, 12′AGL/669′ MSL.
Water tower 1.8 NM from DER, 2521′ right of centerline, 148′ AGL/954′ MSL.
Tower 1.5 NM south of DER, 4138′ right of centerline, 203′ AGL/1002′ MSL.
Rwy 16L: Light pole 1285′ from DER, 689′ left of centerline, 48′ AGL/697′ MSL.
Water tower 1.8 NM from DER, 3122′ right of centerline, 148′ AGL/954′ MSL.
Rwy 34R: Antenna 218′ from DER, 146′ left of centerline, 28′ AGL/728′ MSL.
Rwy 34L: Fence 8′ from DER, 250′ left of centerline, 6′ AGL/719′ MSL.
Railroad 421′ from DER, 409′ left of centerline, 23′ AGL/738′ MSL.

SC-2, 08 APR 2010 to 06 MAY 2010

KINGDOM SEVEN DEPARTURE

SI-6918 (FAA)

FORT WORTH ALLIANCE (AFW)

FORT WORTH, TEXAS

TAKE-OFF MINIMUMS:
Note: Rwys 34L,34R, standard.
Note: Rwy 16R, 300-2 1/4 or standard with minimum climb of 210' per NM to , 1100', or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 1500 ft prior to DER.
Note: Rwy 16L, 300-2 1/4 or standard with minimum climb of 208' per NM to 1100', or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 1400 ft prior to DER.

ATIS 126.925
CLNC DEL
128.725
GND CON
132.65 306.2
ALLIANCE TOWER
135.15 288.15
REGIONAL DEP CON
118.1 306.95

N

WICHITA FALLS
112.7 SPS
Chan 74
N33°59.24'-W98°35.61'
L-17, H-6

R-148 (25) V568

KARYN
N33°35.82'
W98°24.42'

R-271

BOWIE
112.4 UKW
Chan 71

R-146

GUTHRIE
114.5 GTH
Chan 92
N33°46.70'
W100°20.17'
L-17, H-6

6000 326° (63) V18

4000 328° (22)

R-225

R-165

FERRA
N33° 05.47'
W97°44.00'

RANGER
115.7 FUZ
Chan 104
N32°53.37'
W97°10.77'

MUZZO
N33°15.10'
W98°14.61'

65 34

4000 (27)

2300 285° (37)

2100 274° (7)

R-330

CEOLA
N32°51.98'
W97°44.00'

RUWLO
N32°47.28'
W99°07.77'

2500 261° (28)

2800 250° (36)

8000 (71)

99

8000 265° V18

4000 261° (13)

R-081

R-265

BEKLE
N32°49.27'
W99°49.92'

93 (36)

MAVERICK
113.1 TTT
Chan 78
N32°52.15'-W97°02.43'

PODDE
N32°43.58'
W97°44.00'
L-17

R-006

R-004

R-343

BROWNWOOD
108.6 BWD
Chan 23

MILLSAP
117.7 MQP
Chan 124
N32°43.57'
W97°59.85'
L-17, H-6

GLEN ROSE
115.0 JEN
Chan 97

DEPARTURE PROCDURE:
Rwy 16R: Climb heading 163° to 1200' before turning right.

NOTE: Chart not to scale

NOTE: For all aircraft requesting 17,000' and below.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

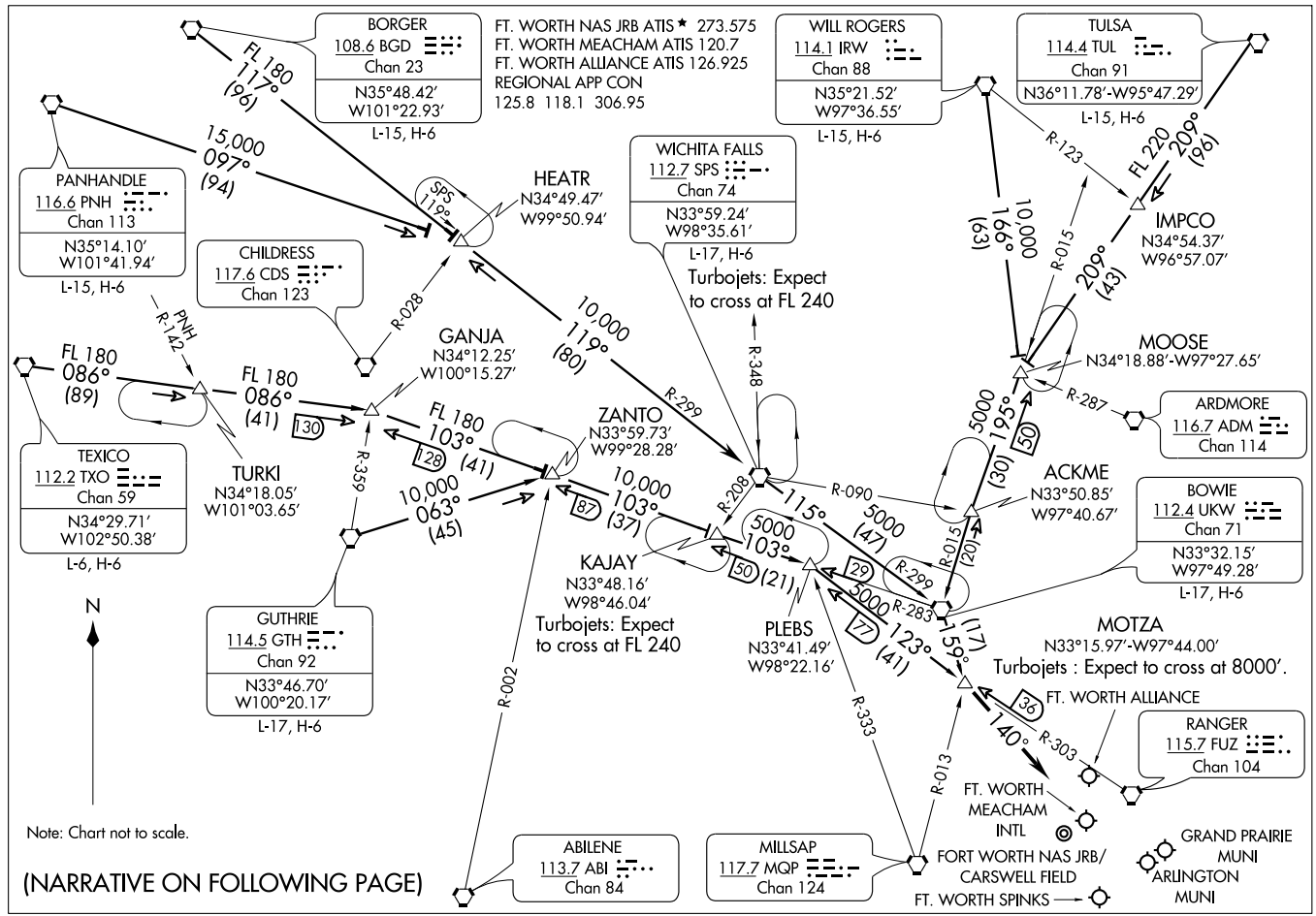
When entering controlled airspace fly assigned heading and altitude to appropriate route.

GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock terminal area or proceeding westbound via V-18 to GTH VORTAC). From over TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT, then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC.
MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC westbound via V-18 or direct). From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.
PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.
WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VORTAC). From over TTT VOR/DME via TTT R-285 to MUZZO INT, then via SPS R-148 to SPS VORTAC.

TAKE-OFF OBSTACLES

Note: Rwy 16L, Light pole 1285′ from DER, 689′ left of centerline, 48′ AGL/697′ MSL. Water tower 1.8 NM from DER, 3122′ right of cenrerline, 148′ AGL/954′ MSL.
Note: Rwy 16R, Fence 4′ from DER, 250′ right of centerline, 12 AGL/669′ MSL. Water tower 1.8 NM from DER, 2521′ right of centerline, 148′ AGL/954′ MSL. Tower 1.5 NM south of DER, 4138′ right of centerline, 203′ AGL/1002′ MSL.
Note: Rwy 34L, fence 8′ from DER, 250′ left of centerline, 6′ AGL/719′ MSL. Railroad 421′ from DER, 409′ left of centerline, 23′ AGL/738′ MSL.
Note: Rwy 34R, Antenna 218′ from DER, 146′ left of centerline, 28′ AGL/728′MSL.

SC-2, 08 APR 2010 to 06 MAY 2010


MOTZA SIX ARRIVAL
(MOTZA.MOTZA6) 07298
ST-6918 (FAA)
DALLAS-FT. WORTH, TEXAS
FT. WORTH NAS JRB ATIS ★ 273.575
FT. WORTH MEACHAM ATIS 120.7
FT. WORTH ALLIANCE ATIS 126.925
REGIONAL APP CON
125.8 118.1 306.95
BORGER
108.6 BGD
Chan 23
N35°48.42′
W101°22.93′
L-15, H-6
WILL ROGERS
114.1 IRW
Chan 88
N35°21.52′
W97°36.55′
L-15, H-6
TULSA
114.4 TUL
Chan 91
N36°11.78′-W95°47.29′
L-15, H-6
PANHANDLE
116.6 PNH
Chan 113
N35°14.10′
W101°41.94′
L-15, H-6
CHILDRESS
117.6 CDS
Chan 123
WICHITA FALLS
112.7 SPS
Chan 74
N33°59.24′
W98°35.61′
L-17, H-6
HEATR
N34°49.47′
W99°50.94′
IMPCO
N34°54.37′
W96°57.07′
GANJA
N34°12.25′
W100°15.27′
MOOSE
N34°18.88′-W97°27.65′
ARDMORE
116.7 ADM
Chan 114
TEXICO
112.2 TXO
Chan 59
N34°29.71′
W102°50.38′
L-6, H-6
TURKI
N34°18.05′
W101°03.65′
ZANTO
N33°59.73′
W99°28.28′
ACKME
N33°50.85′
W97°40.67′
BOWIE
112.4 UKW
Chan 71
N33°32.15′
W97°49.28′
L-17, H-6
KAJAY
N33°48.16′
W98°46.04′
PLEBS
N33°41.49′
W98°22.16′
MOTZA
N33°15.97′-W97°44.00′
GUTHRIE
114.5 GTH
Chan 92
N33°46.70′
W100°20.17′
L-17, H-6
RANGER
115.7 FUZ
Chan 104
ABILENE
113.7 ABI
Chan 84
MILLSAP
117.7 MQP
Chan 124
FORT WORTH NAS JRB/
CARSWELL FIELD
FT. WORTH SPINKS
FT. WORTH
MEACHAM
INTL
GRAND PRAIRIE
MUNI
ARLINGTON
MUNI
FT. WORTH ALLIANCE
Turbojets: Expect
to cross at FL 240
Turbojets: Expect
to cross at FL 240
Turbojets : Expect to cross at 8000′.
FL 180
117°
(96)
15,000
097°
(94)
SPS
119°
10,000
119°
(80)
FL 180
086°
(89)
FL 180
086°
(41)
FL 180
103°
(41)
10,000
063°
(45)
10,000
103°
(37)
5000
103°
(21)
5000
115°
(47)
5000
123°
(41)
5000
159°
(17)
10,000
166°
(63)
5000
195°
(30)
FL 220
209°
(96)
209°
(43)
140°
R-123
R-015
R-348
R-299
R-208
R-090
R-287
R-359
R-028
PNH
R-142
R-002
R-333
R-013
R-303
130
128
87
50
29
27
36
N
Note: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

MOTZA SIX ARRIVAL

ARRIVAL DESCRIPTION

BORGER TRANSITION (BGD.MOTZA6): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

BOWIE TRANSITION (UKW.MOTZA6): From over UKW VORTAC via UKW R-159 to MOTZA INT. Thence . . . .

GUTHRIE TRANSITION (GTH.MOTZA6): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to PLEBS INT, then via FUZ R-303 to MOTZA INT. Thence . . . .

PANHANDLE TRANSITION (PNH.MOTZA6): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

TEXICO TRANSITION (TXO.MOTZA6): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to PLEBS INT, then via FUZ R-303 to MOTZA INT. Thence . . . .

TULSA TRANSITION (TUL.MOTZA6): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

WICHITA FALLS TRANSITION (SPS.MOTZA6): From over SPS VORTAC via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

WILL ROGERS TRANSITION (IRW.MOTZA6): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

. . . . From over MOTZA INT, thence via heading 140° for vectors to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010

FORT WORTH, TEXAS

AL-6918 (FAA)

RNAV (GPS) RWY 16L

FORT WORTH ALLIANCE (AFW)

APP CRS	Rwy Idg	8210
163°	TDZE	715
	Apt Elev	722

DME/DME RNP-0.3 NA. GPS or RNP-0.3 REQUIRED. For inoperative ALSF2, increase LNAV/VNAV Cat E visibility to 1½. For inoperative ALSF2, increase LNAV Cat D visibility to 1¼ and Cat E to 1½. Circling not authorized east of runway 16L-34R. BARO-VNAV NA below -16°C (4°F).

ALSF2

MISSED APPROACH: Climb to 3000 direct RISIE WP, direct FIGES WP and via 332° track to OBLON WP and hold.

ATIS	ASOS	REGIONAL APP CON	ALLIANCE TOWER	GND CON	CLNC DEL
126.925	126.925	118.1 306.95	135.15 288.15	132.65 306.2	128.725

Procedure NA for arrival on UKW VORTAC airway radials 078 CW 196.
Procedure NA for arrival on MQP VORTAC airway radials 337 CW 096.

BOWIE UKW
4000
137°
(27.7)
1487
(IAF) RAVYA
3000
075°
(7.1)
ARGUE
2400
(6)
163°
122°
302°
4 NM
OBLON
332°
(6.6)
4000 to RAVYA
037°
(36.4)
(FAF) WIGZU
FIGES
MILLSAP MQP
993
843
RW16L
855±
RISIE
958
1039
877
1049
1049 ±
MSA RW16L 25 NM
4000

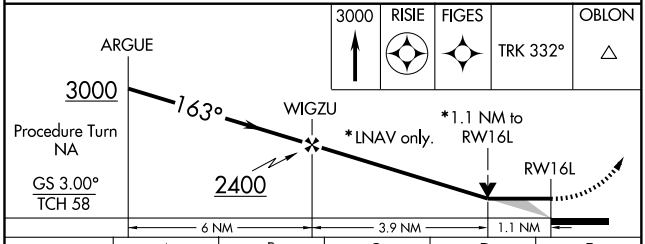
SC-2, 08 APR 2010 to 06 MAY 2010

ELEV 722 D

163° to RW16L

TDZE 715
729
191
16R
840
0.6% DOWN
9300 X 150
8220 X 150
836
0.6% UP
34L
34R

TDZ/CL Rwys 16L-34R
HIRL Rwy 16L-34R
REIL Rwys 16R and 34L
MIRL Rwy 16R-34L



CATEGORY	A	B	C	D	E
GLS DA	NA				
LNAV/VNAV DA	1120-1 405 (400-1)				
LNAV MDA	1120/24 405 (400-½)		1120/40 405 (400-¾)	1120/50 405 (400-1)	
CIRCLING	1200-1½ 478 (500-1½)	1260-1½ 538 (600-1½)	1320-1½ 598 (600-1½)	1380-2 658 (700-2)	1380-2¼ 658 (700-2¼)

RNAV (GPS) RWY 34R

FORT WORTH ALLIANCE (AFW)

APP CRS	Rwy Idg	TDZE	Apt Elev
343°	8516	681	722

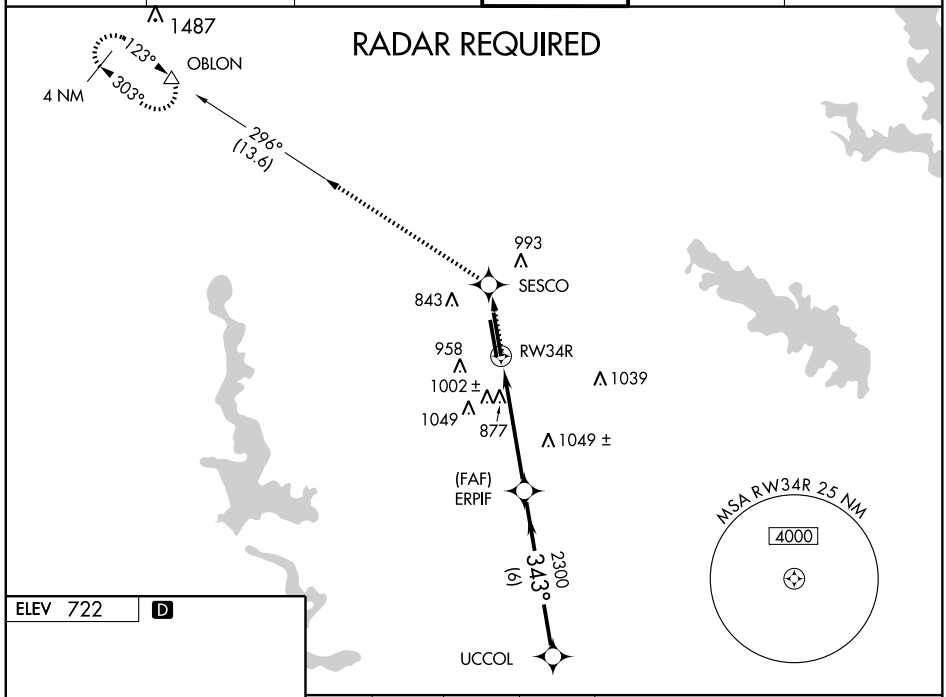
GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV Cat A and B visibility to RVR 5000, and Cat E to 2 miles. For inoperative MALSR, increase LNAV/VNAV Cat E visibility to 2¾. When VGSI inoperative circling Rwy 34L not authorized at night. Circling not authorized east of runway 16L-34R. BARO-VNAV NA below -16°C (4°F).

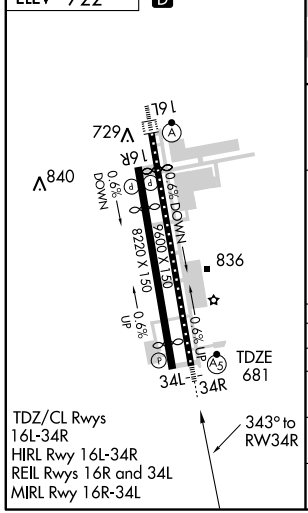
NA

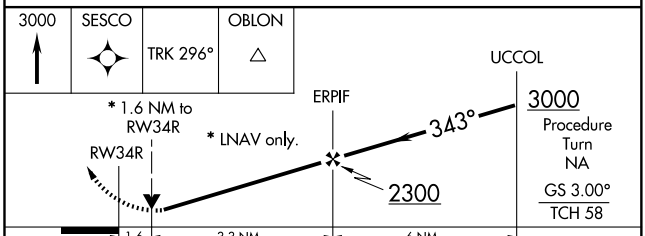
MALSR

MISSED APPROACH: Climb to 3000 direct SESCO WP and via 296° track to OBLON WP and hold.

ATIS	ASOS	REGIONAL APP CON	ALLIANCE TOWER	GND CON	CLNC DEL
126.925	126.925	118.1 306.95	135.15 288.15	132.65 306.2	128.725

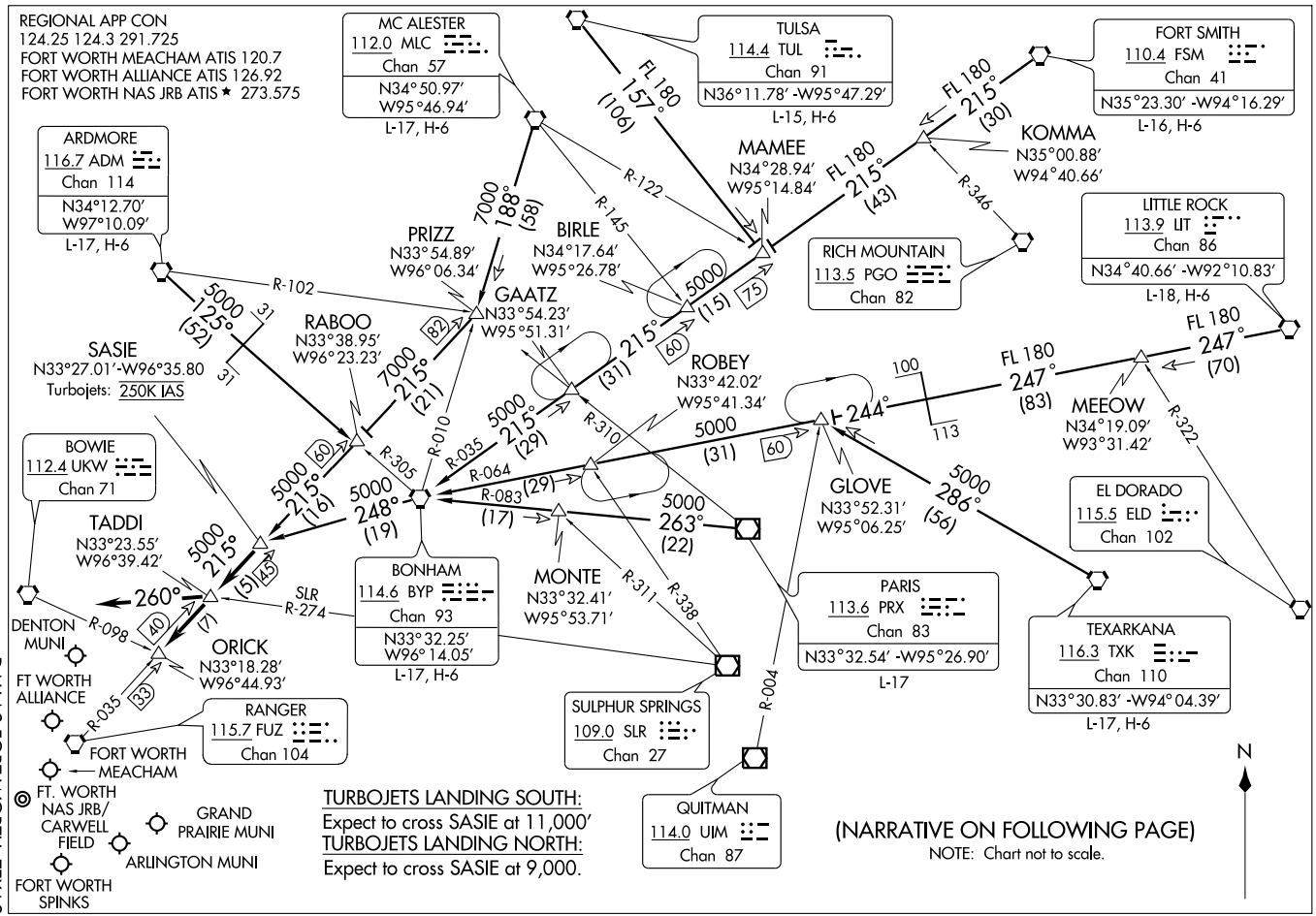






CATEGORY	A	B	C	D	E
GLS DA	NA				
LNAV/VNAV DA	1420-2¼ 739 (700-2¼)				
LNAV MDA	1240/40 559 (600-¾)		1240/50 559 (600-1)	1240/60 559 (600-1¼)	1240-1½ 559 (600-1½)
CIRCLING	1240-2¾ 518 (600-2¾)	1260-2¾ 538 (600-2¾)	1320-2¾ 598 (600-2¾)	1380-2¾ 658 (700-2¾)	

SC-2, 08 APR 2010 to 06 MAY 2010



SASIE TWO ARRIVAL

(SASIE.SASIE2) 09351

ST-6918 (FAA)

DALLAS-FORT WORTH, TEXAS

ARRIVAL DESCRIPTION

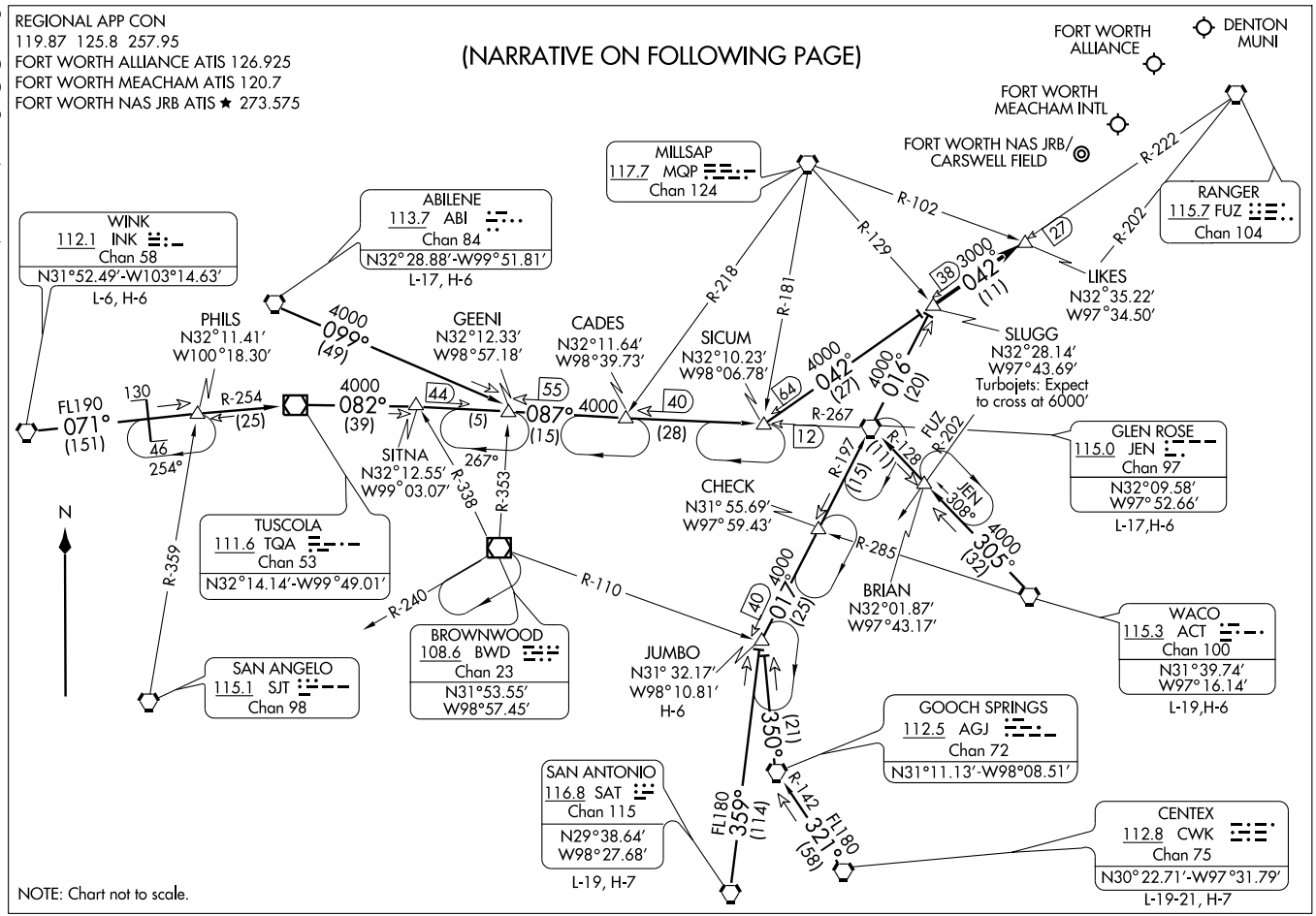
ARDMORE TRANSITION (ADM.SASIE2): From over ADM VORTAC via ADM R-125 and BYP R-305 to RABOO INT, then via FUZ R-035 to SASIE INT. Thence. . . .
BONHAM TRANSITION (BYP.SASIE2): From over BYP VORTAC via BYP R-248 to SASIE INT. Thence. . . .
FORT SMITH TRANSITION (FSM.SASIE2): From over FSM VORTAC via FSM R-215 to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
LITTLE ROCK TRANSITION (LIT.SASIE2): From over LIT VORTAC via LIT R-247 and BYP R-064 to GLOVE INT, then via BYP R-064 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
MC ALESTER TRANSITION (MLC.SASIE2): From over MLC VORTAC via MLC R-188 to PRIZZ INT, then via FUZ R-035 to SASIE INT. Thence. . . .
PARIS TRANSITION (PRX.SASIE2): From over PRX VOR/DME via PRX R-263 and BYP R-083 to BYP VORTAC, then via BYP VORTAC R-248 to SASIE INT. Thence. . . .
TEXARKANA TRANSITION (TXK.SASIE2): From over TXK VORTAC via TXK R-286 to GLOVE INT, then via BYP R-064 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
TULSA TRANSITION (TUL.SASIE2): From over TUL VORTAC via TUL R-157 to MAMEE INT, then via BYP R-035 to BYP VORTAC, the via BYP R-248 to SASIE INT. Thence. . . .
. . . . From over SASIE INT via FUZ R-035 to TADDI INT or ORICK INT (when directed by ATC). Depart TADDI INT heading 260° for vectors to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010

SLUGG SIX ARRIVAL

REGIONAL APP CON
119.87 125.8 257.95
FORT WORTH ALLIANCE ATIS 126.925
FORT WORTH MEACHAM ATIS 120.7
FORT WORTH NAS JRB ATIS ★ 273.575

(NARRATIVE ON FOLLOWING PAGE)



ARRIVAL ROUTE DESCRIPTION

ABILENE TRANSITION (ABI.SLUGG6): From over ABI VORTAC via ABI R-099 to GEENI INT, then via JEN R-267 to SICUM INT, then via FUZ R-222 to SLUGG INT. Thence . . . .

CENTEX TRANSITION (CWK.SLUGG6): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via JEN R-197 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence . . . .

GLEN ROSE TRANSITION (JEN.SLUGG6): From over JEN VORTAC via JEN R-016 to SLUGG INT. Thence . . . .

JUMBO TRANSITION (JUMBO.SLUGG6): From over JUMBO INT via JEN R-197 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence . . . .

SAN ANTONIO TRANSITION (SAT.SLUGG6): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via JEN R-197 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence . . . .

WACO TRANSITION (ACT.SLUGG6): From over ACT VORTAC via ACT R-305 and JEN R-128 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence . . . .

WINK TRANSITION (INK.SLUGG6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to SICUM INT, then via FUZ R-222 to SLUGG INT. Thence . . . .

. . . . From over SLUGG INT, via FUZ R-222 to LIKES INT. Expect vectors to final approach course.

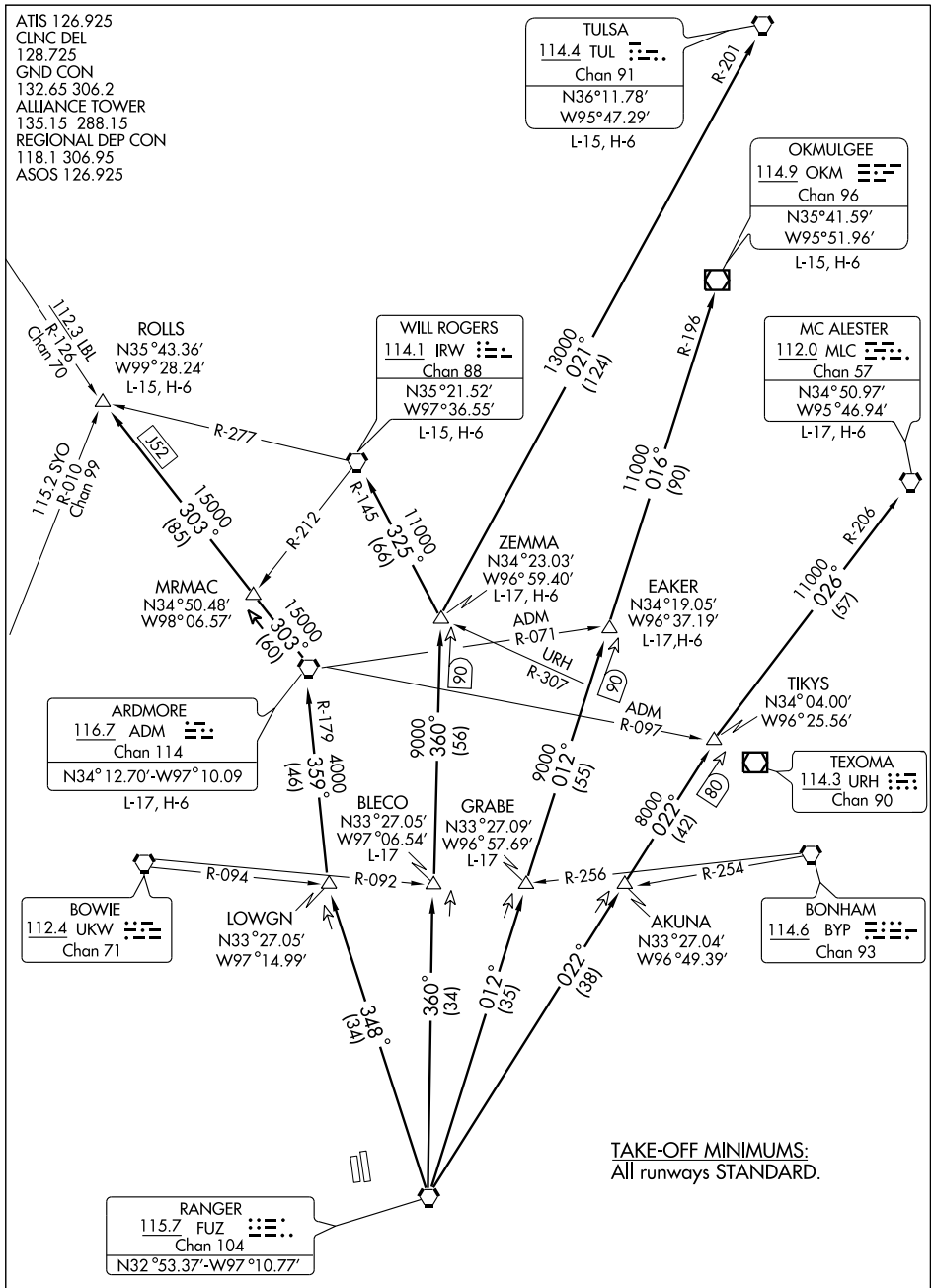
SC-2, 08 APR 2010 to 06 MAY 2010

(TEX1.FUZ) 09351

TEXOMA ONE DEPARTURE

SL-6918 (FAA)

FORT WORTH ALLIANCE (AFW)
FORT WORTH, TEXAS



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to BLECO INT.

EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC via FUZ R-012 to EAKER INT.

GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT, then via MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to OKM VOR/DME.

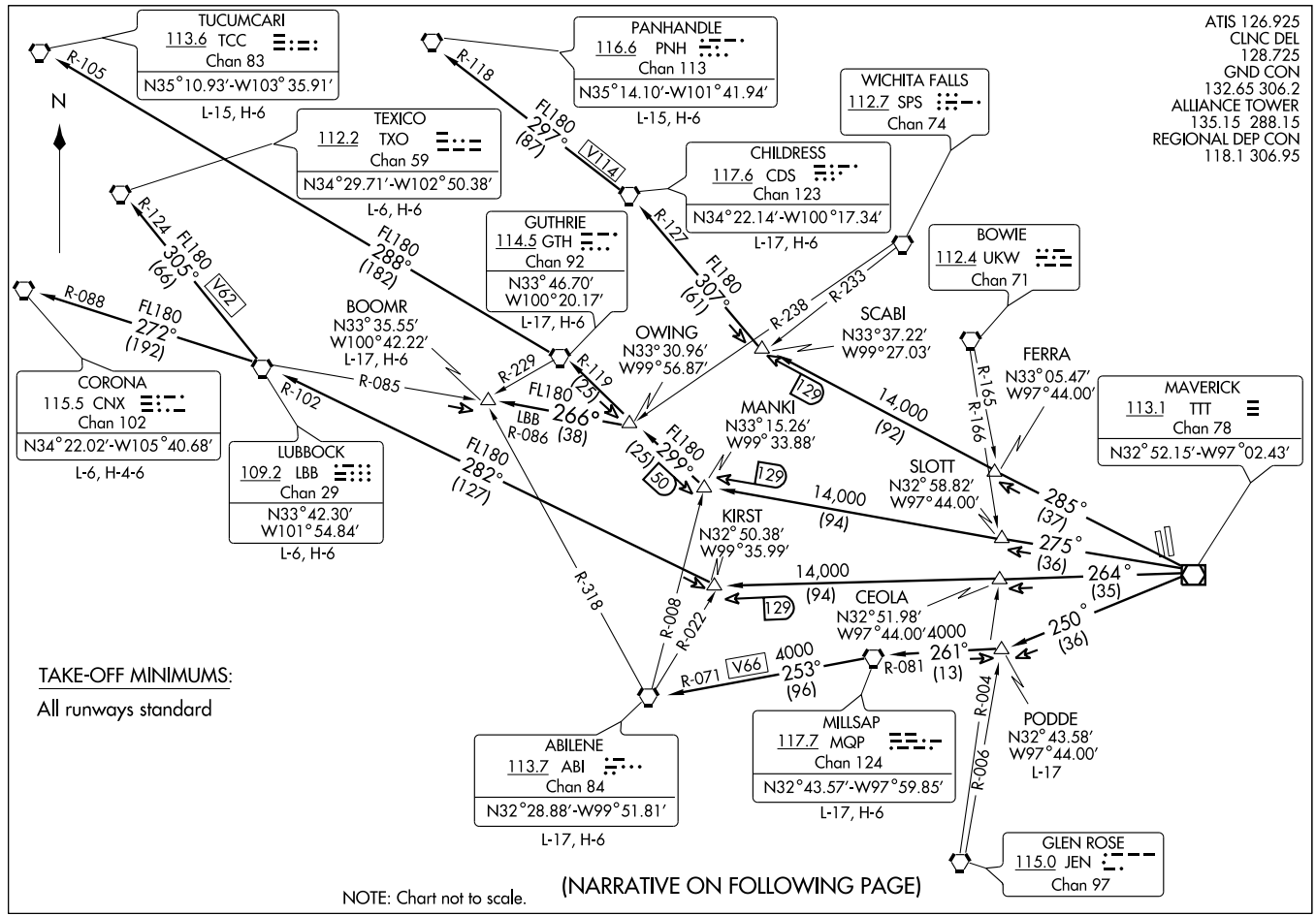
ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.

TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (TEX1.IRW): (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT.

SC-2, 08 APR 2010 to 06 MAY 2010



(WORTH5.1111) 08269

WORTH FIVE DEPARTURE

SL-6918 (FAA)

FORT WORTH ALLIANCE (AFW)

FORT WORTH, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

BOOMR TRANSITION (WORTH5.BOOMR): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT.

CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

PANHANDLE TRANSITION (WORTH5.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via TTT R-250 to PODDE INT.

TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

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WYLIE FIVE DEPARTURE

ATIS 126.925
CLNC DEL
128.725
GND CON
132.65 306.2
ALLIANCE TOWER
135.15 288.15
REGIONAL DEP CON
118.1 306.95

DEPARTURE PROCEDURE:
Rwy 16R: climb heading 163° to 1200 before turning right.

TAKE-OFF MINIMUMS:
Rwys 34L/R: Standard
Rwy 16R: 300-2¼ or standard with minimum climb of 210 ft per NM to 1100, or alternatively, with standard takeoff minimums and a normal 200 ft/NM climb gradient, takeoff must occur no later than 1500 ft prior to departure end of runway.
Rwy 16L: 300-2¼ or standard with minimum climb of 208 ft per NM to 1100, or alternatively, with standard takeoff minimums and a normal 200 ft/NM climb gradient, takeoff must occur no later than 1400 ft prior to departure end of runway.

LITTLE ROCK
113.9 LIT
Chan 86
N34°40.66'-W92°10.83'
L-18, H-6

TEXARKANA
116.3 TXK
Chan 110
N33°30.83'-W94°04.40'
L-17, H-6

SULPHUR SPRINGS
109.0 SLR
Chan 27

ORTRO
N33°41.47'
W94°12.75'

COBUG
N33°17.38'
W95°37.68'

BONHAM
114.6 BYP
Chan 93

EL DORADO
115.5 ELD
Chan 102
N33°15.37'-W92°44.64'
L-17, H-6

SIDON
114.7 SQS
Chan 94
N33°27.83'-W90°16.64'
L-18, H-6

NOBLY
N33°04.94'
W96°19.96'

TRISS
N32°58.20'
W96°19.94'

SHERO
N33°04.49'
W95°33.78'

SOLDO
N32°51.92'
W96°19.94'
L-17

QUITMAN
114.0 UIM
Chan 87
N32°52.83'-W95°22.01'
L-17, H-6

SHRLY
N32°44.60'
W94°18.17'

MERIDIAN
117.0 MEI
Chan 117
N32°22.71'-W88°48.26'
L-18, H-6

BELCHER
117.4 EIC
Chan 121
N32°46.28'-W93°48.60'
L-17, H-6

CLARE
N32°45.66'
W96°19.93'

POTEN
N32°39.33'
W95°40.03'

TEKBE
N32°42.80'
W94°47.73'

SAWMILL
113.75 SWB
Chan 84 (Y)
N31°58.39'-W92°40.63'
L-22, H-6

MAVERICK
113.1 TTT
Chan 78
N32°52.15'-W97°02.43'

GREGG COUNTY
112.3 GGG
Chan 70

NOTE: For Props requesting FL240 and above.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

WYLIE FIVE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitiude to appropriate route.

BELCHER TRANSITION (WYLIE5.EIC): (For aircraft inbound to Jackson, Monroe, and Shreveport terminal area.) From over TTT VOR/DME via TTT R-094 to POTEN, then via EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (WYLIE5.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.

LITTLE ROCK TRANSITION (WYLIE5.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO, then via LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (WYLIE5.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (WYLIE5.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME.

SAWMILL TRANSITION (WYLIE5.SWB): From over TTT VOR/DME via TTT R-094 to POTEN, then via EIC R-259 to TEKBE, then via SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (WYLIE5.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.

SOLDO TRANSITION (WYLIE5.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO.

TEXARKANA TRANSITION (WYLIE5.TXK): From over TTT VOR/DME via TTT R-074 to SHERO, then via TXK R-244 to TXK VORTAC.

TAKE-OFF OBSTACLES:
Rwy 16R, fence 4' from departure end of runway, 250' right of centerline, 12' AGL/669' MSL. Water tower 1.8 NM from departure end of runway, 2521' right of centerline, 148' AGL/954' MSL. Tower 1.5 NM south of departure end of runway, 4138' right of centerline, 203' AGL/1002' MSL.
Rwy 16L, light pole 1285' from departure end of runway, 689' left of centerline, 48' AGL/697' MSL. Water tower 1.8 NM from departure end of runway, 3122' right of centerline, 148' AGL/954' MSL.
Rwy 34R, antenna 218' from departure end of runway, 146' left of centerline, 28' AGL/728' MSL.
Rwy 34L, fence 8' from departure end of runway, 250' left of centerline, 6' AGL/719' MSL. Railroad 421' from departure end of runway, 409' left of centerline, 23' AGL/738' MSL.

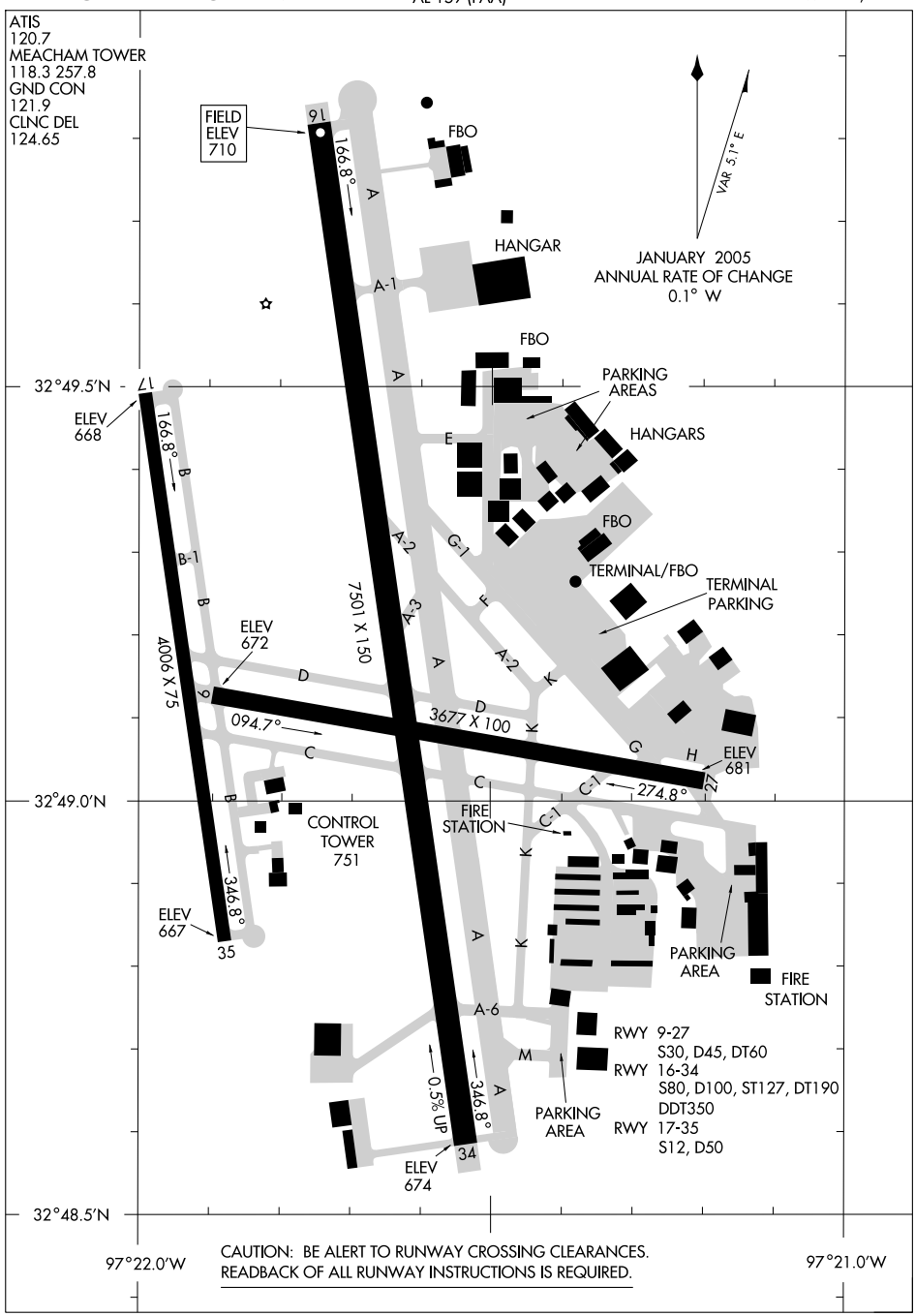
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10042

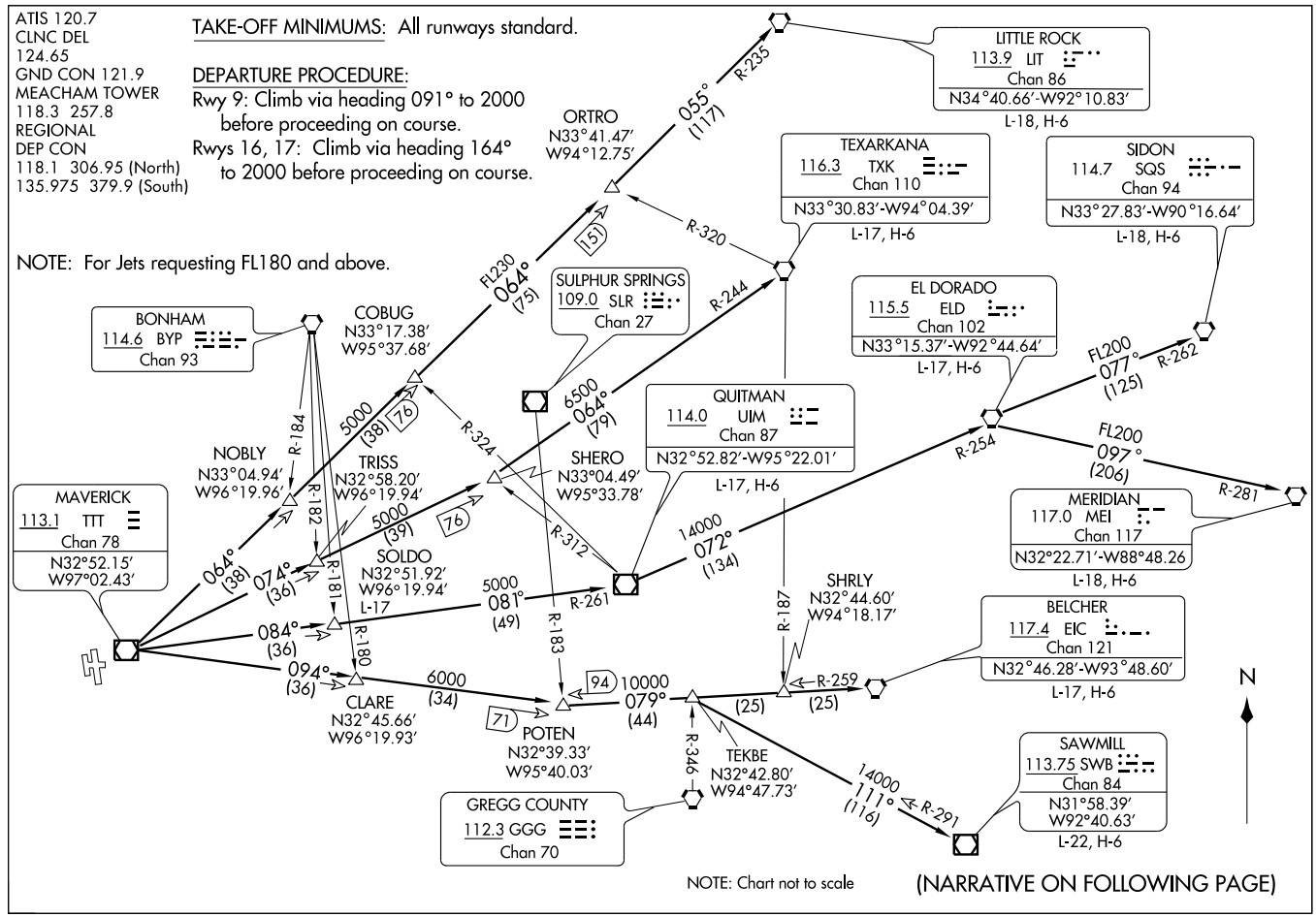
AIRPORT DIAGRAM

AL-159 (FAA)

FORT WORTH MEACHAM INTL (FTW)
FORT WORTH, TEXAS



SC-2, 08 APR 2010 to 06 MAY 2010


ATIS 120.7
CLNC DEL
124.65
GND CON 121.9
MEACHAM TOWER
118.3 257.8
REGIONAL
DEP CON
118.1 306.95 (North)
135.975 379.9 (South)
TAKE-OFF MINIMUMS: All runways standard.
DEPARTURE PROCEDURE:
Rwy 9: Climb via heading 091° to 2000 before proceeding on course.
Rwys 16, 17: Climb via heading 164° to 2000 before proceeding on course.
NOTE: For Jets requesting FL180 and above.
LITTLE ROCK
113.9 LIT
Chan 86
N34°40.66'-W92°10.83'
L-18, H-6
TEXARKANA
116.3 TXK
Chan 110
N33°30.83'-W94°04.39'
L-17, H-6
SIDON
114.7 SQS
Chan 94
N33°27.83'-W90°16.64'
L-18, H-6
ORTRO
N33°41.47'
W94°12.75'
055° (117)
R-235
R-320
151
SULPHUR SPRINGS
109.0 SLR
Chan 27
EL DORADO
115.5 ELD
Chan 102
N33°15.37'-W92°44.64'
L-17, H-6
FL230
064° (75)
R-244
BONHAM
114.6 BYP
Chan 93
COBUG
N33°17.38'
W95°37.68'
5000 (38)
76
R-324
6500
064° (79)
QUITMAN
114.0 UIM
Chan 87
N32°52.82'-W95°22.01'
L-17, H-6
FL200
077° (125)
R-262
R-254
FL200
097° (206)
R-281
R-184
NOBLY
N33°04.94'
W96°19.96'
TRISS
N32°58.20'
W96°19.94'
SHERO
N33°04.49'
W95°33.78'
MERIDIAN
117.0 MEI
Chan 117
N32°22.71'-W88°48.26
L-18, H-6
MAVERICK
113.1 TTT
Chan 78
N32°52.15'
W97°02.43'
R-182
5000 (39)
76
R-312
14000
072° (134)
064° (38)
074° (36)
R-181
SOLDO
N32°51.92'
W96°19.94'
L-17
5000
081° (49)
R-261
R-187
SHRLY
N32°44.60'
W94°18.17'
BELCHER
117.4 EIC
Chan 121
N32°46.28'-W93°48.60'
L-17, H-6
084° (36)
094° (36)
R-180
R-183
6000 (34)
94
10000
079° (44)
(25)
(25)
R-259
CLARE
N32°45.66'
W96°19.93'
71
POTEN
N32°39.33'
W95°40.03'
R-346
TEKBE
N32°42.80'
W94°47.73'
14000
111° (116)
R-291
SAWMILL
113.75 SWB
Chan 84
N31°58.39'
W92°40.63'
L-22, H-6
GREGG COUNTY
112.3 GGG
Chan 70
N
NOTE: Chart not to scale
(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

JETS

Jets requesting 17,000 and below expect GARLAND Departure.

BELCHER TRANSITION (DALL9.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (DALL9.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.

LITTLE ROCK TRANSITION (DALL9.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO INT, then via LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (DALL9.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (DALL9.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.

SAWMILL TRANSITION (DALL9.SWB): From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (DALL9.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.

SOLDO TRANSITION (DALL9.SOLDO): From over TTT VOR/DME via TTT R-084 to SOLDO INT.

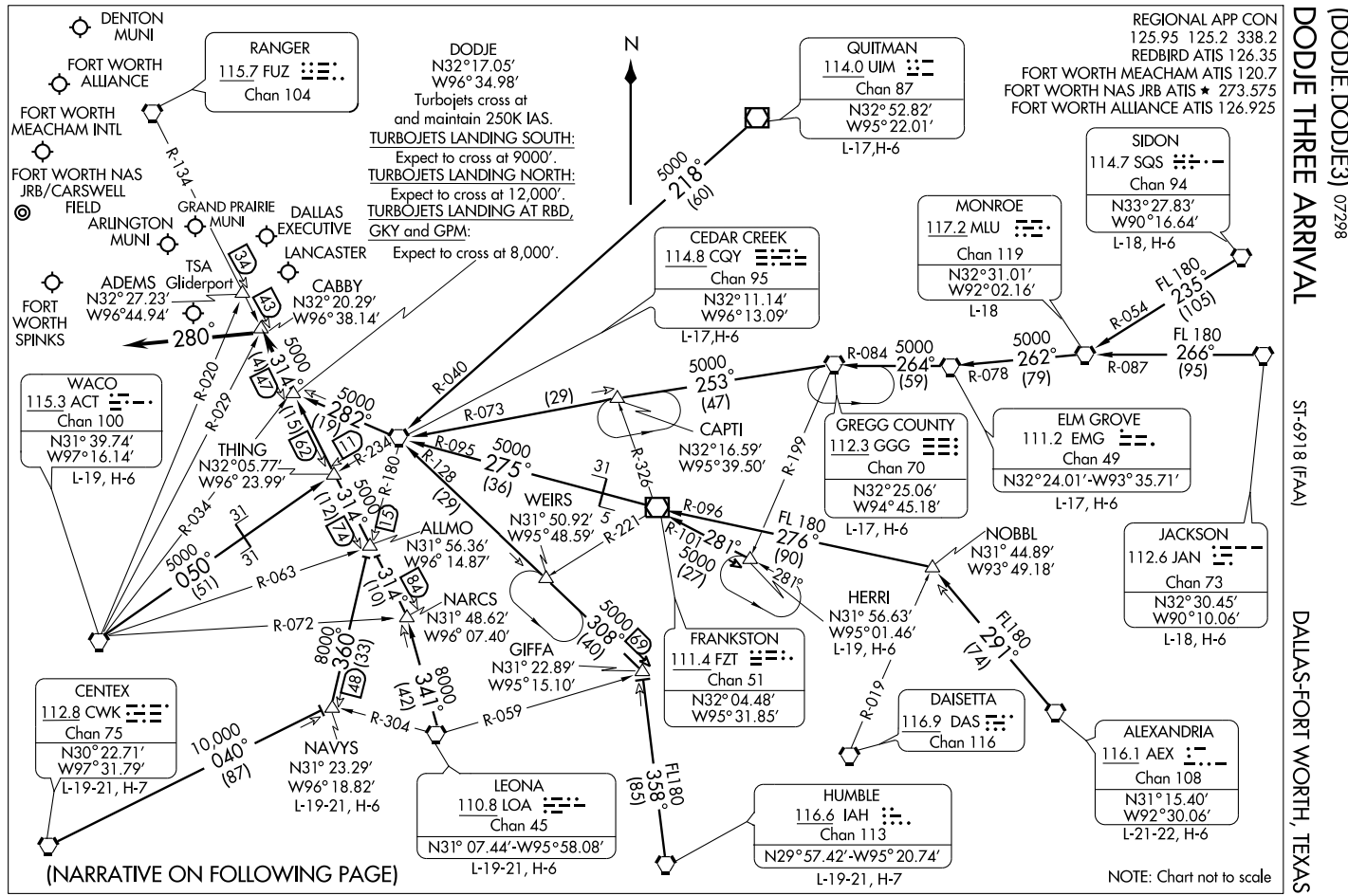
TEXARKANA TRANSITION (DALL9.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.

TAKE-OFF OBSTACLES:

Rwy 34: Billboard 692′ from departure end of runway, 686′ right of centerline, 37′ AGL/739′ MSL.

Rwy 35: Tree 55′ from DER, 143′ left of centerline, 21′ AGL/681′ MSL.
Tree 567′ from DER, 225′ right of centerline, 36′ AGL/699′ MSL.

SC-2, 08 APR 2010 to 06 MAY 2010


DODGE THREE ARRIVAL
(DODJE.DODJE3) 07298
ST-6918 (FAA)
DALLAS-FORT WORTH, TEXAS
REGIONAL APP CON
125.95 125.2 338.2
REDBIRD ATIS 126.35
FORT WORTH MEACHAM ATIS 120.7
FORT WORTH NAS JRB ATIS ★ 273.575
FORT WORTH ALLIANCE ATIS 126.925
DENTON MUNI
FORT WORTH ALLIANCE
FORT WORTH MEACHAM INTL
FORT WORTH NAS JRB/CARSWELL FIELD
ARLINGTON MUNI
GRAND PRAIRIE MUNI
DALLAS EXECUTIVE
LANCASTER
TSA
ADEMS Gliderport
N32°27.23′
W96°44.94′
CABBY
N32°20.29′
W96°38.14′
FORT WORTH SPINKS
RANGER
115.7 FUZ
Chan 104
R-134
DODJE
N32°17.05′
W96°34.98′
Turbojets cross at and maintain 250K IAS.
TURBOJETS LANDING SOUTH:
Expect to cross at 9000′.
TURBOJETS LANDING NORTH:
Expect to cross at 12,000′.
TURBOJETS LANDING AT RBD, GKY and GPM:
Expect to cross at 8,000′.
N
QUITMAN
114.0 UIM
Chan 87
N32°52.82′
W95°22.01′
L-17,H-6
5000
218°
(60)
CEDAR CREEK
114.8 CQY
Chan 95
N32°11.14′
W96°13.09′
L-17,H-6
MONROE
117.2 MLU
Chan 119
N32°31.01′
W92°02.16′
L-18
SIDON
114.7 SQS
Chan 94
N33°27.83′
W90°16.64′
L-18, H-6
FL 180
235°
(105)
R-054
R-087
5000
262°
(79)
R-078
R-084
5000
264°
(59)
FL 180
266°
(95)
WACO
115.3 ACT
Chan 100
N31° 39.74′
W97°16.14′
L-19, H-6
THING
N32°05.77′
W96° 23.99′
CAPTI
N32°16.59′
W95°39.50′
GREGG COUNTY
112.3 GGG
Chan 70
N32°25.06′
W94°45.18′
L-17, H-6
ELM GROVE
111.2 EMG
Chan 49
N32°24.01′-W93°35.71′
L-17, H-6
JACKSON
112.6 JAN
Chan 73
N32°30.45′
W90°10.06′
L-18, H-6
WEIRS
N31° 50.92′
W95° 48.59′
ALLMO
N31° 56.36′
W96° 14.87′
NARCS
N31° 48.62′
W96° 07.40′
GIFFA
N31° 22.89′
W95° 15.10′
NOBBL
N31° 44.89′
W93° 49.18′
HERRI
N31° 56.63′
W95° 01.46′
L-19, H-6
FRANKSTON
111.4 FZT
Chan 51
N32° 04.48′
W95° 31.85′
DAISETTA
116.9 DAS
Chan 116
CENTEX
112.8 CWK
Chan 75
N30° 22.71′
W97° 31.79′
L-19-21, H-7
NAVYS
N31° 23.29′
W96° 18.82′
L-19-21, H-6
LEONA
110.8 LOA
Chan 45
N31° 07.44′-W95° 58.08′
L-19-21, H-6
HUMBLE
116.6 IAH
Chan 113
N29° 57.42′-W95° 20.74′
L-19-21, H-7
ALEXANDRIA
116.1 AEX
Chan 108
N31° 15.40′
W92° 30.06′
L-21-22, H-6
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale

DODJE THREE ARRIVAL (DODJE.DODJE3)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DODJE3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

CEDAR CREEK TRANSITION (CQY.DODJE3): From over CQY VORTAC via CQY R-282 to DODJE INT. Thence. . . .

CENTEX TRANSITION (CWK.DODJE3): From over CWK VORTAC via CWK R-040 to NAVYS INT, then via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

ELM GROVE TRANSITION (EMG.DODJE3): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

GREGG COUNTY TRANSITION (GGG.DODJE3): From over GGG VORTAC via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HERRI TRANSITION (HERRI.DODJE3): (Assigned by ATC) From over HERRI INT via FZT R-101 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HUMBLE TRANSITION (IAH.DODJE3): From over IAH VORTAC via IAH R-355 to GIFFA INT, then via CQY R-128 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

JACKSON TRANSITION (JAN.DODJE3): From over JAN VORTAC via JAN R-266 and MLU R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

LEONA TRANSITION (LOA.DODJE3): From over LOA VORTAC via LOA R-341 to NARCS INT, then via FUZ R-134 to DODJE INT. Thence. . . .

MONROE TRANSITION (MLU.DODJE3): From over MLU VORTAC via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

NAVYS TRANSITION (NAVYS.DODJE3): From over NAVYS INT via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

QUITMAN TRANSITION (UIM.DODJE3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

SIDON TRANSITION (SQS.DODJE3): From over SQS VORTAC via SQS R-235 and MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

WACO TRANSITION (ACT.DODJE3): From over ACT VORTAC via ACT R-050 and CQY R-234 to THING INT, then via FUZ R-134 to DODJE INT. Thence. . . .

. . . .From over DODJE INT via FUZ R-134 to CABBY INT or ADEMS INT (when directed by ATC). Depart CABBY INT heading 280°. Expect radar vectors to final approach course.

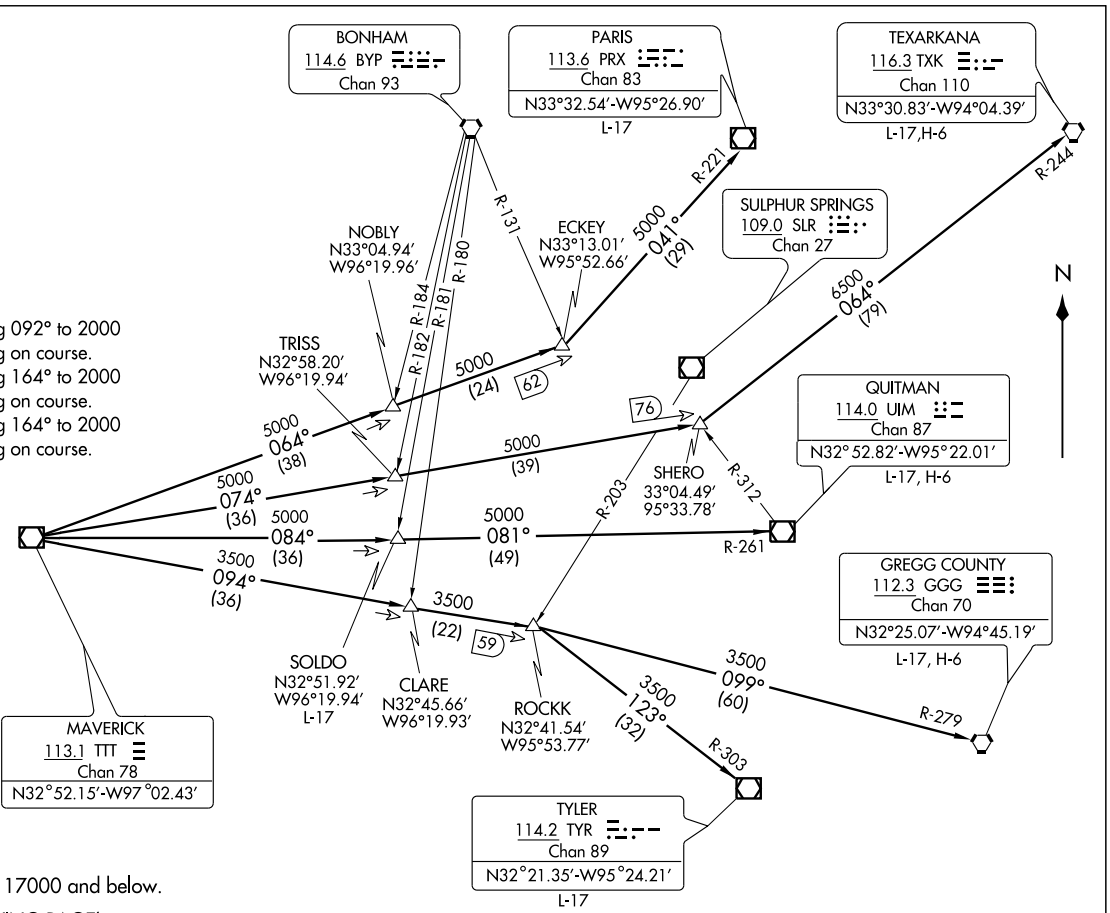
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GARLAND THREE DEPARTURE

ATIS 120.7
CLNC DEL
124.65
GND CON 121.9
MEACHAM TOWER
118.3 257.8
REGIONAL DEP CON
118.1 306.95 (North)
135.975 379.9 (South)

TAKE-OFF MINIMUMS:
All Rwys standard.

DEPARTURE PROCEDURE:
Rwy 9: Climb via heading 092° to 2000 before proceeding on course.
Rwy 16: Climb via heading 164° to 2000 before proceeding on course.
Rwy 17: Climb via heading 164° to 2000 before proceeding on course.



NOTE: For Jets requesting 17000 and below.
(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

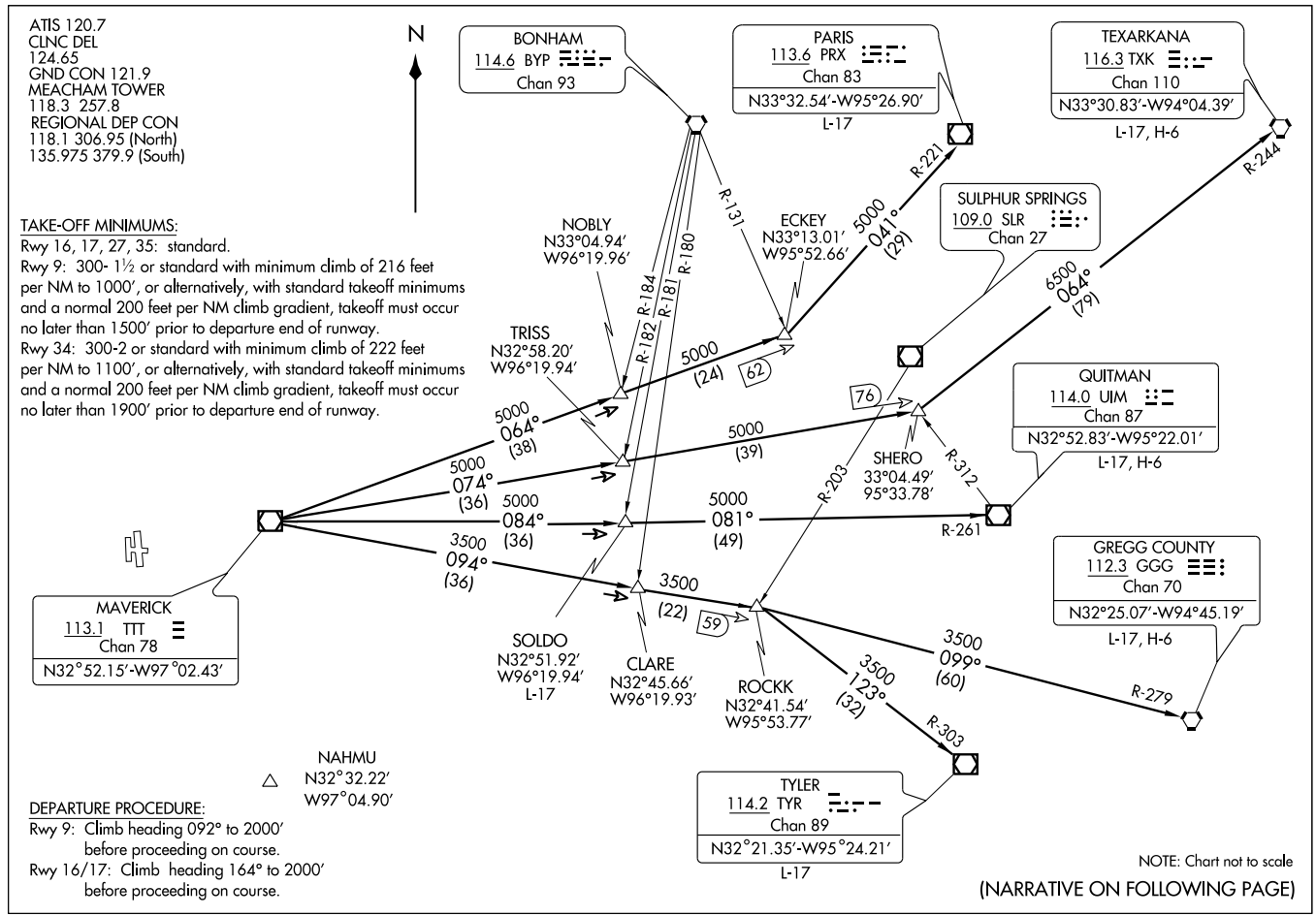
DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading to appropriate route.

LONGVIEW TRANSITION (GARL3.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL3.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (GARL3.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (GARL3.SOLDO): (ATC assigned) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (GARL3.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL3.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES:
Rwy 35: Tree 55' from DER, 143' left of centerline, 21' AGL/681' MSL.
Tree 567' from DER, 225' right of centerline, 36' AGL/699' MSL.
Rwy 34: Billboard 692' right of centerline, 37' AGL/739' MSL.

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ATIS 120.7
CLNC DEL
124.65
GND CON 121.9
MEACHAM TOWER
118.3 257.8
REGIONAL DEP CON
118.1 306.95 (North)
135.975 379.9 (South)
N
BONHAM
114.6 BYP
Chan 93
PARIS
113.6 PRX
Chan 83
N33°32.54'-W95°26.90'
L-17
TEXARKANA
116.3 TXK
Chan 110
N33°30.83'-W94°04.39'
L-17, H-6
SULPHUR SPRINGS
109.0 SLR
Chan 27
QUITMAN
114.0 UIM
Chan 87
N32°52.83'-W95°22.01'
L-17, H-6
GREGG COUNTY
112.3 GGG
Chan 70
N32°25.07'-W94°45.19'
L-17, H-6
MAVERICK
113.1 TTT
Chan 78
N32°52.15'-W97°02.43'
TYLER
114.2 TYR
Chan 89
N32°21.35'-W95°24.21'
L-17
NOBLY
N33°04.94'
W96°19.96'
ECKEY
N33°13.01'
W95°52.66'
TRISS
N32°58.20'
W96°19.94'
SHERO
33°04.49'
95°33.78'
SOLDO
N32°51.92'
W96°19.94'
L-17
CLARE
N32°45.66'
W96°19.93'
ROCKK
N32°41.54'
W95°53.77'
NAHMU
N32°32.22'
W97°04.90'
R-131
R-180
R-184
R-181
R-182
R-221
R-244
R-203
R-312
R-261
R-279
R-303
5000
041°
(29)
6500
064°
(79)
5000
(24)
62
5000
064°
(38)
5000
(39)
76
5000
074°
(36)
5000
084°
(36)
5000
081°
(49)
3500
094°
(36)
3500
(22)
59
3500
099°
(60)
3500
123°
(32)
TAKE-OFF MINIMUMS:
Rwy 16, 17, 27, 35: standard.
Rwy 9: 300- 1½ or standard with minimum climb of 216 feet per NM to 1000', or alternatively, with standard takeoff minimums and a normal 200 feet per NM climb gradient, takeoff must occur no later than 1500' prior to departure end of runway.
Rwy 34: 300-2 or standard with minimum climb of 222 feet per NM to 1100', or alternatively, with standard takeoff minimums and a normal 200 feet per NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.
DEPARTURE PROCEDURE:
Rwy 9: Climb heading 092° to 2000' before proceeding on course.
Rwy 16/17: Climb heading 164° to 2000' before proceeding on course.
NOTE: Chart not to scale
(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES:
Rwy 9:
Windsock 293' from departure end of runway, 354' left of centerline, 51' AGL/721' MSL. Sign of building 481' from departure end of runway, 407' right of centerline, 39' AGL/702' MSL. Sign 2,448' from departure end of runway, 540' left of centerline, 75' AGL/742' MSL. Grain elevators beginning 7,085' from departure end of runway, 2,191' left of centerline, up to 229' AGL/877' MSL.
Rwy 27:
Tree 239' from departure end of runway, 492' left of centerline, 35' AGL/685' MSL.
Rwy 17:
Bush 13' from departure end of runway, 160' right of centerline, 21' AGL/674' MSL. Antenna 953' from departure end of runway, 394' left of centerline, 72' AGL/722' MSL. Hangar 1,380' from departure end of runway, 774' left of centerline, 43' AGL/703' MSL.
Rwy 34:
Multiple trees 974' from departure end of runway, 682' right of centerline, up to 47' AGL/746' MSL. Grain elevator 1.52 NM from departure end of runway, 2,775' right of centerline, 254' AGL/969' MSL.
Rwy 35:
Tree 1' from departure end of runway, 248' left of centerline, 40' AGL/690' MSL. Tree 567' from departure end of runway, 225' right of centerline, 45' AGL/699' MSL. Bush 55' from departure end of runway, 143' left of centerline, 21' AGL/681' MSL. OL on Dam 1,359' from departure end of runway, 1' right of centerline, 46' AGL/706' MSL.

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LOC I-FTW	APP CRS	Rwy Idg	7501
109.9	164°	TDZE	710
Chan 36		Apt Elev	710

ILS or LOC RWY 16

FORT WORTH MEACHAM INTL (FTW)

* RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH : Climb to 1300 then climbing left turn to 2500 direct FT LOM and hold, continue climb-in-hold to 2500.

ATIS	REGIONAL APP CON	MEACHAM TOWER	GND CON	CLNC DEL
120.7	(North) 118.1 306.95 (South) 135.975 379.9	118.3 257.8	121.9	124.65

ADF REQUIRED

BOWIE
112.4 UKW
Chan 71

4000 (44.6)

344°
144°
209°
029°
164°

LOM / IAF
MUFIN
365 FT
I-FTW 5.3

MAVERICK
113.1 TTT
Chan 78

R-269

1049
990
949
908
902 ±
1027
884
1049
1198
1743

LOCALIZER 109.9
I-FTW
Chan 36

10 NM

MSA FT 25 NM
180°
2200
2800
270°
3600
360°

MUFIN LOM/INT
I-FTW 5.3

Remain within 10 NM

344°
164°
2400
2000
1992
GS 3.00°
TCH 57

1300	2500	FT
		365

I-FTW 3
I-FTW 1.5

2.3 NM
1.5 NM

ELEV 710

164° 3.8 NM from FAF

TDZE 710

17
9
0.5% UP
4006 X 75
3677
X 100
762
751
750 X 150
725
27
35
34
797

HIRL Rwy 16-34
MIRL Rwys 9-27 and 17-35
REIL Rwys 16 and 34

CATEGORY	A	B	C	D
S- ILS 16	* 910/24	200 (200-½)		
S- LOC 16	1240/24 530 (600-½)		1240/50 530 (600-1)	1240/60 530 (600-1¼)
CIRCLING	1260- 1 550 (600-1)		1280-1½ 570 (600-1½)	1300-2 590 (600-2)

FAF to MAP 3.8NM

Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

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LOC I-UXT	APP CRS	Rwy Idg	7501
109.9	344°	TDZE	680
Chan 36		Apt Elev	710

ILS or LOC RWY 34

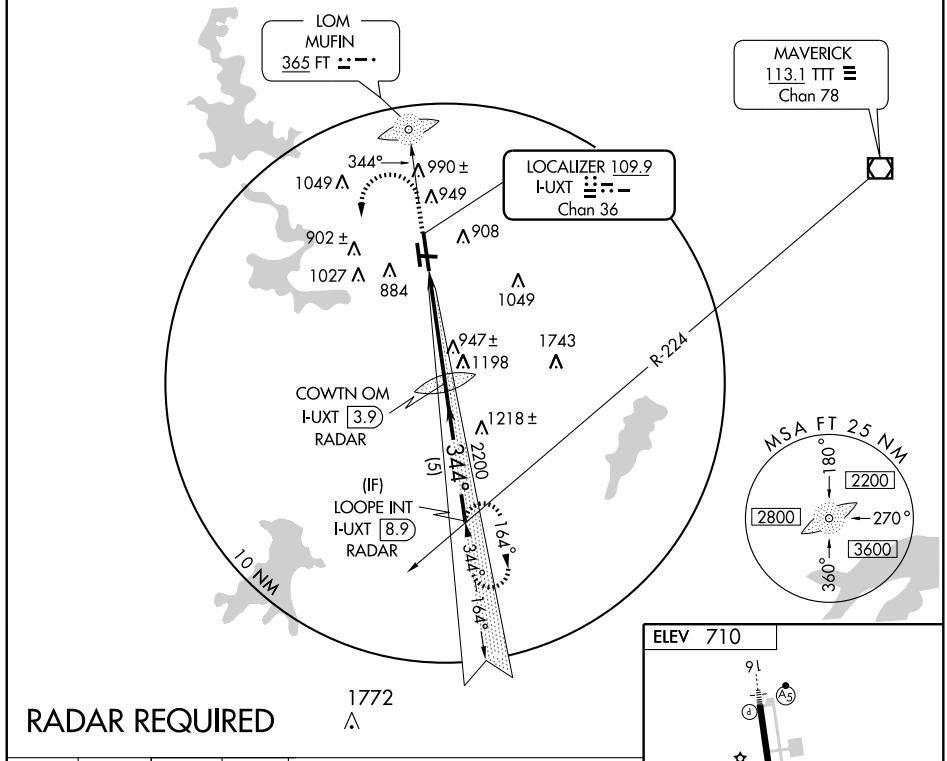
FORT WORTH MEACHAM INTL (FTW)

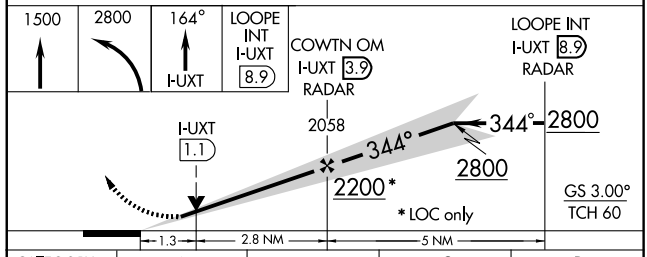
Inoperative table does not apply to S-LOC 34 Cat C.

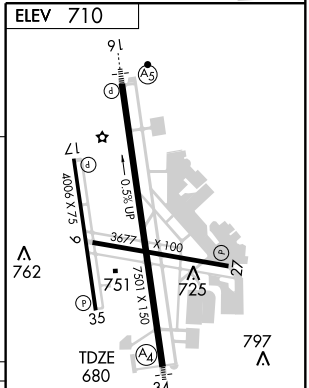
MALS

MISSED APPROACH : Climb to 1500, then climbing left turn to 2800 via I-UXT south course to LOOPE Int/ I-UXT 8.9 DME and hold.

ATIS	REGIONAL APP CON	MEACHAM TOWER	GND CON	CLNC DEL
120.7	(North) 118.1 306.95 (South) 135.975 379.9	118.3 257.8	121.9	124.65







CATEGORY	A	B	C	D
S- ILS 34	880-¾ 200 (200-¾)			
S-LOC 34	1200-¾ 520 (500-¾)		1200-1½ 520 (500-1½)	1200-1¾ 520 (500-1¾)
CIRCLING	1260-1 550 (600-1)		1280-1½ 570 (600-1½)	1300-2 590 (600-2)

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

SC-2, 08 APR 2010 to 06 MAY 2010

JOE POOL FOUR DEPARTURE

SL-159 (FAA)

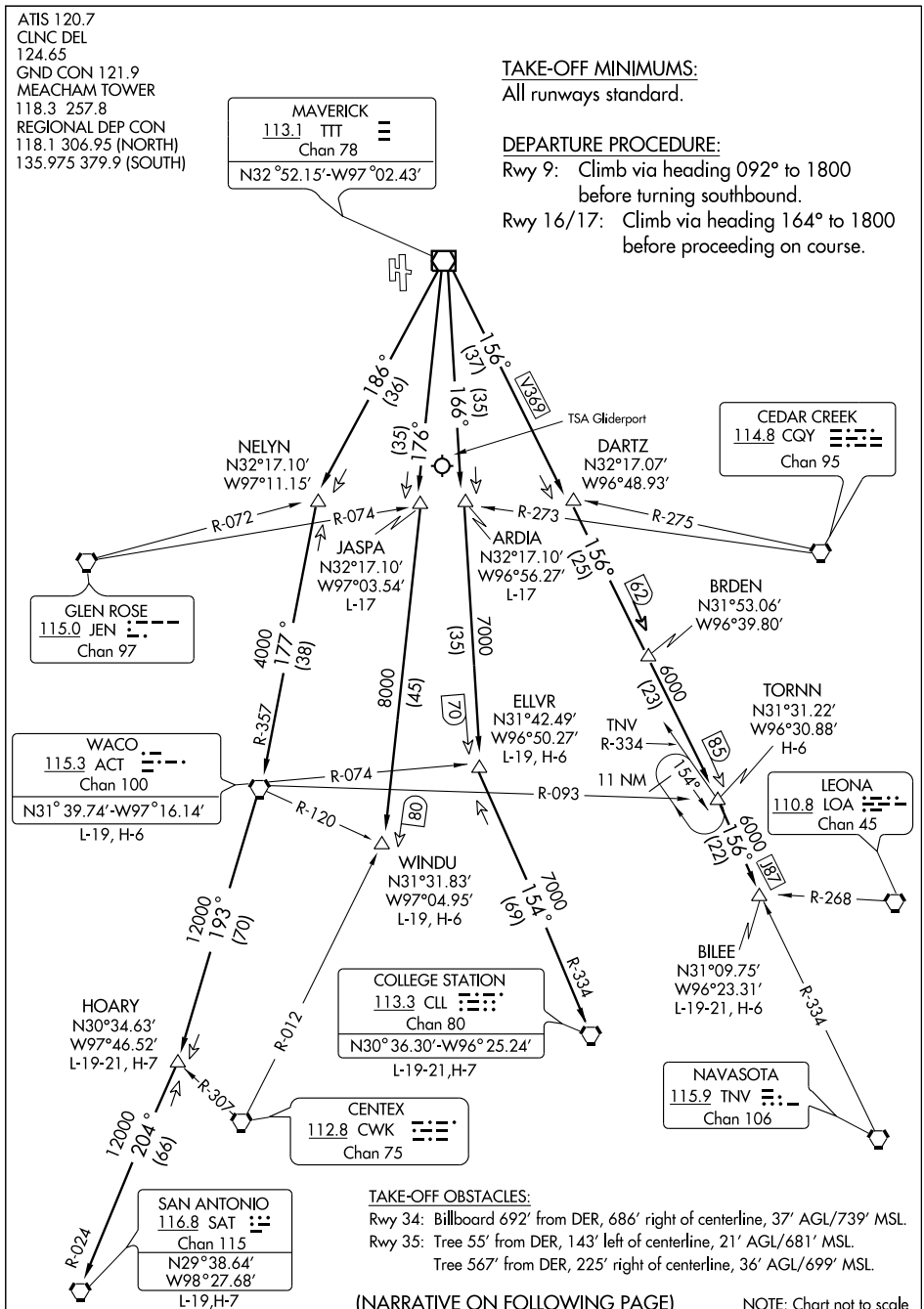
FORT WORTH MEACHAM INTL (FTW)

FORT WORTH, TEXAS

ATIS 120.7
CLNC DEL
124.65
GND CON 121.9
MEACHAM TOWER
118.3 257.8
REGIONAL DEP CON
118.1 306.95 (NORTH)
135.975 379.9 (SOUTH)

TAKE-OFF MINIMUMS:
All runways standard.

DEPARTURE PROCEDURE:
Rwy 9: Climb via heading 092° to 1800 before turning southbound.
Rwy 16/17: Climb via heading 164° to 1800 before proceeding on course.



TAKE-OFF OBSTACLES:
Rwy 34: Billboard 692' from DER, 686' right of centerline, 37' AGL/739' MSL.
Rwy 35: Tree 55' from DER, 143' left of centerline, 21' AGL/681' MSL.
Tree 567' from DER, 225' right of centerline, 36' AGL/699' MSL.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude, expect vector to appropriate route.

ARDIA TRANSITION (JPOOL4.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (JPOOL4.BILEE): (For aircraft overflying the BILEE intersection, thence via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to overfly the TNV VORTAC.) From over TTT VOR/DME via TTT R-156 to BILEE INT.

BRDEN TRANSITION (JPOOL4.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.

COLLEGE STATION TRANSITION (JPOOL4.CLL): (For piston aircraft inbound to Houston Hobby and all aircraft inbound to West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.

ELLVR TRANSITION (JPOOL4.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT VOR/DME via TTT R-166 to ELLVR INT.

HOARY TRANSITION (JPOOL4.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.

JASPA TRANSITION (JPOOL4.JASPA): (ATC assigned.) From over TTT VOR/DME via TTT R-176 to JASPA INT.

SAN ANTONIO TRANSITION (JPOOL4.SAT): (For aircraft overflying Centex and San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

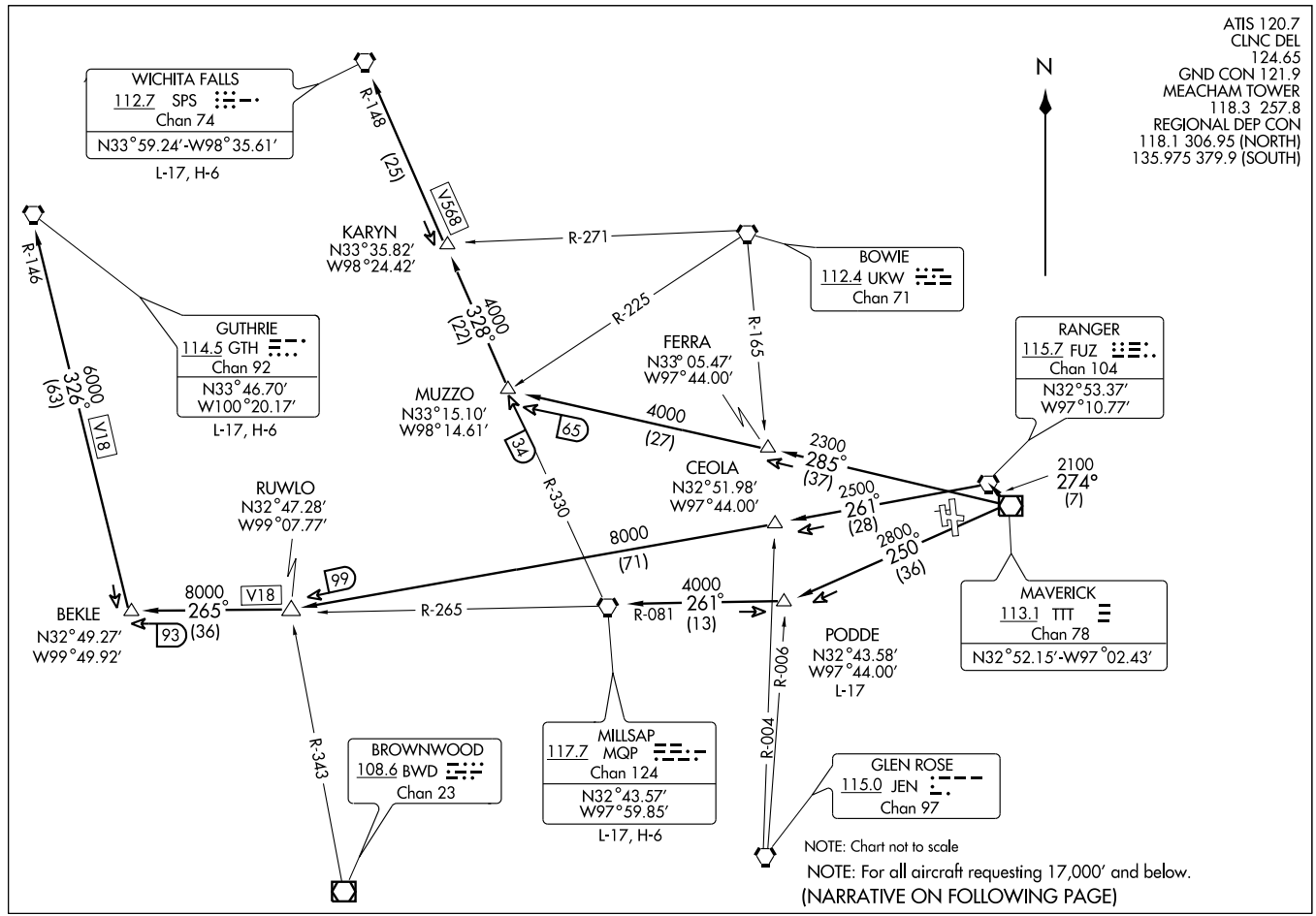
TORNN TRANSITION (JPOOL4.TORNN): (For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT R-156 to TORNN INT.

WACO TRANSITION (JPOOL4.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

WINDU TRANSITION (JPOOL4.WINDU): (For aircraft inbound to Austin or San Antonio terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU.) From over TTT VOR/DME via TTT R-176 to WINDU INT.

SC-2, 08 APR 2010 to 06 MAY 2010

KINGDOM SEVEN DEPARTURE SL-159 (FAA)



DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

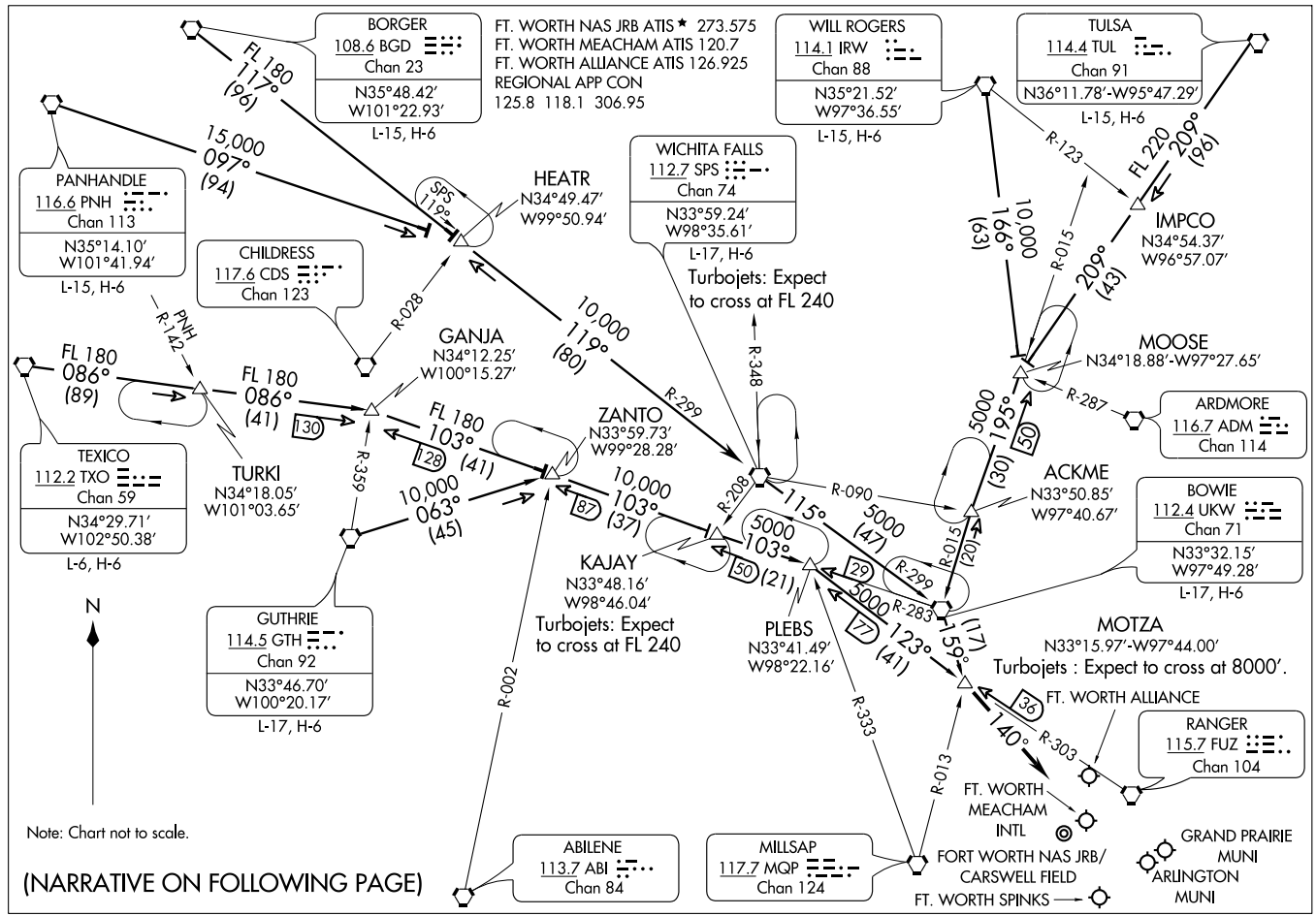
GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock terminal area or proceeding westbound via V-18 to GTH VORTAC). From over TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT, then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC.
MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC westbound via V-18 or direct). From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.
PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.
WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VORTAC). From over TTT VOR/DME via TTT R-285 to MUZZO INT, then via SPS R-148 to SPS VORTAC.

TAKE-OFF MINIMUMS:
Rwys 16, 17, 27, 35 standard.
Rwy 9, 300-1 1/2 or standard with minimum climb of 216′ per NM to 1000′ or alternatively, with standard takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1500′ prior to DER.
Rwy 34, 300-2 or standard with minimum climb of 222′ per NM to 1100′ or alternatively, with standard takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1900′ prior to DER.
DEPARTURE PROCEDURE:
Rwy 9: Climb heading 092° to 2000′ before proceeding on course.
Rwy 16: Climb heading 164° to 2000′ before proceeding on course.
Rwy 17: Climb heading 164° to 2000′ before proceeding on course.

TAKE-OFF OBSTACLES:

Note: Rwy 9, Windsock 293′ from DER, 354′ left of centerline, 51′ AGL/721′ MSL. Sign on building 481′ from DER, 407′ right of centerline, 39′ AGL/702′ MSL. Sign 2448′ from DER, 540′ left of centerline, 75′ AGL/742′ MSL. Grain elvators beginning 1.2 NM from DER, 2191′ left of centerline, up to 229′ AGL/877′ MSL.
Note: Rwy 17, Bush 13′ from DER, 160′ right of centerline, 21′ AGL/674′ MSL. Antenna 953′ from DER, 394′ left of centerline, 72′ AGL/722′ MSL. Hangar 1380′ from DER, 744′ left of centerline, 43′ AGL/703′ MSL.
Note: Rwy 27, Tree 239′ from DER, 492′ left of centerline, 35′ AGL/685′ MSL.
Note: Rwy 34, Multiple trees 974′ from DER, 682′ right of centerline, up to 47′ AGL/746′ MSL. Grain elevator 1.52 NM from DER, 2775′ right of centerline, 254′ AGL/969′ MSL.
Note: Rwy 35, Tree 1′ from DER, 248′ left of centerline, 40′ AGL/690′ MSL. Tree 567′ from DER, 225′ right of centerline, 45′ AGL/699′ MSL. Bush 55′ from DER, 143′ left of centerline, 21′ AGL/681′ MSL. OL on DAM 1359′ from DER, 1′ right of centerline, 46′ AGL/706′ MSL.

SC-2, 08 APR 2010 to 06 MAY 2010


MOTZA SIX ARRIVAL
(MOTZA.MOTZA6) 07298
ST-6918 (FAA)
DALLAS-FT. WORTH, TEXAS
FT. WORTH NAS JRB ATIS ★ 273.575
FT. WORTH MEACHAM ATIS 120.7
FT. WORTH ALLIANCE ATIS 126.925
REGIONAL APP CON
125.8 118.1 306.95
BORGER
108.6 BGD
Chan 23
N35°48.42′
W101°22.93′
L-15, H-6
WILL ROGERS
114.1 IRW
Chan 88
N35°21.52′
W97°36.55′
L-15, H-6
TULSA
114.4 TUL
Chan 91
N36°11.78′-W95°47.29′
L-15, H-6
PANHANDLE
116.6 PNH
Chan 113
N35°14.10′
W101°41.94′
L-15, H-6
CHILDRESS
117.6 CDS
Chan 123
WICHITA FALLS
112.7 SPS
Chan 74
N33°59.24′
W98°35.61′
L-17, H-6
HEATR
N34°49.47′
W99°50.94′
IMPCO
N34°54.37′
W96°57.07′
GANJA
N34°12.25′
W100°15.27′
MOOSE
N34°18.88′-W97°27.65′
ARDMORE
116.7 ADM
Chan 114
TEXICO
112.2 TXO
Chan 59
N34°29.71′
W102°50.38′
L-6, H-6
TURKI
N34°18.05′
W101°03.65′
ZANTO
N33°59.73′
W99°28.28′
ACKME
N33°50.85′
W97°40.67′
BOWIE
112.4 UKW
Chan 71
N33°32.15′
W97°49.28′
L-17, H-6
KAJAY
N33°48.16′
W98°46.04′
PLEBS
N33°41.49′
W98°22.16′
MOTZA
N33°15.97′-W97°44.00′
GUTHRIE
114.5 GTH
Chan 92
N33°46.70′
W100°20.17′
L-17, H-6
RANGER
115.7 FUZ
Chan 104
ABILENE
113.7 ABI
Chan 84
MILLSAP
117.7 MQP
Chan 124
FORT WORTH NAS JRB/
CARSWELL FIELD
FT. WORTH SPINKS
FT. WORTH
MEACHAM
INTL
GRAND PRAIRIE
MUNI
ARLINGTON
MUNI
FT. WORTH ALLIANCE
Turbojets: Expect
to cross at FL 240
Turbojets: Expect
to cross at FL 240
Turbojets : Expect to cross at 8000′.
FL 180
117°
(96)
15,000
097°
(94)
SPS
119°
10,000
119°
(80)
FL 180
086°
(89)
FL 180
086°
(41)
FL 180
103°
(41)
10,000
063°
(45)
10,000
103°
(37)
5000
103°
(21)
5000
115°
(47)
5000
123°
(41)
5000
159°
(17)
10,000
166°
(63)
5000
195°
(30)
FL 220
209°
(96)
209°
(43)
140°
R-123
R-015
R-348
R-299
R-208
R-090
R-287
R-359
R-028
PNH
R-142
R-002
R-333
R-013
R-303
130
128
87
50
29
27
36
N
Note: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

MOTZA SIX ARRIVAL

ARRIVAL DESCRIPTION

BORGER TRANSITION (BGD.MOTZA6): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

BOWIE TRANSITION (UKW.MOTZA6): From over UKW VORTAC via UKW R-159 to MOTZA INT. Thence . . . .

GUTHRIE TRANSITION (GTH.MOTZA6): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to PLEBS INT, then via FUZ R-303 to MOTZA INT. Thence . . . .

PANHANDLE TRANSITION (PNH.MOTZA6): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

TEXICO TRANSITION (TXO.MOTZA6): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to PLEBS INT, then via FUZ R-303 to MOTZA INT. Thence . . . .

TULSA TRANSITION (TUL.MOTZA6): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

WICHITA FALLS TRANSITION (SPS.MOTZA6): From over SPS VORTAC via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

WILL ROGERS TRANSITION (IRW.MOTZA6): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

. . . . From over MOTZA INT, thence via heading 140° for vectors to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 42612 W16A	APP CRS 164°	Rwy Idg 7501 TDZE 710 Apt Elev 710

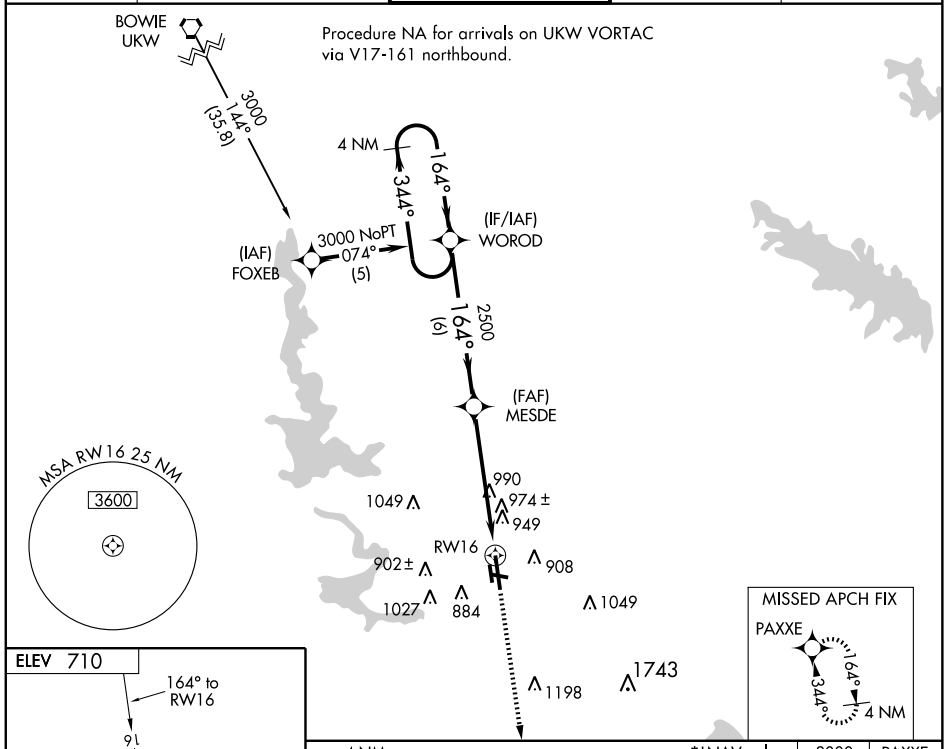
RNAV (GPS) RWY 16
FORT WORTH MEACHAM INTL (FTW)

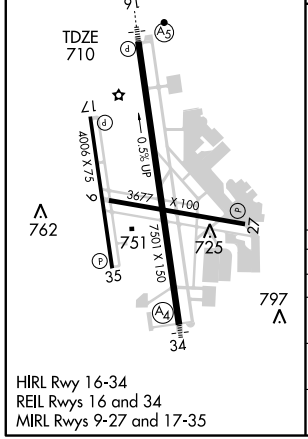
Circling to RW17 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALSR

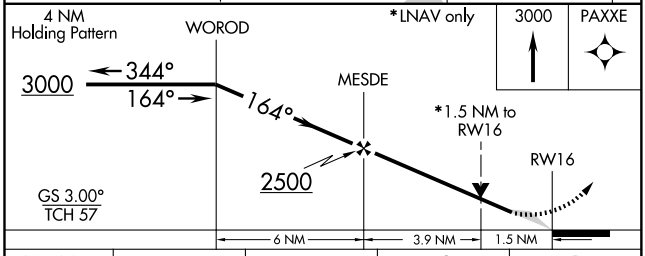
MISSED APPROACH: Climb to 3000 direct PAXXE and hold.

ATIS	REGIONAL APP CON	MEACHAM TOWER	GND CON	CLNC DEL
120.7	(North) 118.1 306.95 (South) 135.975 379.9	118.3 257.8	121.9	124.65





HIRL Rwy 16-34
REIL Rwys 16 and 34
MIRL Rwys 9-27 and 17-35



CATEGORY	A	B	C	D
LPV DA	910/24 200 (200-½)			
LNAV/VNAV DA	1284-1½ 574 (600-1½)			
LNAV MDA	1240/24 530 (600-½)		1240/50 530 (600-1)	1240/60 530 (600-1¼)
CIRCLING	1260-1 550 (600-1)		1280-1½ 570 (600-1½)	1300-2 590 (600-2)

SC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 53412 W34A	APP CRS 344°	Rwy Idg 7501 TDZE 680 Apt Elev 710

RNAV (GPS) RWY 34

FORT WORTH MEACHAM INTL (FTW)

Inoperative table does not apply to LNAV/VNAV and LNAV Cat C. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALS

MISSED APPROACH: Climb to 3000 direct WOROD and hold.

ATIS	REGIONAL APP CON	MEACHAM TOWER	GND CON	CLNC DEL
120.7	(North) 118.1 306.95 (South) 135.975 379.9	118.3 257.8	121.9	124.65

MISSED APCH FIX

4 NM 164° 344° WOROD

990 1049 949 902± 908 1027 884 RW34 1049 WAGMU 2.6 NM to RW34 853± 1198 1743 (FAF) DOJED 344° (6.1) 2200

(IF/IAF) PAXXE 164° 344° 4 NM

MSA RW34 25 NM 3600

(IAF) CURLE 3000 NoPT 030° (5.4)

3000 NoPT 354° (11.9)

1772

(IAF) BARGO

ELEV 710

762 751 725 797 TDZE 680 35 34 16 17 27 9 4000 X 75 0.5% UP 3677 X 100 7501 X 150

344° to RW34

HIRL Rwy 16-34
REIL Rwys 16 and 34
MIRL Rwys 9-27 and 17-35

3000 WOROD *LNAV only

4 NM Holding Pattern

WAGMU 2.6 NM to RW34 DOJED PAXXE 164° 344° 3000

*1.3 NM to RW34 344°

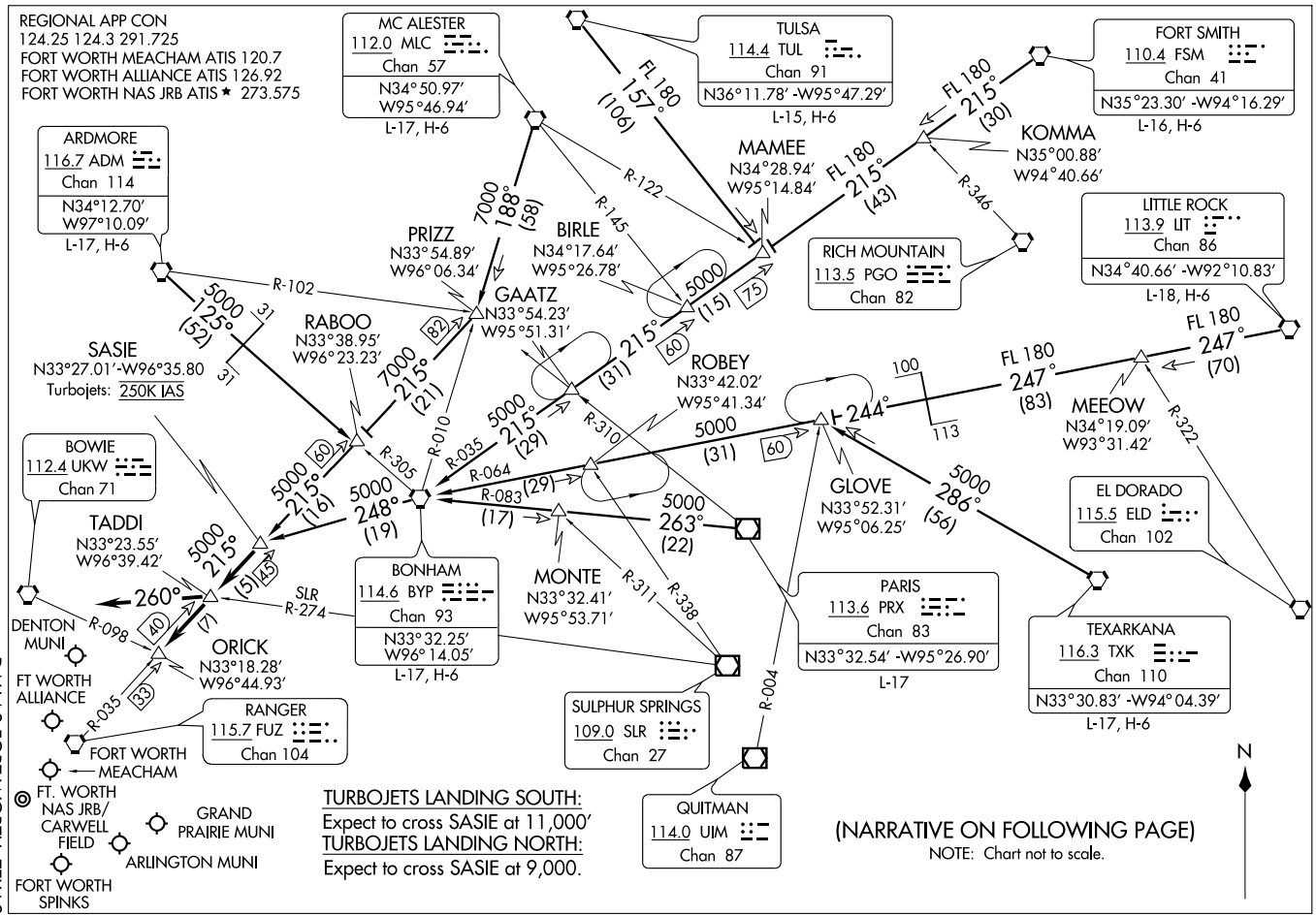
RW34 *1560 2200

GS 3.00° TCH 60

1.3 NM 1.3 NM 2 NM 6.1 NM

CATEGORY	A	B	C	D
LPV DA	880-¾ 200 (200-¾)			
LNAV/VNAV DA	1091-1½ 411 (400-1½)			
LNAV MDA	1160-¾ 480 (500-¾)		1160-1¼ 480 (500-1¼)	1160-1½ 480 (500-1½)
CIRCLING	1260-1 550 (600-1)		1280-1½ 570 (600-1½)	1300-2 590 (600-2)

SC-2, 08 APR 2010 to 06 MAY 2010



SASIE TWO ARRIVAL

(SASIE.SASIE2) 09351

ST-6918 (FAA)

DALLAS-FORT WORTH, TEXAS

ARRIVAL DESCRIPTION

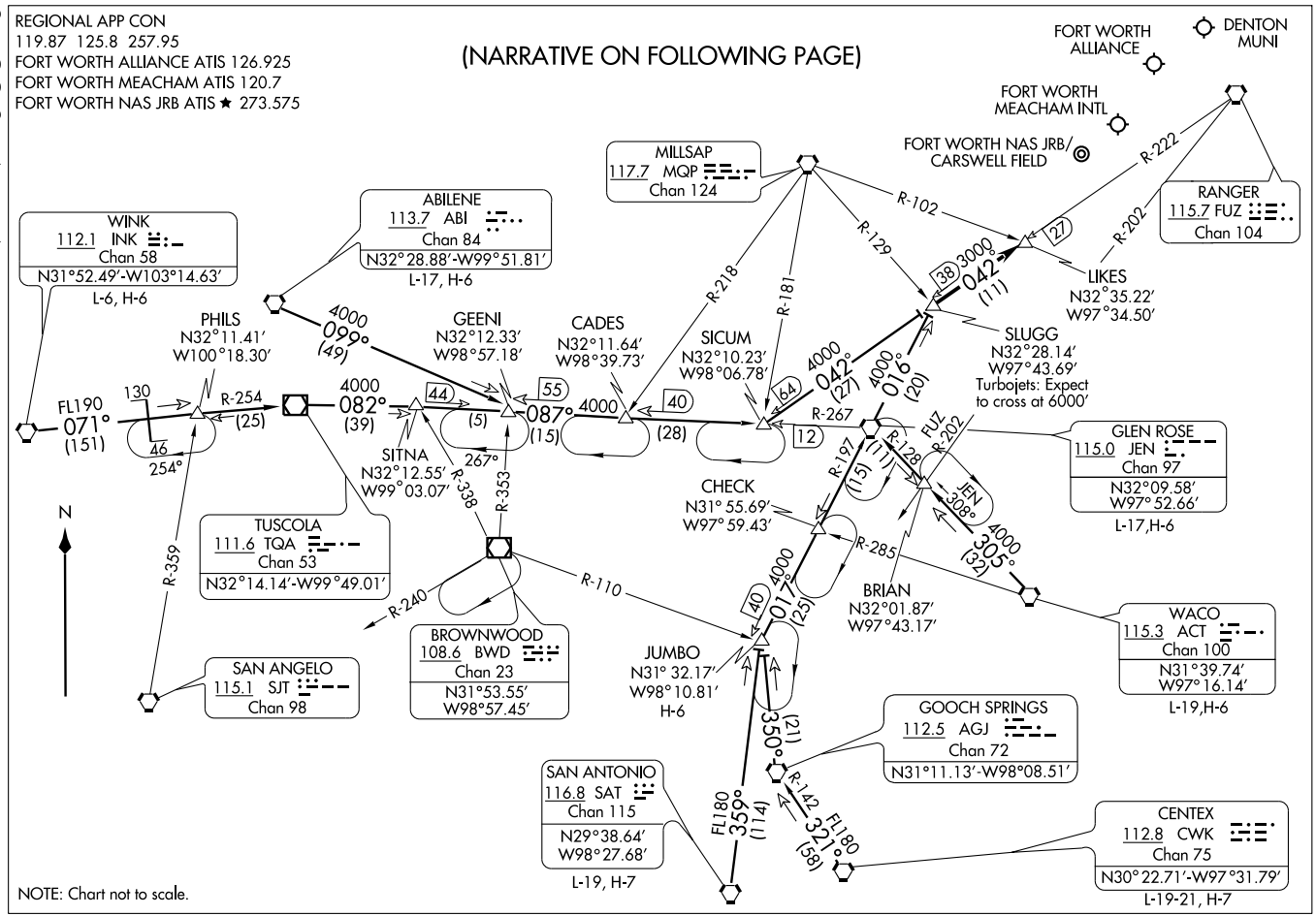
ARDMORE TRANSITION (ADM.SASIE2): From over ADM VORTAC via ADM R-125 and BYP R-305 to RABOO INT, then via FUZ R-035 to SASIE INT. Thence. . . .
BONHAM TRANSITION (BYP.SASIE2): From over BYP VORTAC via BYP R-248 to SASIE INT. Thence. . . .
FORT SMITH TRANSITION (FSM.SASIE2): From over FSM VORTAC via FSM R-215 to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
LITTLE ROCK TRANSITION (LIT.SASIE2): From over LIT VORTAC via LIT R-247 and BYP R-064 to GLOVE INT, then via BYP R-064 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
MC ALESTER TRANSITION (MLC.SASIE2): From over MLC VORTAC via MLC R-188 to PRIZZ INT, then via FUZ R-035 to SASIE INT. Thence. . . .
PARIS TRANSITION (PRX.SASIE2): From over PRX VOR/DME via PRX R-263 and BYP R-083 to BYP VORTAC, then via BYP VORTAC R-248 to SASIE INT. Thence. . . .
TEXARKANA TRANSITION (TXK.SASIE2): From over TXK VORTAC via TXK R-286 to GLOVE INT, then via BYP R-064 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
TULSA TRANSITION (TUL.SASIE2): From over TUL VORTAC via TUL R-157 to MAMEE INT, then via BYP R-035 to BYP VORTAC, the via BYP R-248 to SASIE INT. Thence. . . .
. . . . From over SASIE INT via FUZ R-035 to TADDI INT or ORICK INT (when directed by ATC). Depart TADDI INT heading 260° for vectors to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010

SLUGG SIX ARRIVAL

REGIONAL APP CON
119.87 125.8 257.95
FORT WORTH ALLIANCE ATIS 126.925
FORT WORTH MEACHAM ATIS 120.7
FORT WORTH NAS JRB ATIS ★ 273.575

(NARRATIVE ON FOLLOWING PAGE)



ARRIVAL ROUTE DESCRIPTION

ABILENE TRANSITION (ABI.SLUGG6): From over ABI VORTAC via ABI R-099 to GEENI INT, then via JEN R-267 to SICUM INT, then via FUZ R-222 to SLUGG INT. Thence . . . .

CENTEX TRANSITION (CWK.SLUGG6): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via JEN R-197 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence . . . .

GLEN ROSE TRANSITION (JEN.SLUGG6): From over JEN VORTAC via JEN R-016 to SLUGG INT. Thence . . . .

JUMBO TRANSITION (JUMBO.SLUGG6): From over JUMBO INT via JEN R-197 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence . . . .

SAN ANTONIO TRANSITION (SAT.SLUGG6): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via JEN R-197 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence . . . .

WACO TRANSITION (ACT.SLUGG6): From over ACT VORTAC via ACT R-305 and JEN R-128 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence . . . .

WINK TRANSITION (INK.SLUGG6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to SICUM INT, then via FUZ R-222 to SLUGG INT. Thence . . . .

. . . . From over SLUGG INT, via FUZ R-222 to LIKES INT. Expect vectors to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010

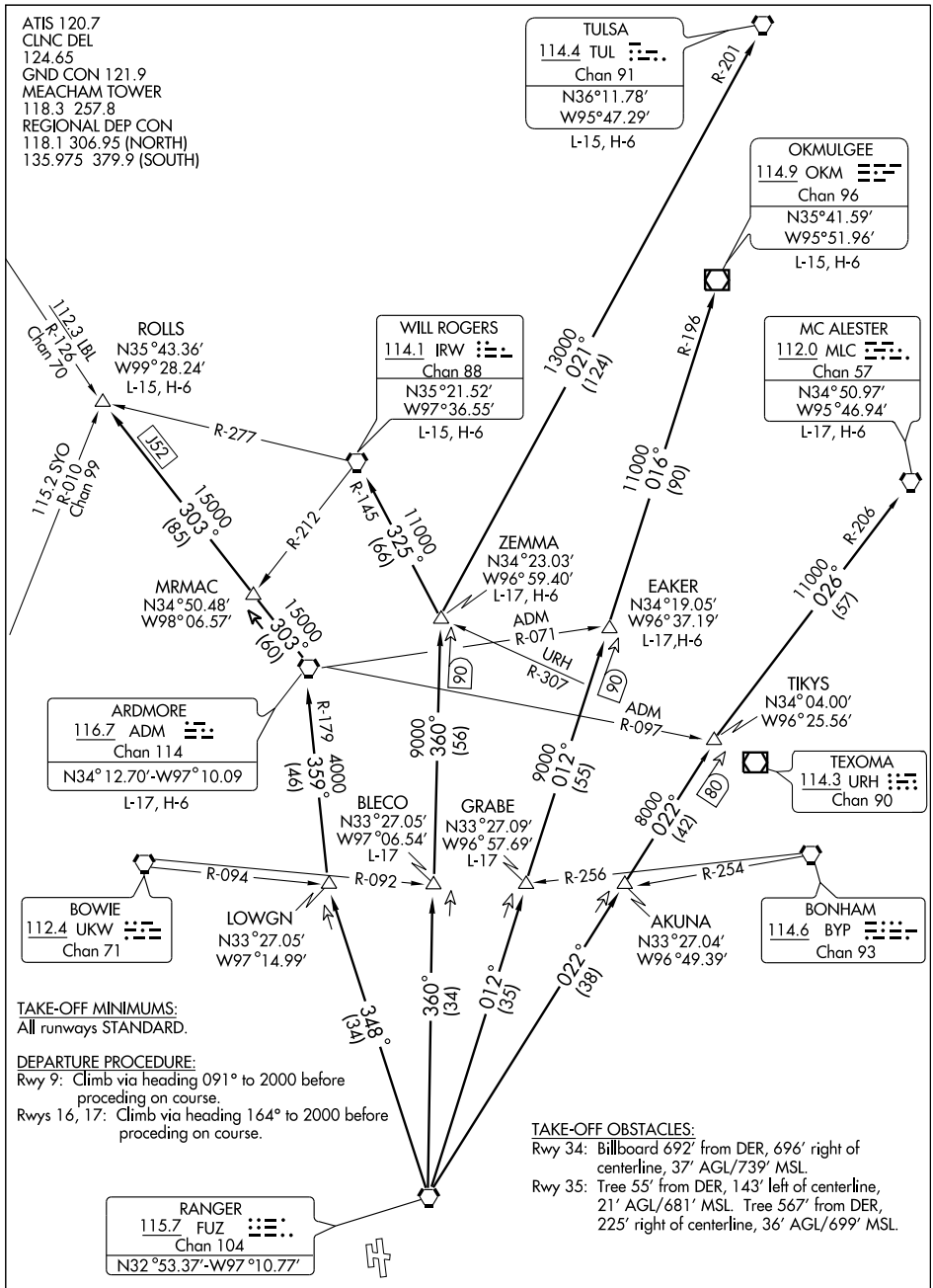
(TEX1.FUZ) 09351

TEXOMA ONE DEPARTURE

SL-159 (FAA)

FORT WORTH MEACHAM INTL (FTW)

FORT WORTH, TEXAS



TAKE-OFF MINIMUMS:
All runways STANDARD.

DEPARTURE PROCEDURE:
Rwy 9: Climb via heading 091° to 2000 before proceding on course.
Rwys 16, 17: Climb via heading 164° to 2000 before proceding on course.

TAKE-OFF OBSTACLES:
Rwy 34: Billboard 692' from DER, 696' right of centerline, 37' AGL/739' MSL.
Rwy 35: Tree 55' from DER, 143' left of centerline, 21' AGL/681' MSL. Tree 567' from DER, 225' right of centerline, 36' AGL/699' MSL.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to BLECO INT.

EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC via FUZ R-012 to EAKER INT.

GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT, then via MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to OKM VOR/DME.

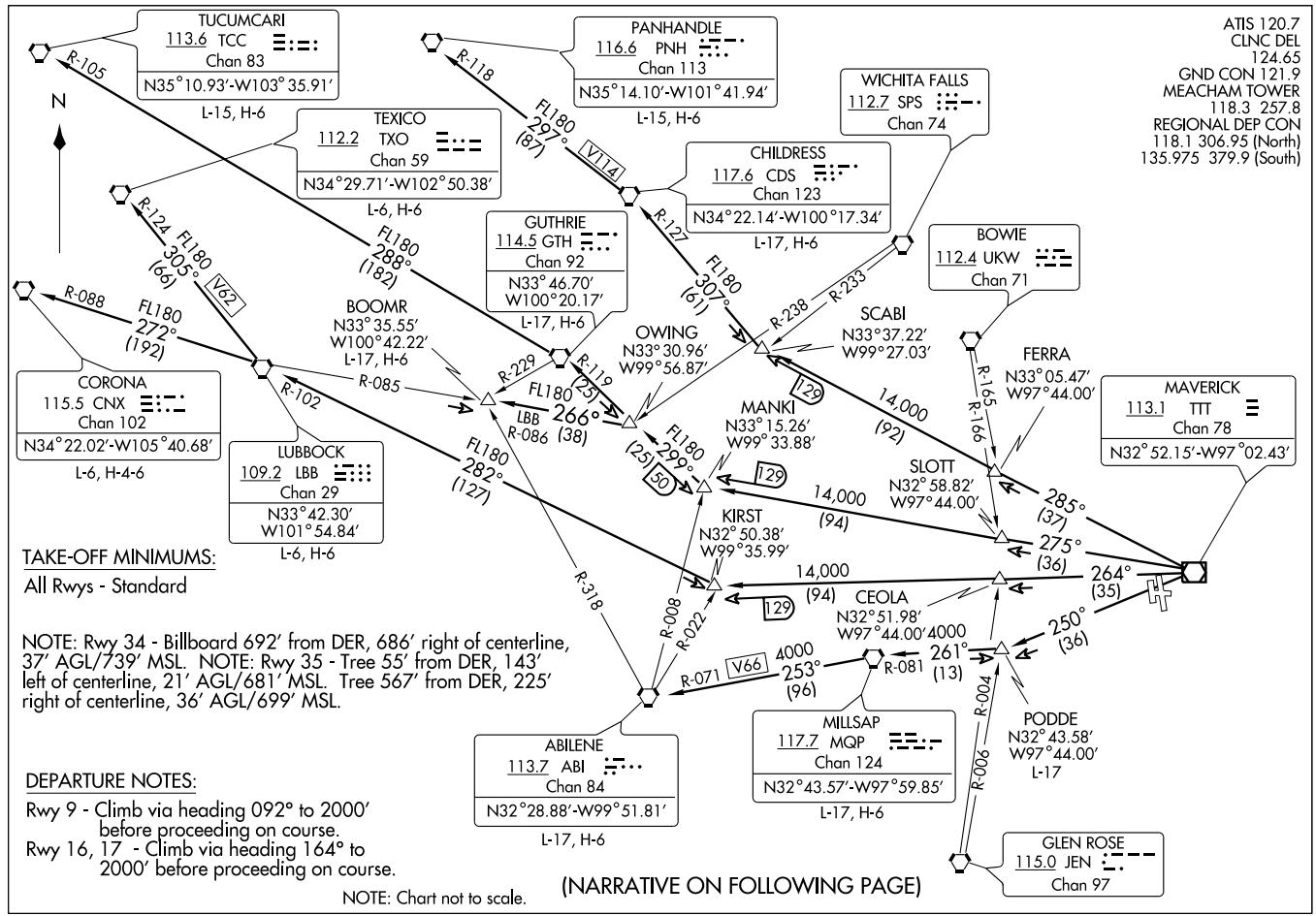
ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.

TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (TEX1.IRW): (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT.

SC-2, 08 APR 2010 to 06 MAY 2010



(FWORTH5.1) 08269

WORTH FIVE DEPARTURE

SL-159 (FAA)

FORT WORTH MEACHAM INTL (FTW)

FORT WORTH, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

BOOMR TRANSITION (WORTH5.BOOMR): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT.

CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

PANHANDLE TRANSITION (WORTH5.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via TTT R-250 to PODDE INT.

TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

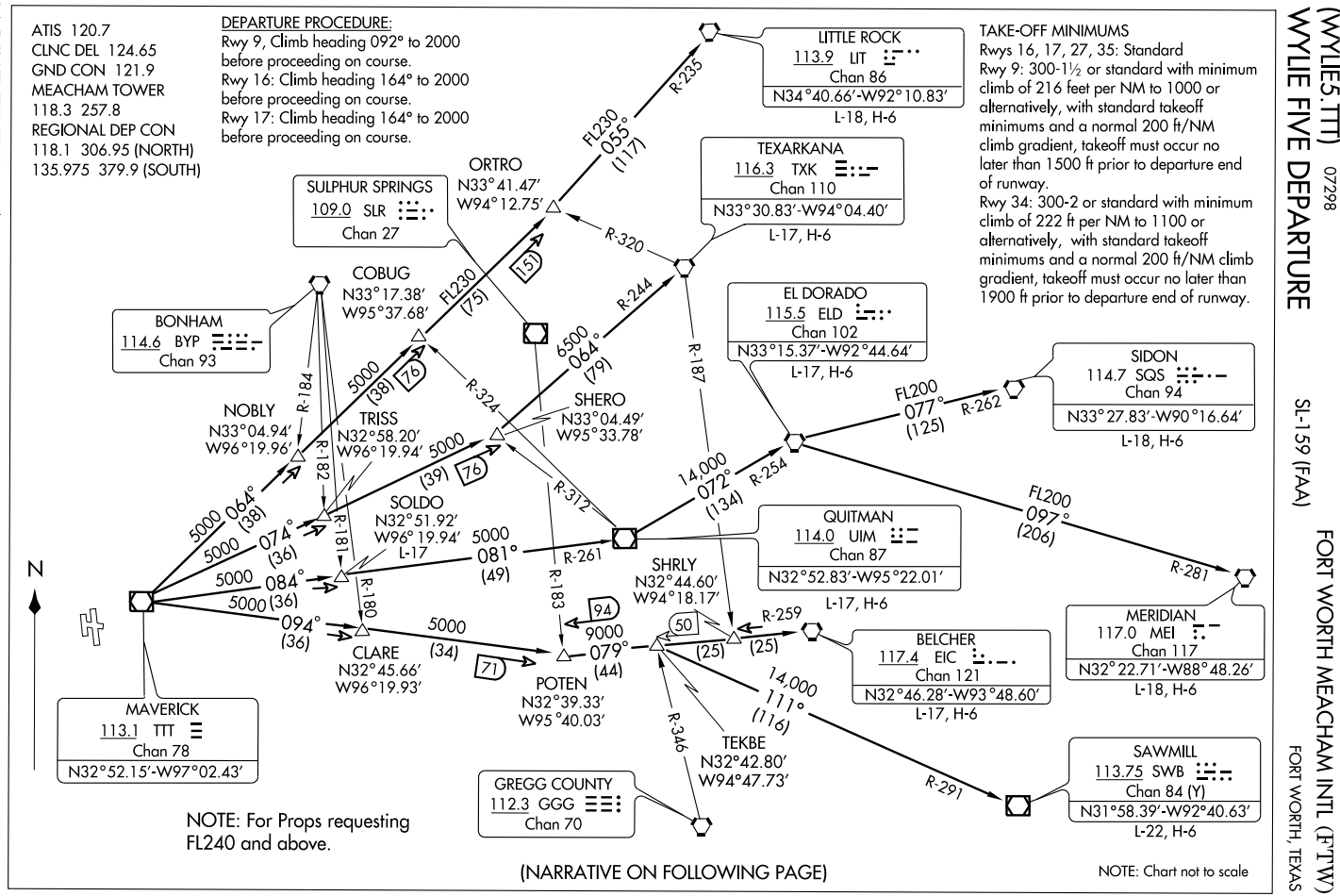
TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

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ATIS 120.7
CLNC DEL 124.65
GND CON 121.9
MEACHAM TOWER
118.3 257.8
REGIONAL DEP CON
118.1 306.95 (NORTH)
135.975 379.9 (SOUTH)

DEPARTURE PROCEDURE:
Rwy 9, Climb heading 092° to 2000 before proceeding on course.
Rwy 16: Climb heading 164° to 2000 before proceeding on course.
Rwy 17: Climb heading 164° to 2000 before proceeding on course.

TAKE-OFF MINIMUMS
Rwys 16, 17, 27, 35: Standard
Rwy 9: 300-1½ or standard with minimum climb of 216 feet per NM to 1000 or alternatively, with standard takeoff minimums and a normal 200 ft/NM climb gradient, takeoff must occur no later than 1500 ft prior to departure end of runway.
Rwy 34: 300-2 or standard with minimum climb of 222 ft per NM to 1100 or alternatively, with standard takeoff minimums and a normal 200 ft/NM climb gradient, takeoff must occur no later than 1900 ft prior to departure end of runway.



NOTE: For Props requesting FL240 and above.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

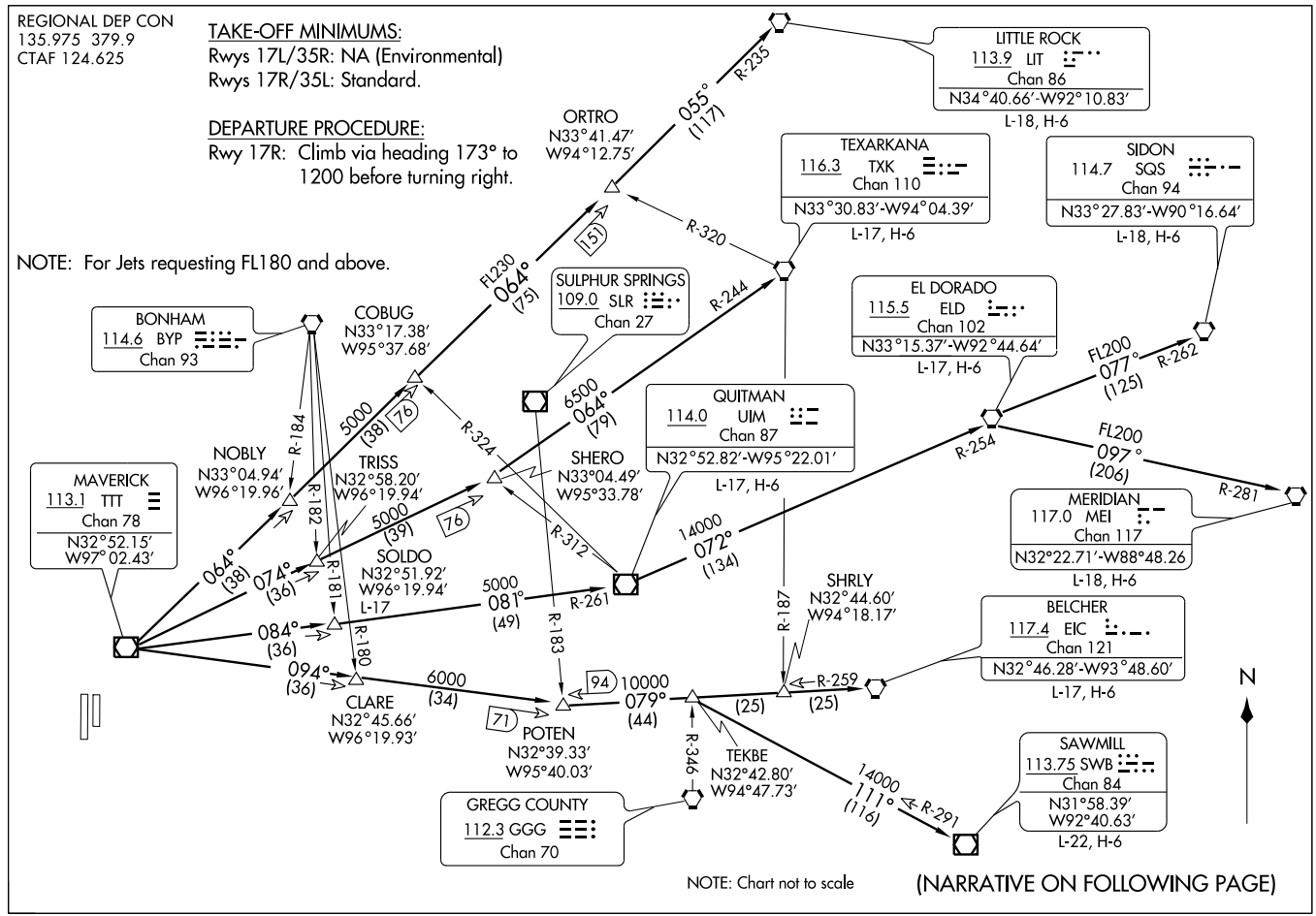
DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitiude to appropriate route.

BELCHER TRANSITION (WYLIE5.EIC): (For aircraft inbound to Jackson, Monroe, and Shreveport terminal area.) From over TTT VOR/DME via TTT R-094 to POTEN, then via EIC R-259 to EIC VORTAC.
EL DORADO TRANSITION (WYLIE5.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.
LITTLE ROCK TRANSITION (WYLIE5.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO, then via LIT R-235 to LIT VORTAC.
MERIDIAN TRANSITION (WYLIE5.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.
QUITMAN TRANSITION (WYLIE5.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME.
SAWMILL TRANSITION (WYLIE5.SWB): From over TTT VOR/DME via TTT R-094 to POTEN, then via EIC R-259 to TEKBE, then via SWB R-291 to SWB VOR/DME.
SIDON TRANSITION (WYLIE5.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.
SOLDO TRANSITION (WYLIE5.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO.
TEXARKANA TRANSITION (WYLIE5.TXK): From over TTT VOR/DME via TTT R-074 to SHERO, then via TXK R-244 to TXK VORTAC.

TAKE-OFF OBSTACLES:
Rwy 9, windsock 293′ from departure end of runway, 354′ left of centerline, 51′ AGL/721′ MSL. Sign on building 481′ from departure end of runway, 407′ right of centerline, 39′ AGL/702′ MSL. Sign 2448′ from departure end of runway, 540′ left of centerline, 75′ AGL/742′ MSL. Grain elevators beginning 7085′ from departure end of runway, 2191′ left of centerline, up to 229′ AGL/877′ MSL.
Rwy 27, tree 239′ from departure end of runway, 492′ left of centerline, 35′ AGL/685′ MSL.
Rwy 17, bush 13′ from departure end of runway, 160′ right of centerline, 21′ AGL/674′ MSL. Antenna 953′ from departure end of runway, 394′ left of centerline, 72′ AGL/722′ MSL. Hangar 1380′ feet from departure end of runway, 744′ left of centerline, 43′ AGL/703′ MSL.
Rwy 34, multiple trees 974′ from departure end of runway, 682′ right of centerline, up to 47′ AGL/746′ MSL.
Rwy 35, tree 1′ from departure end of runway, 248′ left of centerline, 40′ AGL/690′ MSL. Tree 567′ from departure end of runway, 225′ right of centerline, 45′ AGL/699′ MSL. Bush 55′ from departure end of runway, 143′ left of centerline, 21′ AGL/681′ MSL. Obstruction light on dam 1359′ from departure end runway, 1′ right of centerline, 46′ AGL/706′ MSL.
Rwy 16, Tower 5.8 NM southeast from departure end of runway, 1113′ AGL/1743′ MSL. Building 3.5 NM southeast from departure end of runway, 590′ AGL/1196′ MSL.

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REGIONAL DEP CON
135.975 379.9
CTAF 124.625
TAKE-OFF MINIMUMS:
Rwys 17L/35R: NA (Environmental)
Rwys 17R/35L: Standard.
DEPARTURE PROCEDURE:
Rwy 17R: Climb via heading 173° to 1200 before turning right.
NOTE: For Jets requesting FL180 and above.
LITTLE ROCK
113.9 LIT
Chan 86
N34°40.66'-W92°10.83'
L-18, H-6
TEXARKANA
116.3 TXK
Chan 110
N33°30.83'-W94°04.39'
L-17, H-6
SIDON
114.7 SQS
Chan 94
N33°27.83'-W90°16.64'
L-18, H-6
ORTRO
N33°41.47'
W94°12.75'
055° (117)
R-235
R-320
151
FL230
064° (75)
SULPHUR SPRINGS
109.0 SLR
Chan 27
R-244
BONHAM
114.6 BYP
Chan 93
COBUG
N33°17.38'
W95°37.68'
5000 (38)
76
R-324
6500
064° (79)
QUITMAN
114.0 UIM
Chan 87
N32°52.82'-W95°22.01'
L-17, H-6
EL DORADO
115.5 ELD
Chan 102
N33°15.37'-W92°44.64'
L-17, H-6
FL200
077° (125)
R-262
R-254
FL200
097° (206)
R-281
MERIDIAN
117.0 MEI
Chan 117
N32°22.71'-W88°48.26
L-18, H-6
NOBLY
N33°04.94'
W96°19.96'
R-184
SHERO
N33°04.49'
W95°33.78'
MAVERICK
113.1 TTT
Chan 78
N32°52.15'
W97°02.43'
R-182
TRISS
N32°58.20'
W96°19.94'
5000 (39)
76
R-312
14000
072° (134)
064° (38)
074° (36)
R-181
SOLDO
N32°51.92'
W96°19.94'
L-17
5000
081° (49)
R-261
R-183
R-187
SHRLY
N32°44.60'
W94°18.17'
BELCHER
117.4 EIC
Chan 121
N32°46.28'-W93°48.60'
L-17, H-6
084° (36)
094° (36)
R-180
6000 (34)
CLARE
N32°45.66'
W96°19.93'
94
10000
079° (44)
R-259
(25)
(25)
71
POTEN
N32°39.33'
W95°40.03'
R-346
TEKBE
N32°42.80'
W94°47.73'
14000
111° (116)
R-291
SAWMILL
113.75 SWB
Chan 84
N31°58.39'
W92°40.63'
L-22, H-6
GREGG COUNTY
112.3 GGG
Chan 70
N
NOTE: Chart not to scale
(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

JETS

Jets requesting 17,000 and below expect GARLAND Departure.

BELCHER TRANSITION (DALL9.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (DALL9.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.

LITTLE ROCK TRANSITION (DALL9.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO INT, then via LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (DALL9.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (DALL9.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.

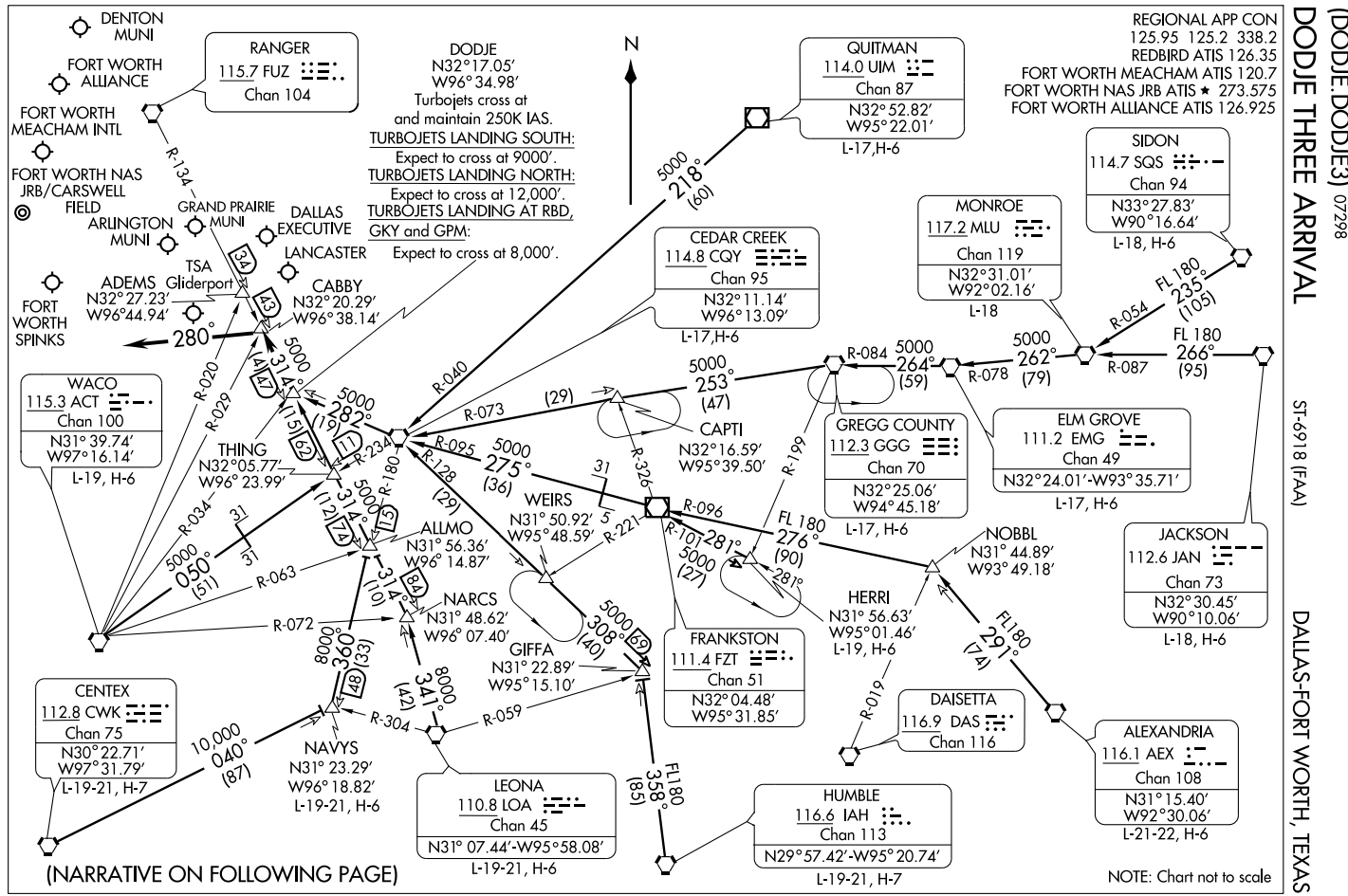
SAWMILL TRANSITION (DALL9.SWB): From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (DALL9.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.

SOLDO TRANSITION (DALL9.SOLDO): From over TTT VOR/DME via TTT R-084 to SOLDO INT.

TEXARKANA TRANSITION (DALL9.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.

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DODGE THREE ARRIVAL
(DODJE.DODJE3) 07298
ST-6918 (FAA)
DALLAS-FORT WORTH, TEXAS
REGIONAL APP CON
125.95 125.2 338.2
REDBIRD ATIS 126.35
FORT WORTH MEACHAM ATIS 120.7
FORT WORTH NAS JRB ATIS ★ 273.575
FORT WORTH ALLIANCE ATIS 126.925
DENTON MUNI
FORT WORTH ALLIANCE
FORT WORTH MEACHAM INTL
FORT WORTH NAS JRB/CARSWELL FIELD
ARLINGTON MUNI
GRAND PRAIRIE MUNI
DALLAS EXECUTIVE
LANCASTER
TSA
ADEMS Gliderport
N32°27.23′
W96°44.94′
CABBY
N32°20.29′
W96°38.14′
FORT WORTH SPINKS
RANGER
115.7 FUZ
Chan 104
R-134
DODJE
N32°17.05′
W96°34.98′
Turbojets cross at and maintain 250K IAS.
TURBOJETS LANDING SOUTH:
Expect to cross at 9000′.
TURBOJETS LANDING NORTH:
Expect to cross at 12,000′.
TURBOJETS LANDING AT RBD, GKY and GPM:
Expect to cross at 8,000′.
N
QUITMAN
114.0 UIM
Chan 87
N32°52.82′
W95°22.01′
L-17,H-6
5000
218°
(60)
CEDAR CREEK
114.8 CQY
Chan 95
N32°11.14′
W96°13.09′
L-17,H-6
MONROE
117.2 MLU
Chan 119
N32°31.01′
W92°02.16′
L-18
SIDON
114.7 SQS
Chan 94
N33°27.83′
W90°16.64′
L-18, H-6
FL 180
235°
(105)
R-054
R-087
5000
262°
(79)
R-078
R-084
5000
264°
(59)
FL 180
266°
(95)
WACO
115.3 ACT
Chan 100
N31° 39.74′
W97°16.14′
L-19, H-6
THING
N32°05.77′
W96° 23.99′
CAPTI
N32°16.59′
W95°39.50′
GREGG COUNTY
112.3 GGG
Chan 70
N32°25.06′
W94°45.18′
L-17, H-6
ELM GROVE
111.2 EMG
Chan 49
N32°24.01′-W93°35.71′
L-17, H-6
JACKSON
112.6 JAN
Chan 73
N32°30.45′
W90°10.06′
L-18, H-6
WEIRS
N31° 50.92′
W95° 48.59′
ALLMO
N31° 56.36′
W96° 14.87′
NARCS
N31° 48.62′
W96° 07.40′
GIFFA
N31° 22.89′
W95° 15.10′
NOBBL
N31° 44.89′
W93° 49.18′
HERRI
N31° 56.63′
W95° 01.46′
L-19, H-6
FRANKSTON
111.4 FZT
Chan 51
N32° 04.48′
W95° 31.85′
DAISETTA
116.9 DAS
Chan 116
CENTEX
112.8 CWK
Chan 75
N30° 22.71′
W97° 31.79′
L-19-21, H-7
NAVYS
N31° 23.29′
W96° 18.82′
L-19-21, H-6
LEONA
110.8 LOA
Chan 45
N31° 07.44′-W95° 58.08′
L-19-21, H-6
HUMBLE
116.6 IAH
Chan 113
N29° 57.42′-W95° 20.74′
L-19-21, H-7
ALEXANDRIA
116.1 AEX
Chan 108
N31° 15.40′
W92° 30.06′
L-21-22, H-6
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale

DODJE THREE ARRIVAL (DODJE.DODJE3)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DODJE3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

CEDAR CREEK TRANSITION (CQY.DODJE3): From over CQY VORTAC via CQY R-282 to DODJE INT. Thence. . . .

CENTEX TRANSITION (CWK.DODJE3): From over CWK VORTAC via CWK R-040 to NAVYS INT, then via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

ELM GROVE TRANSITION (EMG.DODJE3): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

GREGG COUNTY TRANSITION (GGG.DODJE3): From over GGG VORTAC via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HERRI TRANSITION (HERRI.DODJE3): (Assigned by ATC) From over HERRI INT via FZT R-101 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HUMBLE TRANSITION (IAH.DODJE3): From over IAH VORTAC via IAH R-355 to GIFFA INT, then via CQY R-128 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

JACKSON TRANSITION (JAN.DODJE3): From over JAN VORTAC via JAN R-266 and MLU R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

LEONA TRANSITION (LOA.DODJE3): From over LOA VORTAC via LOA R-341 to NARCS INT, then via FUZ R-134 to DODJE INT. Thence. . . .

MONROE TRANSITION (MLU.DODJE3): From over MLU VORTAC via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

NAVYS TRANSITION (NAVYS.DODJE3): From over NAVYS INT via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

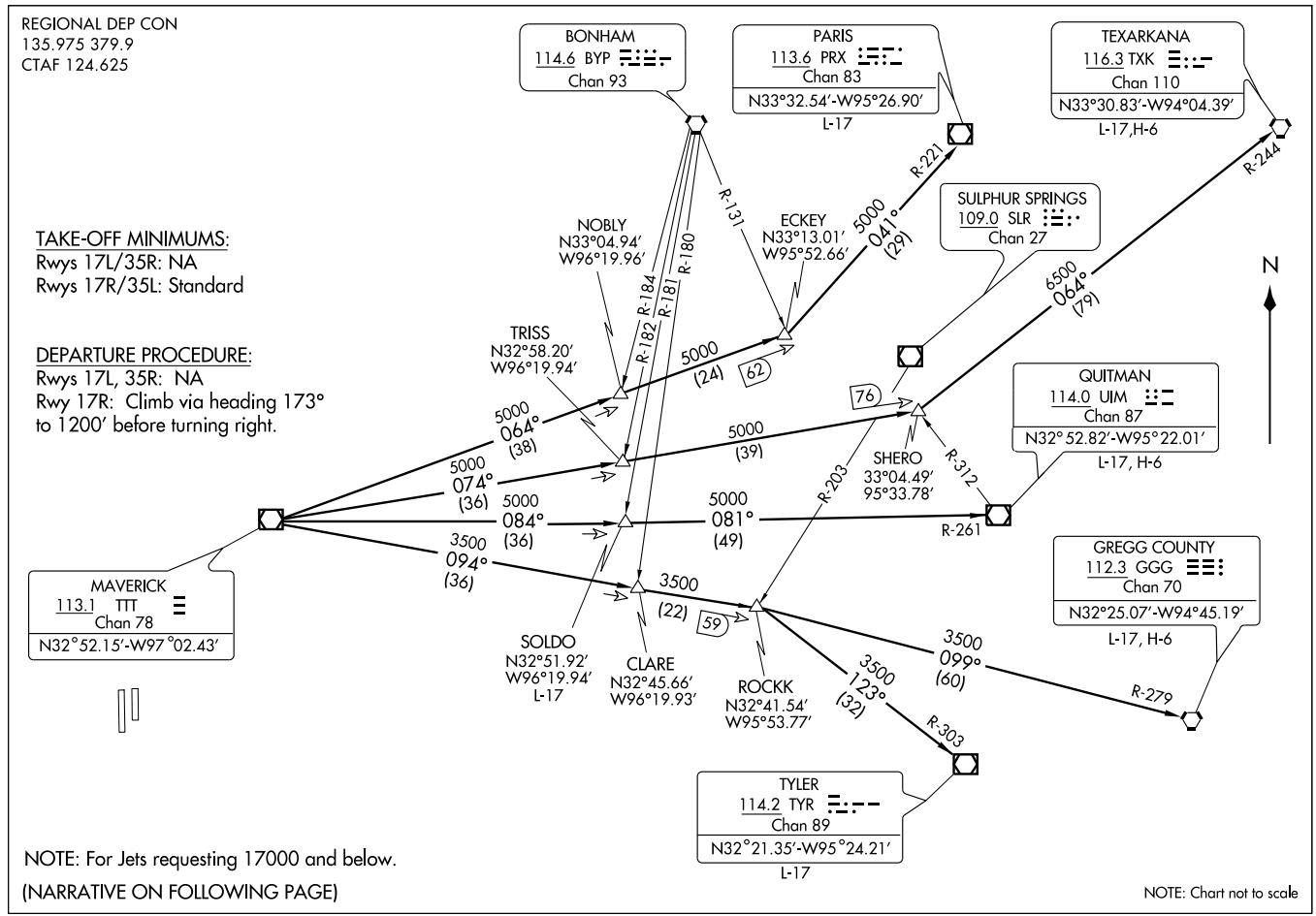
QUITMAN TRANSITION (UIM.DODJE3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

SIDON TRANSITION (SQS.DODJE3): From over SQS VORTAC via SQS R-235 and MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

WACO TRANSITION (ACT.DODJE3): From over ACT VORTAC via ACT R-050 and CQY R-234 to THING INT, then via FUZ R-134 to DODJE INT. Thence. . . .

. . . .From over DODJE INT via FUZ R-134 to CABBY INT or ADEMS INT (when directed by ATC). Depart CABBY INT heading 280°. Expect radar vectors to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010



(GARL3.TTT) 0935

GARLAND THREE DEPARTURE

SL-6917 (FAA)

FORT WORTH SPINKS (FWS)

FORT WORTH, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading to appropriate route.

LONGVIEW TRANSITION (GARL3.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL3.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (GARL3.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (GARL3.SOLDO): (ATC assigned) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (GARL3.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL3.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

HUBBARD SIX DEPARTURE

REGIONAL DEP CON
135.975 379.9
CTAF 124.625
AWOS-3 120.025

N

TAKE-OFF MINIMUMS:
Rwys 17L/35R NA.
Rwys 17R/35L standard.

DEPARTURE PROCEDURE:
Rwy 17R: Climb heading 173° to 1200 before turning right.

BONHAM
114.6 BYP
Chan 93

PARIS
113.6 PRX
Chan 83
N33°32.54'-W95°26.90'
L-17

TEXARKANA
116.3 TXK
Chan 110
N33°30.83'-W94°04.39'
L-17, H-6

SULPHUR SPRINGS
109.0 SLR
Chan 27

QUITMAN
114.0 UIM
Chan 87
N32°52.83'-W95°22.01'
L-17, H-6

GREGG COUNTY
112.3 GGG
Chan 70
N32°25.07'-W94°45.19'
L-17, H-6

MAVERICK
113.1 TTT
Chan 78
N32°52.15'-W97°02.43'

TYLER
114.2 TYR
Chan 89
N32°21.35'-W95°24.21'
L-17

NOBLY
N33°04.94'
W96°19.96'

ECKEY
N33°13.01'
W95°52.66'

TRISS
N32°58.20'
W96°19.94'

SHERO
33°04.49'
95°33.78'

SOLDO
N32°51.92'
W96°19.94'
L-17

CLARE
N32°45.66'
W96°19.93'

ROCKK
N32°41.54'
W95°53.77'

NAHMU
N32°32.22'
W97°04.90'

R-131
R-180
R-184
R-181
R-182
R-221
R-244
R-203
R-312
R-261
R-279
R-303

5000
041°
(29)

6500
064°
(79)

5000
(24)
62

5000
064°
(38)

5000
(39)

76

5000
074°
(36)

5000
084°
(36)

5000
081°
(49)

3500
094°
(36)

3500
(22)
59

3500
099°
(60)

3500
123°
(32)

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES:
Rwy 17R:
Tree 4,909′ from departure end of runway, 1,556′ left of centerline, 60′ AGL/830′ MSL.

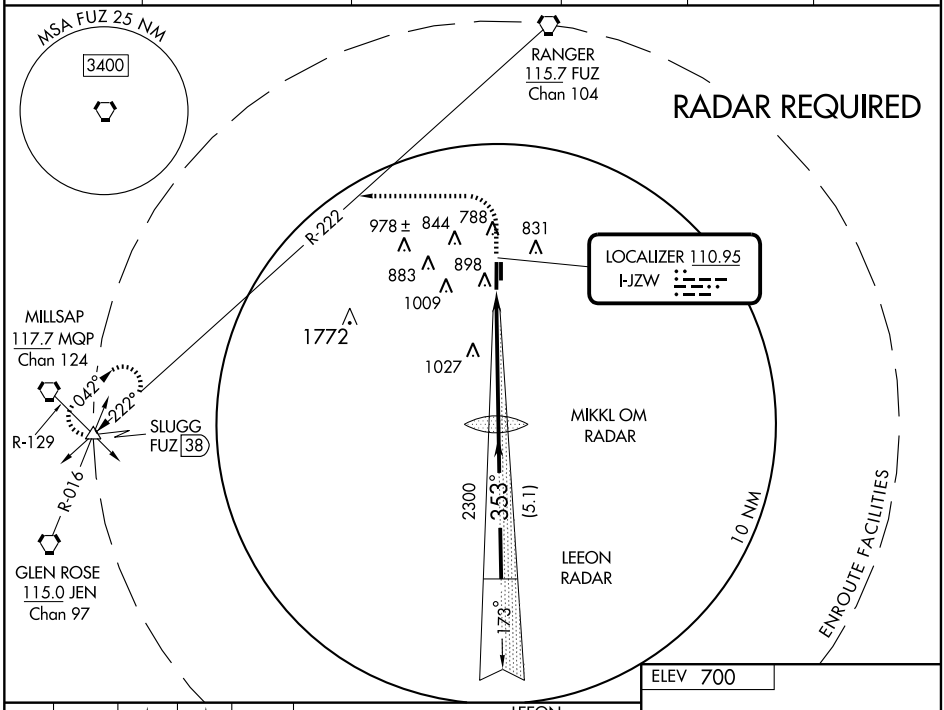
LOC I-JZW	APP CRS	Rwy Idg	6002
110.95	353°	TDZE	697
		Apt Elev	700

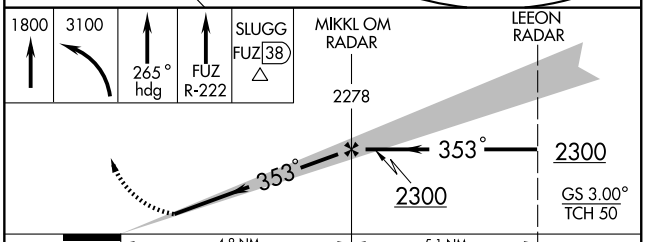
ILS RWY 35L
FORT WORTH SPINKS (FWS)

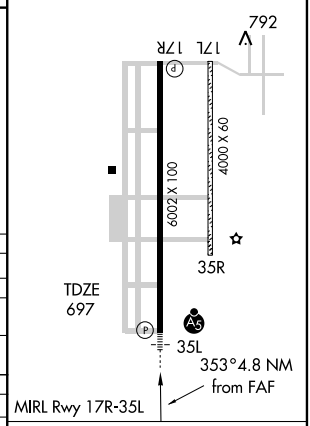
Circling not authorized west of Runway 17R-35L. Obtain local altimeter on CTAF; when not received, use Fort Worth Meacham altimeter setting minimums.

MISSED APPROACH: Climb to 1800 then climbing left turn to 3100 via heading 265° and FUZ R-222 to SLUGG Int/FUZ 38 DME and hold.

AWOS-3	REGIONAL APP CON	SPINKS TOWER ★	GND CON	GCO	UNICOM
120.025	135.975 379.9	124.625 (CTAF) L	119.475	121.725	122.7







CATEGORY	A	B	C	D
S-ILS 35L	897-½ 200 (200-½)			
S-LOC 35L	1220-½ 523 (600-½)		1220-1 523 (600-1)	1220-1¼ 523 (600-1¼)
CIRCLING	1220-1 520 (600-1)		1220-1½ 520 (600-1½)	1260-2 560 (600-2)
FORT WORTH MEACHAM ALTIMETER SETTING MINIMA				
S-ILS 35L	934-½ 237 (300-½)			
S-LOC 35L	1260-½ 563 (600-½)		1260-1 563 (600-1)	1260-1¼ 563 (600-1¼)
CIRCLING	1260-1 560 (600-1)		1260-1½ 560 (600-1½)	1260-2 560 (600-2)

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SC-2, 08 APR 2010 to 06 MAY 2010

JOE POOL FOUR DEPARTURE

SL-6917 (FAA)

FORT WORTH SPINKS (FWS)
FORT WORTH, TEXAS

GND CON 119.475
SPINKS TOWER*
124.625 (CTAF)
REGIONAL DEP CON
135.975 379.9
AWOS-3 120.025

MAVERICK
113.1 TTT
Chan 78
N32°52.15'-W97°02.43'

TAKE-OFF MINIMUMS:
Rwys 17L/35R: NA
Rwys 17R/35L: Standard

DEPARTURE PROCEDURE:
Rwys 17L, 35R: NA
Rwy 17R: Climb via heading 173° to 1200 before turning right.

186° (36)
156° (37)
166° (35)
176° (35)
V369
TSA Gliderport

CEDAR CREEK
114.8 CQY
Chan 95

NELYN
N32°17.10'
W97°11.15'

DARTZ
N32°17.07'
W96°48.93'

R-072
R-074
R-273
R-275

JASPA
N32°17.10'
W97°03.54'
L-17

ARDIA
N32°17.10'
W96°56.27'
L-17

156° (25)
62

GLEN ROSE
115.0 JEN
Chan 97

BRDEN
N31°53.06'
W96°39.80'

4000
177° (38)
7000 (35)
8000 (45)
6000 (23)

R-357
70

ELLVR
N31°42.49'
W96°50.27'
L-19, H-6

TORNN
N31°31.22'
W96°30.88'
H-6

TNV
R-334
11 NM
154°
85

WACO
115.3 ACT
Chan 100
N31°39.74'-W97°16.14'
L-19, H-6

R-074
R-093
R-120
80

LEONA
110.8 LOA
Chan 45

6000
156° (22)
187

WINDU
N31°31.83'
W97°04.95'
L-19, H-6

R-268

12000
193° (70)
7000
154° (69)

BILEE
N31°09.75'
W96°23.31'
L-19-21, H-6

R-334

COLLEGE STATION
113.3 CLL
Chan 80
N30°36.30'-W96°25.24'
L-19-21,H-7

HOARY
N30°34.63'
W97°46.52'
L-19-21, H-7

R-012

NAVASOTA
115.9 TNV
Chan 106

R-307

CENTEX
112.8 CWK
Chan 75

12000
204° (66)

SAN ANTONIO
116.8 SAT
Chan 115
N29°38.64'
W98°27.68'
L-19,H-7

R-024

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude, expect vector to appropriate route.

ARDIA TRANSITION (JPOOL4.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (JPOOL4.BILEE): (For aircraft overflying the BILEE intersection, thence via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to overfly the TNV VORTAC.) From over TTT VOR/DME via TTT R-156 to BILEE INT.

BRDEN TRANSITION (JPOOL4.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.

COLLEGE STATION TRANSITION (JPOOL4.CLL): (For piston aircraft inbound to Houston Hobby and all aircraft inbound to West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.

ELLVR TRANSITION (JPOOL4.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT VOR/DME via TTT R-166 to ELLVR INT.

HOARY TRANSITION (JPOOL4.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.

JASPA TRANSITION (JPOOL4.JASPA): (ATC assigned.) From over TTT VOR/DME via TTT R-176 to JASPA INT.

SAN ANTONIO TRANSITION (JPOOL4.SAT): (For aircraft overflying Centex and San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

TORNN TRANSITION (JPOOL4.TORNN): (For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT R-156 to TORNN INT.

WACO TRANSITION (JPOOL4.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

WINDU TRANSITION (JPOOL4.WINDU): (For aircraft inbound to Austin or San Antonio terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU.) From over TTT VOR/DME via TTT R-176 to WINDU INT.

SC-2, 08 APR 2010 to 06 MAY 2010

KINGDOM SEVEN DEPARTURE

SL-6917 (FAA)

FORT WORTH SPINKS (FWS)

FORT WORTH, TEXAS

REGIONAL DEP CON
135.975 379.9
CTAF 124.625

TAKE-OFF OBSTACLE:
Rwy 17R, Tree 4909′ from DER, 1556′ left of centerline, 60′ AGL/830′ MSL.

N

WICHITA FALLS
112.7 SPS
Chan 74
N33°59.24′-W98°35.61′
L-17, H-6

R-148 (25) V568

KARYN
N33°35.82′
W98°24.42′

R-271

BOWIE
112.4 UKW
Chan 71

R-146

GUTHRIE
114.5 GTH
Chan 92
N33°46.70′
W100°20.17′
L-17, H-6

6000 326° (63) V18

4000 328° (22)

R-225

R-165

FERRA
N33° 05.47′
W97°44.00′

RANGER
115.7 FUZ
Chan 104
N32°53.37′
W97°10.77′

MUZZO
N33°15.10′
W98°14.61′

65 34

4000 (27)

2300 285° (37)

2100 274° (7)

CEOLA
N32°51.98′
W97°44.00′

2500 261° (28)

RUWLO
N32°47.28′
W99°07.77′

R-330

8000 (71)

2800 250° (36)

99

8000 265° V18

4000 261° (13)

R-081

R-265

BEKLE
N32°49.27′
W99°49.92′

93 (36)

MAVERICK
113.1 TTT
Chan 78
N32°52.15′-W97°02.43′

PODDE
N32°43.58′
W97°44.00′
L-17

R-006

R-004

R-343

BROWNWOOD
108.6 BWD
Chan 23

MILLSAP
117.7 MQP
Chan 124
N32°43.57′
W97°59.85′
L-17, H-6

GLEN ROSE
115.0 JEN
Chan 97

TAKE-OFF MINIMUMS:
Rwys 17L/35R: NA: Environmental
Rwys 17R/35L: Standard.
DEPARTURE PROCEDURES:
Rwy 17R: Climb heading 173° to 1200′ before turning right.

NOTE: Chart not to scale

NOTE: For all aircraft requesting 17,000′ and below.

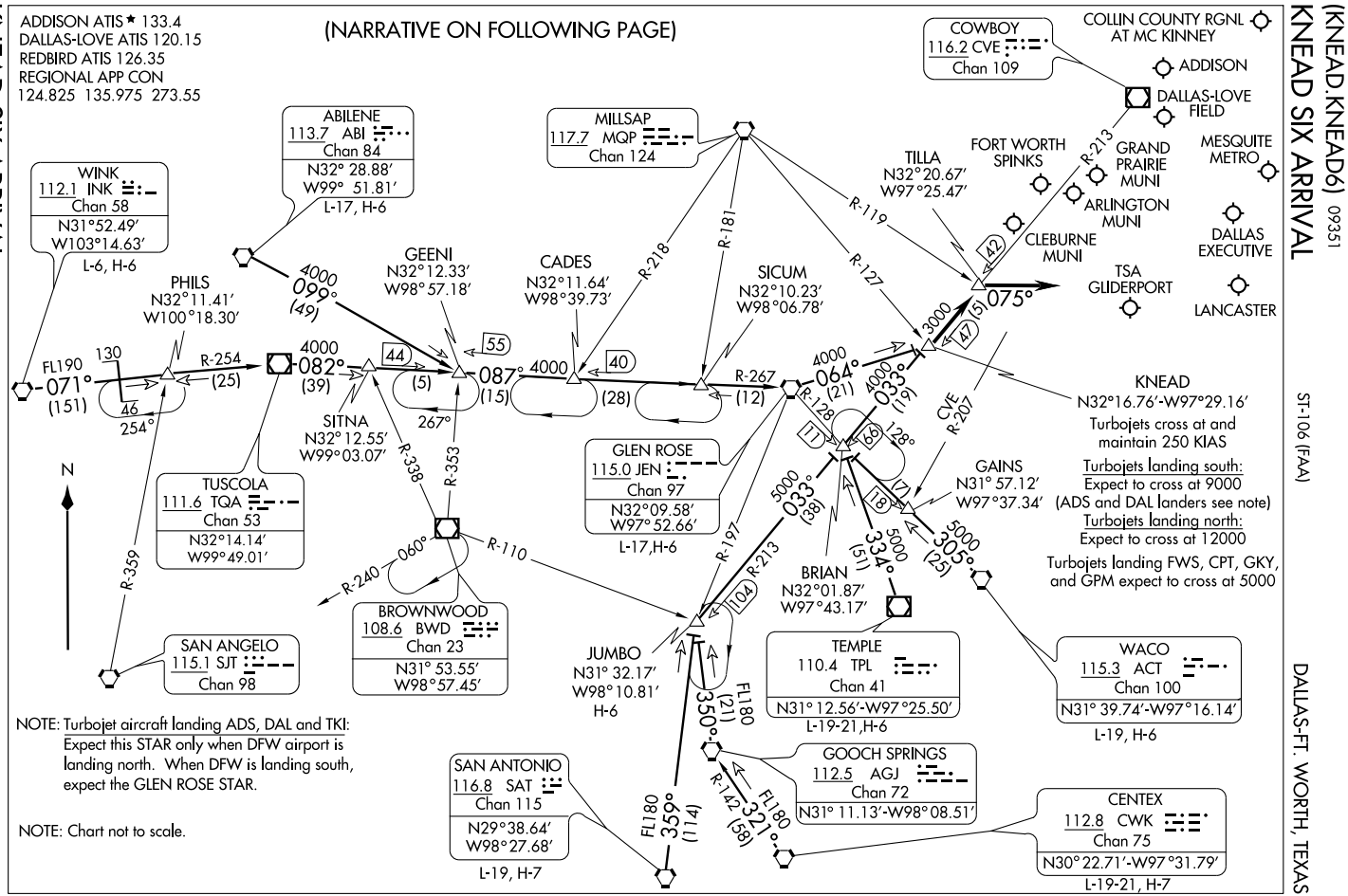
(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock terminal area or proceeding westbound via V-18 to GTH VORTAC). From over TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT, then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC.
MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC westbound via V-18 or direct). From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.
PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.
WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VORTAC). From over TTT VOR/DME via TTT R-285 to MUZZO INT, then via SPS R-148 to SPS VORTAC.

SC-2, 08 APR 2010 to 06 MAY 2010



(KNEAD.KNEAD6) 09351

KNEAD SIX ARRIVAL

ST-106 (FAA)

DALLAS-FT. WORTH, TEXAS

ARRIVAL DESCRIPTION

ABILENE TRANSITION (ABI.KNEAD6): From over ABI VORTAC via ABI R-099 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

CENTEX TRANSITION (CWK.KNEAD6): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

GLEN ROSE TRANSITION (JEN.KNEAD6): From over JEN VORTAC via JEN R-064 to KNEAD INT. Thence . . . .

JUMBO TRANSITION (JUMBO.KNEAD6): From over JUMBO INT via CVE R-213 to KNEAD INT. Thence . . . .

SAN ANTONIO TRANSITION (SAT.KNEAD6): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

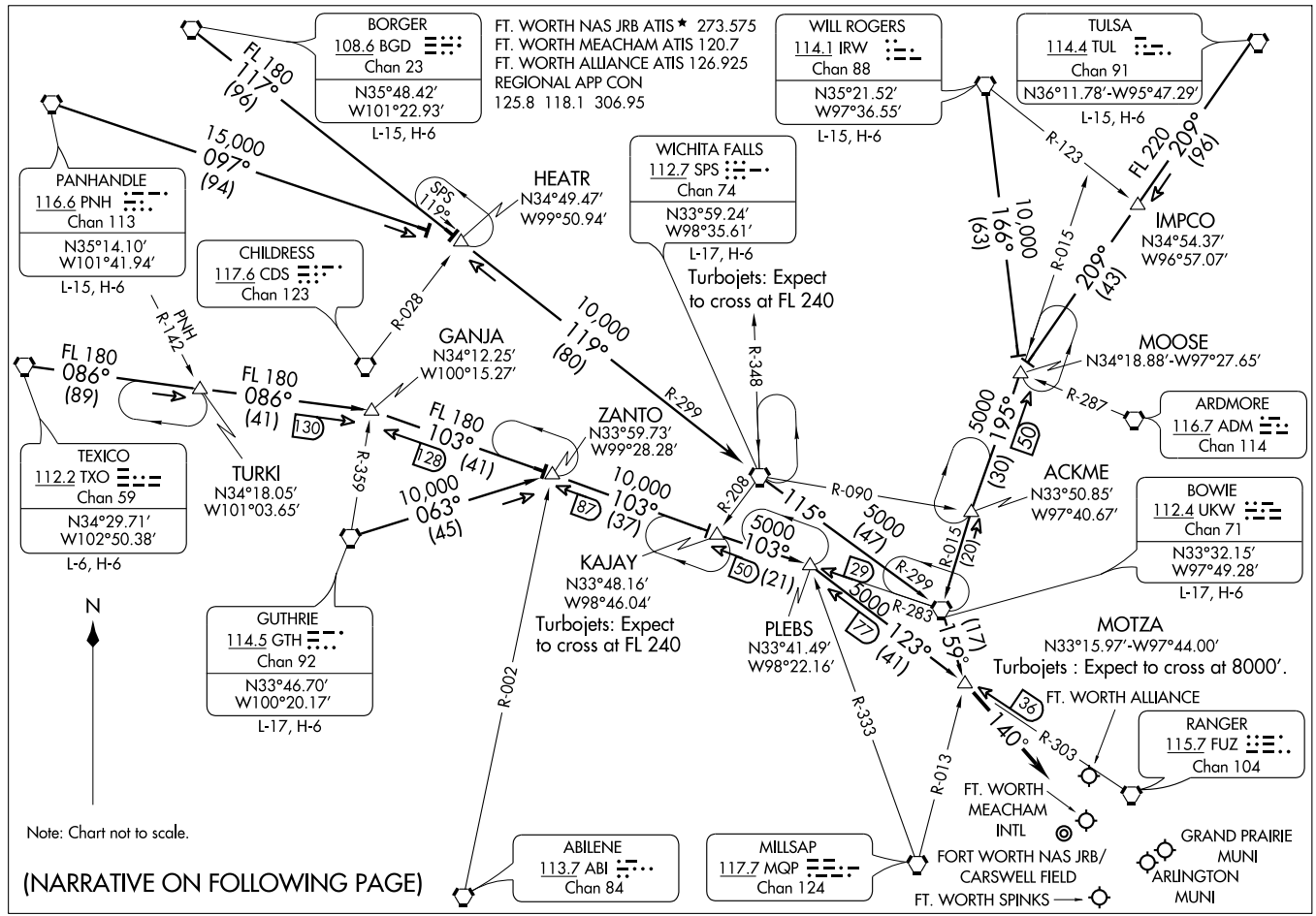
TEMPLE TRANSITION (TPL.KNEAD6): From over TPL VOR/DME via TPL R-334 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WACO TRANSITION (ACT.KNEAD6): From over ACT VORTAC via ACT R-305 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WINK TRANSITION (INK.KNEAD6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

. . . . From over KNEAD INT via CVE R-213 to TILLA INT, thence via heading 075° for vectors to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010


MOTZA SIX ARRIVAL
(MOTZA.MOTZA6) 07298
ST-6918 (FAA)
DALLAS-FT. WORTH, TEXAS
FT. WORTH NAS JRB ATIS ★ 273.575
FT. WORTH MEACHAM ATIS 120.7
FT. WORTH ALLIANCE ATIS 126.925
REGIONAL APP CON
125.8 118.1 306.95
BORGER
108.6 BGD
Chan 23
N35°48.42′
W101°22.93′
L-15, H-6
WILL ROGERS
114.1 IRW
Chan 88
N35°21.52′
W97°36.55′
L-15, H-6
TULSA
114.4 TUL
Chan 91
N36°11.78′-W95°47.29′
L-15, H-6
PANHANDLE
116.6 PNH
Chan 113
N35°14.10′
W101°41.94′
L-15, H-6
CHILDRESS
117.6 CDS
Chan 123
WICHITA FALLS
112.7 SPS
Chan 74
N33°59.24′
W98°35.61′
L-17, H-6
HEATR
N34°49.47′
W99°50.94′
IMPCO
N34°54.37′
W96°57.07′
GANJA
N34°12.25′
W100°15.27′
MOOSE
N34°18.88′-W97°27.65′
ARDMORE
116.7 ADM
Chan 114
TEXICO
112.2 TXO
Chan 59
N34°29.71′
W102°50.38′
L-6, H-6
TURKI
N34°18.05′
W101°03.65′
ZANTO
N33°59.73′
W99°28.28′
ACKME
N33°50.85′
W97°40.67′
BOWIE
112.4 UKW
Chan 71
N33°32.15′
W97°49.28′
L-17, H-6
KAJAY
N33°48.16′
W98°46.04′
PLEBS
N33°41.49′
W98°22.16′
MOTZA
N33°15.97′-W97°44.00′
GUTHRIE
114.5 GTH
Chan 92
N33°46.70′
W100°20.17′
L-17, H-6
RANGER
115.7 FUZ
Chan 104
ABILENE
113.7 ABI
Chan 84
MILLSAP
117.7 MQP
Chan 124
FORT WORTH NAS JRB/
CARSWELL FIELD
FT. WORTH SPINKS
FT. WORTH
MEACHAM
INTL
GRAND PRAIRIE
MUNI
ARLINGTON
MUNI
FT. WORTH ALLIANCE
Turbojets: Expect
to cross at FL 240
Turbojets: Expect
to cross at FL 240
Turbojets : Expect to cross at 8000′.
FL 180
117°
(96)
15,000
097°
(94)
SPS
119°
10,000
119°
(80)
FL 180
086°
(89)
FL 180
086°
(41)
FL 180
103°
(41)
10,000
063°
(45)
10,000
103°
(37)
5000
103°
(21)
5000
115°
(47)
5000
123°
(41)
5000
159°
(17)
10,000
166°
(63)
5000
195°
(30)
FL 220
209°
(96)
209°
(43)
140°
R-123
R-015
R-348
R-299
R-208
R-090
R-287
R-359
R-028
PNH
R-142
R-002
R-333
R-013
R-303
130
128
87
50
29
27
36
N
Note: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

MOTZA SIX ARRIVAL

ARRIVAL DESCRIPTION

BORGER TRANSITION (BGD.MOTZA6): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

BOWIE TRANSITION (UKW.MOTZA6): From over UKW VORTAC via UKW R-159 to MOTZA INT. Thence . . . .

GUTHRIE TRANSITION (GTH.MOTZA6): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to PLEBS INT, then via FUZ R-303 to MOTZA INT. Thence . . . .

PANHANDLE TRANSITION (PNH.MOTZA6): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

TEXICO TRANSITION (TXO.MOTZA6): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to PLEBS INT, then via FUZ R-303 to MOTZA INT. Thence . . . .

TULSA TRANSITION (TUL.MOTZA6): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

WICHITA FALLS TRANSITION (SPS.MOTZA6): From over SPS VORTAC via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

WILL ROGERS TRANSITION (IRW.MOTZA6): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

. . . . From over MOTZA INT, thence via heading 140° for vectors to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 62899 W17A	APP CRS 173°	Rwy Idg 6002 TDZE 700 Apt Elev 700

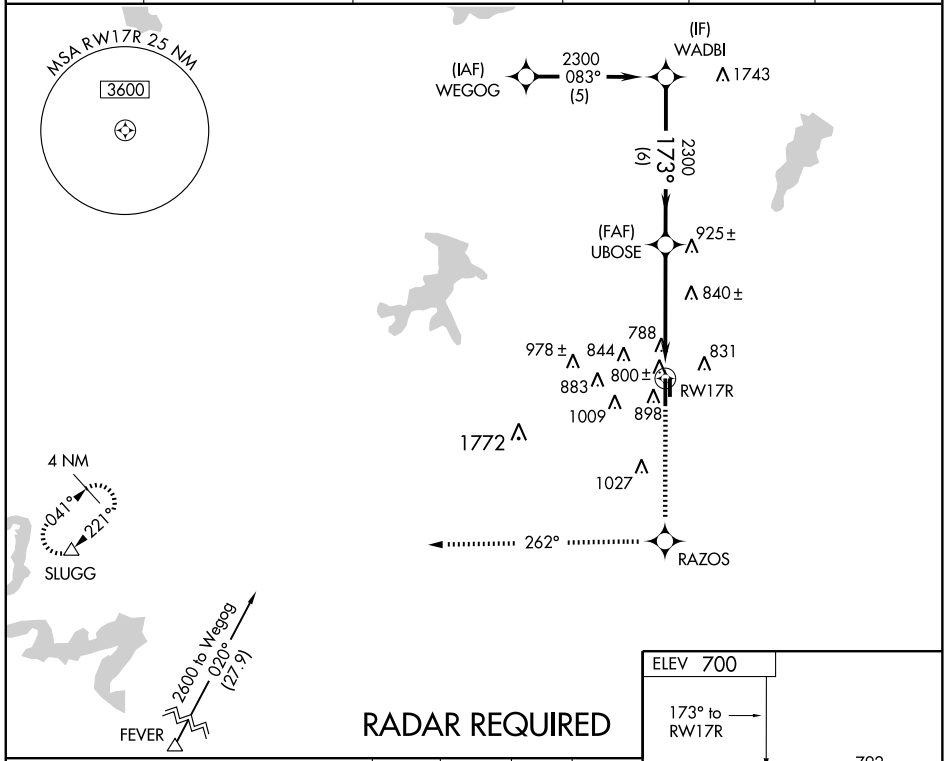
RNAV (GPS) RWY 17R

FORT WORTH SPINKS (FWS)

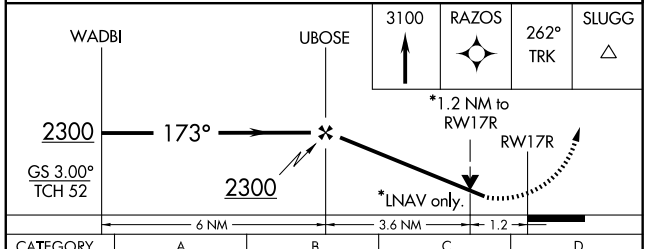
DME/DME RNP-0.3 NA. BARO-VNAV NA below -16°C (4°F). If local altimeter setting not received, use Fort Worth Meacham altimeter setting and increase all DAs/MDAs 40 feet. Circling NA west of Rwy 17R-35L. BARO/VNAV and VDP NA with Fort Worth Meacham altimeter setting.

MISSED APPROACH: Climb to 3100 direct RAZOS and via 262° track to SLUGG and hold.

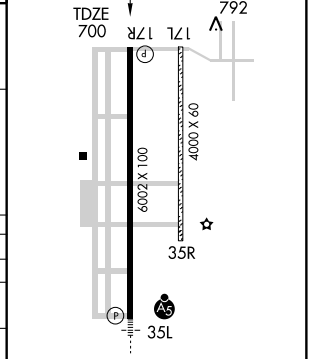
AWOS-3	REGIONAL APP CON	SPINKS TOWER ★	GND CON	GCO	UNICOM
120.025	135.975 379.9	124.625 (CTAF) (L)	119.475	121.725	122.7



RADAR REQUIRED



CATEGORY	A	B	C	D
LPV DA	987-1 287 (300-1)			
LNAV/VNAV DA	1124-1½ 424 (500-1½)			
LNAV MDA	1140-1 440 (500-1)		1140-1¼ 440 (500-1¼)	1140-1½ 440 (500-1½)
CIRCLING	1140-1½ 440 (500-1½)	1200-1½ 500 (500-1½)		1260-2 560 (600-2)



MIRL Rwy 17R-35L

SC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 57999 W35A	APP CRS 353°	Rwy Idg 6002 TDZE 697 Apt Elev 700

RNAV (GPS) RWY 35L
FORT WORTH SPINKS (FWS)

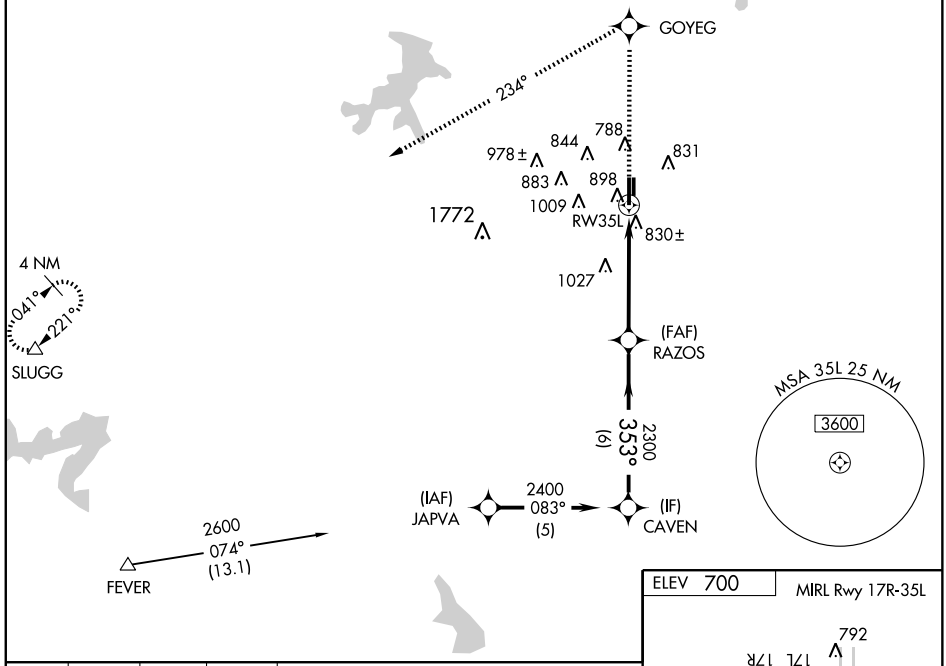
DME/DME RNP-0.3 NA. BARO-VNAV NA below -16°C (4°F). If local altimeter setting not received, use Fort Worth Meacham altimeter setting and increase all DAs/MDAs 40 feet. For inoperative MALSR increase LPV visibility all Cats to 1. Circling NA west of Rwy 17R-35L. BARO/VNAV and VDP NA with Fort Worth Meacham altimeter setting.

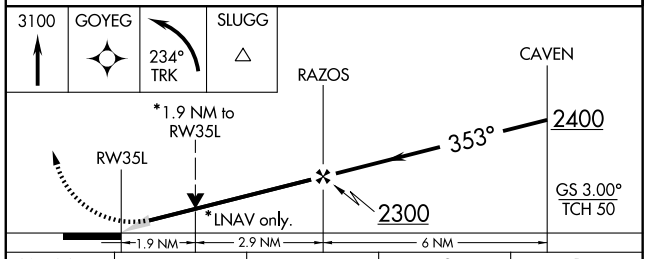
MALSR

MISSED APPROACH: Climb to 3100 direct GOYEG and left turn via 234° track to SLUGG and hold.

AWOS-3	REGIONAL APP CON	SPINKS TOWER ★	GND CON	GCO	UNICOM
120.025	135.975 379.9	124.625 (CTAF) (L)	119.475	121.725	122.7

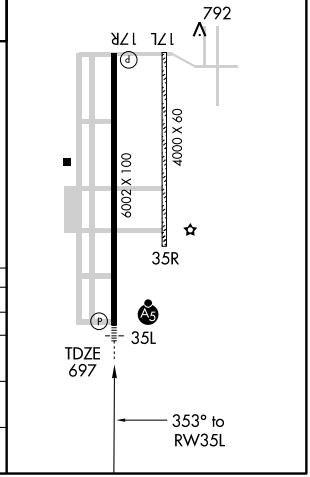
RADAR REQUIRED



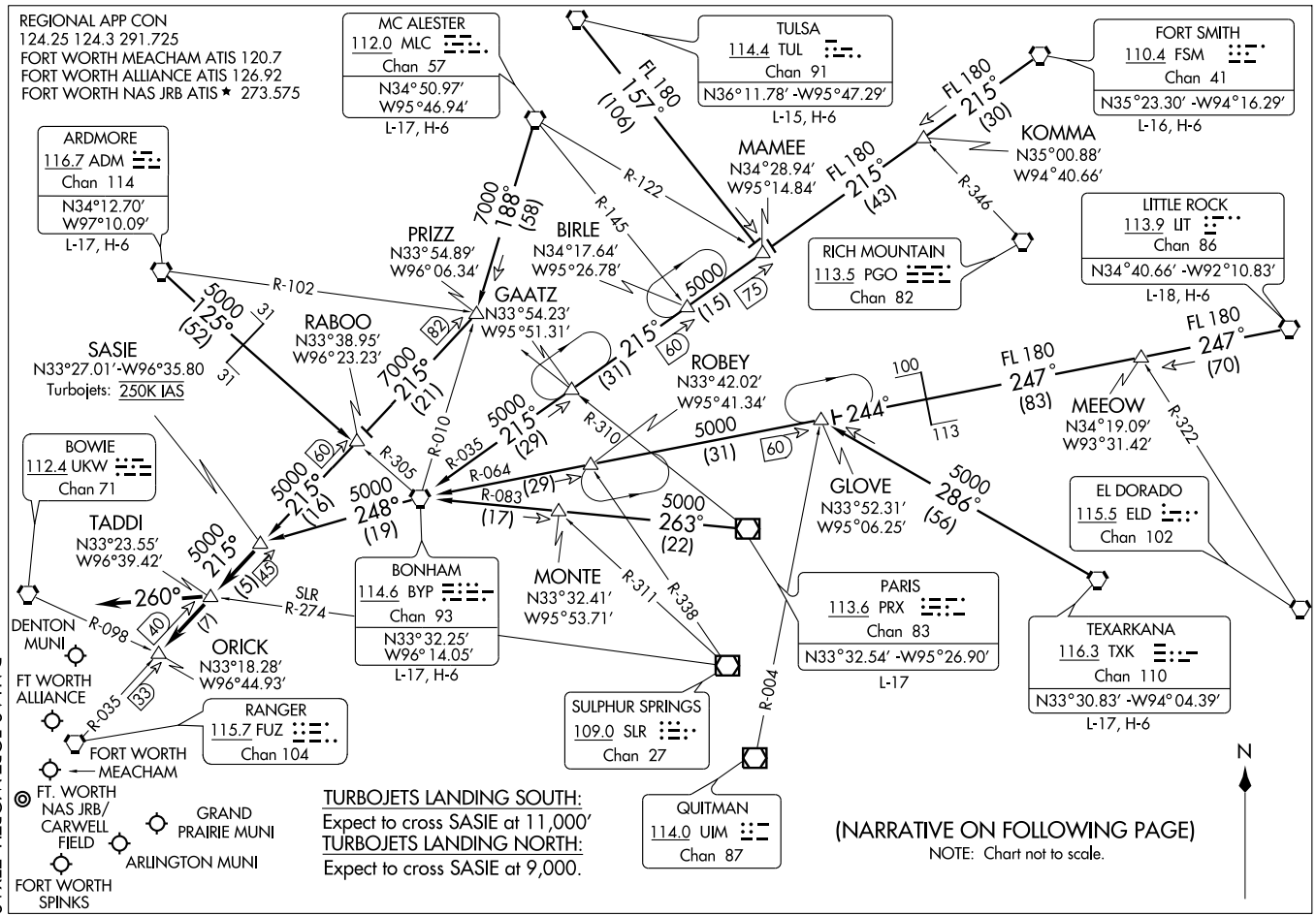


CATEGORY	A	B	C	D
LPV DA	947-½ 250 (300-½)			
LNAV/VNAV DA	1112-1 415 (500-1)			
LNAV MDA	1340-½ 643 (700-½)		1340-1¼ 643 (700-1¼)	1340-1½ 643 (700-1½)
CIRCLING	1340-1½ 640 (700-1½)		1340-1¾ 640 (700-1¾)	1340-2 640 (700-2)

ELEV 700 MIRL Rwy 17R-35L



SC-2, 08 APR 2010 to 06 MAY 2010



SASIE TWO ARRIVAL

(SASIE.SASIE2) 09351

ST-6918 (FAA)

DALLAS-FORT WORTH, TEXAS

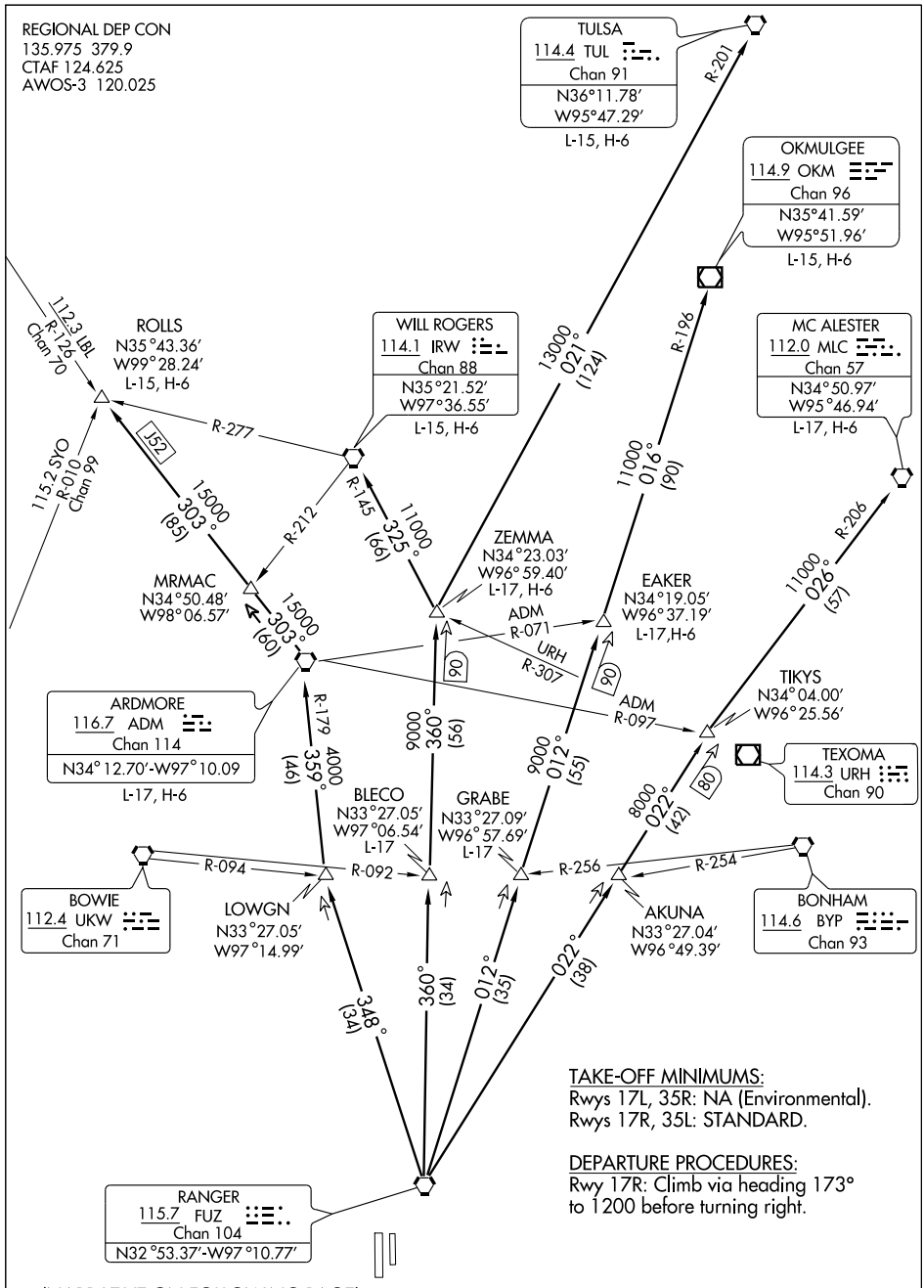
ARRIVAL DESCRIPTION

ARDMORE TRANSITION (ADM.SASIE2): From over ADM VORTAC via ADM R-125 and BYP R-305 to RABOO INT, then via FUZ R-035 to SASIE INT. Thence. . . .
BONHAM TRANSITION (BYP.SASIE2): From over BYP VORTAC via BYP R-248 to SASIE INT. Thence. . . .
FORT SMITH TRANSITION (FSM.SASIE2): From over FSM VORTAC via FSM R-215 to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
LITTLE ROCK TRANSITION (LIT.SASIE2): From over LIT VORTAC via LIT R-247 and BYP R-064 to GLOVE INT, then via BYP R-064 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
MC ALESTER TRANSITION (MLC.SASIE2): From over MLC VORTAC via MLC R-188 to PRIZZ INT, then via FUZ R-035 to SASIE INT. Thence. . . .
PARIS TRANSITION (PRX.SASIE2): From over PRX VOR/DME via PRX R-263 and BYP R-083 to BYP VORTAC, then via BYP VORTAC R-248 to SASIE INT. Thence. . . .
TEXARKANA TRANSITION (TXK.SASIE2): From over TXK VORTAC via TXK R-286 to GLOVE INT, then via BYP R-064 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
TULSA TRANSITION (TUL.SASIE2): From over TUL VORTAC via TUL R-157 to MAMEE INT, then via BYP R-035 to BYP VORTAC, the via BYP R-248 to SASIE INT. Thence. . . .
. . . . From over SASIE INT via FUZ R-035 to TADDI INT or ORICK INT (when directed by ATC). Depart TADDI INT heading 260° for vectors to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010

TEXOMA ONE DEPARTURE

SL-6917 (FAA)



TAKE-OFF MINIMUMS:
Rwys 17L, 35R: NA (Environmental).
Rwys 17R, 35L: STANDARD.

DEPARTURE PROCEDURES:
Rwy 17R: Climb via heading 173° to 1200 before turning right.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to BLECO INT.

EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC via FUZ R-012 to EAKER INT.

GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT, then via MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to OKM VOR/DME.

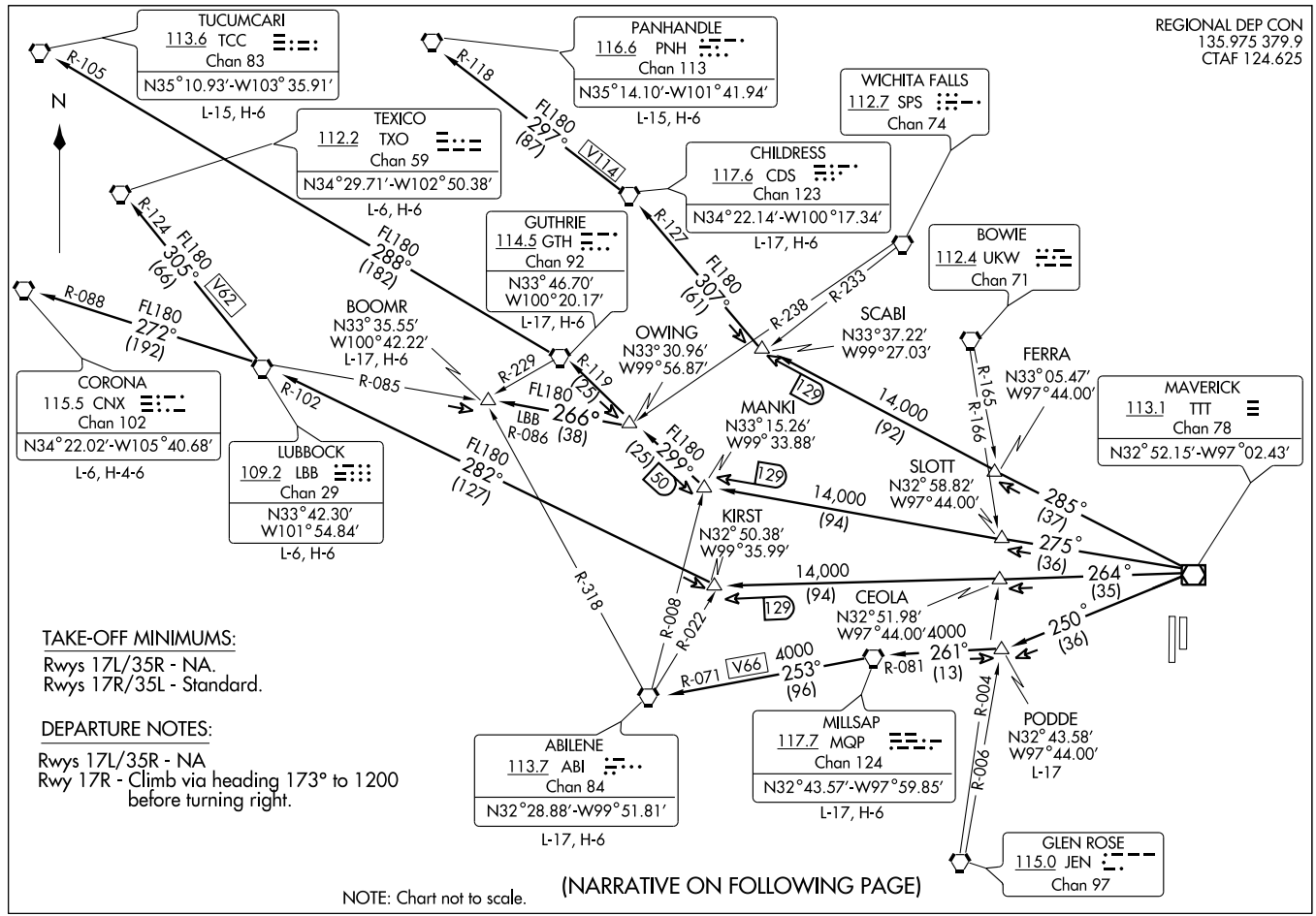
ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.

TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (TEX1.IRW): (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT.

SC-2, 08 APR 2010 to 06 MAY 2010



(FWS)TWR(FTH).111 08269

WORTH FIVE DEPARTURE

SL-6917 (FAA)

FORT WORTH SPINKS (FWS)

FORT WORTH, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

BOOMR TRANSITION (WORTH5.BOOMR): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT.

CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

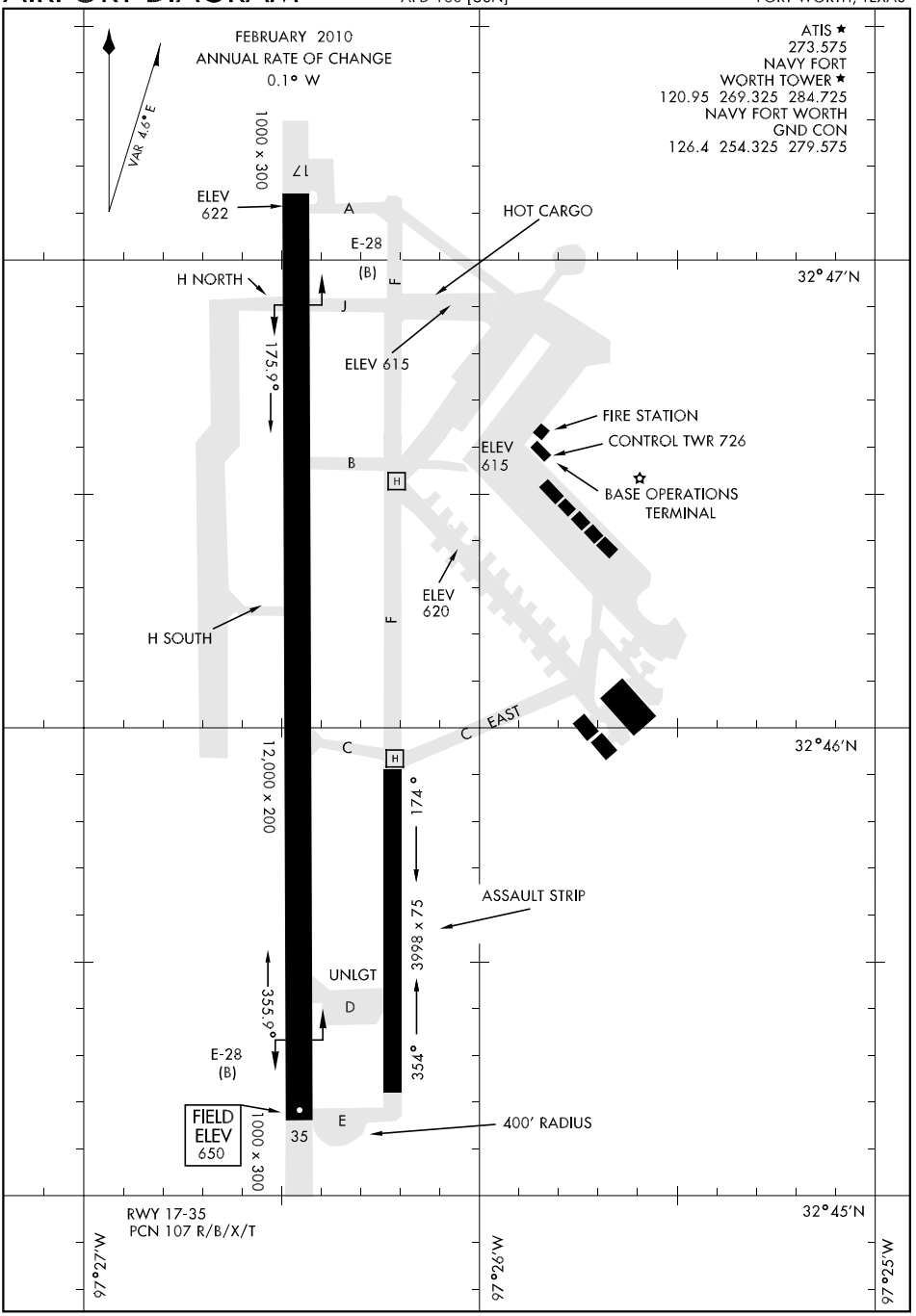
PANHANDLE TRANSITION (WORTH5.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via TTT R-250 to PODDE INT.

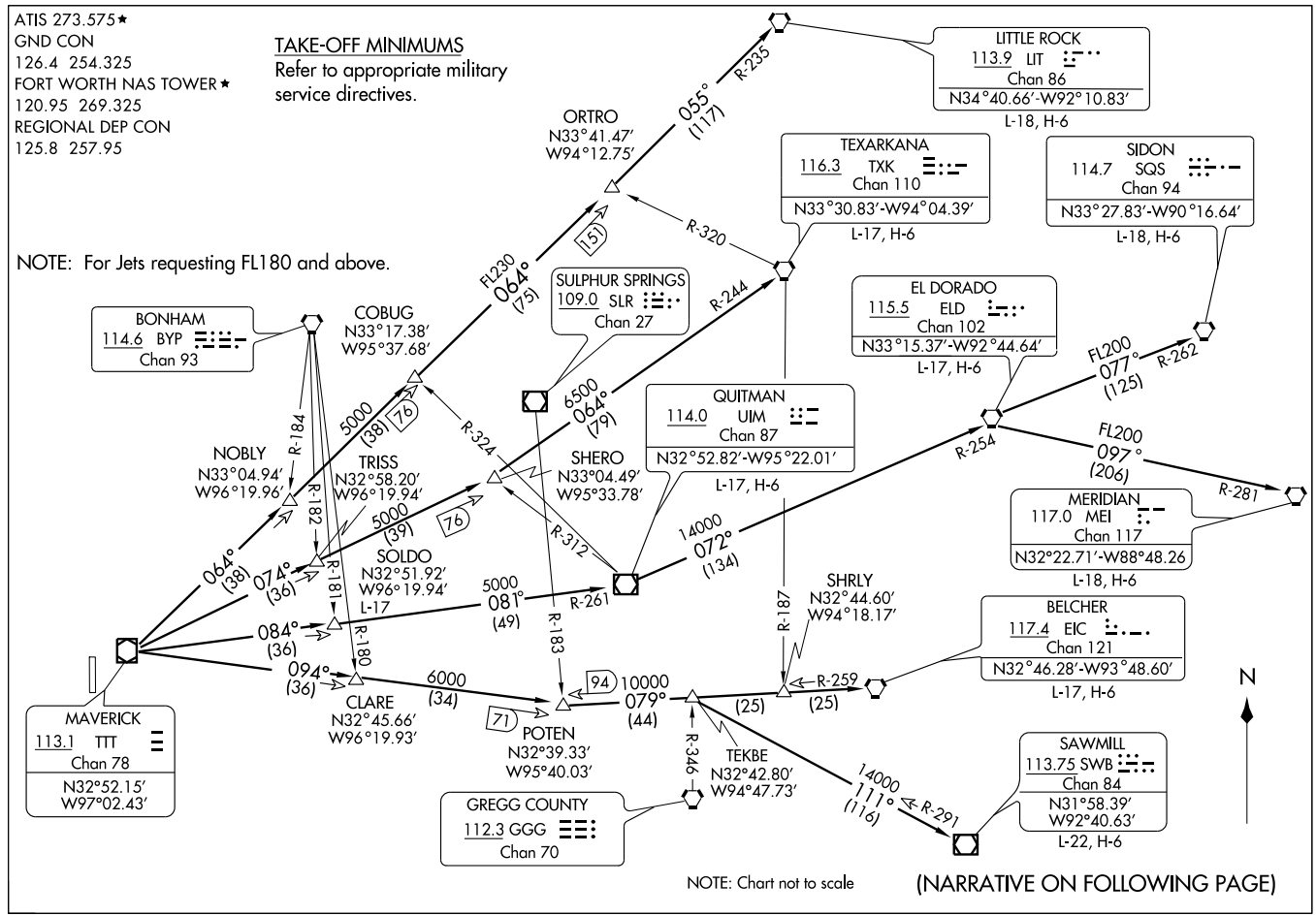
TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

SC-2, 08 APR 2010 to 06 MAY 2010



SC-2, 08 APR 2010 to 06 MAY 2010



(DAL9.TTT) 09351

DALLAS NINE DEPARTURE

SI-160 (FAA)

FORT WORTH NAS JRB/CARSWELL FIELD (NFW)

DALLAS, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

JETS

Jets requesting 17,000 and below expect GARLAND Departure.

BELCHER TRANSITION (DALL9.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (DALL9.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.

LITTLE ROCK TRANSITION (DALL9.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO INT, then via LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (DALL9.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (DALL9.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.

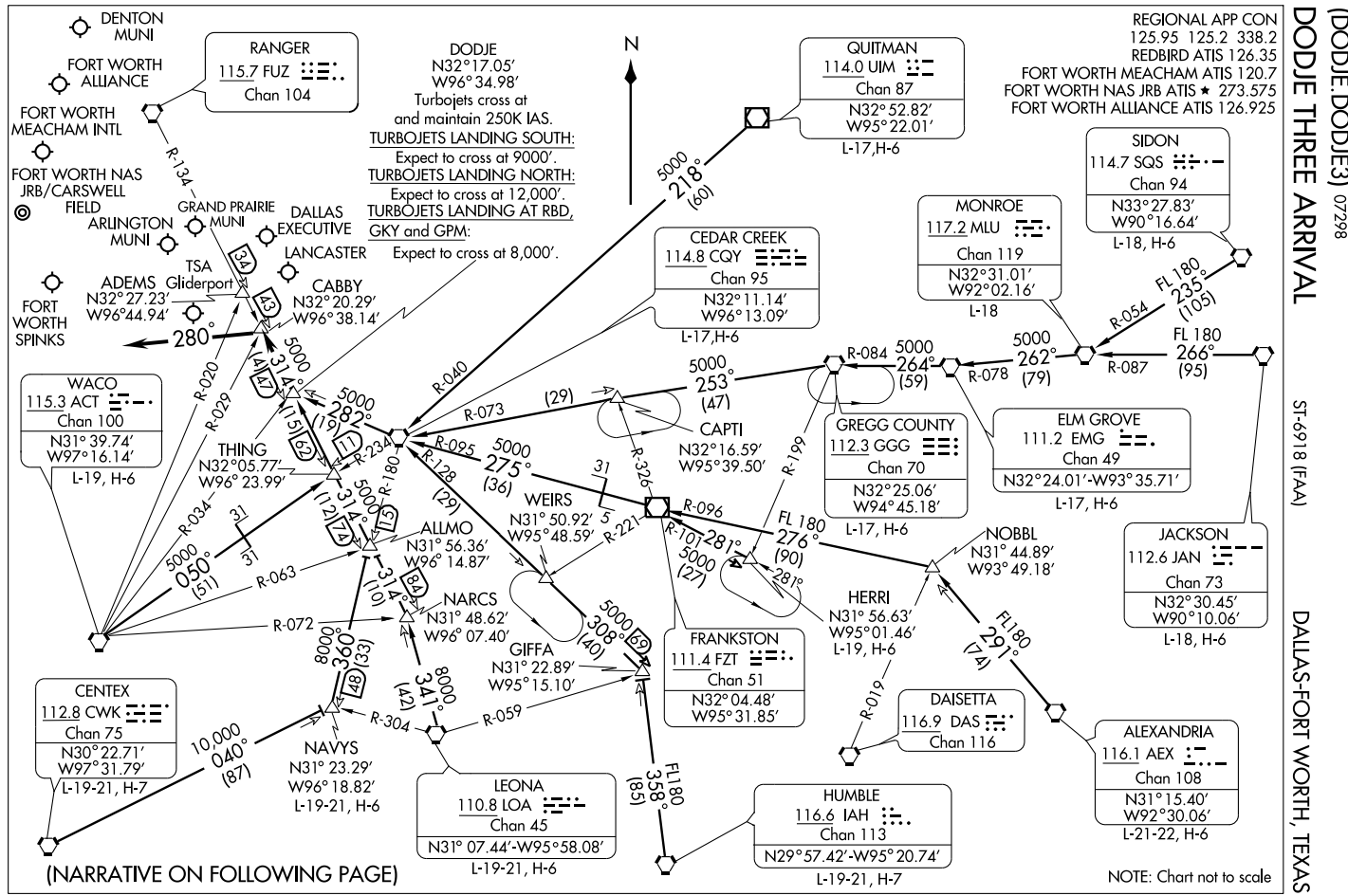
SAWMILL TRANSITION (DALL9.SWB): From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (DALL9.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.

SOLDO TRANSITION (DALL9.SOLDO): From over TTT VOR/DME via TTT R-084 to SOLDO INT.

TEXARKANA TRANSITION (DALL9.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.

SC-2, 08 APR 2010 to 06 MAY 2010


DODGE THREE ARRIVAL
(DODJE.DODJE3) 07298
ST-6918 (FAA)
DALLAS-FORT WORTH, TEXAS
REGIONAL APP CON
125.95 125.2 338.2
REDBIRD ATIS 126.35
FORT WORTH MEACHAM ATIS 120.7
FORT WORTH NAS JRB ATIS ★ 273.575
FORT WORTH ALLIANCE ATIS 126.925
DENTON MUNI
FORT WORTH ALLIANCE
FORT WORTH MEACHAM INTL
FORT WORTH NAS JRB/CARSWELL FIELD
ARLINGTON MUNI
GRAND PRAIRIE MUNI
DALLAS EXECUTIVE
LANCASTER
TSA
ADEMS Gliderport
N32°27.23′
W96°44.94′
CABBY
N32°20.29′
W96°38.14′
FORT WORTH SPINKS
RANGER
115.7 FUZ
Chan 104
R-134
DODJE
N32°17.05′
W96°34.98′
Turbojets cross at and maintain 250K IAS.
TURBOJETS LANDING SOUTH:
Expect to cross at 9000′.
TURBOJETS LANDING NORTH:
Expect to cross at 12,000′.
TURBOJETS LANDING AT RBD, GKY and GPM:
Expect to cross at 8,000′.
N
QUITMAN
114.0 UIM
Chan 87
N32°52.82′
W95°22.01′
L-17,H-6
5000
218°
(60)
CEDAR CREEK
114.8 CQY
Chan 95
N32°11.14′
W96°13.09′
L-17,H-6
MONROE
117.2 MLU
Chan 119
N32°31.01′
W92°02.16′
L-18
SIDON
114.7 SQS
Chan 94
N33°27.83′
W90°16.64′
L-18, H-6
FL 180
235°
(105)
R-054
R-087
5000
262°
(79)
R-078
R-084
5000
264°
(59)
FL 180
266°
(95)
WACO
115.3 ACT
Chan 100
N31° 39.74′
W97°16.14′
L-19, H-6
THING
N32°05.77′
W96° 23.99′
CAPTI
N32°16.59′
W95°39.50′
GREGG COUNTY
112.3 GGG
Chan 70
N32°25.06′
W94°45.18′
L-17, H-6
ELM GROVE
111.2 EMG
Chan 49
N32°24.01′-W93°35.71′
L-17, H-6
JACKSON
112.6 JAN
Chan 73
N32°30.45′
W90°10.06′
L-18, H-6
WEIRS
N31° 50.92′
W95° 48.59′
ALLMO
N31° 56.36′
W96° 14.87′
NARCS
N31° 48.62′
W96° 07.40′
GIFFA
N31° 22.89′
W95° 15.10′
NOBBL
N31° 44.89′
W93° 49.18′
HERRI
N31° 56.63′
W95° 01.46′
L-19, H-6
FRANKSTON
111.4 FZT
Chan 51
N32° 04.48′
W95° 31.85′
DAISETTA
116.9 DAS
Chan 116
CENTEX
112.8 CWK
Chan 75
N30° 22.71′
W97° 31.79′
L-19-21, H-7
NAVYS
N31° 23.29′
W96° 18.82′
L-19-21, H-6
LEONA
110.8 LOA
Chan 45
N31° 07.44′-W95° 58.08′
L-19-21, H-6
HUMBLE
116.6 IAH
Chan 113
N29° 57.42′-W95° 20.74′
L-19-21, H-7
ALEXANDRIA
116.1 AEX
Chan 108
N31° 15.40′
W92° 30.06′
L-21-22, H-6
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale

DODJE THREE ARRIVAL (DODJE.DODJE3)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DODJE3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

CEDAR CREEK TRANSITION (CQY.DODJE3): From over CQY VORTAC via CQY R-282 to DODJE INT. Thence. . . .

CENTEX TRANSITION (CWK.DODJE3): From over CWK VORTAC via CWK R-040 to NAVYS INT, then via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

ELM GROVE TRANSITION (EMG.DODJE3): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

GREGG COUNTY TRANSITION (GGG.DODJE3): From over GGG VORTAC via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HERRI TRANSITION (HERRI.DODJE3): (Assigned by ATC) From over HERRI INT via FZT R-101 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HUMBLE TRANSITION (IAH.DODJE3): From over IAH VORTAC via IAH R-355 to GIFFA INT, then via CQY R-128 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

JACKSON TRANSITION (JAN.DODJE3): From over JAN VORTAC via JAN R-266 and MLU R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

LEONA TRANSITION (LOA.DODJE3): From over LOA VORTAC via LOA R-341 to NARCS INT, then via FUZ R-134 to DODJE INT. Thence. . . .

MONROE TRANSITION (MLU.DODJE3): From over MLU VORTAC via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

NAVYS TRANSITION (NAVYS.DODJE3): From over NAVYS INT via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

QUITMAN TRANSITION (UIM.DODJE3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

SIDON TRANSITION (SQS.DODJE3): From over SQS VORTAC via SQS R-235 and MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

WACO TRANSITION (ACT.DODJE3): From over ACT VORTAC via ACT R-050 and CQY R-234 to THING INT, then via FUZ R-134 to DODJE INT. Thence. . . .

. . . .From over DODJE INT via FUZ R-134 to CABBY INT or ADEMS INT (when directed by ATC). Depart CABBY INT heading 280°. Expect radar vectors to final approach course.

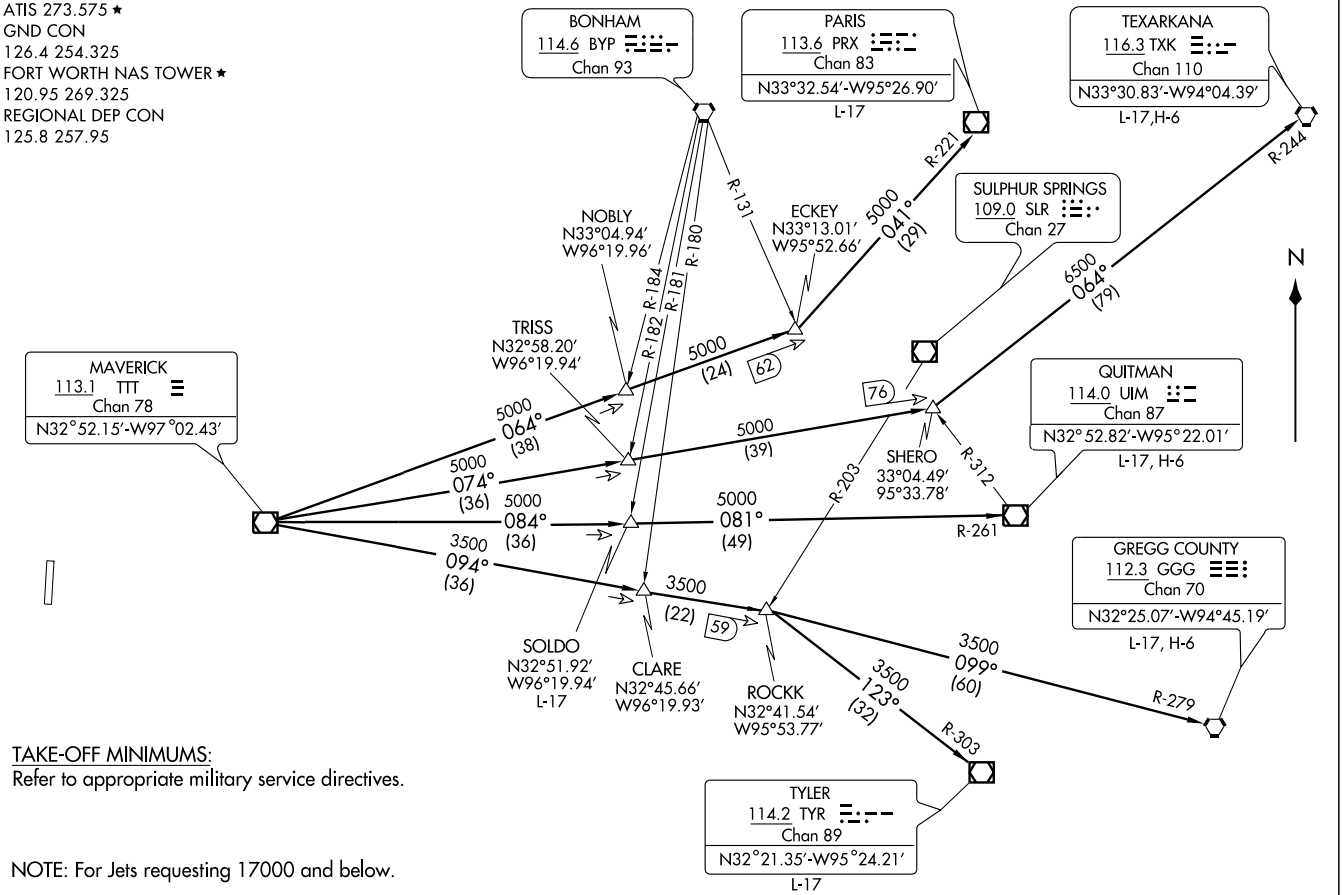
SC-2, 08 APR 2010 to 06 MAY 2010

GARLAND THREE DEPARTURE (GARL3.TTT) 09351

FORT WORTH NAS JRB/CARSWELL FIELD (NFW)

FORT WORTH, TEXAS

SI-160 (FAA)



DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading to appropriate route.

LONGVIEW TRANSITION (GARL3.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL3.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (GARL3.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (GARL3.SOLDO): (ATC assigned) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (GARL3.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL3.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

SC-2, 08 APR 2010 to 06 MAY 2010

HI-ILS or LOC/DME RWY 17

LOC I-NFW 108.7	APCH CRS 174°	Rwy ldg 12,000 TDZE 636 Arpt Elev 650

JAL-160 [USN] FORT WORTH NAS JRB (CARSWELL FLD) (KNFW)

▼ * Circling not authorized E of Rwy 17-35.

MISSED APPROACH: Climb to 3000 via heading 174° and FUZ VORTAC R-218 to MOLKE and hold.

ATIS ★	FORT WORTH MEACHAM INTL ATIS	REGIONAL APP CON	NAVY FORT WORTH TOWER ★	NAVY FORT WORTH GND CON	ASR/ PAR
273.575	120.7	125.8 257.95	120.95 269.325 284.725	126.4 254.325 279.575	

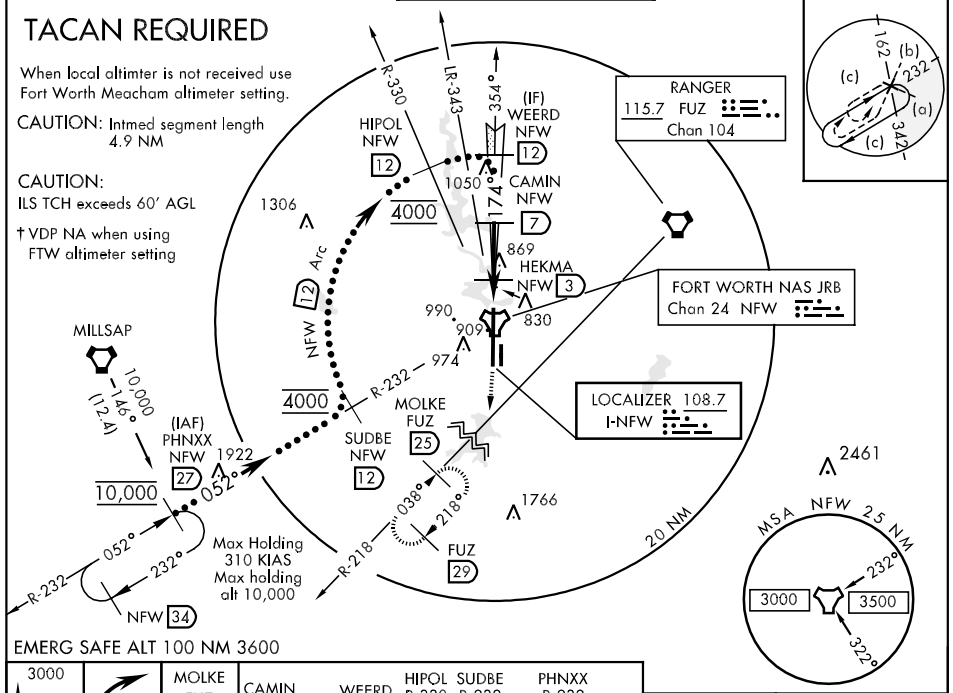
TACAN REQUIRED

When local altimter is not received use Fort Worth Meacham altimeter setting.

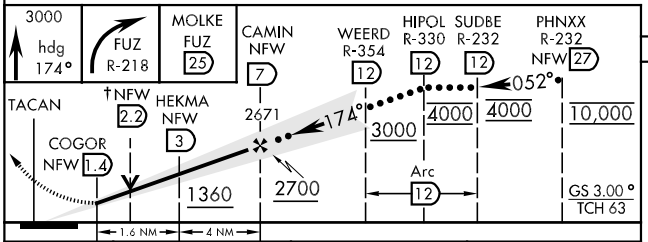
CAUTION: Intmed segment length 4.9 NM

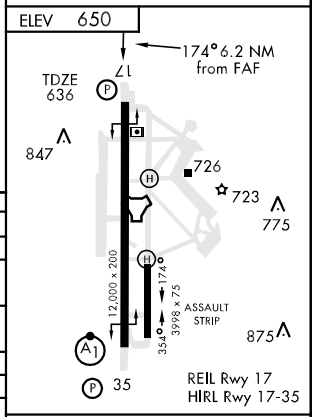
CAUTION: ILS TCH exceeds 60' AGL

† VDP NA when using FTW altimeter setting



EMERG SAFE ALT 100 NM 3600





CATEGORY	C	D	E
S-ILS 17	836-¾ 200 (200-¾)		
S-LOC 17	1080-1¼ 444 (500-1¼)	1080-1 ½ 444 (500-1½)	
CIRCLING *	1220-1½ 570 (600-1½)	1280-2 630 (700-2)	1300-2¼ 650 (700-2¼)
FORT WORTH MEACHAM ALTIMETER			
S-ILS 17	856-1 220 (300-1)		
S-LOC 17	1100-1¼ 464 (500-1¼)	1100-1½ 464 (500-1½)	1100-1¾ 464 (500-1¾)
CIRCLING *	1240-1½ 590 (600-1½)	1300-2 650 (700-2)	1320-2¼ 670 (700-2¼)

FAF to MAP 5.6 NM

Knots	120	140	160	180	200
Min:Sec	2:48	2:24	2:06	1:52	1:41

HI-ILS or LOC/DME RWY 35

LOC I-FWH	APCH CRS	Rwy ldg 12,000 TDZE 650 Arpt Elev 650
109.3	354°	JAL-160 [USN]

FORT WORTH NAS JRB (CARSWELL FLD) (KNFW)

▼ * When ALS inop, increase CAT CDE vis to ¾ mile.
** When ALS inop, increase CAT C vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

ALSF-1

MISSED APPROACH: Climb to 1300, then climbing left turn to 3000 via NFW TACAN R-330 to HIPOL and hold.

ATIS ★	FORT WORTH MEACHAM INTL ATIS	REGIONAL APP CON	NAVY FORT WORTH TOWER ★	NAVY FORT WORTH GND CON	ASR/ PAR
273.575	120.7	125.8 257.95	120.95 269.325 284.725	126.4 254.325 279.575	

*** When ALS inop, increase CAT CDE vis to 1 mile.
**** When ALS inop, increase CAT CD vis to 1½ miles, CAT E vis to 1¾ miles.
† Circling not authorized E of Rwy 17-35.
When local altimter is not received use Fort Worth Meacham altimeter setting.

TACAN REQUIRED

LOCALIZER 109.3 I-FWH

FORT WORTH NAS JRB Chan 24 NFW

CAUTION: Intmd seg len 5.4 NM

20 NM

MILLSAP 10,000 146° (12.4)

(IAF) PHNXX NFW 27 1922 052° 10,000

SUDBE NFW 12 4000

CIDOL NFW 12 4000

Max Holding 310 KIAS Max holding alt 10,000

R-232 232° 052° NFW 34

EMERG SAFE ALT 100 NM 3600

NFW 16 1309 R-330 150° 330° Max holding 230 KIAS

HIPOL NFW 12

990 974 909 882

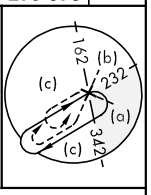
JABAB NFW 6.6

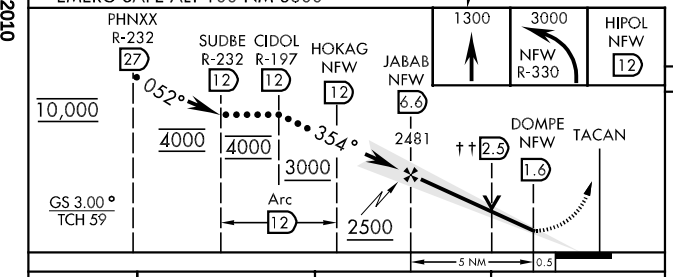
R-197 354° 1050 (IF) HOKAG NFW 12 1766

Arc 17.4 NM LR-185

†† VDP NA when using FTW altimeter setting

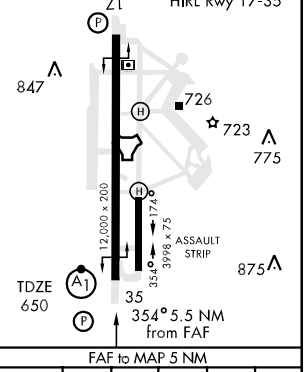
MSA NFW 25 NM 2461 232° 322° 3000 3500





ELEV 650

REIL Rwy 17
HIRL Rwy 17-35



CATEGORY	C	D	E
S-ILS 35 *	850-½	200	(200-½)
S-LOC 35 **	1140-¾ 490 (500-¾)	1140-1 490 (500-1)	1140-1¼ 490 (500-1¼)
CIRCLING †	1220-1½ 570 (600-1½)	1280-2 630 (700-2)	1300-2¼ 650 (700-2¼)
FORT WORTH MEACHAM ALTIMETER			
S-ILS 35 ***	870-½	220	(300-½)
S-LOC 35 ****	1160-1 510 (600-1)		1160-1¼ 510 (600-1¼)
CIRCLING †	1240-1½ 590 (600-1½)	1300-2 650 (700-2)	1320-2¼ 670 (700-2¼)

FAF to MAP 5 NM

Knots	120	140	160	180	200
Min:Sec	2:30	2:09	1:52	1:40	1:30

HI-TACAN RWY 17

TACAN	APCH CRS	Rwy ldg / TDZE / Arpt Elev
NFW Chan 24	172°	12,000 / 636 / 650

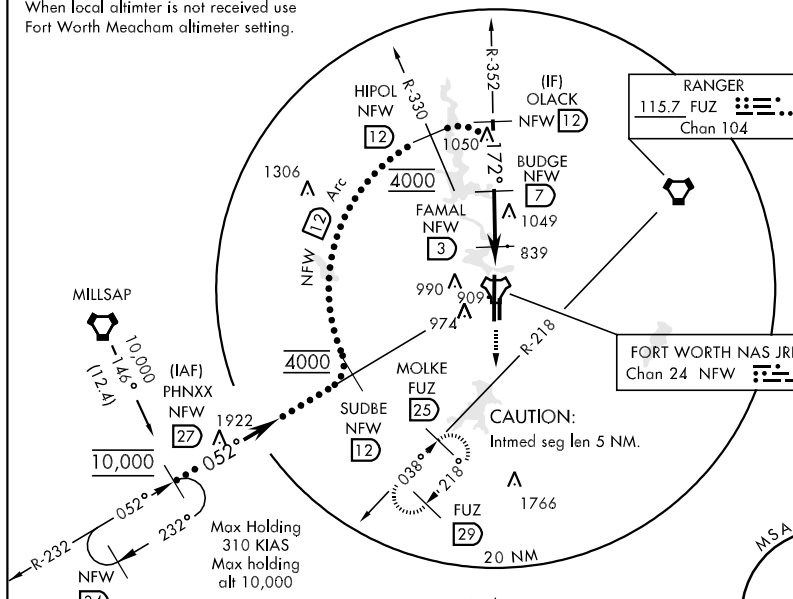
JAL-160 [USN] FORT WORTH NAS JRB (CARSWELL FLD) (KNFW)

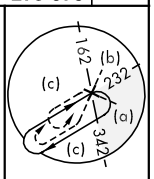
▼ * Circling not authorized E of Rwy 17-35.

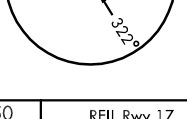
MISSED APPROACH: Climb to 3000 via heading 174° and FUZ VORTAC R-218 to MOLKE and hold.

ATIS ★	FORT WORTH MEACHAM INTL ATIS	REGIONAL APP CON	NAVY FORT WORTH TOWER ★	NAVY FORT WORTH GND CON	ASR/ PAR
273.575	120.7	125.8 257.95	120.95 269.325 284.725	126.4 254.325 279.575	

When local altimter is not received use Fort Worth Meacham altimeter setting.

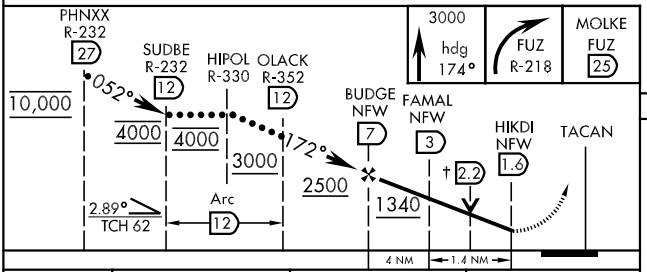


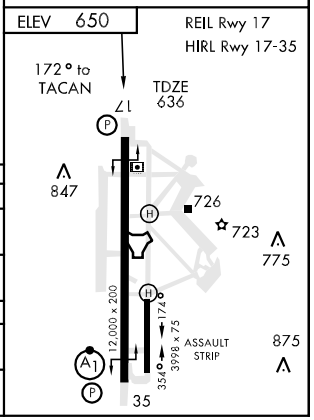




† VDP NA when using FTW altimeter setting.

EMERG SAFE ALT 100 NM 3600





CATEGORY	C	D	E
S-17	1100-1¼ 464 (500-1¼)	1100-1½ 464 (500-1½)	1100-1¾ 464 (500-1¾)
CIRCLING *	1220-1½ 570 (600-1½)	1280-2 630 (700-2)	1300-2¼ 650 (700-2¼)
FORT WORTH MEACHAM ALTIMETER			
S-17	1120-1¼ 484 (500-1¼)	1120-1½ 484 (500-1½)	1120-1¾ 484 (500-1¾)
CIRCLING *	1240-1½ 590 (600-1½)	1300-2 650 (700-2)	1320-2¼ 670 (700-2¼)

HI-TACAN RWY 35

TACAN	APCH CRS	Rwy ldg / TDZE / Arpt Elev	JAL-160 [USN]
NFW Chan 24	355°	12,000 / 650 / 650	FORT WORTH NAS JRB (CARSWELL FLD) (KNFW)

▼ * When ALS inop, increase CAT C vis to 1½ miles, CAT DE to 1¾ miles.
** When ALS inop, increase CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E to 2 miles.

ALSF-1

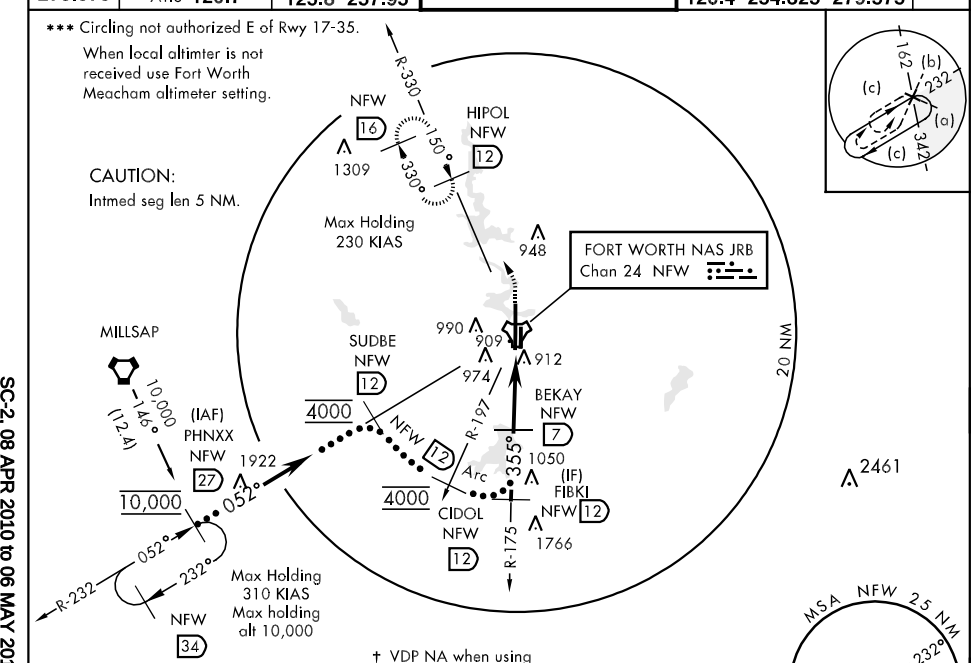
MISSED APPROACH: Climb direct NFW TACAN, then climbing left to 3000 via NFW R-330 to HIPOL and hold.

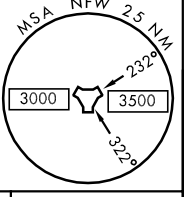
ATIS ★	FORT WORTH MEACHAM INTL ATIS	REGIONAL APP CON	NAVY FORT WORTH TOWER ★	NAVY FORT WORTH GND CON	ASR/ PAR
273.575	120.7	125.8 257.95	120.95 269.325 284.725	126.4 254.325 279.575	

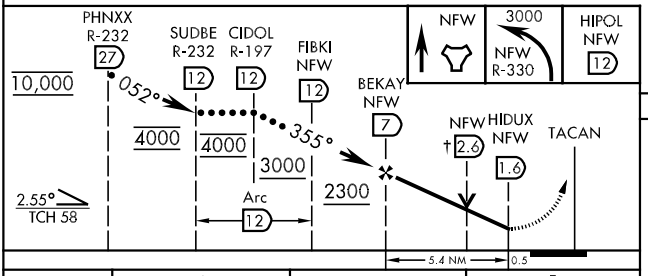
*** Circling not authorized E of Rwy 17-35.

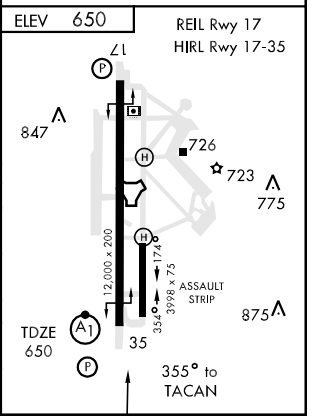
When local altimter is not received use Fort Worth Meacham altimeter setting.

CAUTION:
Intmed seg len 5 NM.







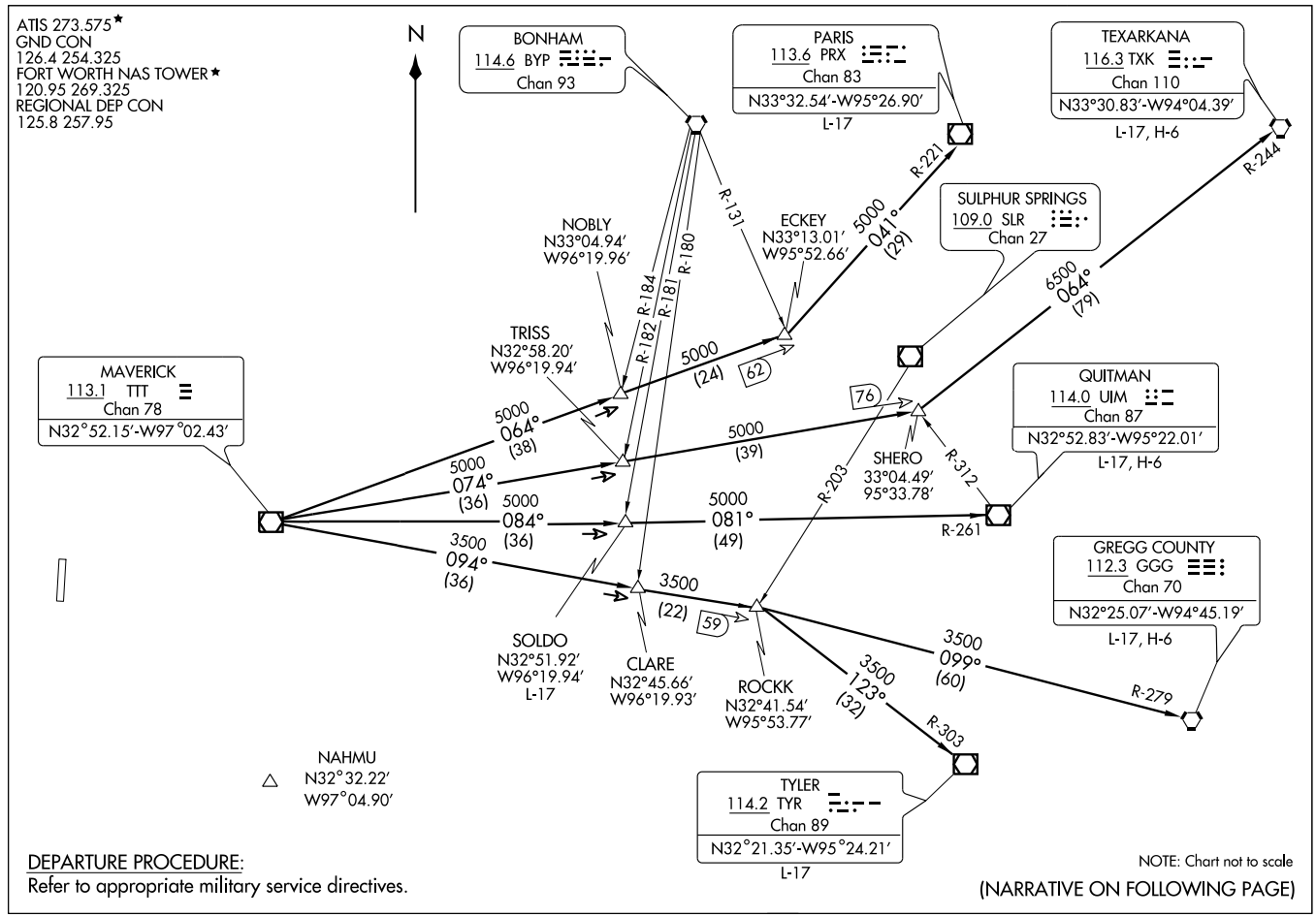


CATEGORY	C	D	E
S-35 *	1180-1 530 (600-1)	1180-1¼ 530 (600-1¼)	
*** CIRCLING	1220-1½ 570 (600-1½)	1280-2 630 (700-2)	1300-2¼ 650 (700-2¼)
FORT WORTH MEACHAM ALTIMETER			
S-35 **	1200-1 550 (600-1)	1200-1¼ 550 (600-1¼)	1200-1½ 550 (600-1½)
*** CIRCLING	1240-1½ 590 (600-1½)	1300-2 650 (700-2)	1320-2¼ 670 (700-2¼)

HUBBARD SIX DEPARTURE

FORT WORTH NAS JRB/CARSWELL FIELD (NFW)

FORT WORTH, TEXAS



DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

SC-2, 08 APR 2010 to 06 MAY 2010

ILS or LOC RWY 17

LOC I-NFW	APCH CRS	Rwy ldg 12,000 TDZE 636 Arpt Elev 650
108.7	174°	

AL-160 [USN] FORT WORTH NAS JRB (CARSWELL FLD) (KNFW)

*Circling not authorized E of Rwy 17-35.

MISSED APPROACH: Climb to 3000 via heading 174° and FUZ VORTAC R-218 to MOLKE and hold.

ATIS ★	FORT WORTH MEACHAM INTL	REGIONAL APP CON	NAVY FORT WORTH TOWER ★	NAVY FORT WORTH GND CON	ASR/ PAR
273.575	ATIS 120.7	125.8 257.95	120.95 269.325 284.725	126.4 254.325 279.575	

CAUTION: ILS TCH exceeds 60' AGL.

** VDP NA when using FTW altimeter setting

When local altimter is not received, use Fort Worth Meacham altimeter setting.

(IAF) MOTZA FUZ 35.9

123° (19.2)

1487

EMUKE 17.6 NFW 16.8 FUZ

354°

1349

(IF) WEERD NFW 12

174°

R-303

RANGER 115.7 FUZ Chan 104

R-285

1050

CAMIN NFW 7

R-264

HEKMA NFW 3

869

R-247

R-241

830

990

909

974

MILLSAP 117.7 MQP Chan 124

R-013

LOCALIZER 108.7 I-NFW

R-218

MOLKE FUZ 25

R-100

FORT WORTH NAS JRB Chan 24 NFW

MSA NFW 25 NM

232°

322°

3000

3500

1922

Max holding 230 KIAS

038°

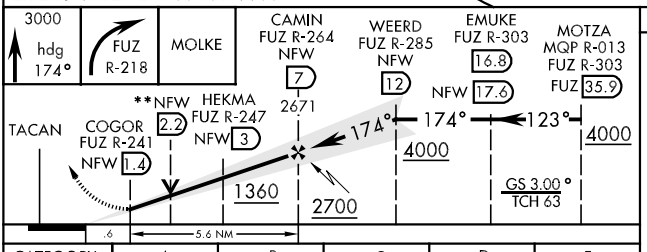
218°

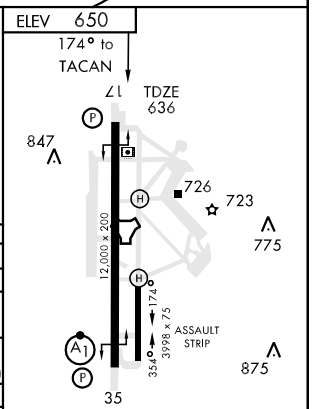
1766

2461

20 NM

EMERG SAFE ALT 100 NM 3600





HIRL Rwy 17-35
REIL Rwy 17

CATEGORY	A	B	C	D	E
S-ILS 17	836-¾		200	(200-¾)	
S-LOC 17	1080-1 444 (500-1)		1080-1¼ 444 (500-1¼)	1080-1½ 444 (500-1½)	
CIRCLING *	1220-1 570 (600-1)		1220-1½ 570 (600-1½)	1280-2 630 (700-2)	1300-2¼ 650 (700-2¼)
FORT WORTH MEACHAM ALTIMETER					
S-ILS 17	856-¾ 220 (300-¾)		856-1 220 (300-1)		
S-LOC 17	1100-1 464 (500-1)		1100-1¼ 464 (500-1¼)	1100-1½ 464 (500-1½)	1100-1¾ 464 (500-1¾)
CIRCLING *	1240-1 590 (600-1)		1240-1½ 590 (600-1½)	1300-2 650 (700-2)	1320-2¼ 670 (700-2¼)

LOC FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:35	3:43	2:47	2:14	1:51

ILS or LOC RWY 35

LOC I-FWH	APCH CRS	Rwy ldg 12,000 / TDZE 650 / Arpt Elev 650
109.3	354°	

AL-160 [USN] FORT WORTH NAS JRB (CARSWELL FLD) (KNFW)

* When ALS inop, increase vis to ¾ mile.
** When ALS inop, increase CAT AB vis to ¾ mile, CAT CDE vis to 1 mile.

ALSF-1

MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 via heading 330° and FUZ VORTAC R-277 to HIPOL and hold.

ATIS ★	FORT WORTH MEACHAM INTL ATIS	REGIONAL APP CON	NAVY FORT WORTH TOWER ★	NAVY FORT WORTH GND CON	ASR/ PAR
273.575	120.7	125.8 257.95	120.95 269.325 284.725	126.4 254.325 279.575	

*** When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.
**** When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1½ miles, CAT E vis to 1¾ miles.
***** Circling not authorized E of Rwy 17-35.

HIPOL FUZ 18.3
097°
277°
R-277
R-051
Max holding 230 KIAS

RANGER 115.7 FUZ Chan 104

LOCALIZER 109.3 I-FWH

FORT WORTH NAS JRB Chan 24 NFW

990
974
909
882
R-089
JABAB NFW 6.6
20 NM

MILLSAP 117.7 MQP Chan 124

(IF) LUCCK NFW 14.7 JEN 31.1
354°
1766
039°
1220
R-113

ENROUTE FACILITIES

GLEN ROSE 115.0 JEN Chan 97

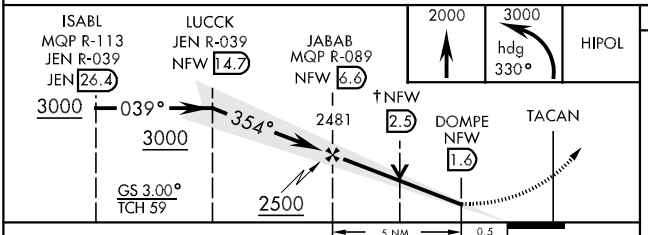
R-039
(IAF) ISABL JEN 26.4
174°

MSA NFW 25 NM
232°
3000
3500
322°

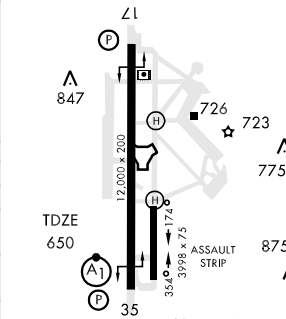
† VDP NA when using FTW altimeter setting

When local altimter is not received use Fort Worth Meacham altimeter setting.

EMERG SAFE ALT 100 NM 3600



ELEV 650



CATEGORY	A	B	C	D	E
S-ILS 35 *	850-½		200	(200-½)	
*** S-LOC 35	1140-½	490 (500-½)	1140-¾ 490 (500-¾)	1140-1 490 (500-1)	1140-1¼ 490 (500-1¼)
***** CIRCLING	1220-1	570 (600-1)	1220-1½ 570 (600-1½)	1280-2 630 (700-2)	1300-2¼ 650 (700-2¼)
FORT WORTH MEACHAM ALTIMETER					
S-ILS 35 **	870-½		220	(300-½)	
**** S-LOC 35	1160-½	510 (600-½)	1160-1	510 (600-1)	1160-1¼ 510 (600-1¼)
***** CIRCLING	1240-1	590 (600-1)	1240-1½ 590 (600-1½)	1300-2 650 (700-2)	1320-2¼ 670 (700-2¼)

LOC FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

JOE POOL FOUR DEPARTURE

SL-160 (FAA)

ATIS 273.575*
NAVY FORT WORTH GND CON
126.4 254.325 279.575
NAVY FORT WORTH TOWER*
120.95 269.325 284.725
REGIONAL DEP CON
125.8 257.95

MAVERICK
113.1 TTT
Chan 78
N32°52.15'-W97°02.43'

TAKE-OFF MINIMUMS:
Refer to appropriate military service directives.

186° (36)
156° (37)
166° (35)
176° (35)

TSA Gliderport

NELYN
N32°17.10'
W97°11.15'

DARTZ
N32°17.07'
W96°48.93'

CEDAR CREEK
114.8 CQY
Chan 95

R-072
R-074
R-273
R-275

JASPA
N32°17.10'
W97°03.54'
L-17

ARDIA
N32°17.10'
W96°56.27'
L-17

156° (25)
62

BRDEN
N31°53.06'
W96°39.80'

GLEN ROSE
115.0 JEN
Chan 97

4000
177° (38)
7000 (35)
8000 (45)
6000 (23)

R-357
70
80
85

ELLVR
N31°42.49'
W96°50.27'
L-19, H-6

TNV
R-334

TORNN
N31°31.22'
W96°30.88'
H-6

WACO
115.3 ACT
Chan 100
N31°39.74'-W97°16.14'
L-19, H-6

R-074
R-093
11 NM
154°

LEONA
110.8 LOA
Chan 45

R-120

WINDU
N31°31.83'
W97°04.95'
L-19, H-6

6000
156° (22)
187

R-268

12000
193° (70)
7000
154° (69)

BILEE
N31°09.75'
W96°23.31'
L-19-21, H-6

R-334

COLLEGE STATION
113.3 CLL
Chan 80
N30°36.30'-W96°25.24'
L-19-21,H-7

HOARY
N30°34.63'
W97°46.52'
L-19-21, H-7

R-012

R-307

NAVASOTA
115.9 TNV
Chan 106

CENTEX
112.8 CWK
Chan 75

12000
204° (66)

SAN ANTONIO
116.8 SAT
Chan 115
N29°38.64'
W98°27.68'
L-19,H-7

R-024

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude, expect vector to appropriate route.

ARDIA TRANSITION (JPOOL4.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (JPOOL4.BILEE): (For aircraft overflying the BILEE intersection, thence via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to overfly the TNV VORTAC.) From over TTT VOR/DME via TTT R-156 to BILEE INT.

BRDEN TRANSITION (JPOOL4.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.

COLLEGE STATION TRANSITION (JPOOL4.CLL): (For piston aircraft inbound to Houston Hobby and all aircraft inbound to West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.

ELLVR TRANSITION (JPOOL4.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT VOR/DME via TTT R-166 to ELLVR INT.

HOARY TRANSITION (JPOOL4.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.

JASPA TRANSITION (JPOOL4.JASPA): (ATC assigned.) From over TTT VOR/DME via TTT R-176 to JASPA INT.

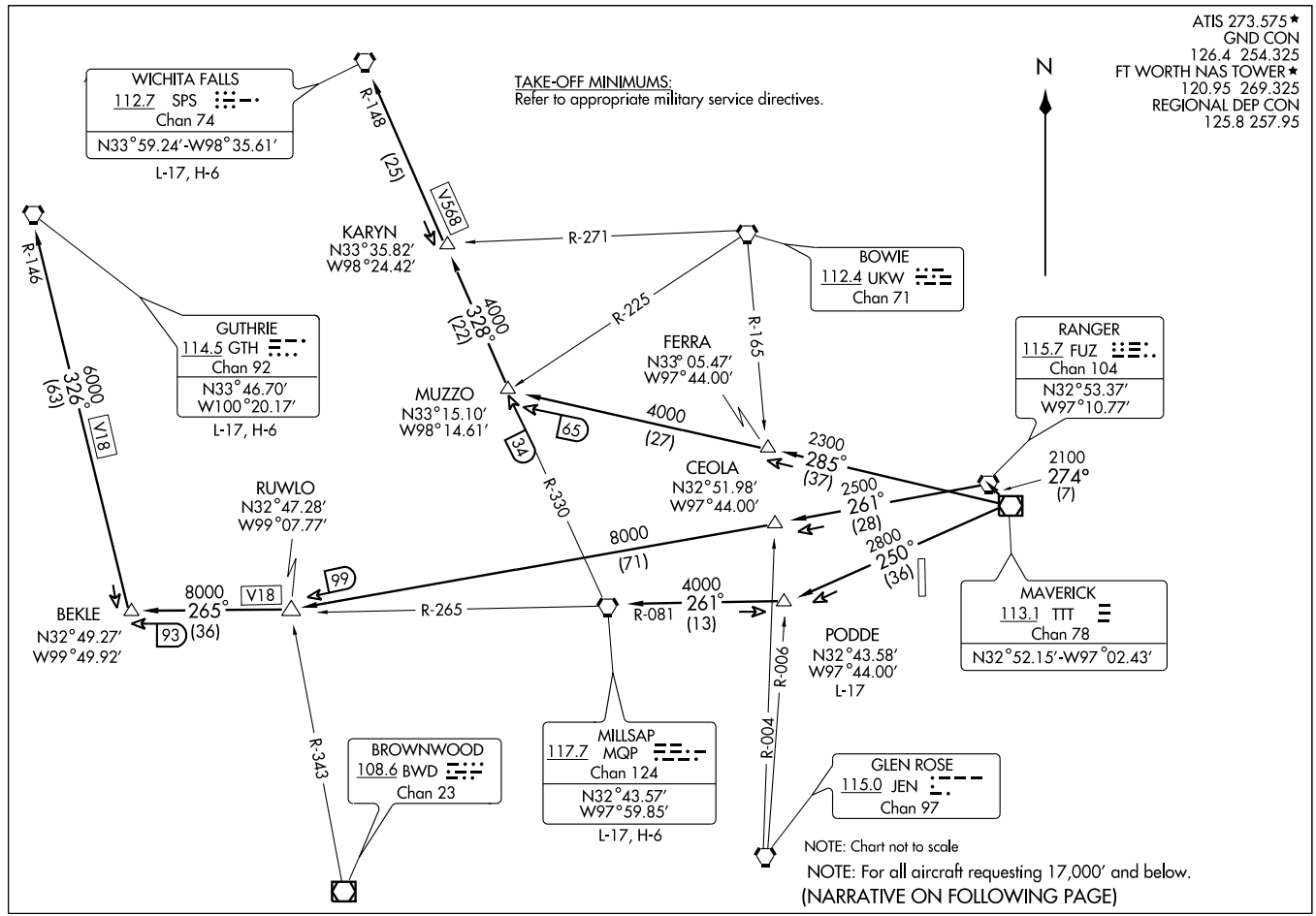
SAN ANTONIO TRANSITION (JPOOL4.SAT): (For aircraft overflying Centex and San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

TORNN TRANSITION (JPOOL4.TORNN): (For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT R-156 to TORNN INT.

WACO TRANSITION (JPOOL4.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

WINDU TRANSITION (JPOOL4.WINDU): (For aircraft inbound to Austin or San Antonio terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU.) From over TTT VOR/DME via TTT R-176 to WINDU INT.

SC-2, 08 APR 2010 to 06 MAY 2010



(KING7.111) 08213

KINGDOM SEVEN DEPARTURE SL-160 (FAA)

FORT WORTH NAS JRB/CARSWELL FIELD (NFW)

FORT WORTH, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

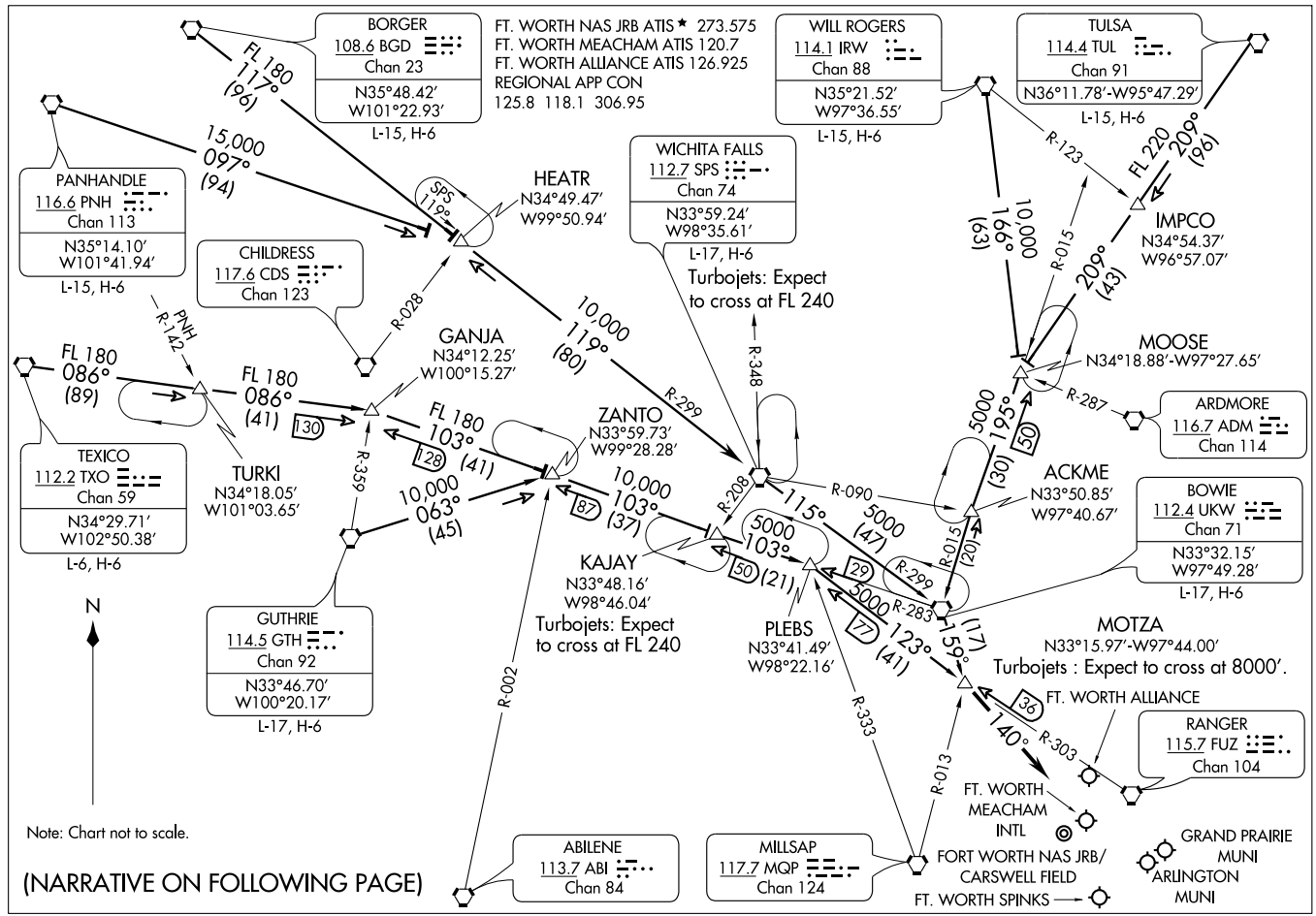
GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock terminal area or proceeding westbound via V-18 to GTH VORTAC). From over TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT, then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC.

MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC westbound via V-18 or direct). From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.

WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VORTAC). From over TTT VOR/DME via TTT R-285 to MUZZO INT, then via SPS R-148 to SPS VORTAC.

SC-2, 08 APR 2010 to 06 MAY 2010


MOTZA SIX ARRIVAL
(MOTZA.MOTZA6) 07298
ST-6918 (FAA)
DALLAS-FT. WORTH, TEXAS
FT. WORTH NAS JRB ATIS ★ 273.575
FT. WORTH MEACHAM ATIS 120.7
FT. WORTH ALLIANCE ATIS 126.925
REGIONAL APP CON
125.8 118.1 306.95
BORGER
108.6 BGD
Chan 23
N35°48.42′
W101°22.93′
L-15, H-6
WILL ROGERS
114.1 IRW
Chan 88
N35°21.52′
W97°36.55′
L-15, H-6
TULSA
114.4 TUL
Chan 91
N36°11.78′-W95°47.29′
L-15, H-6
PANHANDLE
116.6 PNH
Chan 113
N35°14.10′
W101°41.94′
L-15, H-6
CHILDRESS
117.6 CDS
Chan 123
WICHITA FALLS
112.7 SPS
Chan 74
N33°59.24′
W98°35.61′
L-17, H-6
HEATR
N34°49.47′
W99°50.94′
IMPCO
N34°54.37′
W96°57.07′
GANJA
N34°12.25′
W100°15.27′
MOOSE
N34°18.88′-W97°27.65′
ARDMORE
116.7 ADM
Chan 114
TEXICO
112.2 TXO
Chan 59
N34°29.71′
W102°50.38′
L-6, H-6
TURKI
N34°18.05′
W101°03.65′
ZANTO
N33°59.73′
W99°28.28′
ACKME
N33°50.85′
W97°40.67′
BOWIE
112.4 UKW
Chan 71
N33°32.15′
W97°49.28′
L-17, H-6
KAJAY
N33°48.16′
W98°46.04′
PLEBS
N33°41.49′
W98°22.16′
MOTZA
N33°15.97′-W97°44.00′
GUTHRIE
114.5 GTH
Chan 92
N33°46.70′
W100°20.17′
L-17, H-6
RANGER
115.7 FUZ
Chan 104
ABILENE
113.7 ABI
Chan 84
MILLSAP
117.7 MQP
Chan 124
FORT WORTH NAS JRB/
CARSWELL FIELD
FT. WORTH SPINKS
FT. WORTH
MEACHAM
INTL
GRAND PRAIRIE
MUNI
ARLINGTON
MUNI
FT. WORTH ALLIANCE
Turbojets: Expect
to cross at FL 240
Turbojets: Expect
to cross at FL 240
Turbojets : Expect to cross at 8000′.
FL 180
117°
(96)
15,000
097°
(94)
SPS
119°
10,000
119°
(80)
FL 180
086°
(89)
FL 180
086°
(41)
FL 180
103°
(41)
10,000
063°
(45)
10,000
103°
(37)
5000
103°
(21)
5000
115°
(47)
5000
123°
(41)
5000
159°
(17)
10,000
166°
(63)
5000
195°
(30)
FL 220
209°
(96)
209°
(43)
140°
R-123
R-015
R-348
R-299
R-208
R-090
R-287
R-359
R-028
PNH
R-142
R-002
R-333
R-013
R-303
130
128
87
50
29
27
36
N
Note: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

MOTZA SIX ARRIVAL

ARRIVAL DESCRIPTION

BORGER TRANSITION (BGD.MOTZA6): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

BOWIE TRANSITION (UKW.MOTZA6): From over UKW VORTAC via UKW R-159 to MOTZA INT. Thence . . . .

GUTHRIE TRANSITION (GTH.MOTZA6): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to PLEBS INT, then via FUZ R-303 to MOTZA INT. Thence . . . .

PANHANDLE TRANSITION (PNH.MOTZA6): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

TEXICO TRANSITION (TXO.MOTZA6): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to PLEBS INT, then via FUZ R-303 to MOTZA INT. Thence . . . .

TULSA TRANSITION (TUL.MOTZA6): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

WICHITA FALLS TRANSITION (SPS.MOTZA6): From over SPS VORTAC via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

WILL ROGERS TRANSITION (IRW.MOTZA6): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

. . . . From over MOTZA INT, thence via heading 140° for vectors to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010

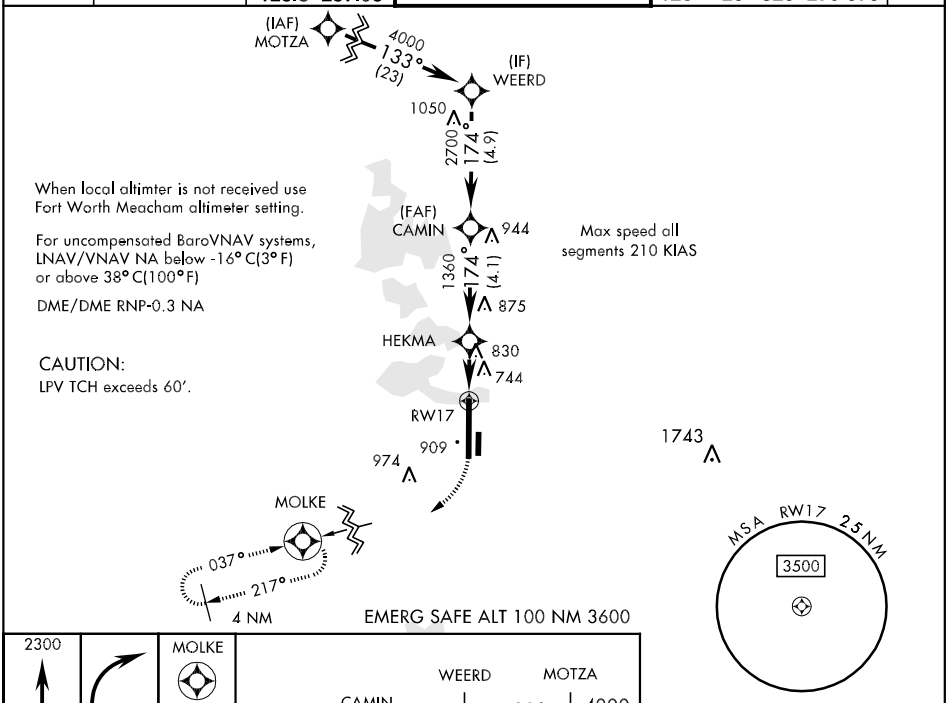
RNAV (GPS) RWY 17

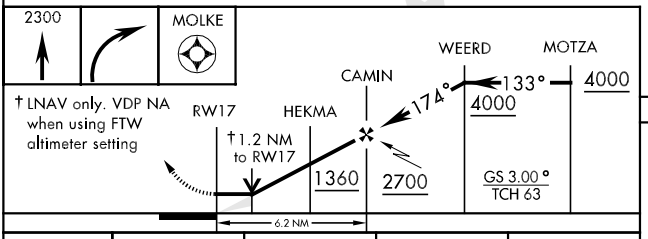
WAAS CH 71215 W17A	APCH CRS 174°	Rwy ldg 12,000 TDZE 636 Arpt Elev 650	AL-160 [USN]	FORT WORTH NAS JRB (CARSWELL FLD) (KNFW)

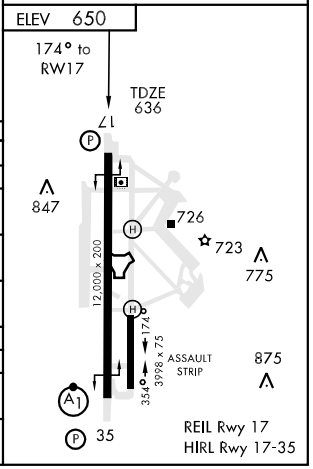
* Circling not authorized E of Rwy 17-35.
** Baro VNAV NA when local altimeter not received.

MISSED APPROACH: Climb to 2300, then climbing right turn to 3000 direct MOLKE and hold.

ATIS ★	FORT WORTH MEACHAM INTL ATIS	REGIONAL APP CON	NAVY FORT WORTH TOWER ★	NAVY FORT WORTH GND CON	ASR/ PAR
273.575	120.7	125.8 257.95	120.95 269.325 284.725	126.4 254.325 279.575	







CATEGORY	A	B	C	D
LPV DA	836-¾ 200 (200-¾)			
LNAV/VNAV DA **	1040-1½ 404 (500-1½)			
LNAV MDA	1080-1 444 (500-1)		1080-1¼ 444 (500-1¼)	1080-1½ 444 (500-1½)
CIRCLING *	1220-1½ 570 (600-1½)			1280-2 630 (700-2)
FORT WORTH MEACHAM ALTIMETER				
LPV DA	856-¾ 220 (300-¾)		856-1 220 (300-1)	
LNAV MDA	1100-1 464 (500-1)		1100-1¼ 464 (500-1¼)	1100-1½ 464 (500-1½)
CIRCLING *	1240-1 590 (600-1)		1240-1½ 590 (600-1½)	1300-2 650 (700-2)

RNAV (GPS) RWY 35

FORT WORTH NAS JRB (CARSWELL FLD) (KNFW)

WAAS CH 80949 W35A	APCH CRS 354°	Rwy ldg 12,000 TDZE 650 Arpt Elev 650	AL-160 [USN]

* When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1¼ miles, CAT D vis to 1½ miles.
** When ALS inop, increase CAT ABCD vis to ¾ mile.

ALSF-1

MISSED APPROACH: Climb to 1300, then climbing left turn to 3000 direct HIPOL and hold.

ATIS ★	FORT WORTH MEACHAM INTL ATIS	REGIONAL APP CON	NAVY FORT WORTH TOWER ★	NAVY FORT WORTH GND CON	ASR/ PAR
273.575	120.7	125.8 257.95	120.95 269.325 284.725	126.4 254.325 279.575	

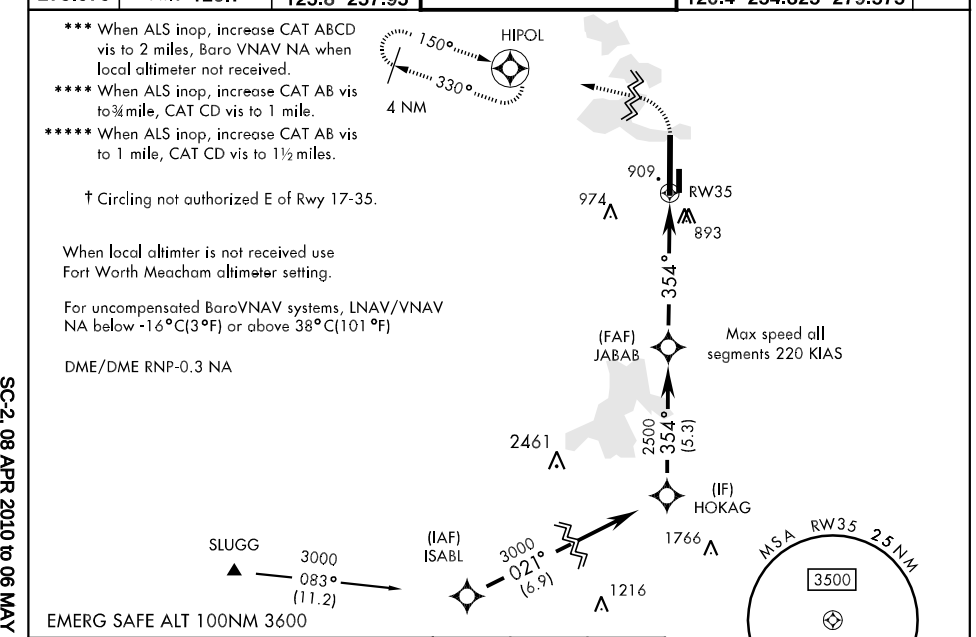
*** When ALS inop, increase CAT ABCD vis to 2 miles, Baro VNAV NA when local altimeter not received.
**** When ALS inop, increase CAT AB vis to¾ mile, CAT CD vis to 1 mile.
***** When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1½ miles.

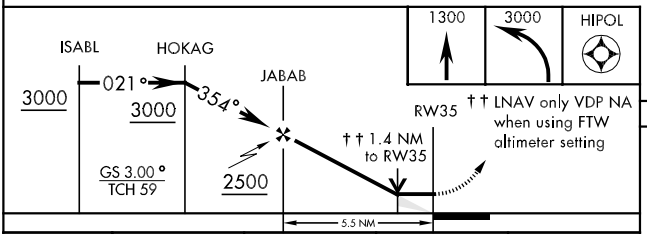
† Circling not authorized E of Rwy 17-35.

When local altimter is not received use Fort Worth Meacham altimeter setting.

For uncompensated BaroVNAV systems, LNAV/VNAV NA below -16°C(3°F) or above 38°C(101°F)

DME/DME RNP-0.3 NA

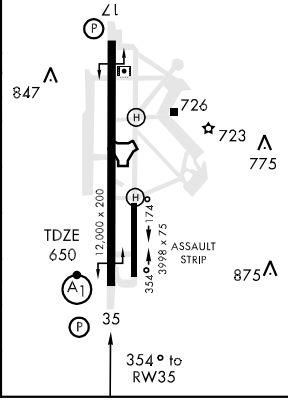


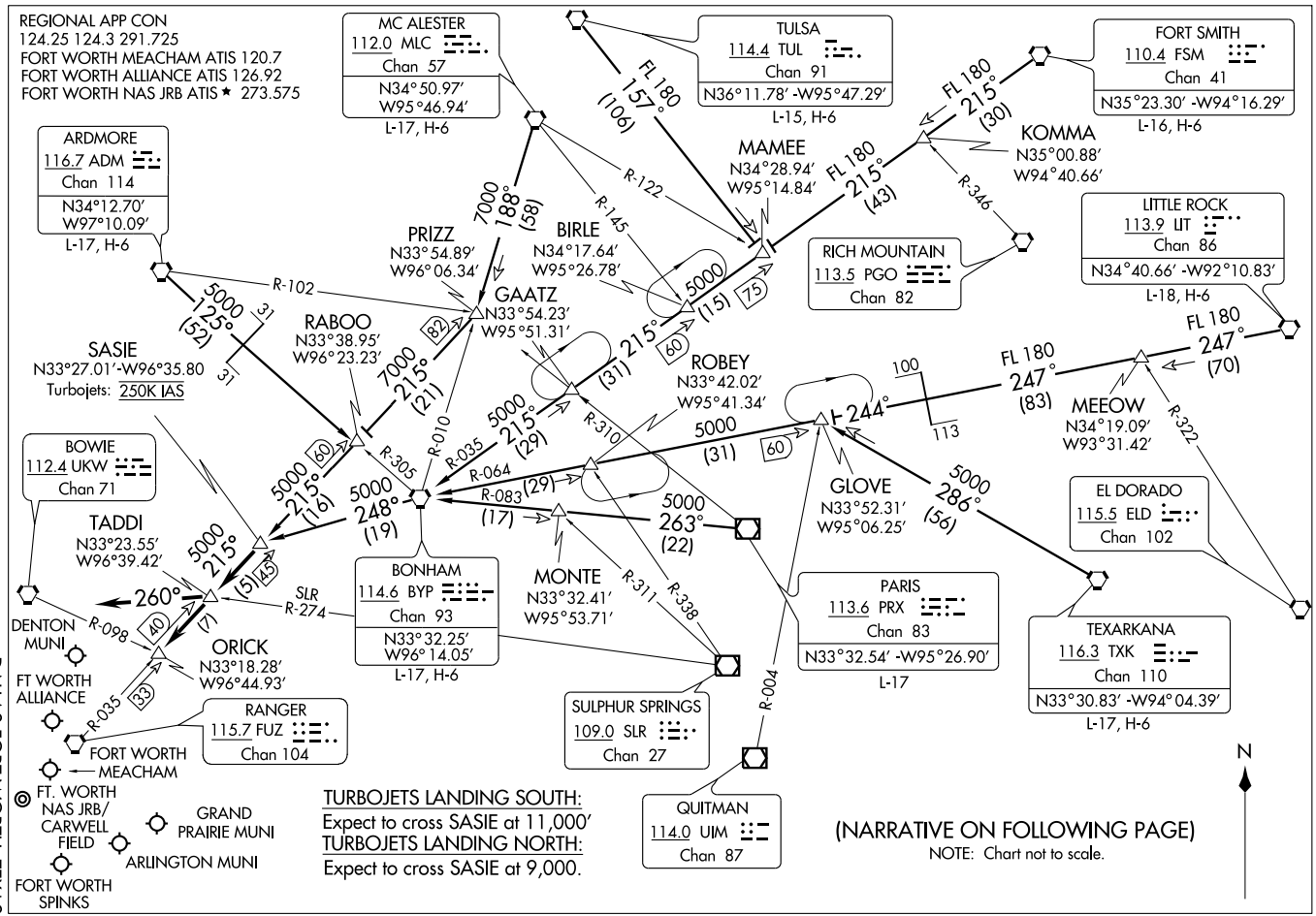


CATEGORY	A	B	C	D
LPV DA *	850-½ 200 (200-½)			
LNAV MDA **	1140-½ 490 (500-½)		1140-¾ 490 (500-¾)	1140-1 490 (500-1)
LNAV/VNAV DA ***	1220-1½ 570 (600-1½)			
CIRCLING †	1220-2 570 (600-2)			1280-2 630 (700-2)
FORT WORTH MEACHAM ALTIMETER				
LPV DA ****	870-½ 220 (300-½)			
LNAV MDA *****	1160-½ 510 (600-½)		1160-1 510 (600-1)	
CIRCLING †	1240-1 590 (600-1)		1240-1½ 590 (600-1½)	1300-2 650 (700-2)

ELEV 650

REIL Rwy 17
HIRL Rwy 17-35





SASIE TWO ARRIVAL

(SASIE.SASIE2) 09351

ST-6918 (FAA)

DALLAS-FORT WORTH, TEXAS

ARRIVAL DESCRIPTION

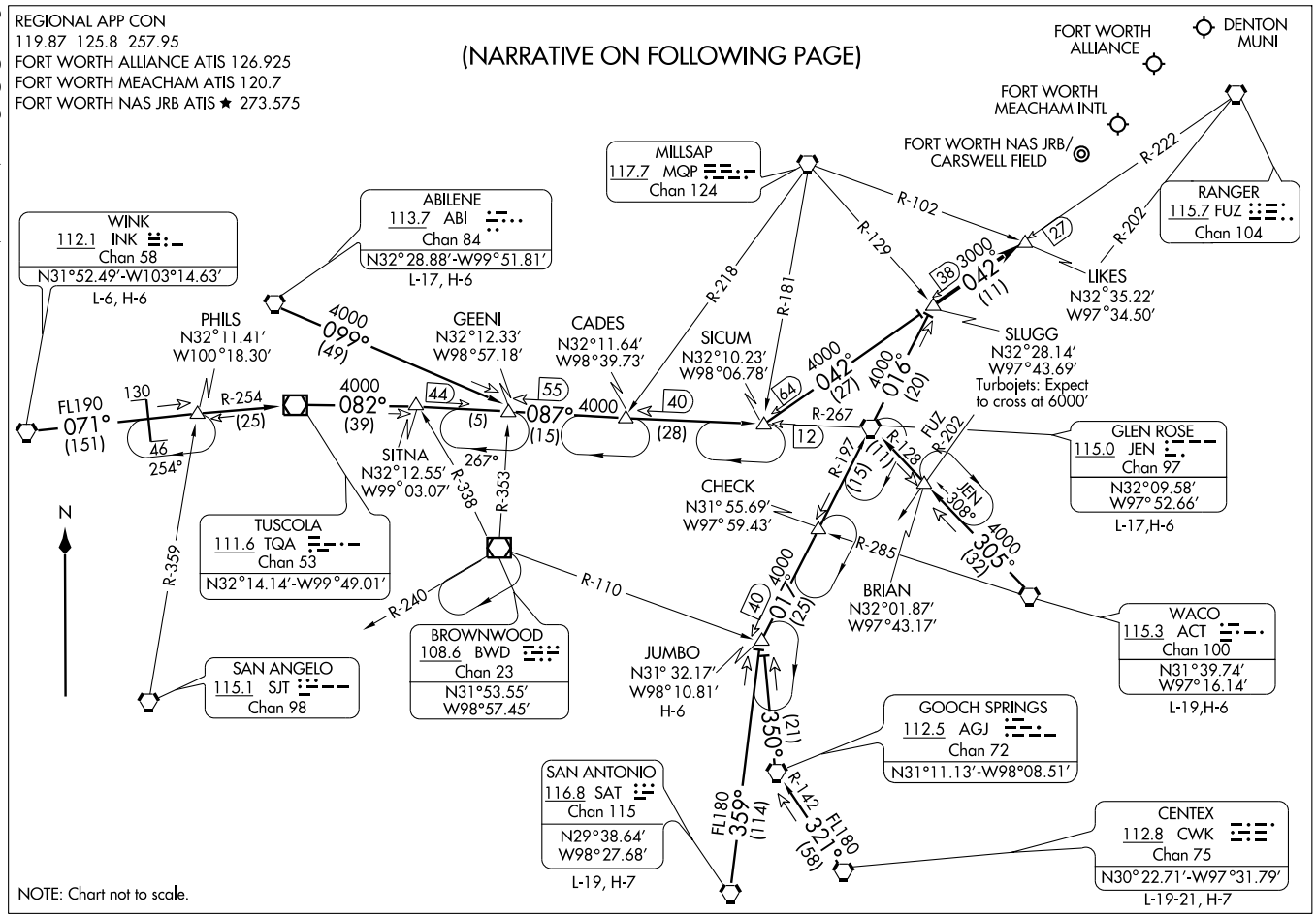
ARDMORE TRANSITION (ADM.SASIE2): From over ADM VORTAC via ADM R-125 and BYP R-305 to RABOO INT, then via FUZ R-035 to SASIE INT. Thence. . . .
BONHAM TRANSITION (BYP.SASIE2): From over BYP VORTAC via BYP R-248 to SASIE INT. Thence. . . .
FORT SMITH TRANSITION (FSM.SASIE2): From over FSM VORTAC via FSM R-215 to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
LITTLE ROCK TRANSITION (LIT.SASIE2): From over LIT VORTAC via LIT R-247 and BYP R-064 to GLOVE INT, then via BYP R-064 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
MC ALESTER TRANSITION (MLC.SASIE2): From over MLC VORTAC via MLC R-188 to PRIZZ INT, then via FUZ R-035 to SASIE INT. Thence. . . .
PARIS TRANSITION (PRX.SASIE2): From over PRX VOR/DME via PRX R-263 and BYP R-083 to BYP VORTAC, then via BYP VORTAC R-248 to SASIE INT. Thence. . . .
TEXARKANA TRANSITION (TXK.SASIE2): From over TXK VORTAC via TXK R-286 to GLOVE INT, then via BYP R-064 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
TULSA TRANSITION (TUL.SASIE2): From over TUL VORTAC via TUL R-157 to MAMEE INT, then via BYP R-035 to BYP VORTAC, the via BYP R-248 to SASIE INT. Thence. . . .
. . . . From over SASIE INT via FUZ R-035 to TADDI INT or ORICK INT (when directed by ATC). Depart TADDI INT heading 260° for vectors to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010

SLUGG SIX ARRIVAL

REGIONAL APP CON
119.87 125.8 257.95
FORT WORTH ALLIANCE ATIS 126.925
FORT WORTH MEACHAM ATIS 120.7
FORT WORTH NAS JRB ATIS ★ 273.575

(NARRATIVE ON FOLLOWING PAGE)



ARRIVAL ROUTE DESCRIPTION

ABILENE TRANSITION (ABI.SLUGG6): From over ABI VORTAC via ABI R-099 to GEENI INT, then via JEN R-267 to SICUM INT, then via FUZ R-222 to SLUGG INT. Thence . . . .

CENTEX TRANSITION (CWK.SLUGG6): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via JEN R-197 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence . . . .

GLEN ROSE TRANSITION (JEN.SLUGG6): From over JEN VORTAC via JEN R-016 to SLUGG INT. Thence . . . .

JUMBO TRANSITION (JUMBO.SLUGG6): From over JUMBO INT via JEN R-197 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence . . . .

SAN ANTONIO TRANSITION (SAT.SLUGG6): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via JEN R-197 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence . . . .

WACO TRANSITION (ACT.SLUGG6): From over ACT VORTAC via ACT R-305 and JEN R-128 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence . . . .

WINK TRANSITION (INK.SLUGG6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to SICUM INT, then via FUZ R-222 to SLUGG INT. Thence . . . .

. . . . From over SLUGG INT, via FUZ R-222 to LIKES INT. Expect vectors to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010

TACAN RWY 17

TACAN NFW Chan 24	APCH CRS 172°	Rwy ldg 12,000 TDZE 636 Arpt Elev 650	AL-160 [USN]	FORT WORTH NAS JRB (CARSWELL FLD) (KNFW)

*Circling not authorized E of Rwy 17-35.

MISSED APPROACH: Climb to 3000, via heading 174° and FUZ VORTAC R-218 to MOLKE and hold.

ATIS ★	FORT WORTH MEACHAM INTL ATIS	REGIONAL APP CON	NAVY FORT WORTH TOWER ★	NAVY FORT WORTH GND CON	ASR/ PAR
273.575	120.7	125.8 257.95	120.95 269.325 284.725	126.4 254.325 279.575	

When local altimter is not received use Fort Worth Meacham altimeter setting.

† VDP NA when using FTW altimeter setting

(IAF) MOTZA FUZ 35.9

123°

1487

R-352

NOKEE FUZ 17.3 NFW 17.9

(IF) OLACK NFW 12

172°

R-303

RANGER 115.7 FUZ Chan 104

1050

BUDGE NFW 7

1049

FAMAL NFW 3

839

MILLSAP 117.7 MQP Chan 124

R-013

CAUTION: Intmed seg len 5 NM.

990 909 974

MOLKE FUZ 25

R-218

R-100

FORT WORTH NAS JRB Chan 24 NFW

MSA NFW 25 NM

232°

322°

3000

3500

1922

Max holding 230 KIAS

038°

218°

1766

2461

20 NM

FUZ 29

EMERG SAFE ALT 100 NM 3600

3000 hdg 174°

FUZ R-218

MOLKE

MOTZA MQP R-013 FUZ R-303 FUZ 35.9

NOKEE FUZ R-303 FUZ 17.3 NFW 17.9

OLACK NFW 12

BUDGE NFW 7

†NFW 2.2

FAMAL NFW 3

HIKDI NFW 1.6

TACAN

172°

172°

123°

4000

4000

1340

2500

2.89°

TCH 62

.6

1.4 NM

4 NM

ELEV 650

172° to TACAN

TDZE 636

847

726

723

775

875

12,000 x 200

3998 x 75

174°

354°

ASSAULT STRIP

35

REIL Rwy 17

HIRL Rwy 17-35

CATEGORY	A	B	C	D	E
S-17	1100-1 464 (500-1)		1100-1¼ 464(500-1¼)	1100-1½ 464(500-1½)	1100-1¾ 464(500-1¾)
CIRCLING *	1220-1 570 (600-1)		1220-1½ 570 (600-1½)	1280-2 630 (700-2)	1300-2¼ 650 (700-2¼)
FORT WORTH MEACHAM ALTIMETER					
S-17	1120-1 484 (500-1)		1120-1¼ 484 (500-1¼)	1120-1½ 484 (500-1½)	1120-1¾ 484 (500-1¾)
CIRCLING *	1240-1 590 (600-1)		1240-1½ 590 (600-1½)	1300-2 650 (700-2)	1320-2¼ 670 (700-2¼)

TACAN RWY 35

TACAN FWH	APCH CRS	Rwy Idg 12,000 TDZE 650 Arpt Elev 650
Chan 24	355°	

AL-160 [USN]

FORT WORTH NAS JRB (CARSWELL FLD) (KNFW)

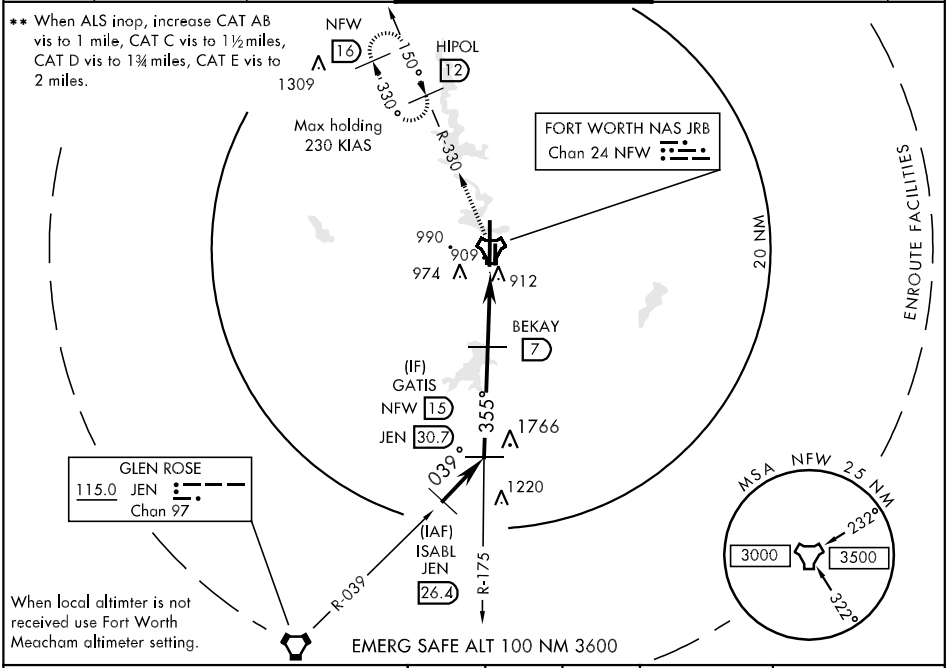
* When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1½ miles, CAT DE vis to 1¾ miles.
*** Circling not authorized E of Rwy 17-35.

ALSF-1

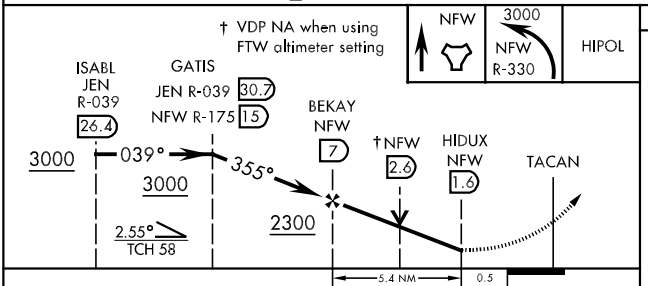
MISSED APPROACH: Climb direct NFW TACAN, then climbing left to 3000 via NFW R-330 to HIPOL and hold.

ATIS ★	FORT WORTH MEACHAM INTL ATIS	REGIONAL APP CON	NAVY FORT WORTH TOWER ★	NAVY FORT WORTH GND CON	ASR/ PAR
273.575	120.7	125.8 257.95	120.95 269.325 284.725	126.4 254.325 279.575	

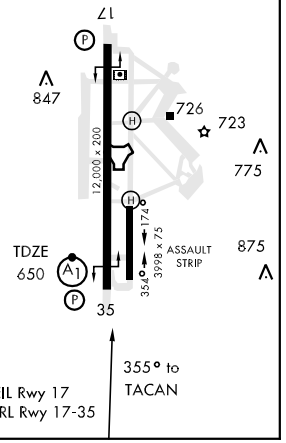
** When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.



† VDP NA when using FTW altimeter setting



ELEV 650



CATEGORY	A	B	C	D	E
S-35 *	1180-½	530 (600-½)	1180-1 530 (600-1)	1180-1¼	530 (600-1¼)
CIRCLING ***	1220-1	570 (600-1)	1220-1½ 570 (600-1½)	1280-2 630 (700-2)	1300-2¼ 650 (700-2¼)
FORT WORTH MEACHAM ALTIMETER					
S-35**	1200-½	550 (600-½)	1200-1 550 (600-1)	1200-1¼ 550 (600-1¼)	1200-1½ 550 (600-1½)
CIRCLING ***	1240-1	590 (600-1)	1240-1½ 590 (600-1½)	1300-2 650 (700-2)	1320-2¼ 670 (700-2¼)

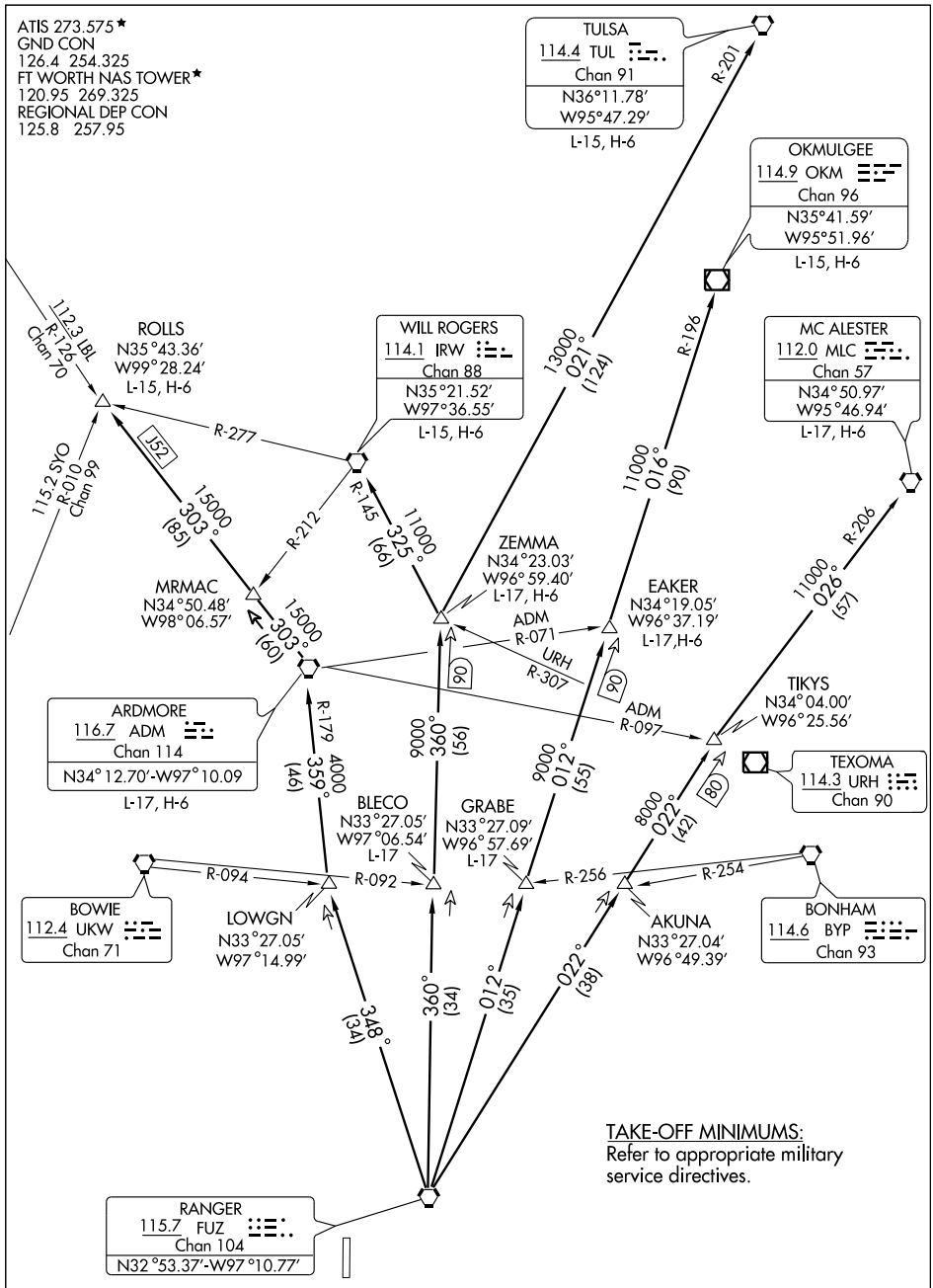
(TEX1.FUZ) 09351

TEXOMA ONE DEPARTURE

FORT WORTH NAS JRB/CARSWELL FIELD (NFW)

SL-160 (FAA)

FORT WORTH, TEXAS



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to BLECO INT.

EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC via FUZ R-012 to EAKER INT.

GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT, then via MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to OKM VOR/DME.

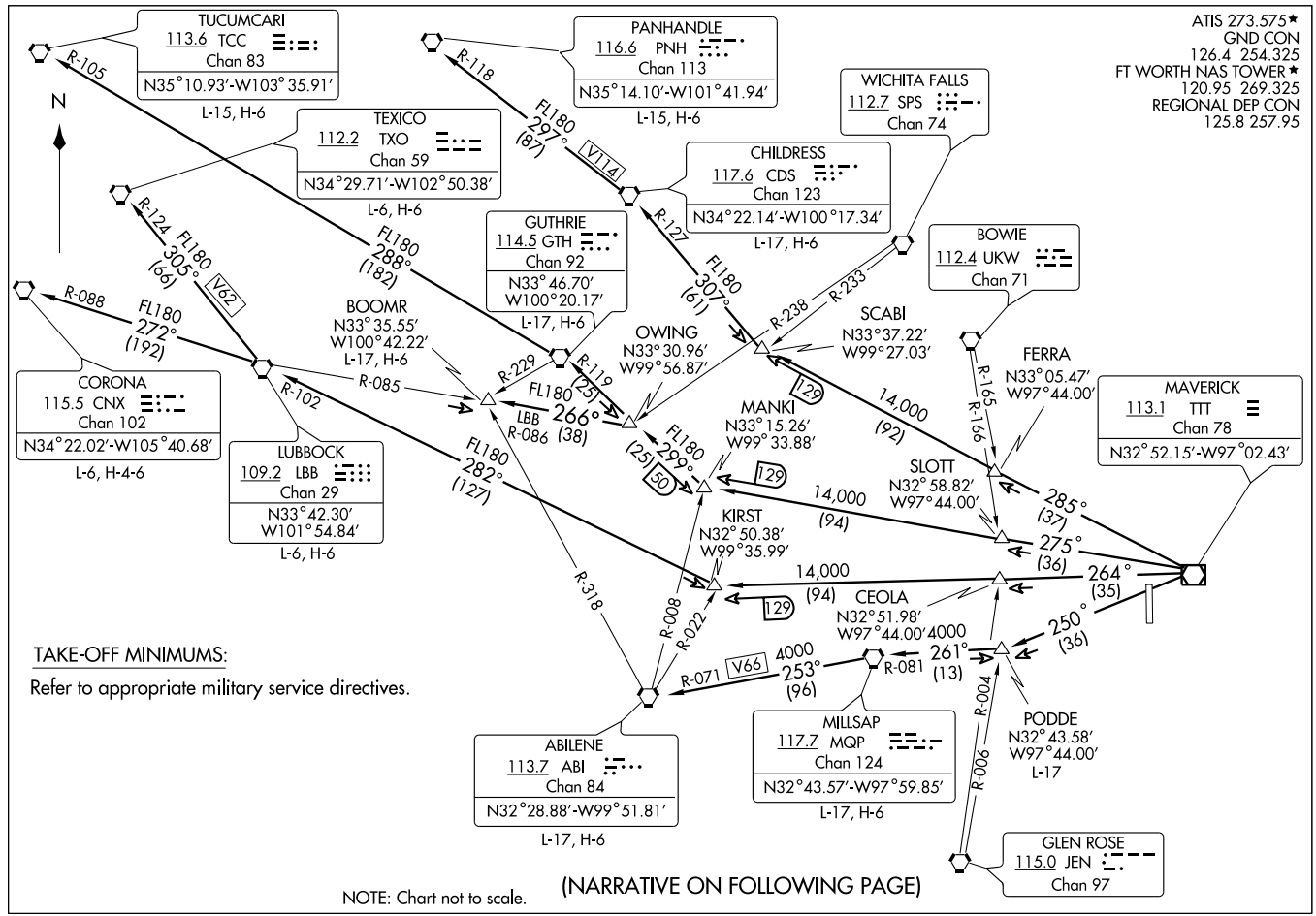
ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.

TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (TEX1.IRW): (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT.

SC-2, 08 APR 2010 to 06 MAY 2010



(FWORTH5.1111) 08269

WORTH FIVE DEPARTURE

SL-160 (FAA)

FORT WORTH NAS JRB/CARSWELL FIELD (NFW)

FORT WORTH, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

BOOMR TRANSITION (WORTH5.BOOMR): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT.

CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

PANHANDLE TRANSITION (WORTH5.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via TTT R-250 to PODDE INT.

TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

SC-2, 08 APR 2010 to 06 MAY 2010

FREDERICKSBURG, TX

AL-6428 (FAA)

APP CRS	Rwy Idg	5001
141°	TDZE	1695
	Apt Elev	1695

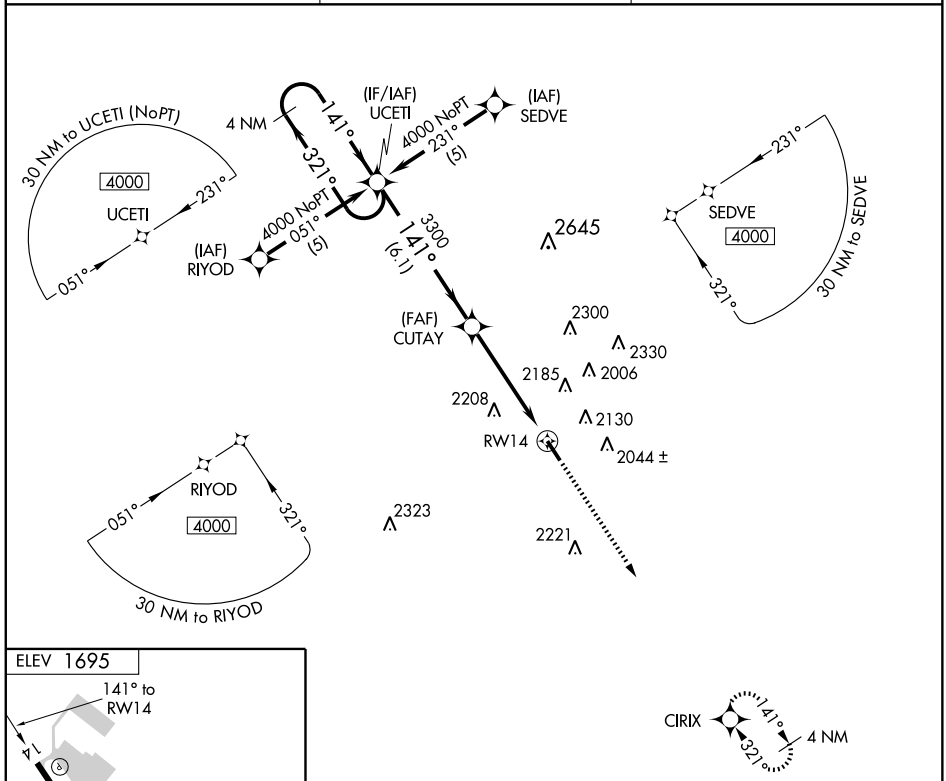
RNAV (GPS) RWY 14

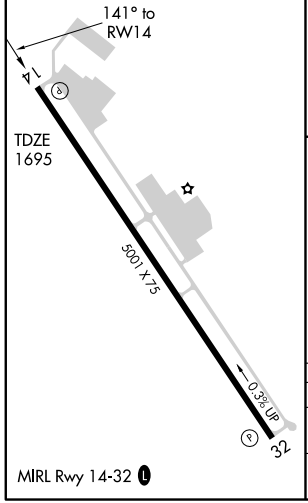
FREDERICKSBURG/GILLESPIE COUNTY (T82)

DME/DME RNP-0.3 NA.

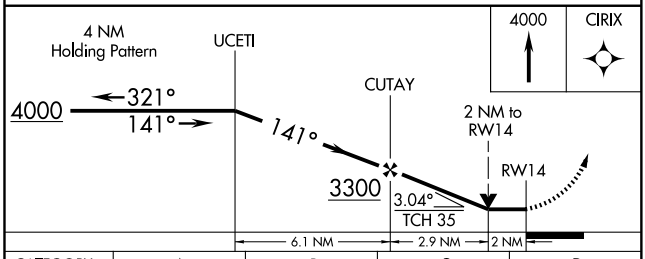
MISSED APPROACH: Climb to 4000 direct CIRIX and hold.

AWOS-3	HOUSTON CENTER	UNICOM
120.00	134.2 307.3	122.7 (CTAF) L





MIRL Rwy 14-32 L



CATEGORY	A	B	C	D
LNAV MDA	2380-1	685 (700-1)	2380-2 685 (700-2)	NA
CIRCLING	2380-1	685 (700-1)	2480-2¼ 785 (800-2¼)	NA

SC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5001
321°	TDZE	1682
	Apt Elev	1695

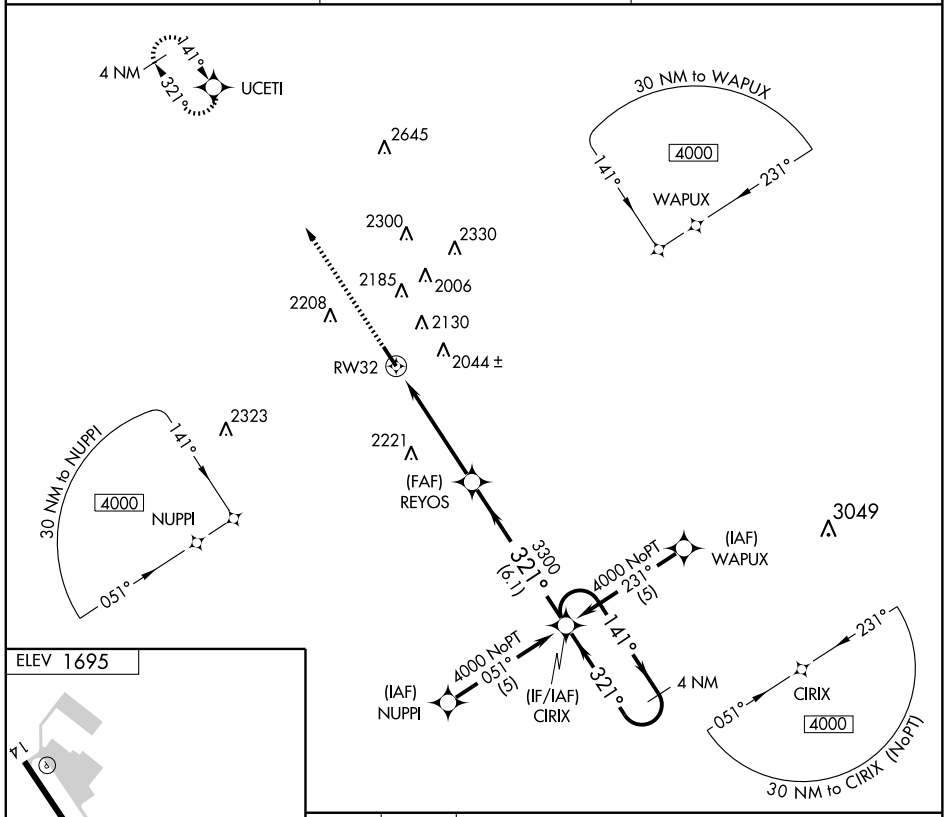
RNAV (GPS) RWY 32

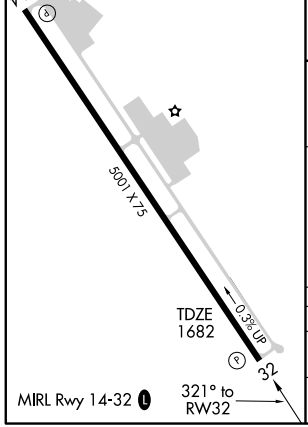
FREDERICKSBURG/GILLESPIE COUNTY (T82)

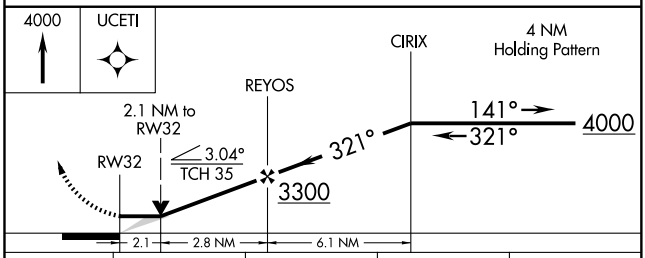
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct UCETI and hold.

AWOS-3	HOUSTON CENTER	UNICOM
120.00	134.2 307.3	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2380-1	698 (700-1)	2380-2 698 (700-2)	NA
CIRCLING	2380-1	685 (700-1)	2480-2¼ 785 (800-2¼)	NA

SC-3, 08 APR 2010 to 06 MAY 2010

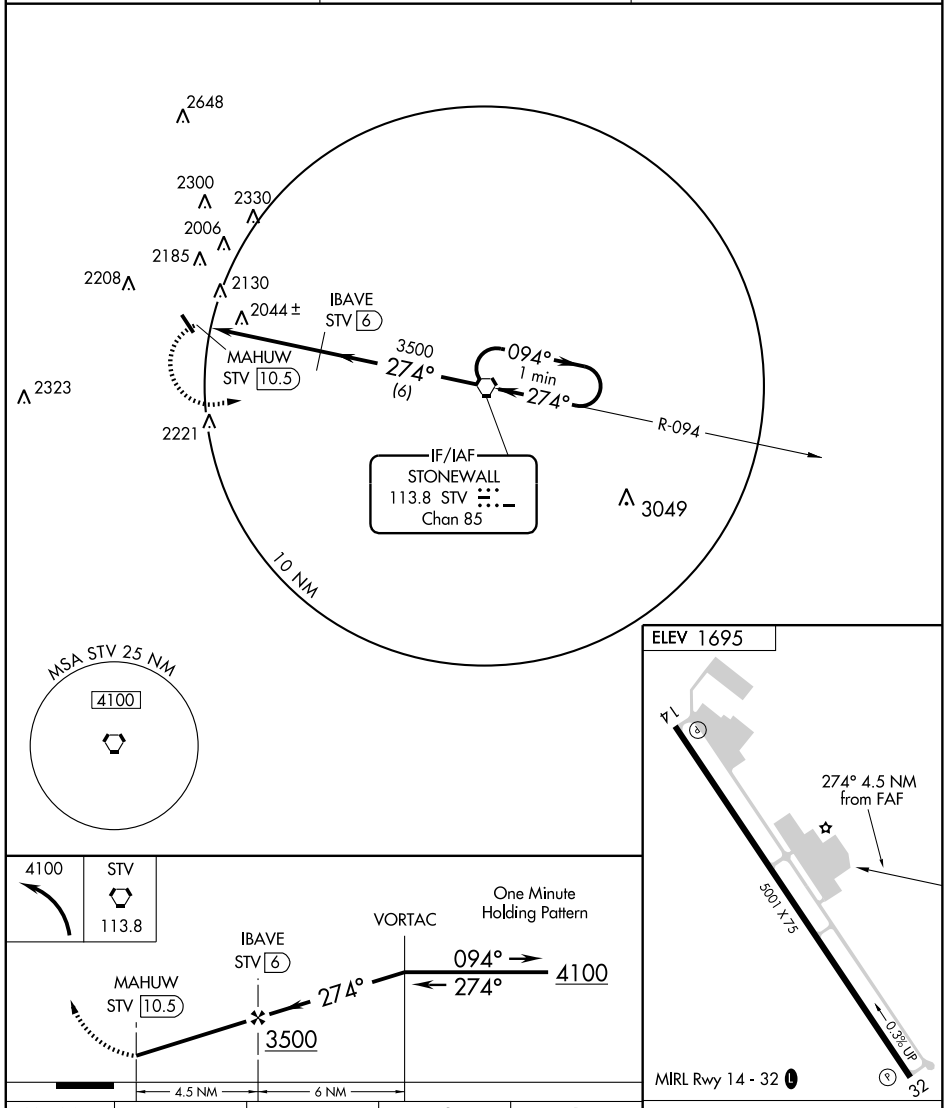
VORTAC STV 113.8 Chan 85	APP CRS 274°	Rwy Idg N/A TDZE N/A Apt Elev 1695

VOR/DME-A

FREDERICKSBURG/GILLESPIE COUNTY (T82)

MISSED APPROACH: Climbing left turn to 4100 direct STV VORTAC and hold.

AWOS-3	HOUSTON CENTER	UNICOM
120.00	134.2 307.3	122.7 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	2440-1 745 (800-1)	2440-1¼ 745 (800-1¼)	2480-2¼ 785 (800-2¼)	NA

Knots	60	90	120	150	180
Min:Sec					

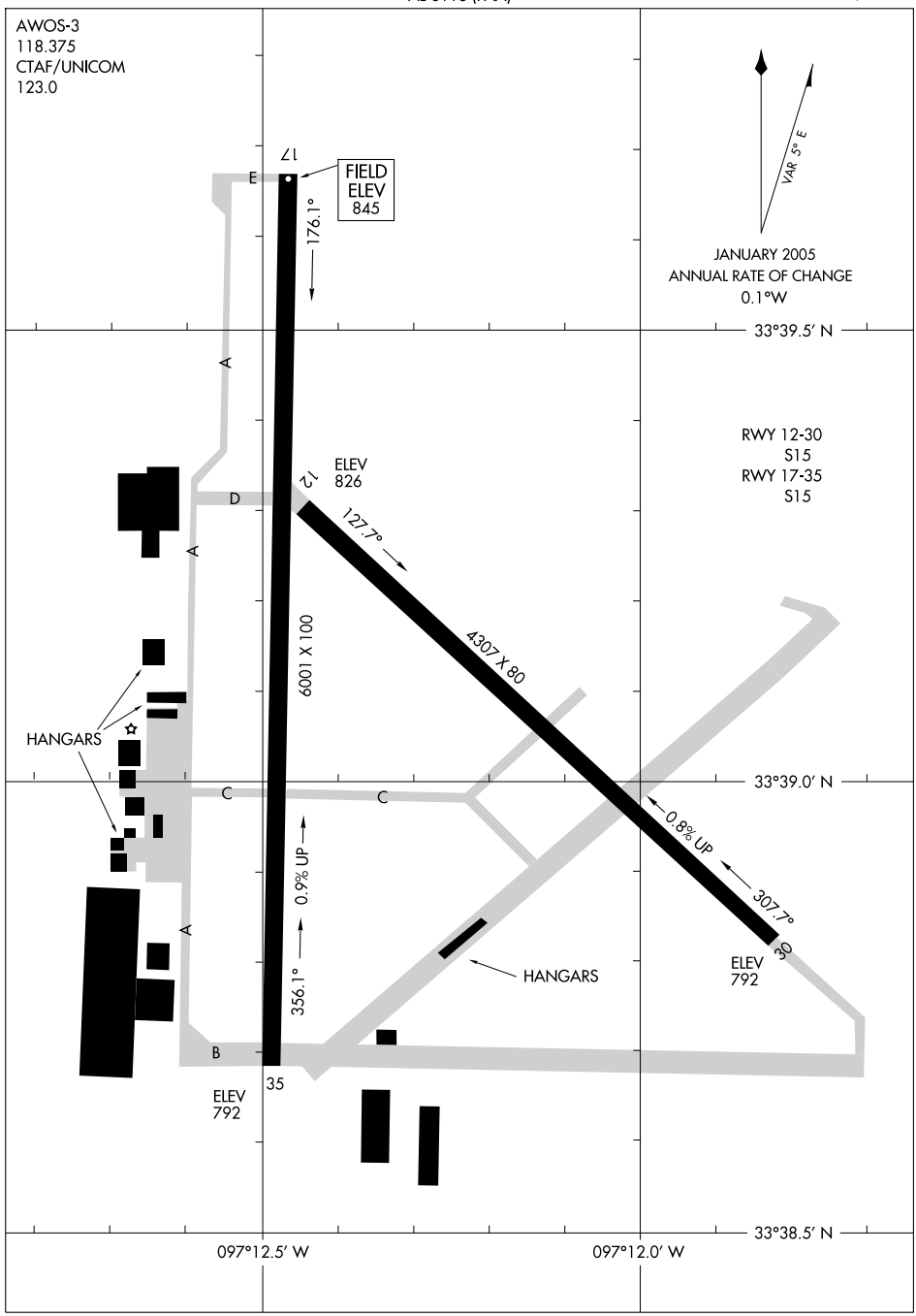
SC-3. 08 APR 2010 to 06 MAY 2010

09127

AIRPORT DIAGRAM

AL-6113 (FAA)

GAINESVILLE MUNI (GLE)
GAINESVILLE, TEXAS



SC-2, 08 APR 2010 to 06 MAY 2010

NDB GLE	APP CRS	Rwy Idg	6001
330	175°	TDZE	845
		Apt Elev	845

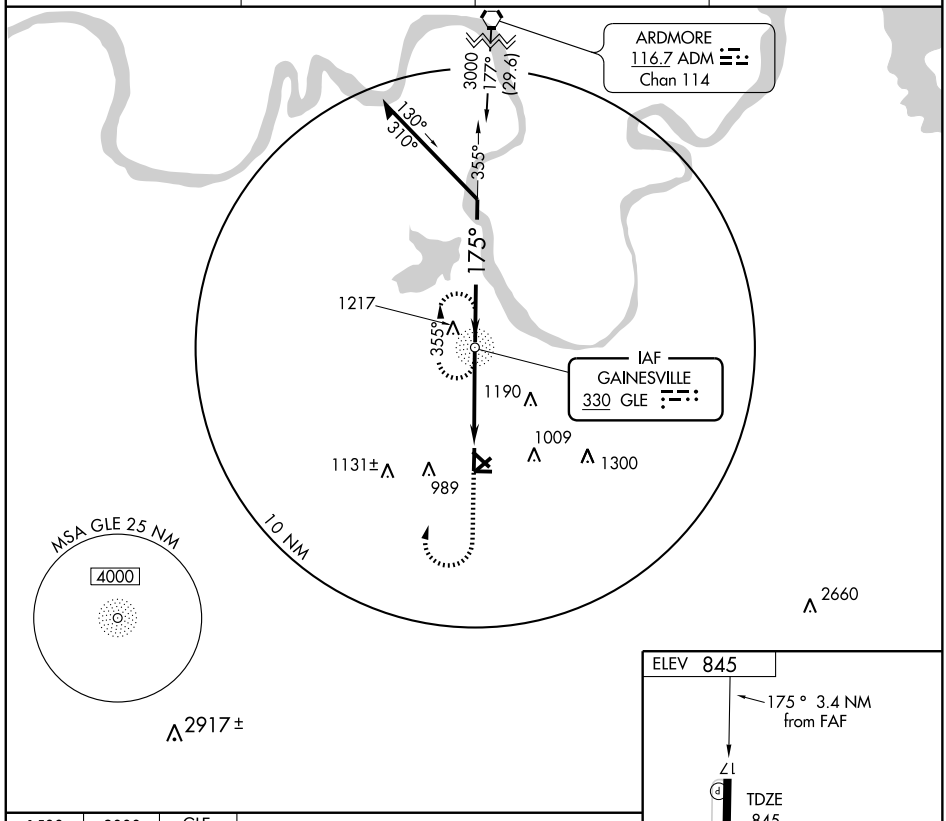
NDB RWY 17

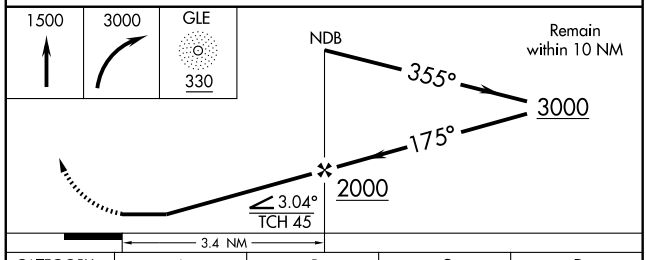
GAINESVILLE MUNI (GLE)

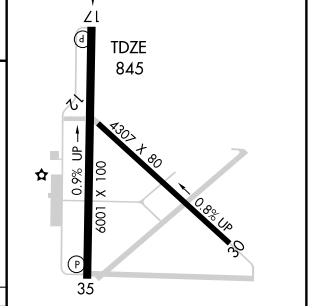
NA

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct GLE NDB and hold.

AWOS-3	FORT WORTH CENTER	UNICOM	GCO
118.375	124.75 377.1	123.0 (CTAF) L	121.725







MIRL Rwy 17-35 L
REIL Rwy 17-35

CATEGORY	A	B	C	D
S-17	1340-1 495 (500-1)		1340-1¼ 495 (500-1¼)	1340-1½ 495 (500-1½)
CIRCLING	1340-1 495 (500-1)		1340-1½ 495 (500-1½)	1460-2 615 (700-2)

FAF to MAP 3.4 NM

Knots	60	90	120	150	180
Min:Sec	3:24	2:16	1:42	1:22	1:08

SC-2, 08 APR 2010 to 06 MAY 2010

GAINESVILLE, TEXAS

AL-6113 (FAA)

WAAS	APP CRS	Rwy Idg	6001
CH 58111	175°	TDZE	845
W17A		Apt Elev	845

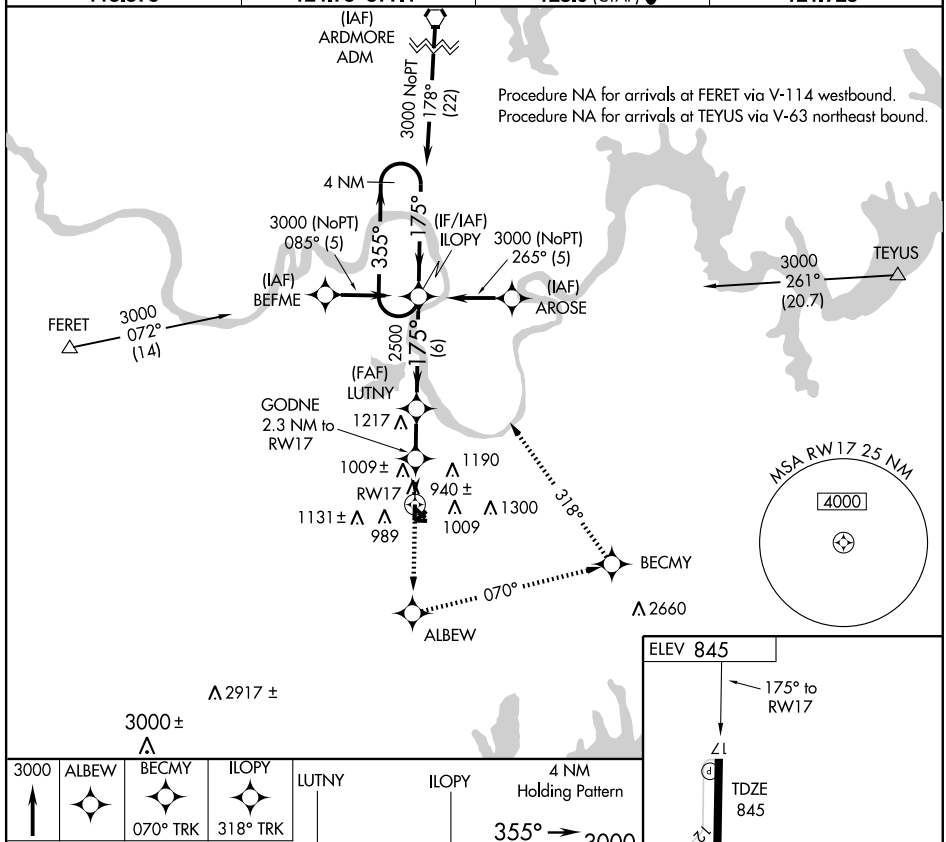
RNAV (GPS) RWY 17

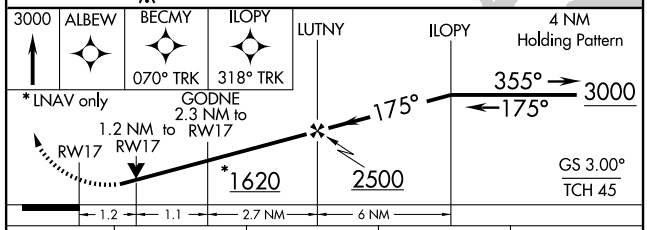
GAINESVILLE MUNI (GLE)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Denton altimeter setting and increase all DA 91 feet and all MDA 100 feet. Increase LPV visibility all Cats ¼ mile, increase LNAV/VNAV visibility ½ all Cats, increase LNAV visibility Cat C ¼ and Cat D ½ and increase circling Cat C/D ¼ mile. Baro-VNAV and VDP NA when using Denton altimeter setting.

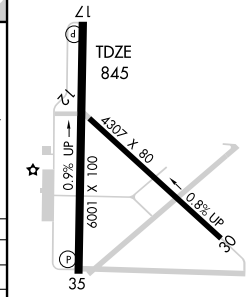
MISSED APPROACH: Climb to 3000 direct ALBEW and via 070° track to BECMY and via 318° track to ILOPY and hold.

AWOS-3	FORT WORTH CENTER	UNICOM	GCO
118.375	124.75 377.1	123.0 (CTAF) L	121.725





CATEGORY	A	B	C	D
LPV DA	1194-1¼ 349 (400-1¼)			
LNAV/VNAV DA	1358-1¾ 513 (600-1¾)			
LNAV MDA	1260-1 415 (500-1)		1260-1¼ 415 (500-1¼)	
CIRCLING	1320-1 475 (500-1)		1360-1½ 515 (600-1½)	1460-2 615 (700-2)

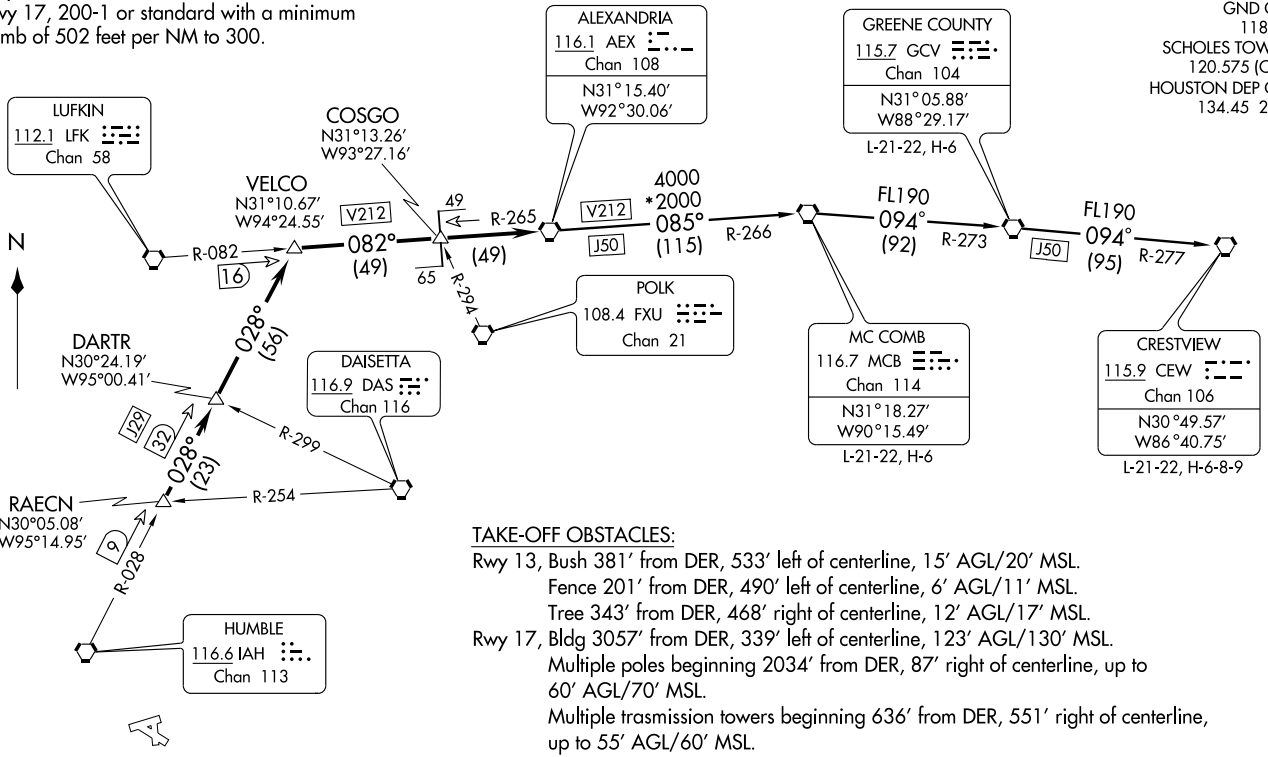


MIRL Rwy 17-35 L
REIL Rwy 17-35

SC-2, 08 APR 2010 to 06 MAY 2010

ASOS 119.275
CLNC DEL
135.35 (When tower closed)
GND CON
118.625
SCHOLES TOWER★
120.575 (CTAF)
HOUSTON DEP CON
134.45 284.0

TAKE OFF MINIMUMS:
Rwys 13, 31, 35 standard.
Rwy 17, 200-1 or standard with a minimum climb of 502 feet per NM to 300.



TAKE-OFF OBSTACLES:
Rwy 13, Bush 381′ from DER, 533′ left of centerline, 15′ AGL/20′ MSL.
Fence 201′ from DER, 490′ left of centerline, 6′ AGL/11′ MSL.
Tree 343′ from DER, 468′ right of centerline, 12′ AGL/17′ MSL.
Rwy 17, Bldg 3057′ from DER, 339′ left of centerline, 123′ AGL/130′ MSL.
Multiple poles beginning 2034′ from DER, 87′ right of centerline, up to 60′ AGL/70′ MSL.
Multiple trasmission towers beginning 636′ from DER, 551′ right of centerline, up to 55′ AGL/60′ MSL.
Tree 460′ from DER, 316′ right of centerline, 22′ AGL/29′ MSL.
Rwy 31, Multiple cranes beginning 4341′ from DER, 1017′ left of centerline, up to 131′ AGL/131′ MSL.
Rwy 35, Tree 730′ from DER, 501′ right of centerline, 27′ AGL/32′ MSL.

NOTE: Radar Required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000', expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 to VELCO INT, then right turn via LFK R-082 and AEX R-265 to AEX VORTAC.

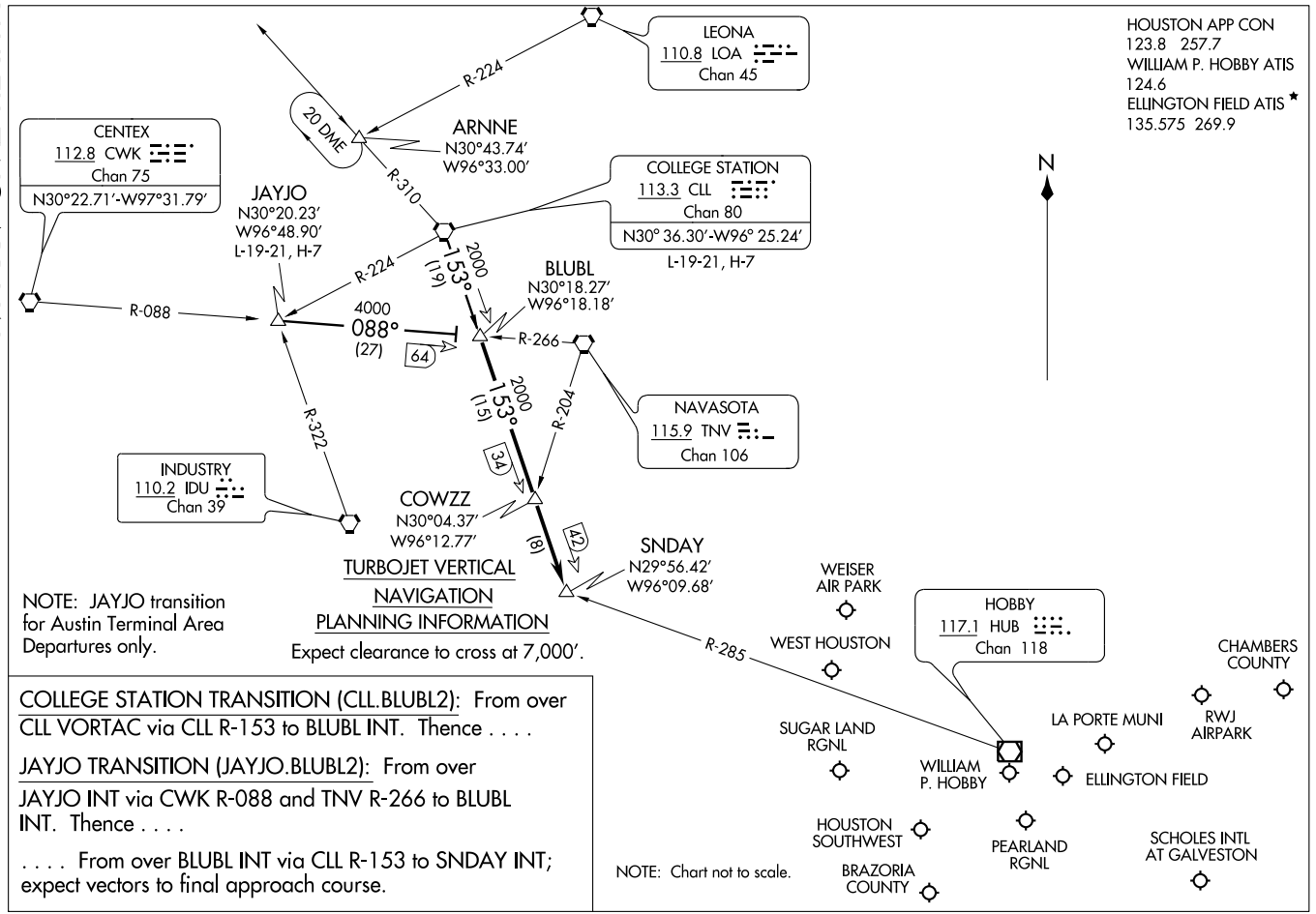
THE FOLLOWING TRANSITIONS ARE ATC ASSIGNED ONLY DO NOT FILE:

CRESTVIEW TRANSITION (AEX4.CEW): (For aircraft being weather rerouted to join a jet route off CEW VORTAC or overflying CEW VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC, then via GCV R-094 and CEW R-277 to CEW VORTAC.

GREENE COUNTY TRANSITION (AEX4.GCV): (For aircraft being weather rerouted to join a jet route off GCV VORTAC or overflying GCV VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC.

MC COMB TRANSITION (AEX4.MCB): (For aircraft being weather rerouted to join a jet route off MCB VORTAC or overflying MCB VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC.

SC-5, 08 APR 2010 to 06 MAY 2010



COLLEGE STATION TRANSITION (CLL.BLUBL2): From over CLL VORTAC via CLL R-153 to BLUBL INT. Thence . . . .

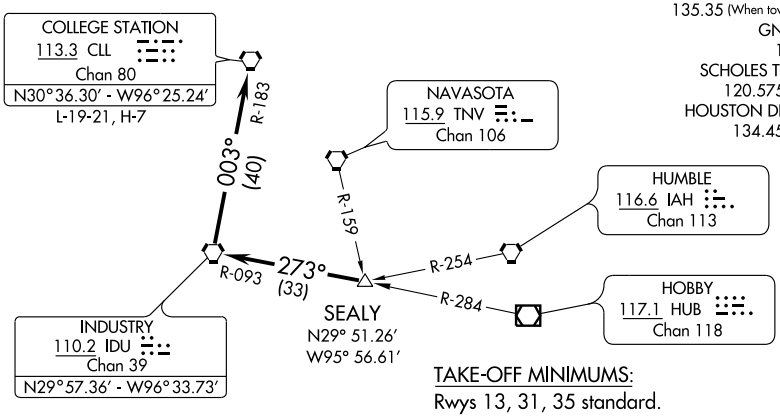
JAYJO TRANSITION (JAYJO.BLUBL2): From over JAYJO INT via CWK R-088 and TNV R-266 to BLUBL INT. Thence . . . .

. . . . From over BLUBL INT via CLL R-153 to SNDAY INT; expect vectors to final approach course.

COLLEGE TWO DEPARTURE

GALVESTON/SCHOLES INTL AT GALVESTON (GLS)
GALVESTON, TEXAS

ASOS
119.275
CLNC DEL
135.35 (When tower closed)
GND CON
118.625
SCHOLES TOWER★
120.575 (CTAF)
HOUSTON DEP CON
134.45 284.0



TAKE-OFF MINIMUMS:
Rwys 13, 31, 35 standard.
Rwy 17, 200-1 or standard with a minimum climb of 502' per NM to 300'.

TAKE-OFF OBSTACLES:
Rwy 13, Bush 381' from DER, 533' left of centerline, 15' AGL/20 MSL. Fence 201' from DER, 490' left of centerline, 6' AGL/11 MSL. Tree 343' from DER, 468' right of centerline, 12' AGL/17' MSL.
Rwy 17, Bldg 3057' from DER, 339' left of centerline, 123' AGL/130' MSL. Multiple poles beginning 2034' from DER, 87' right of centerline, up to 60' AGL/70' MSL. Multiple transmission towers beginning 636' from DER, 551' right of centerline, up to 55' AGL/60 MSL. Tree 460' from DER, 316' right of centerline, 22' AGL/29' MSL.
Rwy 31, Multiple cranes beginning 4341' from DER, 1017' left of centerline, up to 131' AGL/131' MSL.
Rwy 35, Tree 730' from DER, 501' right of centerline, 27' AGL/32' MSL.

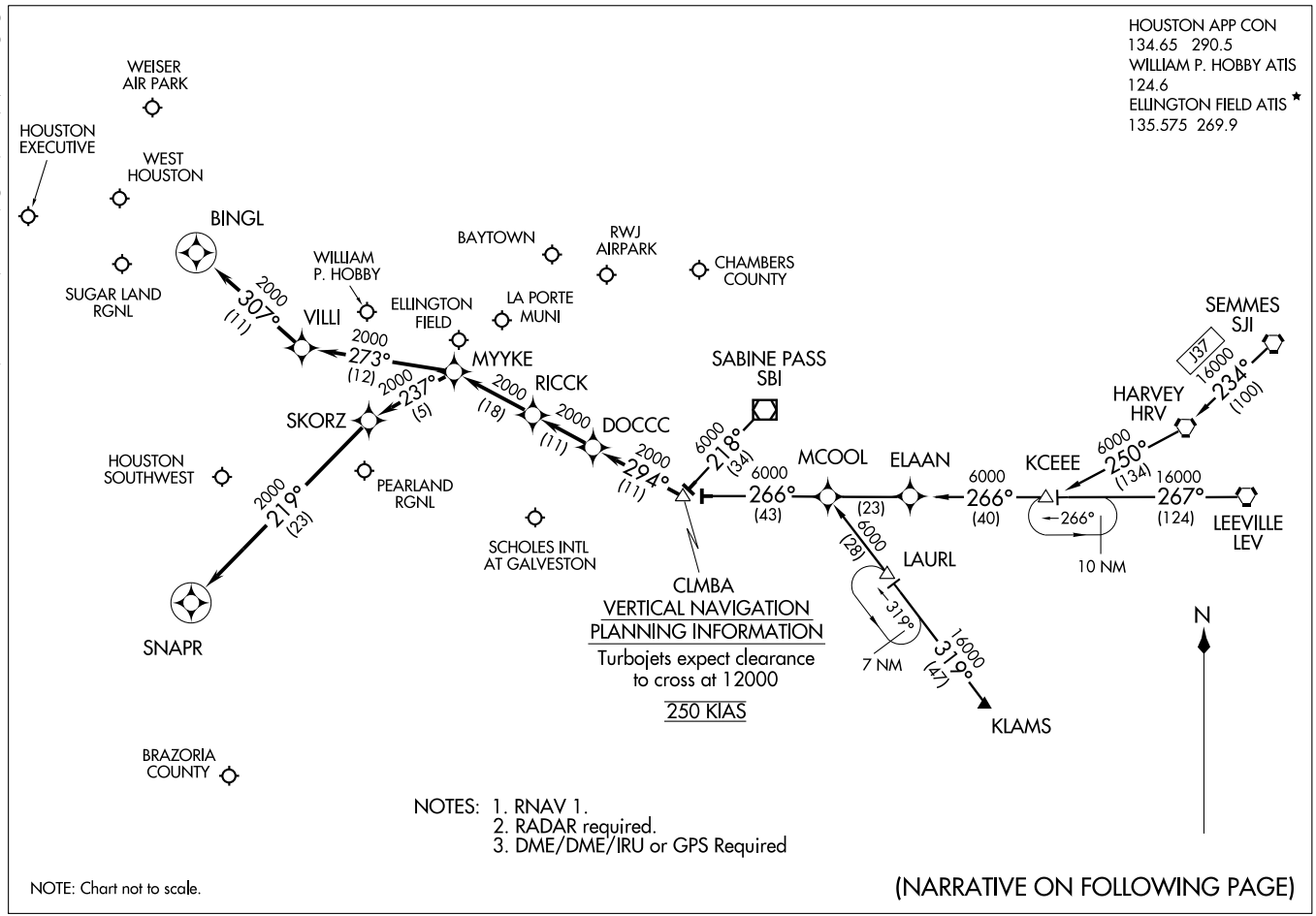
NOTE: Radar Required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to SEALY INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IDU R-093 to IDU VORTAC, then right turn via IDU R-003 and CLL R-183 to CLL VORTAC.



COLUMBIA ONE ARRIVAL (RNAV)

(CLMBA.CLMBA1) 09239

ST-198 (FAA)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)
KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF, and VUH must be operational.)
LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)
SABINE PASS TRANSITION (SBI.CLMBA1):
SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK . . . .

WILLIAM P. HOBBY/HOUSTON (HOU):

LANDING RUNWAY 4: . . . . From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

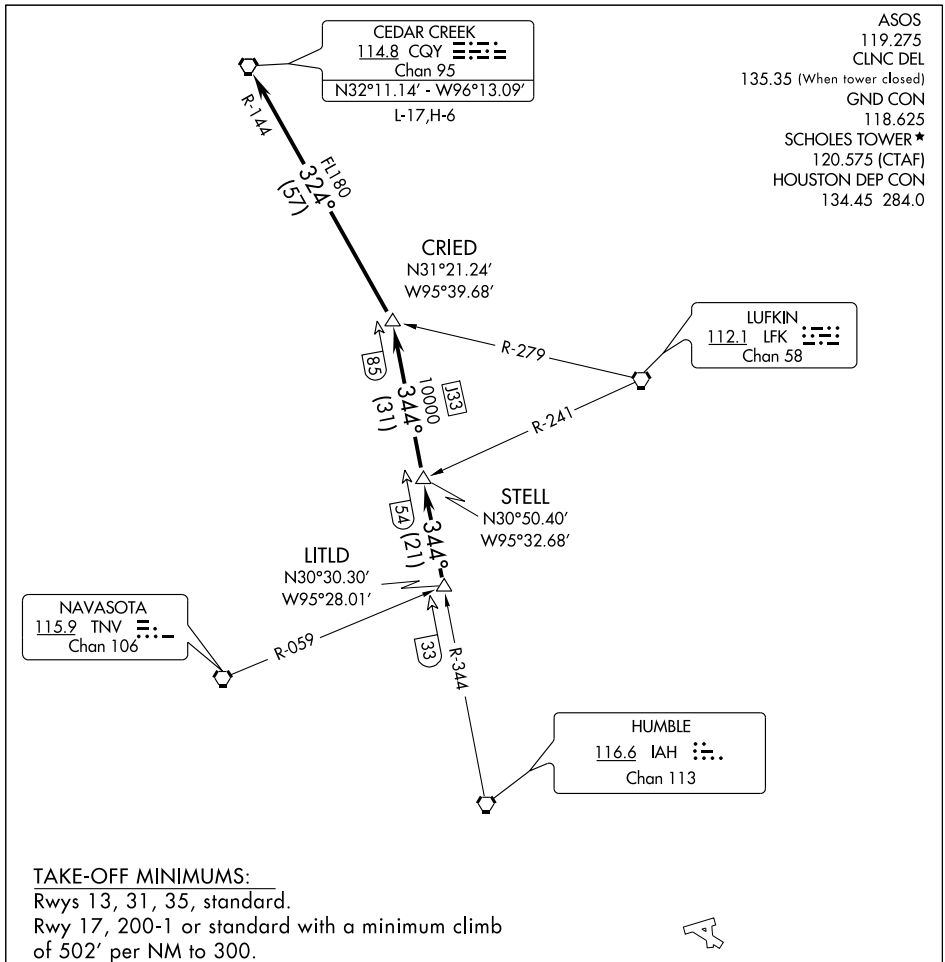
LANDING RUNWAY 12R: . . . . From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

SC-5, 08 APR 2010 to 06 MAY 2010

CRIED THREE DEPARTURE



TAKE-OFF MINIMUMS:
Rwys 13, 31, 35, standard.
Rwy 17, 200-1 or standard with a minimum climb of 502′ per NM to 300.

NOTE: Radar Required. (NOTES CONTINUED ON FOLLOWING PAGE) NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to LITLD INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-344 to STELL INT, then via IAH R-344 to CRIED INT, then left turn via CQY R-144 to CQY VORTAC.

SC-5, 08 APR 2010 to 06 MAY 2010

TAKE-OFF OBSTACLES:

Rwy 13, Bush, 381′ from DER, 533′ left of centerline, 15′ AGL/20′ MSL.
Fence, 201′ from DER, 490′ left of centerline, 6′ AGL/11′MSL.
Tree, 343′ from DER, 468′ right of centerline, 12′ AGL/17′ MSL.
Rwy 17, Multiple transmission towers beginning 636′ from DER, 551 right of centerline, up to 55′ AGL/60′ MSL. Tree 460′ from DER, 316′ right of centerline, 22′ AGL/29′ MSL. Building 3057′ from DER, 339′ left of centerline, 123′ AGL/130′ MSL. Multiple poles beginning 2034′ from DER, 87′ right of centerline, up to 60′ AGL/70′ MSL.
Rwy 31, Multiple cranes beginning 4341′ from DER, 1017′ left of centerline, up to 131′ AGL/131′ MSL.
Rwy 35, Tree 730′ from DER, 501′ right of centerline, 27′ AGL/32′ MSL.

DAISETTA EIGHT ARRIVAL (DAS.DAS8)

HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS *
135.575 269.9

NOTE: For all conventional navigation aircraft landing in the Houston terminal area. For all turboprops/pistons landing IAH. ATC assigned only for all others.

NOTE: For RNAV equipped aircraft landing IAH runways 8L/R and 9 from over DAETN INT direct JOESZ INT, expect vectors to final approach course prior to JOESZ INT, if not received by JOESZ INT fly present heading.

ELM GROVE
111.2 EMG
Chan 49
N32°24.01'-W93°35.71'
L-17, H-6

QUESO
N30°46.86'
W94°06.54'

BROWW
N30°54.22'
W93°52.20'

SAWMILL
113.75 SWB
Chan 84(Y)
N31°58.39' - W92°40.63'
L-22, H-6

LUFKIN
112.1 LFK
Chan 58
N31°09.74'
W94°43.02'
L-19-21, H-6

VIERA
N30°44.51'
W94°02.83'

TQELA
N30°32.39'
W93°46.23'

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40' -W92°30.06'
L-21-22, H-6

INDUSTRY
110.2 IDU
Chan 39

JOESZ
N30°06.40'
W95°46.72'

INNIS
N30°02.07'
W95°06.83'

REHAB
N29°59.59'
W95°14.25'

COMBS
N30°23.32'
W94°25.84'

DAETN
N30°06.31'
W94°54.07'

YAAOW
N29°53.12'
W95°10.69'

DRXLR
N29°45.59'
W95°13.92'

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

HUMBLE
116.6 IAH
Chan 113

HOBBY
117.1 HUB
Chan 118

DAISETTA
116.9 DAS
Chan 116
N30°11.38' -W94°38.70'

LAKE CHARLES
113.4 LCH
Chan 81
N30°08.49' -W93°06.33'
L-21-22, H-7

BEAUMONT
114.5 BPT
Chan 92
N29°56.76' -W94°00.97'

VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: 280K IAS
Expect clearance
to cross at 13,000'

RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

WEISER AIRPARK
WEST HOUSTON
HOUSTON EXECUTIVE
SUGAR LAND RGNL
LA PORTE MUNI
CHAMBERS COUNTY
WILLIAM P. HOBBY
BAYTOWN
RWJ AIRPARK
PEARLAND RGNL
ELLINGTON FIELD
HOUSTON-SOUTHWEST
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY

DAISETTA EIGHT ARRIVAL (DAS.DAS8)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence . . . .

SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

. . . . From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:

. . . . From DAETN INT fly heading 265° for vectors to final approach course.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

FOR ALL OTHER AIRPORTS:

. . . . From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.

SC-5, 08 APR 2010 to 06 MAY 2010

EL DORADO ONE DEPARTURE

ASOS
119.275
CLNC DEL
135.35 (When tower closed)
GND CON
118.625
SCHOLES TOWER ★
120.575 (CTAF)
HOUSTON DEP CON
134.45 284.0

EL DORADO
115.5 ELD
Chan 102
N33°15.37′ - W92°44.64′
L-17, H-6

R-208

028° (143)

NOTE: Radar required.
NOTE: For aircraft destined MEM, or filed via Q32 or J42.

LUFKIN
112.1 LFK
Chan 58

R-066
R-082

ENJOY
N31°16.73′
W94°19.82′

028° (7)
9

VELCO
N31°10.67′
W94°24.55′

028° (56)

DARTR
N30°24.19′
W95°00.41′

RAECN
N30°05.08′
W95°14.95′

028° (23)
32

R-299

DAISETTA
116.9 DAS
Chan 116

R-254

9

R-028

HUMBLE
116.6 IAH
Chan 113

TAKE-OFF MINIMUMS:
Rwy 13, 31, 35, standard.
Rwy 17, 200-1 or standard with a minimum climb of 502 feet per NM to 300.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 and the ELD R-208 to ELD VORTAC.

TAKE-OFF OBSTACLES

Rwy 13, Bush 381′ from DER, 533′ left of centerline, 15′ AGL/20′ MSL. Fence 201′ from DER, 490′ left of centerline, 6′ AGL/11′ MSL. Tree 343′ from DER, 468′ right of centerline, 12′ AGL/17′ MSL.

Rwy 17, Building 3057′ from DER, 339′ left of centerline, 123′ AGL/130′ MSL. Multiple poles beginning 2034′ from DER, 87′ right of centerline, up to 60′ AGL/70′ MSL. Multiple TRMSN towers beginning 636′ from DER, 551′ right of centerline, up to 55′ AGL/60′ MSL. Tree 460′ from DER, 316′ right of centerline, 22′ AGL/29′ MSL.

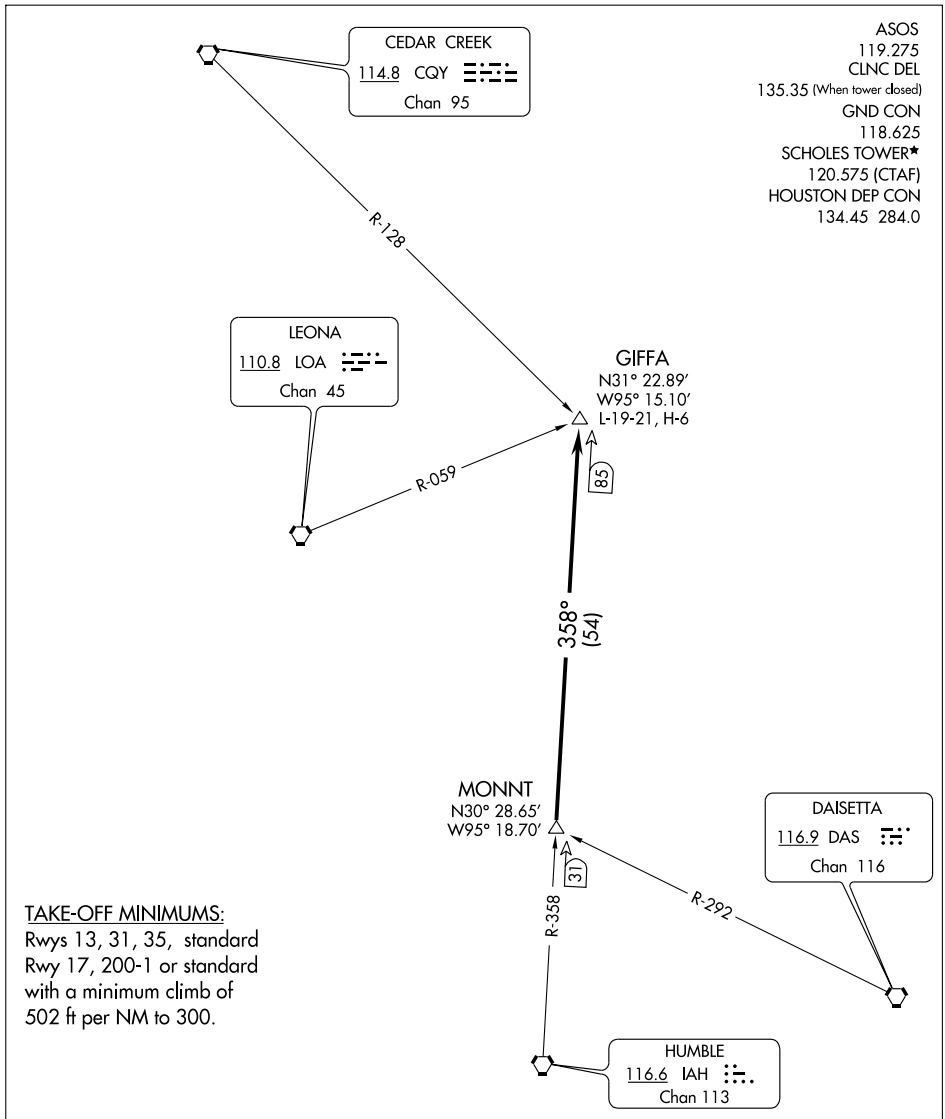
Rwy 31, Multiple cranes beginning 4341′ from DER, 1017′ left of centerline, up to 131′ AGL/131′ MSL.

Rwy 35, Tree 730′ from DER, 501′ right of centerline, 27′ AGL/32′ MSL.

SC-5, 08 APR 2010 to 06 MAY 2010

GIFFA THREE DEPARTURE

GALVESTON/ SCHOLES INTL AT GALVESTON (GLS)
SL-164 (FAA)
GALVESTON, TEXAS



TAKE-OFF MINIMUMS:
Rwys 13, 31, 35, standard
Rwy 17, 200-1 or standard
with a minimum climb of
502 ft per NM to 300.

NOTE: Radar Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to MONNT INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-358 to GIFFA INT.

TAKE-OFF OBSTACLES:

Rwy 13, Bush 381′ from DER, 533′ left of centerline, 15′ AGL/20′ MSL
Fence 201′ from DER, 490′ left of centerline, 6′ AGL/11′ MSL..
Tree 343′ from DER, 468′ right of centerline, 12′ AGL/17′ MSL.
Rwy 17, Building 3057′ from DER, 339′ left of centerline, 123′ AGL/130′ MSL.
Multiple poles beginning 2034′ from DER, 87′ right of centerline, up to 60′ AGL/70′ MSL.
Multiple transmission towers beginning 636′ from DER, 551′ right of centerline, up to 55′ AGL/60′ MSL. Tree 460′ from DER, 316′ right of centerline, 22′ AGL/29′ MSL.
Rwy 31, Multiple cranes beginning 4341′ from DER, 1017′ left of centerline, up to 131′ AGL/131′ MSL.
Rwy 35, Tree 730′ from DER, 501′ right of centerline, 27′ AGL/32′ MSL.

SC-5, 08 APR 2010 to 06 MAY 2010

LOC I-GLS	APP CRS	Rwy Idg	6000
111.7	134°	TDZE	5
		Apt Elev	6

ILS or LOC RWY 13

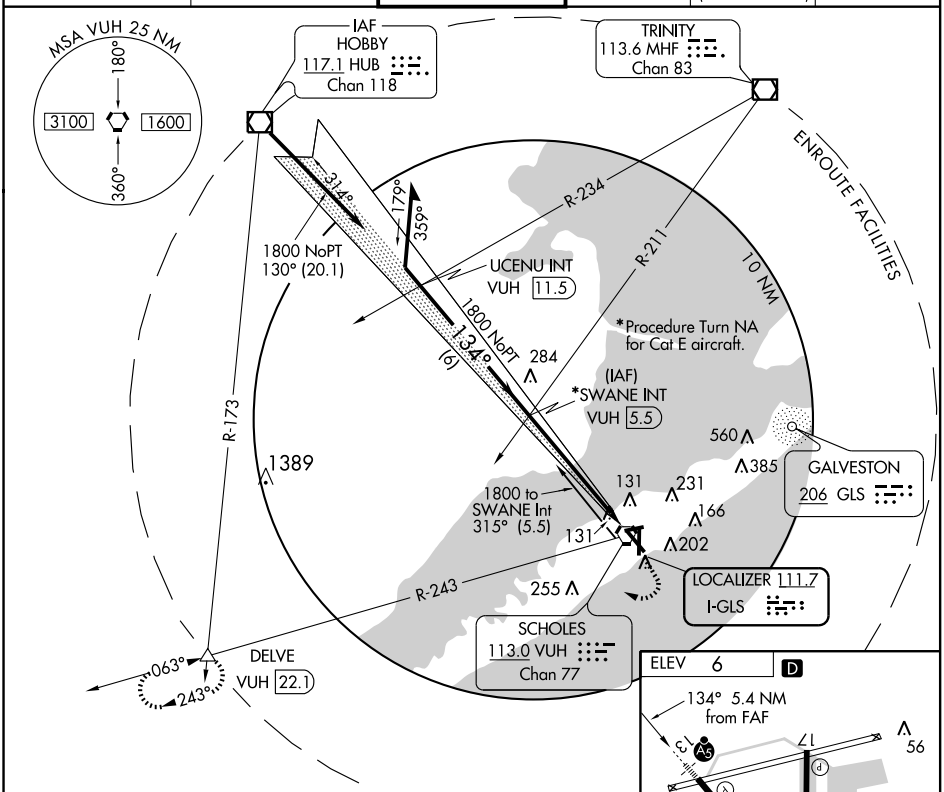
GALVESTON/ SCHOLES INTL AT GALVESTON (GLS)

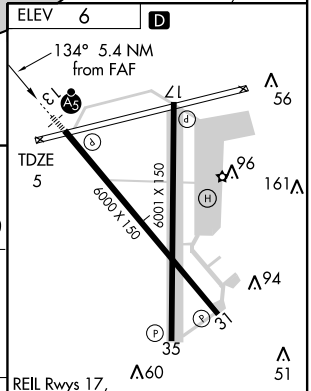
Circling not authorized east of Rwy 17 and northeast of Rwy 31. For inoperative MALSR, increase S-ILS 13 Cat E visibility to ¾, and S-LOC 13 Cat E to 1¾.

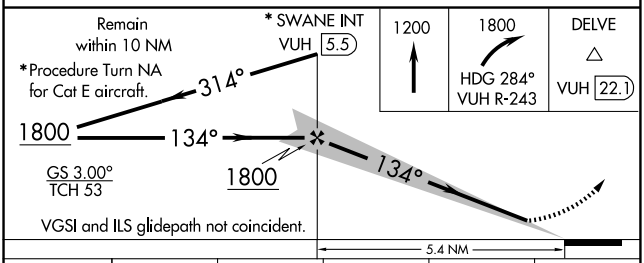
MALSR

MISSED APPROACH: Climb to 1200 then climbing right turn to 1800 via heading 284° and VUH R-243 to DELVE Int/VUH 22.1 DME and hold.

ASOS	HOUSTON APP CON	SCHOLES TOWER ★	GND CON	CLNC DEL	UNICOM
119.275	134.45 284.0	120.575 (CTAF) L	118.625	135.35 (When tower closed)	123.05



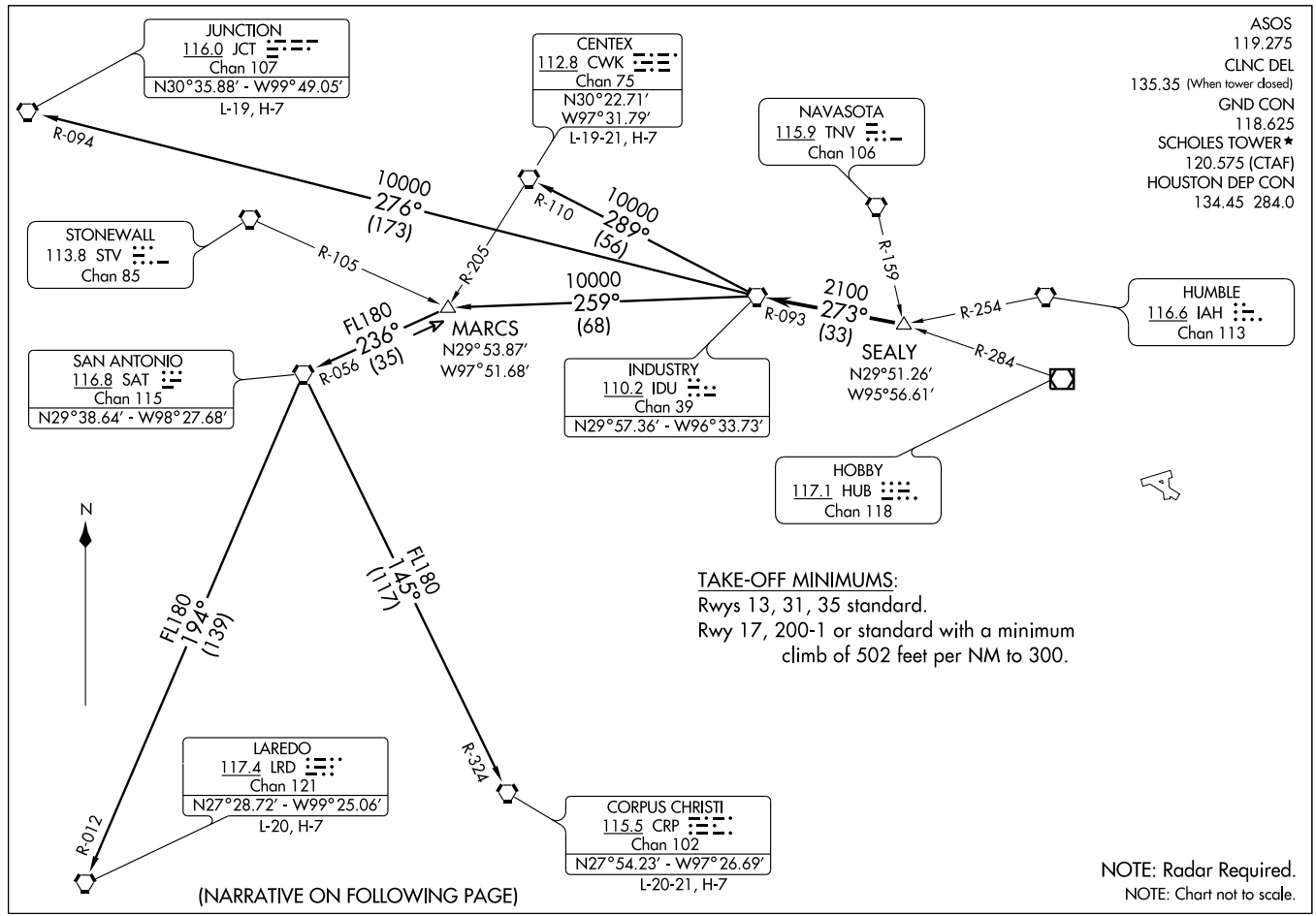




CATEGORY	A	B	C	D	E
S-ILS 13	205-½ 200 (200-½)				
S-LOC 13	480-½ 475 (500-½)		480-¾ 475 (500-¾)	480-1 475 (500-1)	480-1¼ 475 (500-1¼)
CIRCLING	500-1 494 (500-1)		500-1½ 494 (500-1½)	560-2 554 (600-2)	620-2¼ 614 (700-2¼)

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

SC-5, 08 APR 2010 to 06 MAY 2010



(IDU3.IDU) 08157

INDUSTRY THREE DEPARTURE

GALVESTON/SCHOLES INTL AT GALVESTON (GLS)

SL-164 (FAA)

GALVESTON, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to SEALY INT. Maintain 4000'. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . VIA IDU R-093 to IDU VORTAC.

CENTEX TRANSITION (IDU3.CWK): (ATC assigned only. For aircraft inbound to the DFW Metroplex area that are being rerouted due to bad weather.) From over IDU VORTAC via IDU R-289 and CWK R-110 to CWK VORTAC.

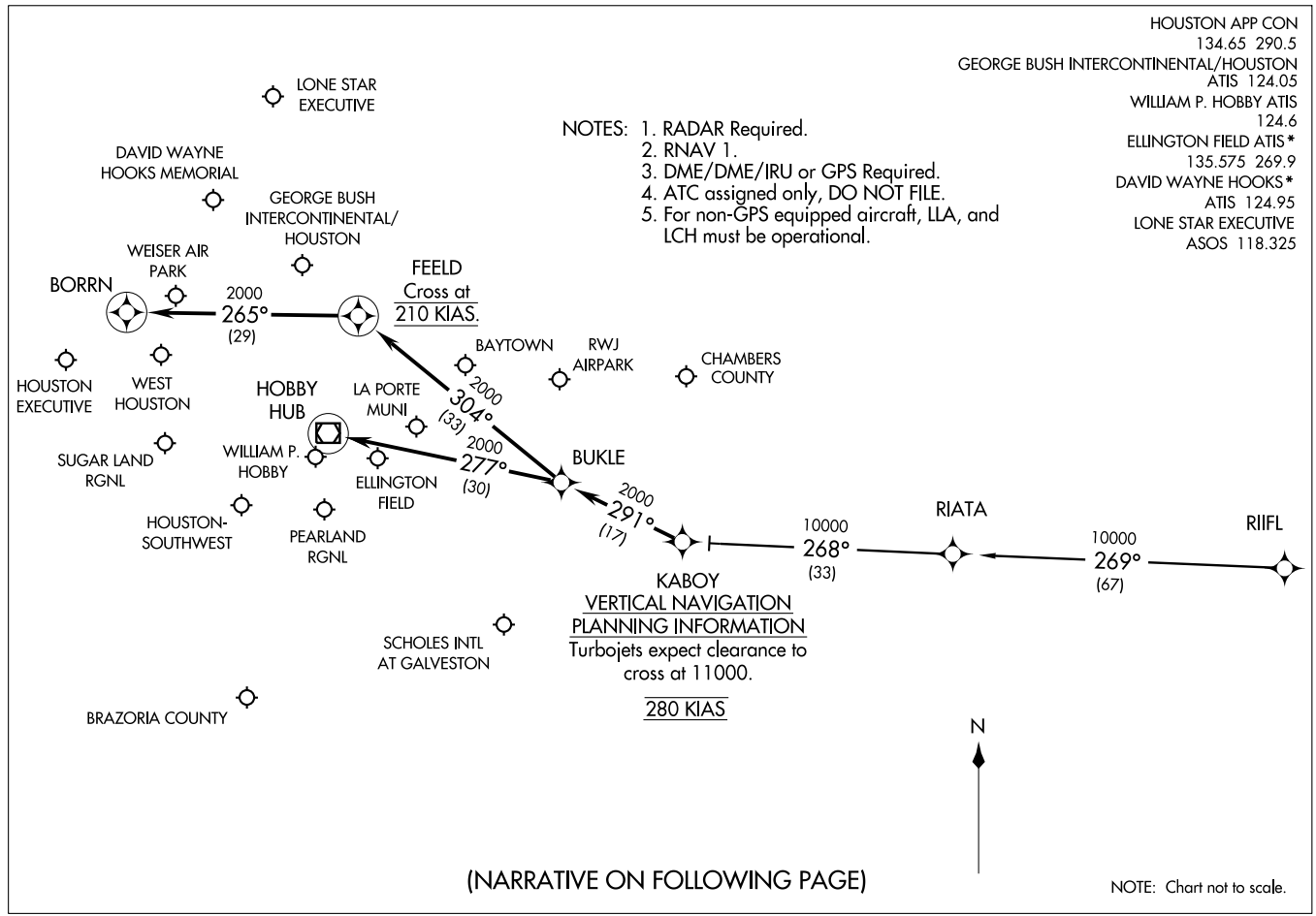
CORPUS CHRISTI TRANSITION (IDU3.CRP): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-145 and CRP R-324 to CRP VORTAC.

JUNCTION TRANSITION (IDU3.JCT): (For aircraft overflying JCT VORTAC via J2, J15, or J86.) From over IDU VORTAC via IDU R-276 and JCT R-094 to JCT VORTAC.

LAREDO TRANSITION (IDU3.LRD): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-194 and LRD R-012 to LRD VORTAC.

TAKE-OFF OBSTACLES:
Rwy 13,
Bush 381' from departure end of runway, 533' left of centerline, 15' AGL/20' MSL
Fence 201' from departure end of runway, 490' left of centerline, 6' AGL/11' MSL..
Tree 343' from departure end of runway, 468' right of centerline, 12' AGL/17' MSL.
Rwy 17,
Building 3057' from departure end of runway, 339' left of centerline, 123' AGL/130' MSL.
Multiple poles beginning 2034' from departure end of runway, 87' right of centerline, up to 60' AGL/70' MSL.
Multiple transmission towers beginning 636' from departure end of runway, 551' right of centerline, up to 55' AGL/60' MSL.
Tree 460' from departure end of runway, 316' right of centerline, 22' AGL/29' MSL.
Rwy 31,
Multiple cranes beginning 4341' from departure end of runway, 1017' left of centerline, up to 131' AGL/131' MSL.
Rwy 35, Tree 730' from departure end of runway, 501' right of centerline, 27' AGL/32' MSL.

SC-5, 08 APR 2010 to 06 MAY 2010


HOUSTON APP CON
134.65 290.5
GEORGE BUSH INTERCONTINENTAL/HOUSTON
ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS*
135.575 269.9
DAVID WAYNE HOOKS*
ATIS 124.95
LONE STAR EXECUTIVE
ASOS 118.325
(KABOY.KABOY1) 09071
KABOY ONE ARRIVAL (RNAV)
ST-5461(FAA)
HOUSTON, TEXAS
NOTES: 1. RADAR Required.
2. RNAV 1.
3. DME/DME/IRU or GPS Required.
4. ATC assigned only, DO NOT FILE.
5. For non-GPS equipped aircraft, LLA, and LCH must be operational.
LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIR PARK
BORRN
2000
265°
(29)
FEELD
Cross at
210 KIAS.
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
HOUSTON EXECUTIVE
WEST HOUSTON
HOBBY HUB
LA PORTE MUNI
2000
304°
(33)
SUGAR LAND RGNL
WILLIAM P. HOBBY
2000
277°
(30)
ELLINGTON FIELD
BUKLE
2000
291°
(17)
HOUSTON-SOUTHWEST
PEARLAND RGNL
10000
268°
(33)
RIATA
10000
269°
(67)
RIIFL
KABOY
VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets expect clearance to cross at 11000.
280 KIAS
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY
N
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY1)

From KABOY via 291° track to BUKLE . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

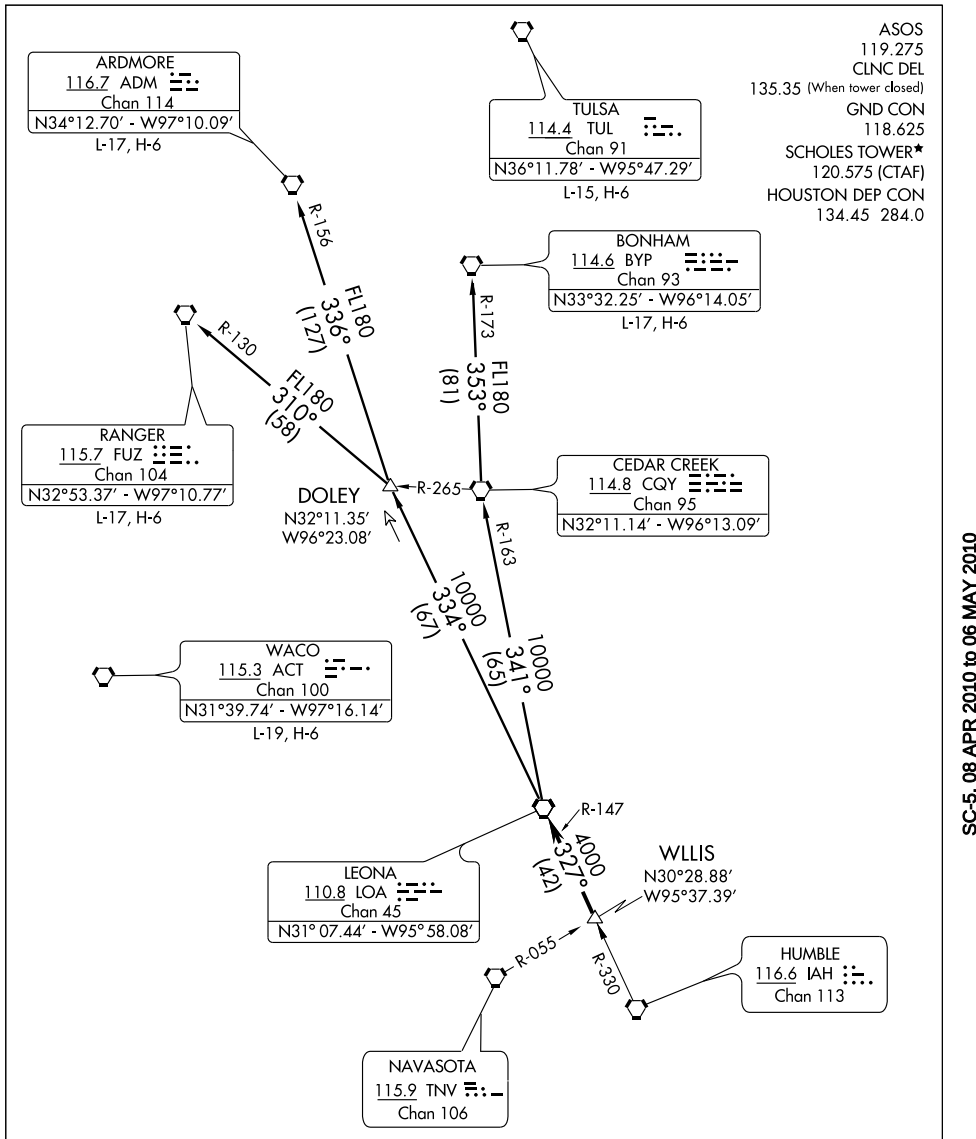
LANDING RUNWAYS 8L/8R, OR 9: . . . . From BUKLE via 304° track to FEELD, thence as depicted to BORRN. Expect vectors to final approach course prior to BORRN, if not received by BORRN, fly present heading.

ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO): . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

ALL OTHER AIRPORTS: . . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course prior to HUB VOR/DME.

LEONA SIX DEPARTURE



TAKE-OFF MINIMUMS:
Rwy 13, 31, 35 standard.
Rwy 17, 200-1 or standard with a
Minimum climb of 502 feet per NM to 300.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar required.

SC-5, 08 APR 2010 to 06 MAY 2010

LEONA SIX DEPARTURE

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to WLLIS INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via LOA R-147 to LOA VORTAC.

ARDMORE TRANSITION (LOA6.ADM): (For aircraft overflying North/Northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via ADM R-156 to ADM VORTAC.

BONHAM TRANSITION (LOA6.BYP): (For aircraft overflying/landing TUL VORTAC FL240 and above.) From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-353 and BYP R-173 to BYP VORTAC.

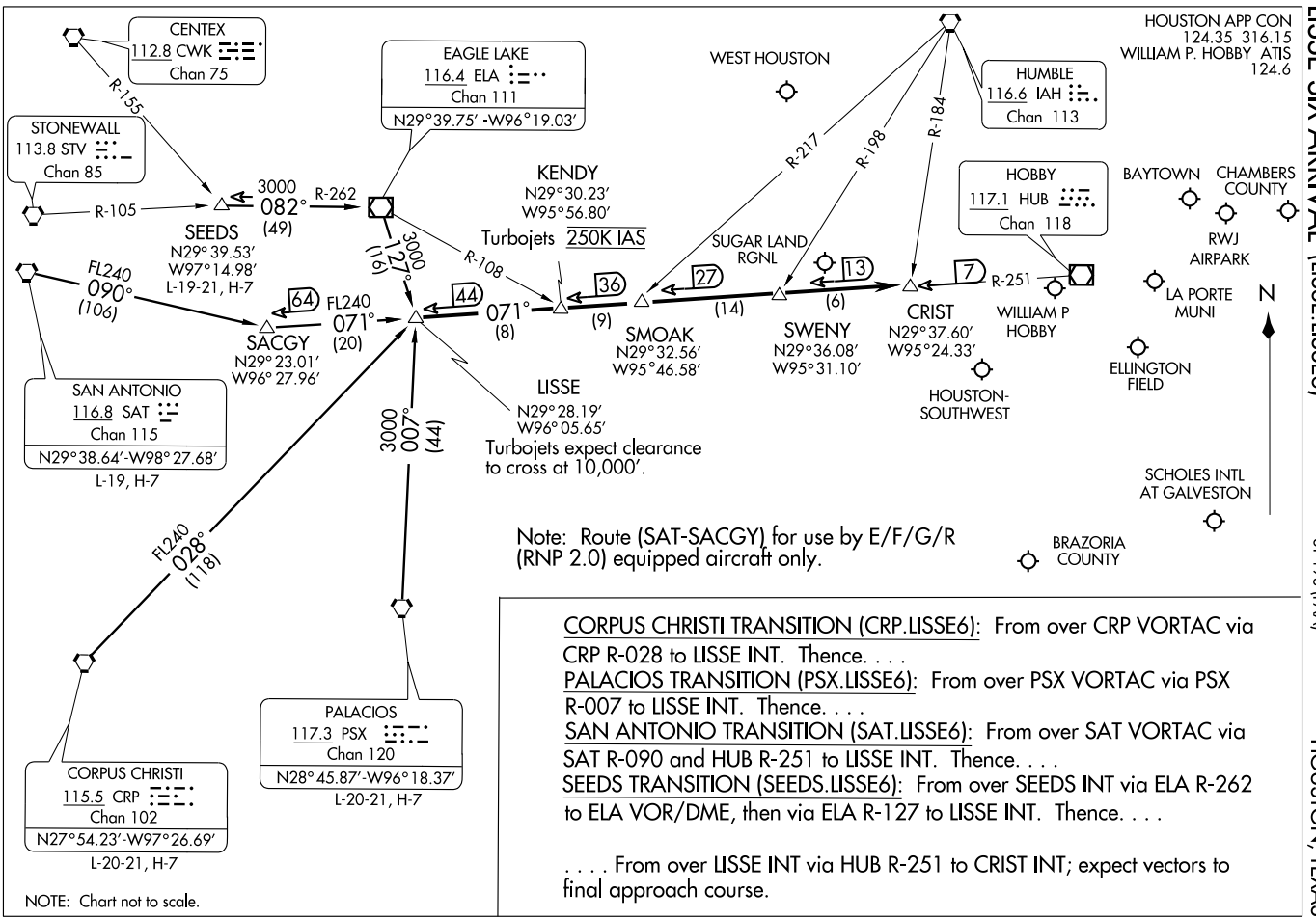
RANGER TRANSITION (LOA6.FUZ): (For aircraft overflying west/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via FUZ R-130 to FUZ VORTAC.

TAKE-OFF OBSTACLES

Rwy 13, Bush 381′ from DER, 533′ left of centerline, 15′ AGL/20′ MSL. Tree 343′ from DER, 468′ right of centerline, 12′ AGL/17′ MSL. Fence 201′ from DER, 490′ left of centerline, 6′ AGL/11′ MSL.
Rwy 17, Building 3057′ from DER, 339′ left of centerline, 123′ AGL/130′ MSL. Multiple transmission towers beginning 636′ from DER, 551′ right of centerline, up to 55′ AGL/60′ MSL. Multiple poles beginning 2034′ from DER, 87′ right of centerline, up to 60′ AGL/70′ MSL. Tree 460′ from DER, 316′ right of centerline, 22′ AGL/29′ MSL.
Rwy 31, Multiple cranes beginning 4341′ from DER, 1017′ left of centerline, up to 131′ AGL/131′ MSL.
Rwy 35, Tree 730′ from DER, 501′ right of centerline, 27′ AGL/32′ MSL.

LISSE SIX ARRIVAL (LISSE.LISSE6)

HOUSTON, TEXAS



CORPUS CHRISTI TRANSITION (CRP.LISSE6): From over CRP VORTAC via CRP R-028 to LISSE INT. Thence. . . .

PALACIOS TRANSITION (PSX.LISSE6): From over PSX VORTAC via PSX R-007 to LISSE INT. Thence. . . .

SAN ANTONIO TRANSITION (SAT.LISSE6): From over SAT VORTAC via SAT R-090 and HUB R-251 to LISSE INT. Thence. . . .

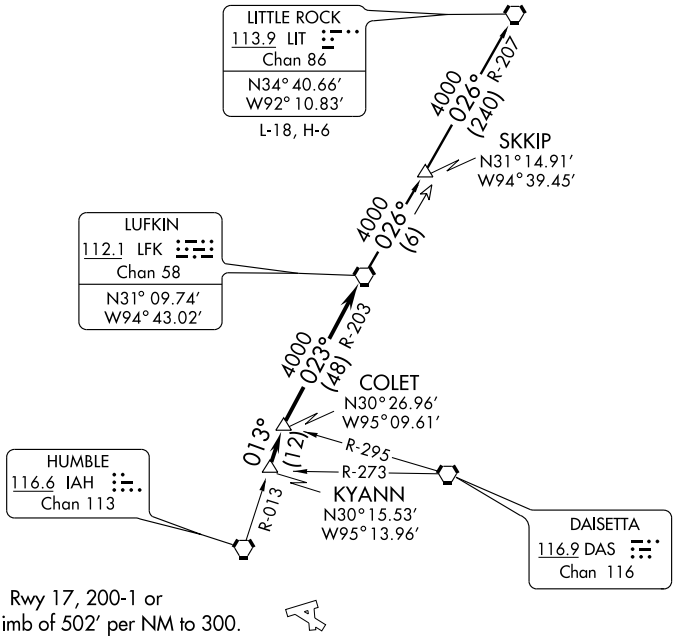
SEEDS TRANSITION (SEEDS.LISSE6): From over SEEDS INT via ELA R-262 to ELA VOR/DME, then via ELA R-127 to LISSE INT. Thence. . . .

. . . . From over LISSE INT via HUB R-251 to CRIST INT; expect vectors to final approach course.

NOTE: Chart not to scale.

LUFKIN FIVE DEPARTURE

ASOS
119.275
CLNC DEL
135.35 (When tower closed)
GND CON
118.625
SCHOLES TOWER ★
120.575 (CTAF)
HOUSTON DEP CON
134.45 284.0



TAKEOFF MINIMUMS:
Rwy 13, 31, 35, standard. Rwy 17, 200-1 or standard with a minimum climb of 502' per NM to 300.

NOTE: Radar Required.
NOTE: For aircraft destined LIT, or overflying LIT or PXV.

TAKE-OFF OBSTACLES:
Rwy 13, Bush 381' from DER, 533' left of centerline, 15' AGL/20' MSL. Fence 201' from DER, 490' left of centerline, 6' AGL/11 MSL. Tree 343' from DER, 468' right of centerline, 12' AGL/17' MSL.
Rwy 17, Bldg 3057' from DER, 339' left of centerline, 123' AGL/130' MSL. Multiple poles beginning 2034' from DER, 87' right of centerline, up to 60' AGL/70' MSL. Multiple transmission towers beginning 636' from DER, 551' right of centerline, up to 55' AGL/60 MSL. Tree 460' from DER, 316' right of centerline, 22' AGL/29' MSL.
Rwy 31, Multiple cranes beginning 4341' from DER, 1017' left of centerline, up to 131' AGL/131' MSL.
Rwy 35, Tree 730' from DER, 501' right of centerline, 27' AGL/32' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to KYANN INT, maintain 4000', expect filed altitude 10 minutes after departure. Thence . . . .

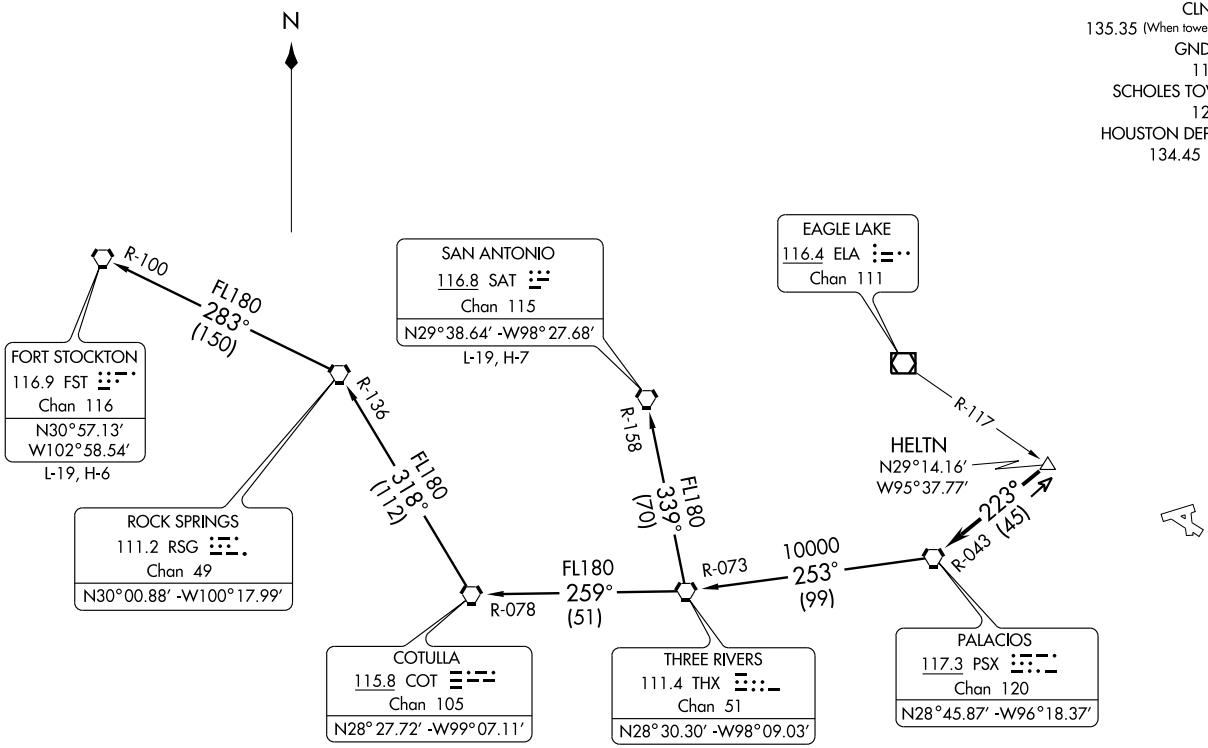
. . . . via IAH R-013 to COLET INT, then right turn via LFK R-203 to LFK VORTAC.

LITTLE ROCK TRANSITION (LFK5.LIT): From over LFK VORTAC via LFK R-026 to SKKIP INT, then via LIT R-207 to LIT VORTAC.

SC-5, 08 APR 2010 to 06 MAY 2010

PALACIOS THREE DEPARTURE

ASOS
119.275
CLNC DEL
135.35 (When tower closed)
GND CON
118.625
SCHOLES TOWER ★
120.575
HOUSTON DEP CON
134.45 284.0



TAKE OFF MINIMUMS:

Rwys 13, 31, 35, standard.
Rwy 17, 200-1 or standard with a minimum climb of 502 feet per NM to 300.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar Required
NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to HELTN INT, maintain 4000'. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via PSX R-043 to PSX VORTAC.

FORT STOCKTON TRANSITION (PSX3.FST): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-259 and COT R-078 to COT VORTAC, then via COT R-318 and RSG R-136 to RSG VORTAC, then via RSG R-283 and FST R-100 to FST VORTAC.

SAN ANTONIO TRANSITION (PSX3.SAT): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-339 and SAT R-158 to SAT VORTAC.

TAKE-OFF OBSTACLES:

Rwy 13, Bush 381' from DER, 533' left of centerline, 15' AGL/20' MSL.
Fence 201' from DER, 490' left of centerline, 6' AGL/11' MSL.
Tree 343' from DER, 468' right of centerline, 12' AGL/17' MSL.
Rwy 17, Bldg 3057' from DER, 339' left of centerline, 123' AGL/130' MSL.
Multiple poles beginning 2034' from DER, 87' right of centerline, up to 60' AGL/70' MSL.
Multiple transmission towers beginning 636' from DER, 551' right of centerline, up to 55' AGL/60' MSL.
Tree 460' from DER, 316' right of centerline, 22' AGL/29' MSL.
Rwy 31, Multiple cranes beginning 4341' from DER, 1017' left of centerline, up to 131' AGL/131' MSL.
Rwy 35, Tree 730' from DER, 501' right of centerline, 27' AGL/32' MSL.

SC-5, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	6000
Chan 65606	134°	TDZE	5
W13A		Apt Elev	6

RNAV (GPS) RWY 13

GALVESTON/ SCHOLES INTL AT GALVESTON (GLS)

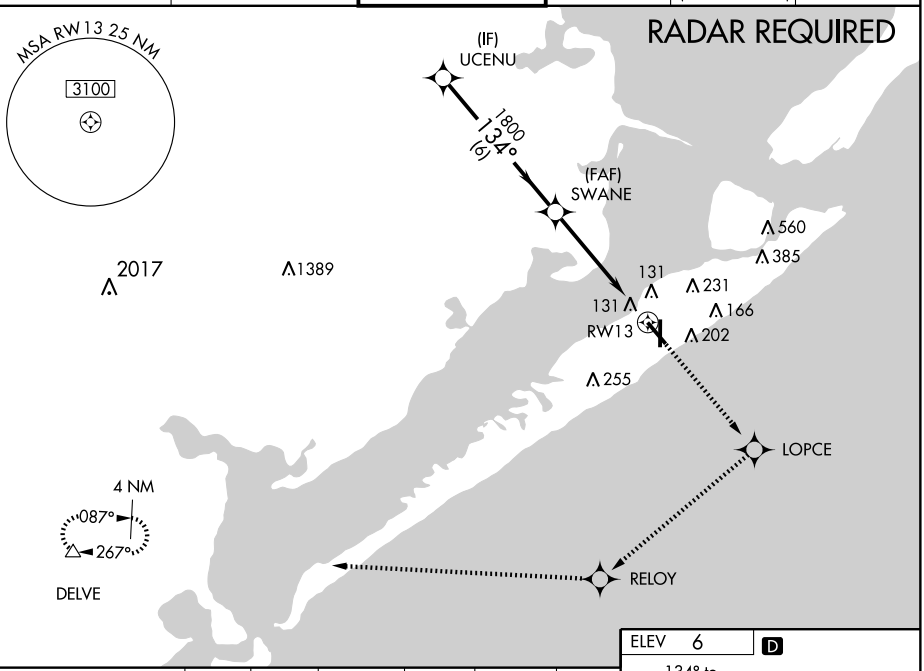
Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. Circling NA east of Rwy 17 and northeast of Rwy 31. For inoperative MALSR, increase LPV all Cats visibility to ¾, LNAV/VNAV and LNAV Cat E visibility to 1¾.

MALSR

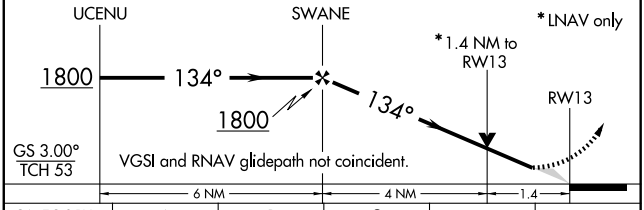
MISSED APPROACH: Climb to 1800 direct LOPCE and right turn via 224° track to RELOY and via 267° track to DELVE and hold.

ASOS	HOUSTON APP CON	SCHOLES TOWER ★	GND CON	CLNC DEL	UNICOM
119.275	134.45 284.0	120.575 (CTAF) L	118.625	135.35 (When tower closed)	123.05

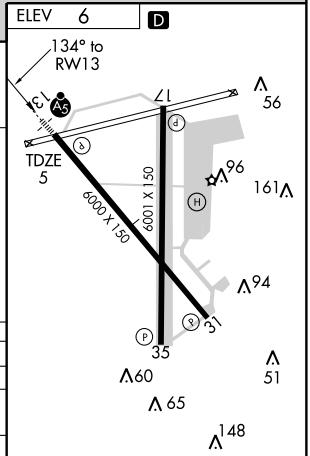
RADAR REQUIRED



1800	LOPCE	224° TRK	RELOY	267° TRK	DELVE



CATEGORY	A	B	C	D	E
LPV DA	260-½ 255 (300-½)				
LNAV/ VNAV DA	480-1¼ 475 (500-1¼)				
LNAV MDA	480-½ 475 (500-½)		480-¾ 475 (500-¾)	480-1 475 (500-1)	480-1¼ 475 (500-1¼)
CIRCLING	500-1¾ 494 (500-1¾)			560-2 554 (600-2)	620-2¼ 614 (700-2¼)



REIL Rwys 17, 31, and 35
MIRL Rwy 17-35
HIRL Rwy 13-31

SC-5, 08 APR 2010 to 06 MAY 2010

WAAS CH 82301 W17A	APP CRS 175°	Rwy Idg 6001 TDZE 6 Apt Elev 6

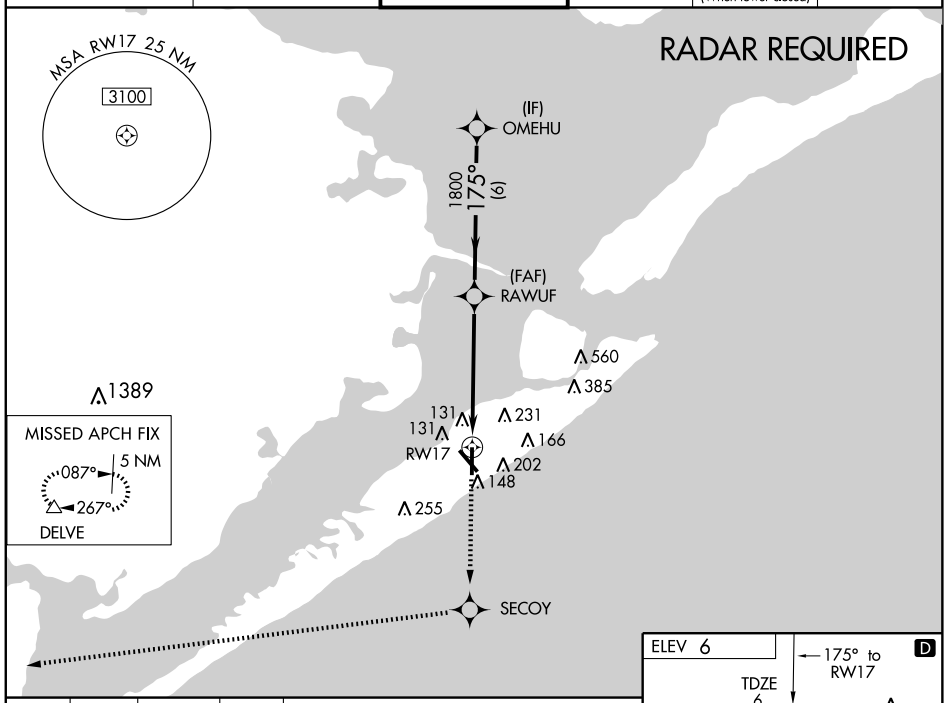
RNAV (GPS) RWY 17

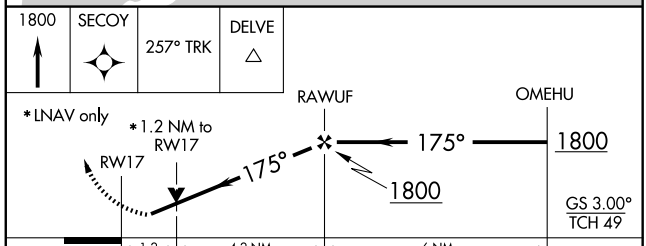
GALVESTON/ SCHOLES INTL AT GALVESTON (GLS)

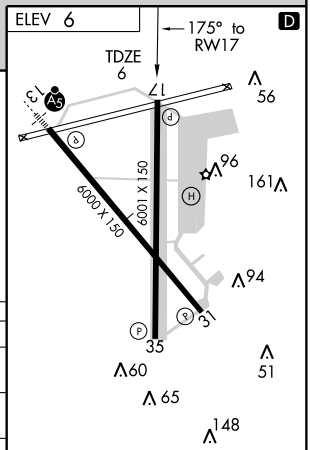
T A W For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. If local altimeter setting not received, procedure NA. Circling NA east of Rwy 17 and northeast of Rwy 31.

MISSED APPROACH: Climb to 1800 direct SECOY and via 257° track to DELVE and hold.

ASOS	HOUSTON APP CON	SCHOLES TOWER★	GND CON	CLNC DEL	UNICOM
119.275	134.45 284.0	120.575 (CTAF) L	118.625	135.35 (When tower closed)	123.05







CATEGORY	A	B	C	D	E
LPV DA	256-1 250 (300-1)				
LNAV/VNAV DA	528-1¾ 522 (600-1¾)				
LNAV MDA	420-1 414 (500-1)		420-1¼ 414 (500-1¼)		420-1½ 414 (500-1½)
CIRCLING	540-1¾ 534 (600-1¾)			560-2 554 (600-2)	620-2¼ 614 (700-2¼)

REIL Rwys 17, 31 and 35
MIRL Rwy 17-35
HIRL Rwy 13-31

SC-5, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	6000
CH 40101	314°	TDZE	5
W31A		Apt Elev	6

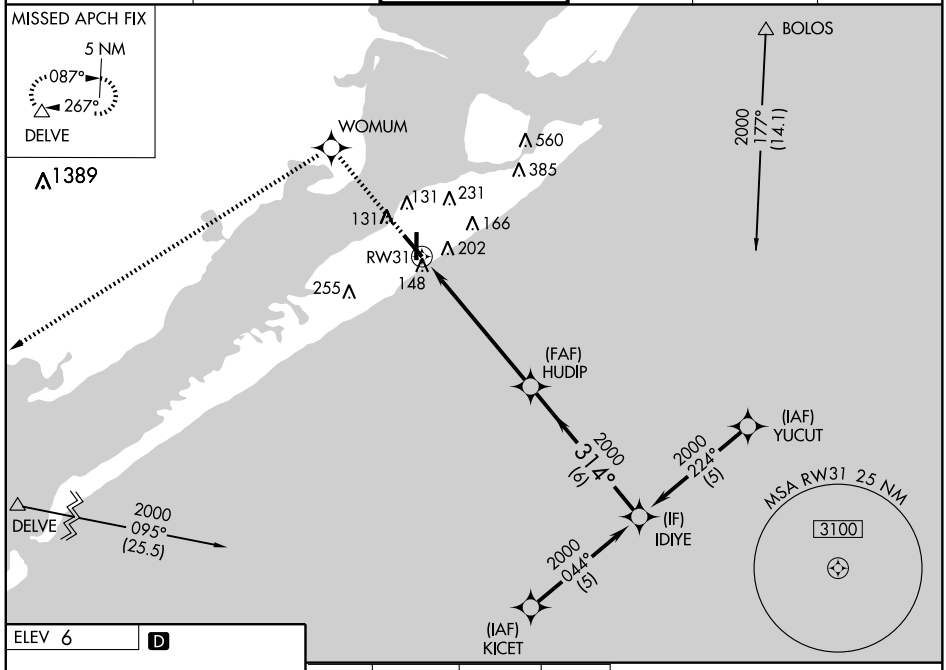
RNAV (GPS) RWY 31

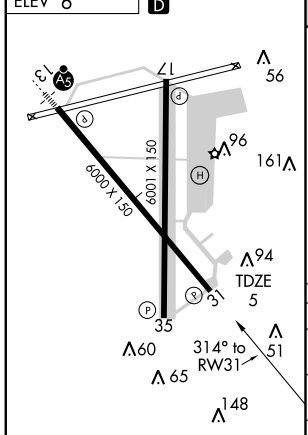
GALVESTON/ SCHOLES INTL AT GALVESTON (GLS)

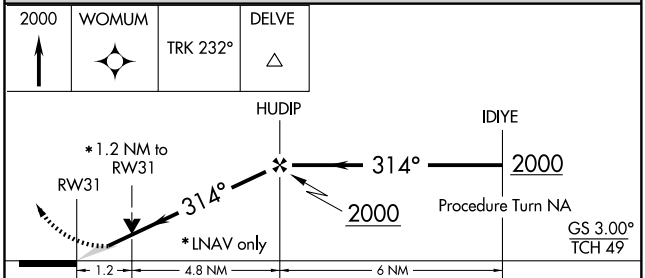
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). If local altimeter setting not received, procedure NA. Circling NA east of Rwy 17 and northeast of Rwy 31. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct WOMUM and via 232° track to DELVE and hold.

ASOS	HOUSTON APP CON	SCHOLES TOWER★	GND CON	CLNC DEL	UNICOM
119.275	134.45 284.0	120.575 (CTAF) L	118.625	135.35 (When tower closed)	123.05







CATEGORY	A	B	C	D
LPV DA	298-1 293 (300-1)			
LNAV/ VNAV DA	448-1½ 443 (500-1½)			
LNAV MDA	440-1 435 (500-1)		440-1¼ 435 (500-1¼)	440-1½ 435 (500-1½)
CIRCLING	500-1½ 494 (500-1½)			560-2 554 (600-2)

SC-5, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	6001
355°	TDZE	5
	Apt Elev	6

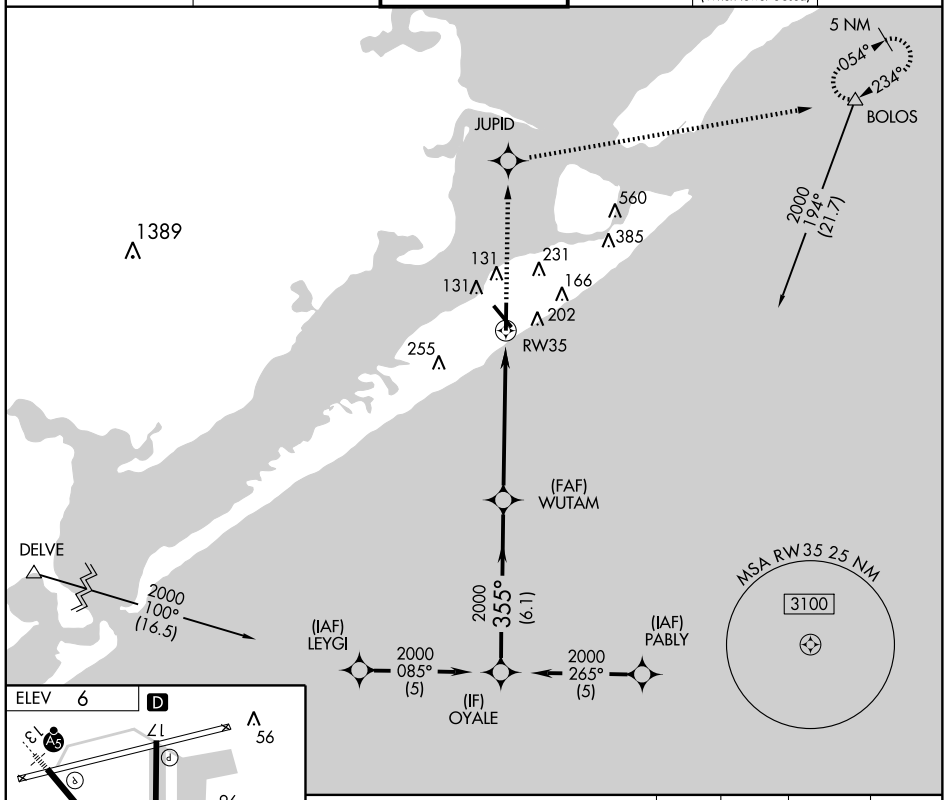
RNAV (GPS) RWY 35

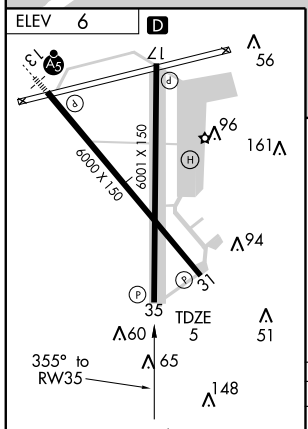
GALVESTON/ SCHOLES INTL AT GALVESTON (GLS)

DME/DME RNP-0.3 NA. Circling NA east of Rwy 17 and northeast of Rwy 31. Visibility reduction by helicopters NA. If local altimeter setting not received, procedure NA.

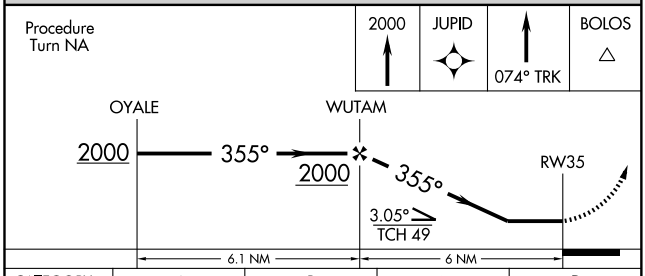
MISSED APPROACH: Climb to 2000 direct JUPID and via 074° track to BOLOS and hold.

ASOS	HOUSTON APP CON	SCHOLES TOWER★	GND CON	CLNC DEL	UNICOM
119.275	134.45 284.0	120.575 (CTAF) L	118.625	135.35 (When tower closed)	123.05



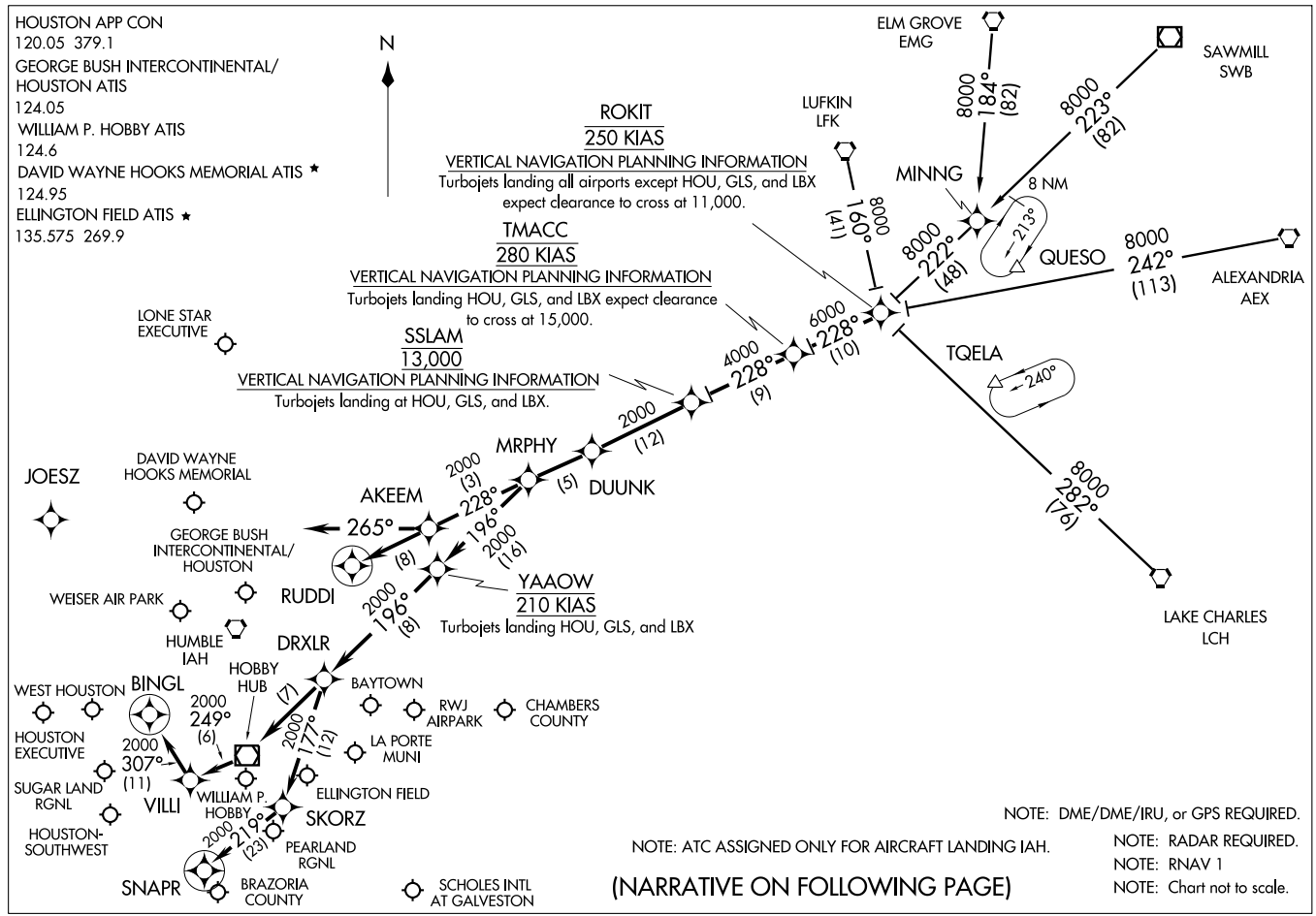


REIL Rwys 17, 31 and 35
MIRL Rwy 17-35
HIRL Rwy 13-31



CATEGORY	A	B	C	D
LNAV MDA	460-1	455 (500-1)	460-1¼ 455 (500-1¼)	460-1½ 455 (500-1½)
CIRCLING	500-1	494 (500-1)	500-1½ 494 (500-1½)	560-2 554 (600-2)

SC-5. 08 APR 2010 to 06 MAY 2010



(ROKIT.ROKIT1) 09127

ROKIT ONE ARRIVAL (RNAV)

ST-5461(FAA)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

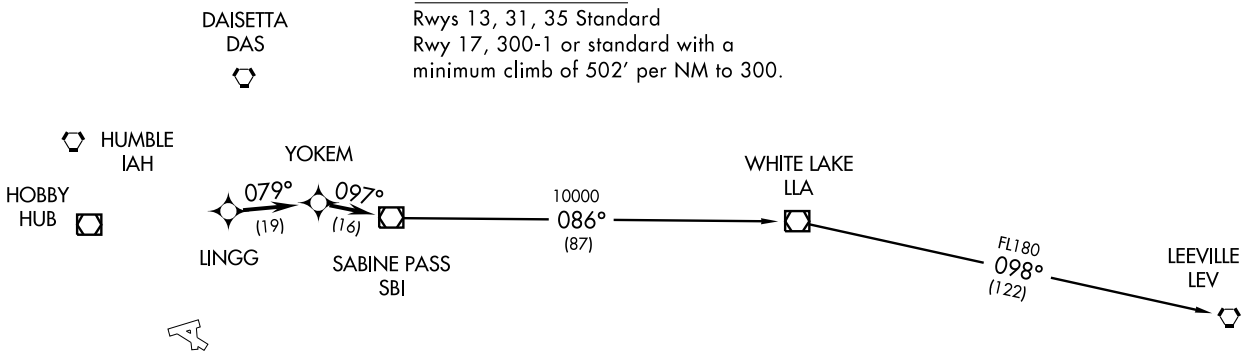
SC-5, 08 APR 2010 to 06 MAY 2010

NOTE: Chart not to scale.

Note: RADAR Required.
Note: RNAV 1.
Note: DME/DME/IRU or GPS Required.
Note: For non-GPS equipped aircraft, BPT and LCH must be operational.

ASOS 119.275
CLNC DEL
135.35 (when tower closed)
GND CON 118.625
SCHOLES TOWER ★
120.575 (CTAF)
HOUSTON DEP CON
134.45 284.0

TAKE-OFF MINIMUMS:
Rwys 13, 31, 35 Standard
Rwy 17, 300-1 or standard with a minimum climb of 502′ per NM to 300.



DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to LINGG, maintain 4000, then via depicted route to SBI VOR/DME, thence. . . .

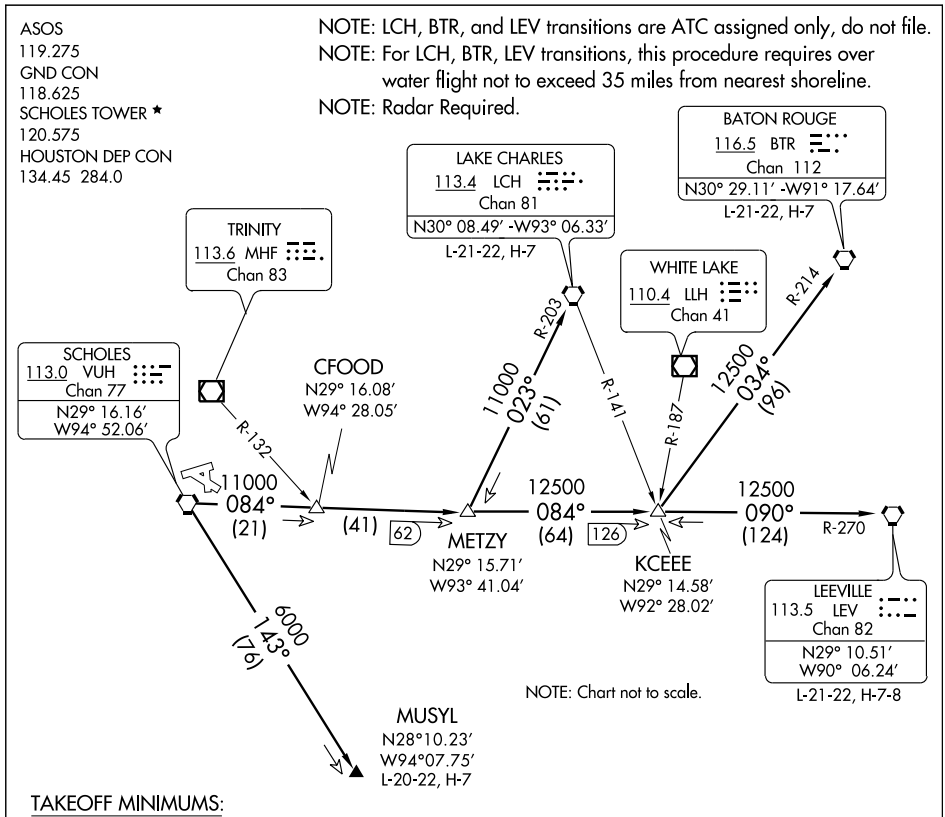
. . . .via (transition). Expect clearance to filed altitude/flight level 10 minutes after departure.

LEEVILLE TRANSITION: (SBI1.LEV)
WHITE LAKE TRANSITION: (SBI1.LLA)

TAKE-OFF OBSTACLES:
Rwy 13, bush 381′ from DER, 533′ left of centerline, 15′ AGL/20′ MSL. Fence 201′ from DER, 490′ left of centerline, 6′ AGL/11′ MSL. Tree 343′ from DER, 468′ right of centerline, 12′ AGL/17 MSL.
Rwy 17, building 3057′ from DER, 339′ left of centerline, 123′ AGL/130′ MSL. Multiple poles beginning 2034′ from DER, 87′ right of centerline, up to 60′ AGL/70′ MSL. Multiple transmission towers beginning 636′ from DER, 551′ right of centerline, up to 55′ AGL/60′ MSL. Tree 460′ from DER, 316′ right of centerline, 22′ AGL/29′ MSL.
Rwy 31, Multiple cranes beginning 4341′ from DER, 1017′ left of centerline, up to 131′ AGL/131′ MSL.
Rwy 35, Tree 730′ from DER, 501′ right of centerline, 27′ AGL/32′ MSL.

SABINE PASS ONE DEPARTURE (RNAV) (SBI1.SBI)

09071
SL-164 (FAA)
GALVESTON/SCHOLES INTL AT GALVESTON (GLS)
GALVESTON, TEXAS



TAKEOFF MINIMUMS:
Rwy 13, 31, 35, standard.
Rwy 17, 300-1 or standard with a minimum climb of 502′ per NM to 300′.

(TAKE-OFF NOTES ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to VUH VORTAC, maintain 4000′, expect filed altitude 10 minutes after departure.

BATON ROUGE TRANSITION (VUH3.BTR): From over VUH VORTAC via VUH R-084 to KCEEE INT, then via BTR R-214 to BTR VORTAC.

LAKE CHARLES TRANSITION (VUH3.LCH): From over VUH VORTAC via VUH R-084 to METZY INT, then via LCH R-203 to LCH VORTAC.

LEEVILLE TRANSITION (VUH3.LEV): From over VUH VORTAC via VUH R-084 to KCEEE INT, then via LEV R-270 to LEV VORTAC.

MUSYL TRANSITION (VUH3.MUSYL): From over VUH VORTAC via VUH R-143 to MUSYL.

SC-5, 08 APR 2010 to 06 MAY 2010

TAKE-OFF OBSTACLES:

Rwy 13, Bush 381' from DER, 533' left of centerline, 15' AGL/20' MSL. Fence 201' from DER, 490' left of centerline, 6' AGL/11' MSL. Tree 343' from DER, 468' right of centerline, 12' AGL/17' MSL.

Rwy 17, Bldg 3057' from DER, 339' left of centerline, 123' AGL/130' MSL. Multiple poles beginning 2034' from DER, 87' right of centerline, up to 60' AGL/70' MSL. Multiple transmission towers beginning 636' from DER, 551' right of centerline, up to 55' AGL/60 MSL. Tree 460' from DER, 316' right of centerline, 22' AGL/29' MSL.

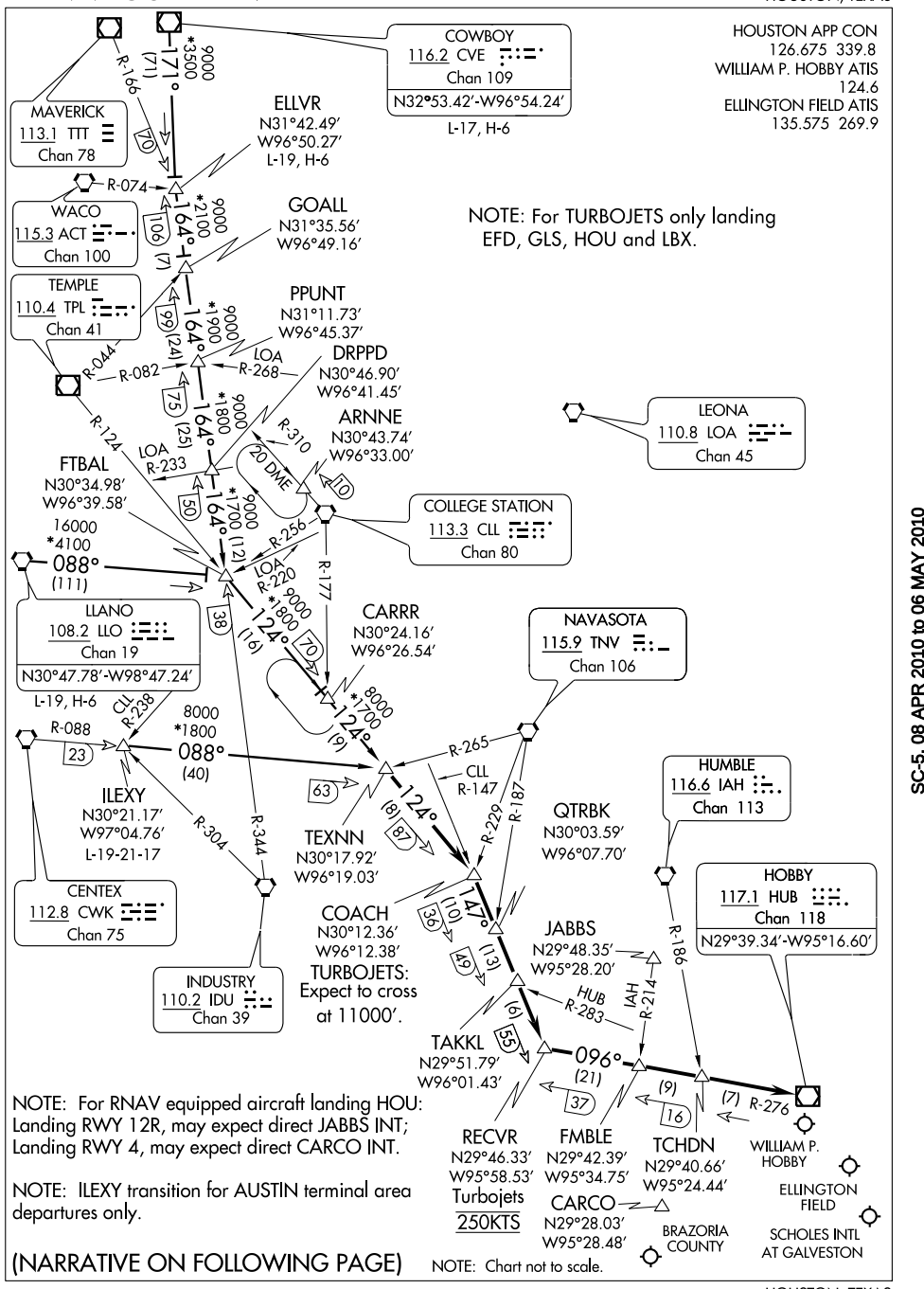
Rwy 31, Multiple cranes beginning 4341' from DER, 1017' left of centerline, up to 131' AGL/131' MSL.

Rwy 35, Tree 730' from DER, 501' right of centerline, 27' AGL/32' MSL.

(TEXNN.TEXNN4) 10098 ST-198 (FAA)

TEXNN FOUR ARRIVAL

WILLIAM P. HOBBY
HOUSTON, TEXAS



SC-5, 08 APR 2010 to 06 MAY 2010

TEXNN FOUR ARRIVAL (TEXNN.TEXNN4)

ARRIVAL DESCRIPTION

COWBOY TRANSITION (CVE.TEXNN4): From over CVE VOR/DME via CVE R-171 to ELLVR INT, then via IDU R-344 to FTBAL INT, then via TPL R-124 to TEXNN INT. Thence . . . .

ELLVR TRANSITION (ELLVR.TEXNN4): From over ELLVR INT via IDU R-344 to FTBAL INT, then via TPL R-124 to TEXNN INT. Thence . . . .

ILEXY TRANSITION (ILEXY.TEXNN4): From over ILEXY INT via CWK R-088 to TEXNN INT. Thence . . . .

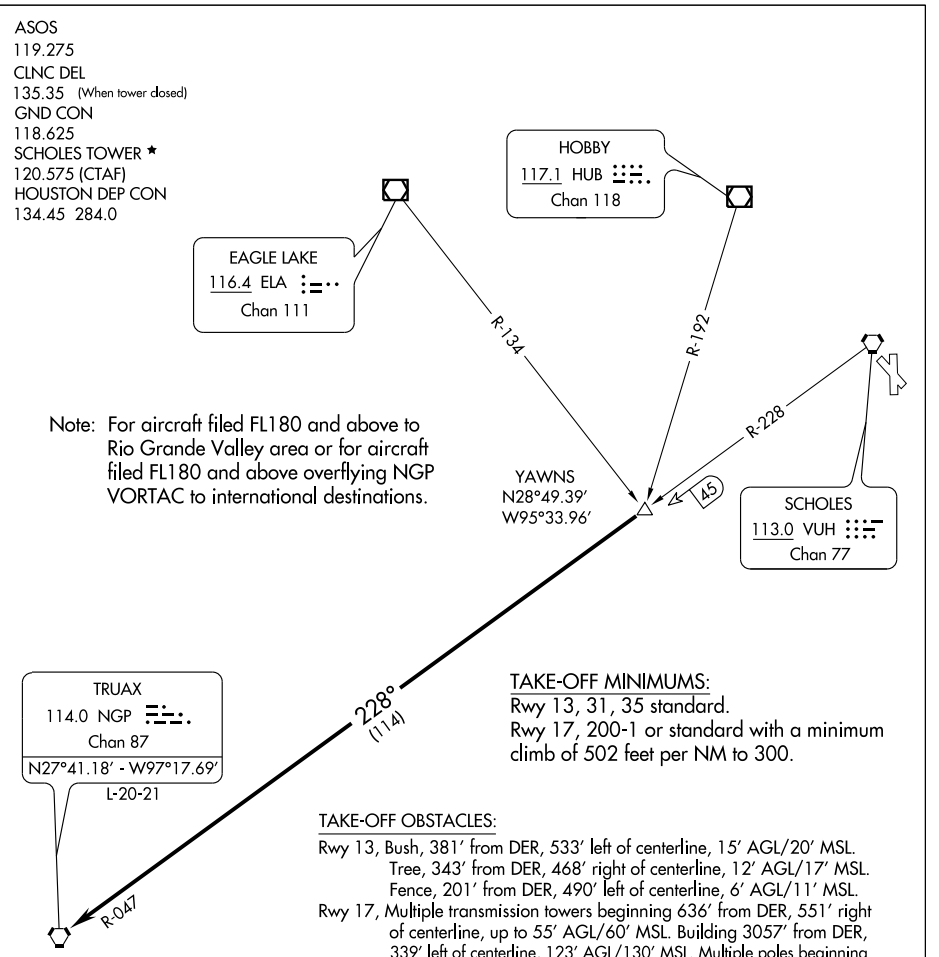
LLANO TRANSITION (LLO.TEXNN4): From over LLO VORTAC via LLO R-088 to FTBAL INT, then via TPL R-124 to CARRR INT, then to TEXNN INT. Thence . . . .

. . . . From over TEXNN INT via TPL R-124 to COACH INT/87 DME, then via CLL R-147 to RECVR INT/55 DME, then via HUB R-276 to TCHDN INT, then via HUB R-276 to HUB VOR. Expect vectors to final approach course at or prior to TCHDN INT.

. . . . LANDING RWY 22: Expect vectors to final approach course at or prior to HUB VOR.

SC-5, 08 APR 2010 to 06 MAY 2010

TRUAX TWO DEPARTURE



TAKE-OFF MINIMUMS:
Rwy 13, 31, 35 standard.
Rwy 17, 200-1 or standard with a minimum climb of 502 feet per NM to 300.

TAKE-OFF OBSTACLES:
Rwy 13, Bush, 381' from DER, 533' left of centerline, 15' AGL/20' MSL.
Tree, 343' from DER, 468' right of centerline, 12' AGL/17' MSL.
Fence, 201' from DER, 490' left of centerline, 6' AGL/11' MSL.
Rwy 17, Multiple transmission towers beginning 636' from DER, 551' right of centerline, up to 55' AGL/60' MSL. Building 3057' from DER, 339' left of centerline, 123' AGL/130' MSL. Multiple poles beginning 2034' from DER, 87' right of centerline, up to 60' AGL/70' MSL.
Tree, 460' feet from DER, 316' right of centerline, 22' AGL/29' MSL.
Rwy 31, Multiple cranes beginning 4341' from DER, 1017' left of centerline, up to 131' AGL/131' MSL.
Rwy 35, Tree, 730' from DER, 501' right of centerline, 27' AGL/32' MSL.

NOTE: Chart not to scale.

NOTE: Radar Required.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to YAWNS INT, maintain 4000', expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via VUH R-228 and NGP R-047 to NGP VORTAC.

SC-5, 08 APR 2010 to 06 MAY 2010

VORTAC VUH	APP CRS	Rwy Idg	6000
113.0	143°	TDZE	5
Chan 77		Apt Elev	6

VOR RWY 13

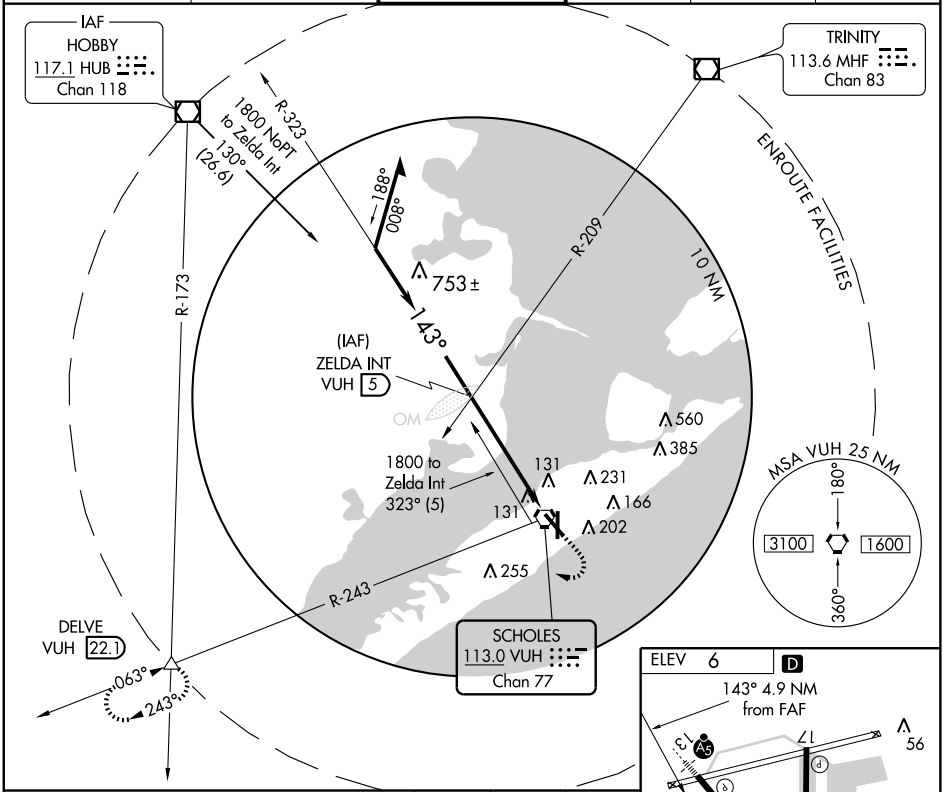
GALVESTON/ SCHOLES INTL AT GALVESTON (GLS)

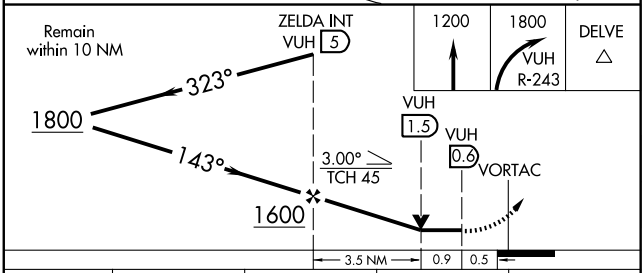
Circling not authorized east of Rwy 13-31.

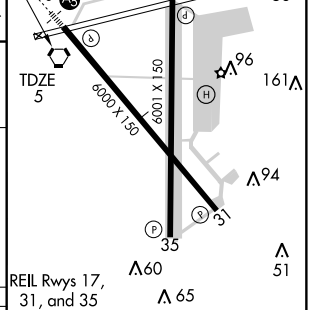
MALSR

MISSED APPROACH: Climb to 1200 then climbing right turn to 1800 via VUH R-243 to DELVE Int and hold.

ASOS	HOUSTON APP CON	SCHOLES TOWER★	GND CON	CLNC DEL	UNICOM
119.275	134.45 284.0	120.575 (CTAF) L	118.625	135.35 (When tower closed)	123.05







CATEGORY	A	B	C	D
S-13	480-½ 475 (500-½)		480-¾ 475 (500-¾)	480-1 475 (500-1)
CIRCLING	500-1 494 (500-1)		500-1½ 494 (500-1½)	560-2 554 (600-2)

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

SC-5, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3800
130°	TDZE	129
	Apt Elev	129

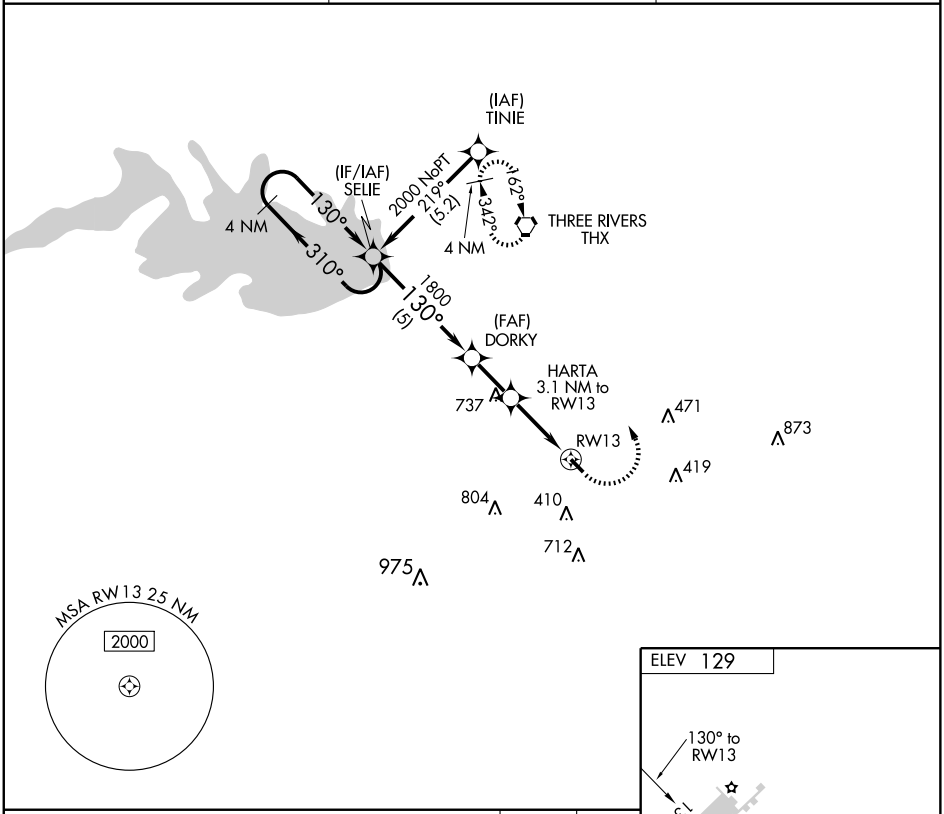
RNAV (GPS) RWY 13

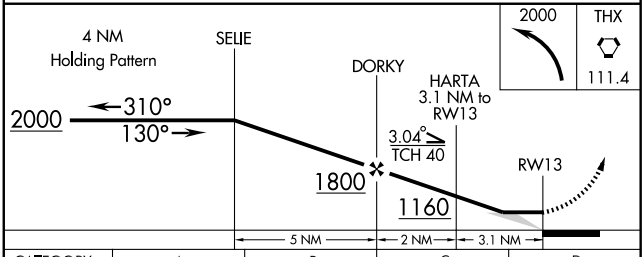
GEORGE WEST/LIVE OAK COUNTY (8T6)

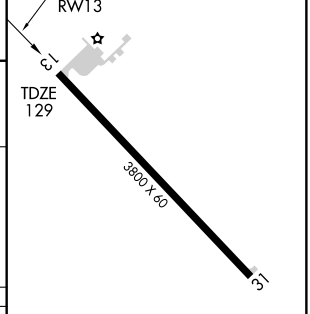
Use Alice Intl altimeter setting. GPS or RNP-0.3 required.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2000 direct THX VORTAC and hold.

HOUSTON CENTER	CTAF	
134.6 322.5	122.9	122.7







CATEGORY	A	B	C	D
LNAV MDA	700-1	571 (600-1)	700-1½ 571 (600-1½)	NA
CIRCLING	760-1	631 (700-1)	760-1¾ 631 (700-1¾)	NA

MIRL Rwy 13-31

SC-3. 08 APR 2010 to 06 MAY 2010

VORTAC THX	APP CRS	Rwy Idg	N/A
111.4 Chan 51	160°	TDZE	N/A
		Apt Elev	129

VOR/DME-A

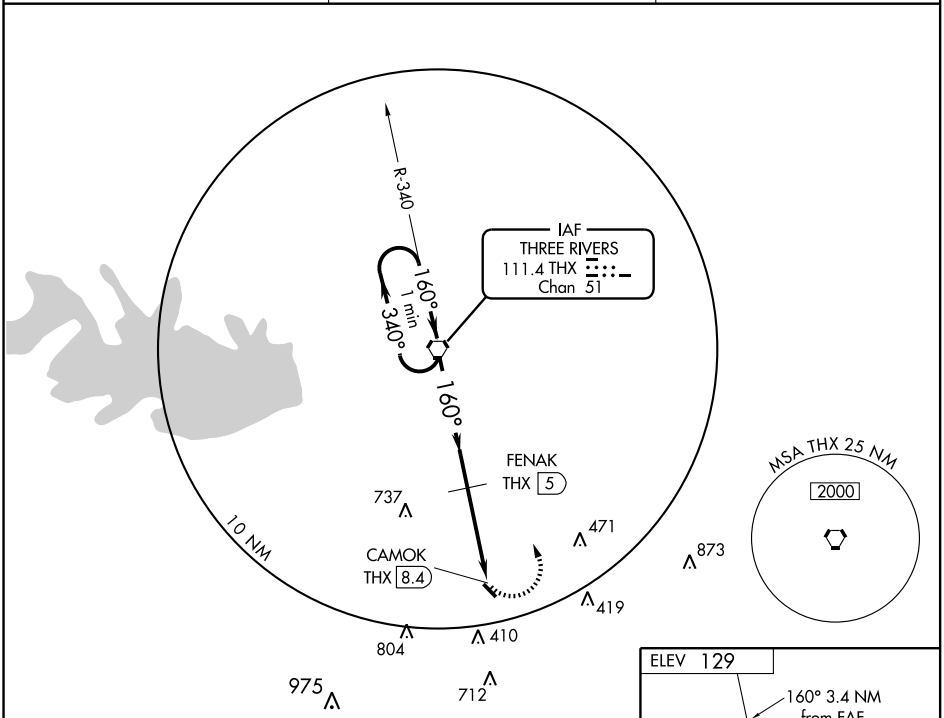
GEORGE WEST/LIVE OAK COUNTY (8T6)

NA

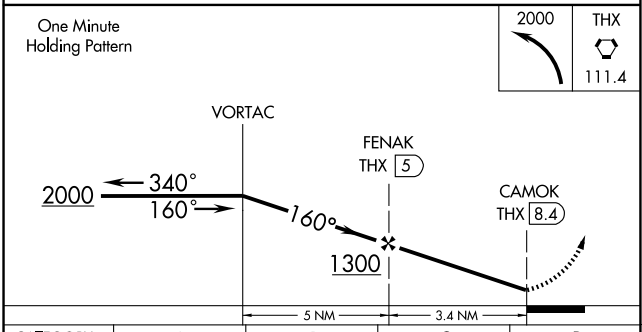
Use Alice Intl altimeter setting.

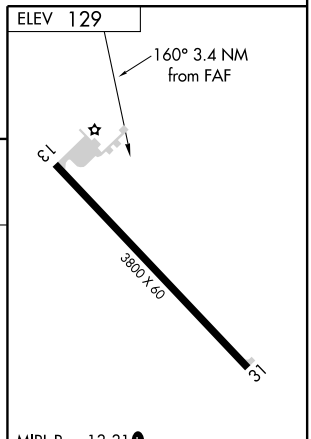
MISSED APPROACH: Climbing left turn to 2000 direct THX VORTAC and hold.

HOUSTON CENTER	CTAF	
134.6 322.5	122.9	122.7 L



NoPT for arrivals on THX airway radials 319 clockwise 337.





MIRL Rwy 13-31 L

CATEGORY	A	B	C	D
CIRCLING	760-1 631 (700-1)		760-1¾ 631 (700-1¾)	NA

FAF to MAP 3.4 NM

Knots	60	90	120	150	180
Min:Sec	3:24	2:16	1:42	1:22	1:08

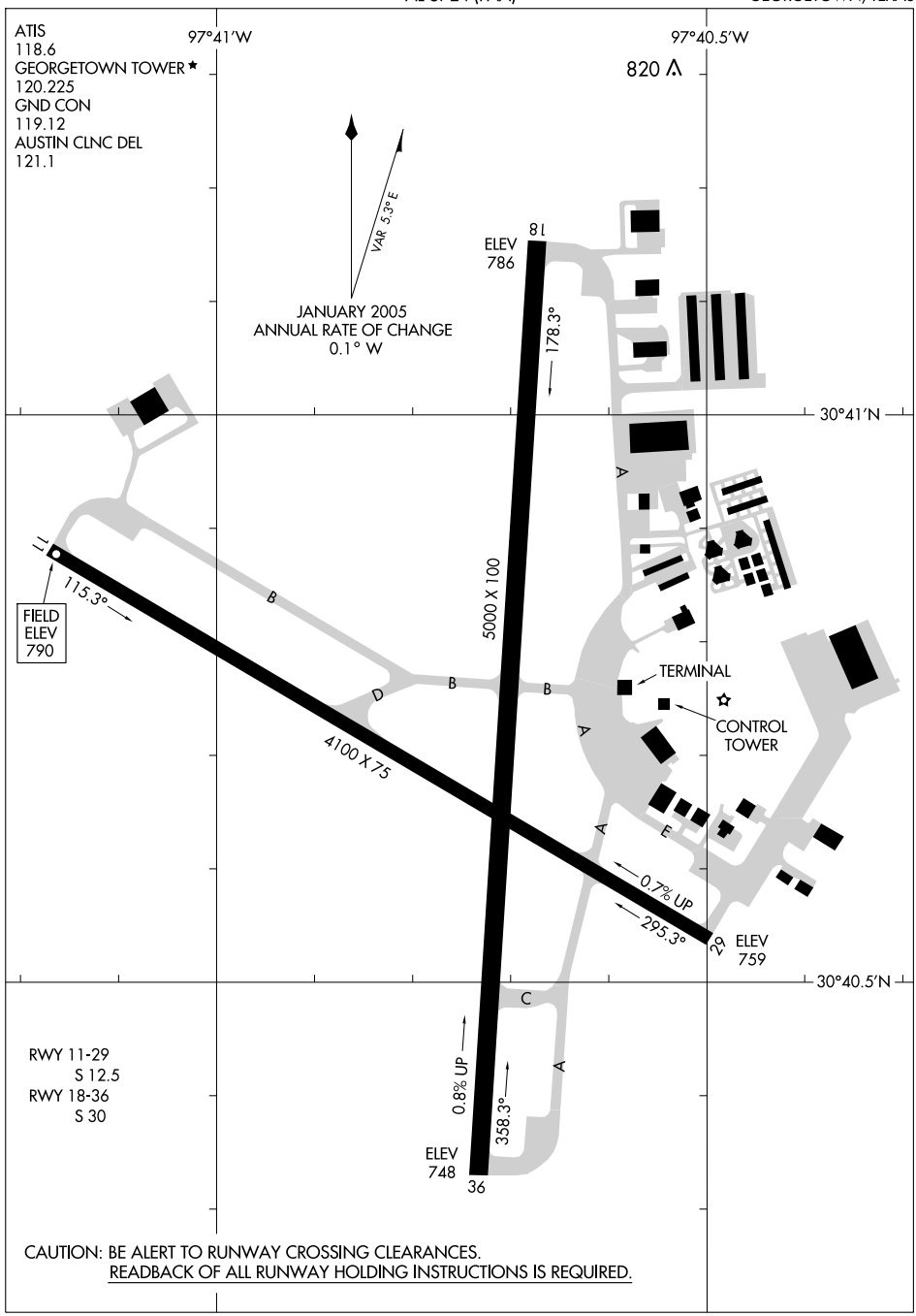
SC-3. 08 APR 2010 to 06 MAY 2010

08137

AIRPORT DIAGRAM

AL-5724 (FAA)

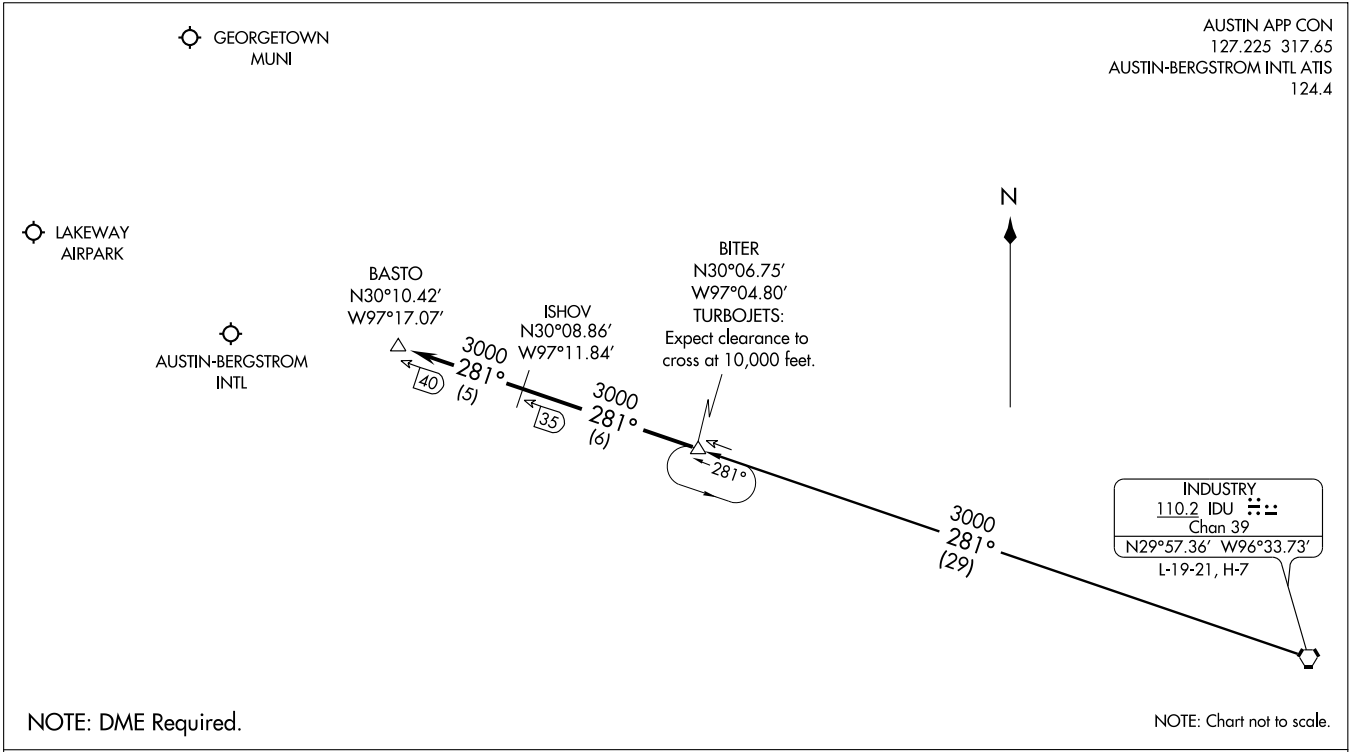
GEORGETOWN MUNI (GTU)
GEORGETOWN, TEXAS



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SC-3, 08 APR 2010 to 06 MAY 2010

BITER FOUR ARRIVAL (BITER.BITER4)

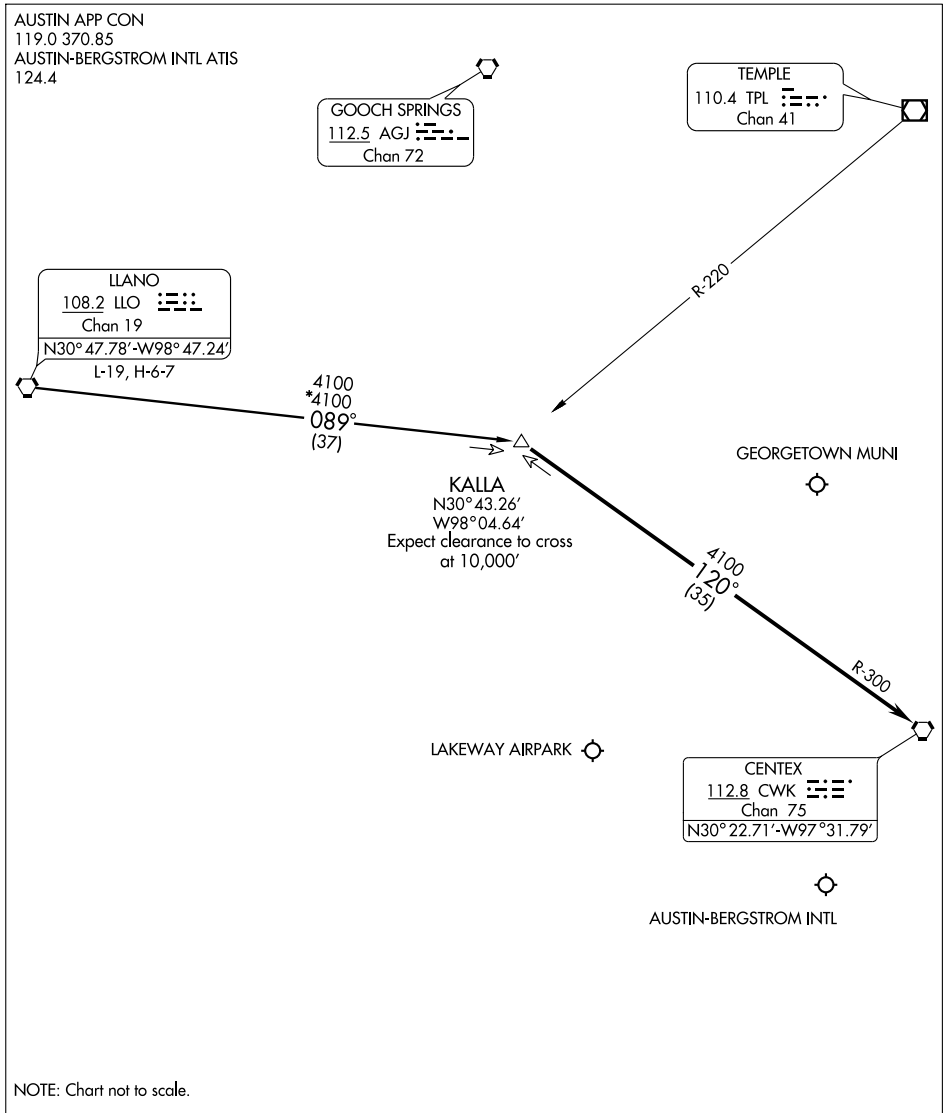


INDUSTRY TRANSITION (IDU.BITER4): From over IDU VORTAC via IDU R-281 to BITER INT. Thence . . . .

. . . . From over BITER INT via IDU R-281 to BASTO INT (MEA 3000). Expect radar vectors to final approach.

KALLA TWO ARRIVAL (KALLA.KALLA2)

AUSTIN, TEXAS



NOTE: Chart not to scale.

LLANO TRANSITION (LLO.KALLA2): From over LLO VORTAC via LLO R-089 to KALLA INT. Thence . . . .

. . . . From over KALLA INT via CWK R-300 to CWK VORTAC. Expect radar vectors to final approach.

SC-3, 08 APR 2010 to 06 MAY 2010

NDB GUO	APP CRS	Rwy Idg	5000
332	187°	TDZE	786
		Apt Elev	790

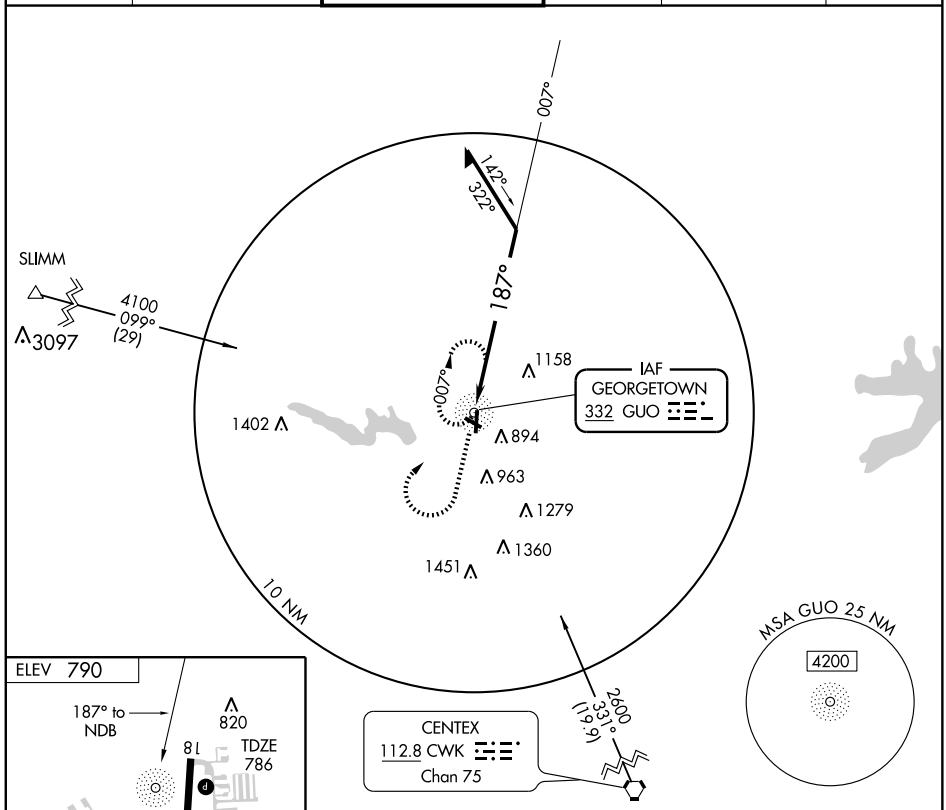
NDB RWY 18

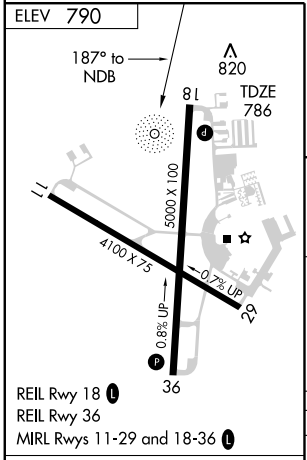
GEORGETOWN MUNI (GTU)

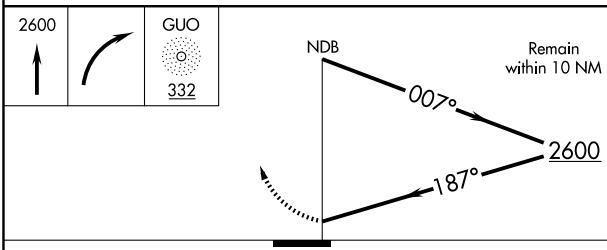
NA

MISSED APPROACH: Climb to 2600 then right turn direct GUO NDB and hold.

ATIS	AUSTIN APP CON	GEORGETOWN TOWER ★	GND CON	AUSTIN CLNC DEL	UNICOM
118.6	119.0 370.85	120.225 (CTAF) L	119.12	121.1	123.0







Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-18	1480-1	694 (700-1)	1480-2 694 (700-2)	NA
CIRCLING	1480-1	690 (700-1)	1480-2 690 (700-2)	NA

SC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	TDZE	Apt Elev
115°	4100	790	790

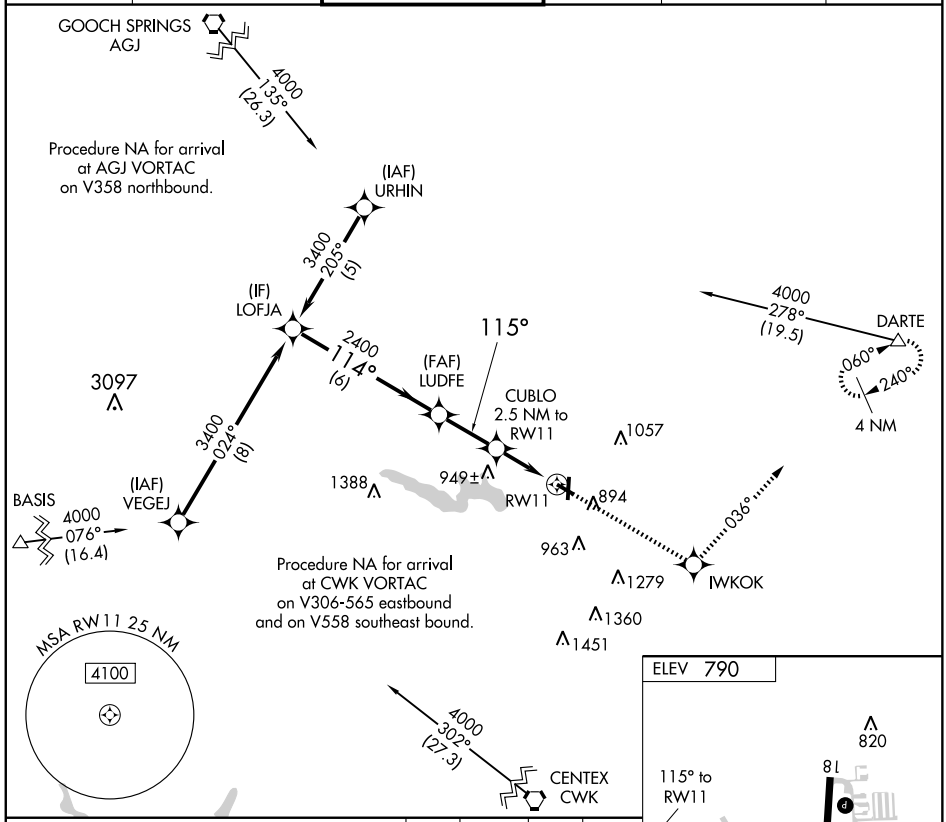
RNAV (GPS) RWY 11

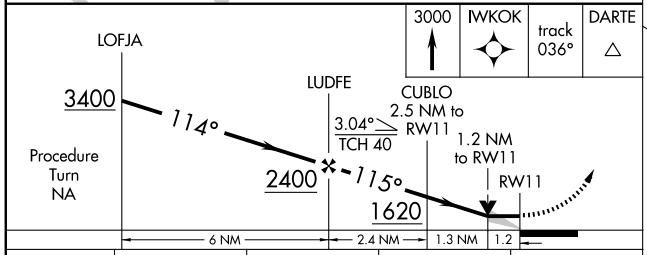
GEORGETOWN MUNI (GTU)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Skylark Field altimeter setting and increase all MDA 80 feet. VDP NA when using Skylark Field altimeter setting.

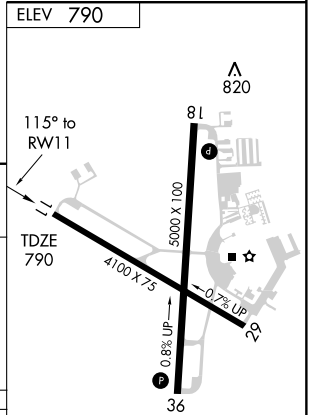
MISSED APPROACH: Climb to 3000 direct IWKOK and via track 036° to DARTE and hold.

ATIS	AUSTIN APP CON	GEORGETOWN TOWER ★	GND CON	AUSTIN CLNC DEL	UNICOM
118.6	119.0 370.85	120.225 (CTAF) L	119.12	121.1	123.0





CATEGORY	A	B	C	D
LNAV MDA	1200-1	410 (500-1)	1200-1¼ 410 (500-1¼)	NA
CIRCLING	1260-1	470 (500-1)	1260-1½ 470 (500-1½)	NA



REIL Rwy 18 L
REIL Rwy 36
MIRL Rwys 11-29 and 18-36 L

SC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5000
178°	TDZE	786
	Apt Elev	790

RNAV (GPS) RWY 18

GEORGETOWN MUNI (GTU)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Skylark Field altimeter setting and increase all MDA 80 feet. VDP NA when using Skylark Field altimeter setting.

MISSED APPROACH: Climbing left turn to 3500 direct DARTE and hold.

ATIS	AUSTIN APP CON	GEORGETOWN TOWER ★	GND CON	AUSTIN CLNC DEL	UNICOM
118.6	119.0 370.85	120.225 (CTAF) L	119.12	121.1	123.0

GOOCH SPRINGS AGJ
3000
128°
(27.1)

CONRA
3000
220°
(11.9)

(IAF) DAGHU
3000
088°
(5)

(IF) SILIW

3000
268°
(5)
(IAF) AXWUB

3100
075°
(24)
SLIMM

2400
178°
(6)

3000
308°
(8.3)
DARTE

060°
240°
4 NM

(FAF) FIHNU

FORNA
2 NM to
RW18

849±
RW18

Procedure NA for arrival at SLIMM on V558 northwest bound.

3097
1057
1388
894
963
1279
1360
1451

MSA RW18 25 NM
4100

ELEV 790
178° to RW18
820
TDZE 786
RW18
5000 X 100
4100 X 75
0.7% UP
0.8% UP
11
29
36

REIL Rwy 18 L
REIL Rwy 36
MIRL Rwys 11-29 and 18-36 L

3500
DARTE
FIHNU
SILIW
FORNA
2 NM to
RW18
3.05°
TCH 35
178°
3000
1.2 NM
to RW18
RW18
2400
Procedure
Turn
NA
1460
1.2
0.8
2.9 NM
6 NM

CATEGORY	A	B	C	D
LNAV MDA	1200-1 414 (500-1)		1200-1¼ 414 (500-1¼)	NA
CIRCLING	1260-1 470 (500-1)		1260-1½ 470 (500-1½)	NA

SC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4100
295°	TDZE	777
	Apt Elev	790

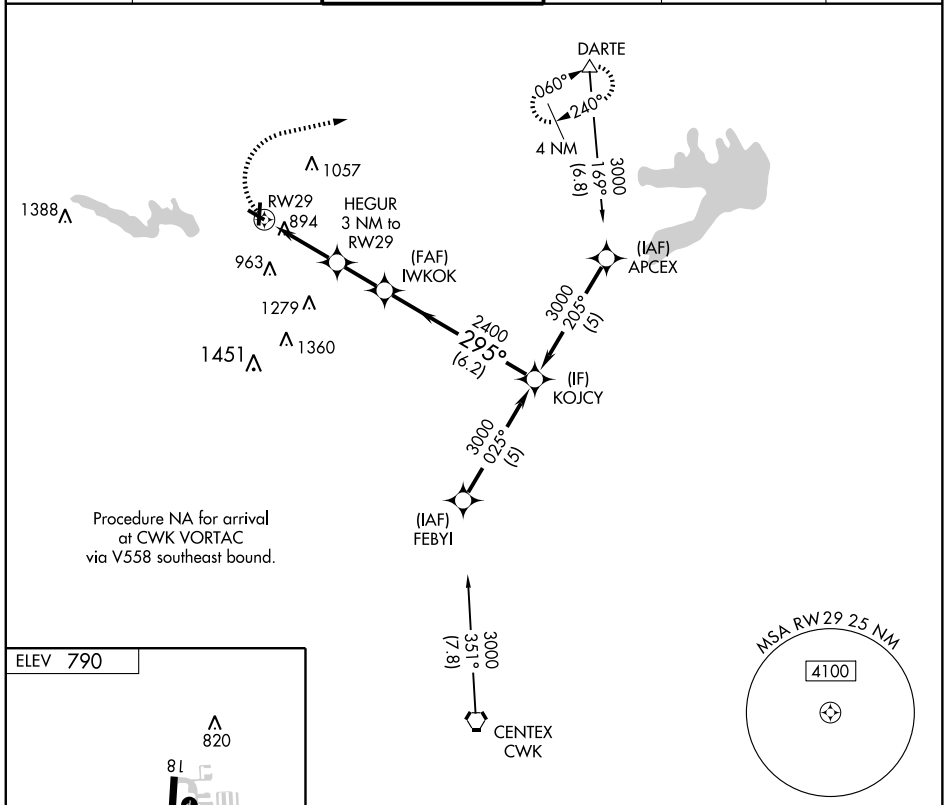
RNAV (GPS) RWY 29

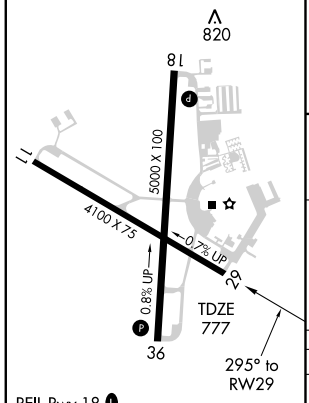
GEORGETOWN MUNI (GTU)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Skylark Field altimeter setting and increase all MDA 80 feet. VDP NA when using Skylark Field altimeter setting.

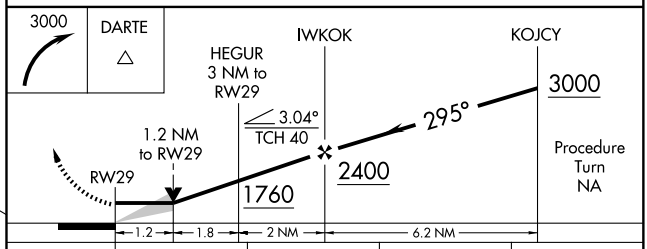
MISSED APPROACH: Climbing right turn to 3000 direct DARTE and hold.

ATIS	AUSTIN APP CON	GEORGETOWN TOWER ★	GND CON	AUSTIN CLNC DEL	UNICOM
118.6	119.0 370.85	120.225 (CTAF) L	119.12	121.1	123.0





REIL Rwy 18 L
REIL Rwy 36
MIRL Rwys 11-29 and 18-36 L



CATEGORY	A	B	C	D
LNAV MDA	1180-1 403 (400-1)		1180-1¼ 403 (400-1¼)	NA
CIRCLING	1260-1 470 (500-1)		1260-1½ 470 (500-1½)	NA

SC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5000
358°	TDZE	765
	Apt Elev	790

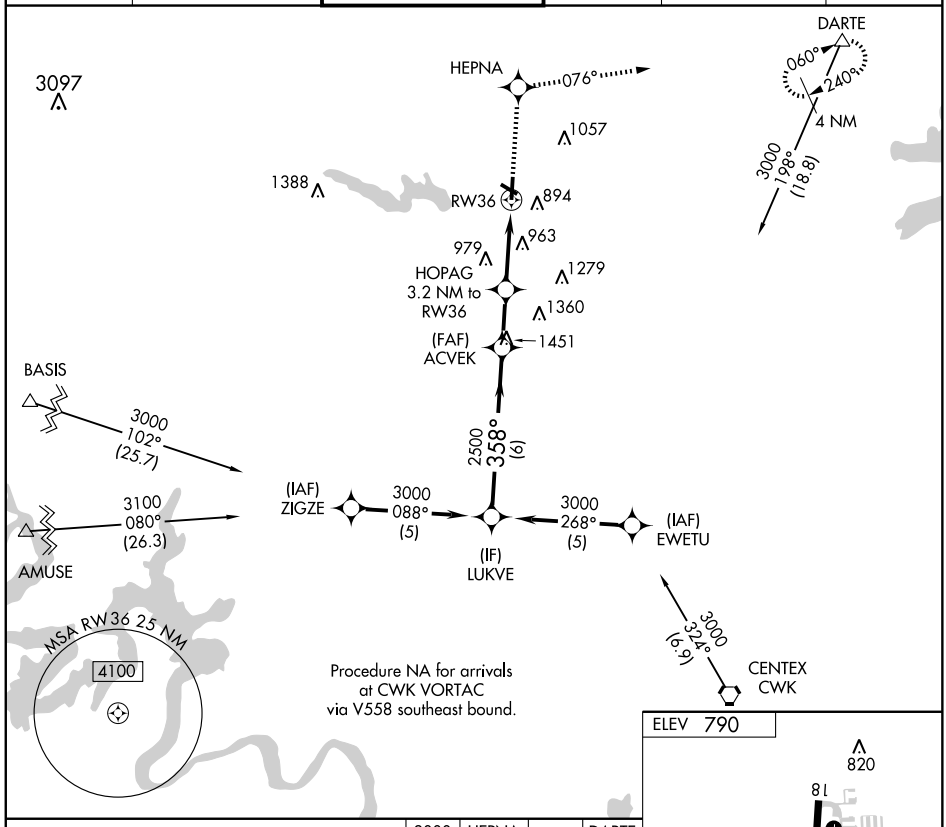
RNAV (GPS) RWY 36

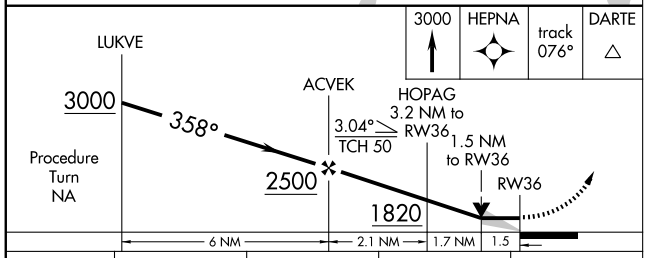
GEORGETOWN MUNI (GTU)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Skylark Field altimeter setting and increase all MDA 80 feet. VDP NA when using Skylark Field altimeter setting.

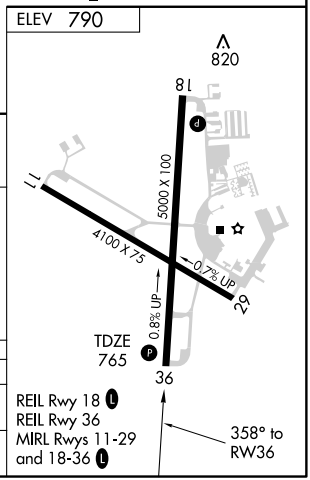
MISSED APPROACH: Climb to 3000 direct HEPNA and via track 076° to DARTE and hold.

ATIS	AUSTIN APP CON	GEORGETOWN TOWER ★	GND CON	AUSTIN CLNC DEL	UNICOM
118.6	119.0 370.85	120.225 (CTAF) L	119.12	121.1	123.0





CATEGORY	A	B	C	D
LNAV MDA	1280-1	515 (500-1)	1280-1½ 515 (500-1½)	NA
CIRCLING	1280-1	490 (500-1)	1280-1½ 490 (500-1½)	NA



SC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4000
168°	TDZE	485
	Apt Elev	485

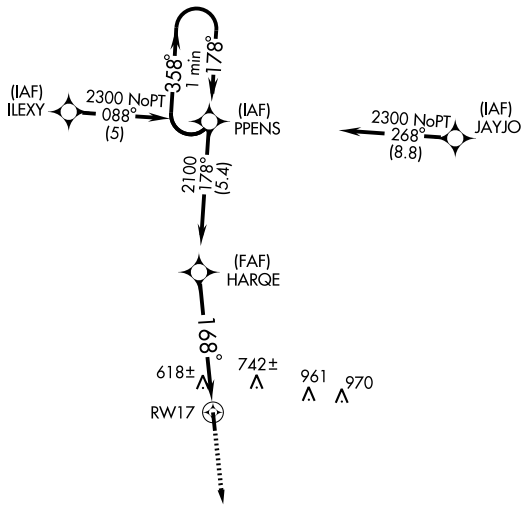
GPS RWY 17
GIDDINGS-LEE COUNTY (GYB)

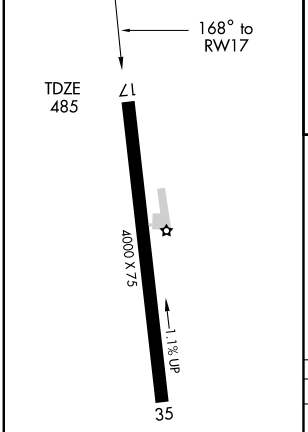
NA

Use Austin-Bergstrom Intl altimeter setting.

MISSED APPROACH: Climb to 2500 direct RAMOS WP and hold.

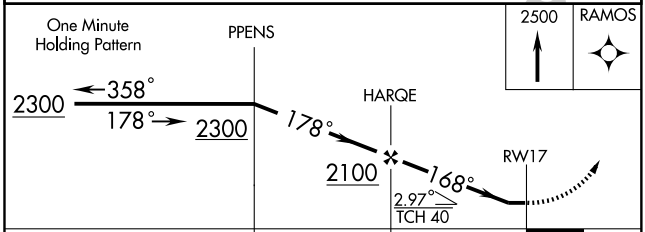
AWOS-3	HOUSTON CENTER	UNICOM
119.225	132.15 279.6	123.05 (CTAF)





MIRL Rwy 17-35





CATEGORY	A	B	C	D
S-17	1020-1 535 (600-1)		1020-1½ 535 (600-1½)	NA
CIRCLING	1080-1 595 (600-1)		1080-1½ 595 (600-1½)	NA

SC-5, 08 APR 2010 to 06 MAY 2010

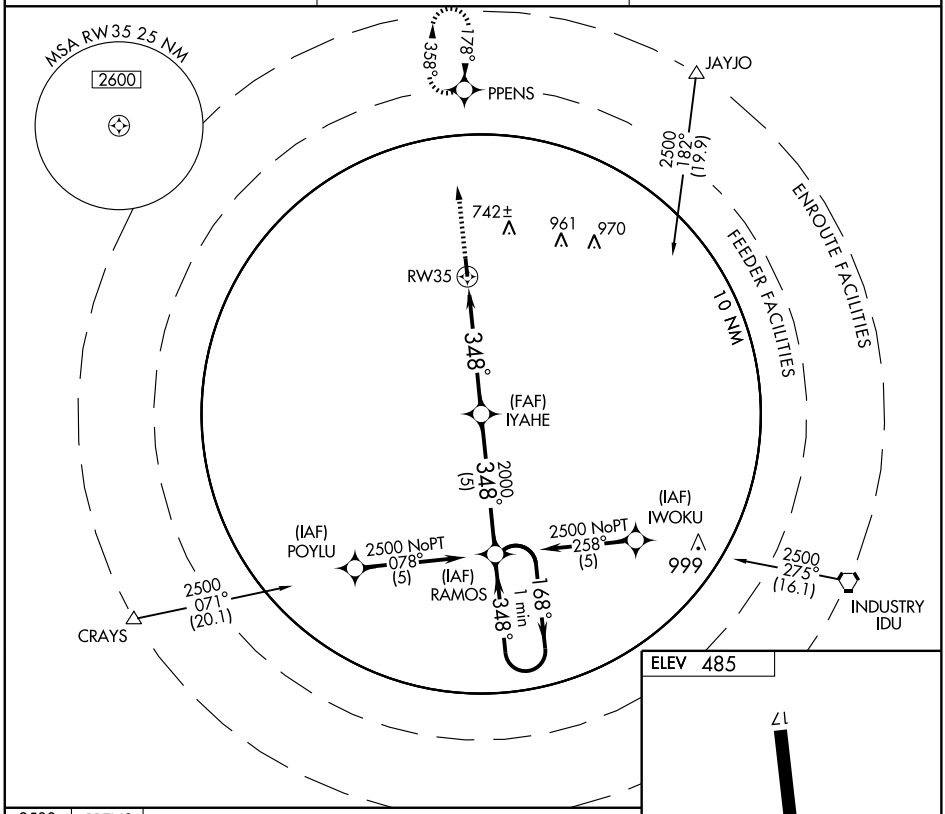
APP CRS	Rwy Idg	4000
348°	TDZE	485
	Apt Elev	485

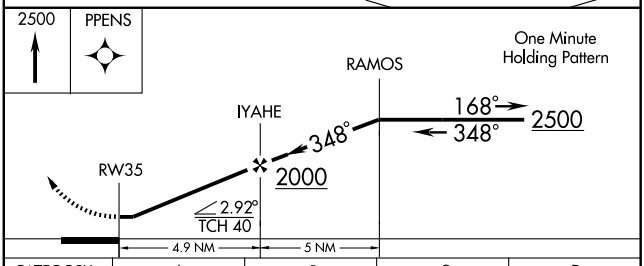
GPS RWY 35
GIDDINGS-LEE COUNTY (GYB)

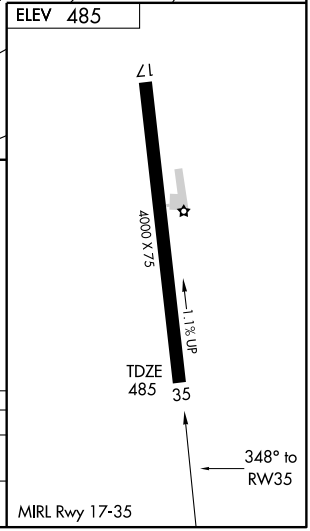
NA — Use Austin-Bergstrom Intl altimeter setting.

MISSED APPROACH: Climb to 2500 direct PPENS WP and hold.

AWOS-3	HOUSTON CENTER	UNICOM
119.225	132.15 279.6	123.05 (CTAF)







CATEGORY	A	B	C	D
S-35	1000-1 527 (600-1)		1000-1½ 527 (600-1½)	NA
CIRCLING	1080-1 595 (600-1)		1080-1½ 595 (600-1½)	NA

SC-5, 08 APR 2010 to 06 MAY 2010

VORTAC IDU 110.2 Chan 39	APP CRS 293°	Rwy Idg N/A TDZE N/A Apt Elev 485

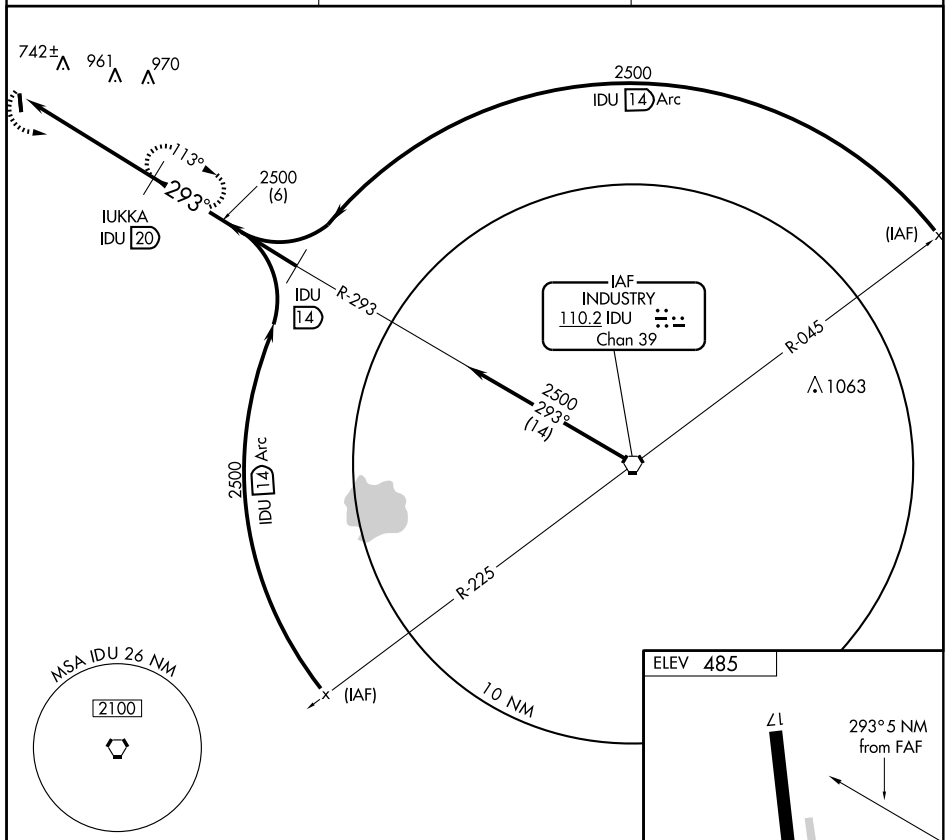
VOR/DME-A

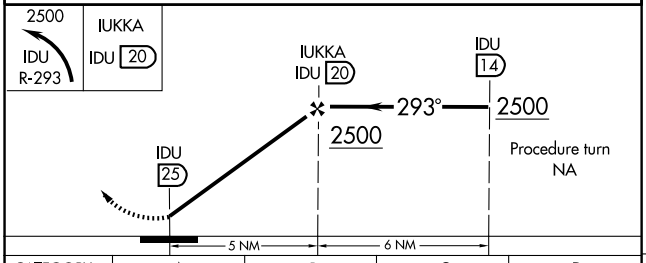
GIDDINGS-LEE COUNTY (GYB)

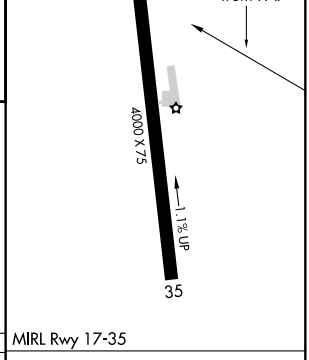
⚠ NA Use Austin-Bergstrom Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 2500 via IDU R-293 to IUKKA 20 DME and hold.

AWOS-3	HOUSTON CENTER	UNICOM
119.225	132.15 279.6	123.05 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	1300-1 815 (900-1)	1300-1¼ 815 (900-1¼)	1300-2½ 815 (900-2½)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-5, 08 APR 2010 to 06 MAY 2010

VOR/DME UIM 114.0 Chan 87	APP CRS 109°	Rwy Idg N/A TDZE N/A Apt Elev 415

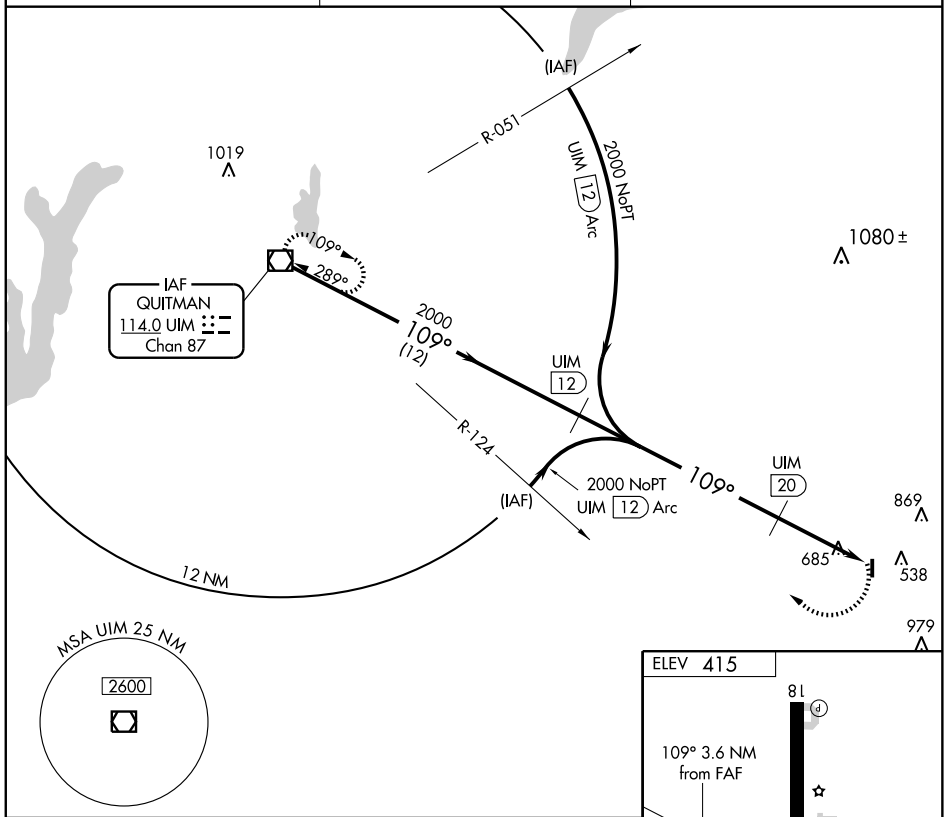
VOR/DME-A

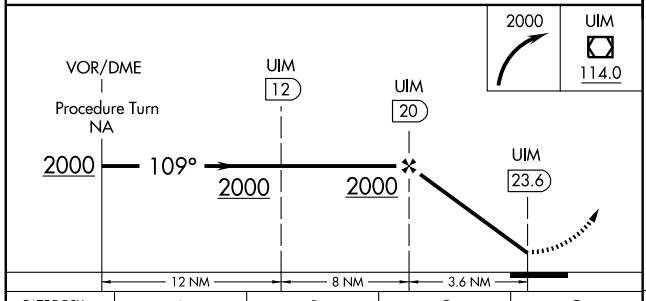
GILMER/FOX STEPHENS FIELD-GILMER MUNI (JXI)

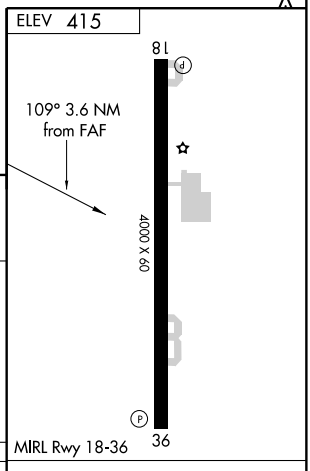
NA Use Gregg County altimeter setting; when not received, procedure not authorized.

MISSED APPROACH: Climbing right turn to 2000 direct UIM VOR/DME and hold.

AWOS-3	LONGVIEW APP CON ★	CTAF
118.2	118.25 270.3	122.9







CATEGORY	A	B	C	D
CIRCLING	1180-1 765 (800-1)	1180-1¼ 765 (800-1¼)	1180-2¼ 765 (800-2¼)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-2, 08 APR 2010 to 06 MAY 2010

GLADEWATER, TEXAS

AL-6562 (FAA)

VORTAC GGG	APP CRS	Rwy Idg	3301
112.3	115°	TDZE	297
Chan 70		Apt Elev	297

VOR/DME or GPS RWY 14

GLADEWATER MUNI (Ø7F)

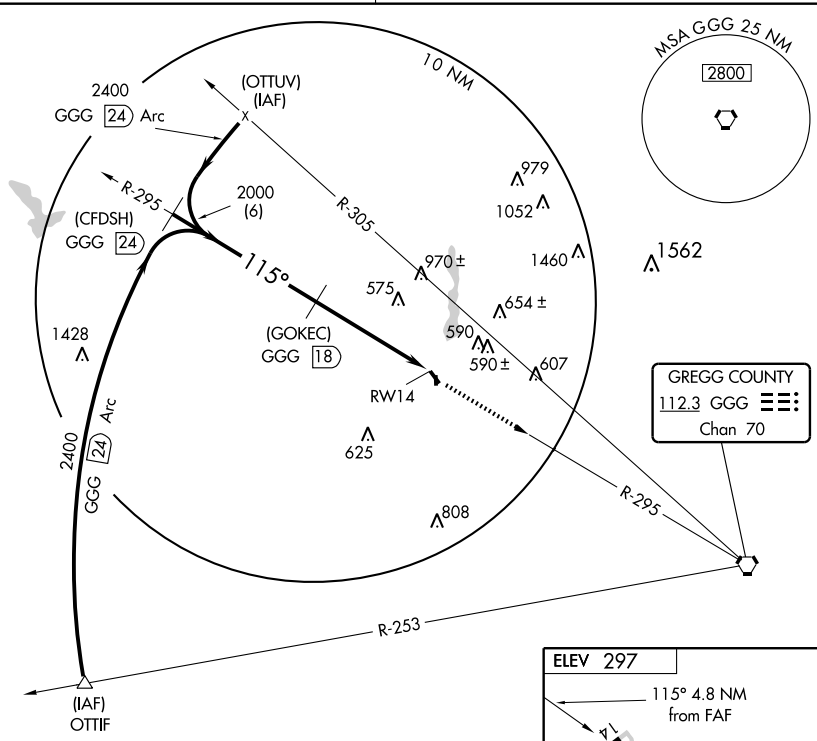
Use Gregg County altimeter setting; when not received procedure not authorized.

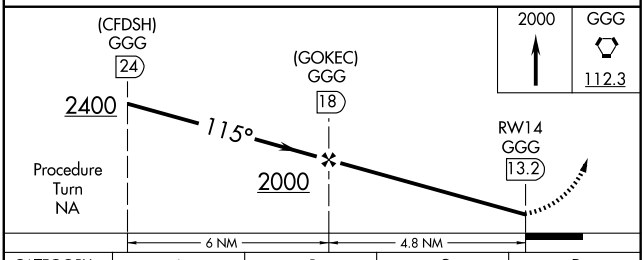
NA

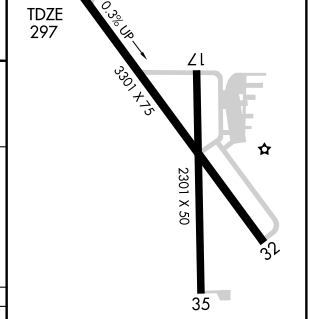
MISSED APPROACH: Climb to 2000 direct GGG VORTAC.

LONGVIEW APP CON ★
118.25 270.3

CTAF
122.9







MIRL Rwy 14-32

CATEGORY	A	B	C	D
S-14	880-1	583 (600-1)	880-1½ 583 (600-1½)	NA
CIRCLING	880-1	583 (600-1)	880-1½ 583 (600-1½)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-2, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 2

GRAFORD/ POSSUM KINGDOM (F35)

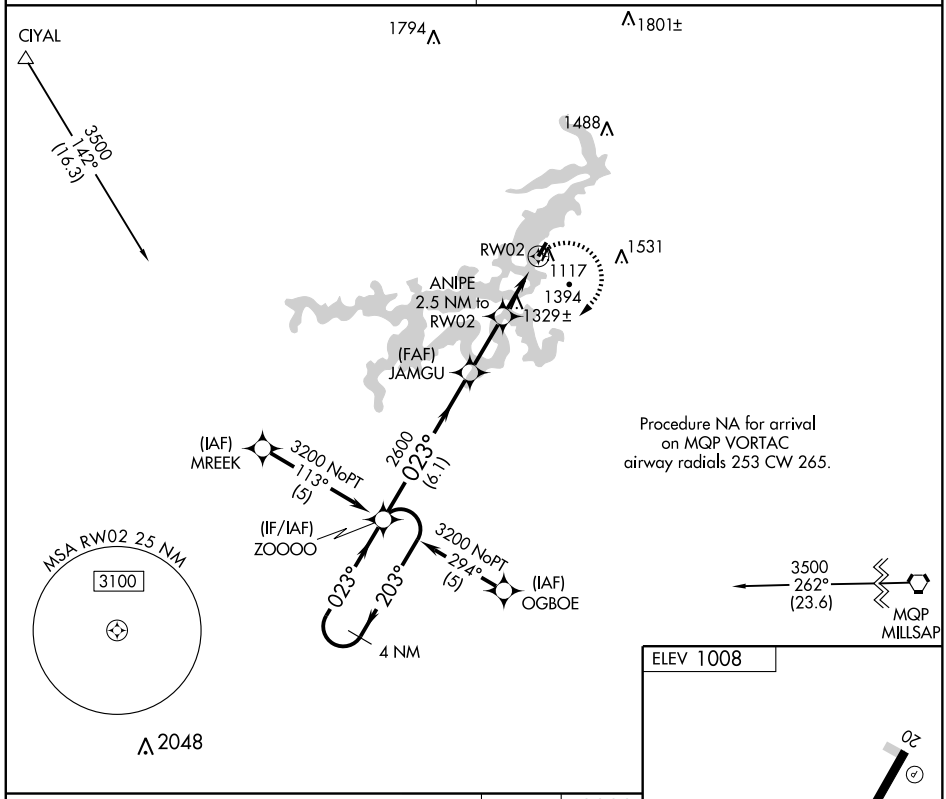
APP CRS	Rwy Idg	3500
023°	TDZE	1008
	Apt Elev	1008

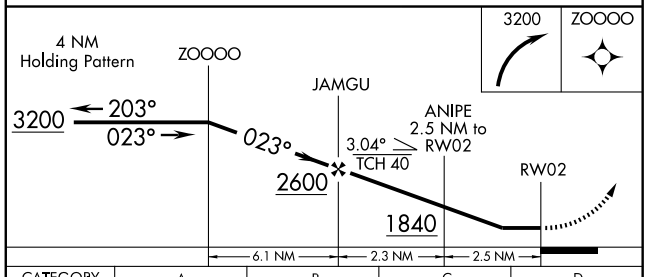
NA

DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Use Mineral Wells altimeter setting; when not received, use Decatur Muni altimeter setting and increase all MDA 80 feet; increase LNAV Cat C visibility and Circling Cat C visibility ¼ mile.

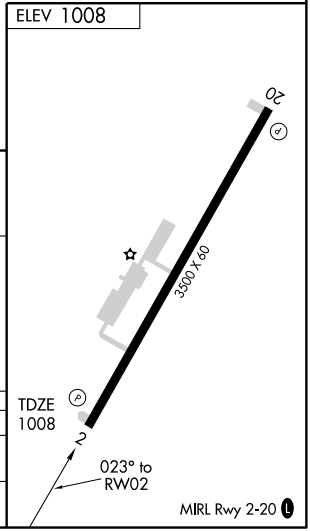
MISSED APPROACH: Climbing right turn to 3200 direct ZOOOO and hold.

FORT WORTH CENTER	CTAF
127.0 360.6	122.9 L





CATEGORY	A	B	C	D
LNAV MDA	1640-1	632 (700-1)	1640-1¾ 632 (700-1¾)	NA
CIRCLING	1700-1 692 (700-1)	1860-1¼ 852 (900-1¼)	1860-2½ 852 (900-2½)	NA



SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3500
204°	TDZE	1008
	Apt Elev	1008

RNAV (GPS) RWY 20

GRAFORD/ POSSUM KINGDOM (F35)

DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Use Mineral Wells altimeter setting; when not received, use Decatur Muni altimeter setting and increase all MDA 80 feet; increase LNAV Cats B and C and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3200 direct ZOOOO and hold.

FORT WORTH CENTER	CTAF
127.0 360.6	122.9 L

(IAF) MUZZO
3200 NoPT
193°
(10.8)
4 NM
(IAF) HIPLA
3200 NoPT
114°
(5)
024°
204°
(IF/IAF) JAPEP
1892
3200 NoPT
294°
(5)
(IAF) COSOV
1801±
1794
2600
204°
(6.1)
(FAF) KEHRE
1488
1368±
Procedure NA for arrival at CIYAL via V16 southwest bound.
3500
068°
(20.5)
CIYAL
MSA RW20 25 NM
3100
RW20
1117
1531
1394
Procedure NA for arrival at MQP VORTAC via V18 eastbound and V17-161 southbound.
3500
320°
(22.5)
MILLSAP
MQP
ELEV 1008
204° to RW20
TDZE 1008
20
3500 X 60
MISSED APCH FIX
ZOOOO
023°
203°
4 NM
3200
ZOOOO
JAPEP
4 NM Holding Pattern
KEHRE
024°
204°
3200
RW20
204°
2600
3.04°
TCH 40
4.8 NM
6.1 NM

CATEGORY	A	B	C	D
LNAV MDA	1680-1 672 (700-1)		1680-2 672 (700-2)	NA
CIRCLING	1700-1 692 (700-1)	1860-1¼ 852 (900-1¼)	1860-2½ 852 (900-2½)	NA

MIRL Rwy 2-20 L

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5000
033°	TDZE	1116
	Apt Elev	1123

RNAV (GPS) RWY 3

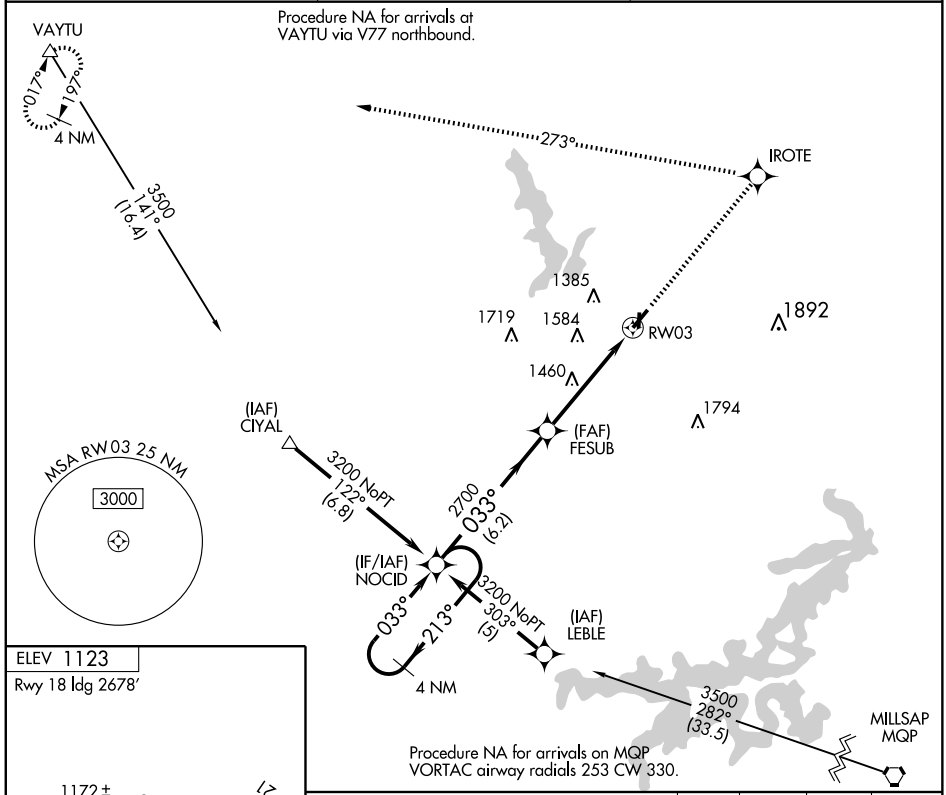
GRAHAM MUNI (RPH)

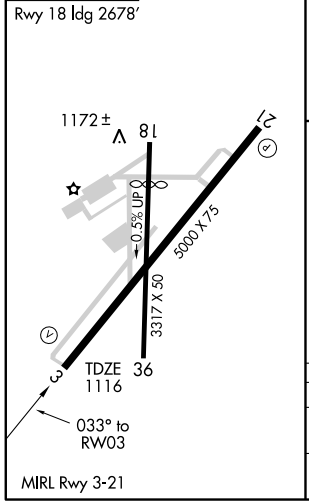
When local altimeter setting not received, use Mineral Wells altimeter setting and increase all MDAs 100 feet and increase LNAV and circling CAT B visibility ¼ mile. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

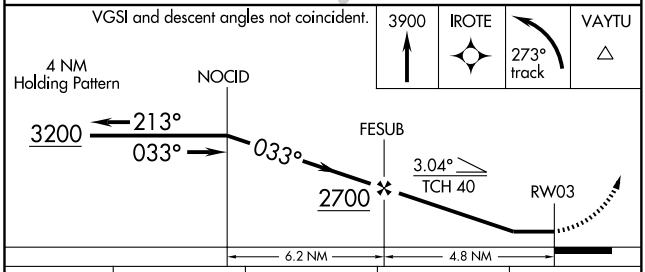
MISSED APPROACH: Climb to 3900 direct IROTE and left turn via 273° track to VAYTU and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.025	127.0 360.6	122.975 (CTAF)

Procedure NA for arrivals at VAYTU via V77 northbound.







CATEGORY	A	B	C	D
LNAV MDA	1760-1 644 (700-1)		NA	
CIRCLING	1760-1 637 (700-1)		NA	

SC-2, 08 APR 2010 to 06 MAY 2010

GRAHAM, TEXAS

AL-5535 (FAA)

RNAV (GPS) RWY 21

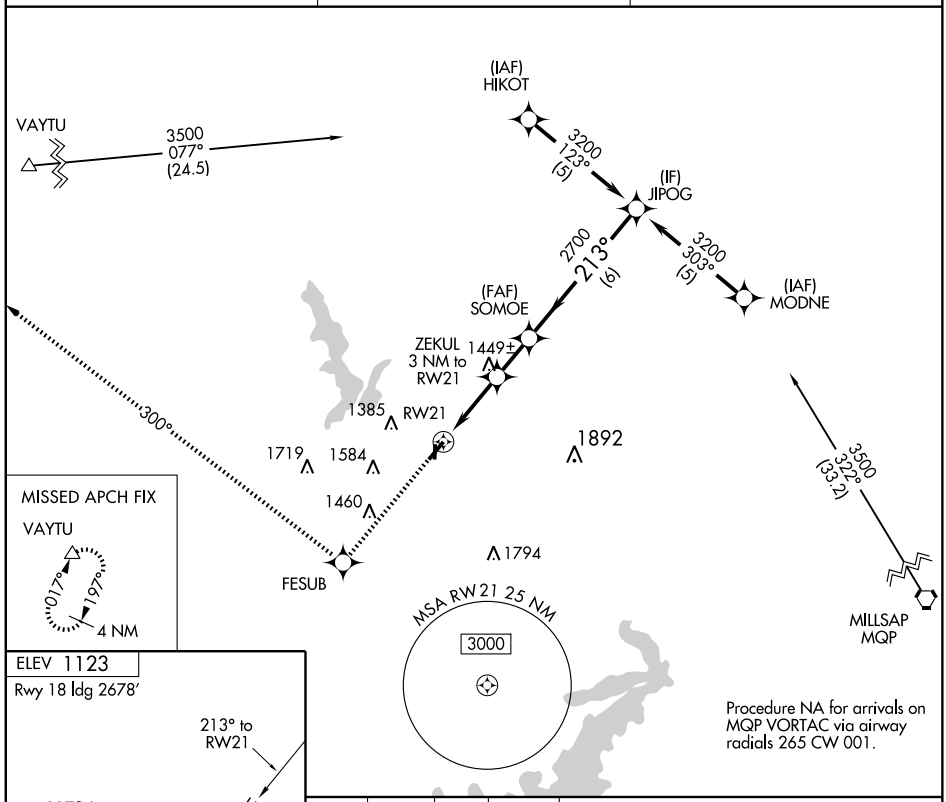
GRAHAM MUNI (RPH)

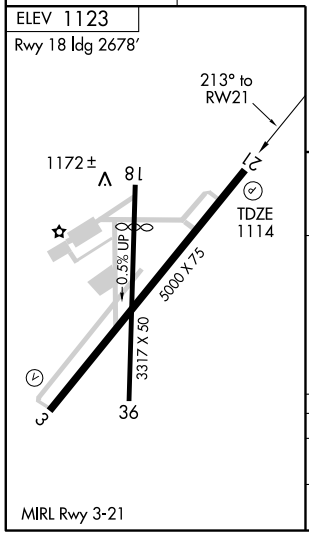
APP CRS	Rwy Idg	5000
213°	TDZE	1114
	Apt Elev	1123

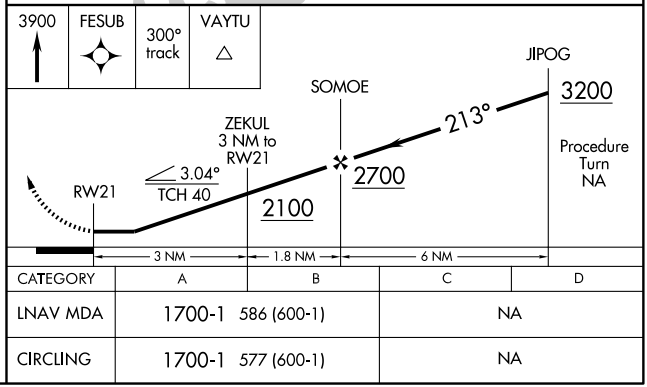
When local altimeter setting not received, use Mineral Wells altimeter setting and increase all MDAs 100 feet.
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3900 direct FESUB and via 300° track to VAYTU and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.025	127.0 360.6	122.975 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1700-1 586 (600-1)		NA	
CIRCLING	1700-1 577 (600-1)		NA	

MIRL Rwy 3-21

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3603
144°	TDZE	778
	Apt Elev	778

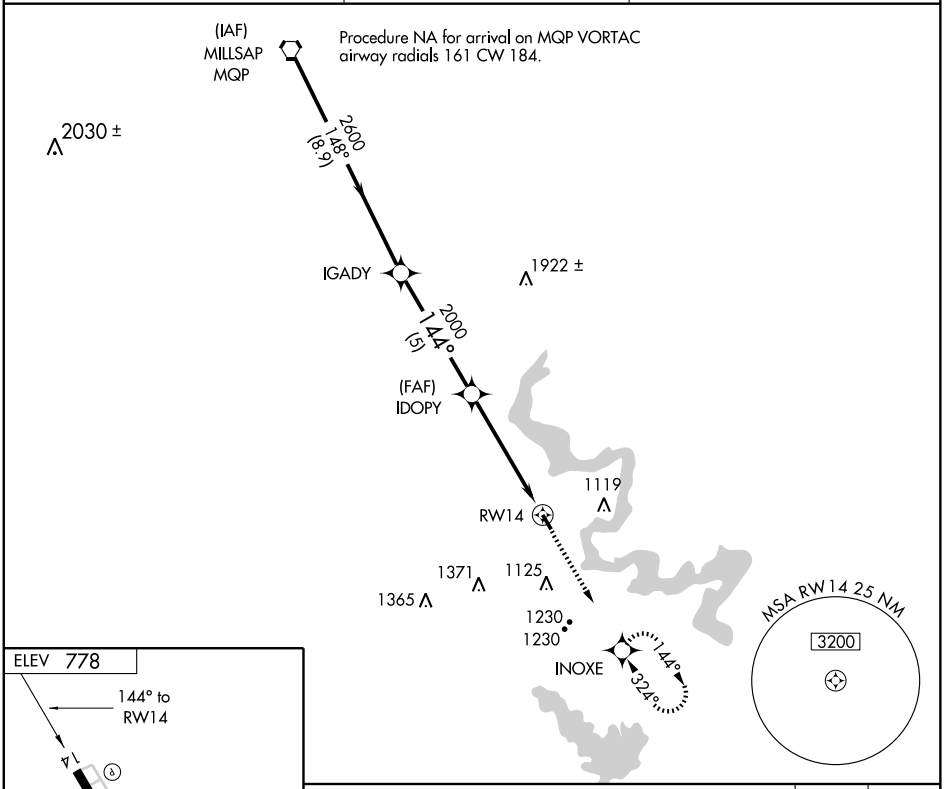
GPS RWY 14
GRANBURY RGNL (GDJ)

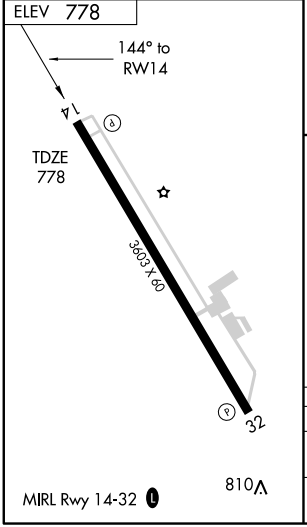
NA

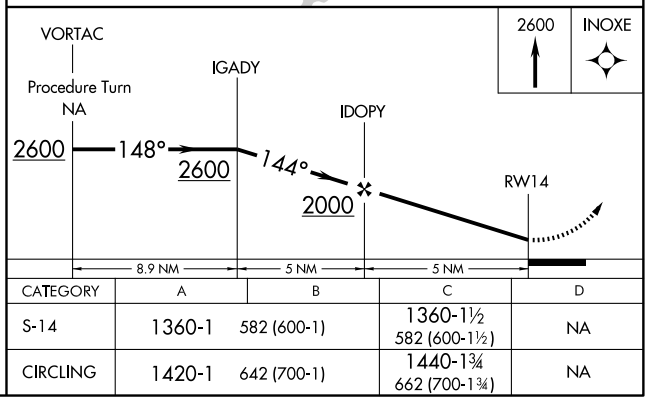
Use Fort Worth Meacham altimeter setting.

MISSED APPROACH: Climb to 2600 direct INOXE and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.925	127.15 314.0	123.0 (CTAF)







CATEGORY	A	B	C	D
S-14	1360-1	582 (600-1)	1360-1½ 582 (600-1½)	NA
CIRCLING	1420-1	642 (700-1)	1440-1¾ 662 (700-1¾)	NA

SC-2, 08 APR 2010 to 06 MAY 2010

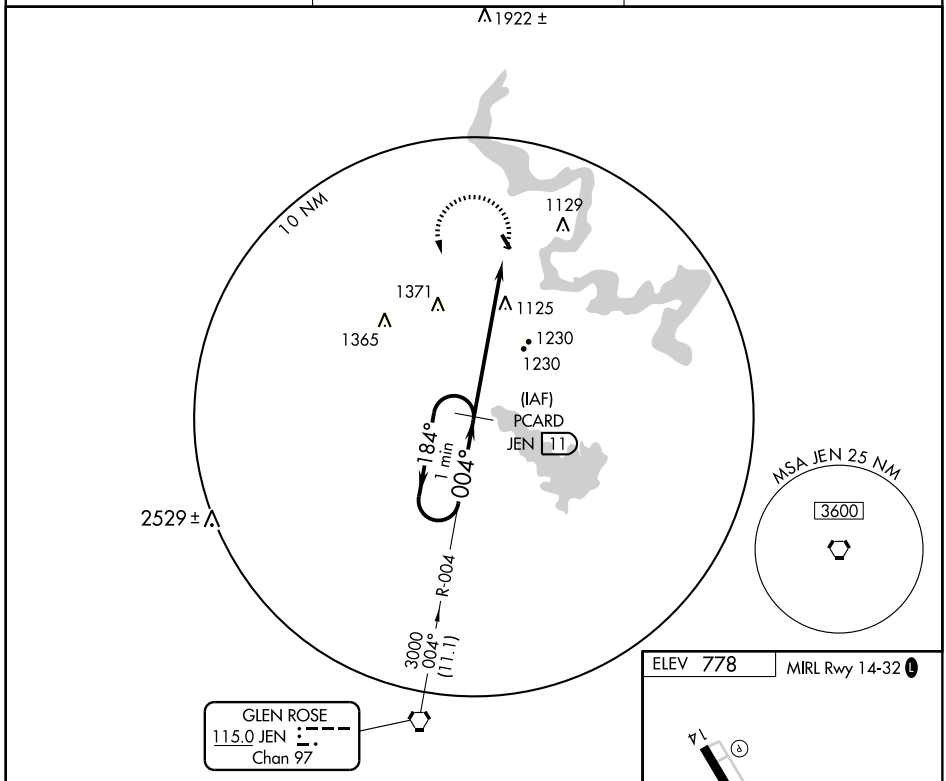
VORTAC JEN 115.0 Chan 97	APP CRS 004°	Rwy Idg N/A TDZE N/A Apt Elev 778

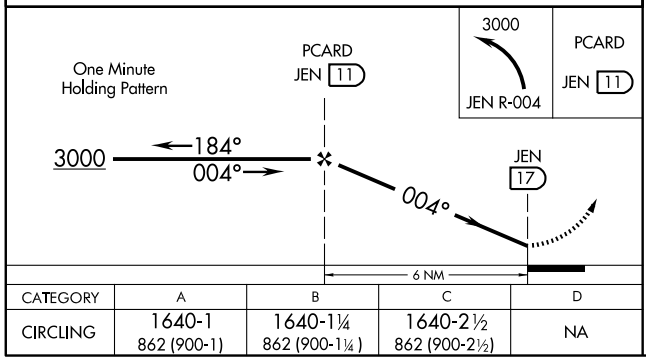
VOR/DME-A
GRANBURY RGNL (GDJ)

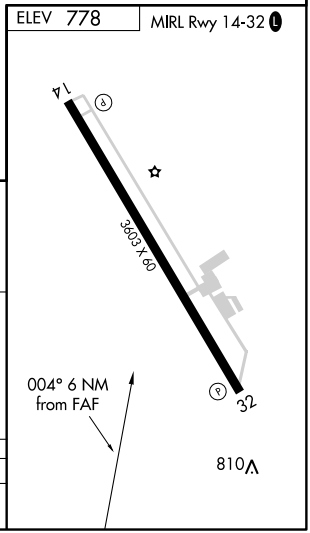
Use Fort Worth Meacham altimeter setting.
NA

MISSED APPROACH: Climbing left turn to 3000 via JEN R-004 to PCARD and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.925	127.15 314.0	123.0 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	1640-1 862 (900-1)	1640-1¼ 862 (900-1¼)	1640-2½ 862 (900-2½)	NA

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VORTAC MQP 117.7 Chan 124	APP CRS 142°	Rwy Idg 3603 TDZE 778 Apt Elev 778

VOR/DME RWY 14

GRANBURY RGNL (GDJ)

Use Fort Worth Meacham Intl altimeter setting.

NA

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct MQP VORTAC and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.925	127.15 314.0	123.0 (CTAF) L

IAF MILLSAP 117.7 MQP Chan 124

R-309

129°

309°

2030 ±

2700 142° (8.9)

RIKDE MQP 8.9

2500 142° (5)

1922 ±

DATGE MQP 13.9

Procedure NA for arrival on MQP VORTAC airway radials 161° CW 184°.

1129

1371

1125

1365

1230

1230

10 NM

MSA MQP 25 NM

3600

ELEV 778

142° 5 NM from FAF

TDZE 778

3603 X 60

32

810

MIRL Rwy 14-32 L

2000	3000	MQP 117.7

VORTAC 3000

142°

RIKDE MQP 8.9

2700

DATGE MQP 13.9

2500

MQP 18.9

Procedure Turn NA

3.18°

TCH 40

VGSI and descent angles not coincident.

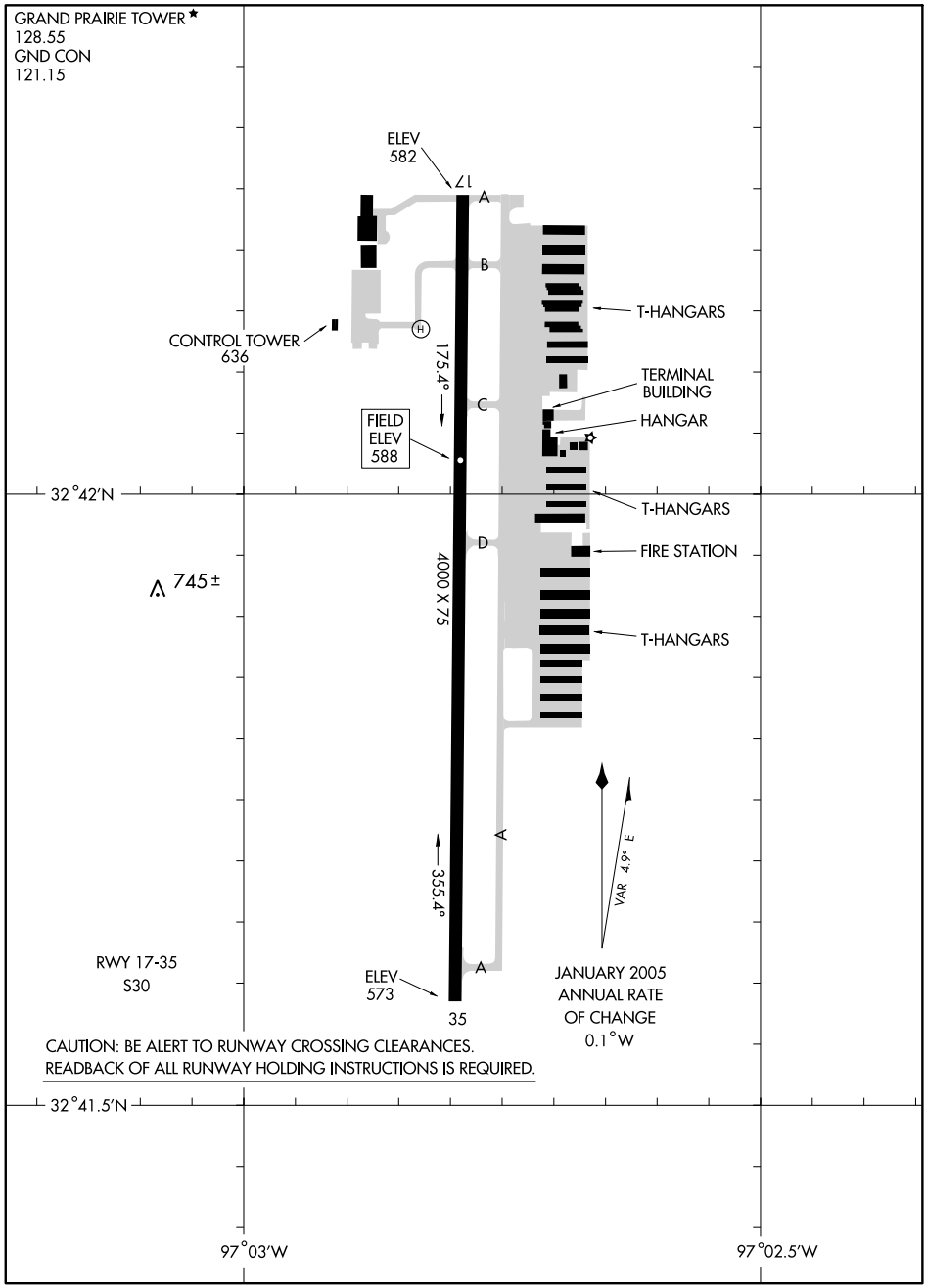
8.9 NM 5 NM 5 NM

CATEGORY	A	B	C	D
S-14	1400-1	622 (700-1)	1400-1¾ 622 (700-1¾)	NA
CIRCLING	1420-1 642 (700-1)	1440-1 662 (700-1)	1440-1¾ 662 (700-1¾)	NA

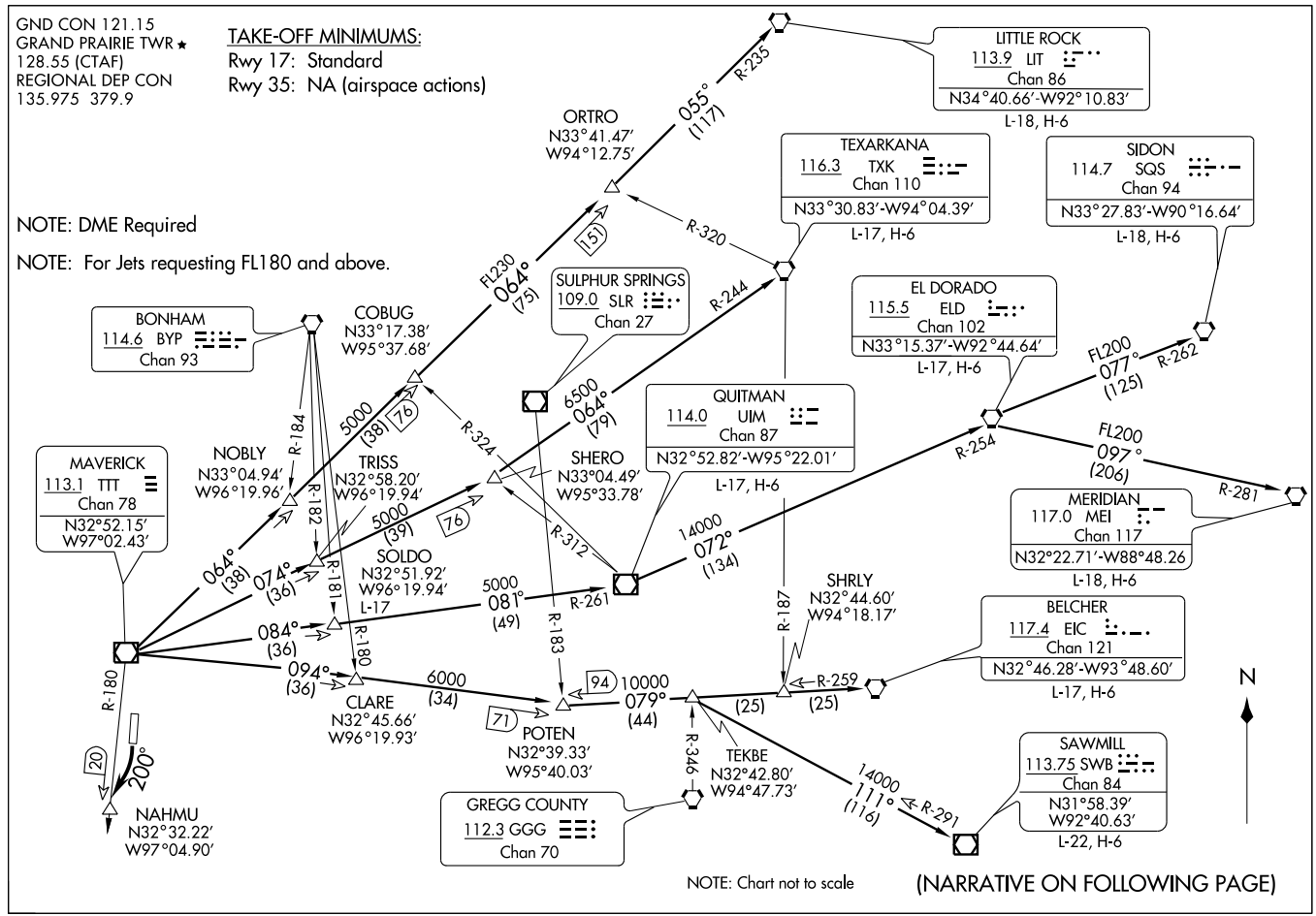
SC-2, 08 APR 2010 to 06 MAY 2010

AIRPORT DIAGRAM

GRAND PRAIRIE / GRAND PRAIRIE MUNI (GPM)
AL-9209 (FAA)
GRAND PRAIRIE, TEXAS



SC-2, 08 APR 2010 to 06 MAY 2010


GND CON 121.15
GRAND PRAIRIE TWR ★
128.55 (CTAF)
REGIONAL DEP CON
135.975 379.9
TAKE-OFF MINIMUMS:
Rwy 17: Standard
Rwy 35: NA (airspace actions)
NOTE: DME Required
NOTE: For Jets requesting FL180 and above.
LITTLE ROCK
113.9 LIT
Chan 86
N34°40.66'-W92°10.83'
L-18, H-6
TEXARKANA
116.3 TXK
Chan 110
N33°30.83'-W94°04.39'
L-17, H-6
SIDON
114.7 SQS
Chan 94
N33°27.83'-W90°16.64'
L-18, H-6
ORTRO
N33°41.47'
W94°12.75'
055° (117)
R-235
R-320
151
FL230
064° (75)
SULPHUR SPRINGS
109.0 SLR
Chan 27
R-244
EL DORADO
115.5 ELD
Chan 102
N33°15.37'-W92°44.64'
L-17, H-6
FL200
077° (125)
R-262
BONHAM
114.6 BYP
Chan 93
COBUG
N33°17.38'
W95°37.68'
5000 (38)
76
R-324
6500
064° (79)
QUITMAN
114.0 UIM
Chan 87
N32°52.82'-W95°22.01'
L-17, H-6
R-254
FL200
097° (206)
R-281
MERIDIAN
117.0 MEI
Chan 117
N32°22.71'-W88°48.26
L-18, H-6
MAVERICK
113.1 TTT
Chan 78
N32°52.15'
W97°02.43'
NOBLY
N33°04.94'
W96°19.96'
R-184
R-182
TRISS
N32°58.20'
W96°19.94'
5000 (39)
76
SHERO
N33°04.49'
W95°33.78'
R-312
14000
072° (134)
064° (38)
074° (36)
R-181
SOLDO
N32°51.92'
W96°19.94'
L-17
5000
081° (49)
R-261
R-183
SHRLY
N32°44.60'
W94°18.17'
R-187
BELCHER
117.4 EIC
Chan 121
N32°46.28'-W93°48.60'
L-17, H-6
084° (36)
094° (36)
R-180
6000 (34)
CLARE
N32°45.66'
W96°19.93'
94
10000
079° (44)
(25)
R-259
(25)
N
R-180
20
200°
NAHMU
N32°32.22'
W97°04.90'
71
POTEN
N32°39.33'
W95°40.03'
R-346
TEKBE
N32°42.80'
W94°47.73'
14000
111° (116)
R-291
SAWMILL
113.75 SWB
Chan 84
N31°58.39'
W92°40.63'
L-22, H-6
GREGG COUNTY
112.3 GGG
Chan 70
NOTE: Chart not to scale
(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

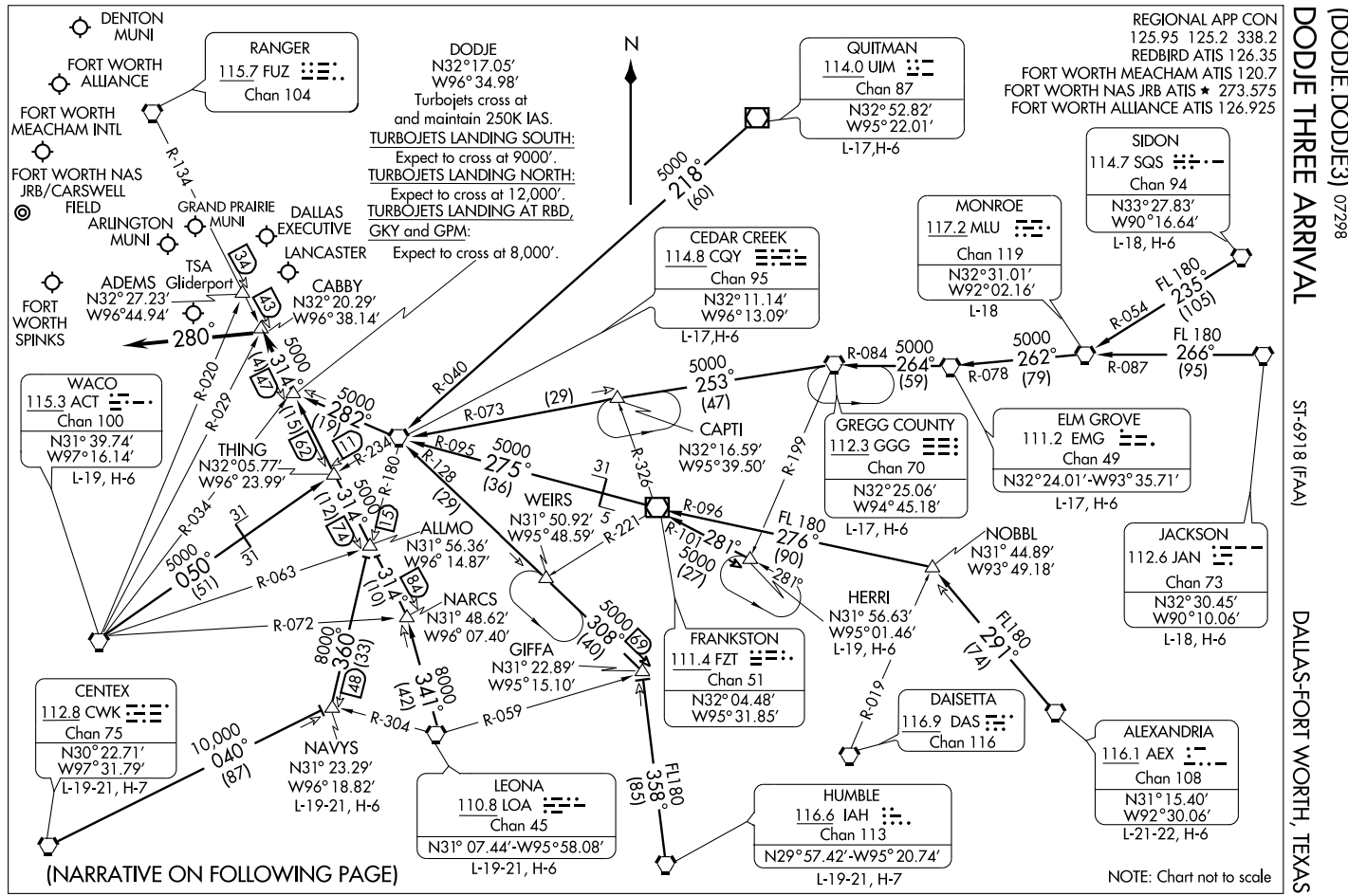
JETS

Jets requesting 17,000 and below expect GARLAND Departure.

TAKE-OFF RUNWAY 17: Climbing right turn via heading 200° and TTT VOR/DME R-180 to NAHMU/TTT VOR/DME 20 DME, expect radar vectors to appropriate route, maintain 2000 feet and expect filed altitude 10 minutes after departure.
TAKE-OFF RUNWAY 35: NA.

BELCHER TRANSITION (DALL9.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to EIC VORTAC.
EL DORADO TRANSITION (DALL9.ELD): (For aircraft inbound to Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.
LITTLE ROCK TRANSITION (DALL9.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO INT, then via LIT R-235 to LIT VORTAC.
MERIDIAN TRANSITION (DALL9.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.
QUITMAN TRANSITION (DALL9.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SAWMILL TRANSITION (DALL9.SWB): From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME.
SIDON TRANSITION (DALL9.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.
SOLDO TRANSITION (DALL9.SOLDO): From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (DALL9.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.

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DODGE THREE ARRIVAL
(DODJE.DODJE3) 07298
ST-6918 (FAA)
DALLAS-FORT WORTH, TEXAS
REGIONAL APP CON
125.95 125.2 338.2
REDBIRD ATIS 126.35
FORT WORTH MEACHAM ATIS 120.7
FORT WORTH NAS JRB ATIS ★ 273.575
FORT WORTH ALLIANCE ATIS 126.925
DENTON MUNI
FORT WORTH ALLIANCE
FORT WORTH MEACHAM INTL
FORT WORTH NAS JRB/CARSWELL FIELD
ARLINGTON MUNI
GRAND PRAIRIE MUNI
DALLAS EXECUTIVE
LANCASTER
TSA
ADEMS Gliderport
N32°27.23′
W96°44.94′
CABBY
N32°20.29′
W96°38.14′
FORT WORTH SPINKS
RANGER
115.7 FUZ
Chan 104
R-134
DODJE
N32°17.05′
W96°34.98′
Turbojets cross at and maintain 250K IAS.
TURBOJETS LANDING SOUTH:
Expect to cross at 9000′.
TURBOJETS LANDING NORTH:
Expect to cross at 12,000′.
TURBOJETS LANDING AT RBD, GKY and GPM:
Expect to cross at 8,000′.
N
QUITMAN
114.0 UIM
Chan 87
N32°52.82′
W95°22.01′
L-17,H-6
5000
218°
(60)
CEDAR CREEK
114.8 CQY
Chan 95
N32°11.14′
W96°13.09′
L-17,H-6
MONROE
117.2 MLU
Chan 119
N32°31.01′
W92°02.16′
L-18
SIDON
114.7 SQS
Chan 94
N33°27.83′
W90°16.64′
L-18, H-6
FL 180
235°
(105)
R-054
R-087
5000
262°
(79)
R-078
R-084
5000
264°
(59)
FL 180
266°
(95)
WACO
115.3 ACT
Chan 100
N31° 39.74′
W97°16.14′
L-19, H-6
THING
N32°05.77′
W96° 23.99′
CAPTI
N32°16.59′
W95°39.50′
GREGG COUNTY
112.3 GGG
Chan 70
N32°25.06′
W94°45.18′
L-17, H-6
ELM GROVE
111.2 EMG
Chan 49
N32°24.01′-W93°35.71′
L-17, H-6
JACKSON
112.6 JAN
Chan 73
N32°30.45′
W90°10.06′
L-18, H-6
WEIRS
N31° 50.92′
W95° 48.59′
ALLMO
N31° 56.36′
W96° 14.87′
NARCS
N31° 48.62′
W96° 07.40′
GIFFA
N31° 22.89′
W95° 15.10′
NOBBL
N31° 44.89′
W93° 49.18′
HERRI
N31° 56.63′
W95° 01.46′
L-19, H-6
FRANKSTON
111.4 FZT
Chan 51
N32° 04.48′
W95° 31.85′
DAISETTA
116.9 DAS
Chan 116
CENTEX
112.8 CWK
Chan 75
N30° 22.71′
W97° 31.79′
L-19-21, H-7
NAVYS
N31° 23.29′
W96° 18.82′
L-19-21, H-6
LEONA
110.8 LOA
Chan 45
N31° 07.44′-W95° 58.08′
L-19-21, H-6
HUMBLE
116.6 IAH
Chan 113
N29° 57.42′-W95° 20.74′
L-19-21, H-7
ALEXANDRIA
116.1 AEX
Chan 108
N31° 15.40′
W92° 30.06′
L-21-22, H-6
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale

DODJE THREE ARRIVAL (DODJE.DODJE3)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DODJE3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

CEDAR CREEK TRANSITION (CQY.DODJE3): From over CQY VORTAC via CQY R-282 to DODJE INT. Thence. . . .

CENTEX TRANSITION (CWK.DODJE3): From over CWK VORTAC via CWK R-040 to NAVYS INT, then via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

ELM GROVE TRANSITION (EMG.DODJE3): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

GREGG COUNTY TRANSITION (GGG.DODJE3): From over GGG VORTAC via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HERRI TRANSITION (HERRI.DODJE3): (Assigned by ATC) From over HERRI INT via FZT R-101 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HUMBLE TRANSITION (IAH.DODJE3): From over IAH VORTAC via IAH R-355 to GIFFA INT, then via CQY R-128 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

JACKSON TRANSITION (JAN.DODJE3): From over JAN VORTAC via JAN R-266 and MLU R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

LEONA TRANSITION (LOA.DODJE3): From over LOA VORTAC via LOA R-341 to NARCS INT, then via FUZ R-134 to DODJE INT. Thence. . . .

MONROE TRANSITION (MLU.DODJE3): From over MLU VORTAC via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

NAVYS TRANSITION (NAVYS.DODJE3): From over NAVYS INT via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

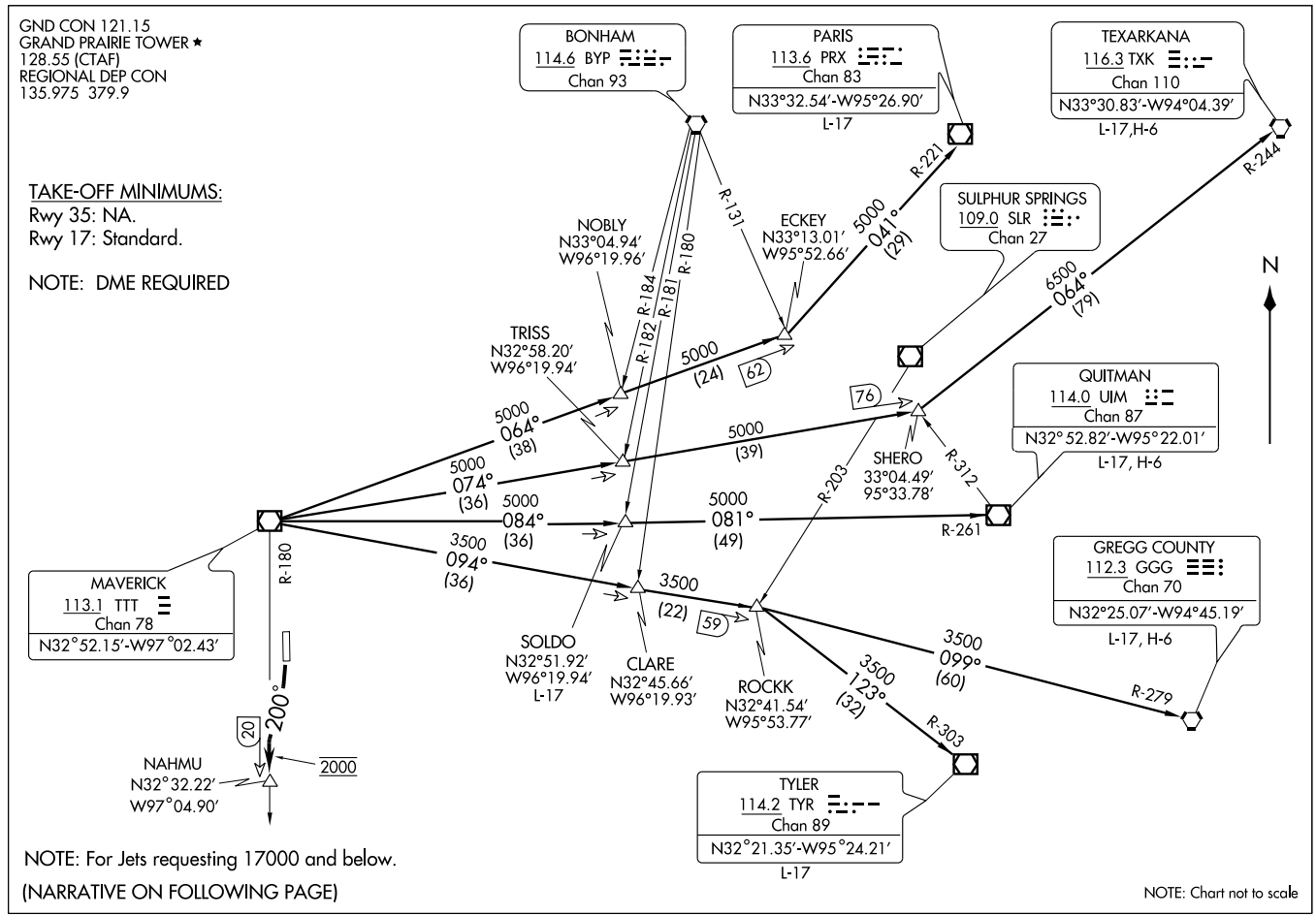
QUITMAN TRANSITION (UIM.DODJE3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

SIDON TRANSITION (SQS.DODJE3): From over SQS VORTAC via SQS R-235 and MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

WACO TRANSITION (ACT.DODJE3): From over ACT VORTAC via ACT R-050 and CQY R-234 to THING INT, then via FUZ R-134 to DODJE INT. Thence. . . .

. . . .From over DODJE INT via FUZ R-134 to CABBY INT or ADEMS INT (when directed by ATC). Depart CABBY INT heading 280°. Expect radar vectors to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010



(GARL3.TTT) 0935

GARLAND THREE DEPARTURE

SL-9209 (FAA)

GRAND PRAIRIE MUNI (GPM)

GRAND PRAIRIE, TEXAS

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 17: Climbing right turn via heading 200° and TTT R-180 to NAHMU/TTT VOR/DME 20 DME, expect vectors to appropriate route, maintain 2000 feet and expect filed altitude 10 minutes after departure.
TAKE-OFF RUNWAY 35: Not authorized.

LONGVIEW TRANSITION (GARL3.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL3.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (GARL3.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (GARL3.SOLDO): (ATC assigned) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (GARL3.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL3.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

SC-2, 08 APR 2010 to 06 MAY 2010

GND CON 121.15
GRAND PRAIRIE TOWER ★
128.55 (CTAF)
REGIONAL DEP CON
135.975 379.9

N

TAKE-OFF MINIMUMS:
Rwy 17: Standard.
Rwy 35: NA.

DEPARTURE PROCEDURE:
RW17: Climb to 2500 on the TTT R-180 southbound before proceeding on course.

BONHAM
114.6 BYP
Chan 93

PARIS
113.6 PRX
Chan 83
N33°32.54'-W95°26.90'
L-17

TEXARKANA
116.3 TXK
Chan 110
N33°30.83'-W94°04.39'
L-17, H-6

SULPHUR SPRINGS
109.0 SLR
Chan 27

QUITMAN
114.0 UIM
Chan 87
N32°52.83'-W95°22.01'
L-17, H-6

GREGG COUNTY
112.3 GGG
Chan 70
N32°25.07'-W94°45.19'
L-17, H-6

MAVERICK
113.1 TTT
Chan 78
N32°52.15'-W97°02.43'

TYLER
114.2 TYR
Chan 89
N32°21.35'-W95°24.21'
L-17

NOBLY
N33°04.94'
W96°19.96'

ECKEY
N33°13.01'
W95°52.66'

TRISS
N32°58.20'
W96°19.94'

SHERO
33°04.49'
95°33.78'

SOLDO
N32°51.92'
W96°19.94'
L-17

CLARE
N32°45.66'
W96°19.93'

ROCKK
N32°41.54'
W95°53.77'

NAHMU
N32°32.22'
W97°04.90'

R-131 R-180 R-184 R-181 R-182 R-221 R-244 R-203 R-312 R-261 R-279 R-303 R-180

5000 041° (29)
6500 064° (79)
5000 (24) 62
5000 064° (38)
5000 (39)
76
5000 074° (36)
5000 084° (36)
5000 081° (49)
3500 094° (36)
3500 (22) 59
3500 099° (60)
3500 123° (32)
20 200°

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 17: Climbing right turn via heading 200° and TTT R-180 to NAHMU/TTT 20 DME, expect radar vectors to appropriate route, maintain 2000 feet and expect filed altitude 10 minutes after departure.

LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES:
Rwy 17:
Antenna 190' from departure end of runway, 456' right of centerline, 26' AGL/615' MSL.
Road, multiple poles and signs beginning 570 from departure end of runway, 410' right of centerline, up to 31' AGL/ 620' MSL.
Tree 1,506' from departure end of runway, 517' right of centerline, 37' AGL/617' MSL.

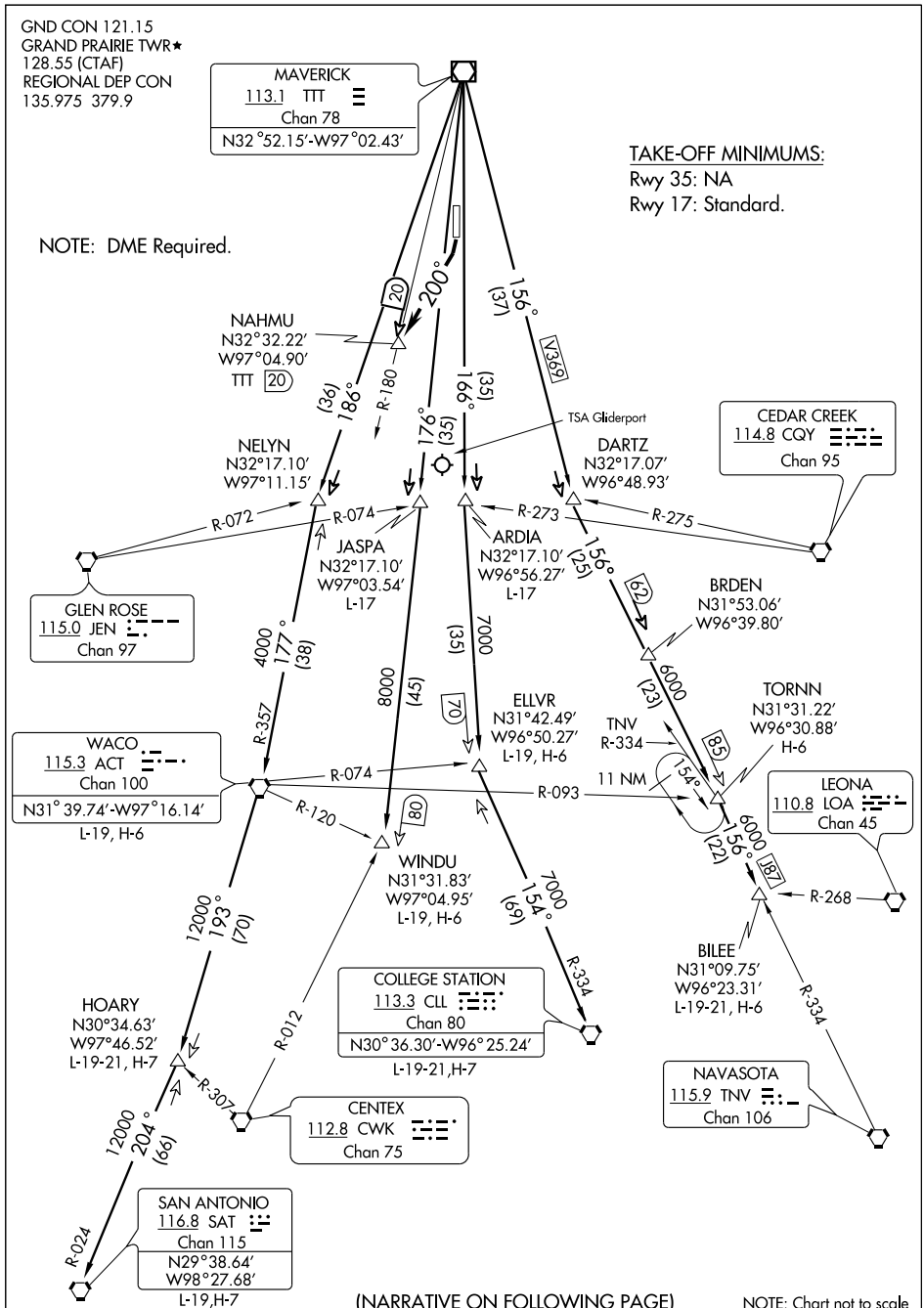
SC-2, 08 APR 2010 to 06 MAY 2010

(JPOOL4.TTT) 09351

JOE POOL FOUR DEPARTURE

SL-9209 (FAA)

GRAND PRAIRIE MUNI (GPM)
GRAND PRAIRIE, TEXAS



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 17: Climbing right turn via heading 200° and TTT VOR/DME R-180 to NAHMU/TTT VOR/DME 20 DME, expect radar vectors to appropriate route, maintain 2000 feet and expect filed altitude 10 minutes after departure.

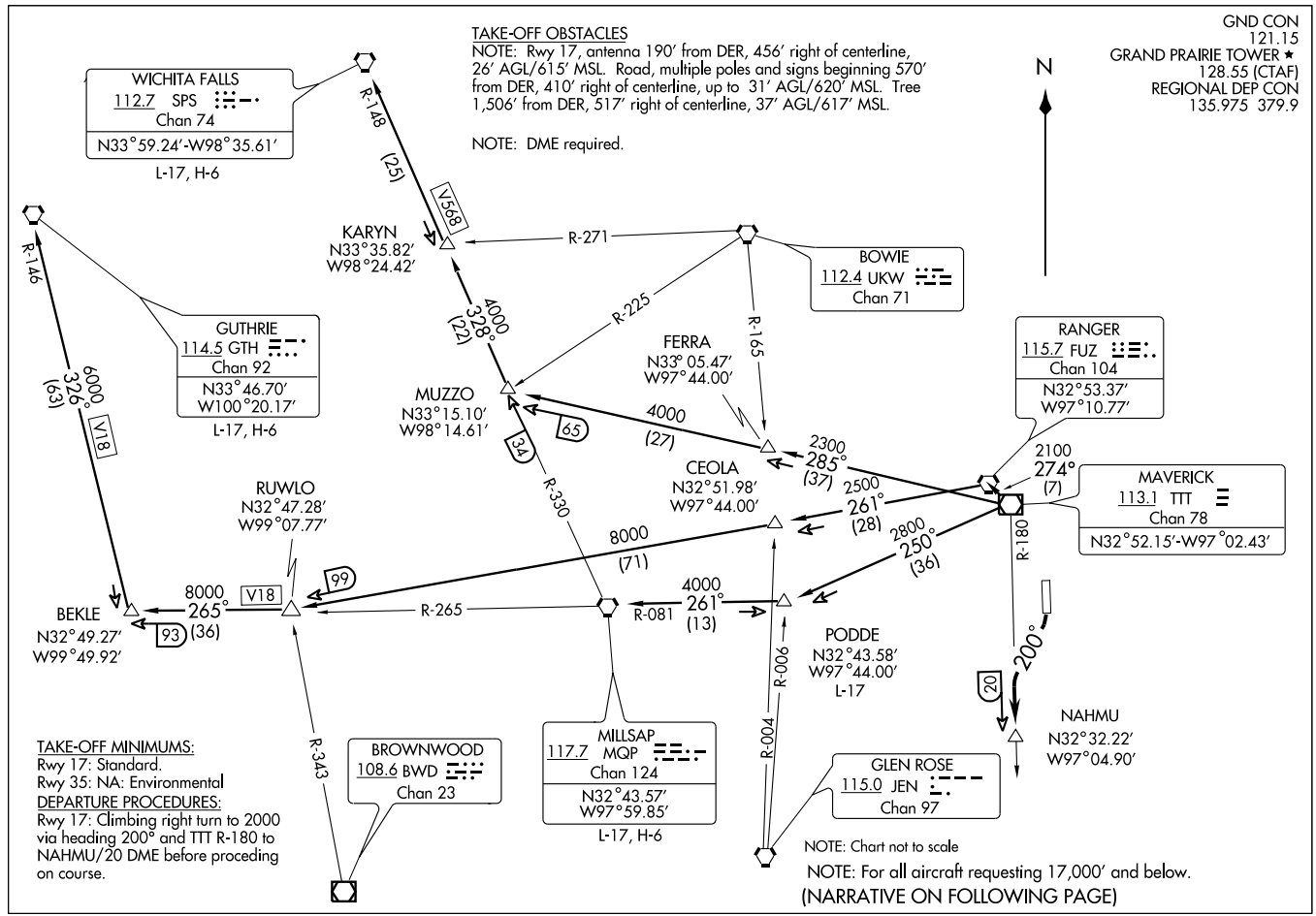
TAKE-OFF RUNWAY 35: NA.

ARDIA TRANSITION (JPOOL4.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.
BILEE TRANSITION (JPOOL4.BILEE): (For aircraft overflying the BILEE intersection, thence via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to overfly the TNV VORTAC.) From over TTT VOR/DME via TTT R-156 to BILEE INT.
BRDEN TRANSITION (JPOOL4.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.
COLLEGE STATION TRANSITION (JPOOL4.CLL): (For piston aircraft inbound to Houston Hobby and all aircraft inbound to West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.
ELLVR TRANSITION (JPOOL4.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT VOR/DME via TTT R-166 to ELLVR INT.
HOARY TRANSITION (JPOOL4.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.
JASPA TRANSITION (JPOOL4.JASPA): (ATC assigned.) From over TTT VOR/DME via TTT R-176 to JASPA INT.
SAN ANTONIO TRANSITION (JPOOL4.SAT): (For aircraft overflying Centex and San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.
TORNN TRANSITION (JPOOL4.TORNN): (For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT R-156 to TORNN INT.
WACO TRANSITION (JPOOL4.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.
WINDU TRANSITION (JPOOL4.WINDU): (For aircraft inbound to Austin or San Antonio terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU.) From over TTT VOR/DME via TTT R-176 to WINDU INT.

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KINGDOM SEVEN DEPARTURE SL-9209 (FAA)

GRAND PRAIRIE MUNI (GPM)
GRAND PRAIRIE, TEXAS

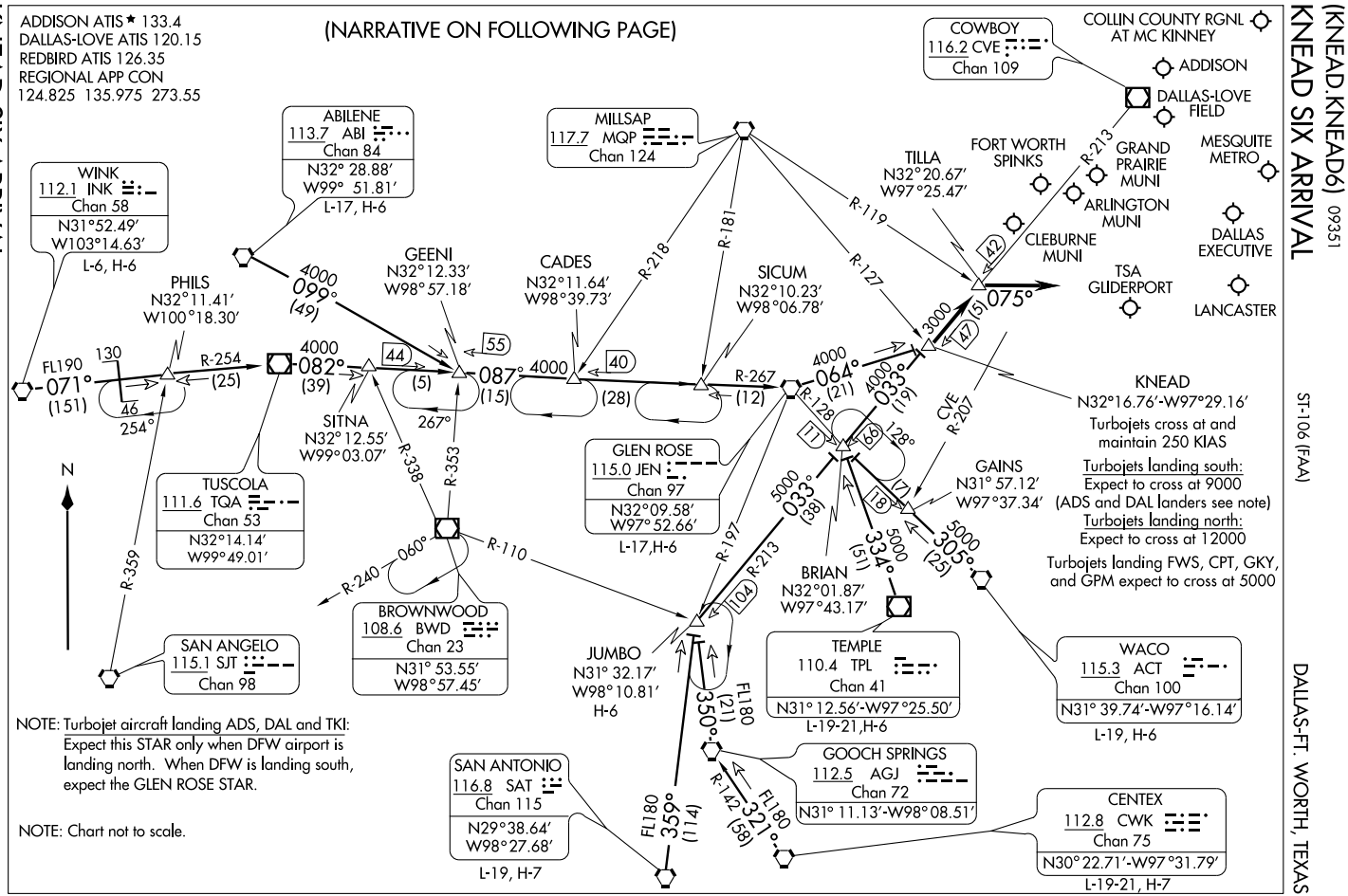


DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 17: Climbing right turn via heading 200° and TTT R-180 to NAHMU/TTT 20 DME, expect radar vectors to appropriate route, maintain 2000 feet and expect filed altitude 10 minutes after departure.
TAKE-OFF RUNWAY 35: Not authorized.

GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock terminal area or proceeding westbound via V-18 to GTH VORTAC). From over TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT, then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC.
MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC westbound via V-16 or direct). From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.
PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.
WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within Wichita Falls terminal area or overflying the SPS VORTAC). From over TTT VOR/DME via TTT R-285 to MUZZO INT, then via SPS R-148 to SPS VORTAC.

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(KNEAD.KNEAD6) 09351

KNEAD SIX ARRIVAL

ST-106 (FAA)

DALLAS-FT. WORTH, TEXAS

ARRIVAL DESCRIPTION

ABILENE TRANSITION (ABI.KNEAD6): From over ABI VORTAC via ABI R-099 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

CENTEX TRANSITION (CWK.KNEAD6): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

GLEN ROSE TRANSITION (JEN.KNEAD6): From over JEN VORTAC via JEN R-064 to KNEAD INT. Thence . . . .

JUMBO TRANSITION (JUMBO.KNEAD6): From over JUMBO INT via CVE R-213 to KNEAD INT. Thence . . . .

SAN ANTONIO TRANSITION (SAT.KNEAD6): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

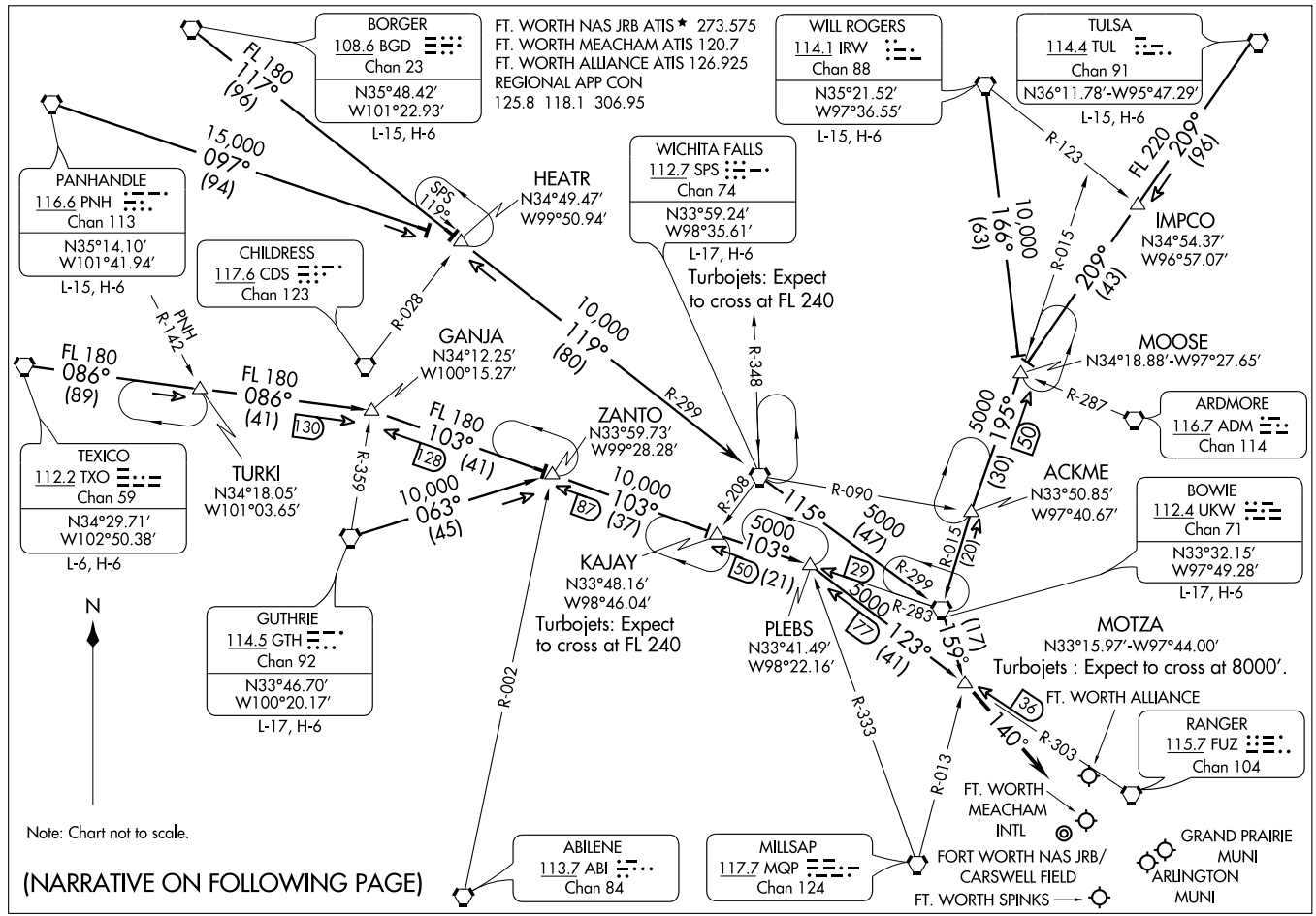
TEMPLE TRANSITION (TPL.KNEAD6): From over TPL VOR/DME via TPL R-334 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WACO TRANSITION (ACT.KNEAD6): From over ACT VORTAC via ACT R-305 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WINK TRANSITION (INK.KNEAD6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

. . . . From over KNEAD INT via CVE R-213 to TILLA INT, thence via heading 075° for vectors to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010


MOTZA SIX ARRIVAL
(MOTZA.MOTZA6) 07298
ST-6918 (FAA)
DALLAS-FT. WORTH, TEXAS
FT. WORTH NAS JRB ATIS ★ 273.575
FT. WORTH MEACHAM ATIS 120.7
FT. WORTH ALLIANCE ATIS 126.925
REGIONAL APP CON
125.8 118.1 306.95
BORGER
108.6 BGD
Chan 23
N35°48.42′
W101°22.93′
L-15, H-6
WILL ROGERS
114.1 IRW
Chan 88
N35°21.52′
W97°36.55′
L-15, H-6
TULSA
114.4 TUL
Chan 91
N36°11.78′-W95°47.29′
L-15, H-6
PANHANDLE
116.6 PNH
Chan 113
N35°14.10′
W101°41.94′
L-15, H-6
CHILDRESS
117.6 CDS
Chan 123
WICHITA FALLS
112.7 SPS
Chan 74
N33°59.24′
W98°35.61′
L-17, H-6
HEATR
N34°49.47′
W99°50.94′
IMPCO
N34°54.37′
W96°57.07′
GANJA
N34°12.25′
W100°15.27′
MOOSE
N34°18.88′-W97°27.65′
ARDMORE
116.7 ADM
Chan 114
TEXICO
112.2 TXO
Chan 59
N34°29.71′
W102°50.38′
L-6, H-6
TURKI
N34°18.05′
W101°03.65′
ZANTO
N33°59.73′
W99°28.28′
ACKME
N33°50.85′
W97°40.67′
BOWIE
112.4 UKW
Chan 71
N33°32.15′
W97°49.28′
L-17, H-6
KAJAY
N33°48.16′
W98°46.04′
PLEBS
N33°41.49′
W98°22.16′
MOTZA
N33°15.97′-W97°44.00′
GUTHRIE
114.5 GTH
Chan 92
N33°46.70′
W100°20.17′
L-17, H-6
RANGER
115.7 FUZ
Chan 104
ABILENE
113.7 ABI
Chan 84
MILLSAP
117.7 MQP
Chan 124
FORT WORTH NAS JRB/
CARSWELL FIELD
FT. WORTH SPINKS
FT. WORTH
MEACHAM
INTL
GRAND PRAIRIE
MUNI
ARLINGTON
MUNI
FT. WORTH ALLIANCE
Turbojets: Expect
to cross at FL 240
Turbojets: Expect
to cross at FL 240
Turbojets : Expect to cross at 8000′.
FL 180
117°
(96)
15,000
097°
(94)
SPS
119°
10,000
119°
(80)
FL 180
086°
(89)
FL 180
086°
(41)
FL 180
103°
(41)
10,000
063°
(45)
10,000
103°
(37)
5000
103°
(21)
5000
115°
(47)
5000
123°
(41)
5000
159°
(17)
10,000
166°
(63)
5000
195°
(30)
FL 220
209°
(96)
209°
(43)
140°
R-123
R-015
R-348
R-299
R-208
R-090
R-287
R-359
R-028
PNH
R-142
R-002
R-333
R-013
R-303
130
128
87
50
29
27
36
N
Note: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

MOTZA SIX ARRIVAL

ARRIVAL DESCRIPTION

BORGER TRANSITION (BGD.MOTZA6): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

BOWIE TRANSITION (UKW.MOTZA6): From over UKW VORTAC via UKW R-159 to MOTZA INT. Thence . . . .

GUTHRIE TRANSITION (GTH.MOTZA6): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to PLEBS INT, then via FUZ R-303 to MOTZA INT. Thence . . . .

PANHANDLE TRANSITION (PNH.MOTZA6): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

TEXICO TRANSITION (TXO.MOTZA6): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to PLEBS INT, then via FUZ R-303 to MOTZA INT. Thence . . . .

TULSA TRANSITION (TUL.MOTZA6): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

WICHITA FALLS TRANSITION (SPS.MOTZA6): From over SPS VORTAC via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

WILL ROGERS TRANSITION (IRW.MOTZA6): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

. . . . From over MOTZA INT, thence via heading 140° for vectors to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4000
355°	TDZE	589
	Apt Elev	589

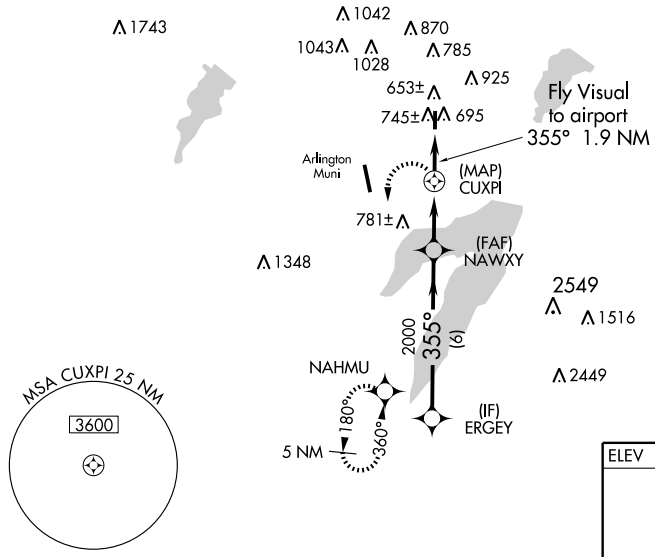
RNAV (GPS) RWY 35
GRAND PRAIRIE MUNI (GPM)

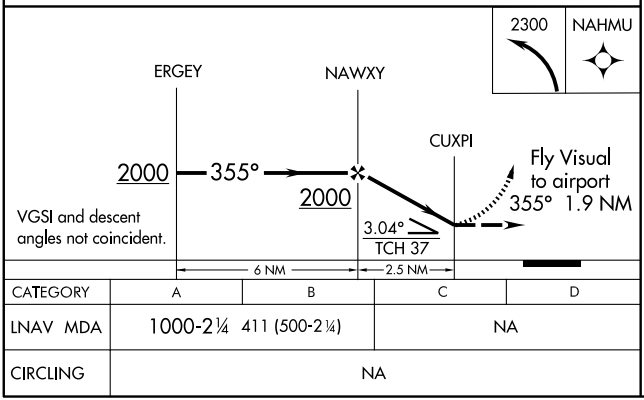
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Arlington Muni altimeter setting.

MISSED APPROACH: Climbing left turn to 2300 direct NAHMU and hold.

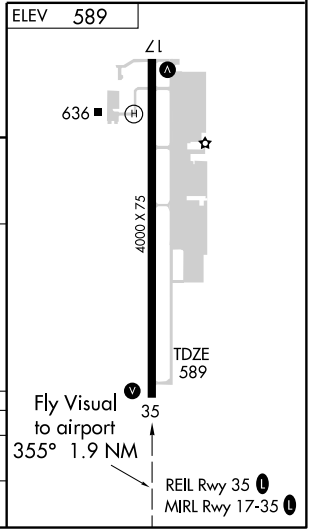
AWOS-3	REGIONAL APP CON	GRAND PRAIRIE TOWER★	GND CON	UNICOM
118.475	135.975 379.9	128.55 (CTAF) L	121.15	122.8

RADAR REQUIRED

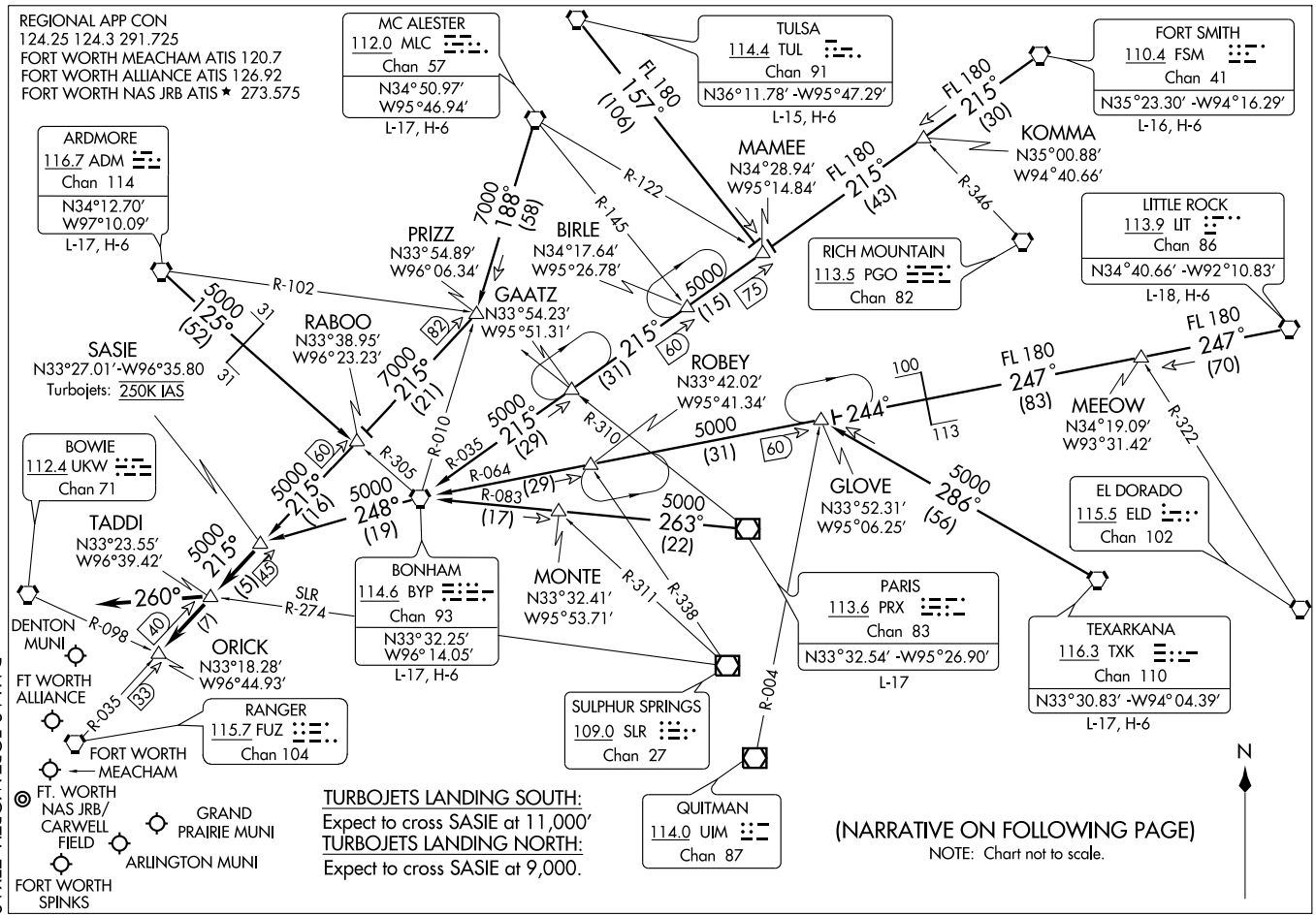




CATEGORY	A	B	C	D
LNAV MDA	1000-2¼ 411 (500-2¼)		NA	
CIRCLING	NA			



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SASIE TWO ARRIVAL

(SASIE.SASIE2) 09351

ST-6918 (FAA)

DALLAS-FORT WORTH, TEXAS

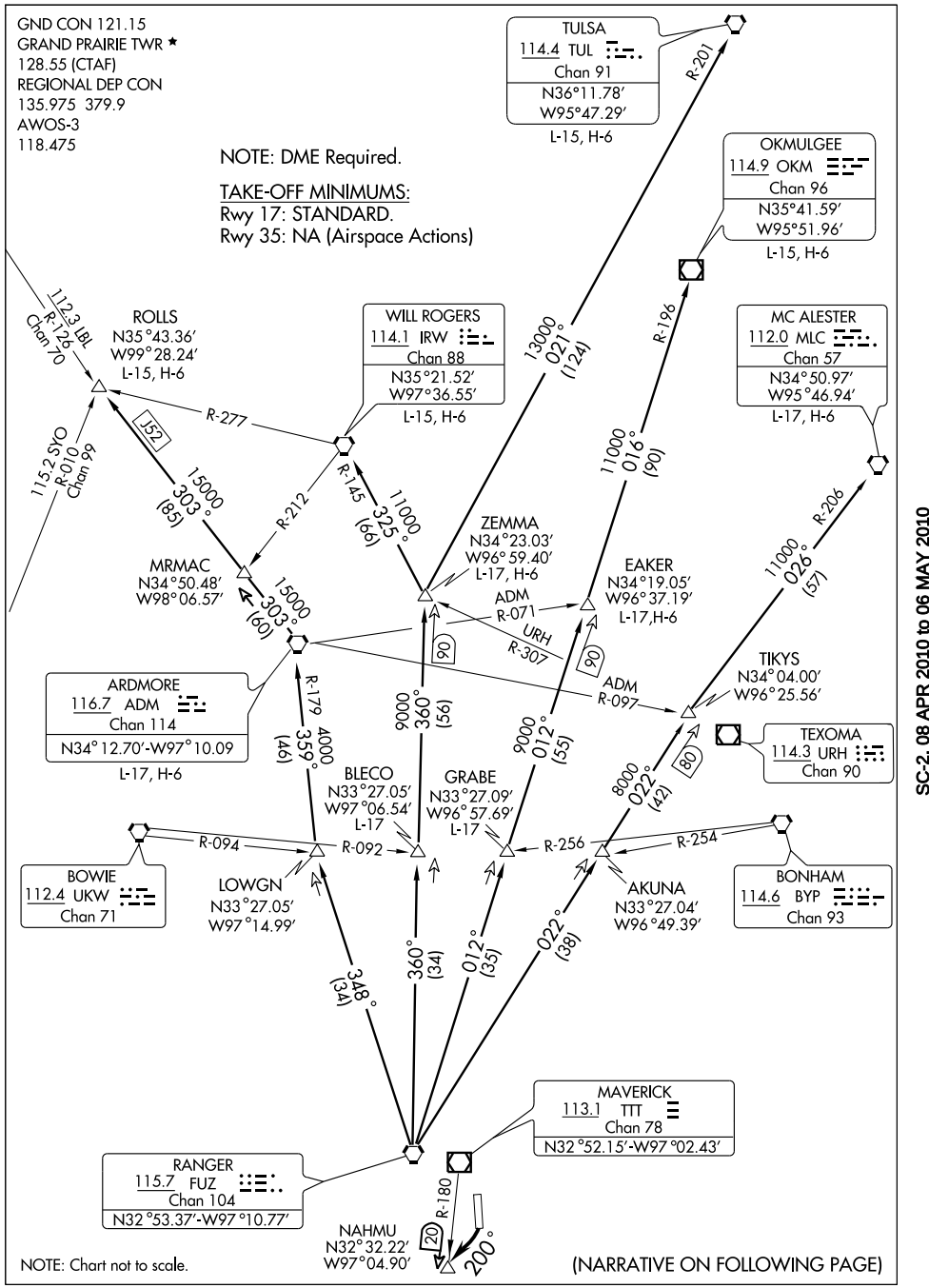
ARRIVAL DESCRIPTION

ARDMORE TRANSITION (ADM.SASIE2): From over ADM VORTAC via ADM R-125 and BYP R-305 to RABOO INT, then via FUZ R-035 to SASIE INT. Thence. . . .
BONHAM TRANSITION (BYP.SASIE2): From over BYP VORTAC via BYP R-248 to SASIE INT. Thence. . . .
FORT SMITH TRANSITION (FSM.SASIE2): From over FSM VORTAC via FSM R-215 to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
LITTLE ROCK TRANSITION (LIT.SASIE2): From over LIT VORTAC via LIT R-247 and BYP R-064 to GLOVE INT, then via BYP R-064 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
MC ALESTER TRANSITION (MLC.SASIE2): From over MLC VORTAC via MLC R-188 to PRIZZ INT, then via FUZ R-035 to SASIE INT. Thence. . . .
PARIS TRANSITION (PRX.SASIE2): From over PRX VOR/DME via PRX R-263 and BYP R-083 to BYP VORTAC, then via BYP VORTAC R-248 to SASIE INT. Thence. . . .
TEXARKANA TRANSITION (TXK.SASIE2): From over TXK VORTAC via TXK R-286 to GLOVE INT, then via BYP R-064 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
TULSA TRANSITION (TUL.SASIE2): From over TUL VORTAC via TUL R-157 to MAMEE INT, then via BYP R-035 to BYP VORTAC, the via BYP R-248 to SASIE INT. Thence. . . .
. . . . From over SASIE INT via FUZ R-035 to TADDI INT or ORICK INT (when directed by ATC). Depart TADDI INT heading 260° for vectors to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010

TEXOMA ONE DEPARTURE

SL-9209 (FAA)



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 17: Climbing right turn via heading 200° and TTT R-180 to NAHMU/TTT VOR/DME 20 DME, expect radar vectors to appropriate route, maintain 2000 feet and expect filed altitude 10 minutes after departure.
TAKE-OFF RUNWAY 35: NA

ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to BLECO INT.

EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC via FUZ R-012 to EAKER INT.

GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT, then via MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to OKM VOR/DME.

ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.

TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (TEX1.IRW): (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT.

SC-2, 08 APR 2010 to 06 MAY 2010

VOR/DME TTT	APP CRS	Rwy Idg	4000
113.1	356°	TDZE	589
Chan 78		Apt Elev	589

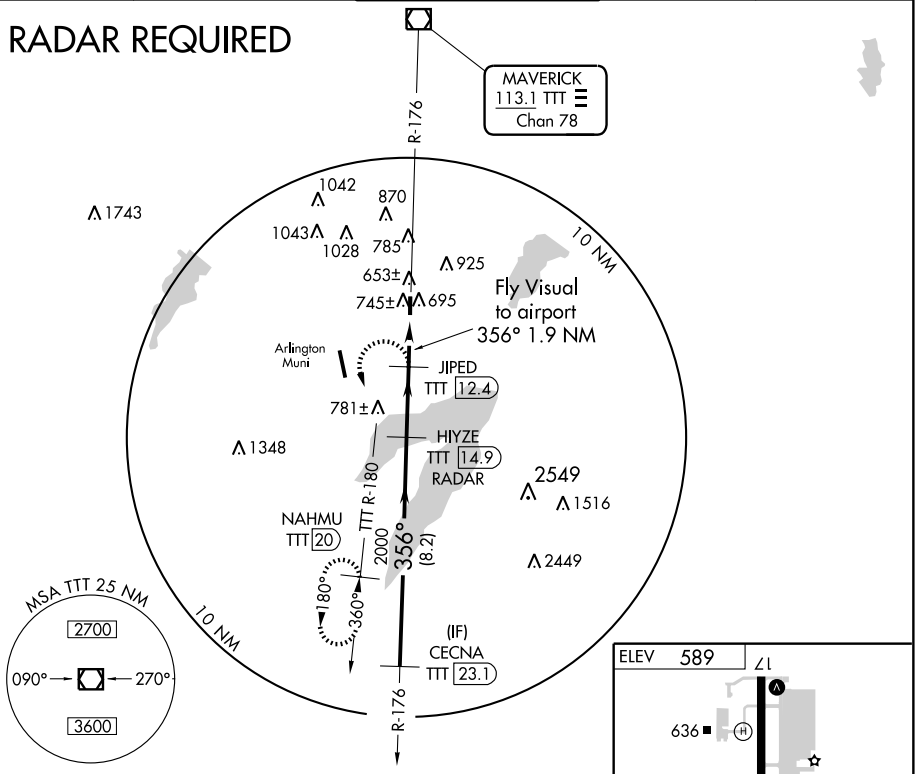
VOR/DME RWY 35
GRAND PRAIRIE MUNI (GPM)

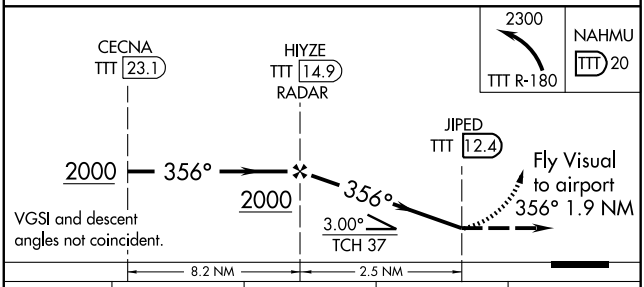
If local altimeter setting not received, use Arlington Muni altimeter setting.

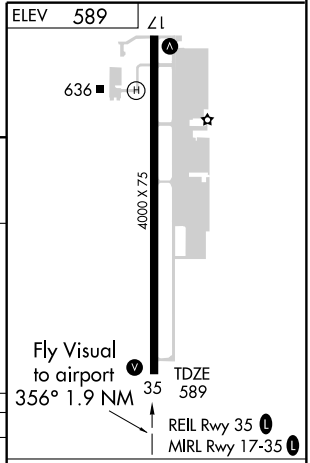
MISSED APPROACH: Climbing left turn to 2300 via TTT R-180 to NAHMU/20 DME and hold.

AWOS-3	REGIONAL APP CON	GRAND PRAIRIE TOWER★	GND CON	UNICOM
118.475	135.975 379.9	128.55 (CTAF) L	121.15	122.8

RADAR REQUIRED



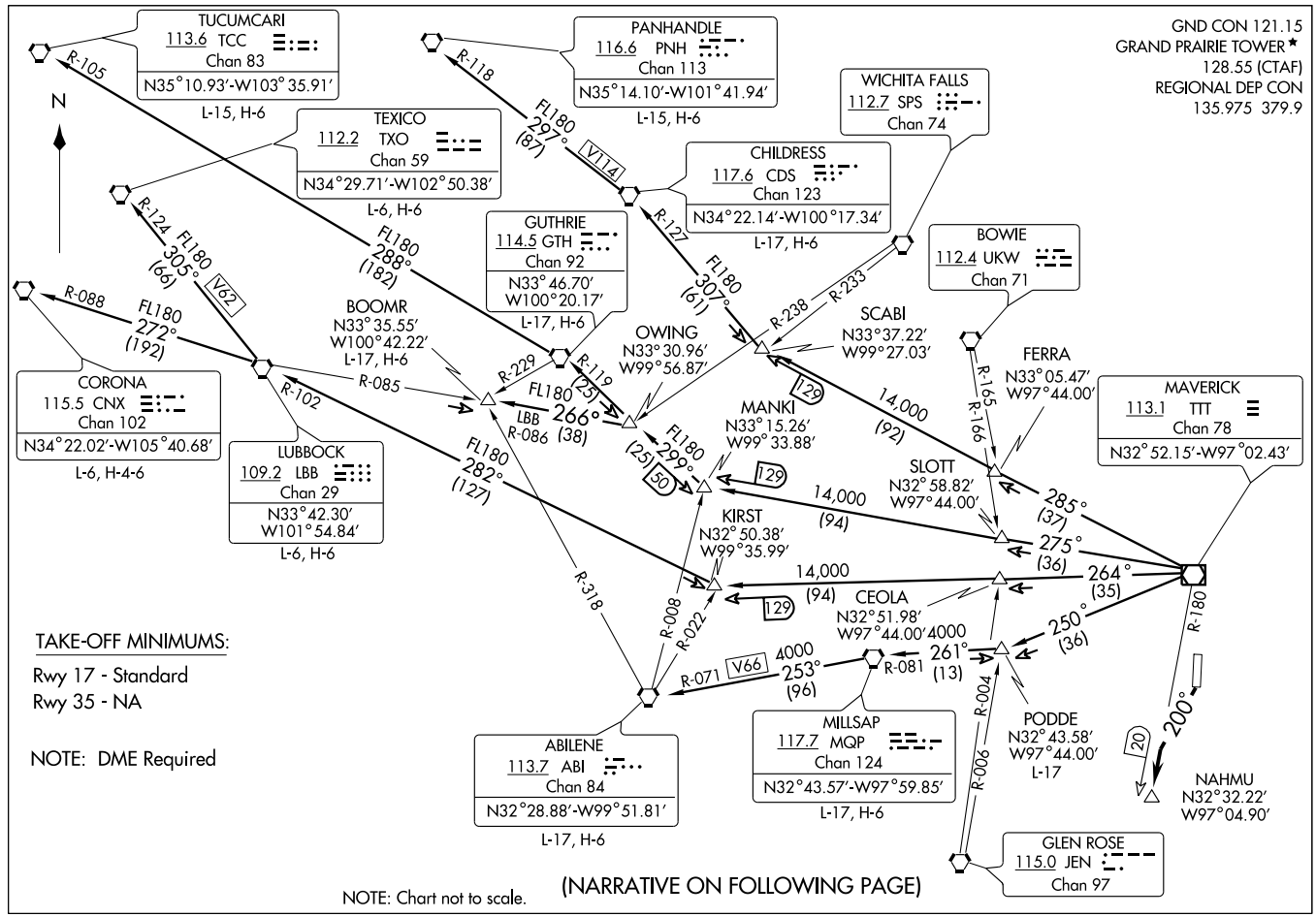




CATEGORY	A	B	C	D
S-35	1040-2¼ 451 (500-2¼)		NA	
CIRCLING	NA			

Knots	60	90	120	150	180
Min:Sec					

SC-2, 08 APR 2010 to 06 MAY 2010



(FWORTH5.11) 08269

WORTH FIVE DEPARTURE

SI-9209 (FAA)

GRAND PRAIRIE MUNI (GPM)

GRAND PRAIRIE, TEXAS

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 17: Climbing right turn via heading 200° and TTT VOR/DME R-180 to NAHMU/TTT 20 DME, expect vectors to appropriate route, maintain 2000 feet and expect filed altitude 10 minutes after departure.

TAKE-OFF RUNWAY 35: NA

ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

BOOMR TRANSITION (WORTH5.BOOMR): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT.

CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

PANHANDLE TRANSITION (WORTH5.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via TTT R-250 to PODDE INT.

TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

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ILS 2 RWY 17

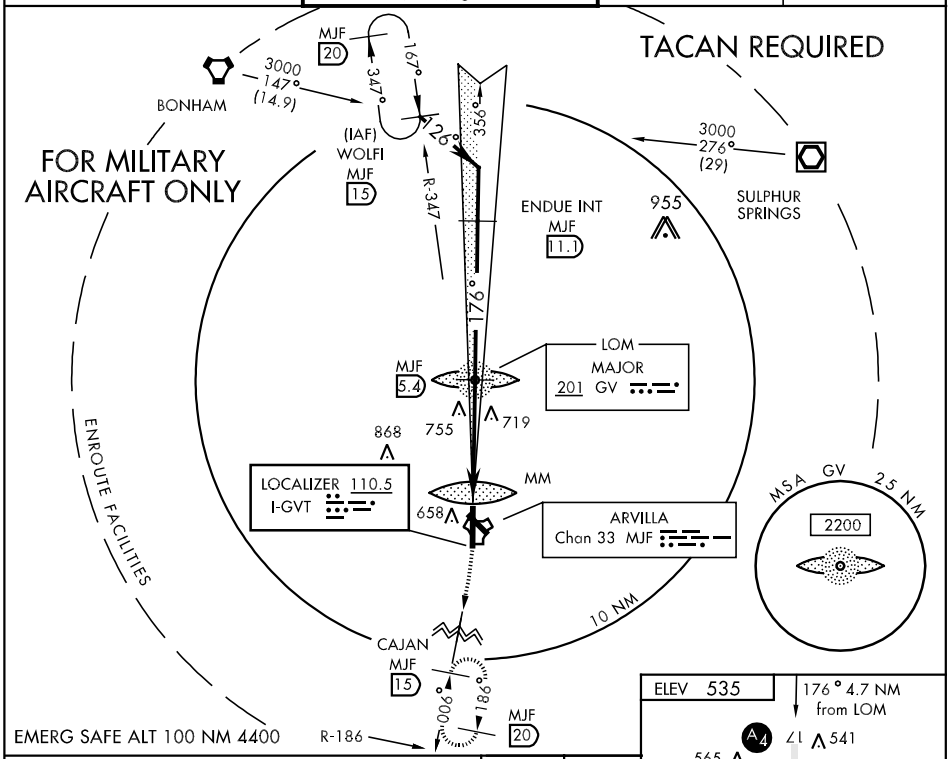
LOC I-GVT	APCH CRS	Rwy ldg / TDZE / Arpt Elev	AL-5138 [USAF]	GREENVILLE/ MAJORS (KGVT)
110.5	176°	8030 / 534 / 535		

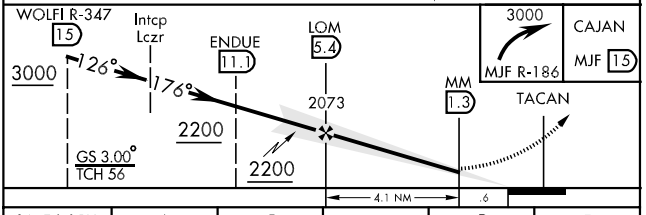
▼ * When ALS inop, increase CAT DE vis to 1¾ miles.
** When ALS inop, increase CAT D vis to 2 miles, CAT E vis to 2¼ miles.
▲ NA When control tower closed, use Dallas-Love Field altimeter setting.

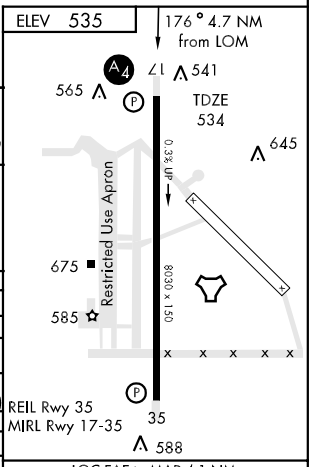
MALS A4

MISSED APPROACH: Climbing right turn to 3000 via MJF TACAN R-186 to CAJAN 15 DME and hold.

FORT WORTH CENTER	MAJORS TOWER ★	GND CON	UNICOM
132.85 360.75	118.65 (CTAF) 385.425	121.7 335.8	122.95







CATEGORY	A	B	C	D	E
S-ILS 17	734-¾ 200 (200-¾)				
S-LOC 17 *	1060-¾ 526 (600-¾)		1060-1¼ 526 (600-1¼)	1060-1½ 526 (600-1½)	
CIRCLING	1060-1 525 (600-1)		1060-1½ 525 (600-1½)	1100-2 565 (600-2)	1280-2¾ 745 (800-2¾)
DALLAS–LOVE ALTIMETER SETTING MINIMUMS					
S-ILS 17	837-1 303 (400-1)				
S-LOC 17**	1160-¾ 626 (700-¾)		1160-1½ 626 (700-1½)	1160-1¾ 626 (700-1¾)	1160-2 626 (700-2)
CIRCLING	1160-1 625 (700-1)		1160-1¾ 625 (700-1¾)	1180-2 645 (700-2)	1380-3 845 (900-3)

LOC FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

LOC I-GVT	APP CRS	Rwy Idg	8030
110.5	176°	TDZE	534
		Apt Elev	535

ILS or LOC RWY 17

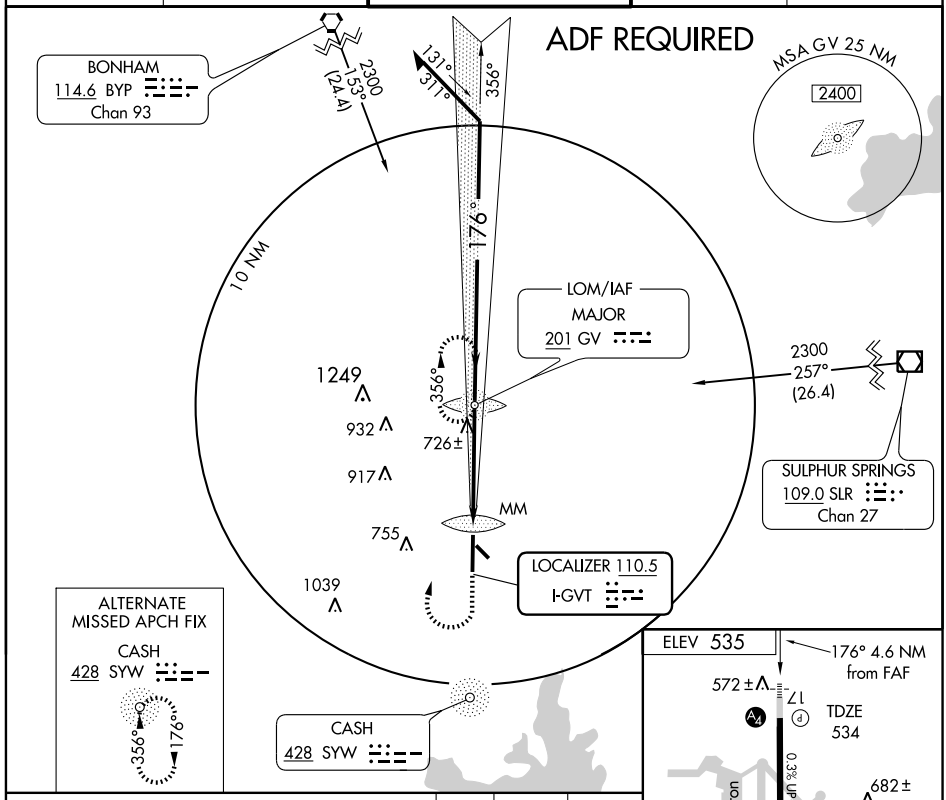
GREENVILLE/ MAJORS (GVT)

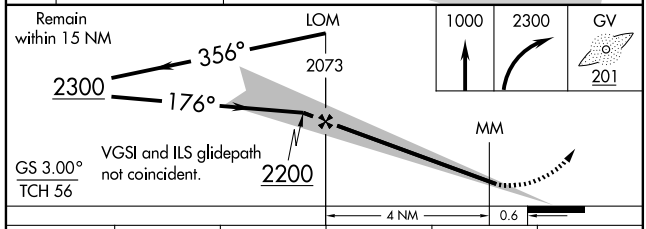
When local altimeter setting not received, use Terrell altimeter setting and increase DA 64 feet and all MDA 80 feet and increase S-ILS 17 all Cats visibility ¼ mile, S-LOC 17 Cat A, B, C and D visibility ¼ mile, Cat E visibility ½ mile, and circling Cat C and E visibility ¼ mile. Inoperative table does not apply to S-LOC 17 Cat C. ADF Required.

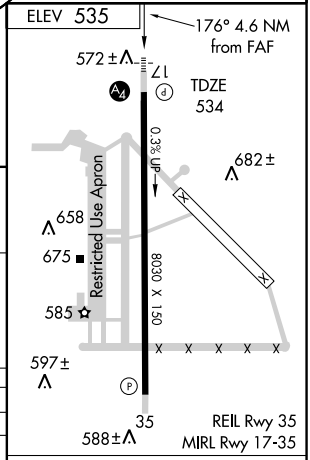
MALS

MISSED APPROACH: Climb to 1000 then climbing right turn to 2300 direct GV LOM and hold, continue climb-in-hold to 2300.

AWOS-3	FORT WORTH CENTER	MAJORS TOWER ★	GND CON	UNICOM
133.425	132.85 360.75	118.65 (CTAF) L 385.425	121.7 335.8	122.95







CATEGORY	A	B	C	D	E
S-ILS 17	734-¾ 200 (200-¾)				
S-LOC 17	1060-¾ 526 (600-¾)		1060-1½ 526 (600-1½)	1060-1¾ 526 (600-1¾)	
CIRCLING	1060-1 525 (600-1)		1060-1½ 525 (600-1½)	1100-2 565 (600-2)	1280-2¾ 745 (800-2¾)

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

SC-2, 08 APR 2010 to 06 MAY 2010

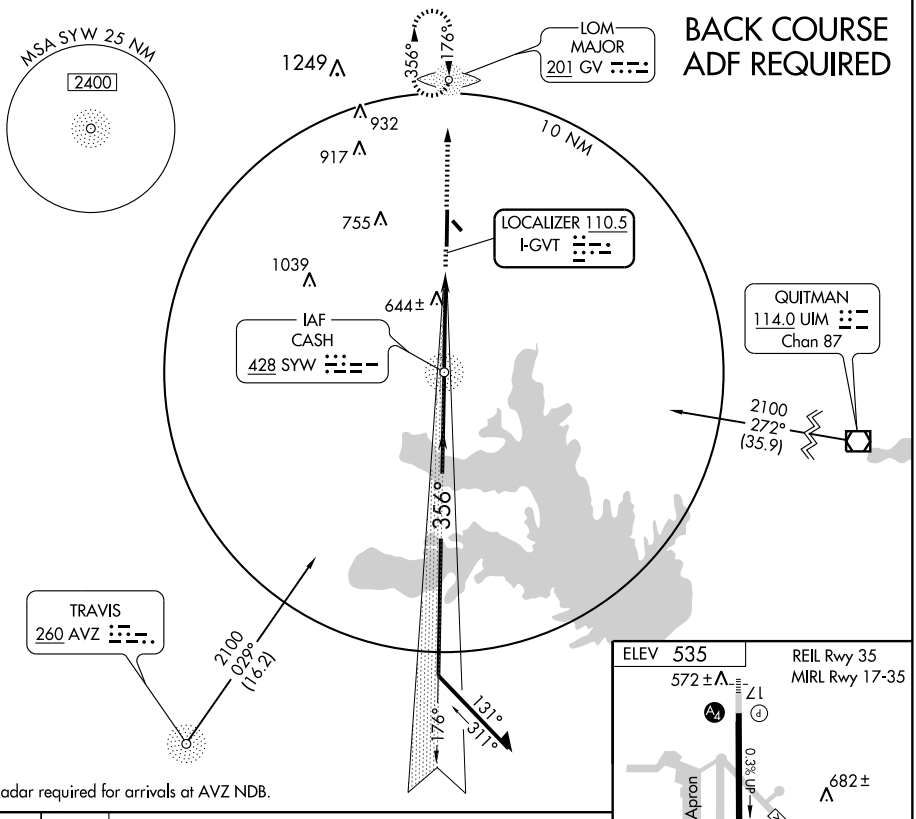
LOC I-GVT	APP CRS	Rwy Idg	8030
110.5	356°	TDZE	531
		Apt Elev	535

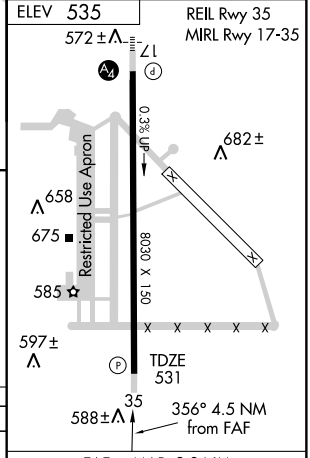
LOC BC RWY 35
GREENVILLE/MAJORS (GVT)

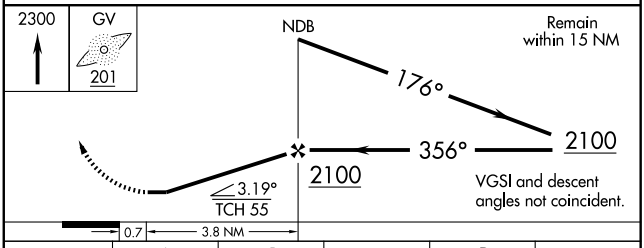
Visibility reduction by helicopters NA. When local altimeter setting not received, use Terrell altimeter setting and increase all MDAs 80 feet and increase S-35 Cat C, D, and E visibility ¼ mile, circling Cat E visibility ¼ mile.

MISSED APPROACH: Climb to 2300 direct GV LOM and hold.

AWOS-3	FORT WORTH CENTER	MAJORS TOWER ★	GND CON	UNICOM
133.425	132.85 360.75	118.65 (CTAF) L 385.425	121.7 335.8	122.95







CATEGORY	A	B	C	D	E
S-35	980-1 449 (500-1)		980-1¼ 449 (500-1¼)	980-1½ 449 (500-1½)	
CIRCLING	1040-1 505 (600-1)		1040-1½ 505 (600-1½)	1100-2 565 (600-2)	1280-2¾ 745 (800-2¾)

FAF to MAP 3.8 NM

Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

SC-2, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	8030
CH 86205	176°	TDZE	534
W17A		Apt Elev	535

RNAV (GPS) RWY 17

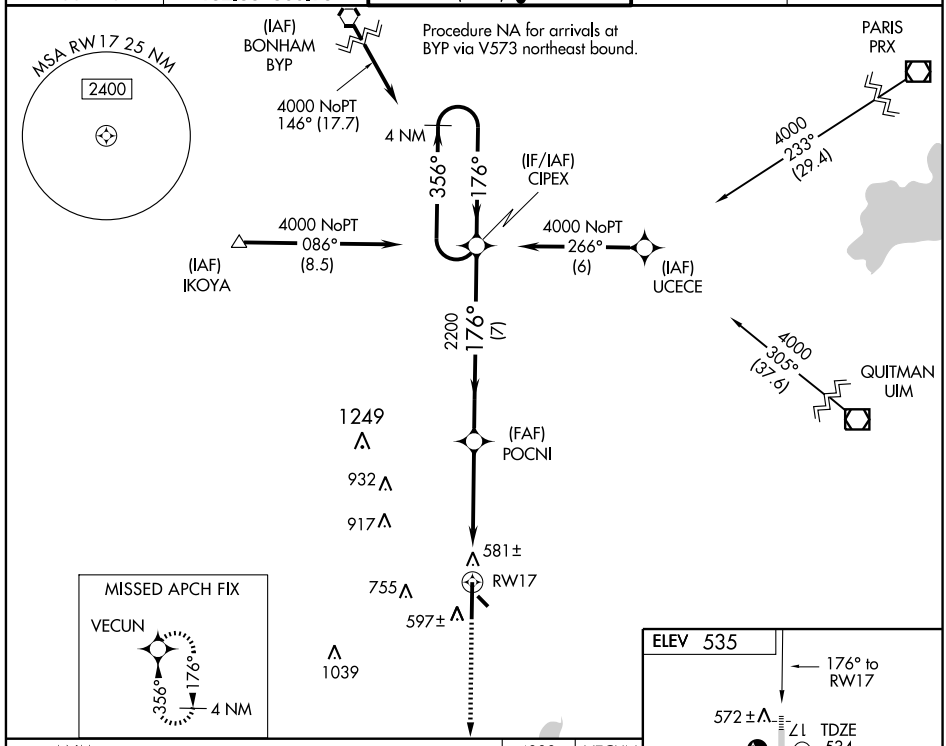
GREENVILLE/MAJORS (GVT)

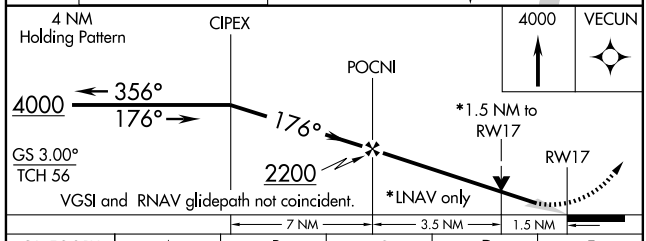
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Terrell altimeter setting. When local altimeter setting not received, use Terrell altimeter setting and increase all DA 64 feet and MDA 80 feet and increase LPV visibility all Cats ¼ mile, LNAV/VNAV Cat A, B, and C visibility ½ mile, Cat D and E visibility ¼ mile and LNAV Cat C and D visibility ¼ mile and Cat E visibility ½ mile and circling Cat C and E visibility ¼ mile. Inoperative table does not apply to LNAV Cat C.

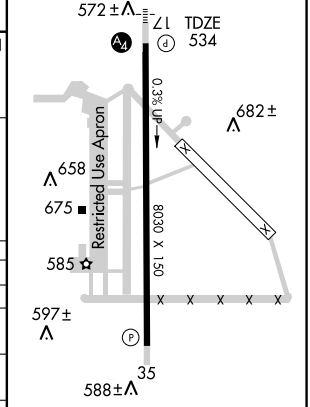
MALS

MISSED APPROACH: Climb to 4000 direct VECUN and hold, continue climb-in hold to 4000.

AWOS-3	FORT WORTH CENTER	MAJORS TOWER ★	GND CON	UNICOM
133.425	132.85 360.75	118.65 (CTAF) L 385.425	121.7 335.8	122.95







CATEGORY	A	B	C	D	E
LPV DA	798-1 264 (300-1)				
LNAV/VNAV DA	849-¾ 315 (400-¾)			849-1 315 (400-1)	
LNAV MDA	1060-¾ 526 (600-¾)		1060-1½ 526 (600-1½)	1060-1¾ 526 (600-1¾)	
CIRCLING	1060-1 525 (600-1)		1060-1½ 525 (600-1½)	1100-2 565 (600-2)	1280-2¾ 745 (800-2¾)

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APP CRS	Rwy Idg	8030
356°	TDZE	531
	Apt Elev	535

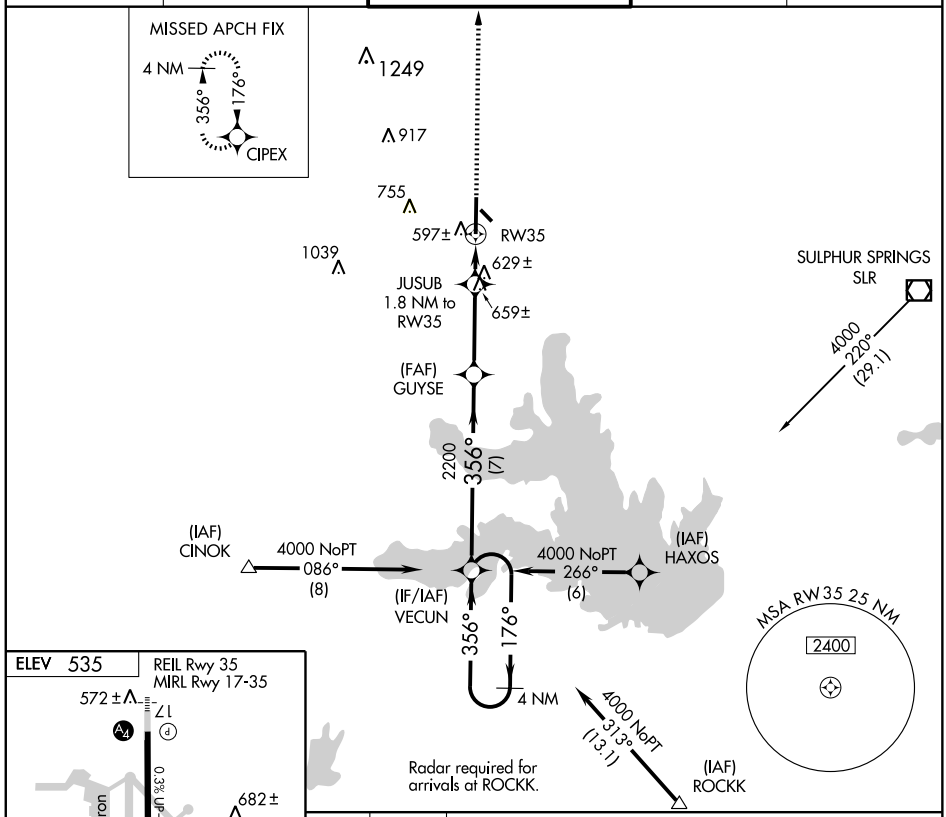
RNAV (GPS) RWY 35

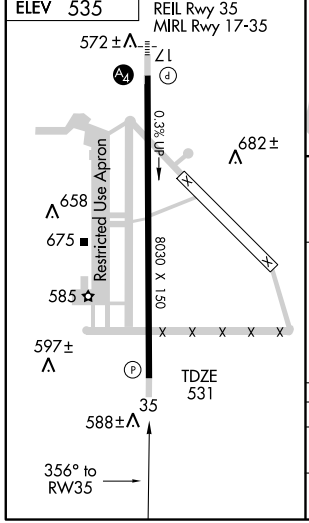
GREENVILLE/ MAJORS (GVT)

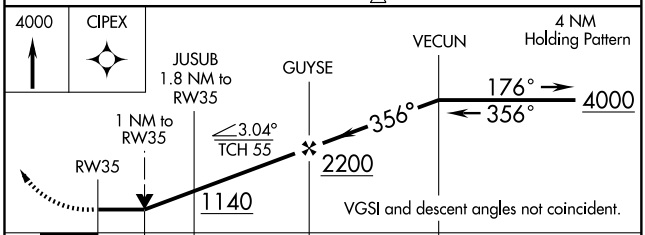
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Terrell altimeter setting. When local altimeter setting not received, use Terrell altimeter setting and increase all MDA 80 feet and increase LNAV Cat C, D, and E visibility ¼ mile and circling Cat E visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct CIPEX and hold, continue climb-in-hold to 4000.

AWOS-3	FORT WORTH CENTER	MAJORS TOWER ★	GND CON	UNICOM
133.425	132.85 360.75	118.65 (CTAF) L 385.425	121.7 335.8	122.95







CATEGORY	A	B	C	D	E
LNAV MDA	900-1 369 (400-1)			900-1¼ 369 (400-1¼)	
CIRCLING	1040-1 505 (600-1)		1040-1½ 505 (600-1½)	1100-2 565 (600-2)	1280-2¾ 745 (800-2¾)

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TACAN RWY 17

TACAN MJF Chan 33	APCH CRS 167°	Rwy ldg 8030 TDZE 534 Arpt Elev 535

AL-5138 [USAF]

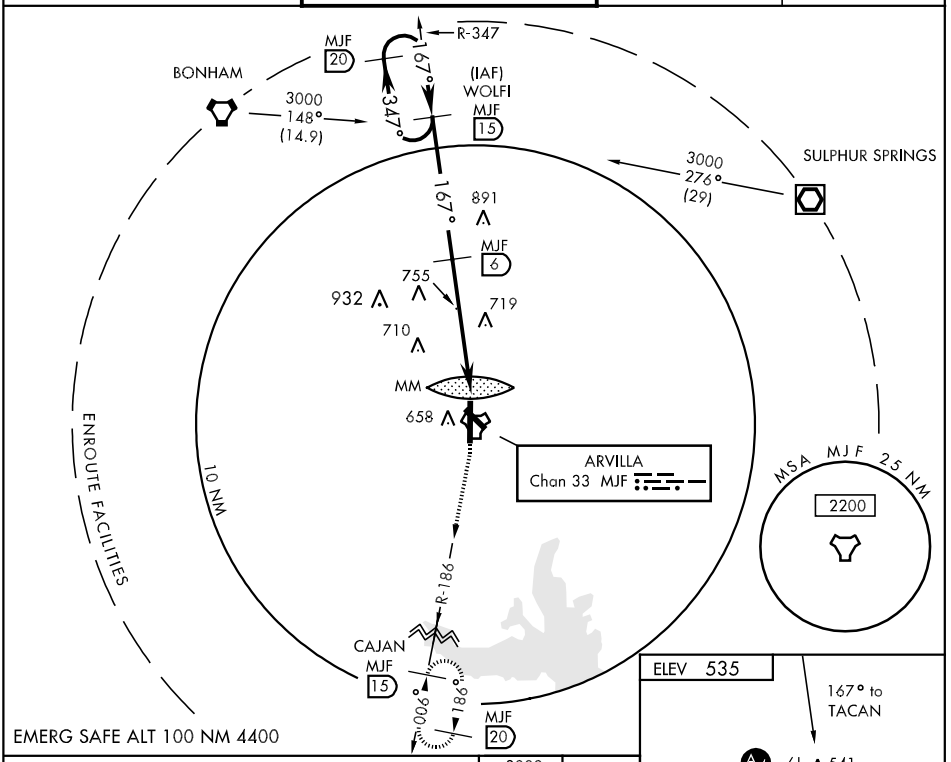
GREENVILLE/ MAJORS (KGVT)

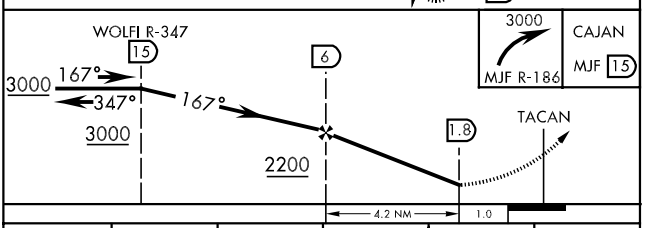
▼ * When ALS inop, increase CAT DE vis to 1¾ miles.
** When ALS inop, increase CAT D vis to 2 miles, CAT E vis to 2¼ miles.
▲ NA When control tower closed, use Dallas-Love Field altimeter setting.

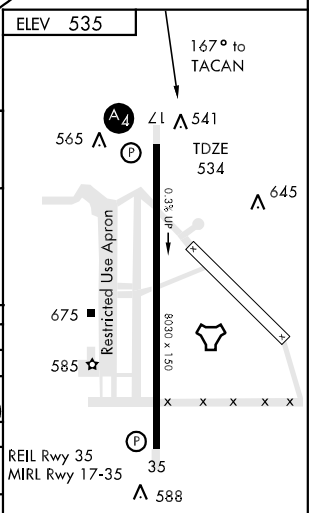
MALS A4

MISSED APPROACH: Climb to 3000 via MJF TACAN R-186 to CAJAN 15 DME and hold.

FORT WORTH CENTER	MAJORS TOWER *	GND CON	UNICOM
132.85 360.75	118.65 (CTAF) 385.425	121.7 335.8	122.95







CATEGORY	A	B	C	D	E
S-17 *	1060-1¼ 526 (600-1¼)			1060-1½ 526 (600-1½)	
CIRCLING	1060-1¼ 525 (600-1¼)		1060-1½ 525 (600-1½)	1100-2 565 (600-2)	1280-2¾ 745 (800-2¾)
DALLAS–LOVE ALTIMETER SETTING MINIMUMS					
S-17 **	1160-1¼ 626 (700-1¼)		1160-1½ 626 (700-1½)	1160-1¾ 626 (700-1¾)	1160-2 626 (700-2)
CIRCLING	1160-1¼ 625 (700-1¼)		1160-1¾ 625 (700-1¾)	1180-2 645 (700-2)	1380-3 845 (900-3)

TACAN RWY 35

TACAN MJF Chan 33	APCH CRS 006°	Rwy ldg 8030 TDZE 531 Arpt Elev 535

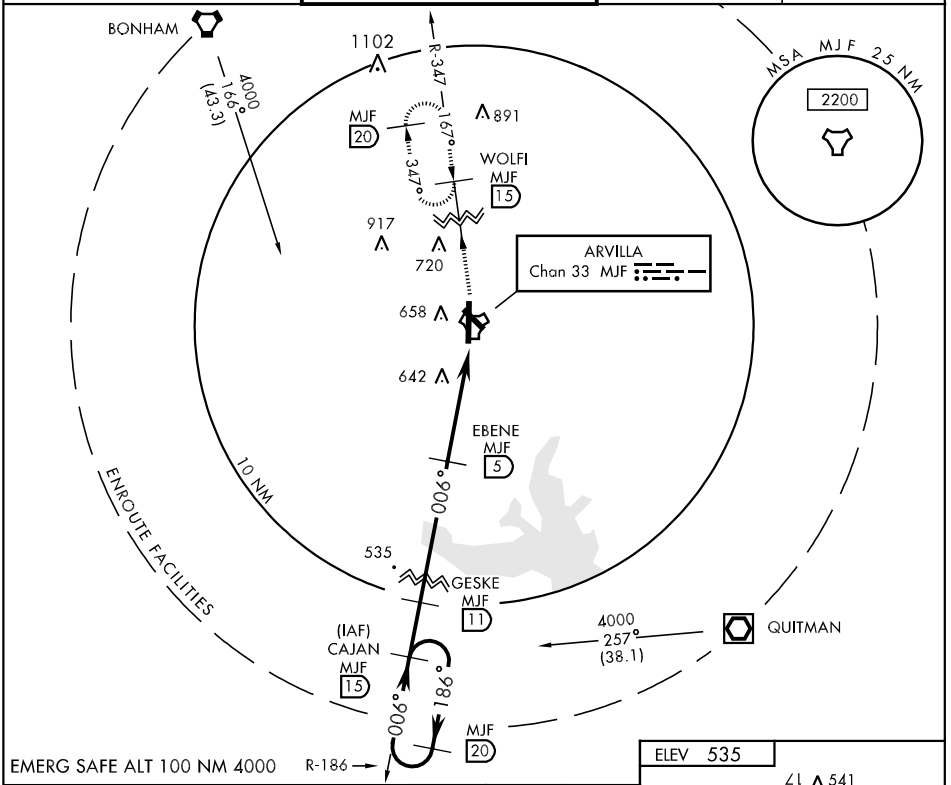
AL-5138 [USAF]

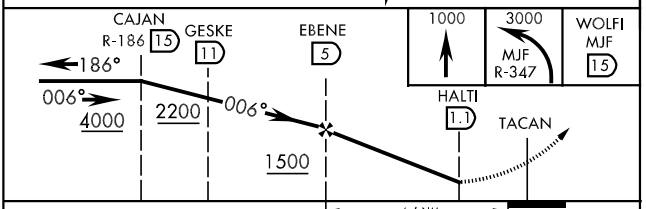
GREENVILLE/MAJORS (KGVT)

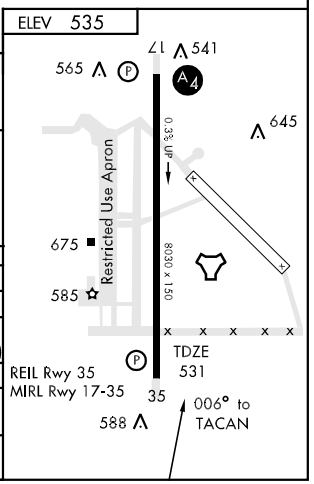
NA When control tower closed, use Dallas-Love Field altimeter setting.

MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 via MJF TACAN R-347 to WOLFI 15 DME and hold.

FORT WORTH CENTER	MAJORS TOWER ★	GND CON	UNICOM
132.85 360.75	118.65 (CTAF) 385.425	121.7 335.8	122.95







CATEGORY	A	B	C	D	E
S-35	900-1 369 (400-1)			900-1¼ 369 (400-1¼)	
CIRCLING	1040-1 505 (600-1)		1040-1½ 505 (600-1½)	1100-2 565 (600-2)	1280-2¾ 745 (800-2¾)
DALLAS–LOVE FIELD ALTIMETER SETTING MINIMUMS					
S-35	1000-1 469 (500-1)		1000-1¼ 469 (500-1¼)	1000-1½ 469 (500-1½)	1000-1¾ 469 (500-1¾)
CIRCLING	1140-1 605 (700-1)		1140-1¾ 605 (700-1¾)	1180-2 645 (700-2)	1380-3 845 (900-3)

VORTAC BYP	APP CRS	Rwy Idg	8030
114.6	157°	TDZE	534
Chan 93		Apt Elev	535

VOR/DME RWY 17

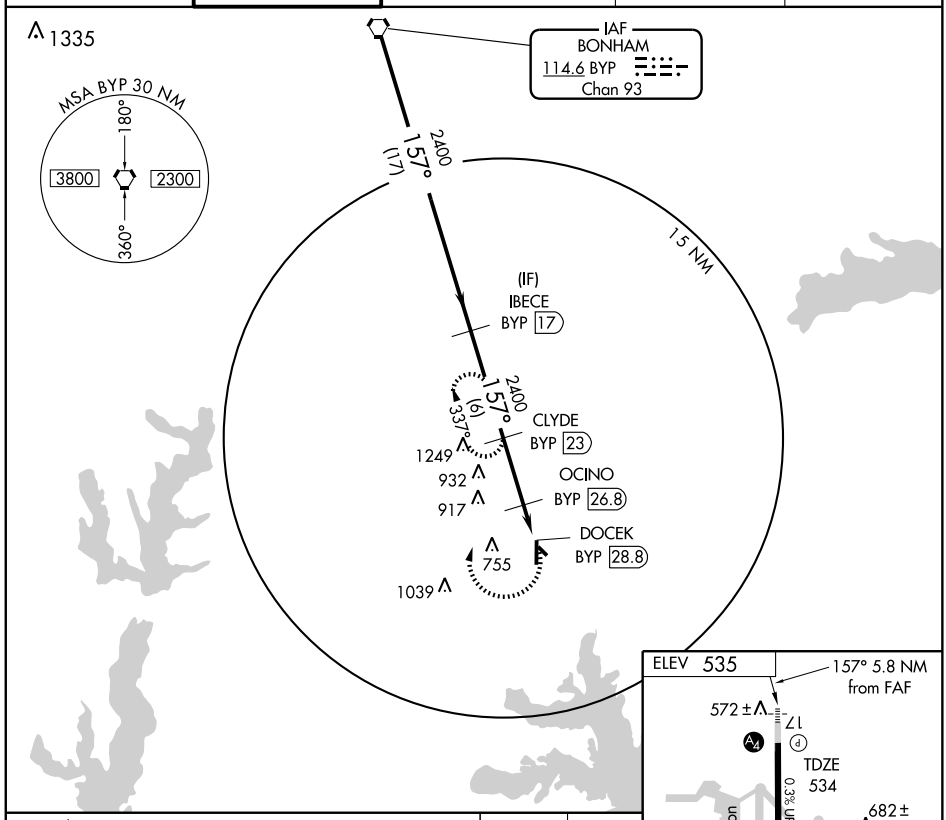
GREENVILLE/ MAJORS (GVT)

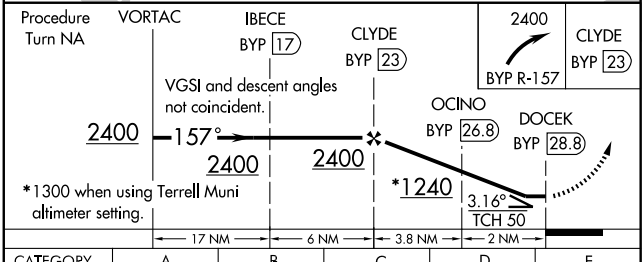
If local altimeter setting not received, use Terrell Muni altimeter setting and increase all MDAs 80 feet.

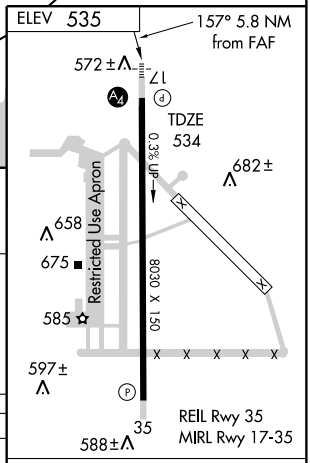
MALS

MISSED APPROACH: Climbing right turn to 2400 via BYP R-157 to CLYDE /23 DME and hold.

AWOS-3	FORT WORTH CENTER	MAJORS TOWER ★	GND CON	UNICOM
133.425	132.85 360.75	118.65 (CTAF) 385.425	121.7 335.8	122.95







CATEGORY	A	B	C	D	E
S-17	1120-1 586 (600-1)	1120-1¼ 586 (600-1¼)	1120-1½ 586 (600-1½)	1120-2 586 (600-2)	
CIRCLING	1120-1 585 (600-1)	1120-1¼ 585 (600-1¼)	1120-1½ 585 (600-1½)	1120-2 585 (600-2)	1280-2¾ 745 (800-2¾)

Knots	60	90	120	150	180
Min:Sec					

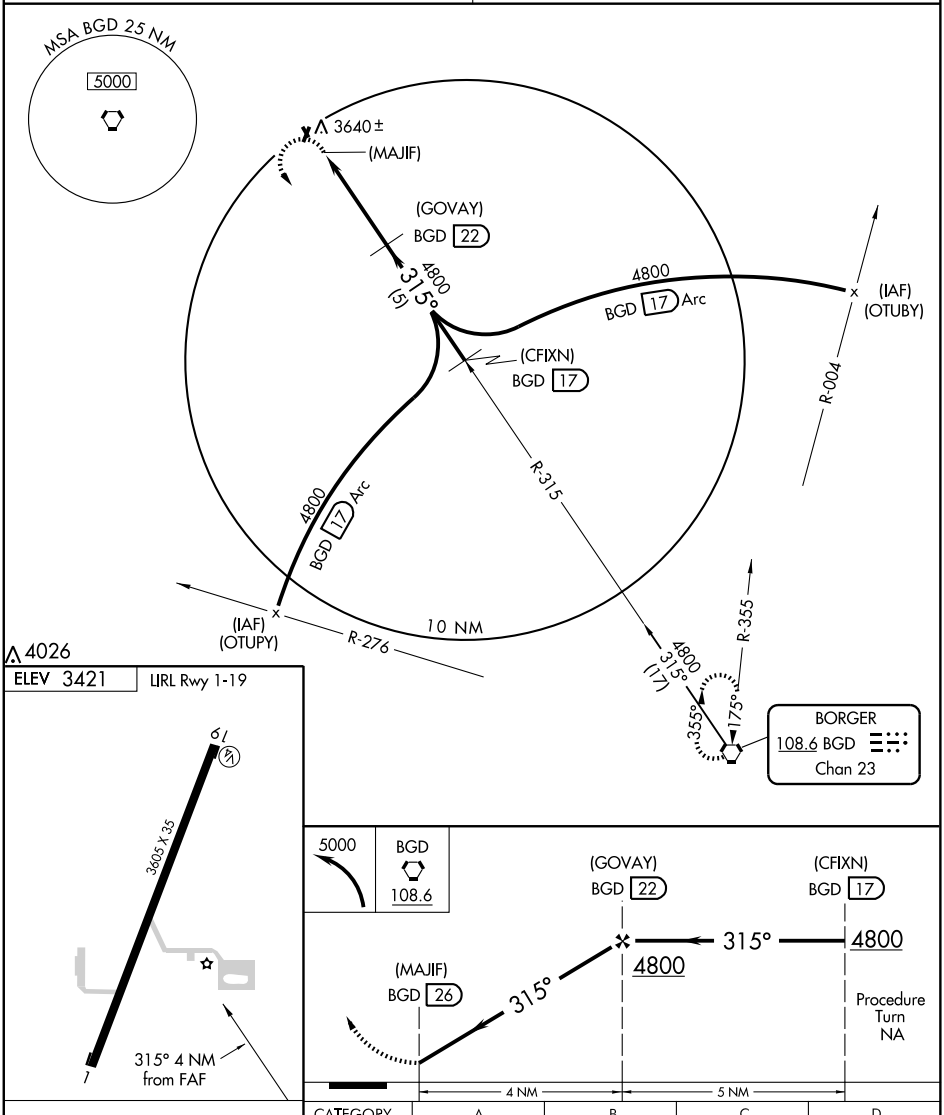
SC-2. 08 APR 2010 to 06 MAY 2010

VORTAC BGD 108.6 Chan 23	APP CRS 315°	Rwy Idg N/A TDZE N/A Apt Elev 3421

VOR/DME or GPS-A

GRUVER/ CLUCK RANCH (2E3)

⚠ NA Use Dalhart altimeter setting; when not available, use Amarillo altimeter setting and increase all MDAs 40 feet.	MISSED APPROACH: Climbing left turn to 5000 direct BGD VORTAC and hold.
ALBUQUERQUE CENTER 127.85 285.475	(CTAF) 122.9



Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	4140-1 700 (700-1)	4140-1¼ 700 (700-1¼)	NA	

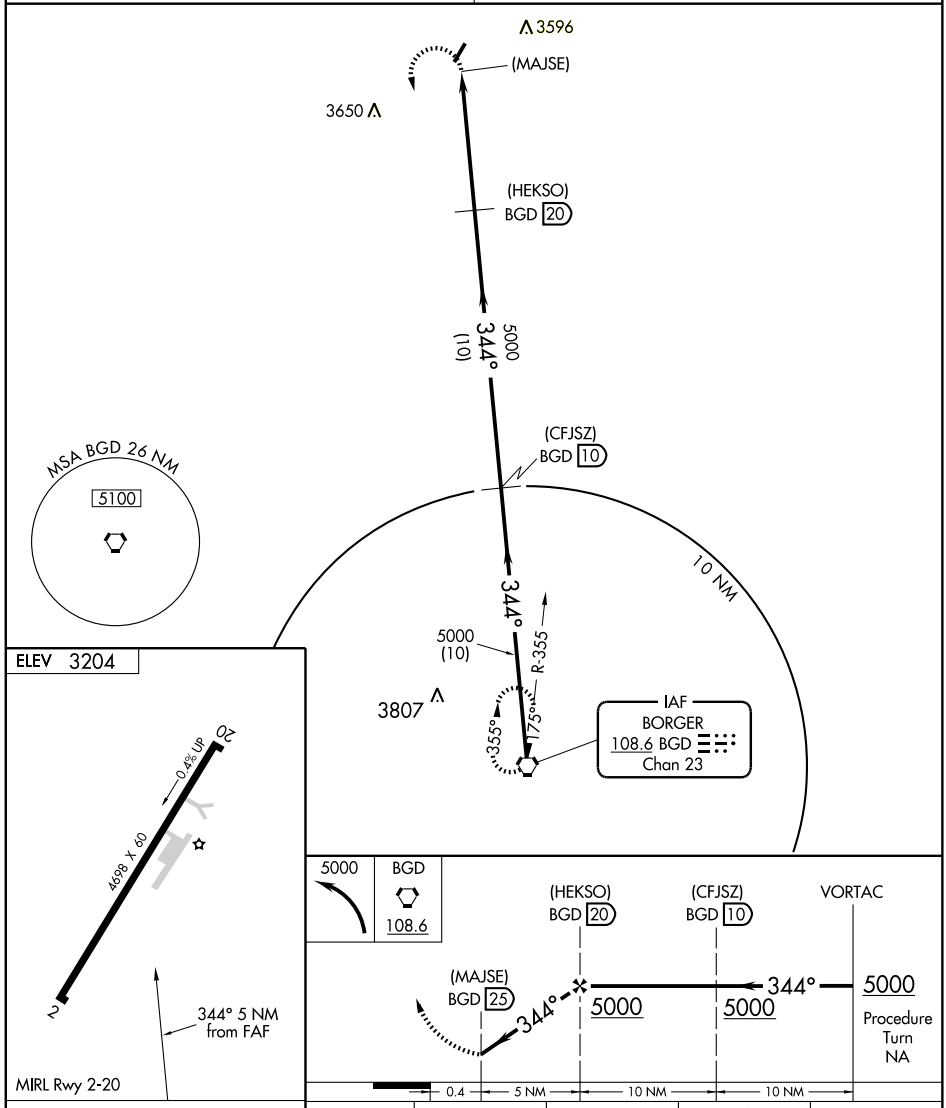
SC-2, 08 APR 2010 to 06 MAY 2010

VORTAC BGD 108.6 Chan 23	APP CRS 344°	Rwy Idg N/A TDZE N/A Apt Elev 3204

VOR/DME or GPS-B

GRUVER MUNI (E19)

⚠ NA Use Liberal, KS altimeter setting.	MISSED APPROACH: Climbing left turn to 5000 direct BGD VORTAC and hold.
ALBUQUERQUE CENTER 127.85 285.475	CTAF 122.9



Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	4080-1 876 (900-1)	4080-1¼ 876 (900-1¼)	4080-2½ 876 (900-2½)	NA

SC-2, 08 APR 2010 to 06 MAY 2010

NDB MNZ 251	APP CRS 350°	Rwy Idg 5000 TDZE 1299 Apt Elev 1299

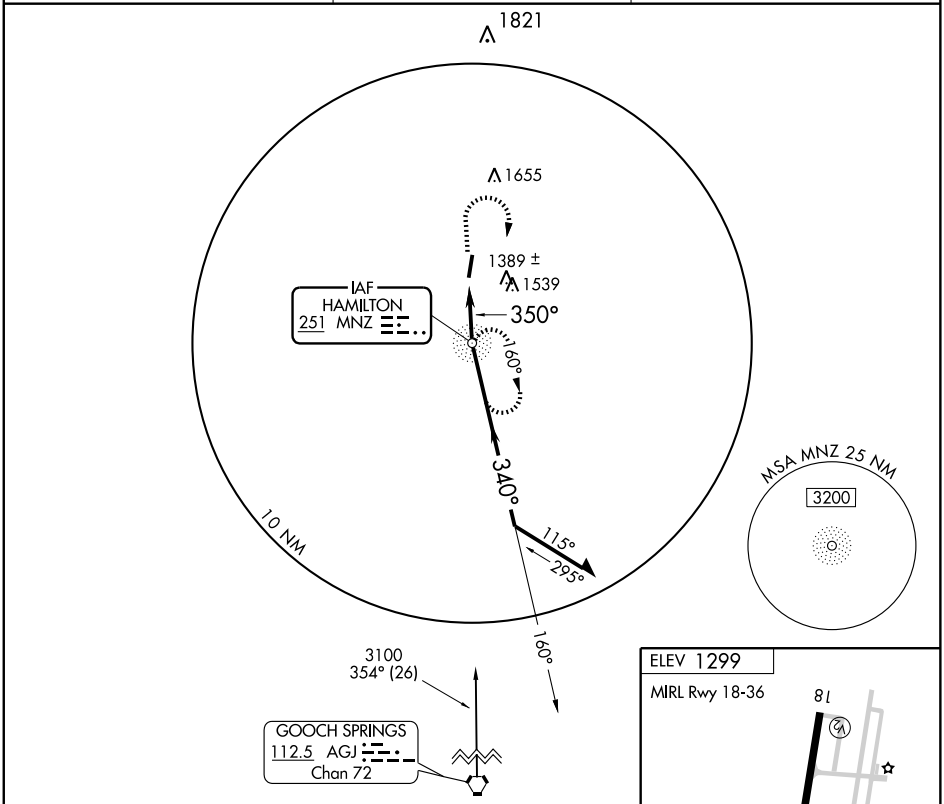
NDB RWY 36

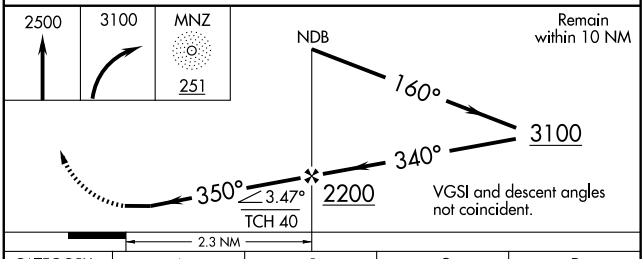
HAMILTON MUNI (MNZ)

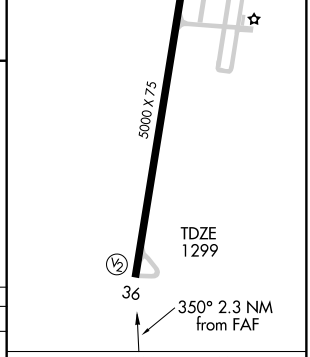
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Comanche altimeter setting and increase all MDA 80 feet, and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2500 then climbing right turn to 3100 direct MNZ NDB and hold.

AWOS-3	GRAY APP CON	UNICOM
118.525	120.075 323.15	122.7 (CTAF)







CATEGORY	A	B	C	D
S-36	1700-1 401 (500-1)		1700-1¼ 401 (500-1¼)	NA
CIRCLING	1700-1 401 (500-1)	1760-1 461 (500-1)	1900-1¾ 601 (700-1¾)	NA

FAF to MAP 2.3 NM

Knots	60	90	120	150	180
Min:Sec	2:18	1:32	1:09	0:55	0:46

SC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5000
182°	TDZE	1299
	Apt Elev	1299

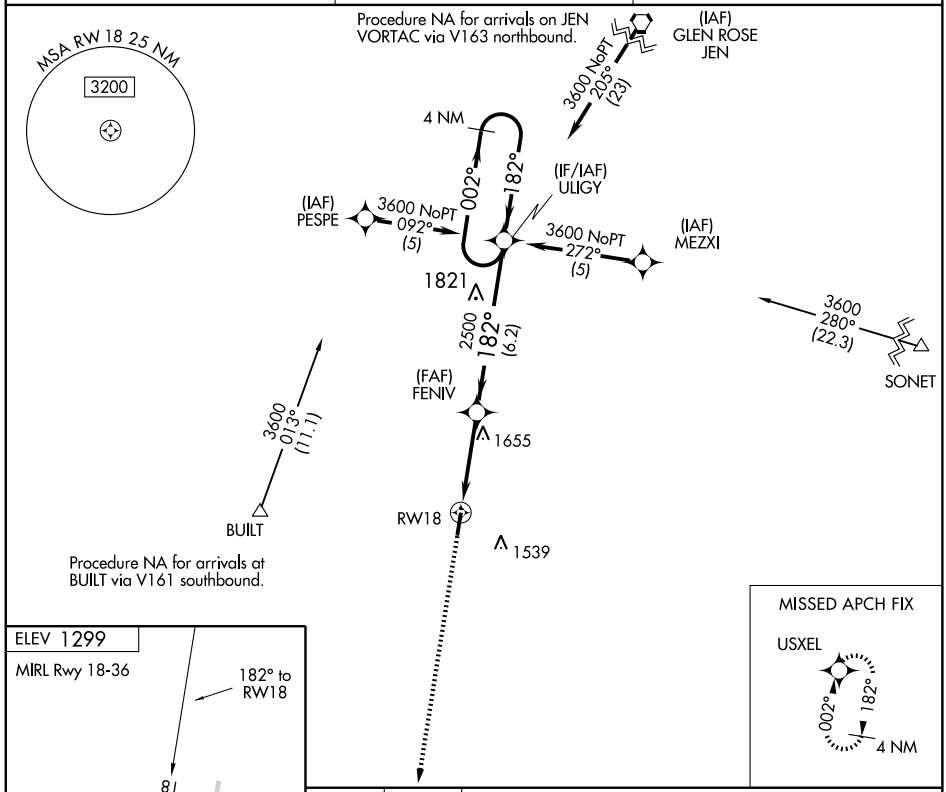
RNAV (GPS) RWY 18

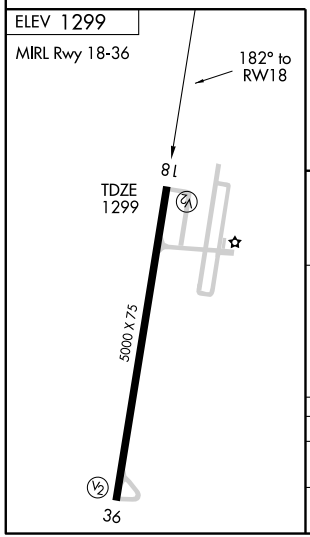
HAMILTON MUNI (MNZ)

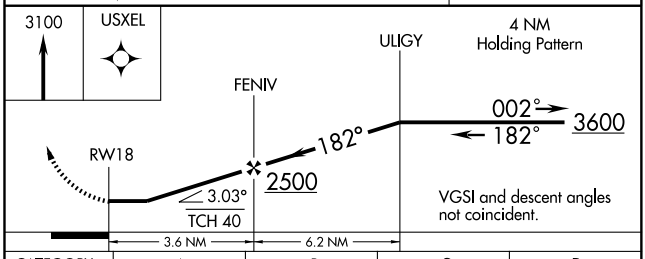
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Comanche altimeter setting and increase all MDA 80 feet, increase LNAV Cat B visibility ¼ mile and Cat C visibility ½ mile, increase Circling Cat B visiblity ¼ mile and Cat C visibility ½ mile.

MISSED APPROACH: Climb to 3100 direct USXEL and hold.

AWOS-3	GRAY APP CON	UNICOM
118.525	120.075 323.15	122.7 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1960-1 661 (700-1)		1960-1¾ 661 (700-1¾)	NA
CIRCLING	1960-1 661 (700-1)		1960-1¾ 661 (700-1¾)	NA

SC-3. 08 APR 2010 to 06 MAY 2010

HAMILTON, TEXAS AL-6984 (FAA) 09351

APP CRS	Rwy Idg	5000
002°	TDZE	1299
	Apt Elev	1299

RNAV (GPS) RWY 36

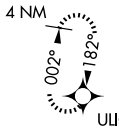
HAMILTON MUNI (MNZ)

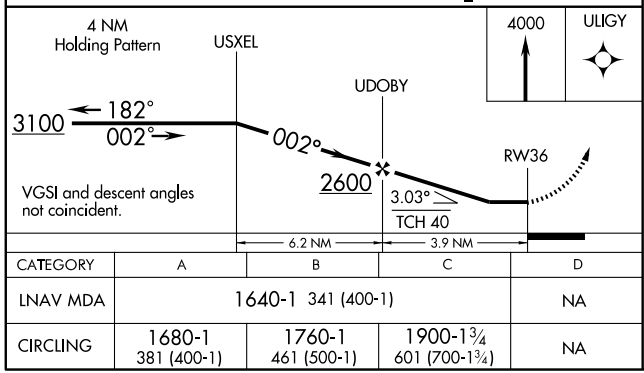
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Comanche altimeter setting and increase all MDA 80 feet, increase LNAV and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct ULIGY and hold, continue climb-in-hold to 4000.

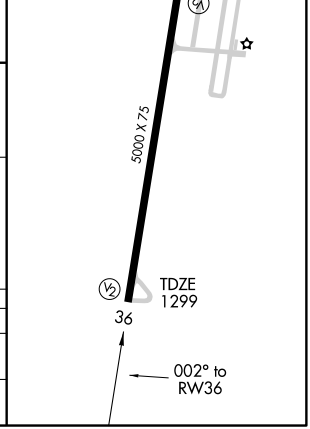
AWOS-3	GRAY APP CON	UNICOM
118.525	120.075 323.15	122.7 (CTAF)

MISSED APCH FIX





CATEGORY	A	B	C	D
LNAV MDA	1640-1 341 (400-1)			NA
CIRCLING	1680-1 381 (400-1)	1760-1 461 (500-1)	1900-1¾ 601 (700-1¾)	NA

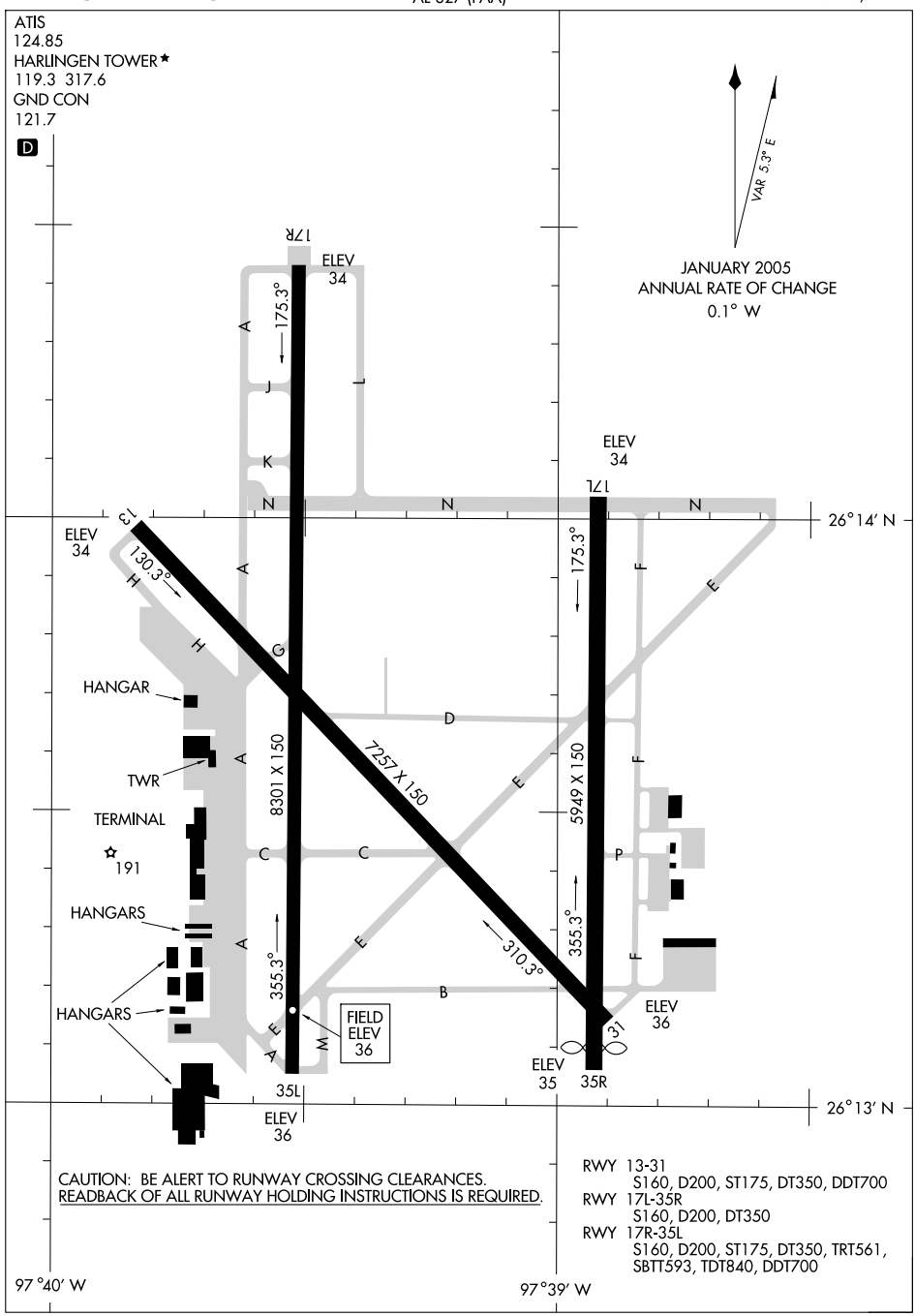


SC-3, 08 APR 2010 to 06 MAY 2010

AIRPORT DIAGRAM

AL-827 (FAA)

HARLINGEN/ VALLEY INTL (HRL)
HARLINGEN, TEXAS



LOC/DME I-HRL	APP CRS	Rwy Idg	8301
111.5	176°	TDZE	34
Chan 52		Apt Elev	36

ILS or LOC RWY 17R

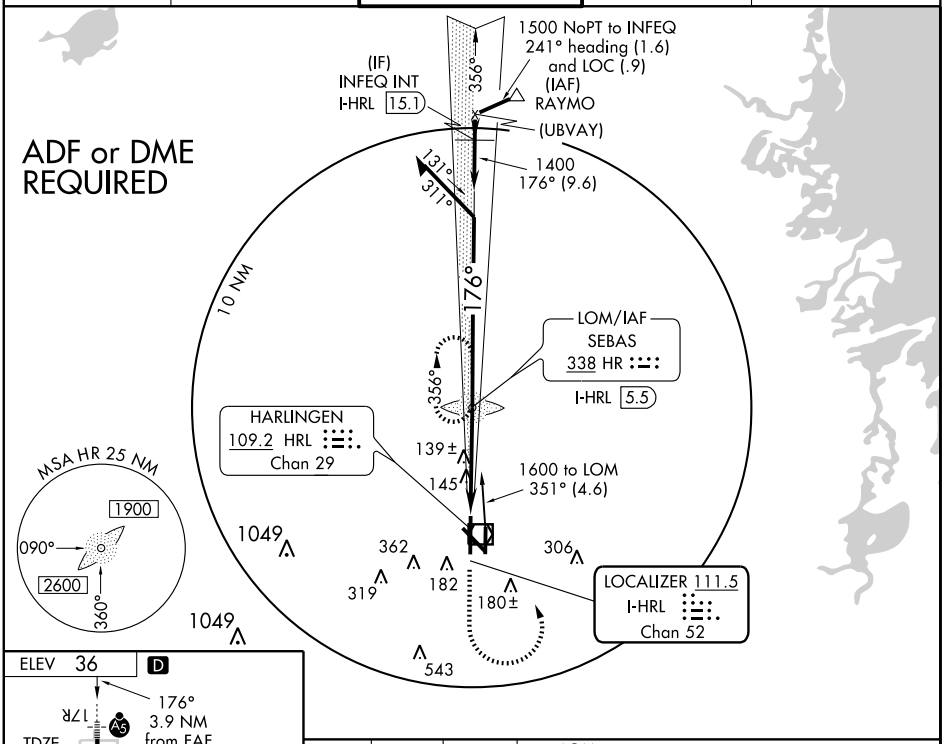
HARLINGEN/ VALLEY INTL (HRL)

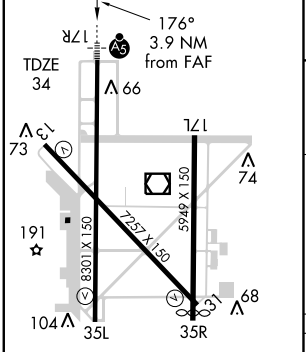
For inoperative MALSR increase S-LOC 17R Cats D and E visibility to RVR 5000. Procedure turn NA Cat E. Alternate Minimums: Cat E NA. *RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 800 then climbing left turn to 1600 direct SEBAS LOM and hold.

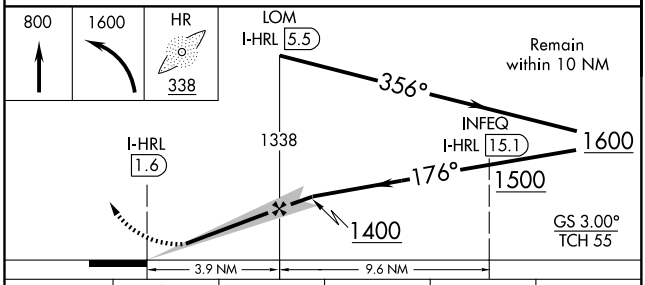
ATIS	VALLEY APP CON	HARLINGEN TOWER ★	GND CON	UNICOM
124.85	120.7 239.0	119.3 (CTAF) L 317.6	121.7	122.95





FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18



CATEGORY	A	B	C	D	E
S-ILS 17R	*234/24 200 (200-½)				
S-LOC 17R	400/24 366 (400-½)			400/40 366 (400-¾)	
CIRCLING	500-1 464 (500-1)		500-1½ 464 (500-1½)	680-2 644 (700-2)	NA

SC-3. 08 APR 2010 to 06 MAY 2010

HARLINGEN, TEXAS

AL-827 (FAA)

LOC/DME I-HRL	APP CRS	Rwy Idg	8301
111.5	356°	TDZE	36
Chan 52		Apt Elev	36

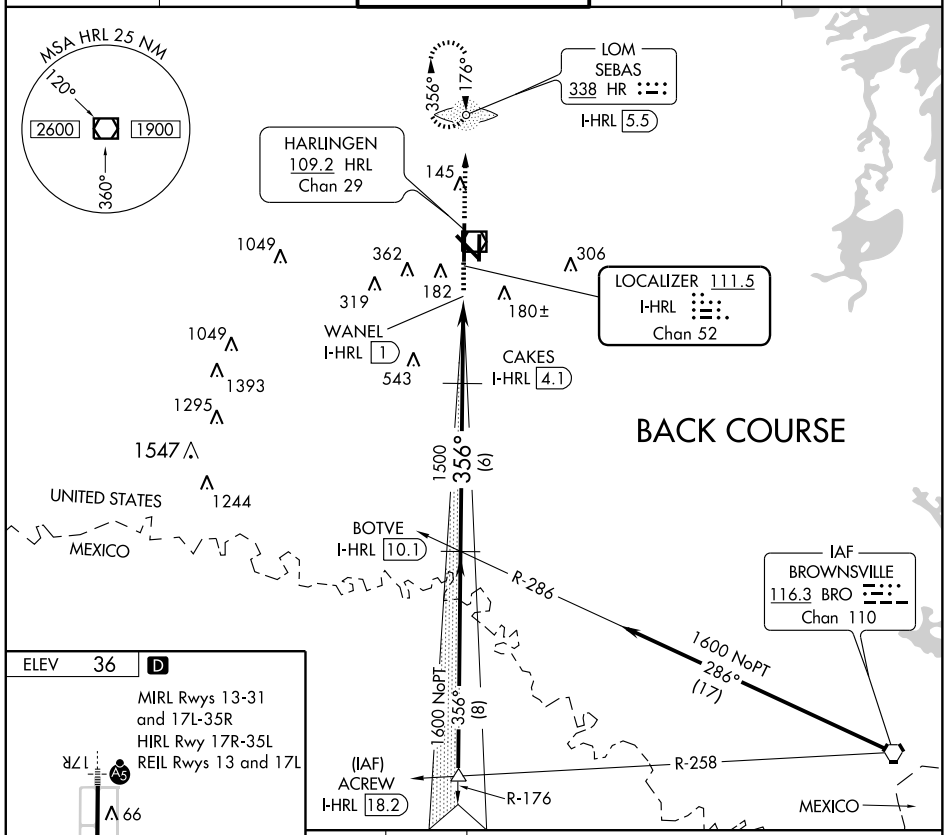
LOC/DME BC RWY 35L

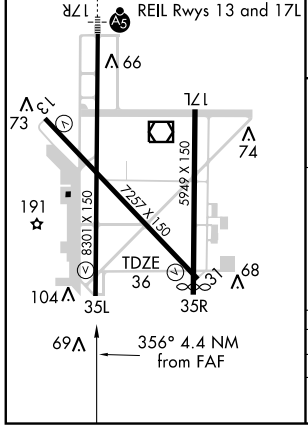
HARLINGEN/ VALLEY INTL (HRL)

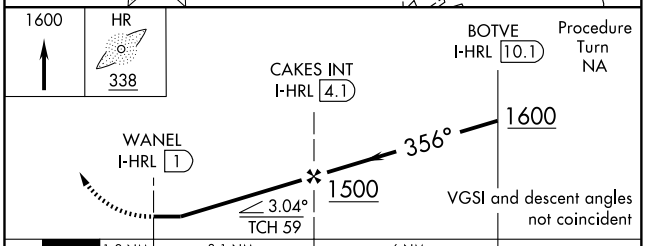
LOC BC unusable from 1NM inbound.
Disregard glide slope indications.

MISSED APPROACH: Climb to 1600 via I-HRL north course to SEBAS/I-HRL 5.5 DME and hold.

ATIS	VALLEY APP CON	HARLINGEN TOWER ★	GND CON	UNICOM
124.85	120.7 239.0	119.3 (CTAF) 317.6	121.7	122.95







CATEGORY	A	B	C	D
S-35L	420-1½ 384 (400-1½)			
CIRCLING	500-1½ 464 (500-1½)			680-2 644 (700-2)

SC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	7257
131°	TDZE	35
	Apt Elev	36

RNAV (GPS) RWY 13

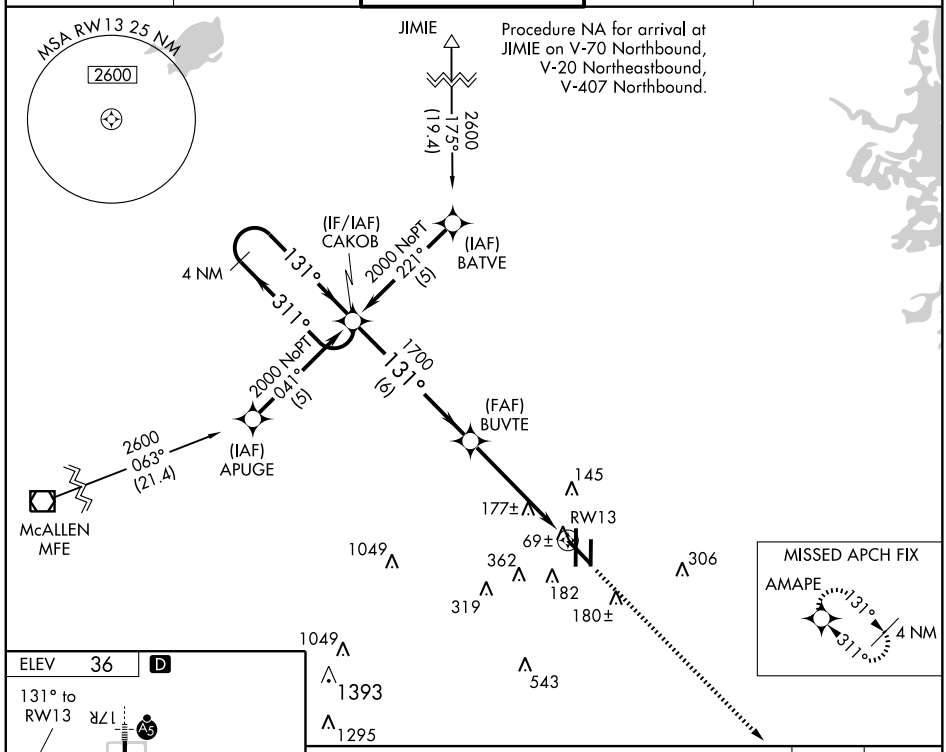
HARLINGEN/VALLEY INTL (HRL)

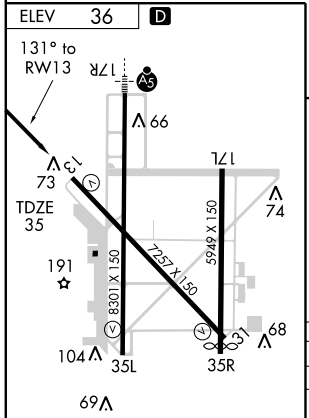
Baro-VNAV NA below -15°C (5°F).
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

NA

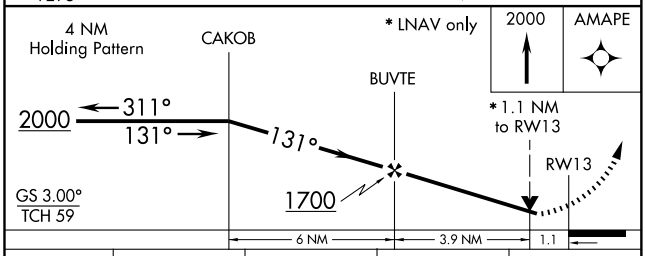
MISSED APPROACH: Climb to 2000 direct AMAPE WP and hold.

ATIS	VALLEY APP CON	HARLINGEN TOWER ★	GND CON	UNICOM
124.85	120.7 239.0	119.3 (CTAF) 317.6	121.7	122.95





HIRL Rwy 17R-35L
REIL Rwys 13 and 17L
MIRL Rwys 13-31 and 17L-35R



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	360-1 325 (400-1)			
LNAV MDA	440-1 405 (500-1)		440-1¼ 405 (500-1¼)	
CIRCLING	500-1 464 (500-1)		500-1½ 464 (500-1½)	680-2 644 (700-2)

SC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5949
176°	TDZE	34
	Apt Elev	36

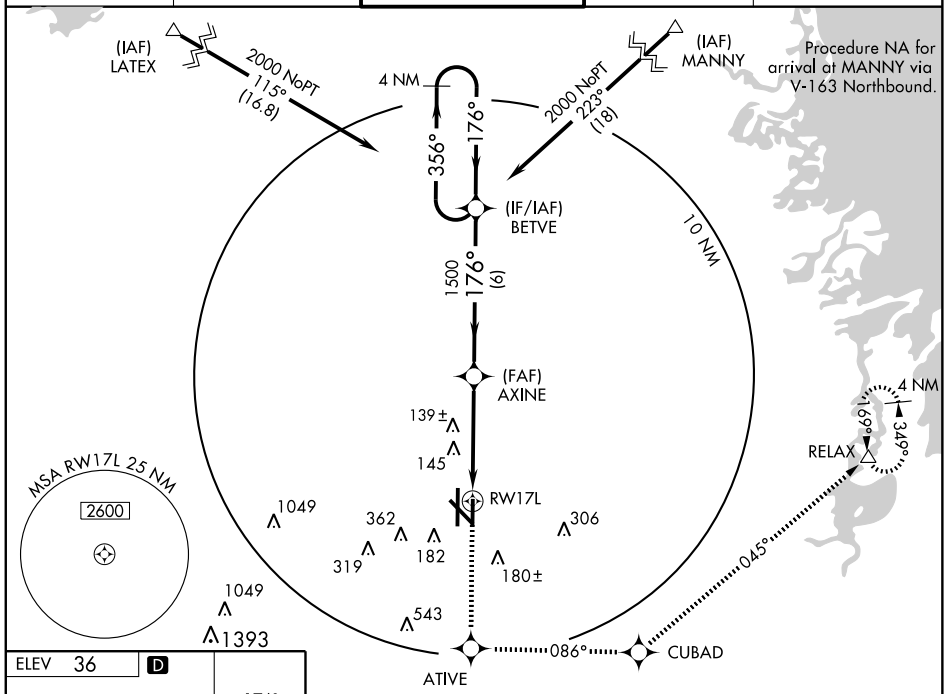
RNAV (GPS) RWY 17L

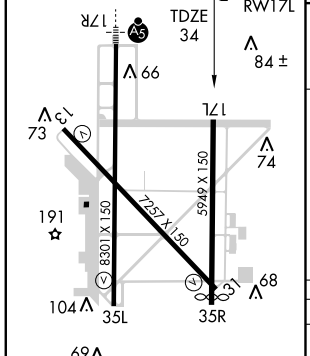
HARLINGEN/ VALLEY INTL (HRL)

V A NA W — Baro-VNAV NA below -15°C (5°F). GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Straight in minimums NA when control tower closed.

MISSED APPROACH: Climb to 2000 direct ATIVE and via 086° track to CUBAD and via 045° track to RELAX and hold.

ATIS	VALLEY APP CON	HARLINGEN TOWER ★	GND CON	UNICOM
124.85	120.7 239.0	119.3 (CTAF) L 317.6	121.7	122.95

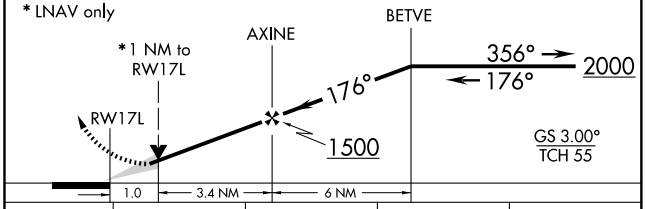




HIRL Rwy 17R-35L
REIL Rwys 13 and 17L
MIRL Rwys 13-31 and 17L-35R

2000	ATIVE	086° TRK	CUBAD	045° TRK	RELAX

4 NM Holding Pattern



CATEGORY	A	B	C	D
LNAV/ VNAV DA	360-1 326 (400-1)			
LNAV MDA	400-1 366 (400-1)			400-1¼ 366 (400-1¼)
CIRCLING	500-1 464 (500-1)		500-1½ 464 (500-1½)	680-2 644 (700-2)

SC-3, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 17R

HARLINGEN/ VALLEY INTL (HRL)

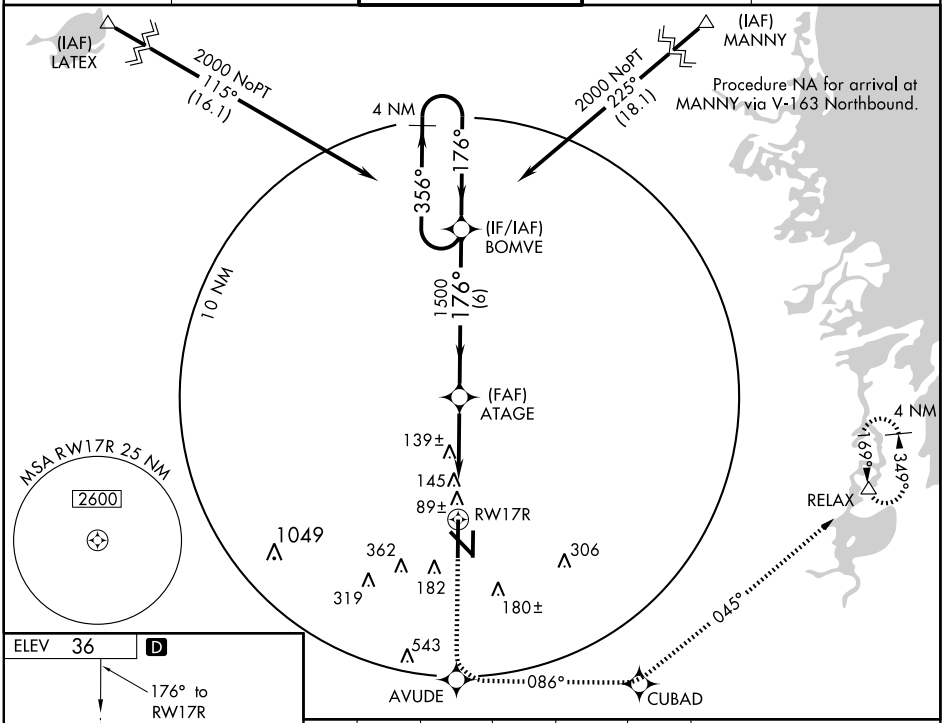
APP CRS	Rwy Idg	8301
176°	TDZE	34
	Apt Elev	36

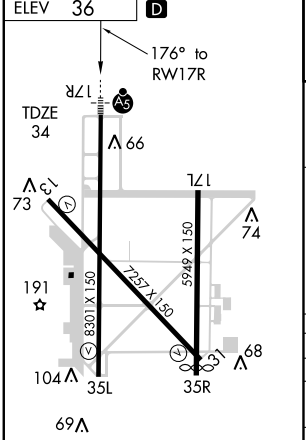
T A NA W — Baro-VNAV NA below -15°C (5°F). GPS or RNP -0.3 required. DME/DME RNP-0.3 NA. For inoperative MALSR increase LNAV/VNAV Cat D visibility to RVR 5000, LNAV Cat D visibility to RVR 6000.

MALSR

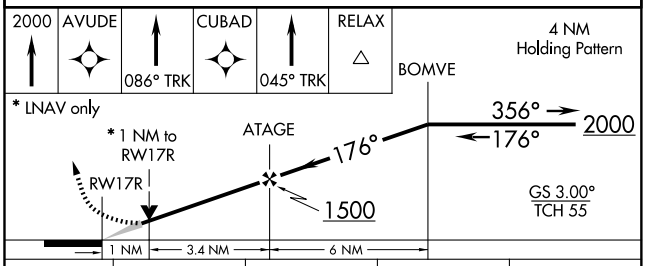
MISSED APPROACH: Climb to 2000 direct AVUDE and via 086° track to CUBAD and via 045° track to RELAX and hold.

ATIS	VALLEY APP CON	HARLINGEN TOWER★	GND CON	UNICOM
124.85	120.7 239.0	119.3 (CTAF) L 317.6	121.7	122.95





HIRL Rwy 17R-35L
REIL Rwys 13 and 17L
MIRL Rwys 13-31 and 17L-35R



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	360/24 326 (400-½)			360/40 326 (400-¾)
LNAV MDA	400/24 366 (400-½)			400/50 366 (400-1)
CIRCLING	500-1 464 (500-1)		500-1½ 464 (500-1½)	680-2 644 (700-2)

SC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	7257
311°	TDZE	36
	Apt Elev	36

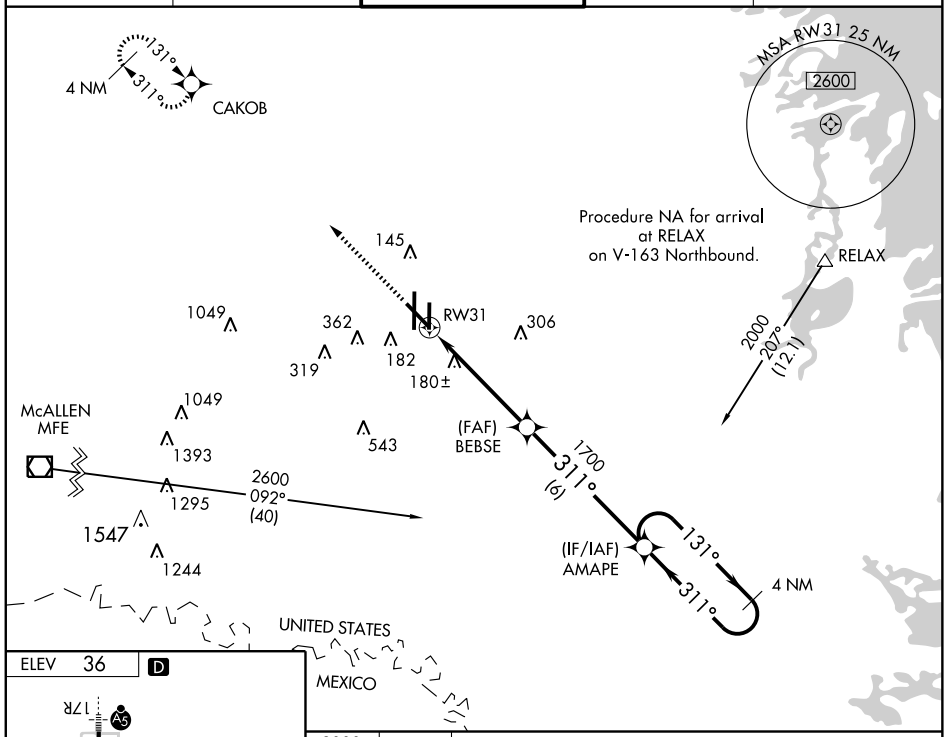
RNAV (GPS) RWY 31

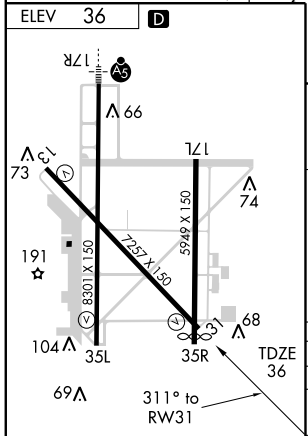
HARLINGEN/ VALLEY INTL (HRL)

Baro-VNAV NA below -15°C (5°F).
GPS or RNP -0.3 required.
DME/DME RNP-0.3 NA.

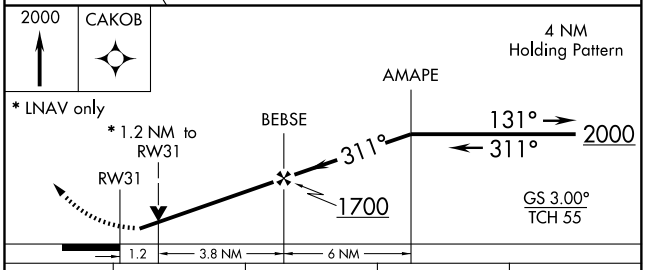
MISSED APPROACH: Climb to 2000 direct CAKOB WP and hold.

ATIS	VALLEY APP CON	HARLINGEN TOWER ★	GND CON	UNICOM
124.85	120.7 239.0	119.3 (CTAF) L 317.6	121.7	122.95





HIRL Rwy 17R-35L
REIL Rwys 13 and 17L
MIRL Rwys 13-31 and 17L-35R



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	320-1 284 (300-1)			
LNAV MDA	480-1 444 (500-1)		480-1¼ 444 (500-1¼)	480-1½ 444 (500-1½)
CIRCLING	500-1 464 (500-1)		500-1½ 464 (500-1½)	680-2 644 (700-2)

SC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	8301
356°	TDZE	36
	Apt Elev	36

RNAV (GPS) RWY 35L

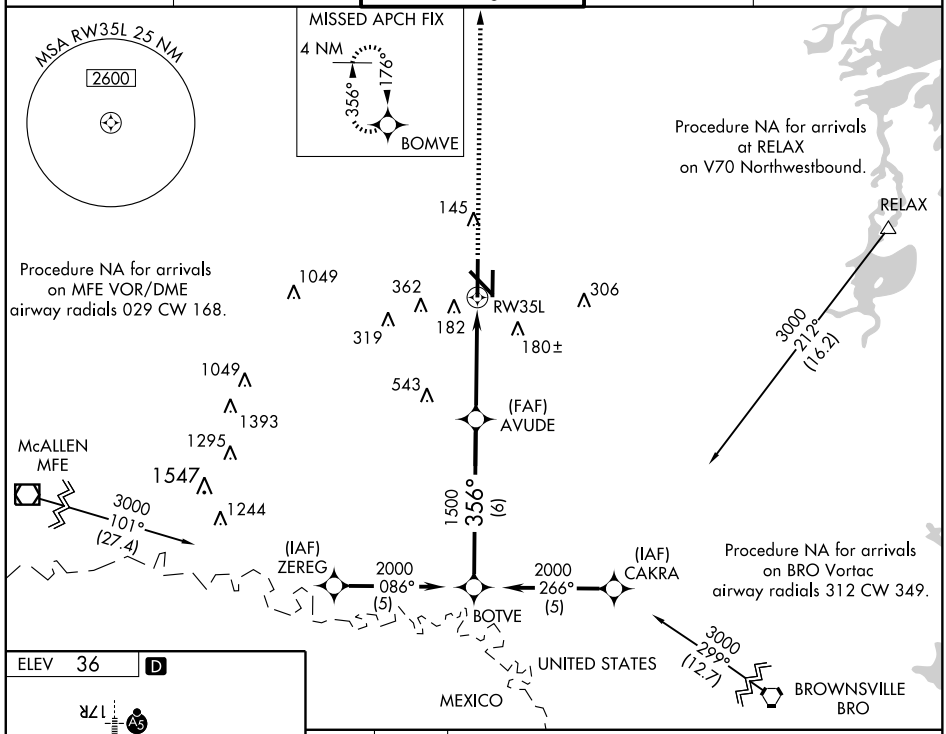
HARLINGEN/ VALLEY INTL (HRL)

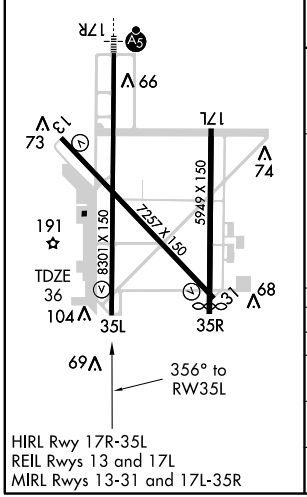
T
A NA
W

Baro-VNAV NA below -15°C (5°F).
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

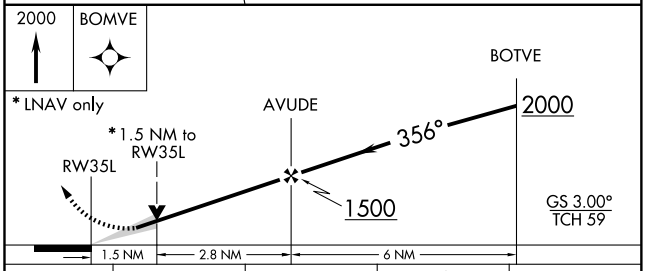
MISSED APPROACH: Climb to 2000 direct BOMVE and hold.

ATIS	VALLEY APP CON	HARLINGEN TOWER ★	GND CON	UNICOM
124.85	120.7 239.0	119.3 (CTAF) L 317.6	121.7	122.95





HIRL Rwy 17R-35L
REIL Rwys 13 and 17L
MIRL Rwys 13-31 and 17L-35R



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	460-1½ 424 (500-1½)			
LNAV MDA	580-1 544 (600-1)		580-1½ 544 (600-1½)	580-1¾ 544 (600-1¾)
CIRCLING	580-1½ 544 (600-1½)			680-2 644 (700-2)

SC-3, 08 APR 2010 to 06 MAY 2010

HARLINGEN, TEXAS

AL-827 (FAA)

VOR/DME or TACAN Y RWY 31

HARLINGEN/ VALLEY INTL (HRL)

VORTAC BRO 116.3 Chan 110	APP CRS 311°	Rwy Idg 7257 TDZE 36 Apt Elev 36

MISSED APPROACH: Climbing right turn to 2000 via BRO R-311 to ZOCKE/12 DME and hold.

ATIS	VALLEY APP CON	HARLINGEN TOWER ★	GND CON	UNICOM
124.85	120.7 239.0	119.3 (CTAF) L 317.6	121.7	122.95

MSA BRO 25 NM
180°
2600
1500
060°

145
1049
362
182
306
319
TOVBE
BRO 23
180±
RECOL
BRO 18
543
1049
1393
1295
1547
1244
1700
(6)
311°
131°
1 min
311°
(IAF)
ZOCKE
BRO 12
2000
311°
(12)
UNITED STATES
MEXICO
IAF
BROWNSVILLE
116.3 BRO
Chan 110
UNITED STATES
MEXICO

ELEV 36 D

17R
A5
66
13
73
17L
74
191
5949 X 150
7257 X 150
8301 X 150
104
35L
35R
31
68
TDZE
36
69
311° 5 NM
from FAF

MIRL Rwys 13-31 and 17L-35R
HIRL Rwy 17R-35L
REIL Rwys 13 and 17L

2000
BRO
R-311
116.3
ZOCKE
BRO 12

One Minute Holding Pattern

ZOCKE
BRO 12
RECOL
BRO 18
131°
311°
2000
TOVBE
BRO 23
311°
1700
3.03°
TCH 55
5 NM
6 NM

CATEGORY	A	B	C	D
S-31	620-1 584 (600-1)	620-1¼ 584 (600-1¼)	620-1½ 584 (600-1½)	620-1¾ 584 (600-1¾)
CIRCLING	620-1 584 (600-1)	620-1¼ 584 (600-1¼)	620-1½ 584 (600-1½)	680-2 644 (700-2)

SC-3, 08 APR 2010 to 06 MAY 2010

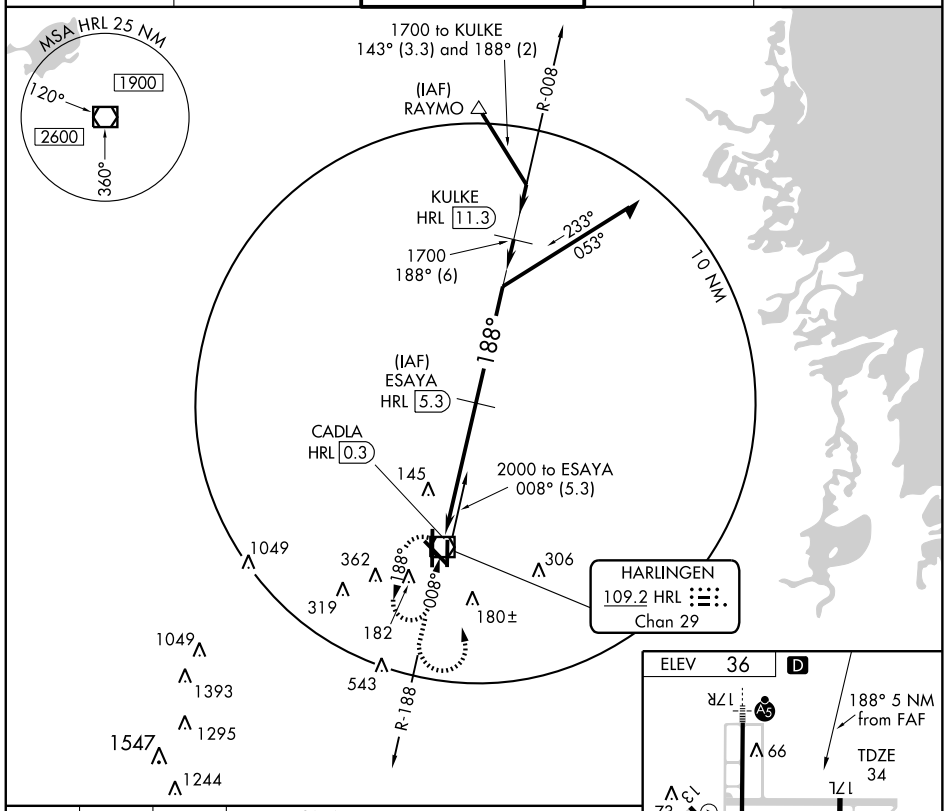
VOR/DME HRL	APP CRS	Rwy Idg 5949
109.2	188°	TDZE 34
Chan 29		Apt Elev 36

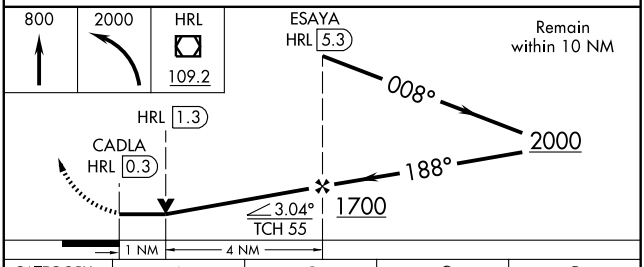
VOR/DME RWY 17L

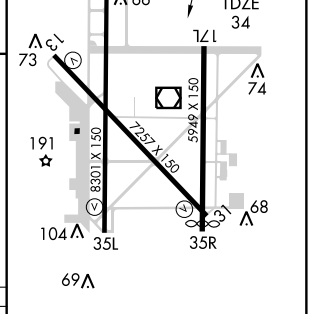
HARLINGEN/ VALLEY INTL (HRL)

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 direct HRL VOR/DME and hold.

ATIS	VALLEY APP CON	HARLINGEN TOWER ★	GND CON	UNICOM
124.85	120.7 239.0	119.3 (CTAF) 317.6	121.7	122.95







CATEGORY	A	B	C	D
S-17L	400-1 366 (400-1)			400-1¼ 366 (400-1¼)
CIRCLING	500-1 464 (500-1)		500-1½ 464 (500-1½)	680-2 644 (700-2)

HIRL Rwy 17R-35L
REIL Rwys 13 and 17L
MIRL Rwys 13-31 and 17L-35R

SC-3, 08 APR 2010 to 06 MAY 2010

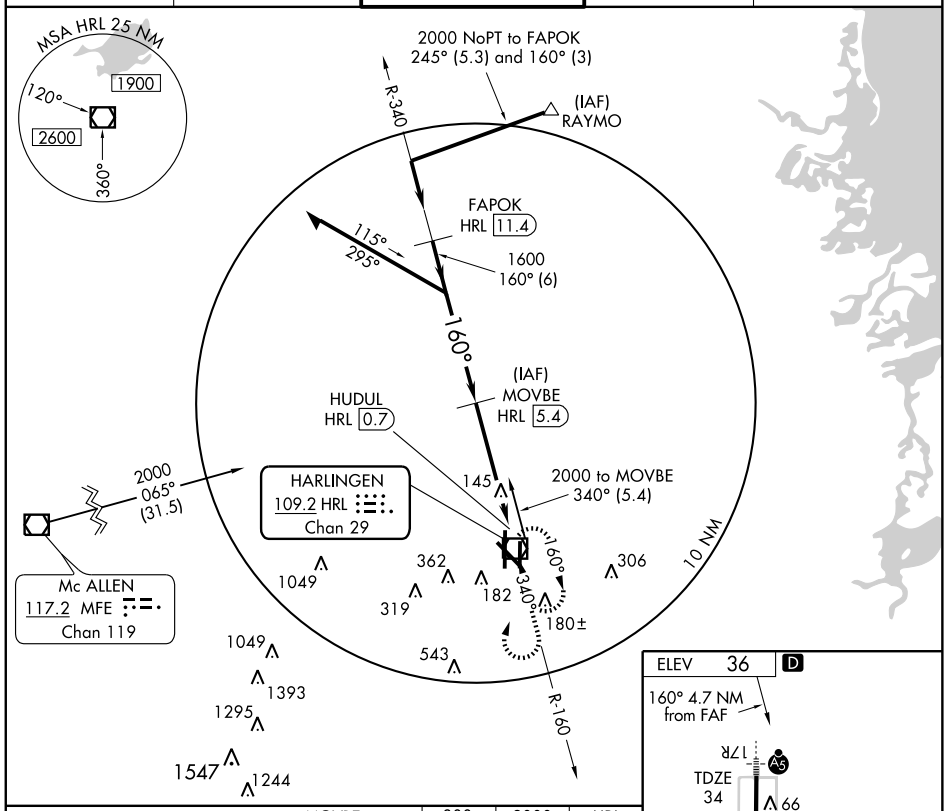
VOR/DME HRL	APP CRS	Rwy Idg	8301
109.2	160°	TDZE	34
Chan 29		Apt Elev	36

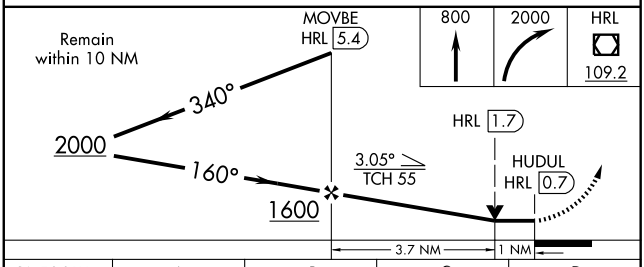
VOR/DME RWY 17R

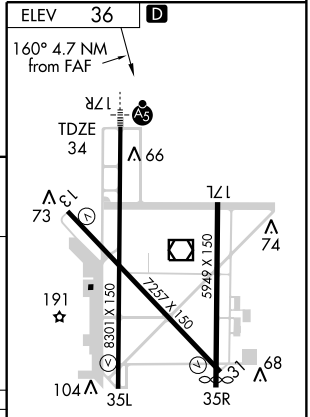
HARLINGEN/ VALLEY INTL (HRL)

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 direct HRL VOR/DME and hold.

ATIS	VALLEY APP CON	HARLINGEN TOWER ★	GND CON	UNICOM
124.85	120.7 239.0	119.3 (CTAF) L 317.6	121.7	122.95







MIRL Rwys 13-31 and 17L-35R
HIRL Rwy 17R-35L
REIL Rwys 13 and 17L

CATEGORY	A	B	C	D
S-17R	400/24 366 (400-½)			400/50 366 (400-1)
CIRCLING	500-1 464 (500-1)		500-1½ 464 (500-1½)	680-2 644 (700-2)

SC-3. 08 APR 2010 to 06 MAY 2010

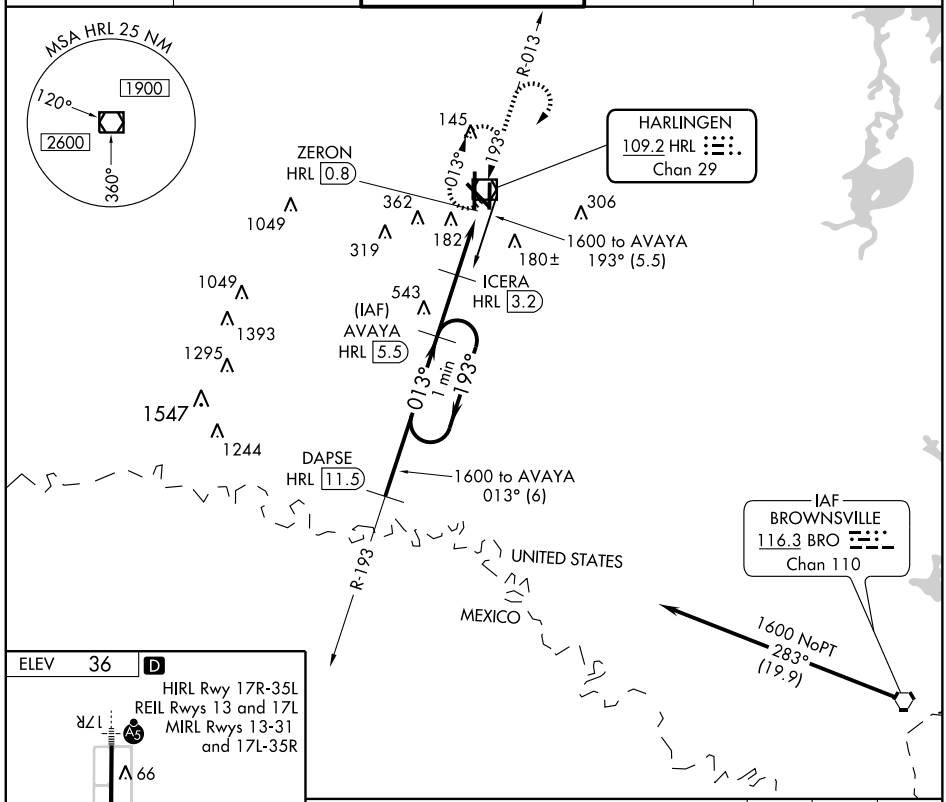
VOR/DME HRL	APP CRS	Rwy Idg	8301
109.2	013°	TDZE	36
Chan 29		Apt Elev	36

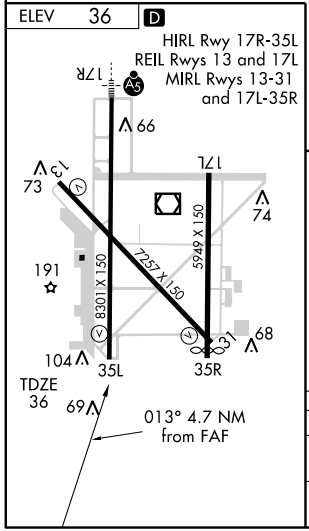
VOR/DME RWY 35L

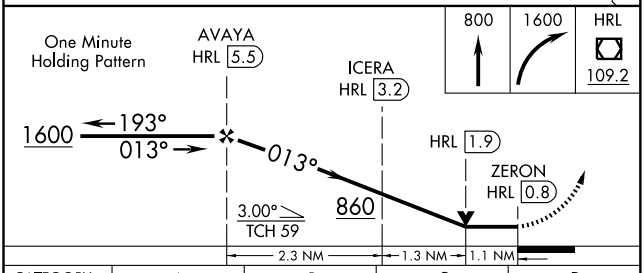
HARLINGEN/ VALLEY INTL (HRL)

MISSED APPROACH: Climb to 800 then climbing right turn to 1600 direct HRL VOR/DME and hold.

ATIS	VALLEY APP CON	HARLINGEN TOWER ★	GND CON	UNICOM
124.85	120.7 239.0	119.3 (CTAF) Ⓛ 317.6	121.7	122.95







CATEGORY	A	B	C	D
S-35L	440-1 404 (500-1)		440-1¼ 404 (500-1¼)	
CIRCLING	500-1 464 (500-1)		500-1½ 464 (500-1½)	680-2 644 (700-2)

SC-3. 08 APR 2010 to 06 MAY 2010

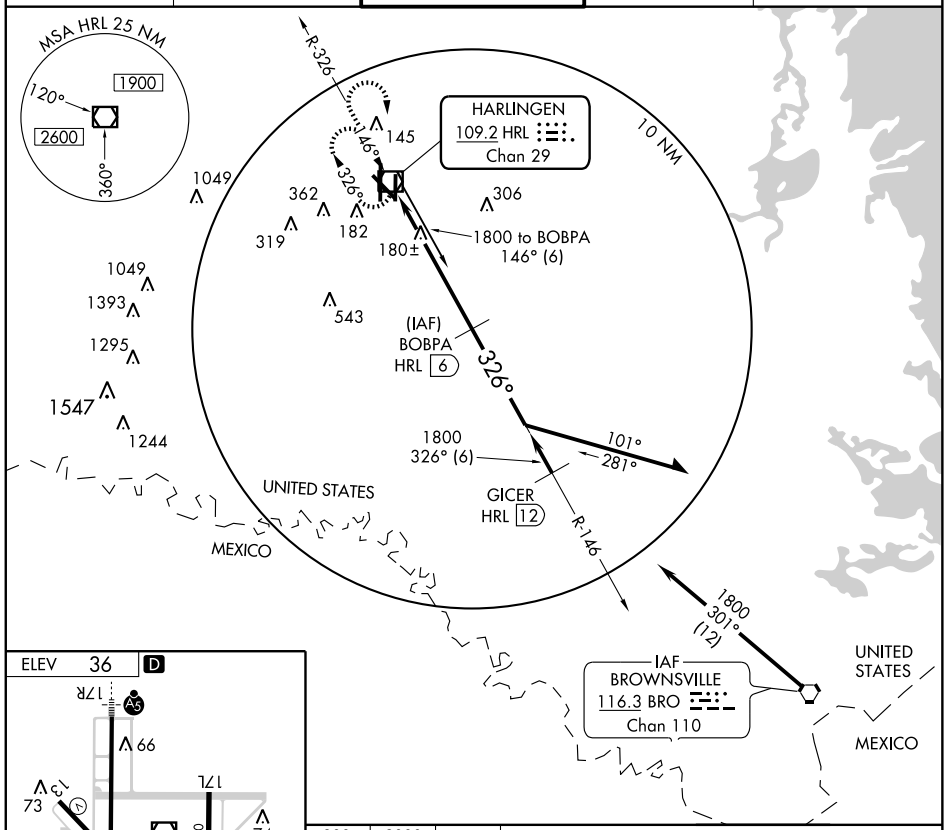
VOR/DME HRL 109.2 Chan 29	APP CRS 326°	Rwy Idg 7257 TDZE 36 Apt Elev 36

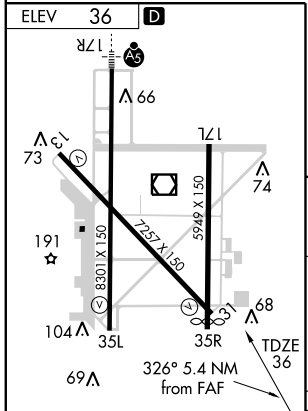
VOR/DME Z RWY 31

HARLINGEN/ VALLEY INTL (HRL)

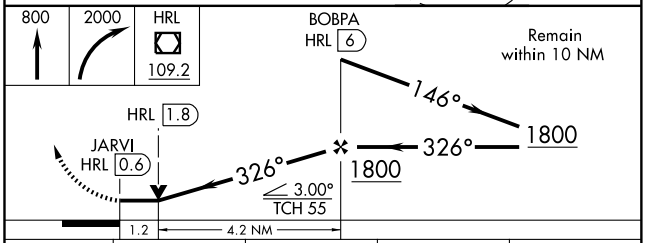
MISSED APPROACH: Climb to 800 then climbing right turn to 2000 direct HRL VOR/DME and hold.

ATIS	VALLEY APP CON	HARLINGEN TOWER ★	GND CON	UNICOM
124.85	120.7 239.0	119.3 (CTAF) L 317.6	121.7	122.95





HIRL Rwy 17R-35L
REIL Rwys 13 and 17L
MIRL Rwys 13-31 and 17L-35R



CATEGORY	A	B	C	D
S-31	480-1 444 (500-1)		480-1¼ 444 (500-1¼)	
CIRCLING	500-1 464 (500-1)		500-1½ 464 (500-1½)	680-2 644 (700-2)

SC-3. 08 APR 2010 to 06 MAY 2010

NDB AKL	APP CRS	Rwy Idg	3204
407	185°	TDZE	1623
		Apt Elev	1624

NDB or GPS RWY 18

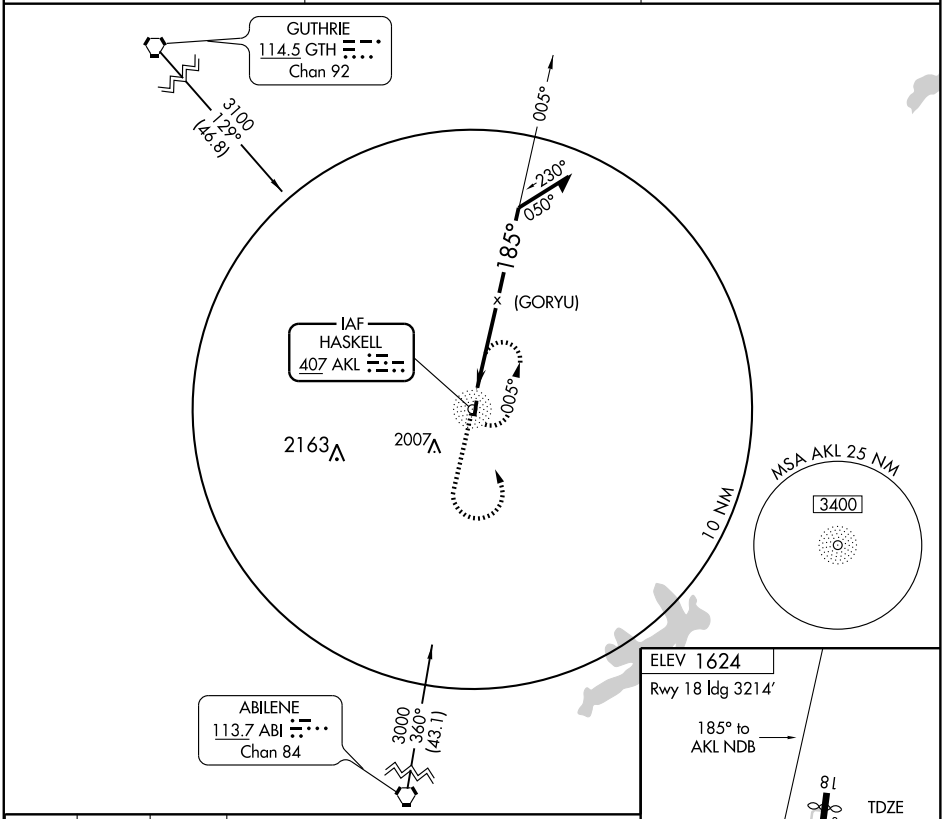
HASKELL MUNI (15F)

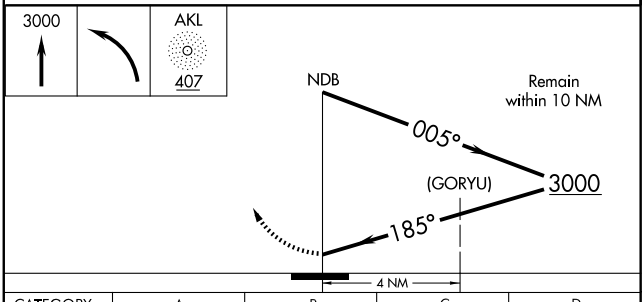
Use Abilene altimeter setting.

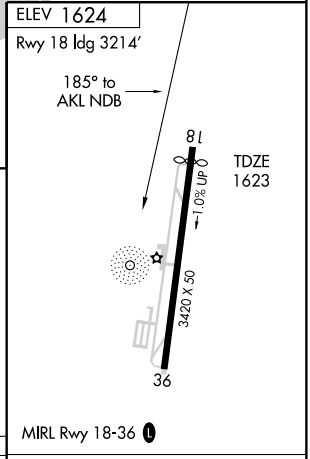
NA

MISSED APPROACH: Climb to 3000, then left turn direct AKL NDB and hold.

FORT WORTH CENTER	CTAF	122.8 L
133.5 350.35	122.9	







CATEGORY	A	B	C	D
S-18	2360-1	737 (800-1)	NA	
CIRCLING	2360-1	736 (800-1)	NA	

Knots	60	90	120	150	180
Min:Sec					

SC-2, 08 APR 2010 to 06 MAY 2010

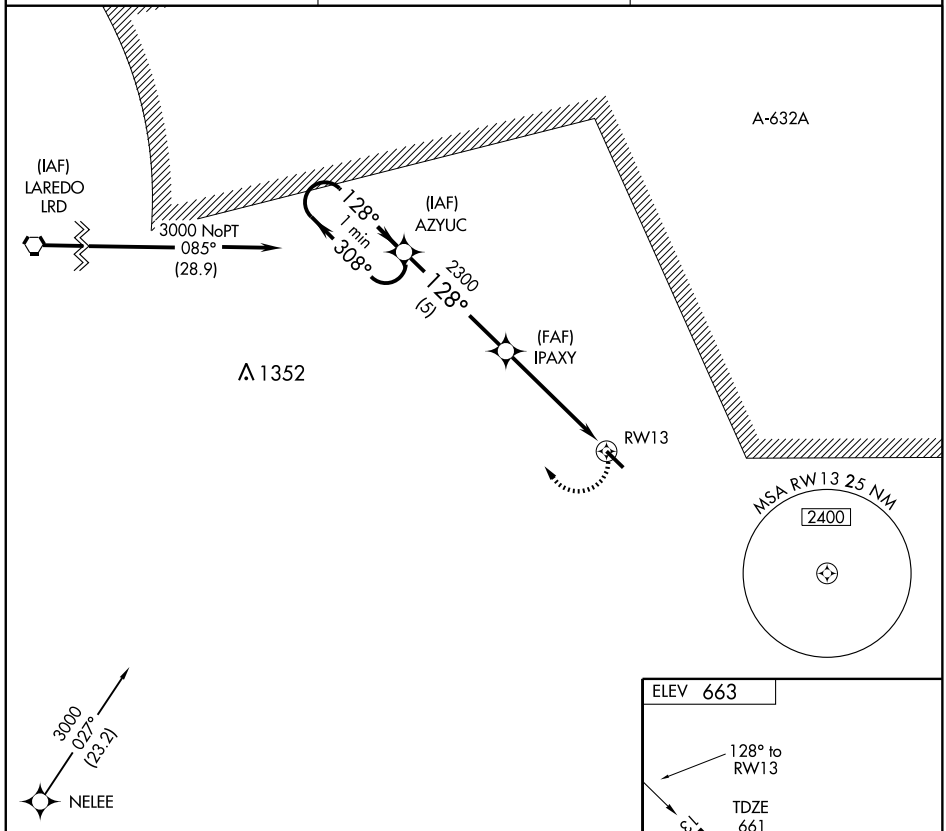
APP CRS	Rwy Idg	5003
128°	TDZE	661
	Apt Elev	663

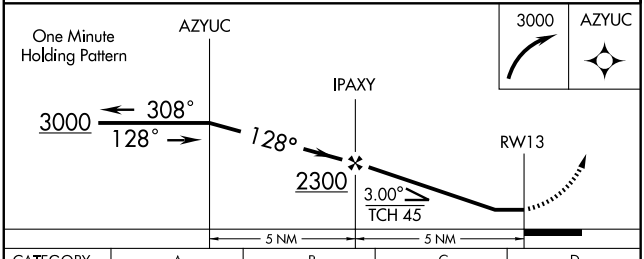
GPS RWY 13

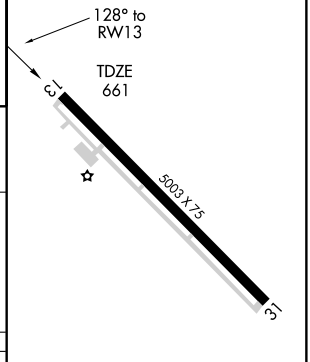
HEBBRONVILLE/ JIM HOGG COUNTY (HBV)

NA	Use Laredo Intl altimeter setting.	MISSED APPROACH: Climbing right turn to 3000 direct AZYUC WP and hold.

AWOS-3	HOUSTON CENTER	UNICOM
118.075	127.8 307.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-13	1220-1	559 (600-1)	1220-1½ 559 (600-1½)	NA
CIRCLING	1240-1	577 (600-1)	1260-1½ 597 (600-1½)	NA

MIRL Rwy 13-31 L

SC-3, 08 APR 2010 to 06 MAY 2010

NDB HBV	APP CRS	Rwy Idg	5003
266	139°	TDZE	661
		Apt Elev	663

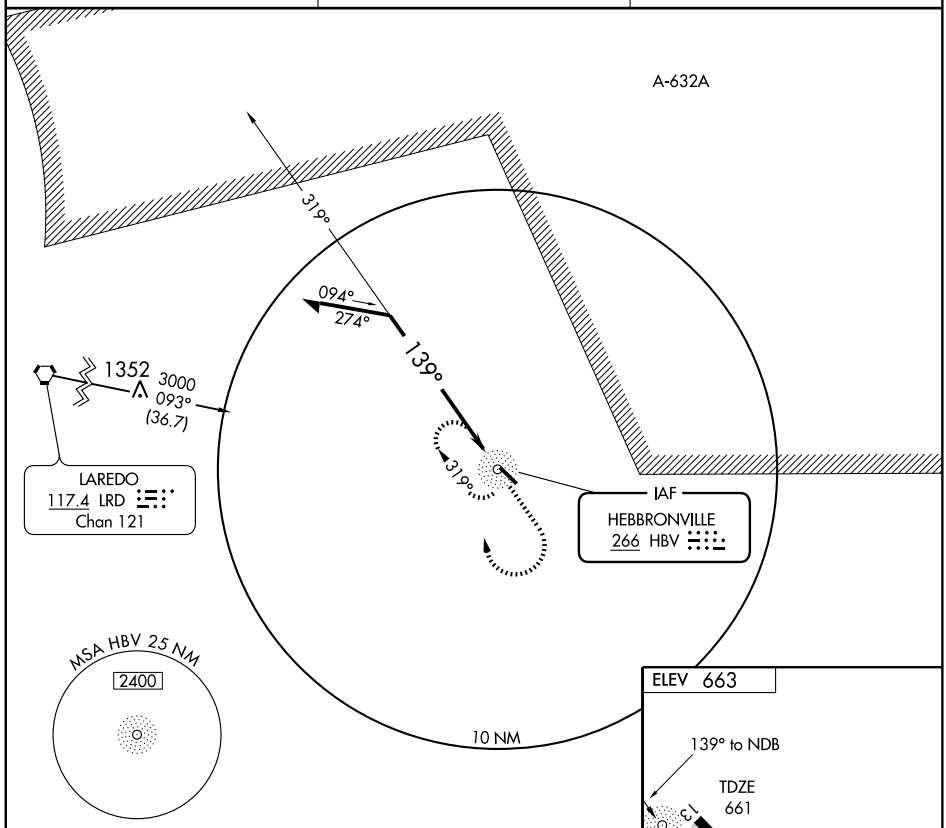
NDB RWY 13

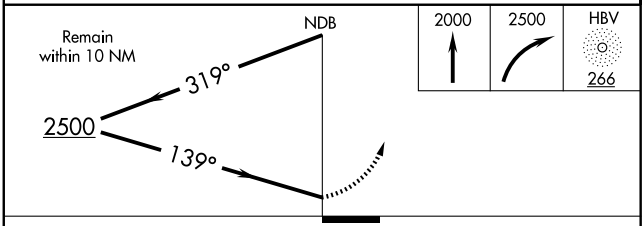
HEBBRONVILLE/JIM HOGG COUNTY (HBV)

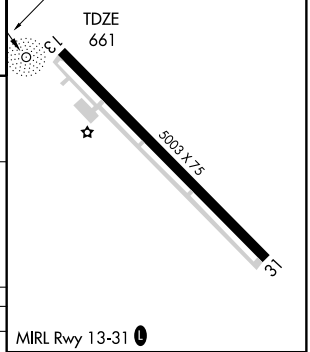
NA — Use Laredo Intl altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2500 direct HBV NDB and hold

AWOS-3	HOUSTON CENTER	UNICOM
118.075	127.8 307.2	122.8 (CTAF) L







MIRL Rwy 13-31 L

CATEGORY	A	B	C	D
S-13	1400-1	739 (800-1)	1400-2 739 (800-2)	NA
CIRCLING	1400-1	737 (800-1)	1400-2 737 (800-2)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-3. 08 APR 2010 to 06 MAY 2010

NDB HNO 371	APP CRS 164°	Rwy Idg NA TDZE NA Apt Elev 442

NDB-B

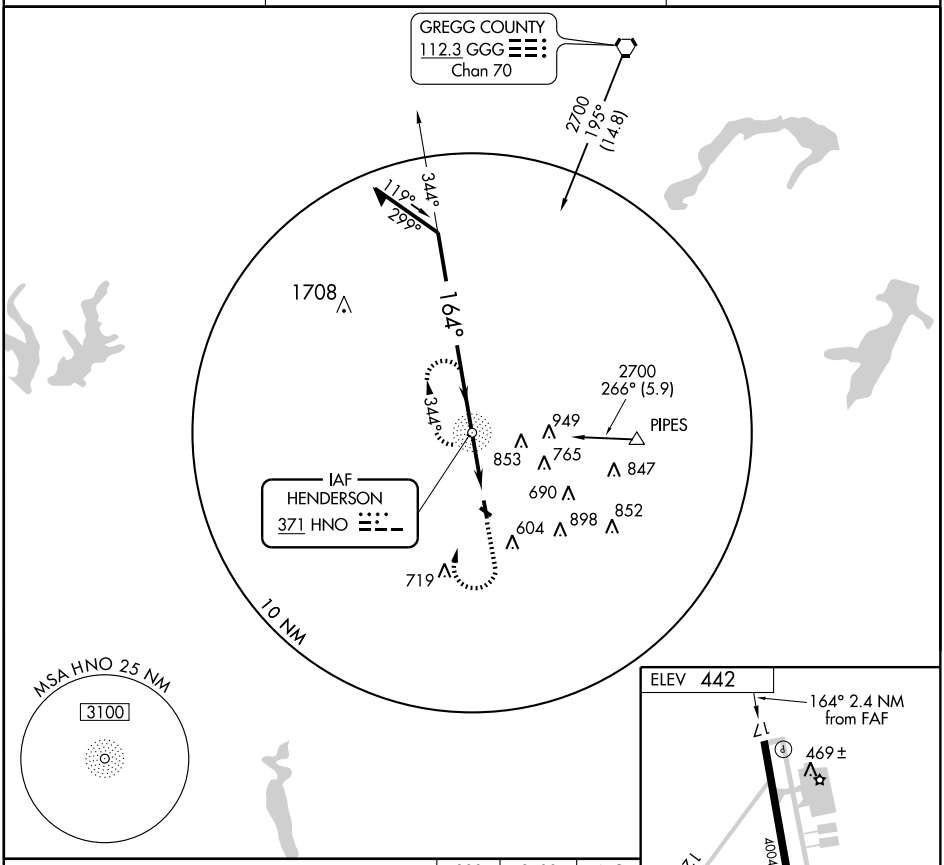
HENDERSON/ RUSK COUNTY (RFI)

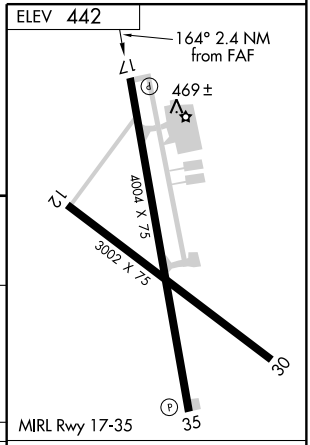
NA

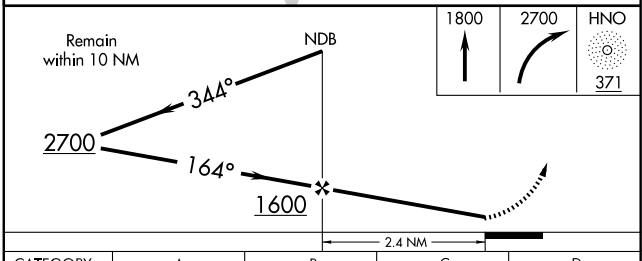
Use East Texas Rgnl altimeter setting; when not received, procedure not authorized.

MISSED APPROACH: Climb to 1800 then climbing right turn to 2700 direct HNO NDB and hold.

AWOS-3	LONGVIEW APP CON ★	UNICOM
119.375	118.25 270.3	122.8 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	1080-1 638 (700-1)		1080-1¾ 638 (700-1¾)	NA

FAF to MAP 2.4 NM

Knots	60	90	120	150	180
Min:Sec	2:24	1:36	1:12	0:58	0:48

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4004
167°	TDZE	442
	Apt Elev	442

RNAV (GPS) RWY 17

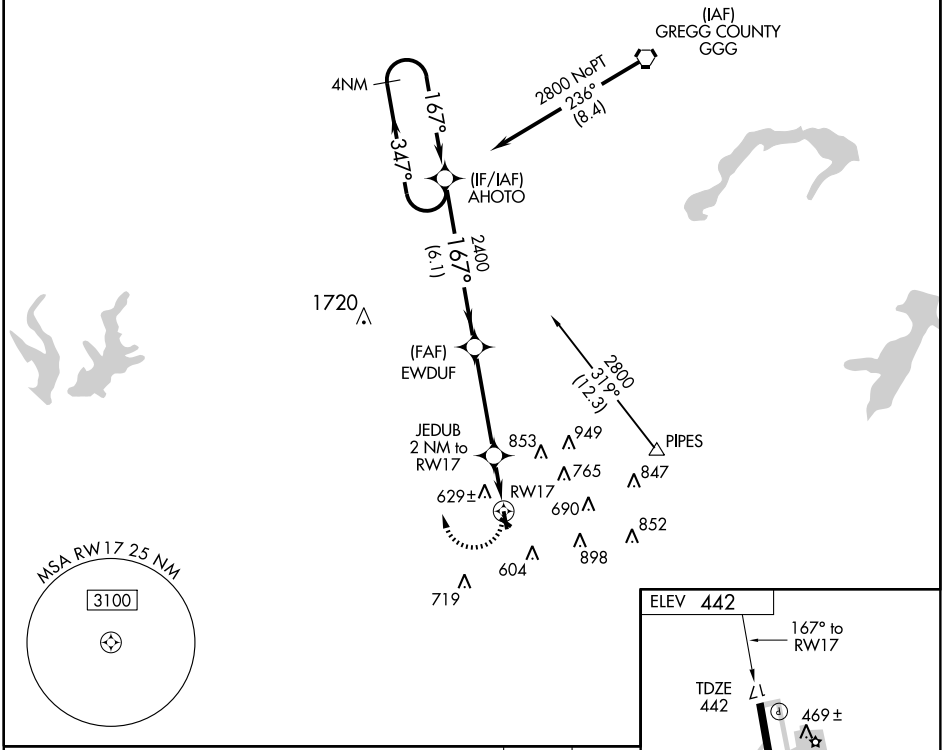
HENDERSON/ RUSK COUNTY (RFI)

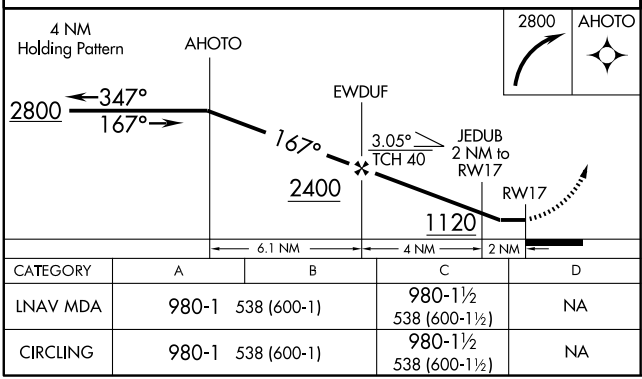
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Longview altimeter setting and increase all MDA 60 feet.

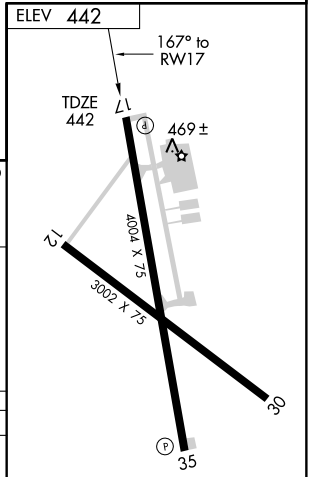
MISSED APPROACH: Climbing right turn to 2800 direct AHOTO and hold.

AWOS-3	LONGVIEW APP CON ★	UNICOM
119.375	118.25 270.3	122.8 (CTAF)

Procedure NA for arrivals at GGG VORTAC via V94 East Bound.







CATEGORY	A	B	C	D
LNAV MDA	980-1	538 (600-1)	980-1½ 538 (600-1½)	NA
CIRCLING	980-1	538 (600-1)	980-1½ 538 (600-1½)	NA

MIRL Rwy 17-35

SC-2, 08 APR 2010 to 06 MAY 2010

VORTAC GGG	APP CRS	Rwy Idg	NA
112.3	190°	TDZE	NA
Chan 70		Apt Elev	442

VOR/DME-A

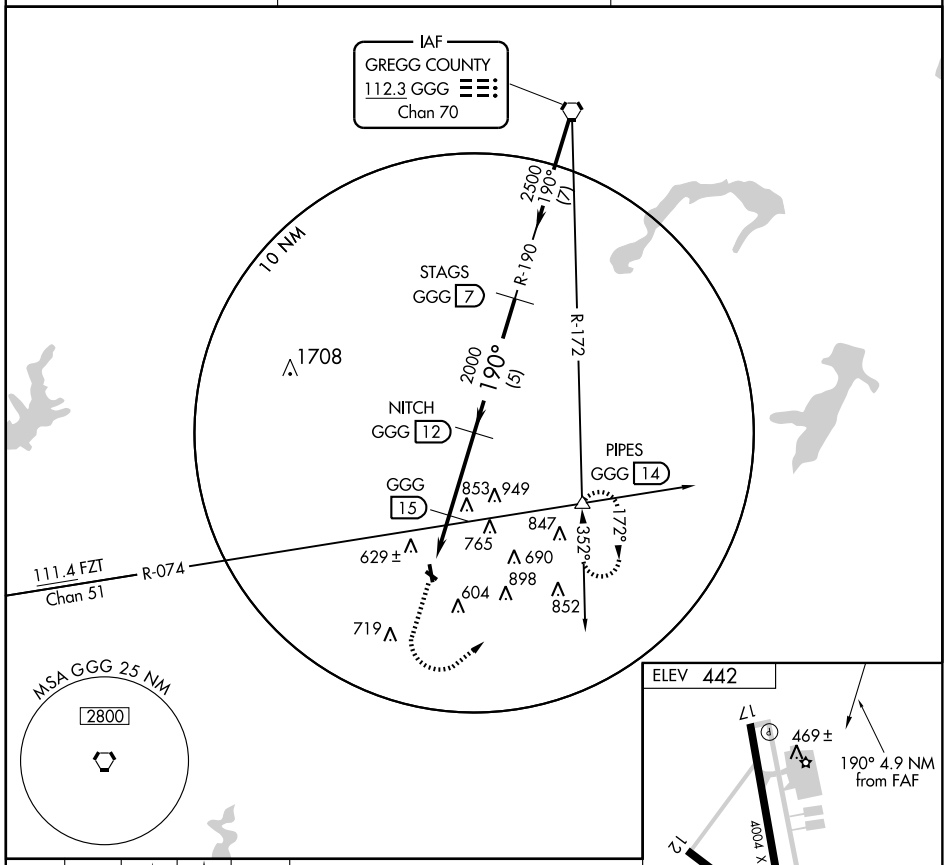
HENDERSON/ RUSK COUNTY (RFI)

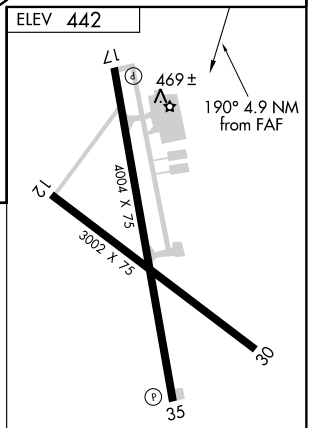
Use East Texas Rgnl altimeter setting; when not received, procedure not authorized.

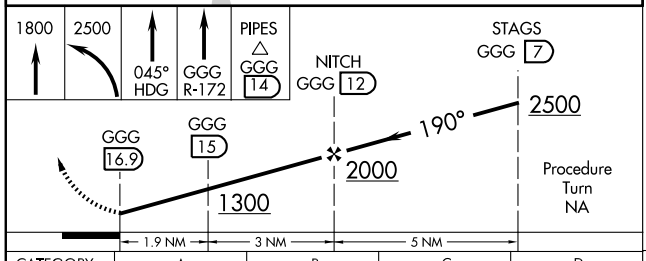
NA

MISSED APPROACH: Climb to 1800 then climbing left turn to 2500 via heading 045° and GGG R-172 to PIPES Int/14 DME and hold.

AWOS-3	LONGVIEW APP CON ★	UNICOM
119.375	118.25 270.3	122.8 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	1220-1 778 (800-1)	1220-1½ 778 (800-1½)	1220-2¼ 778 (800-2¼)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-2, 08 APR 2010 to 06 MAY 2010

NDB HRX	APP CRS		
341	201°	Rwy Idg	6100
		TDZE	3783
		Apt Elev	3783

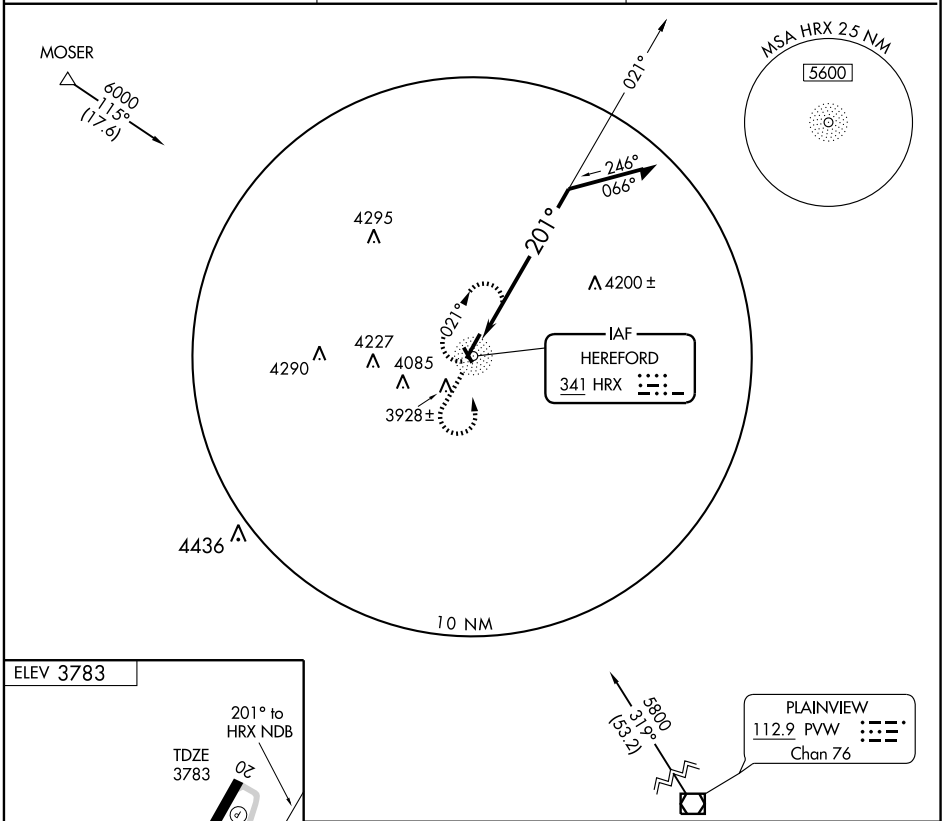
NDB RWY 20
HEREFORD MUNI (HRX)

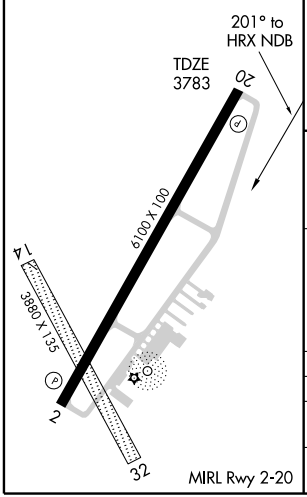
NA

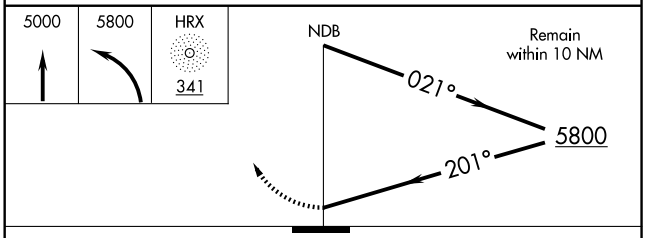
Use Amarillo Intl altimeter setting.

MISSED APPROACH: Climb to 5000 then climbing left turn to 5800 direct HRX NDB and hold.

AWOS-3	AMARILLO APP CON ★	UNICOM
118.05	119.5 307.0	122.8 (CTAF)







CATEGORY	A	B	C	D
S-20	4420-1	637 (700-1)	4420-1¾ 637 (700-1¾)	4420-2 637 (700-2)
CIRCLING	4420-1	637 (700-1)	4420-1¾ 637 (700-1¾)	4440-2 657 (700-2)

SC-2, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	6100
CH 50416	020°	TDZE	3786
W02A		Apt Elev	3788

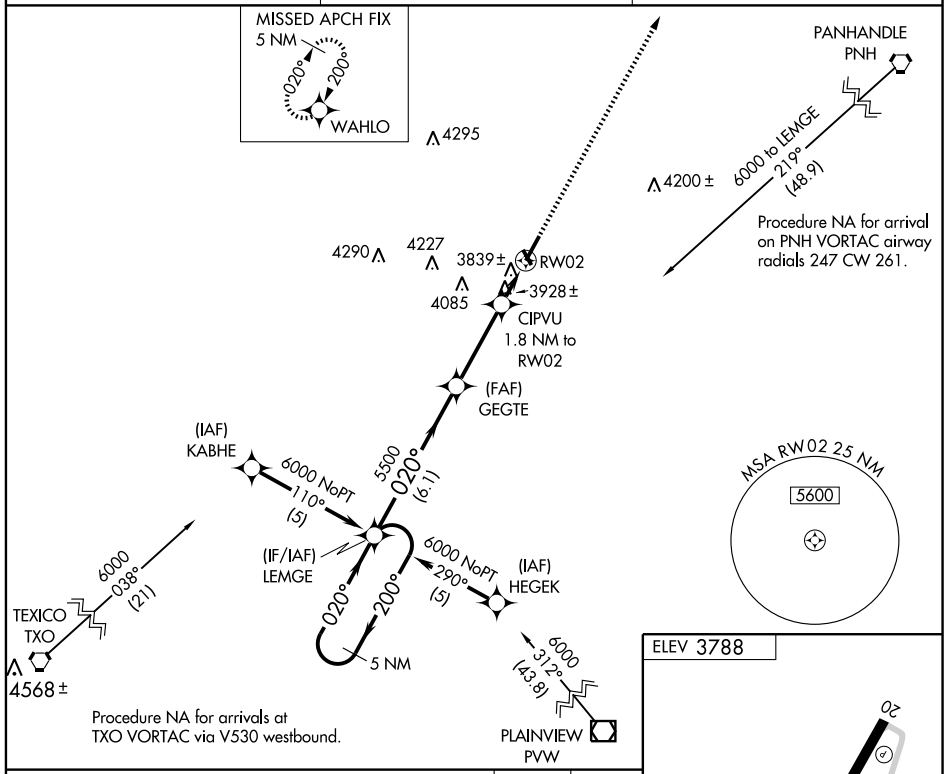
RNAV (GPS) RWY 2

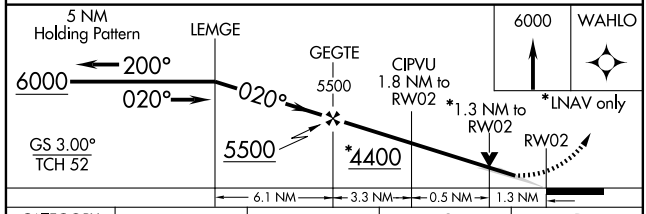
HEREFORD MUNI (HRX)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (105°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Amarillo Intl altimeter setting and increase all DA 112 feet and all MDA 120 feet, increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cats C and D visibility ¼ mile. Baro-VNAV NA when using Amarillo Intl altimeter setting. VDP NA with Amarillo Intl altimeter setting.

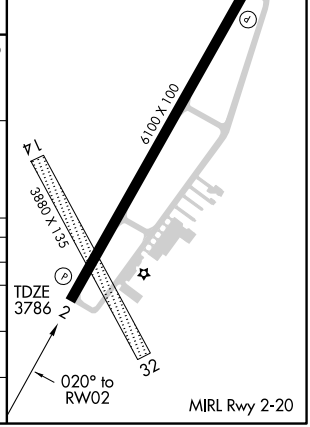
MISSED APPROACH: Climb to 6000 direct WAHLO and hold.

AWOS-3	AMARILLO APP CON★	UNICOM
118.05	119.5 307.0	122.8 (CTAF)





CATEGORY	A	B	C	D
LPV DA	3986-¾ 200 (200-¾)			
LNAV/VNAV DA	4126-1¼ 340 (400-1¼)			
LNAV MDA	4240-1 454 (500-1)		4240-1¼ 454 (500-1¼)	4240-1½ 454 (500-1½)
CIRCLING	4240-1 452 (500-1)	4280-1 492 (500-1)	4280-1½ 492 (500-1½)	4340-2 552 (600-2)



SC-2, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	6100
CH 61216	200°	TDZE	3786
W20A		Apt Elev	3788

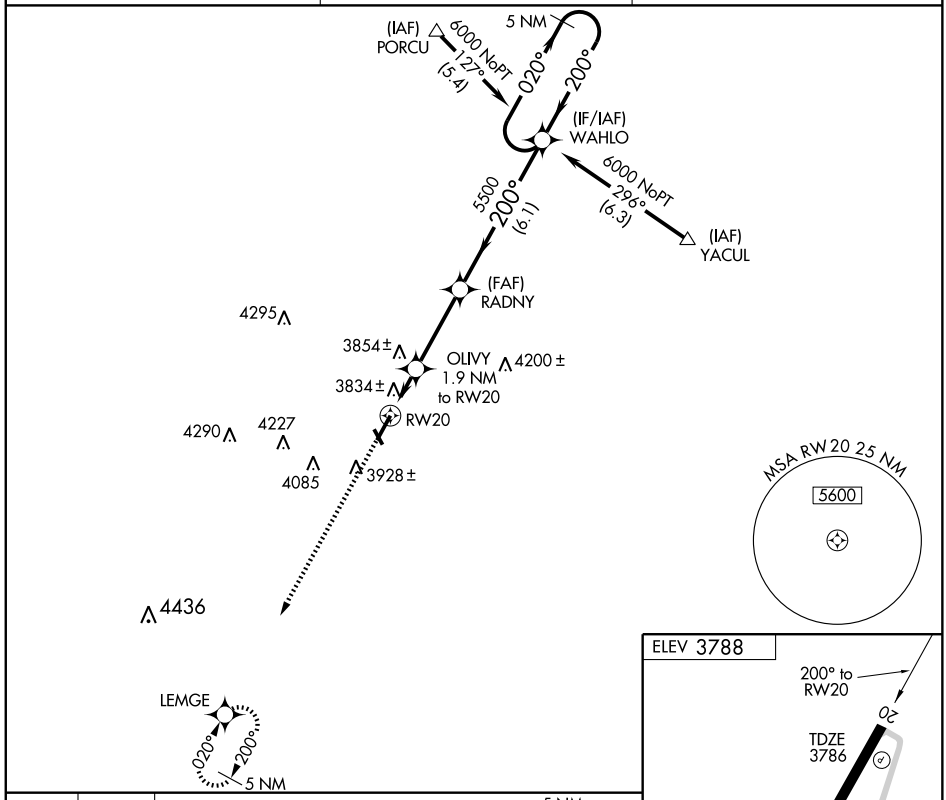
RNAV (GPS) RWY 20

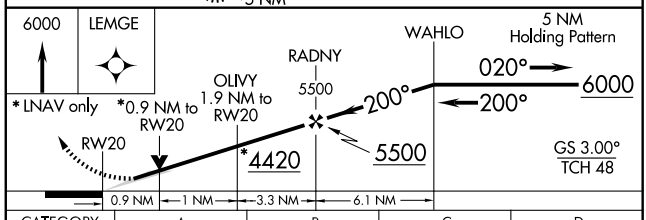
HEREFORD MUNI (HRX)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (105°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Amarillo Intl altimeter setting and increase all DA 112 feet and all MDA 120 feet, increase LPV and LNAV/VNAV all Cats, LNAV Cat C, and Circling Cats C and D visibilities ¼ mile, and increase LNAV Cat D visibility ½ mile. Baro-VNAV NA when using Amarillo Intl altimeter setting. VDP NA with Amarillo Intl altimeter setting.

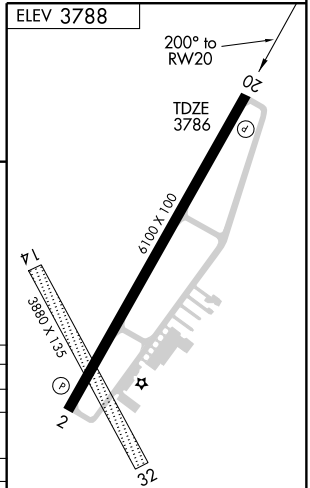
MISSED APPROACH: Climb to 6000 direct LEMGE and hold.

AWOS-3	AMARILLO APP CON*	UNICOM
118.05	119.5 307.0	122.8 (CTAF)





CATEGORY	A	B	C	D
LPV DA	3986-¾ 200 (200-¾)			
LNAV/VNAV DA	4120-1¼ 334 (400-1¼)			
LNAV MDA	4120-1 334 (400-1)			
CIRCLING	4160-1 372 (400-1)	4280-1 492 (500-1)	4280-1½ 492 (500-1½)	4340-2 552 (600-2)



SC-2, 08 APR 2010 to 06 MAY 2010

VORTAC GAG 115.6 Chan 103	APP CRS 197°	Rwy Idg N/A TDZE N/A Apt Elev 2566

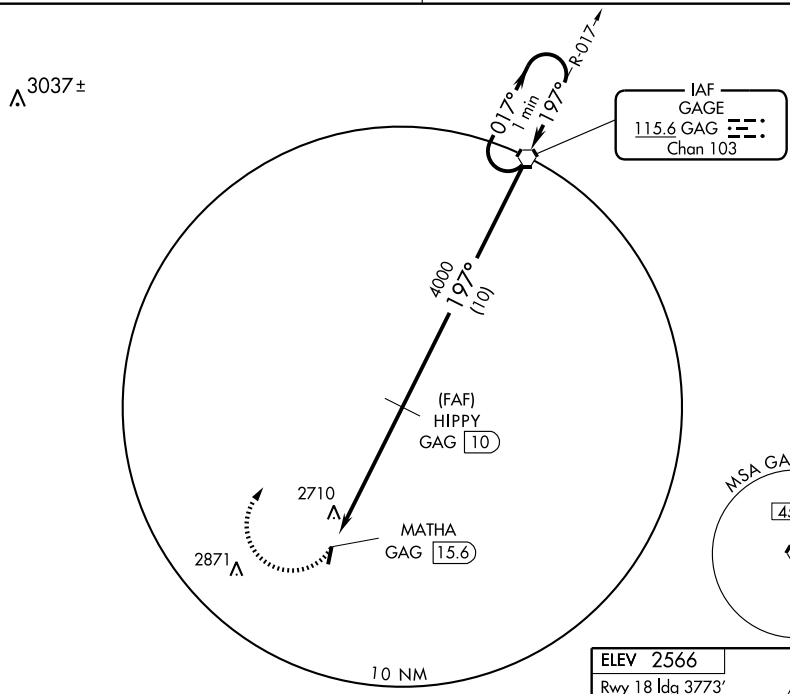
VOR/DME-A

HIGGINS-LIPSCOMB COUNTY (1X1)

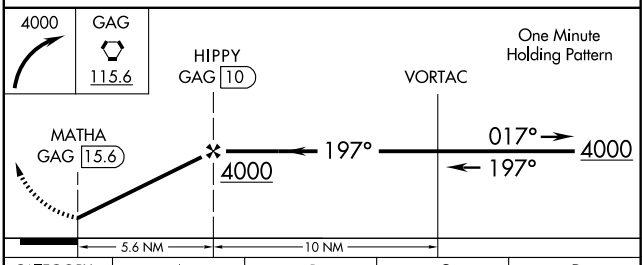
⚠ NA — Use Gage, OK altimeter setting. If not received, procedure not authorized.
Procedure not authorized at night.

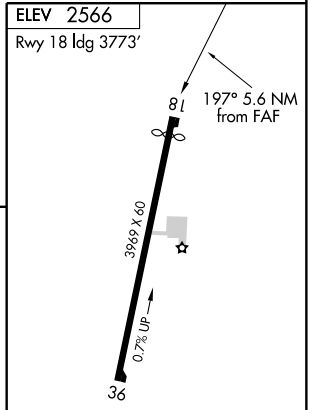
MISSED APPROACH: Climbing right turn to 4000 direct GAG VORTAC and hold.

KANSAS CITY CENTER	CTAF
126.95 379.2	122.9 L



NoPT for arrivals on GAG VORTAC airway radials 299 CW 107.





LIRL Rwy 18-36 L

CATEGORY	A	B	C	D
CIRCLING	3160-1 594 (600-1)		3160-1½ 594 (600-1½)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-2. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	3998
CH 40308	156°	TDZE	686
W16A		Apt Elev	686

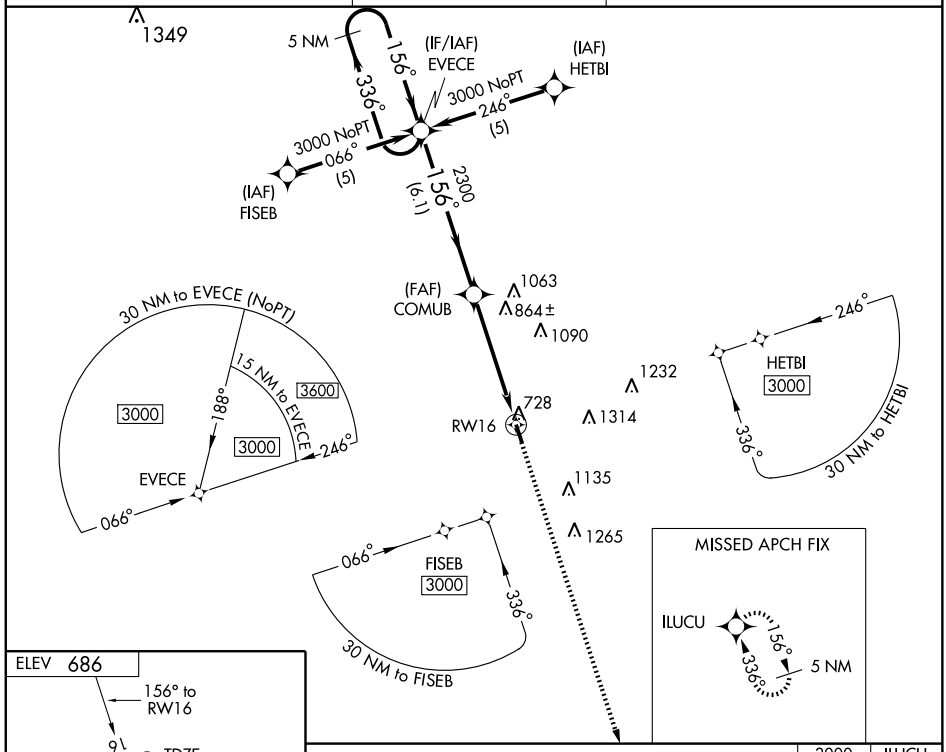
RNAV (GPS) RWY 16
HILLSBORO MUNI (INJ)

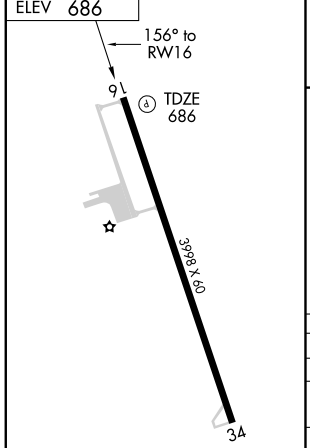
Baro-VNAV NA when using Cleburne Muni altimeter setting. DME/DME RNP-0.3 NA. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).

Visibility reduction by helicopters NA. When local altimeter setting not received use Cleburne Muni altimeter setting and increase all DA/MDA 80 feet, increase LPV and LNAV/VNAV visibility ¼ mile all Cats.

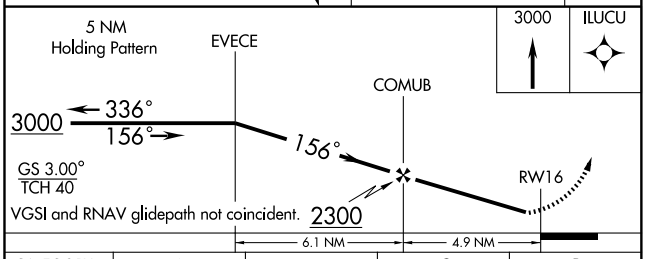
MISSED APPROACH: Climb to 3000 direct ILUCU and hold.

AWOS-3	WACO APP CON	CTAF
118.725	127.65 352.0	122.9





MIRL Rwy 16-34



CATEGORY	A	B	C	D
LPV DA	936-1 250 (300-1)		NA	
LNAV/ VNAV DA	1128-1½ 442 (500-1½)		NA	
LNAV MDA	1120-1 434 (500-1)		NA	
CIRCLING	1180-1 494 (500-1)	1200-1 514 (600-1)	NA	

SC-2, 08 APR 2010 to 06 MAY 2010

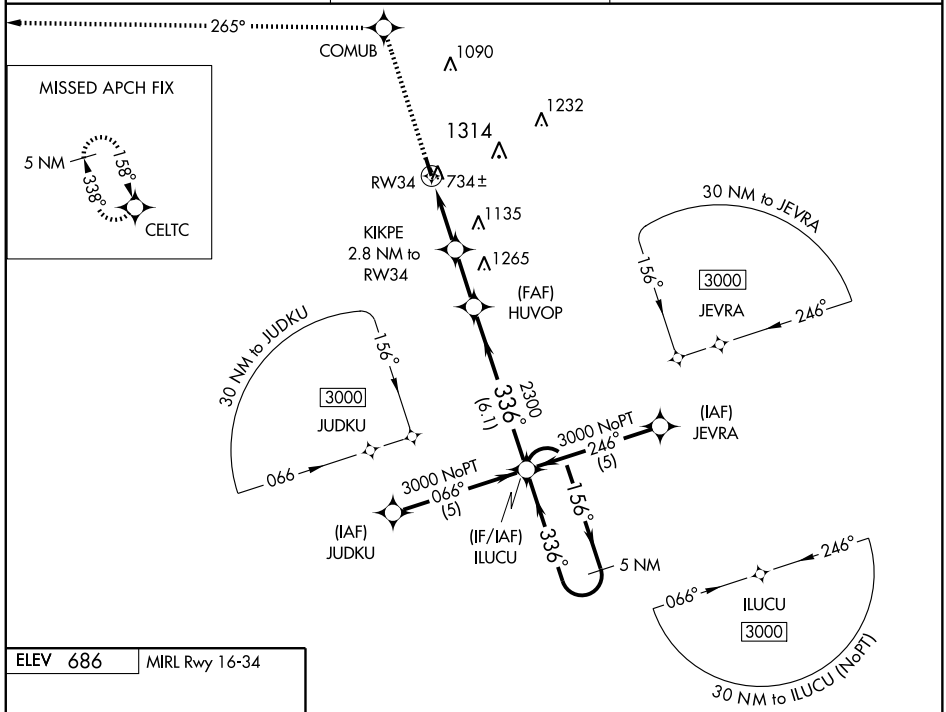
WAAS	APP CRS	Rwy Idg	3998
CH 65908	336	TDZE	684
W34A		Apt Elev	686

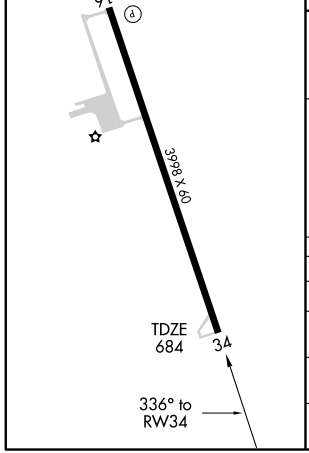
RNAV (GPS) RWY 34
HILLSBORO MUNI (INJ)

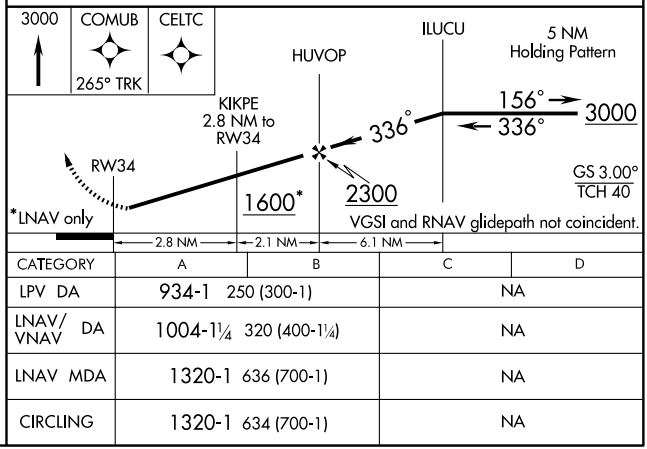
Baro-VNAV NA when using Celburne Muni altimeter setting. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Visibility reduction by helicopters NA. When local altimeter setting not received use Cleburne Muni altimeter setting and increase all DA/MDA 80 feet, increase LPV and LNAV/VNAV visibility ¼mile all Cats.

MISSED APPROACH: Climb to 3000 direct COMUB and via 265° track to CELTC and hold.

AWOS-3	WACO APP CON	CTAF
118.725	127.65 352.0	122.9







CATEGORY	A	B	C	D
LPV DA	934-1 250 (300-1)		NA	
LNAV/VNAV DA	1004-1¼ 320 (400-1¼)		NA	
LNAV MDA	1320-1 636 (700-1)		NA	
CIRCLING	1320-1 634 (700-1)		NA	

SC-2, 08 APR 2010 to 06 MAY 2010

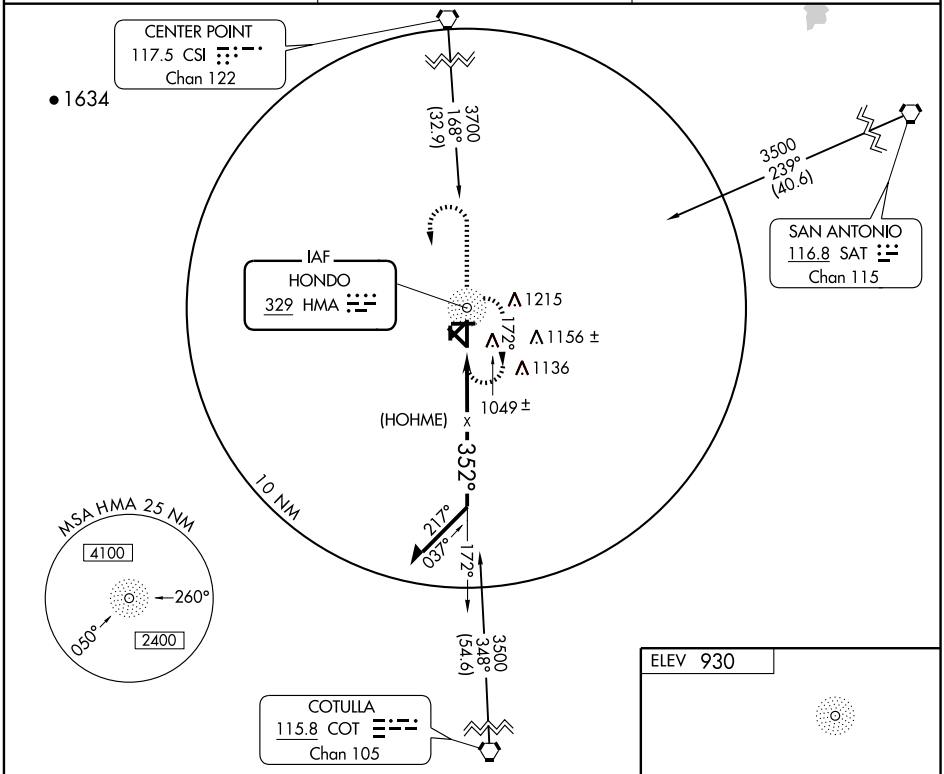
NDB HMA	APP CRS	Rwy Idg	5624
329	352°	TDZE	912
		Apt Elev	930

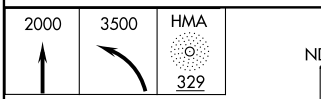
NDB or GPS RWY 35R
HONDO MUNI (HDO)

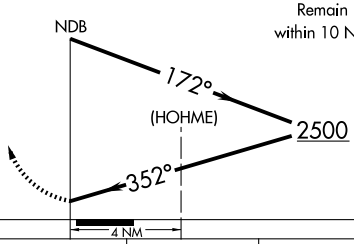
NA

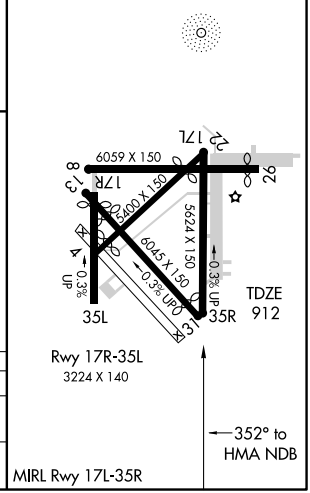
MISSED APPROACH: Climb to 2000 then climbing left turn to 3500 direct to HMA NDB and hold.

ASOS	HOUSTON CENTER	UNICOM
119.675	134.95 269.4	122.725 (CTAF)









CATEGORY	A	B	C	D
S-35R	1460-1	548 (600-1)	1460-1½ 548 (600-1½)	1460-1¾ 548 (600-1¾)
CIRCLING	1460-1	530 (600-1)	1580-1¾ 650 (700-1¾)	1580-2 650 (700-2)

HONDO, TEXAS

AL-195 (FAA)

RNAV (GPS) RWY 17L

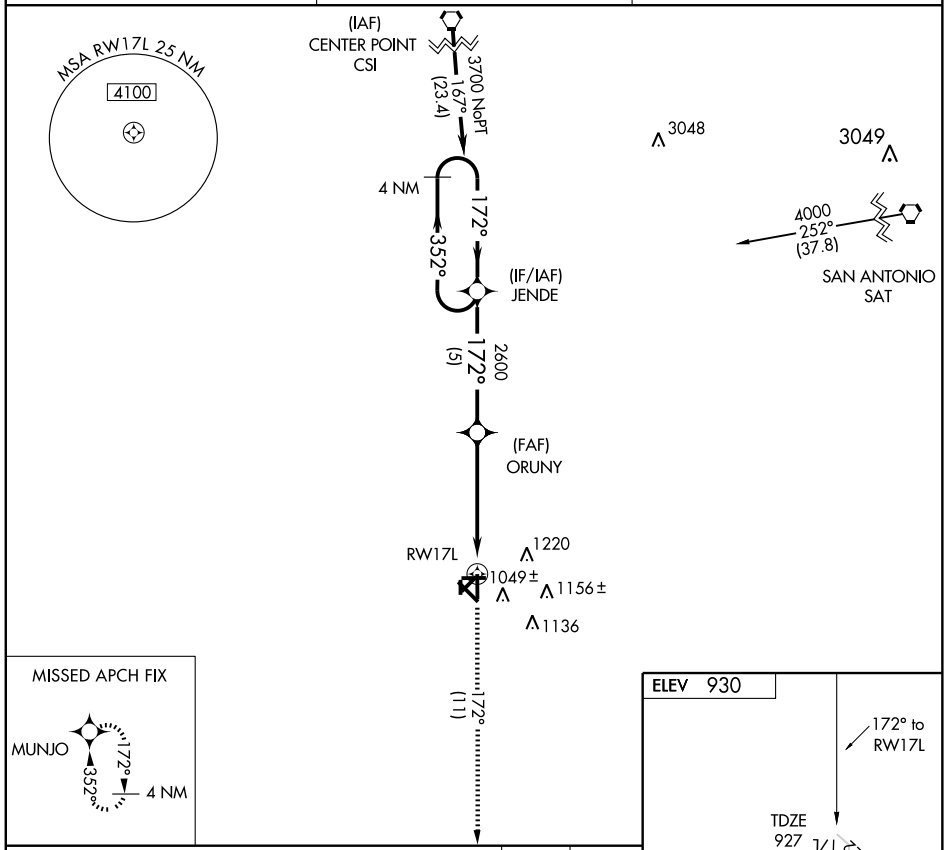
HONDO MUNI (HDO)

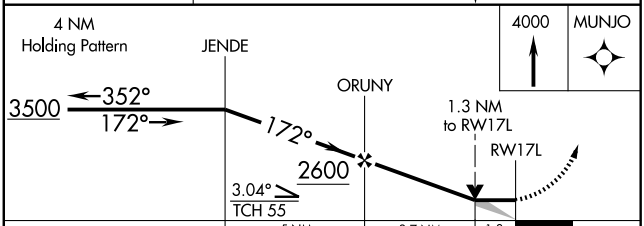
APP CRS	Rwy Idg	5624
172°	TDZE	927
	Apt Elev	930

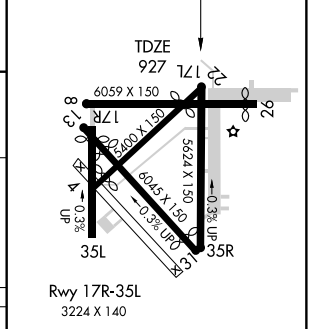
NA DME/DME RNP - 0.3 NA.

MISSED APPROACH: Climb to 4000 direct MUNJO and hold.

ASOS	HOUSTON CENTER	UNICOM
119.675	134.95 269.4	122.725 (CTAF)





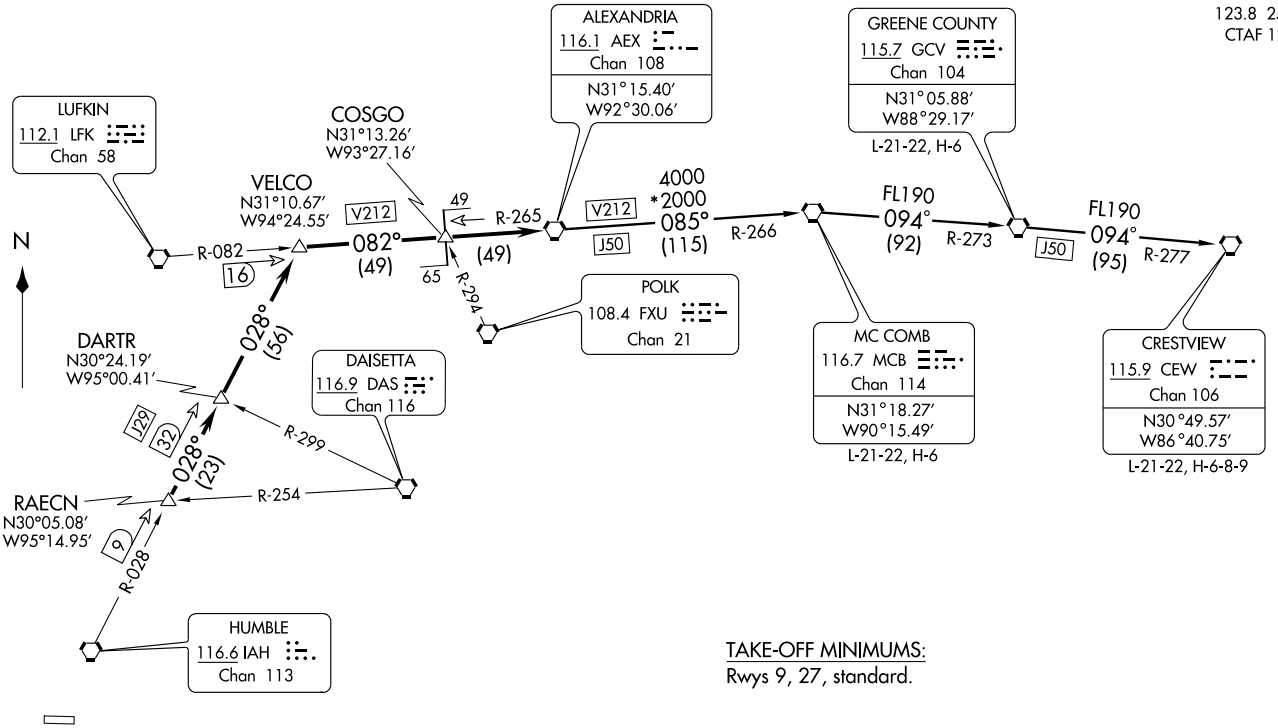


CATEGORY	A	B	C	D
LNAV MDA	1420-1	493 (500-1)	1420-1¼ 493 (500-1¼)	1420-1½ 493 (500-1½)
CIRCLING	1420-1	490 (500-1)	1580-1¾ 650 (700-1¾)	1580-2 650 (700-2)

MIRL Rwy 17L-35R

SC-3, 08 APR 2010 to 06 MAY 2010

CLNC DEL
120.8
HOUSTON DEP CON
123.8 257.7
CTAF 123.0



TAKE-OFF MINIMUMS:
Rwys 9, 27, standard.

NOTE: Radar Required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000', expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 to VELCO INT, then right turn via LFK R-082 and AEX R-265 to AEX VORTAC.

THE FOLLOWING TRANSITIONS ARE ATC ASSIGNED ONLY DO NOT FILE:

CRESTVIEW TRANSITION (AEX4.CEW): (For aircraft being weather rerouted to join a jet route off CEW VORTAC or overflying CEW VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC, then via GCV R-094 and CEW R-277 to CEW VORTAC.

GREENE COUNTY TRANSITION (AEX4.GCV): (For aircraft being weather rerouted to join a jet route off GCV VORTAC or overflying GCV VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC.

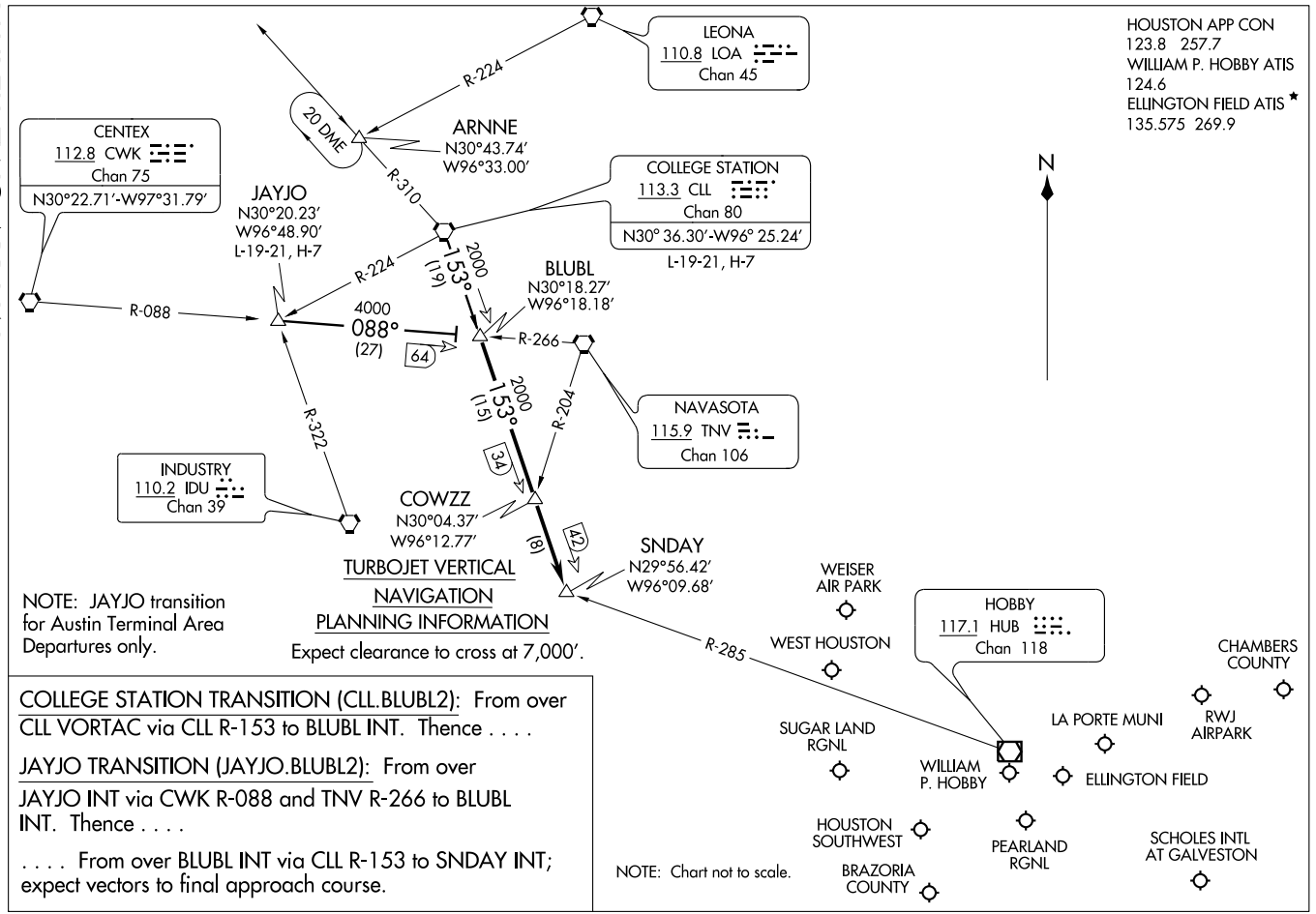
MC COMB TRANSITION (AEX4.MCB): (For aircraft being weather rerouted to join a jet route off MCB VORTAC or overflying MCB VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC.

TAKE-OFF OBSTACLES:

Rwy 9, Multiple hangars beginning 239' from DER, 360' right of centerline, up to 42' AGL/106' MSL.
Multiple trees beginning 501' from DER, 355' right of centerline, up to 43' AGL/111' MSL.
Multiple hangars beginning 119' from DER, 498' left of centerline, up to 41' AGL/105' MSL.
Pole 332' from DER, 299' left of centerline, 43' AGL/97' MSL.
Antenna 1172' from DER, 658' left of centerline, 51' AGL/115' MSL.
Multiple trees beginning 558' from DER, 68' left of centerline, up to 58' AGL/122' MSL.

Rwy 27, Multiple trees beginning 1050' from DER, 40' left of centerline, up to 71' AGL/140' MSL.
Vehicle and road 99' from DER, 291' right of centerline, 15' AGL/83' MSL.
Multiple trees beginning 873' from DER, 514' right of centerline, up to 59' AGL/130' MSL.
Multiple transmission poles beginning 1304' from DER, 131' right of centerline, up to 41' AGL/110' MSL.

SC-5, 08 APR 2010 to 06 MAY 2010



COLLEGE STATION TRANSITION (CLL.BLUBL2): From over CLL VORTAC via CLL R-153 to BLUBL INT. Thence . . . .

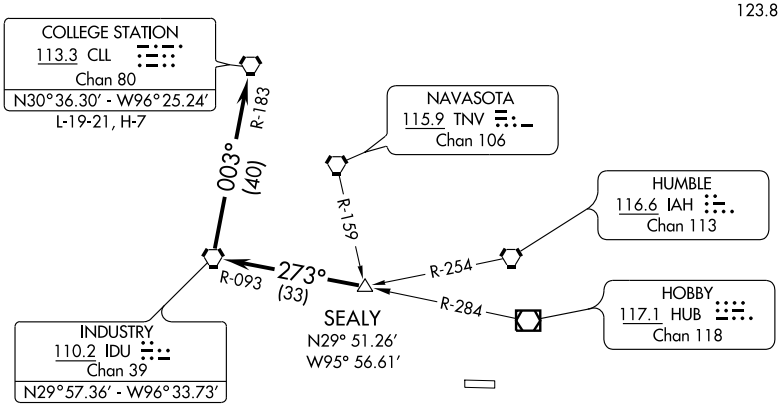
JAYJO TRANSITION (JAYJO.BLUBL2): From over JAYJO INT via CWK R-088 and TNV R-266 to BLUBL INT. Thence . . . .

. . . . From over BLUBL INT via CLL R-153 to SNDAY INT; expect vectors to final approach course.

COLLEGE TWO DEPARTURE

SL-6575 (FAA)

CLNC DEL
120.8
HOUSTON DEP CON
123.8 257.7
CTAF
123.0



TAKE-OFF MINIMUMS:
Rwys 9, 27 standard.

TAKE-OFF OBSTACLES:
Rwy 9, Multiple hangars beginning 239' from DER, 360' right of centerline, up to 42' AGL/106' MSL. Multiple trees beginning 501' from DER, 355' right of centerline, up to 43' AGL/111' MSL. Multiple hangars beginning 119' from DER, 498' left of centerline, up to 41' AGL/105' MSL. Pole 332' from DER, 299' left of centerline, 43' AGL/97' MSL. Antenna 1172' from DER, 658' left of centerline, 51' AGL/115' MSL. Multiple trees beginning 558' from DER, 68' left of centerline, up to 58' AGL/122' MSL.
Rwy 27, Multiple trees beginning 1050' from DER, 40' left of centerline, up to 71' AGL/140' MSL Vehicle and road 99' from DER, 291' right of centerline, 15' AGL/83' MSL. Multiple trees beginning 873' from DER, 514' right of centerline, up to 59' AGL/130' MSL. Multiple transmission poles beginning 1304' from DER, 131' right of centerline, up to 41' AGL/110' MSL.

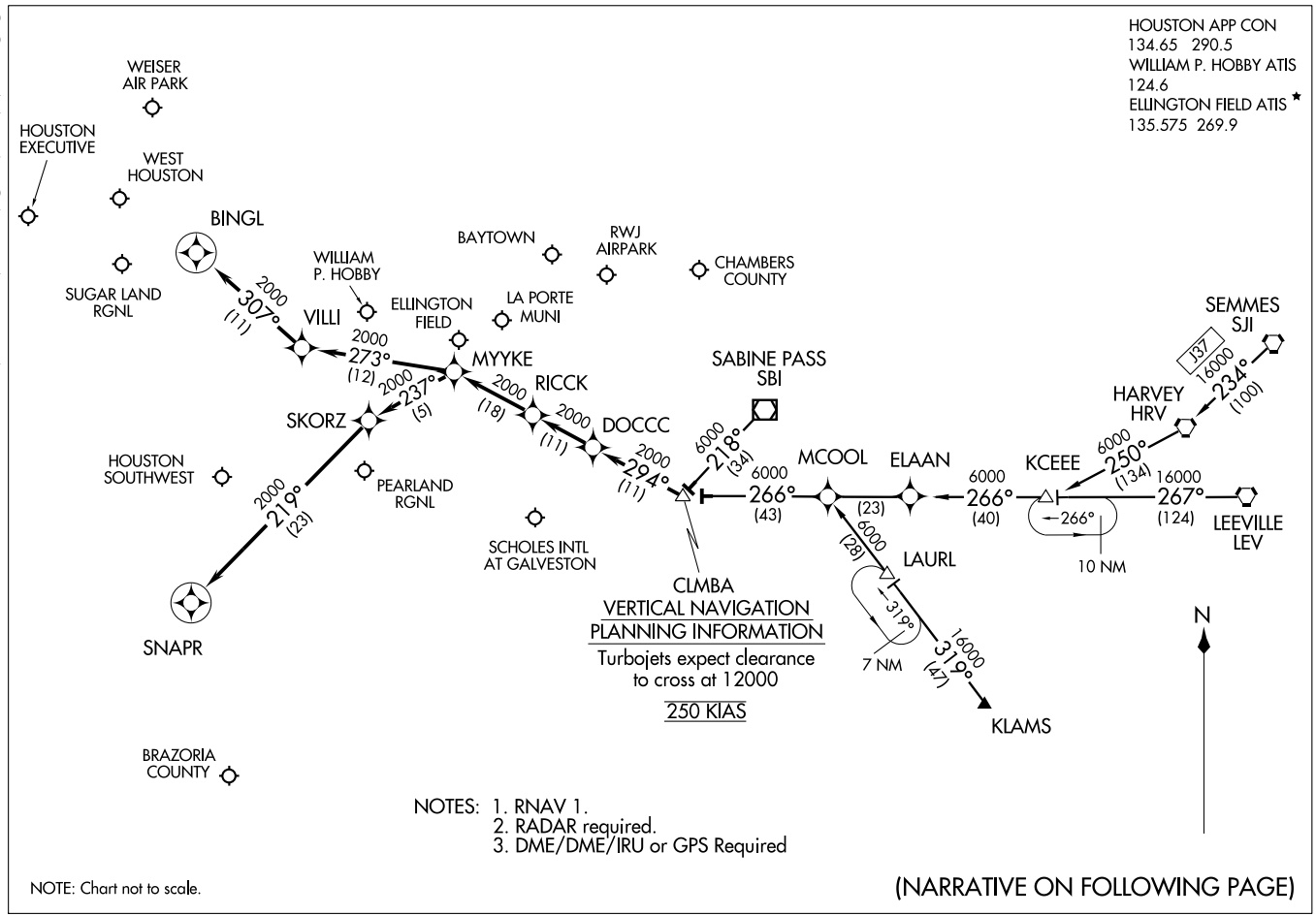
NOTE: Radar Required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to SEALY INT, maintain 4000, expect filed altitude 10 minutes after departure, Thence . . . .

. . . . via IDU R-093 to IDU VORTAC, then right turn via IDU R-003 and CLL R-183 to CLL VORTAC.



COLUMBIA ONE ARRIVAL (RNAV)

(CLMBA.CLMBA1) 09239

ST-198 (FAA)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)
KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF, and VUH must be operational.)
LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)
SABINE PASS TRANSITION (SBI.CLMBA1):
SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK . . . .

WILLIAM P. HOBBY/HOUSTON (HOU):

LANDING RUNWAY 4: . . . . From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

LANDING RUNWAY 12R: . . . . From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

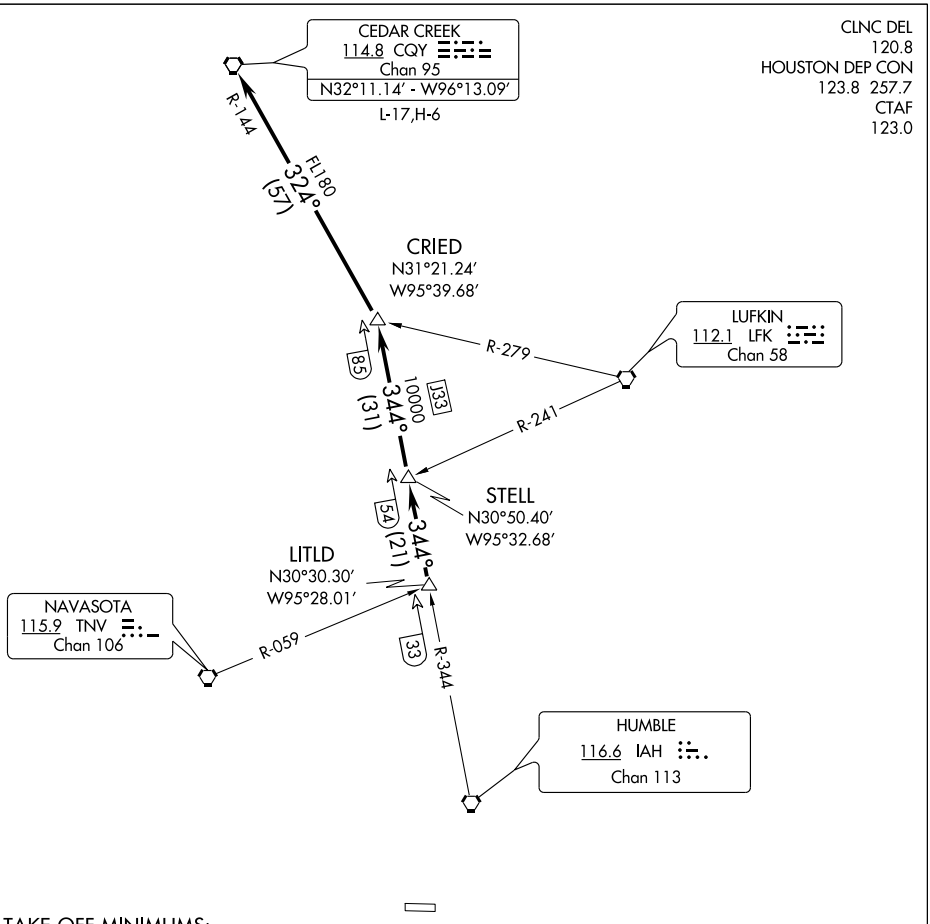
FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

SC-5, 08 APR 2010 to 06 MAY 2010

CRIED THREE DEPARTURE

SL-6575 (FAA)

HOUSTON-SOUTHWEST (AXH)
HOUSTON, TEXAS



TAKE-OFF MINIMUMS:
Rwy 9,27 standard.

(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Radar Required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to LITLD INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-344 to STELL INT, then via IAH R-344 to CRIED INT, then left turn via CQY R-144 to CQY VORTAC.

SC-5, 08 APR 2010 to 06 MAY 2010

TAKE-OFF OBSTACLES:

Rwy 9, Multiple hangars beginning 239′ from DER, 360′ right of centerline, up to 42′ AGL/106′ MSL. Multiple trees beginning 501′ from DER, 355′ right of centerline, up to 43′ AGL/111′ MSL. Multiple hangars beginning 119′ from DER, 498′ left of centerline, up to 41′ AGL/105′ MSL. Pole 332′ from DER, 299′ left of centerline, 43′ AGL/97′ MSL. Antenna 1172′ from DER, 658′ left of centerline, 51′ AGL/115′ MSL. Multiple trees beginning 558′ from DER, 68′ left of centerline, up to 58′ AGL/122′ MSL.

Rwy 27, Multiple trees beginning 1050′ from DER, 40′ left of centerline, up to 71′ AGL/140′ MSL. Vehicle and road 99′ from DER, 291′ right of centerline, 15′ AGL/83′ MSL. Multiple trees beginning 873′ from DER, 514′ right of centerline, up to 59′ AGL/130′ MSL. Multiple transmission poles beginning 1304′ from DER, 131′ right of centerline, up to 41′ AGL/110′ MSL.

SC-5, 08 APR 2010 to 06 MAY 2010

DAISETTA EIGHT ARRIVAL (DAS.DAS8)

HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS *
135.575 269.9

NOTE: For all conventional navigation aircraft landing in the Houston terminal area. For all turboprops/pistons landing IAH. ATC assigned only for all others.

NOTE: For RNAV equipped aircraft landing IAH runways 8L/R and 9 from over DAETN INT direct JOESZ INT, expect vectors to final approach course prior to JOESZ INT, if not received by JOESZ INT fly present heading.

ELM GROVE
111.2 EMG
Chan 49
N32°24.01'-W93°35.71'
L-17, H-6

QUESO
N30°46.86'
W94°06.54'

BROWW
N30°54.22'
W93°52.20'

SAWMILL
113.75 SWB
Chan 84(Y)
N31°58.39' - W92°40.63'
L-22, H-6

LUFKIN
112.1 LFK
Chan 58
N31°09.74'
W94°43.02'
L-19-21, H-6

VIERA
N30°44.51'
W94°02.83'

TQELA
N30°32.39'
W93°46.23'

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40' -W92°30.06'
L-21-22, H-6

INDUSTRY
110.2 IDU
Chan 39

JOESZ
N30°06.40'
W95°46.72'

INNIS
N30°02.07'
W95°06.83'

REHAB
N29°59.59'
W95°14.25'

COMBS
N30°23.32'
W94°25.84'

DAETN
N30°06.31'
W94°54.07'

YAAOW
N29°53.12'
W95°10.69'

DRXLR
N29°45.59'
W95°13.92'

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

HUMBLE
116.6 IAH
Chan 113

HOBBY
117.1 HUB
Chan 118

DAISETTA
116.9 DAS
Chan 116
N30°11.38' -W94°38.70'

LAKE CHARLES
113.4 LCH
Chan 81
N30°08.49' -W93°06.33'
L-21-22, H-7

BEAUMONT
114.5 BPT
Chan 92
N29°56.76' -W94°00.97'

VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: 280K IAS
Expect clearance
to cross at 13,000'

RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

WEISER AIRPARK
WEST HOUSTON
HOUSTON EXECUTIVE
SUGAR LAND RGNL
LA PORTE MUNI
CHAMBERS COUNTY
WILLIAM P. HOBBY
BAYTOWN
RWJ AIRPARK
PEARLAND RGNL
ELLINGTON FIELD
HOUSTON-SOUTHWEST
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY

DAISETTA EIGHT ARRIVAL (DAS.DAS8)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence . . . .

SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

. . . . From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:

. . . . From DAETN INT fly heading 265° for vectors to final approach course.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

FOR ALL OTHER AIRPORTS:

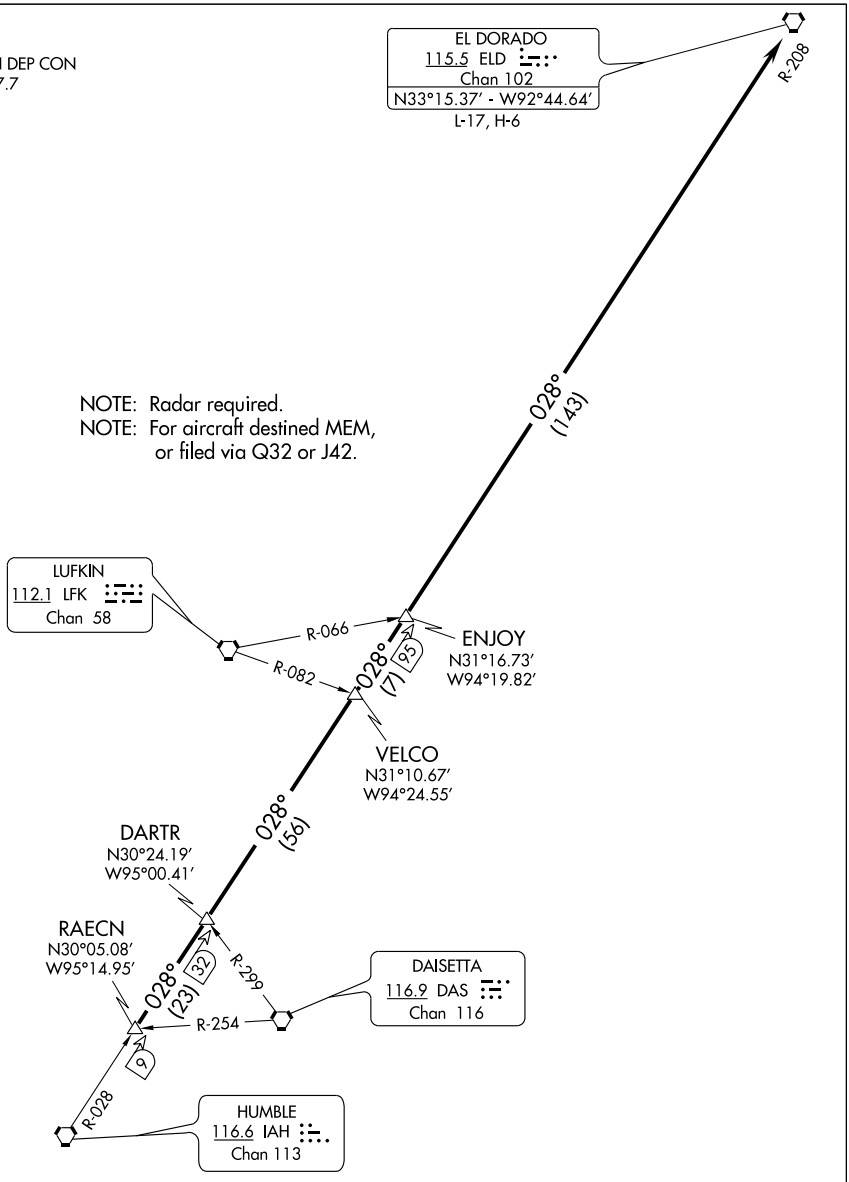
. . . . From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.

SC-5, 08 APR 2010 to 06 MAY 2010

EL DORADO ONE DEPARTURE SL-6575 (FAA)

HOUSTON-SOUTHWEST (AXH)
HOUSTON, TEXAS

CLNC DEL
120.8
HOUSTON DEP CON
123.8 257.7
CTAF
123.0



NOTE: Chart not to scale.

TAKE-OFF MINIMUMS:
Rwy 9, 27, standard.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 and the ELD R-208 to ELD VORTAC.

TAKE-OFF OBSTACLES

Rwy 9, Multiple hangars beginning 239′ from DER, 360′ right of centerline, up to 42′ AGL/106′ MSL. Multiple trees beginning 501′ from DER, 355′ right of centerline, up to 43′ AGL/111′ MSL. Multiple hangars beginning 119′ from DER, 498′ left of centerline, up to 41′ AGL/105′ MSL. Pole 332′ from DER, 299′ left of centerline, 43′ AGL/97′ MSL. Antenna 1172′ from DER, 658′ left of centerline, 51′ AGL/115′ MSL. Multiple trees beginning 558′ from DER, 68′ left of centerline, up to 58′ AGL/122′ MSL.

Rwy 27, Multiple trees beginning 1050′ from DER, 40′ left of centerline, up to 71′ AGL/140′ MSL. Vehicle and road 99′ from DER, 291′ right of centerline, 15′ AGL/83′ MSL. Multiple trees beginning 873′ from DER, 514′ right of centerline, up to 59′ AGL/130′ MSL. Multiple TRMSN poles begining 1304′ from DER, 131′ right of centerline, up to 41′ AGL/110′ MSL.

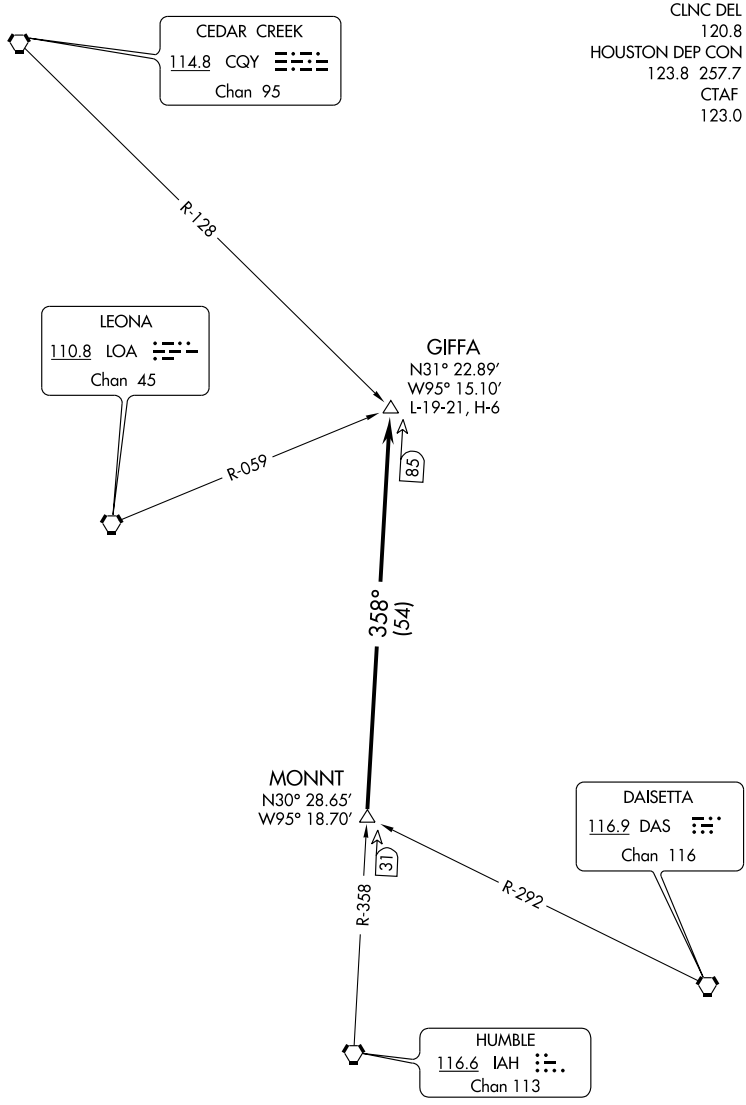
SC-5, 08 APR 2010 to 06 MAY 2010

GIFFA THREE DEPARTURE

SL-6575 (FAA)

HOUSTON-SOUTHWEST (AXH)
HOUSTON, TEXAS

CLNC DEL
120.8
HOUSTON DEP CON
123.8 257.7
CTAF
123.0



NOTE: Radar Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

TAKE-OFF MINIMUMS:
Rwys 9, 27, standard.

SC-5, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

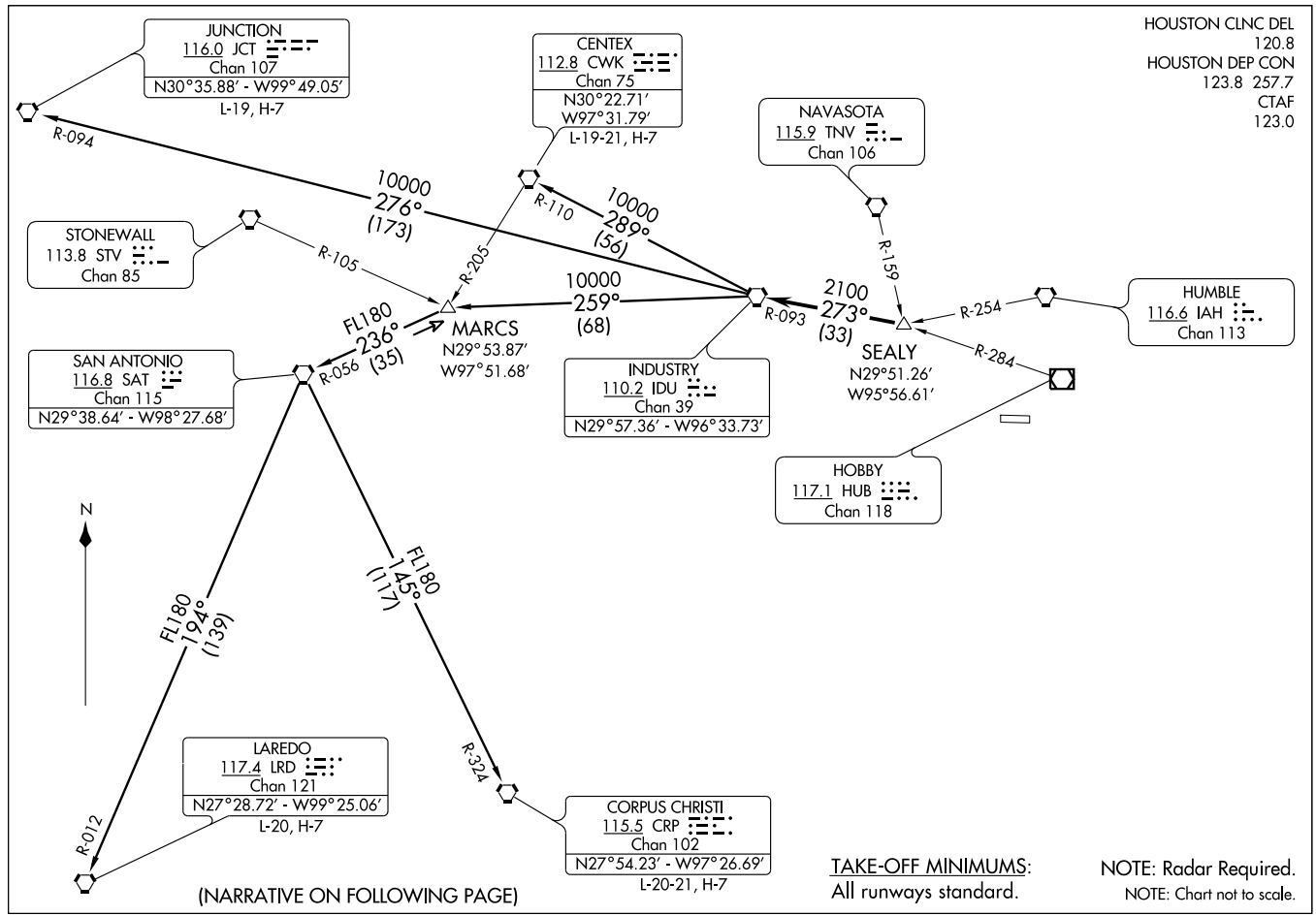
When entering controlled airspace, fly assigned heading for vectors to MONNT INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-358 to GIFFA INT.

TAKE-OFF OBSTACLES:

Rwy 9, Multiple hangars beginning 239′ from DER, 360′ right of centerline, up to 42′ AGL/106′ MSL.
Multiple trees beginning 501′ from DER, 355′ right of centerline, up to 43′ AGL/111′ MSL.
Multiple hangars beginning 119′ from DER, 498′ left of centerline, up to 41′ AGL/105′ MSL.
Pole 332′ from DER, 299′ left of centerline, 43′ AGL/97′ MSL.
Antenna 1172′ from DER, 658′ left of centerline, 51′ AGL/115′ MSL.
Multiple trees beginning 558′ from DER, 68′ left of centerline, up to 58′ AGL/122′ MSL.
Rwy 27, Multiple trees beginning 1050′ from DER, 40′ left of centerline, up to 71′ AGL/140′ MSL.
Vehicle and road 99′ from DER, 291′ right of centerline, 15′ AGL/83′ MSL.
Multiple trees beginning 873′ from DER, 514′ right of centerline, up to 59′ AGL/130′ MSL.
Multiple transmission poles beginning 1304′ from DER, 131′ right of centerline, up to 41′ AGL/110′ MSL.

SC-5, 08 APR 2010 to 06 MAY 2010



(IDU3.IDU) 08157 INDUSTRY THREE DEPARTURE

SL-6575 (FAA)

HOUSTON-SOUTHWEST (AXH)
HOUSTON, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to SEALY INT. Maintain 4000'. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . VIA IDU R-093 to IDU VORTAC.

CENTEX TRANSITION (IDU3.CWK): (ATC assigned only. For aircraft inbound to the DFW Metroplex area that are being rerouted due to bad weather.) From over IDU VORTAC via IDU R-289 and CWK R-110 to CWK VORTAC.

CORPUS CHRISTI TRANSITION (IDU3.CRP): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-145 and CRP R-324 to CRP VORTAC.

JUNCTION TRANSITION (IDU3.JCT): (For aircraft overflying JCT VORTAC via J2, J15, or J86.) From over IDU VORTAC via IDU R-276 and JCT R-094 to JCT VORTAC.

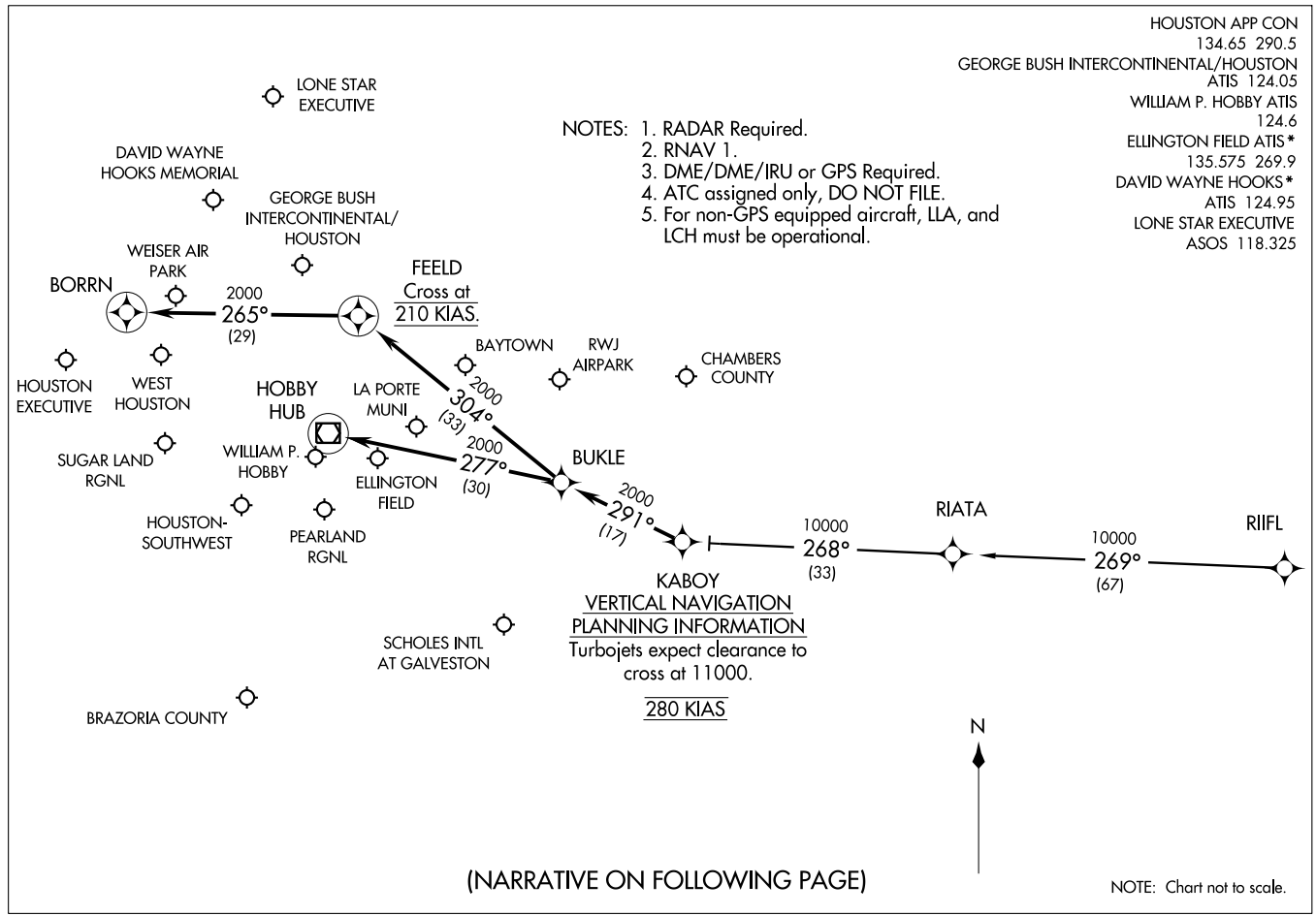
LAREDO TRANSITION (IDU3.LRD): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-194 and LRD R-012 to LRD VORTAC.

TAKE-OFF OBSTACLES:

Rwy 9,
Multiple hangars beginning 239' from DER, 360' right of centerline, up to 42' AGL/106' MSL.
Multiple trees beginning 501' from DER, 355' right of centerline, up to 43' AGL/111' MSL.
Multiple hangars beginning 119' from DER, 498' left of centerline, up to 41' AGL/105' MSL.
Pole 332' from DER, 299' left of centerline, 43' AGL/97' MSL.
Antenna 1172' from DER, 658' left of centerline, 51' AGL/115' MSL.
Multiple trees beginning 558' from DER, 68' left of centerline, up to 58' AGL/122' MSL.

Rwy 27,
Multiple trees beginning 1050' from DER, 40' left of centerline, up to 71' AGL/140' MSL.
Vehicle and road 99' from DER, 291' right of centerline, 15' AGL/83' MSL.
Multiple trees beginning 873' from DER, 514' right of centerline, up to 59' AGL/130' MSL.
Multiple transmission poles beginning 1304' from DER, 131' right of centerline, up to 41' AGL/110' MSL.

SC-5, 08 APR 2010 to 06 MAY 2010


HOUSTON APP CON
134.65 290.5
GEORGE BUSH INTERCONTINENTAL/HOUSTON
ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS*
135.575 269.9
DAVID WAYNE HOOKS*
ATIS 124.95
LONE STAR EXECUTIVE
ASOS 118.325
(KABOY.KABOY1) 09071
KABOY ONE ARRIVAL (RNAV)
ST-5461(FAA)
HOUSTON, TEXAS
NOTES: 1. RADAR Required.
2. RNAV 1.
3. DME/DME/IRU or GPS Required.
4. ATC assigned only, DO NOT FILE.
5. For non-GPS equipped aircraft, LLA, and LCH must be operational.
LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIR PARK
BORRN
2000
265°
(29)
FEELD
Cross at
210 KIAS.
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
HOUSTON EXECUTIVE
WEST HOUSTON
HOBBY HUB
LA PORTE MUNI
2000
304°
(33)
SUGAR LAND RGNL
WILLIAM P. HOBBY
2000
277°
(30)
ELLINGTON FIELD
BUKLE
2000
291°
(17)
HOUSTON-SOUTHWEST
PEARLAND RGNL
10000
268°
(33)
RIATA
10000
269°
(67)
RIIFL
KABOY
VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets expect clearance to cross at 11000.
280 KIAS
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY
N
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY1)

From KABOY via 291° track to BUKLE . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/8R, OR 9: . . . . From BUKLE via 304° track to FEELD, thence as depicted to BORRN. Expect vectors to final approach course prior to BORRN, if not received by BORRN, fly present heading.

ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO): . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

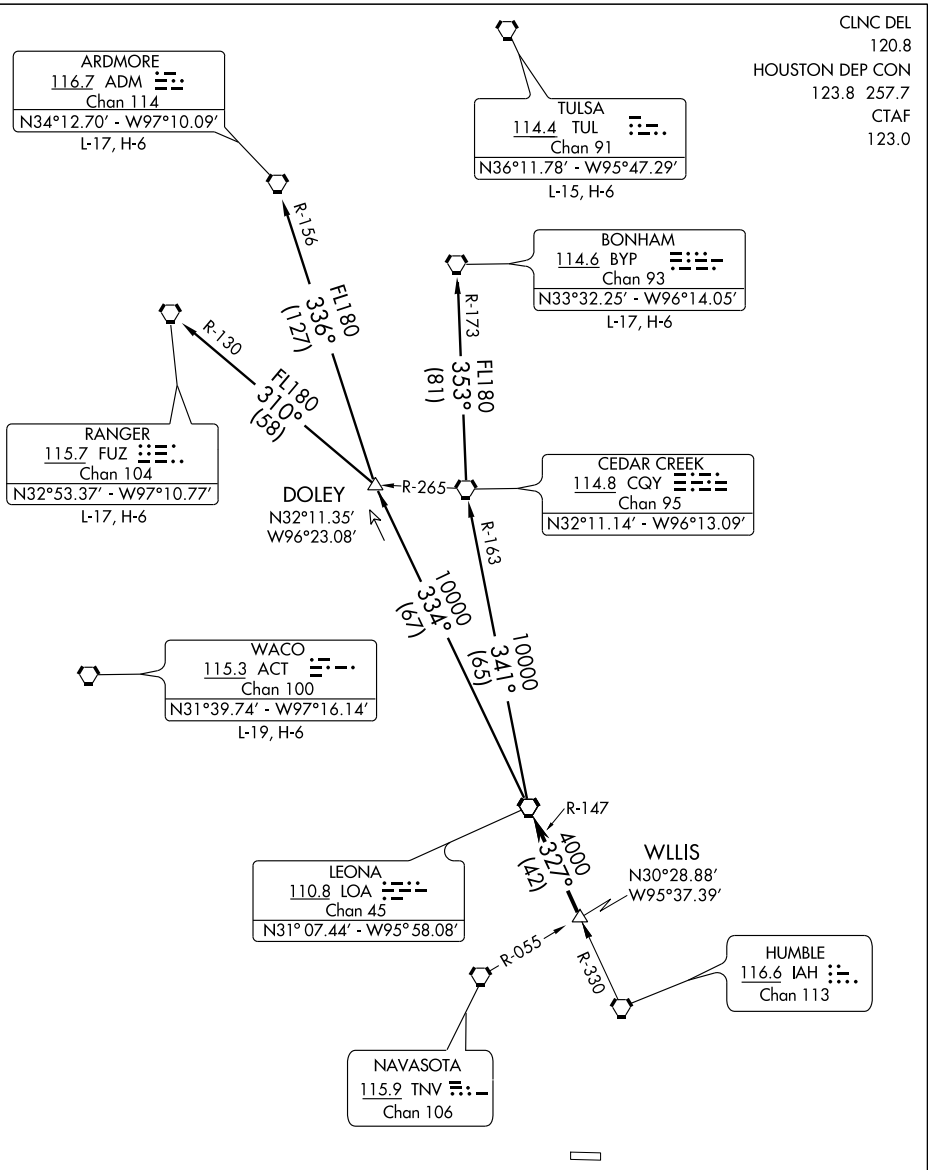
ALL OTHER AIRPORTS: . . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course prior to HUB VOR/DME.

LEONA SIX DEPARTURE

SL-6575 (FAA)

HOUSTON-SOUTHWEST (AXH)
HOUSTON, TEXAS

CLNC DEL
120.8
HOUSTON DEP CON
123.8 257.7
CTAF
123.0



TAKE-OFF MINIMUMS:
Rwy 9, 27 standard.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar required.

SC-5, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to WLLIS INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via LOA R-147 to LOA VORTAC.

ARDMORE TRANSITION (LOA6.ADM): (For aircraft overflying North/Northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via ADM R-156 to ADM VORTAC.

BONHAM TRANSITION (LOA6.BYP): (For aircraft overflying/landing TUL VORTAC FL240 and above.) From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-353 and BYP R-173 to BYP VORTAC.

RANGER TRANSITION (LOA6.FUZ): (For aircraft overflying west/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via FUZ R-130 to FUZ VORTAC.

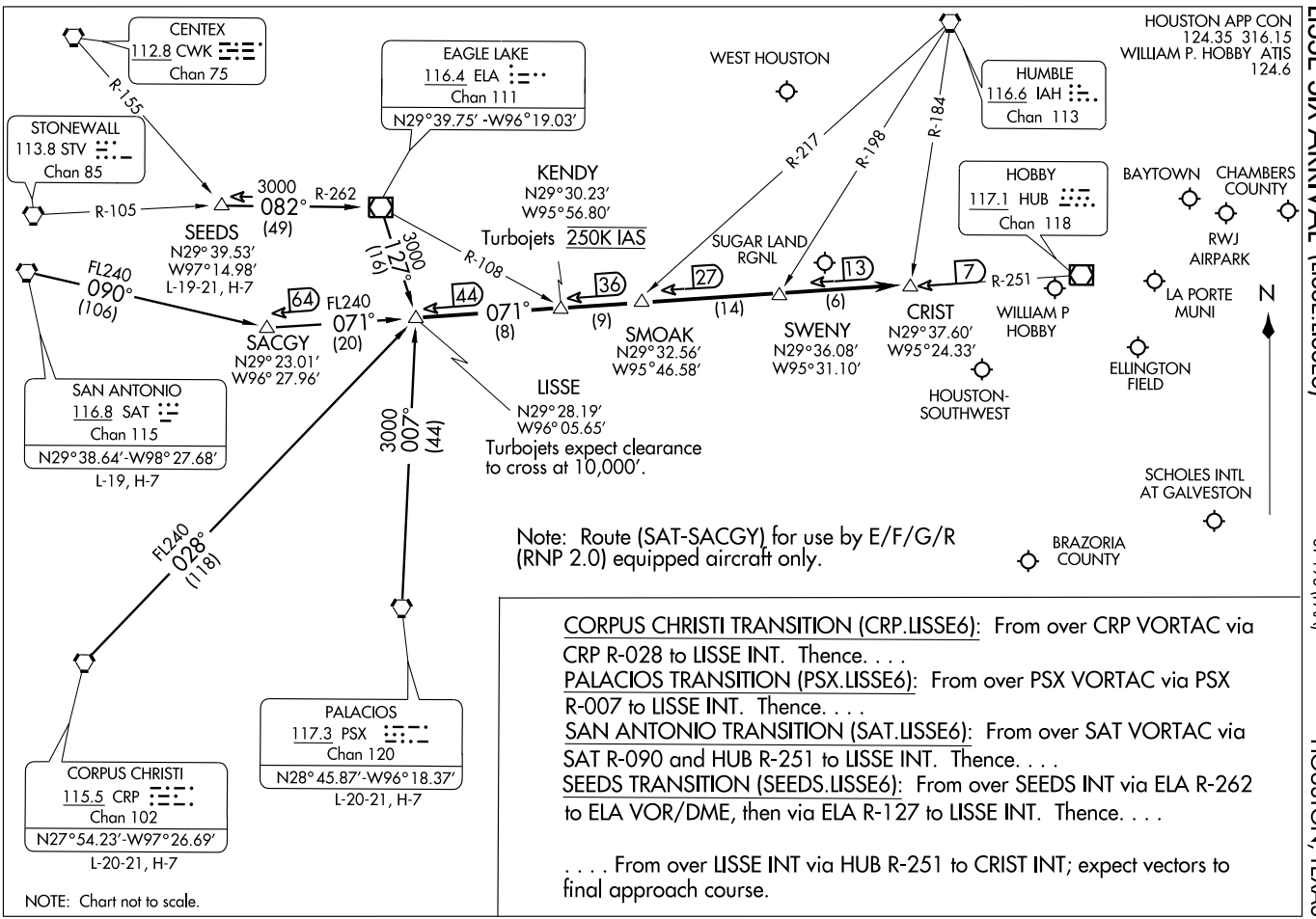
TAKE-OFF OBSTACLES

Rwy 9, Multiple hangars beginning 239′ from DER, 360′ right of centerline, up to 42′ AGL/106′ MSL. Multiple trees beginning 501′ from DER, 355′ right of centerline, up to 43′ AGL/111′ MSL. Multiple hangars beginning 119′ from DER, 498′ left of centerline, up to 41′ AGL/105′ MSL. Pole 332′ from DER, 299′ left of centerline, 43′ AGL/97′ MSL. Antenna 1172′ from DER, 658′ left of centerline, 51′ AGL/115′ MSL. Multiple trees beginning 558′ from DER, 68′ left of centerline, up to 58′ AGL/122′ MSL.

Rwy 27, Multiple trees beginning 1050′ from DER, 40′ left of centerline, up to 71′ AGL/140′ MSL. Vehicle and road 99′ from DER, 291′ right of centerline, 15′ AGL/83′ MSL. Multiple trees beginning 873′ from DER, 514′ right of centerline, up to 59′ AGL/130′ MSL. Multiple TRMSN poles beginning 1304′ from DER, 131′ right of centerline, up to 41′ AGL/110′ MSL.

LISSE SIX ARRIVAL (LISSE.LISSE6)

HOUSTON, TEXAS



CORPUS CHRISTI TRANSITION (CRP.LISSE6): From over CRP VORTAC via CRP R-028 to LISSE INT. Thence. . . .

PALACIOS TRANSITION (PSX.LISSE6): From over PSX VORTAC via PSX R-007 to LISSE INT. Thence. . . .

SAN ANTONIO TRANSITION (SAT.LISSE6): From over SAT VORTAC via SAT R-090 and HUB R-251 to LISSE INT. Thence. . . .

SEEDS TRANSITION (SEEDS.LISSE6): From over SEEDS INT via ELA R-262 to ELA VOR/DME, then via ELA R-127 to LISSE INT. Thence. . . .

. . . . From over LISSE INT via HUB R-251 to CRIST INT; expect vectors to final approach course.

NOTE: Chart not to scale.

LOC I-AXH	APP CRS	Rwy Idg	5003
108.9	089°	TDZE	68
Chan 26		Apt Elev	68

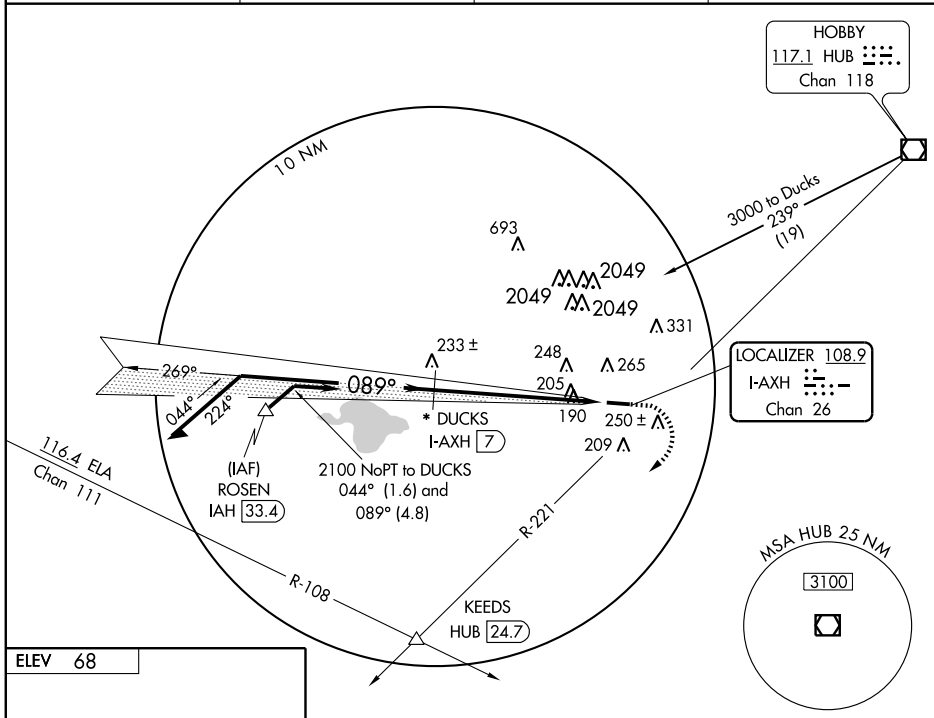
LOC/DME RWY 9
HOUSTON-SOUTHWEST (AXH)

▼ NA

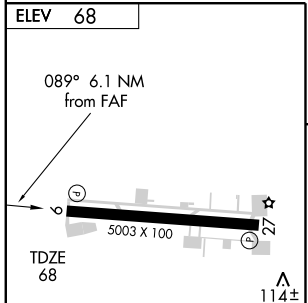
Obtain local altimeter setting on CTAF; when not received use William P. Hobby altimeter setting and increase all MDA's 40 ft.

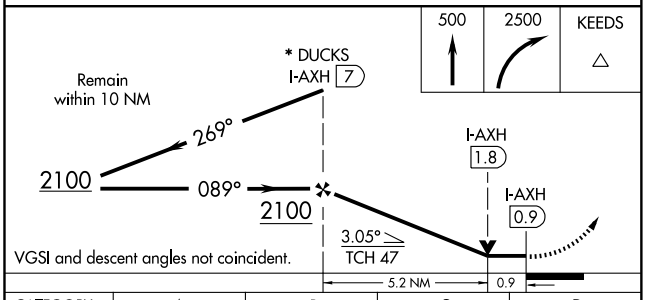
MISSED APPROACH: Climb to 500, then climbing right turn to 2500 via HUB R-221 to KEEDS Int.

AWOS-3	HOUSTON APP CON	CLNC DEL	UNICOM
123.625	123.8 257.7	120.8	123.0 (CTAF)



*Maintain 3000 feet or above until established outbound for procedure turn.





CATEGORY	A	B	C	D
S-9	480-1 412 (500-1)		480-1¼ 412 (500-1¼)	NA
CIRCLING	620-1 552 (600-1)		620-1½ 552 (600-1½)	NA

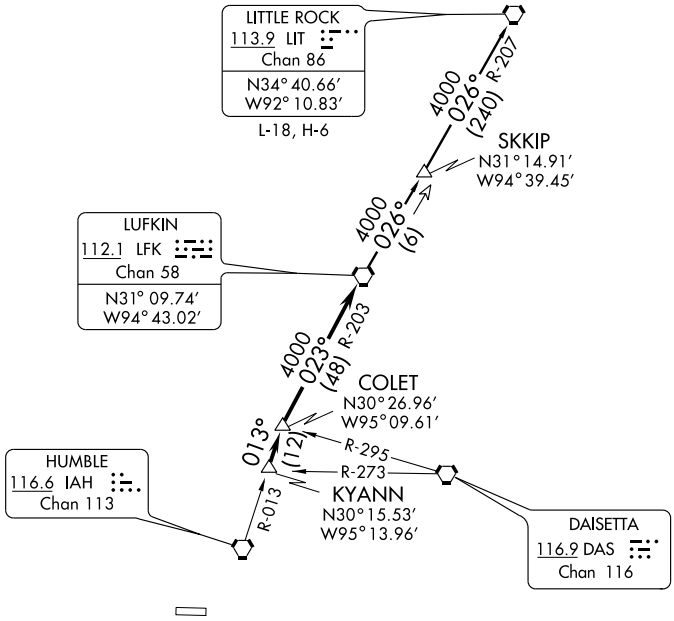
REIL Rwy 9-27
MIRL Rwy 9-27

SC-5, 08 APR 2010 to 06 MAY 2010

LUFKIN FIVE DEPARTURE

SL-6575 (FAA)

CLNC DEL
120.8
HOUSTON DEP CON
123.8 257.7
CTAF
123.0



TAKE-OFF MINIMUMS:
Rwy 9, 27, standard.

TAKE-OFF OBSTACLES:

Rwy 9, Multiple hangars beginning 239' from DER, 360' right of centerline, up to 42' AGL/106' MSL. Multiple trees beginning 501' from DER, 355' right of centerline, up to 43' AGL/111' MSL. Multiple hangars beginning 119' from DER, 498' left of centerline, up to 41' AGL/105' MSL. Pole 332' from DER, 299' left of centerline, 43' AGL/97' MSL. Antenna 1172' from DER, 658' left of centerline, 51' AGL/115' MSL. Multiple trees beginning 558' from DER, 68' left of centerline, up to 58' AGL/122' MSL.

Rwy 27, Multiple trees beginning 1050' from DER, 40' left of centerline, up to 71' AGL/140' MSL Vehicle and road 99' from DER, 291' right of centerline, 15 AGL/83' MSL. Multiple trees beginning 873' from DER, 514' right of centerline, up to 59' AGL/130' MSL. Multiple transmission poles beginning 1304' from DER, 131' right of centerline, up to 41' AGL/110' MSL.

NOTE: Radar Required.
NOTE: For aircraft destined LIT, or overflying LIT or PXV.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to KYANN INT, maintain 4000', expect filed altitude 10 minutes after departure. Thence . . . .

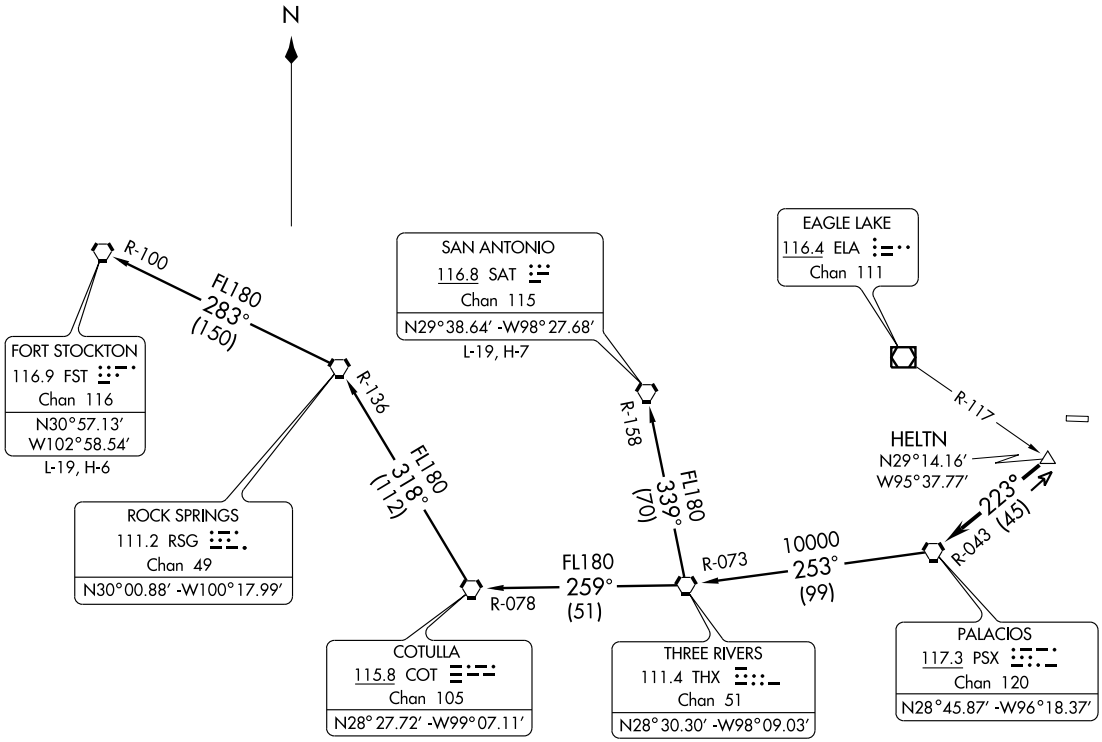
. . . . via IAH R-013 to COLET INT, then right turn via LFK R-203 to LFK VORTAC.

LITTLE ROCK TRANSITION (LFK5.LIT): From over LFK VORTAC via LFK R-026 to SKKIP INT, then via LIT R-207 to LIT VORTAC.

SC-5, 08 APR 2010 to 06 MAY 2010

PALACIOS THREE DEPARTURE (PSX3.PSX) 08157

CLNC DEL
120.8
HOUSTON DEP CON
123.8 257.7
CTAF 123.0



TAKE-OFF MINIMUMS:
Rwys 9, 27, standard.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar Required
NOTE: Chart not to scale

PALACIOS THREE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to HELTN INT, maintain 4000'. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via PSX R-043 to PSX VORTAC.

FORT STOCKTON TRANSITION (PSX3.FST): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-259 and COT R-078 to COT VORTAC, then via COT R-318 and RSG R-136 to RSG VORTAC, then via RSG R-283 and FST R-100 to FST VORTAC.

SAN ANTONIO TRANSITION (PSX3.SAT): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-339 and SAT R-158 to SAT VORTAC.

TAKE-OFF OBSTACLES:

Rwy 9, Multiple hangars beginning 239' from DER, 360' right of centerline, up to 42' AGL/106' MSL.
Multiple trees beginning 501' from DER, 355' right of centerline, up to 43' AGL/111' MSL.
Multiple hangars beginning 119' from DER, 498' left of centerline, up to 41' AGL/105' MSL.
Pole 332' from DER, 299' left of centerline, 43' AGL/97' MSL.
Antenna 1172' from DER, 658' left of centerline, 51' AGL/115' MSL.
Multiple trees beginning 558' from DER, 68' left of centerline, up to 58' AGL/122' MSL.

Rwy 27, Multiple trees beginning 1050' from DER, 40' left of centerline, up to 71' AGL/140' MSL.
Vehicle and road 99' from DER, 291' right of centerline, 15' AGL/83' MSL.
Multiple trees beginning 873' from DER, 514' right of centerline, up to 59' AGL/130' MSL.
Multiple transmission poles beginning 1304' from DER, 131' right of centerline, up to 41' AGL/110' MSL.

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WAAS	APP CRS	Rwy Idg	5003
CH 90303	089°	TDZE	68
W09A		Apt Elev	68

RNAV (GPS) RWY 9
HOUSTON-SOUTHWEST (AXH)

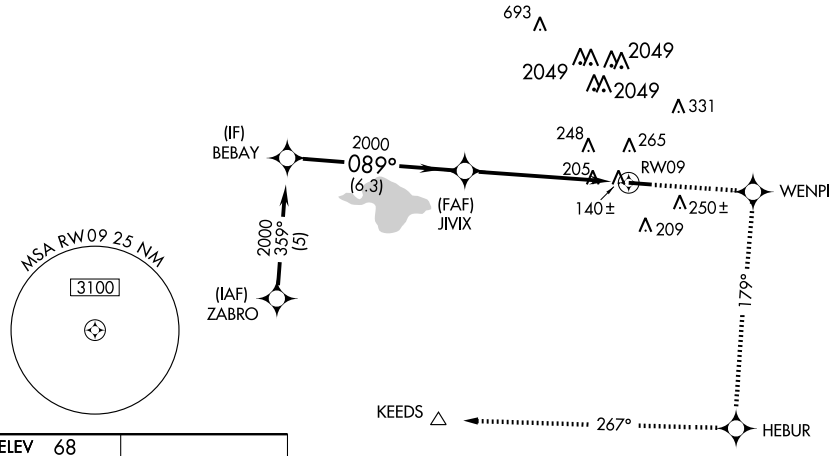
T
NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received use William P. Hobby altimeter setting and increase all DAs/MDAs 40 feet, and LPV, LNAV/VNAV visibility ¼ mile. Baro-VNAV and VDP NA when using William P. Hobby altimeter setting.

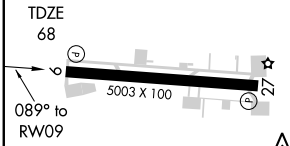
MISSED APPROACH: Climb to 2700 direct WENPI and via 179° track to HEBUR and via 267° track to KEEDS.

AWOS-3	HOUSTON APP CON	CLNC DEL	UNICOM
123.625	123.8 257.7	120.8	123.0 (CTAF)

RADAR REQUIRED

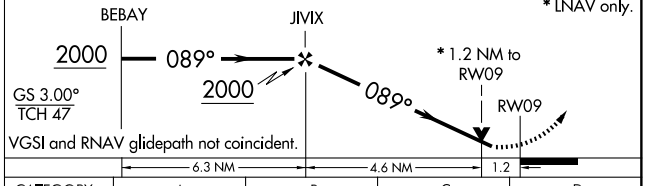


ELEV 68



2700	WENPI	track 179°	HEBUR	track 267°	KEEDS

* LNAV only.



CATEGORY	A	B	C	D
LPV DA	370-1 302 (400-1)			NA
LNAV/VNAV DA	499-1½ 431 (500-1½)			NA
LNAV MDA	580-1 512 (600-1)		580-1½ 512 (600-1½)	NA
CIRCLING	620-1 552 (600-1)		620-1½ 552 (600-1½)	NA

REIL Rwy 9-27
MIRL Rwy 9-27

WAAS	APP CRS	Rwy Idg	5003
CH 81903	269°	TDZE	67
W27A		Apt Elev	68

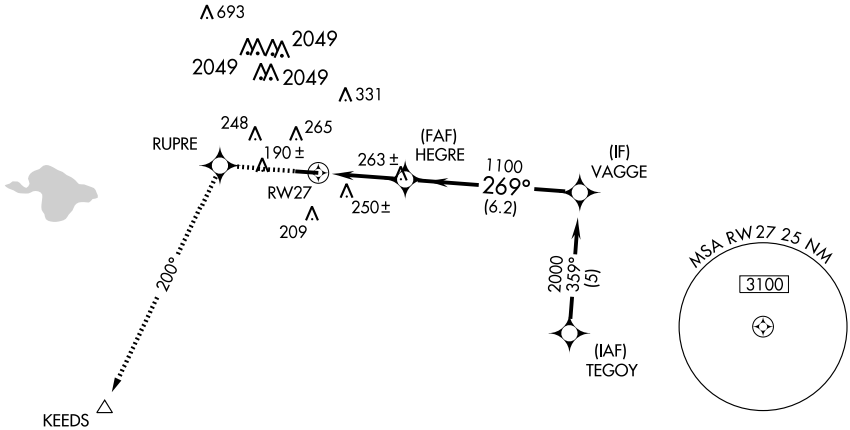
RNAV (GPS) RWY 27
HOUSTON-SOUTHWEST (AXH)

T
NA

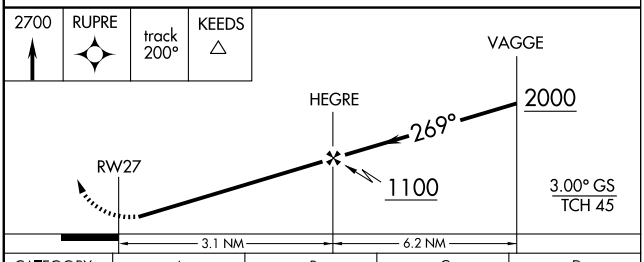
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received use William P. Hobby altimeter setting and increase all DAs/MDA's 40 feet, and LPV, LNAV Cat C visibility ¼ mile. Baro-VNAV NA when using William P. Hobby altimeter setting.

MISSED APPROACH: Climb to 2700 direct RUPRE and via 200° track to KEEDS.

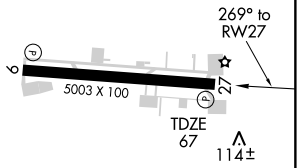
AWOS-3	HOUSTON APP CON	CLNC DEL	UNICOM
123.625	123.8 257.7	120.8	123.0 (CTAF)



RADAR REQUIRED



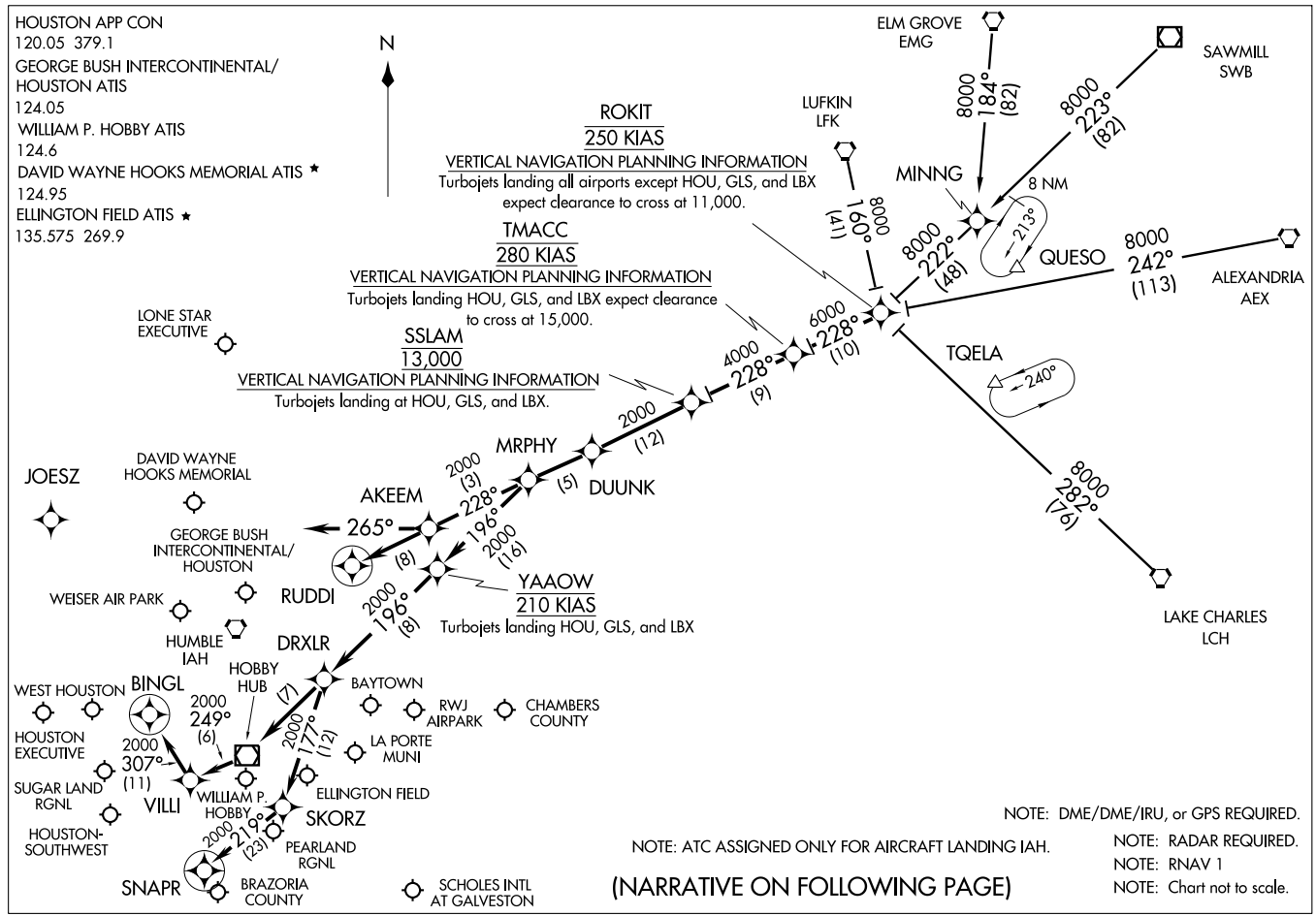
ELEV 68



CATEGORY	A	B	C	D
LPV DA	367-1 300 (300-1)			NA
LNAV/VNAV DA	604-2 537 (600-2)			NA
LNAV MDA	560-1 493 (500-1)		560-1¼ 493 (500-1¼)	NA
CIRCLING	620-1 552 (600-1)		620-1½ 552 (600-1½)	NA

REIL Rwy 9-27
MIRL Rwy 9-27

SC-5, 08 APR 2010 to 06 MAY 2010



(ROKIT.ROKIT1) 09127

ROKIT ONE ARRIVAL (RNAV)

ST-5461(FAA)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

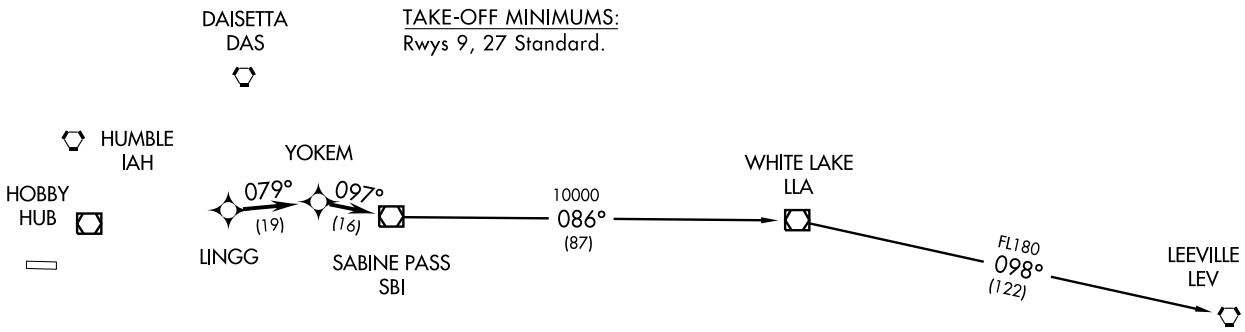
ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

SC-5, 08 APR 2010 to 06 MAY 2010

Note: RADAR Required.
Note: RNAV 1.
Note: DME/DME/IRU or GPS Required.
Note: For non-GPS equipped aircraft, BPT and LCH must be operational.

CLNC DEL 120.8
HOUSTON DEP CON 123.8 257.7
CTAF 123.0



DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to LINGG, maintain 4000, then via depicted route to SBI VOR/DME, thence. . . .

. . . .via (transition). Expect clearance to filed altitude/flight level 10 minutes after departure.

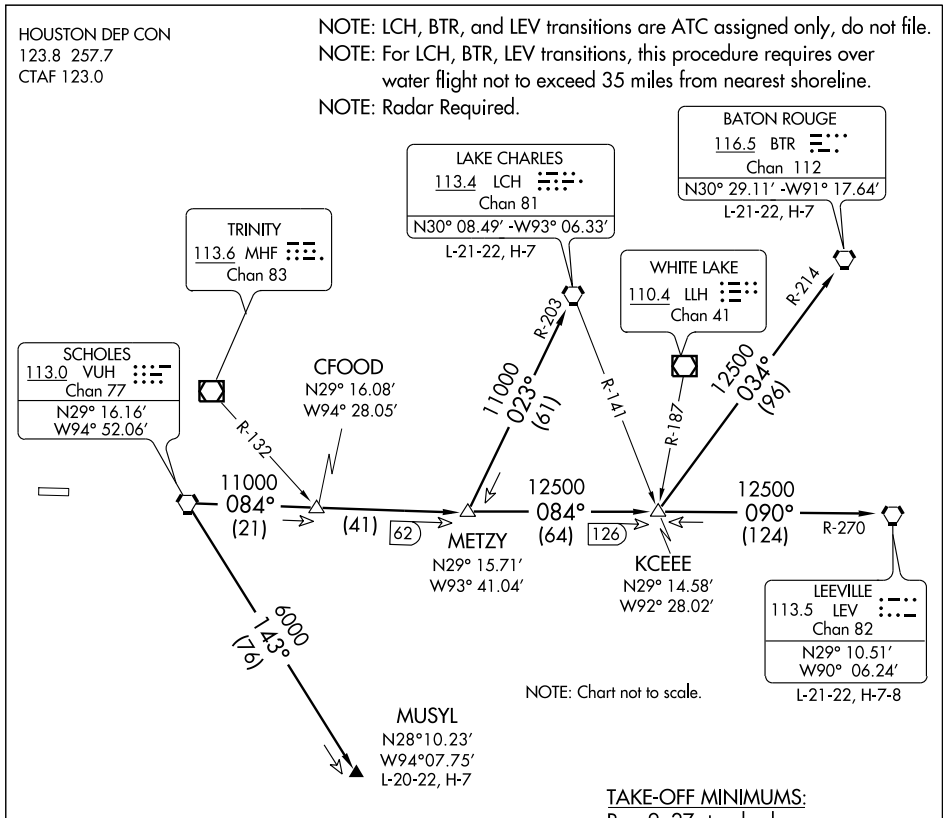
LEEVILLE TRANSITION: (SBI1.LEV)
WHITE LAKE TRANSITION: (SBI1.LLA)

TAKE-OFF OBSTACLES

Rwy 9, Multiple hangars beginning 239′ from DER, 360′ right of centerline, up to 42′ AGL/106′ MSL. Multiple trees beginning 501′ from DER, 355′ right of centerline, up to 43′ AGL/111′ MSL. Multiple hangars beginning 119′ from DER, 498′ left of centerline, up to 41′ AGL/105′ MSL. Pole 332′ from DER, 299′ left of centerline, 43′ AGL/97′ MSL. Antenna 1172′ from DER, 658′ left of centerline, 51′ AGL/115′ MSL. Multiple trees beginning 558′ from DER, 68′ left of centerline, up to 58′ AGL/122′ MSL.

Rwy 27, Multiple trees beginning 1050′ from DER, 40′ left of centerline, up to 71′ AGL/140′ MSL. Vehicle and road 99′ from DER, 291′ right of centerline, 15′ AGL/83′ MSL. Multiple trees beginning 873′ from DER, 514′ right of centerline, up to 59′ AGL/130′ MSL. Multiple TRMSN poles beginning 1304′ from DER, 131′ right of centerline, up to 41′ AGL/110′ MSL.

NOTE: Chart not to scale.



(TAKE-OFF NOTES ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to VUH VORTAC, maintain 4000′, expect filed altitude 10 minutes after departure.

BATON ROUGE TRANSITION (VUH3.BTR): From over VUH VORTAC via VUH R-084 to KCEEE INT, then via BTR R-214 to BTR VORTAC.

LAKE CHARLES TRANSITION (VUH3.LCH): From over VUH VORTAC via VUH R-084 to METZY INT, then via LCH R-203 to LCH VORTAC.

LEEVILLE TRANSITION (VUH3.LEV): From over VUH VORTAC via VUH R-084 to KCEEE INT, then via LEV R-270 to LEV VORTAC.

MUSYL TRANSITION (VUH3.MUSYL): From over VUH VORTAC via VUH R-143 to MUSYL.

TAKE-OFF OBSTACLES:

Rwy 9, Multiple hangars beginning 239′ from DER, 360′ right of centerline, up to 42′ AGL/106′ MSL. Multiple trees beginning 501′ from DER, 355′ right of centerline, up to 43′ AGL/111′ MSL. Multiple hangars beginning 119′ from DER, 498′ left of centerline, up to 41′ AGL/105′ MSL. Pole 332′ from DER, 299′ left of centerline, 43′ AGL/97′ MSL. Antenna 1172′ from DER, 658′ left of centerline, 51′ AGL/115′ MSL. Multiple trees beginning 558′ from DER, 68′ left of centerline, up to 58′ AGL/122′ MSL.

Rwy 27, Multiple trees beginning 1050′ from DER, 40′ left of centerline, up to 71′ AGL/140′ MSL Vehicle and road 99′ from DER, 291′ right of centerline, 15′ AGL/83′ MSL. Multiple trees beginning 873′ from DER, 514′ right of centerline, up to 59′ AGL/130′ MSL. Multiple transmission poles beginning 1304′ from DER, 131′ right of centerline, up to 41′ AGL/110′ MSL.

SC-5, 08 APR 2010 to 06 MAY 2010

10042

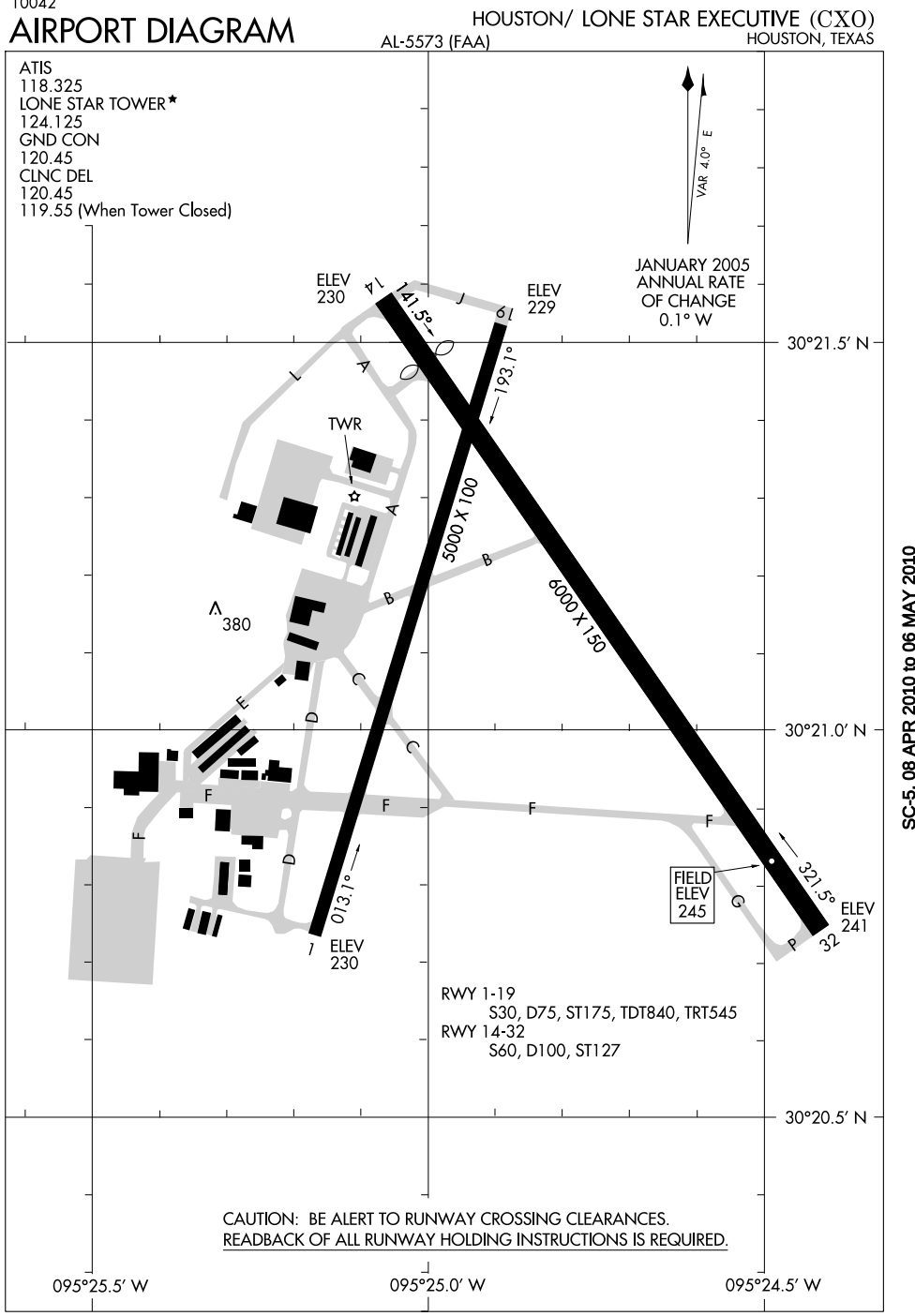
AIRPORT DIAGRAM

HOUSTON/ LONE STAR EXECUTIVE (CXO)

HOUSTON, TEXAS

AL-5573 (FAA)

ATIS
118.325
LONE STAR TOWER ★
124.125
GND CON
120.45
CLNC DEL
120.45
119.55 (When Tower Closed)

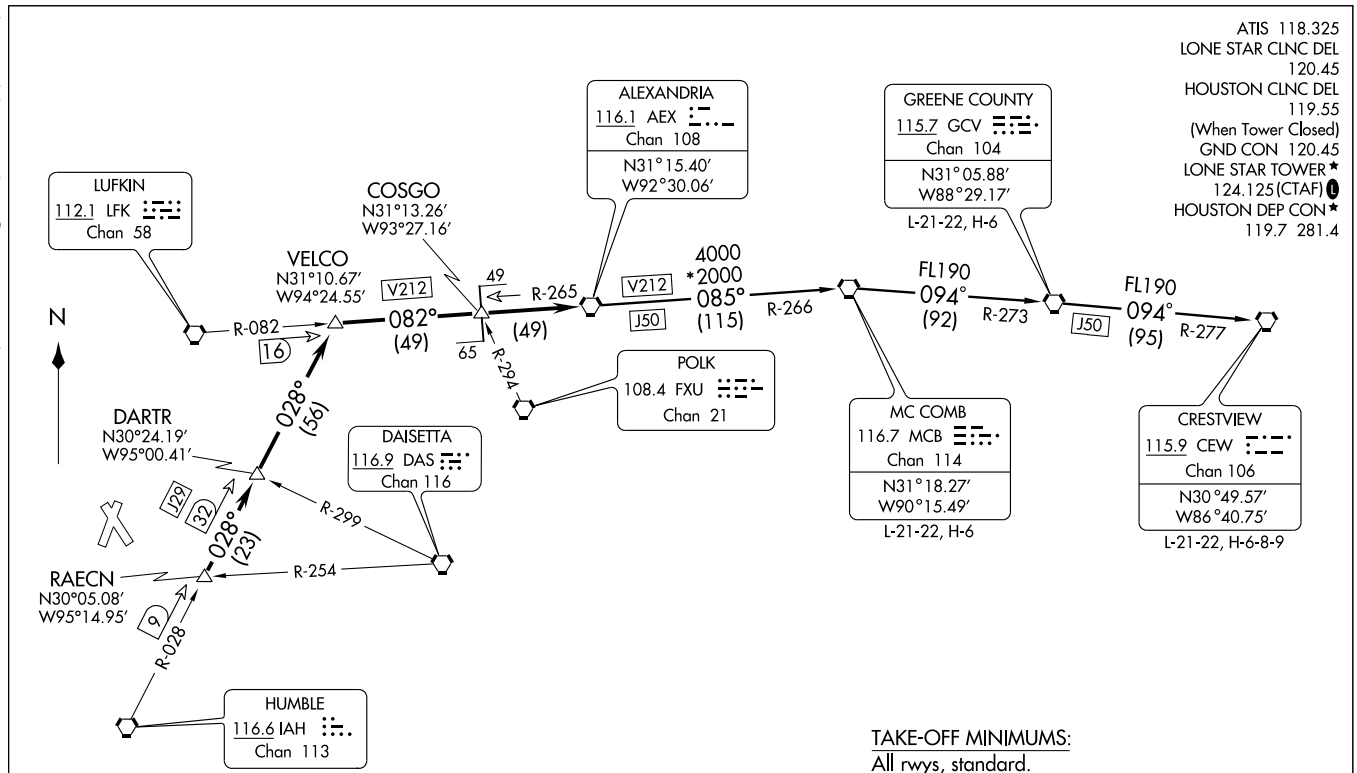


CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SC-5, 08 APR 2010 to 06 MAY 2010

ALEXANDRIA FOUR DEPARTURE

ATIS 118.325
LONE STAR CLNC DEL 120.45
HOUSTON CLNC DEL 119.55
(When Tower Closed)
GND CON 120.45
LONE STAR TOWER★ 124.125(CTAF)Ⓛ
HOUSTON DEP CON★ 119.7 281.4



TAKE-OFF MINIMUMS:
All rwys, standard.

NOTE: Radar Required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

(NOTES CONTINUED ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000', expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 to VELCO INT, then right turn via LFK R-082 and AEX R-265 to AEX VORTAC.

THE FOLLOWING TRANSITIONS ARE ATC ASSIGNED ONLY DO NOT FILE:

CRESTVIEW TRANSITION (AEX4.CEW): (For aircraft being weather rerouted to join a jet route off CEW VORTAC or overflying CEW VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC, then via GCV R-094 and CEW R-277 to CEW VORTAC.

GREENE COUNTY TRANSITION (AEX4.GCV): (For aircraft being weather rerouted to join a jet route off GCV VORTAC or overflying GCV VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC.

MC COMB TRANSITION (AEX4.MCB): (For aircraft being weather rerouted to join a jet route off MCB VORTAC or overflying MCB VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC.

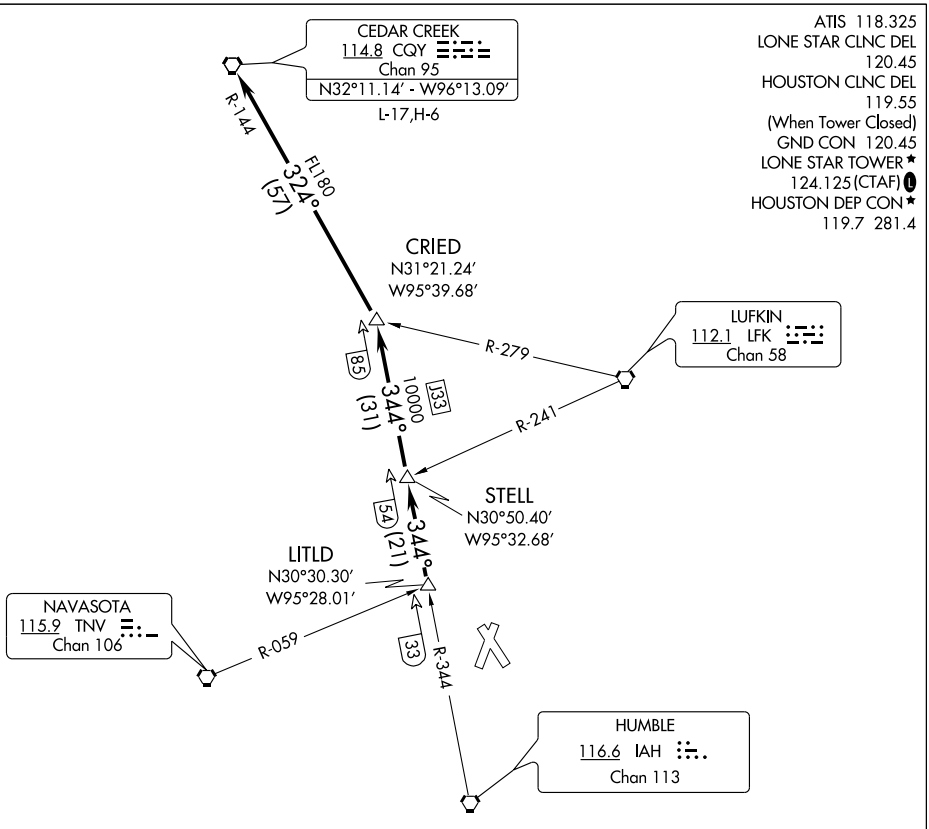
TAKE-OFF OBSTACLES:

Rwy 1, Multiple trees beginning 1899' from DER, 11' left of centerline, up to 80' AGL/314' MSL.
OL on glideslope 387' from DER, 404' right of centerline, 23' AGL/258' MSL.
Tower 457' from DER, 387' right of centerline, 45' AGL/275' MSL.
Multiple trees beginning 788' from DER, 134' right of centerline, up to 79' AGL/313' MSL.
Rwy 14, Multiple trees beginning 1655' from DER, 408' left of centerline, up to 81' AGL/300' MSL.
OL on DME 401' from DER, 266' right of centerline, 21' AGL/255' MSL.
Multiple trees beginning 1480' from DER, 80' right of centerline, up to 77' AGL/306' MSL.
Rwy 19, Multiple trees beginning 17' from DER, 157' left of centerline, up to 95' AGL/315' MSL.
Multiple trees beginning 68' from DER, 156' right of centerline, up to 80' AGL/305' MSL.
Rwy 32, Vehicle and road 602' from DER, 551' left of centerline, 15' AGL/257' MSL.
Pole 1411' from DER, 458' left of centerline, 29' AGL/268' MSL.
Tree 2448' from DER, 990' right of centerline, 106' AGL/325' MSL.

CRIED THREE DEPARTURE

SL-5573 (FAA)

HOUSTON/ LONE STAR EXECUTIVE (CXO)
HOUSTON, TEXAS



ATIS 118.325
LONE STAR CLNC DEL
120.45
HOUSTON CLNC DEL
119.55
(When Tower Closed)
GND CON 120.45
LONE STAR TOWER ★
124.125 (CTAF) L
HOUSTON DEP CON ★
119.7 281.4

TAKE-OFF MINIMUMS:
All rwys, standard.

(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Radar Required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to LITLD INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-344 to STELL INT, then via IAH R-344 to CRIED INT, then left turn via CQY R-144 to CQY VORTAC.

SC-5, 08 APR 2010 to 06 MAY 2010

TAKE-OFF OBSTACLES:

Rwy 1, Multiple trees 1899′ from DER, 11′ left of centerline, up to 80′ AGL/314′ MSL. Obstruction light on glideslope 387′ from DER, 404′ right of centerline, 23′ AGL/258′ MSL. Tower 457′ from DER, 387′ right of centerline, 45′ AGL/275′ MSL. Multiple trees beginning 788′ from DER, 134′ right of centerline, up to 79′ AGL/313′ MSL.

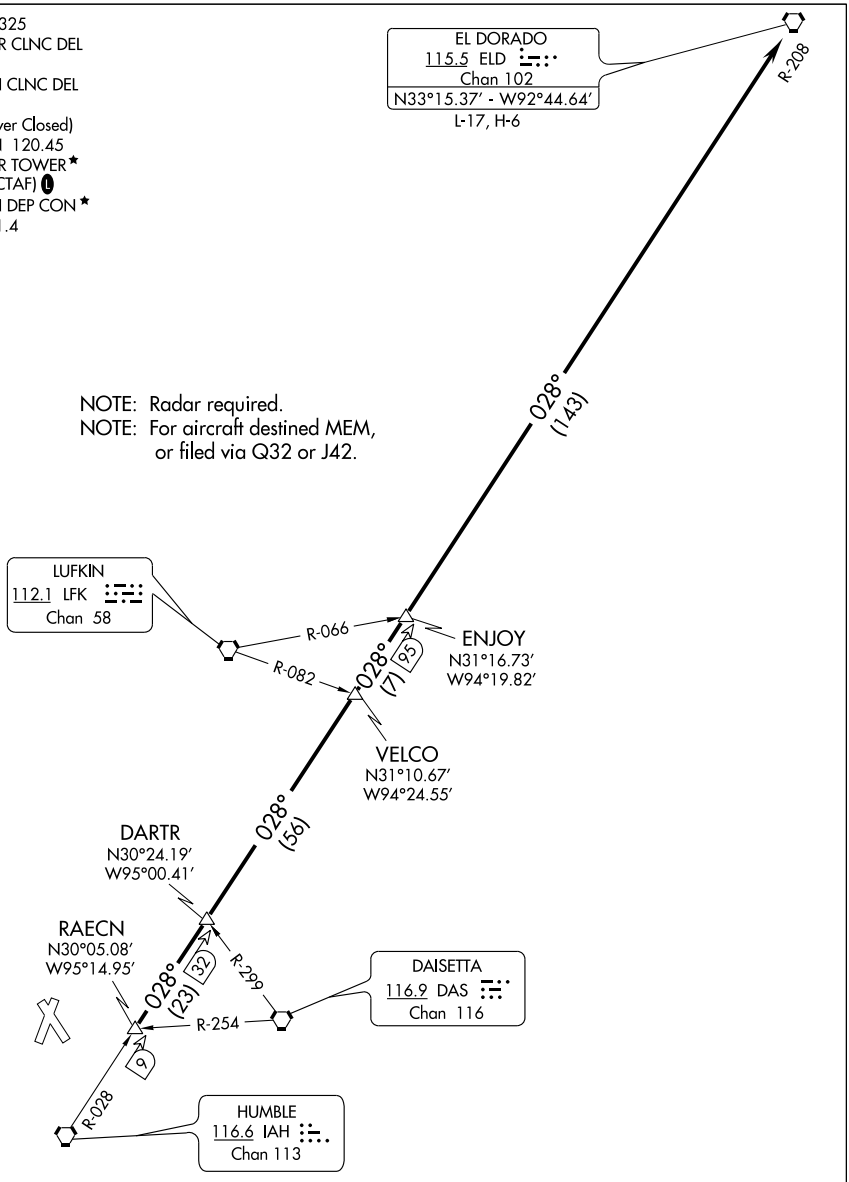
Rwy 14, Multiple trees beginning 1655′ from DER, 408′ left of centerline, up to 81′ AGL/300′ MSL. Obstruction light on DME 401′ from DER, 266′ right of centerline, 21′ AGL/255′ MSL. Multiple trees beginning 1480′ from DER, 80′ right of centerline, up to 77′ AGL/306′ MSL.

Rwy 19, Multiple trees beginning 17′ from DER, 157′ left of centerline, up to 95′ AGL/315′ MSL. Multiple trees beginning 88′ from DER, 156′ right of centerline, up to 80′ AGL/305′ MSL.

Rwy 32, Vehicle and road 602′ from DER, 551′ left of centerline, 15′ AGL/257′ MSL. Pole, 1411′ from DER, 458′ left of centerline, 29′ AGL/268′ MSL. Tree 2448′ from DER, 990 right of centerline, 106′ AGL/325′ MSL.

EL DORADO ONE DEPARTURE SL-5573 (FAA)

ATIS 118.325
LONE STAR CLNC DEL
120.45
HOUSTON CLNC DEL
119.55
(When Tower Closed)
GND CON 120.45
LONE STAR TOWER ★
124.125 (CTAF) L
HOUSTON DEP CON ★
119.7 281.4



TAKE-OFF MINIMUMS:
All rwys, standard.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 and the ELD R-208 to ELD VORTAC.

TAKE-OFF OBSTACLES

Rwy 1, Multiple trees beginning 1899′ from DER, 11′ left of centerline, up to 80′ AGL/ 314′ MSL. OL on glideslope 387′ from DER, 404′ right of centerline, 23′ AGL/ 258′ MSL. Tower 457′ from DER, 387′ right of centerline, 45′ AGL/275′ MSL: Multiple trees beginning 788′ from DER, 134′ right of centerline, up to 79′ AGL/ 313′ MSL.

Rwy 14, Multiple trees beginning 1655′ from DER, 408′ left of centerline, up to 81′ AGL/ 300′ MSL. OL on DME 401′ from DER, 266′ right of centerline, 21′ AGL/255′ MSL. Multiple trees beginning 1480′ from DER, 80′ right of centerline, up to 77′ AGL/ 306′ MSL.

Rwy 19, Multiple trees beginning 17′ from DER, 157′ left of centerline, up to 95′ AGL/315′ MSL. Multiple trees beginning 68′ from DER, 156′ right of centerline, up to 80′ AGL/305′ MSL.

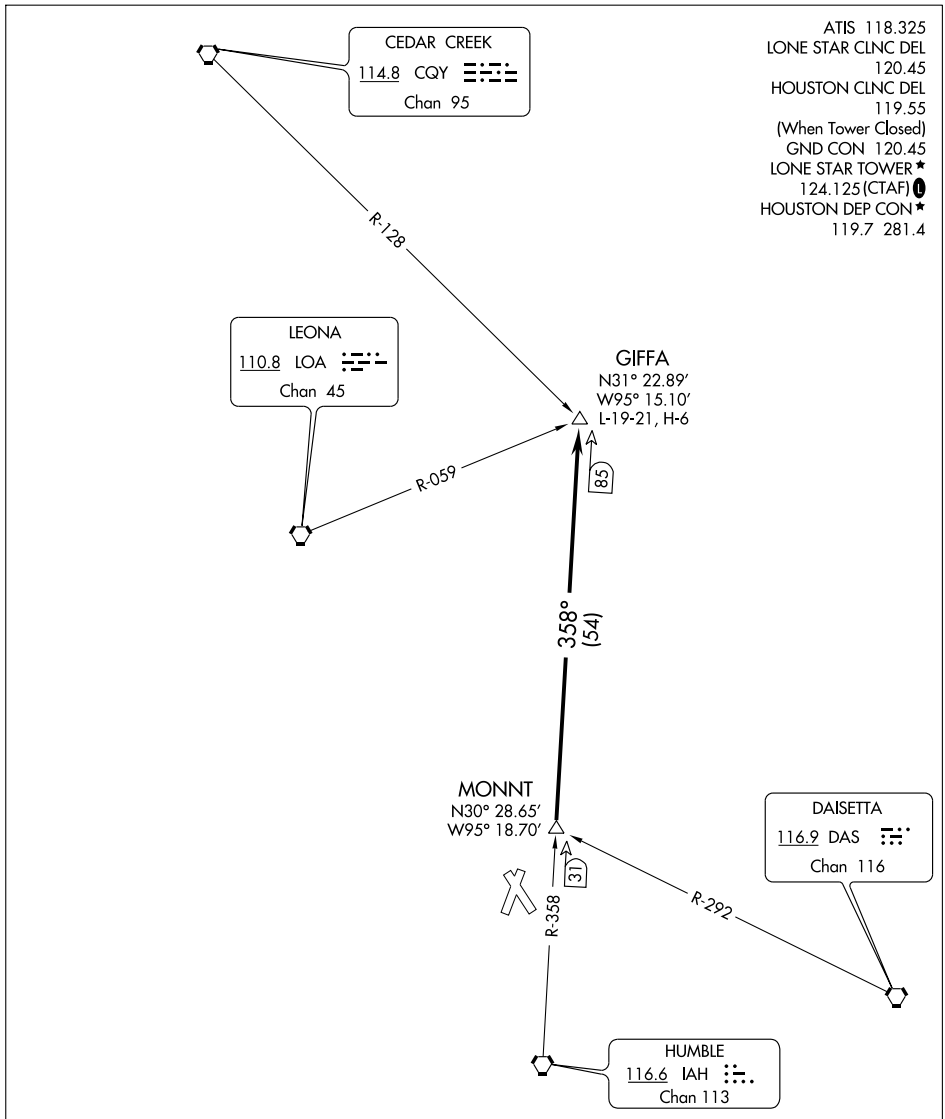
Rwy 32, Vehicle and road 602′ from DER, 551′ left of centerline, 15′ AGL/257′ MSL. Pole 1411′ from DER, 458′ left of centerline, 29′ AGL/268′ MSL. Tree 2448′ from DER, 990′ right of centerline, 106′ AGL/325′ MSL.

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GIFFA THREE DEPARTURE

SL-5573 (FAA)

HOUSTON/ LONE STAR EXECUTIVE (CXO)
HOUSTON, TEXAS



NOTE: Radar Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

TAKE-OFF MINIMUMS:
All rwys, standard.

SC-5, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to MONNT INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-358 to GIFFA INT.

TAKE-OFF OBSTACLES:

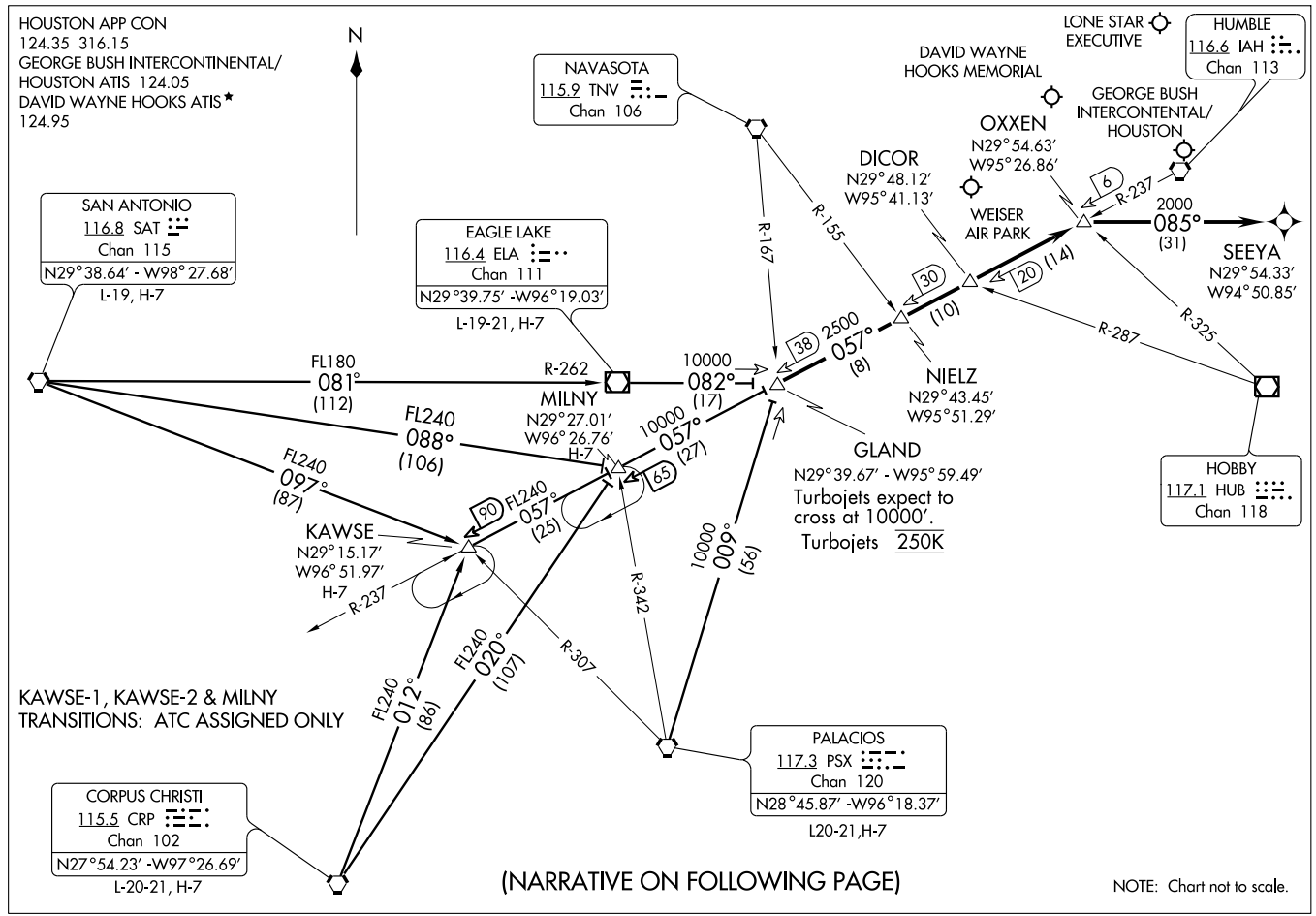
Rwy 1, Multiple trees beginning 1899' from DER, 11' left of centerline, up to 80' AGL/314' MSL.
Obstruction light on glideslope 387' from DER, 404' right of centerline, 23' AGL/258' MSL.
Tower 457' from DER, 387' right of centerline, 45' AGL/275' MSL.
Multiple trees beginning 788' from DER, 134' right of centerline, up to 79' AGL/313' MSL.

Rwy 14, Multiple trees beginning 1855' from DER, 408' left of centerline, up to 81' AGL/300' MSL.
Obstruction light on DME 401' from DER, 266' right of centerline, 21' AGL/255' MSL.
Multiple trees beginning 1480' from DER, 80' right of centerline, up to 77' AGL/306' MSL.

Rwy 19, Multiple trees beginning 17' from DER, 157' left of centerline, up to 95' AGL/315' MSL.
Multiple trees beginning 68' from DER, 156' right of centerline, up to 80' AGL/305' MSL.

Rwy 32, Vehicle and road 602' from DER, 551' left of centerline, 15' AGL/257' MSL.
Pole 1411' from DER, 458' left of centerline, 29' AGL/268' MSL.
Tree 2448' from DER, 990' right of centerline, 106' AGL/325' MSL.

SC-5, 08 APR 2010 to 06 MAY 2010



07298

GLAND THREE ARRIVAL (GLAND.GLAND3)

ST-5461 (FAA)

HOUSTON, TEXAS

GLAND THREE ARRIVAL (GLAND.GLAND3) HOUSTON, TEXAS

ARRIVAL DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.GLAND3): From over CRP VORTAC via CRP R-020 to MILNY INT, then via IAH R-237 to GLAND INT. Thence. . . .

EAGLE LAKE TRANSITION (ELA.GLAND3): From over ELA VOR/DME via ELA R-082 to GLAND INT. Thence. . . .

KAWSE-1 TRANSITION (KAWSE-1.GLAND3): (ATC assigned.) From over SAT VORTAC via SAT R-097 to KAWSE INT, then via IAH R-237 to GLAND INT. Thence. . . .

KAWSE-2 TRANSITION (KAWSE-2.GLAND3): (ATC assigned.) From over CRP VORTAC via CRP R-012 to KAWSE INT, then via IAH R-237 to GLAND INT. Thence. . . .

MILNY TRANSITION (MILNY.GLAND3): (ATC assigned.) From over SAT VORTAC via SAT R-088 to MILNY INT, then via IAH R-237 to GLAND INT. Thence. . . .

PALACIOS TRANSITION (PSX.GLAND3): From over PSX VORTAC via PSX R-009 to GLAND INT. Thence. . . .

SAN ANTONIO TRANSITION (SAT.GLAND3): From over SAT VORTAC via R-081 and ELA R-262 to ELA VOR/DME, then via ELA R-082 to GLAND INT. Thence. . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH): From over GLAND INT via IAH R-237 to OXXEN INT, landing runways 26 L/R or 27 fly heading 085° for vectors to final approach course. For /E, /F, /G, /R (RNP-2.0), equipped aircraft: from over OXXEN INT direct SEEYA WP, expect vector to final approach course prior to SEEYA WP, if not received by SEEYA WP fly present heading. All other runways, expect vectors to final approach course at or prior to OXXEN INT.

FOR ALL OTHER AIRPORTS: From over GLAND INT via IAH R-237 to OXXEN INT. Expect vectors to final approach course at or prior to OXXEN INT.

SC-5, 08 APR 2010 to 06 MAY 2010

ATIS 118.325
LONE STAR CLNC DEL
120.45
HOUSTON CLNC DEL
119.55
(When Tower Closed)
GND CON 120.45
LONE STAR TOWER ★
124.125 (CTAF) (L)
HOUSTON DEP CON ★
119.7 281.4

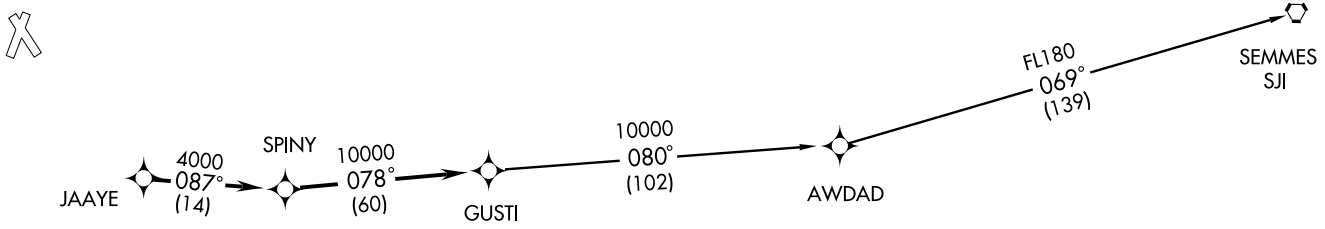
DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to JAAYE, then via 087° track to SPINY, then via 078° track to GUSTI, thence . . . .

. . . . via (transition). Maintain 4000, expect clearance to filed altitude/flight level 10 minutes after departure.

AWDAD TRANSITION (GUSTI1.AWDAD)

SEMMES TRANSITION (GUSTI1.SJI)



TAKE-OFF OBSTACLES:

Rwy 1, Multiple trees beginning 1899′ from DER, 11′ left of centerline, up to 80′ AGL/314′ MSL. OL on glideslope 387′ from DER, 404′ right of centerline, 23′ AGL/258′ MSL. Tower 457′ from DER, 387′ right of centerline, 45′ AGL/275′ MSL. Multiple trees beginning 788′ from DER, 134′ right of centerline, up to 79′ AGL/313′ MSL.

Rwy 14, Multiple trees beginning 1656′ from DER, 408′ left of centerline, up to 81′ AGL/300′ MSL. OL on DME 401′ from DER, 266′ right of centerline, 21′ AGL/255′ MSL. Multiple trees beginning 1480′ from DER, 80′ right of centerline, up to 77′ AGL/306′ MSL.

Rwy 19, Multiple trees beginning 17′ from DER, 157′ left of centerline, up to 95′ AGL/315′ MSL. Multiple trees beginning 68′ from DER, 156′ right of centerline, up to 80′ AGL/305′ MSL.

Rwy 32, Vehicle and road 602′ from DER, 551′ left of centerline, 15′ AGL/257′ MSL. Pole 1411′ from DER, 458′ left of centerline, 29′ AGL/268′ MSL. Tree 2448′ from DER, 990′ right of centerline, 106′ AGL/325′ MSL.

N

TAKE-OFF MINIMUMS:
All runways, standard.

NOTE: RNAV 1.
NOTE: RADAR REQUIRED.
NOTE: DME/DME/IRU or GPS REQUIRED.
NOTE: For NON-GPS equipped aircraft; SBI, BPT, LCH, LFT, LLA, and HRV must be operational.

NOTE: Chart not to scale.

LOC I-CXO	APP CRS	Rwy Idg	5411
108.7	139°	TDZE	242
Chan 24		Apt Elev	245

ILS or LOC RWY 14

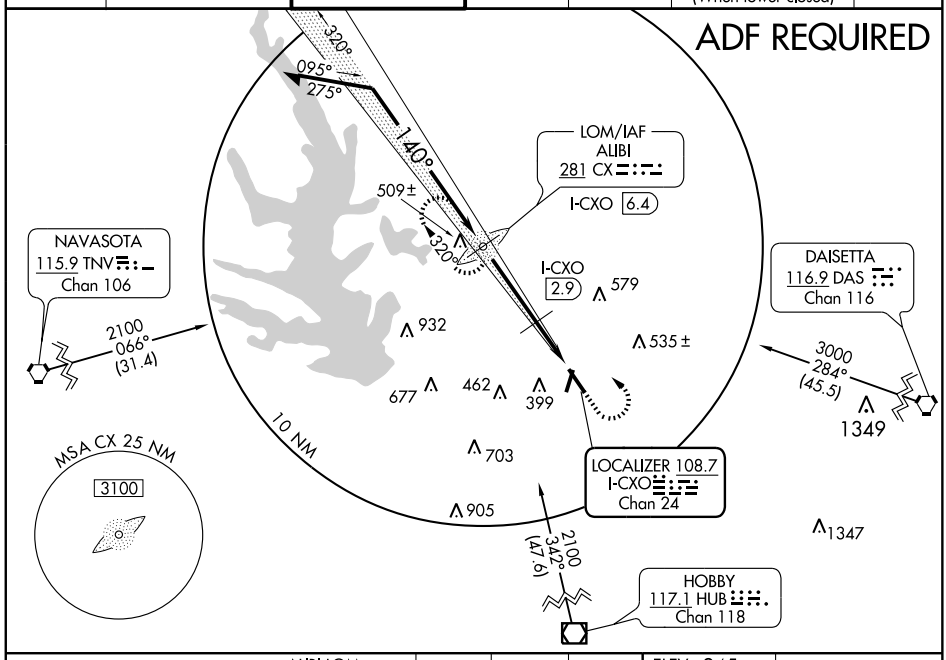
HOUSTON/ LONE STAR EXECUTIVE (CXO)

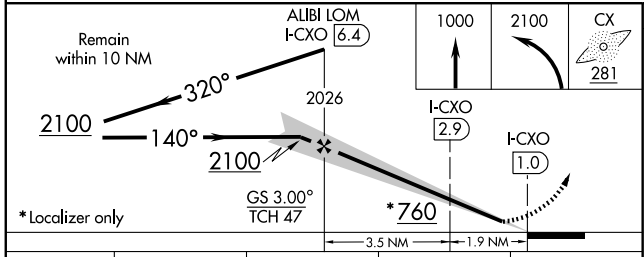
Circling NA at night.

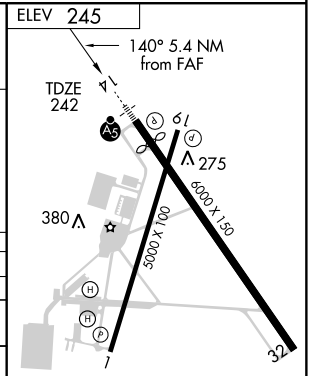
MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 2100 direct ALIBI LOM and hold.

ATIS	HOUSTON APP CON ★	LONE STAR TOWER ★	GND CON	CLNC DEL	HOUSTON CLNC DEL	UNICOM
118.325	119.7 281.4	124.125 (CTAF) L	120.45	120.45	119.55 (When tower closed)	122.95







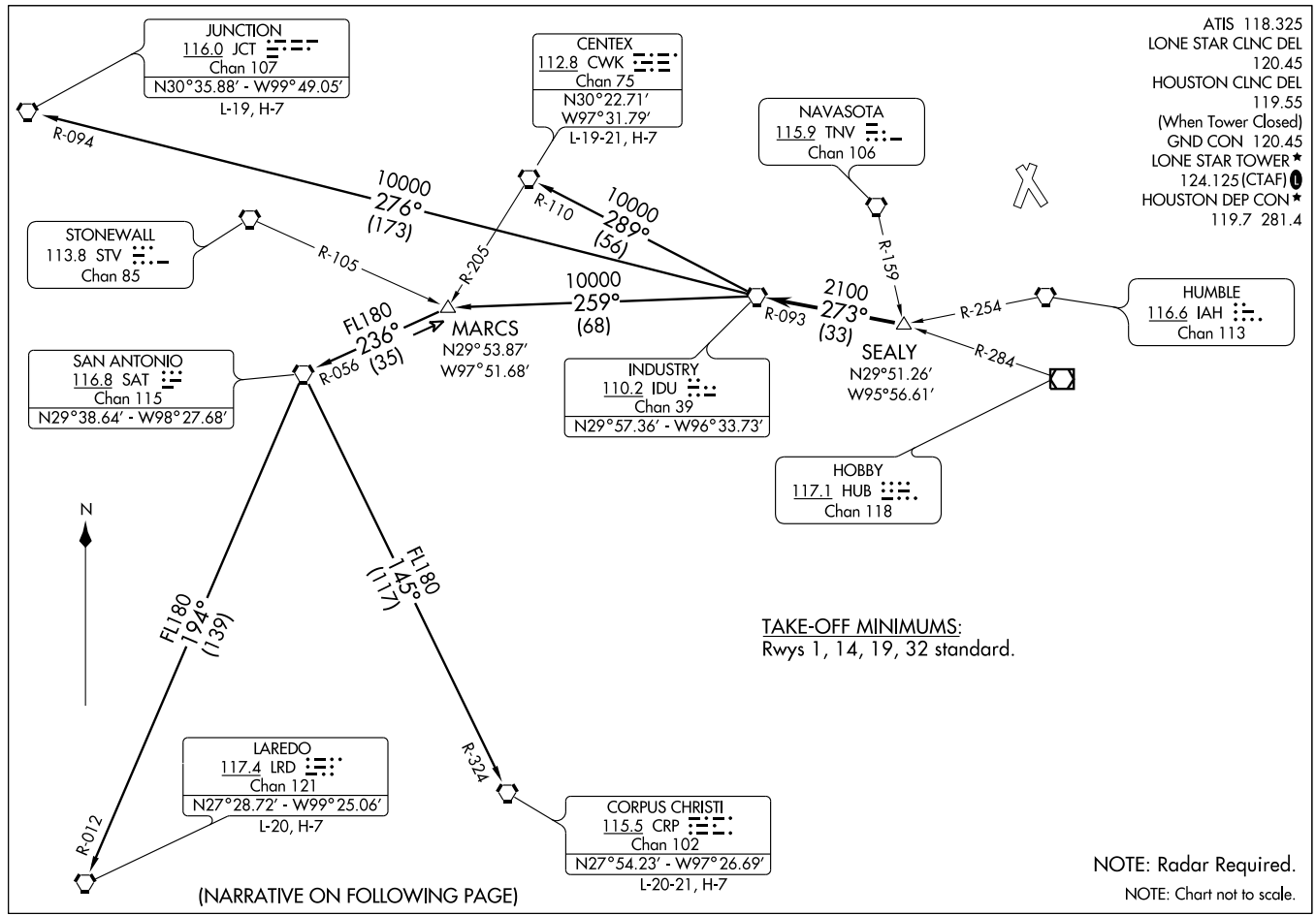
CATEGORY	A	B	C	D
S-ILS 14	442-½ 200 (200-½)			
S-LOC 14	760-½ 518 (600-½)		760-1 518 (600-1)	760-1¼ 518 (600-1¼)
CIRCLING	760-1 515 (600-1)		760-1½ 515 (600-1½)	800-2 555 (600-2)
DME MINIMUMS				
S-LOC 14	640-½ 398 (400-½)			640-¾ 398 (400-¾)
CIRCLING	700-1 455 (500-1)		700-1½ 455 (500-1½)	800-2 555 (600-2)

REIL Rwy 32 L
MIRL Rwy 1-19
MIRL Rwy 14-32 L

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

SC-5, 08 APR 2010 to 06 MAY 2010



INDUSTRY THREE DEPARTURE (IDU3.IDU) 09239

SL-5573 (FAA)

HOUSTON/LONE STAR EXECUTIVE (CXO)
HOUSTON, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to SEALY INT. Maintain 4000'. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . VIA IDU R-093 to IDU VORTAC.

CENTEX TRANSITION (IDU3.CWK): (ATC assigned only. For aircraft inbound to the DFW Metroplex area that are being rerouted due to bad weather.) From over IDU VORTAC via IDU R-289 and CWK R-110 to CWK VORTAC.

CORPUS CHRISTI TRANSITION (IDU3.CRP): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-145 and CRP R-324 to CRP VORTAC.

JUNCTION TRANSITION (IDU3.JCT): (For aircraft overflying JCT VORTAC via J2, J15, or J86.) From over IDU VORTAC via IDU R-276 and JCT R-094 to JCT VORTAC.

LAREDO TRANSITION (IDU3.LRD): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-194 and LRD R-012 to LRD VORTAC.

TAKE-OFF OBSTACLES:

Rwy 1, Multiple trees beginning 1899' from DER, 11' left of centerline, up to 80' AGL/314' MSL. OL on glideslope 387' from DER, 404' right of centerline, 23' AGL/258' MSL. Tower 457' from DER, 387' right of centerline, 45' AGL/275' MSL. Multiple trees beginning 788' from DER, 134' right of centerline, up to 79' AGL/313' MSL.

Rwy 14, Multiple trees beginning 1655' from DER, 408' left of centerline, up to 81' AGL/300' MSL. OL on DME 401' from DER, 266' right of centerline, 21' AGL/255' MSL. Multiple trees beginning 1480' from DER, 80' right of centerline, up to 77' AGL/306' MSL.

Rwy 19, Multiple trees beginning 17' from DER, 157' left of centerline, up to 95' AGL/315' MSL. Multiple trees beginning 68' from DER, 156' right of centerline, up to 80' AGL/305' MSL.

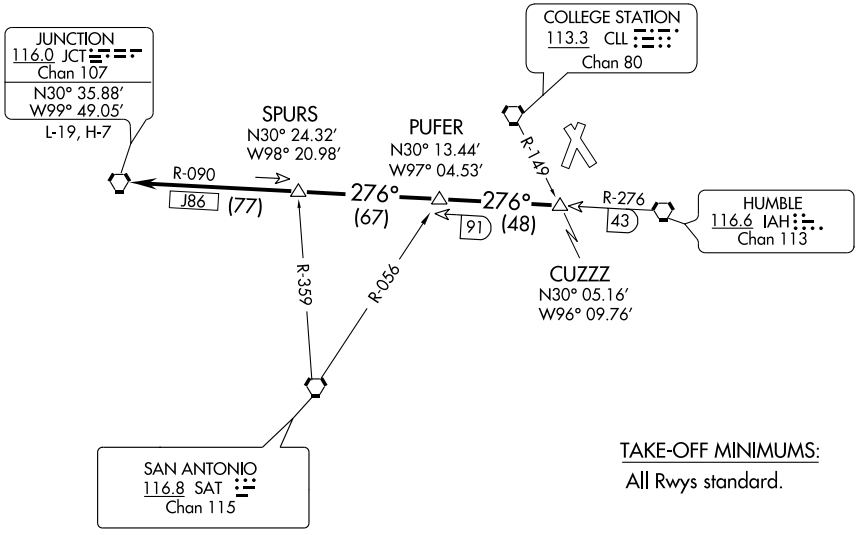
Rwy 32, Vehicle and road 602' from DER, 551' left of centerline, 15' AGL/257' MSL. Pole 1411' from DER, 458' left of centerline, 29' AGL/268' MSL. Tree 2448' from DER, 990' right of centerline, 106' AGL/325' MSL.

SC-5, 08 APR 2010 to 06 MAY 2010

JUNCTION SIX DEPARTURE

SL-5573 (FAA)

ATIS 118.325
LONE STAR CLNC DEL
120.45
HOUSTON CLNC DEL
119.55
(When Tower Closed)
GND CON 120.45
LONE STAR TOWER ★
124.125 (CTAF) L
HOUSTON DEP CON ★
119.7 281.4



TAKE-OFF MINIMUMS:
All Rwys standard.

NOTE: RADAR Required.
NOTE: For aircraft overflying JCT VORTAC via J86 filing FL240 or above.

NOTE: Chart not to scale.

(NOTES ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to CUZZZ INT, maintain 4,000′, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-276 and JCT R-090 to JCT VORTAC.

SC-5, 08 APR 2010 to 06 MAY 2010

TAKE-OFF OBSTACLES:

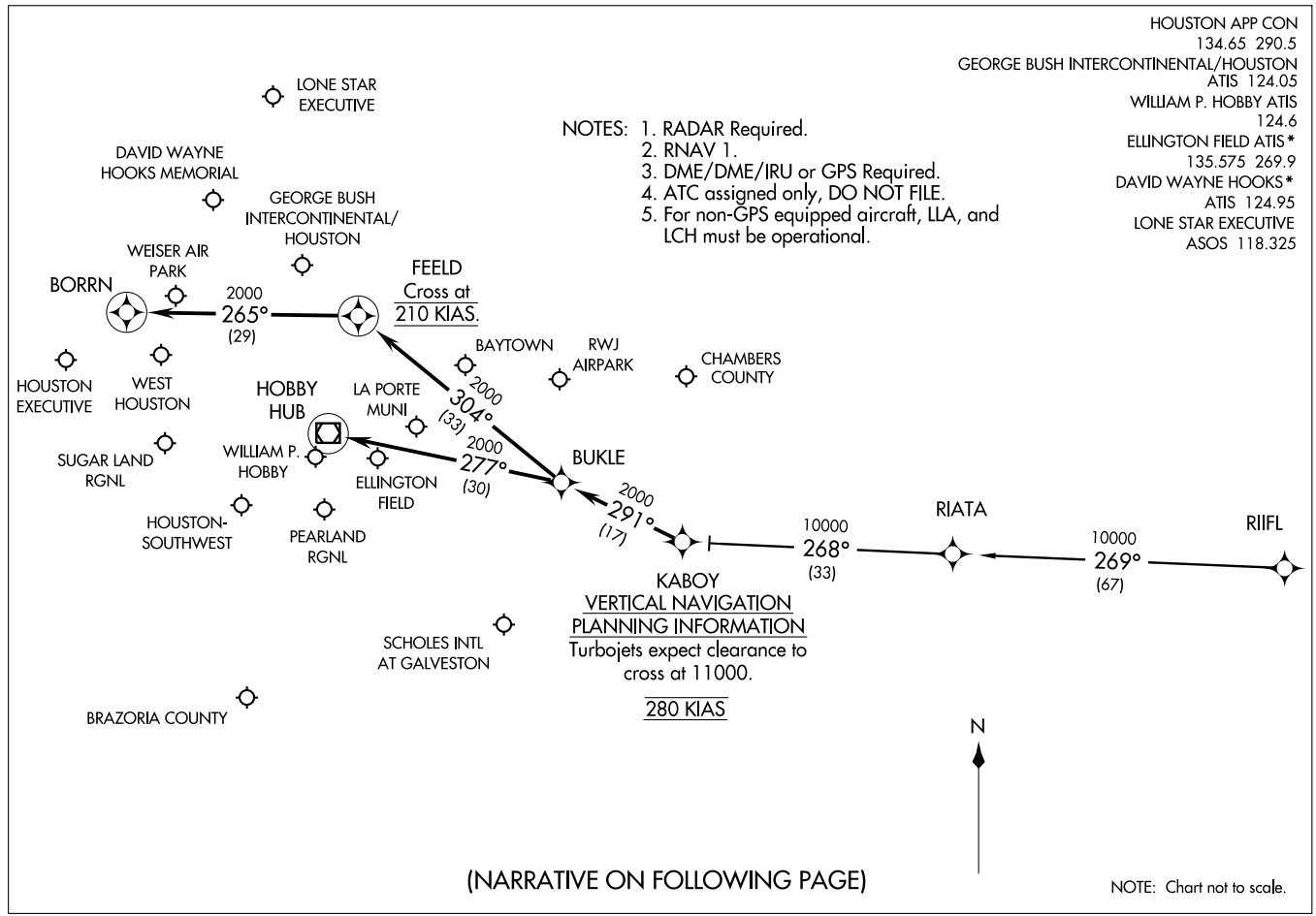
Rwy 1, Multiple trees beginning 1899′ from DER, 11′ left of centerline, up to 80′ AGL/314′ MSL. OL on glideslope 387′ from DER, 404′ right of centerline, 23′ AGL/258′ MSL. Tower 457′ from DER, 387′ right of centerline, 45′ AGL/275′ MSL. Multiple trees beginning 788′ from DER, 134′ right of centerline, up to 79′ AGL/313′ MSL.

Rwy 14, Multiple trees beginning 1655′ from DER, 408′ left of centerline, up to 81′ AGL/300′ MSL. OL on DME 401′ from DER, 266′ right of centerline, 21′ AGL/255′ MSL. Multiple trees beginning 1480′ from DER, 80′ right of centerline, up to 77′ AGL/306′ MSL.

Rwy 19, Multiple trees beginning 17′ from DER, 157′ left of centerline, up to 95′ AGL/315′ MSL. Multiple trees beginning 66′ from DER, 156′ right of centerline, up to 80′ AGL/305′ MSL.

Rwy 32, Vehicle and road 602′ from DER, 551′ left of centerline, 15′ AGL/257′ MSL. Pole 1411′ from DER, 458′ left of centerline, 29′ AGL/268′ MSL. Tree 2448′ from DER, 990′ right of centerline, 106′ AGL/325′ MSL.

SC-5, 08 APR 2010 to 06 MAY 2010


HOUSTON APP CON
134.65 290.5
GEORGE BUSH INTERCONTINENTAL/HOUSTON
ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS*
135.575 269.9
DAVID WAYNE HOOKS*
ATIS 124.95
LONE STAR EXECUTIVE
ASOS 118.325
(KABOY.KABOY1) 09071
KABOY ONE ARRIVAL (RNAV)
ST-5461(FAA)
HOUSTON, TEXAS
NOTES: 1. RADAR Required.
2. RNAV 1.
3. DME/DME/IRU or GPS Required.
4. ATC assigned only, DO NOT FILE.
5. For non-GPS equipped aircraft, LLA, and LCH must be operational.
LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIR PARK
BORRN
2000
265°
(29)
FEELD
Cross at
210 KIAS.
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
HOUSTON EXECUTIVE
WEST HOUSTON
HOBBY HUB
LA PORTE MUNI
2000
304°
(33)
SUGAR LAND RGNL
WILLIAM P. HOBBY
2000
277°
(30)
ELLINGTON FIELD
BUKLE
2000
291°
(17)
HOUSTON-SOUTHWEST
PEARLAND RGNL
10000
268°
(33)
RIATA
10000
269°
(67)
RIIFL
KABOY
VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets expect clearance to cross at 11000.
280 KIAS
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY
N
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY1)

From KABOY via 291° track to BUKLE . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/8R, OR 9: . . . . From BUKLE via 304° track to FEELD, thence as depicted to BORRN. Expect vectors to final approach course prior to BORRN, if not received by BORRN, fly present heading.

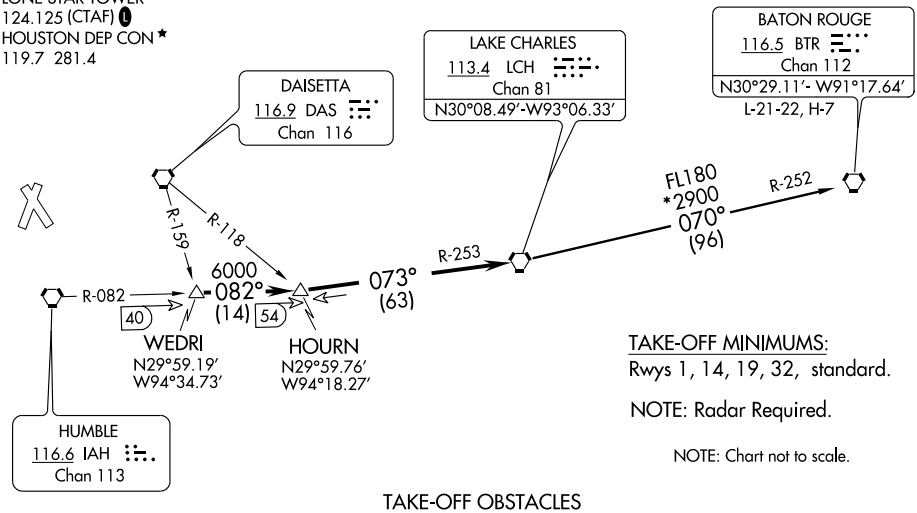
ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO): . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

ALL OTHER AIRPORTS: . . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course prior to HUB VOR/DME.

LAKE CHARLES ONE DEPARTURE

ATIS 118.325
LONE STAR CLNC DEL
120.45
HOUSTON CLNC DEL
119.55
(When Tower Closed)
GND CON 120.45
LONE STAR TOWER ★
124.125 (CTAF) L
HOUSTON DEP CON ★
119.7 281.4



TAKE-OFF MINIMUMS:
Rwys 1, 14, 19, 32, standard.

NOTE: Radar Required.

NOTE: Chart not to scale.

TAKE-OFF OBSTACLES

Rwy 1, Multiple trees beginning 1899' from DER, 11' left of centerline, up to 80' AGL/314' MSL. OL on glideslope 387' from DER, 404' right of centerline, 23' AGL/258' MSL. Tower 457' from DER, 387' right of centerline, 45' AGL/275' MSL. Multiple trees beginning 788' from DER, 134' right of centerline, up to 79' AGL/313' MSL.

Rwy 14, Multiple trees beginning 1655' from DER, 408' left of centerline, up to 81' AGL/300 MSL. OL on DME 401' from DER, 266' right of centerline, 21' AGL/255' MSL. Multiple trees beginning 1480' from DER, 80' right of centerline, up to 77' AGL/306 MSL.

Rwy 19, Multiple trees beginning 17' from DER, 157' left of centerline, up to 95' AGL/315' MSL. Multiple trees beginning 68' from DER, 156' right of centerline, up to 80' AGL/305' MSL.

Rwy 32, Vehicle and road 602' from DER, 551' left of centerline, 15' AGL/257' MSL. Pole 1411' from DER, 458' left of centerline, 29' AGL/268' MSL. Tree 2448' from DER, 990' right of centerline, 106' AGL/325' MSL.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to WEDRI INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-082 to HOURN INT, then via LCH R-253 to LCH VORTAC.

BATON ROUGE TRANSITION (LCH1.BTR): From over LCH VORTAC via LCH R-070 and BTR R-252 to BTR VORTAC.

LEONA SIX DEPARTURE

SL-5573 (FAA)

HOUSTON/ LONE STAR EXECUTIVE (CXO)
HOUSTON, TEXAS

ATIS 118.325
LONE STAR CLNC DEL 120.45
HOUSTON CLNC DEL 119.55
(When Tower Closed)
GND CON 120.45
LONE STAR TOWER ★ 124.125 (CTAF) L
HOUSTON DEP CON ★ 119.7 281.4

ARDMORE
116.7 ADM
Chan 114
N34°12.70′ - W97°10.09′
L-17, H-6

TULSA
114.4 TUL
Chan 91
N36°11.78′ - W95°47.29′
L-15, H-6

BONHAM
114.6 BYP
Chan 93
N33°32.25′ - W96°14.05′
L-17, H-6

RANGER
115.7 FUZ
Chan 104
N32°53.37′ - W97°10.77′
L-17, H-6

CEDAR CREEK
114.8 CQY
Chan 95
N32°11.14′ - W96°13.09′

DOLEY
N32°11.35′
W96°23.08′

WACO
115.3 ACT
Chan 100
N31°39.74′ - W97°16.14′
L-19, H-6

LEONA
110.8 LOA
Chan 45
N31° 07.44′ - W95° 58.08′

WLLIS
N30°28.88′
W95°37.39′

HUMBLE
116.6 IAH
Chan 113

NAVASOTA
115.9 TNV
Chan 106

R-156
FL180
336°
(127)

R-130
FL180
310°
(58)

R-173
FL180
353°
(81)

R-265

R-163
10000
341°
(65)

10000
334°
(67)

R-147
4000
327°
(42)

R-055

R-330

TAKE-OFF MINIMUMS:
Rwy 1, 14, 19, 32 standard.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar required.

SC-5, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to WLLIS INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via LOA R-147 to LOA VORTAC.

ARDMORE TRANSITION (LOA6.ADM): (For aircraft overflying North/Northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via ADM R-156 to ADM VORTAC.

BONHAM TRANSITION (LOA6.BYP): (For aircraft overflying/landing TUL VORTAC FL240 and above.) From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-353 and BYP R-173 to BYP VORTAC.

RANGER TRANSITION (LOA6.FUZ): (For aircraft overflying west/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via FUZ R-130 to FUZ VORTAC.

TAKE-OFF OBSTACLES

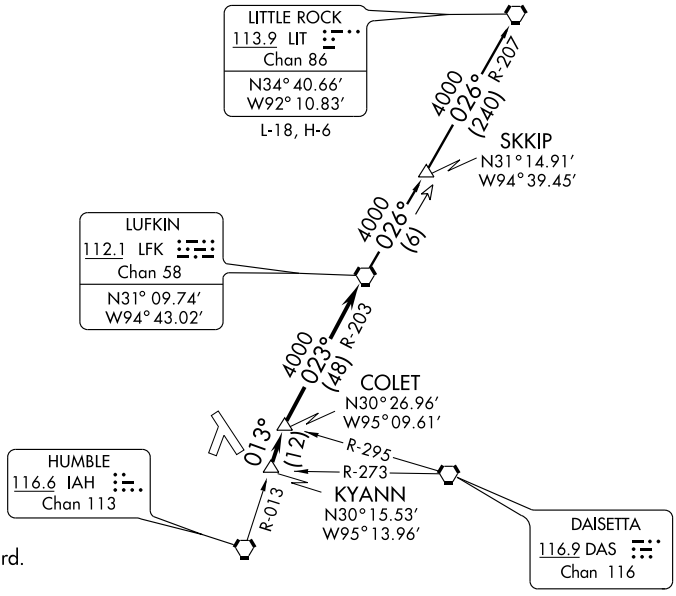
Rwy 1, Multiple trees beginning 1899′ from DER, 11′ left of centerline, up to 80′ AGL/314′ MSL. Tower 457′ from DER, 387′ right of centerline, 45′ AGL/275′ MSL. Obstruction light on glide slope 387′ from DER, 404′ right of centerline, 23′ AGL/258′ MSL. Multiple trees beginning 788′ from DER, 134′ right of centerline, up to 79′ AGL/313′ MSL.
Rwy 14, Multiple trees beginning 1480′ from DER, 80′ right of centerline, up to 77′ AGL/306′ MSL. Multiple trees beginning 1655′ from DER, 408′ left of centerline, up to 81′ AGL/300′ MSL. Obstruction light on DME 401′ from DER, 266′ right of centerline, 21′ AGL/255′ MSL.
Rwy 19, Multiple trees beginning 17′ from DER, 157′ left of centerline, up to 95′ AGL/315′ MSL. Multiple trees beginning 68′ from DER, 156′ right of centerline, up to 80′ AGL/305′ MSL.
Rwy 32, Vehicle and road 602′ from DER, 551′ left of centerline, 15′ AGL/257′ MSL. Tree 2448′ from DER, 990′ right of centerline, 106′ AGL/325′ MSL. Pole 1411′ from DER, 458′ left of centerline, 29′ AGL/268′ MSL.

SC-5, 08 APR 2010 to 06 MAY 2010

LUFKIN FIVE DEPARTURE

SL-5573 (FAA)

ATIS 118.325
LONE STAR CLNC DEL 120.45
HOUSTON CLNC DEL 119.55
(When Tower Closed)
GND CON 120.45
LONE STAR TOWER ★ 124.125 (CTAF) (L)
HOUSTON DEP CON ★ 119.7 281.4



TAKE-OFF MINIMUMS:
Rwy 1, 14, 19, 32, standard.

NOTE: Radar Required.
NOTE: For aircraft destined LIT, or overflying LIT or PXV.

TAKE-OFF OBSTACLES:
Rwy 1, Multiple trees beginning 1899′ from DER, 11′ left of centerline, up to 80′ AGL/314′ MSL. OL on glideslope 387′ from DER, 404′ right of centerline, 23′ AGL/258′ MSL. Tower 457′ from DER, 387′ right of centerline, 45′ AGL/275′ MSL. Multiple trees beginning 788′ from DER, 134′ right of centerline, up to 79′ AGL/313′ MSL.
Rwy 14, Multiple trees beginning 1655′ from DER, 408′ left of centerline, up to 81′ AGL/300′ MSL. OL on DME 401′ from DER, 266′ right of centerline, 21′ AGL/255′ MSL. Multiple trees beginning 1480′ from DER, 80′ right of centerline, up to 77′ AGL/306′ MSL.
Rwy 19, Multiple trees beginning 17′ from DER, 157′ left of centerline, up to 95′ AGL/315′ MSL. Multiple trees beginning 68′ from DER, 156′ right of centerline, up to 80′ AGL/305′ MSL.
Rwy 32, Vehicle and road 602′ from DER, 551′ left of centerline, 15′ AGL/257′ MSL. Pole 1411′ from DER, 458′ left of centerline, 29′ AGL/268′ MSL. Tree 2448′ from DER, 990′ right of centerline, 106′ AGL/325′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to KYANN INT, maintain 4000′, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-013 to COLET INT, then right turn via LFK R-203 to LFK VORTAC.

LITTLE ROCK TRANSITION (LFK5.LIT): From over LFK VORTAC via LFK R-026 to SKKIP INT, then via LIT R-207 to LIT VORTAC.

SC-5, 08 APR 2010 to 06 MAY 2010

LOM CX 281	APP CRS 140°	Rwy Idg 5411 TDZE 242 Apt Elev 245

NDB RWY 14

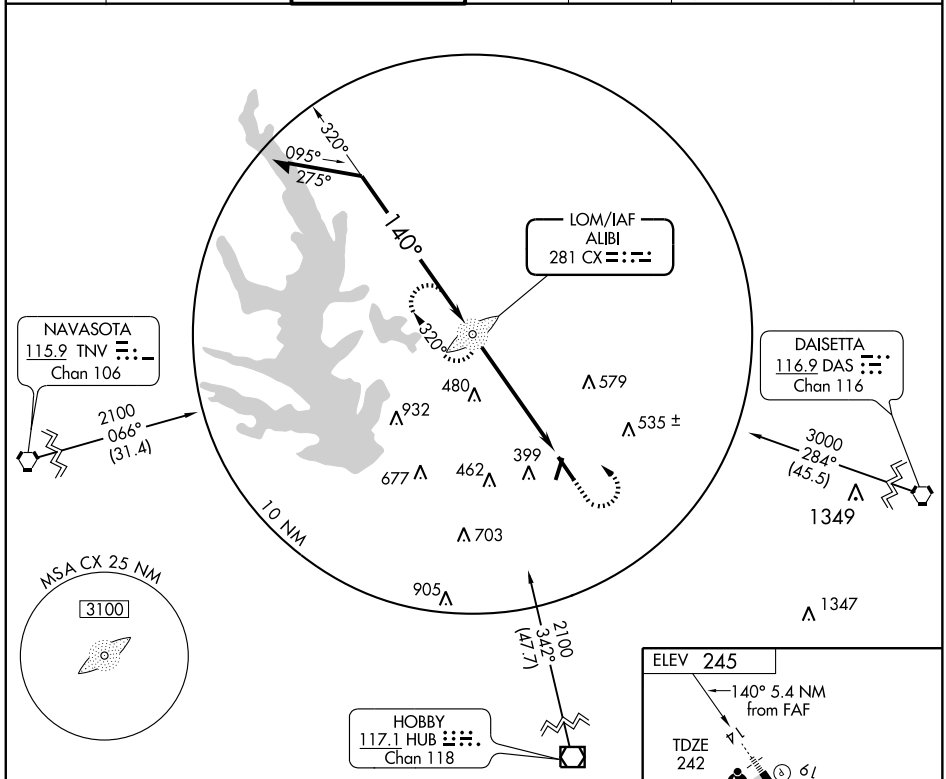
HOUSTON/ LONE STAR EXECUTIVE (CXO)

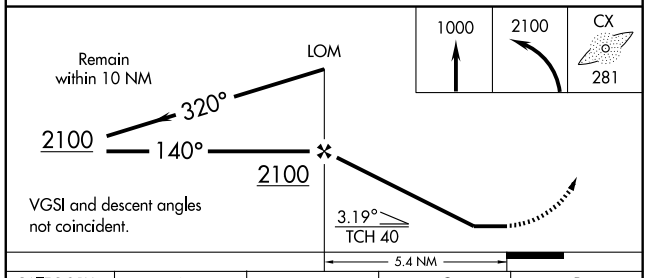
Circling NA at night.

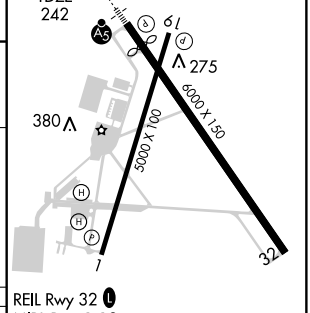
MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 2100 direct CX LOM and hold.

ATIS	HOUSTON APP CON ★	LONE STAR TOWER ★	GND CON	CLNC DEL	HOUSTON CLNC DEL	UNICOM
118.325	119.7 281.4	124.125 (CTAF) L	120.45	120.45	119.55 (When tower closed)	122.95







REIL Rwy 32 L
MIRL Rwy 1-19
MIRL Rwy 14-32 L

CATEGORY	A	B	C	D
S-14	780-¾	538 (600-¾)	780-1 538 (600-1)	780-1½ 538 (600-1½)
CIRCLING	780-1	535 (600-1)	780-1½ 535 (600-1½)	800-2 555 (600-2)

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

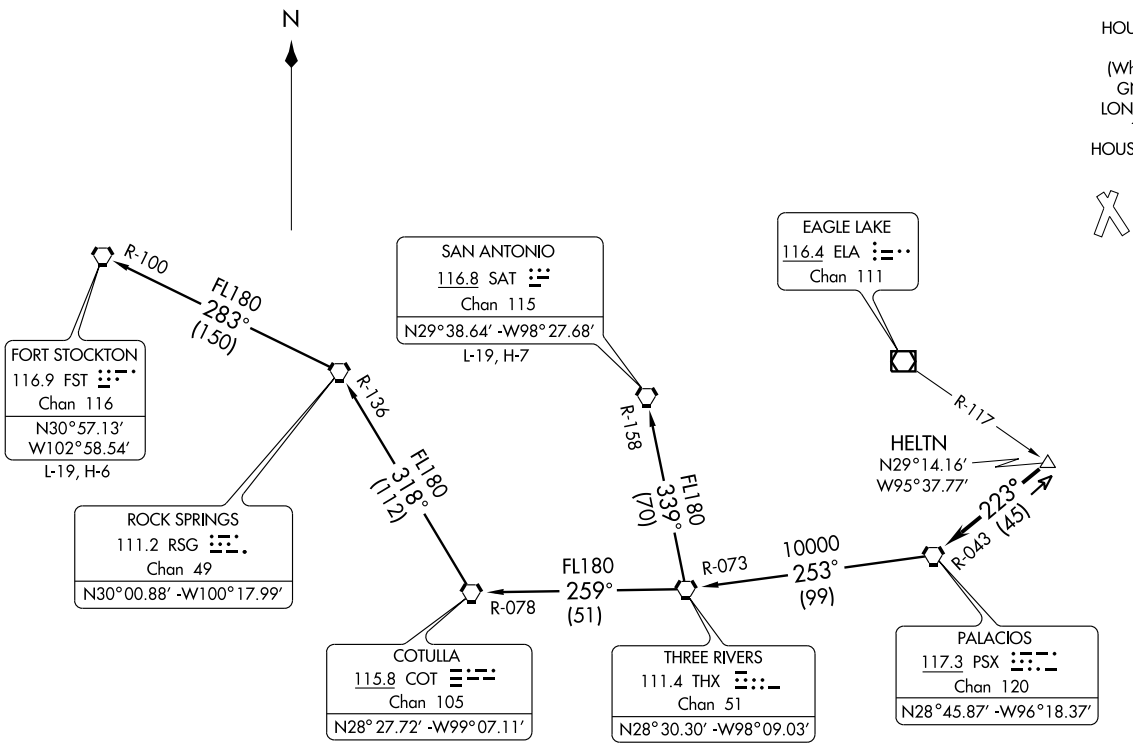
SC-5, 08 APR 2010 to 06 MAY 2010

PALACIOS THREE DEPARTURE (PSX3.PSX) 09239

HOUSTON/ LONE STAR EXECUTIVE (CXO) HOUSTON, TEXAS

SL-5573 (FAA)

ATIS 118.325
LONE STAR CLNC DEL 120.45
HOUSTON CLNC DEL 119.55
(When Tower Closed)
GND CON 120.45
LONE STAR TOWER ★ 124.125 (CTAF) (L)
HOUSTON DEP CON ★ 119.7 281.4



TAKE-OFF MINIMUMS:
Rwys 1, 14, 19, 32 standard.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar Required
NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to HELTN INT, maintain 4000'. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via PSX R-043 to PSX VORTAC.

FORT STOCKTON TRANSITION (PSX3.FST): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-259 and COT R-078 to COT VORTAC, then via COT R-318 and RSG R-136 to RSG VORTAC, then via RSG R-283 and FST R-100 to FST VORTAC.

SAN ANTONIO TRANSITION (PSX3.SAT): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-339 and SAT R-158 to SAT VORTAC.

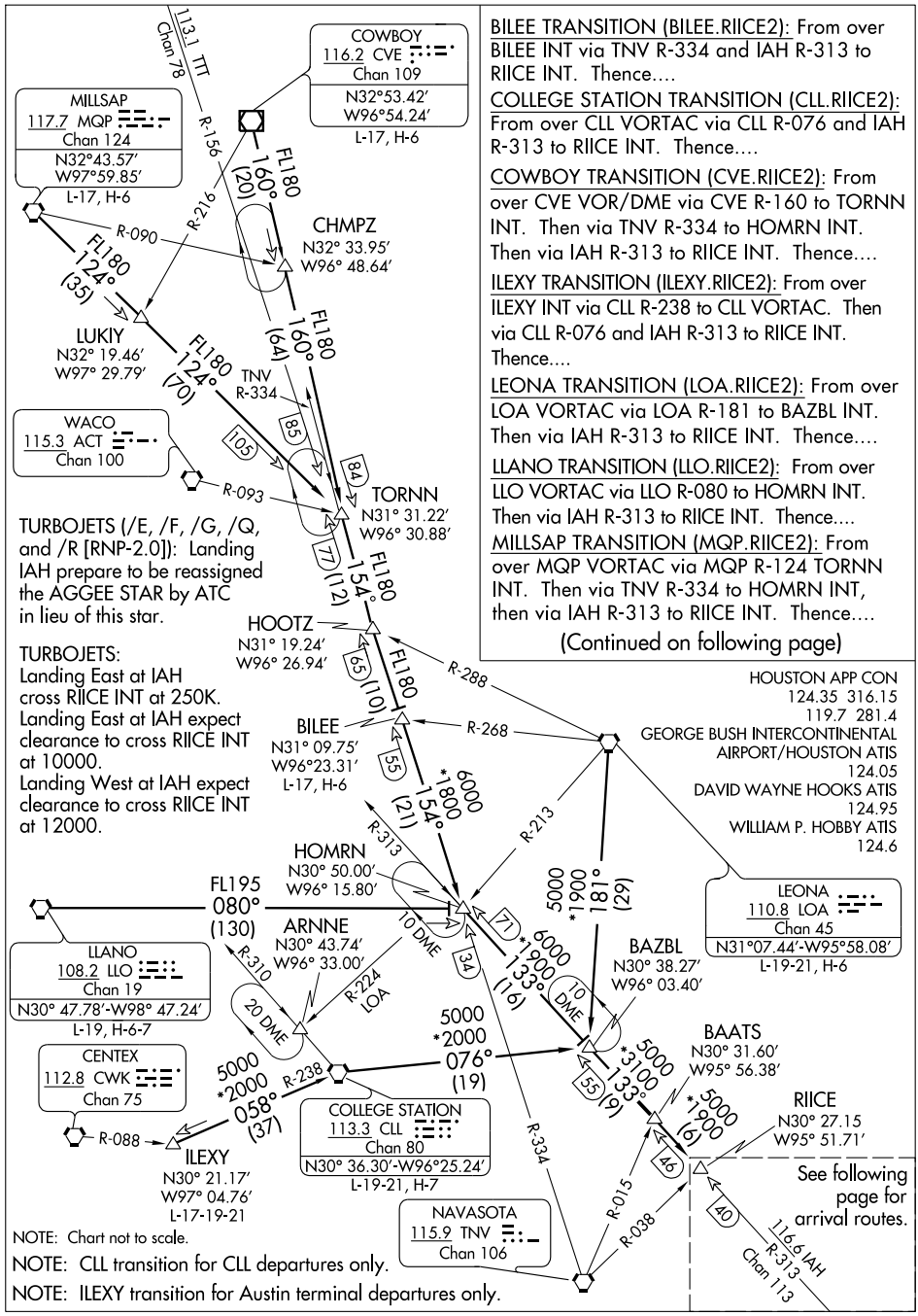
TAKE-OFF OBSTACLES:

Rwy 1, Multiple trees beginning 1899' from DER, 11' left of centerline, up to 80' AGL/314' MSL.
OL on glideslope 387' from DER, 404' right of centerline, 23' AGL/258' MSL.
Tower 457' from DER, 387' right of centerline, 45' AGL/275' MSL.
Multiple trees beginning 788' from DER, 134' right of centerline, up to 79' AGL/313' MSL.
Rwy 14, Multiple trees beginning 1655' from DER, 408' left of centerline, up to 81' AGL/300' MSL.
OL on DME 401' from DER, 266' right of centerline, 21' AGL/255' MSL.
Multiple trees beginning 1480' from DER, 80' right of centerline, up to 77' AGL/306' MSL.
Rwy 19, Multiple trees beginning 17' from DER, 157' left of centerline, up to 95' AGL/315' MSL.
Multiple trees beginning 68' from DER, 156' right of centerline, up to 80' AGL/305' MSL.
Rwy 32, Vehicle and road 602' from DER, 551' left of centerline, 15' AGL/257' MSL.
Pole 1411' from DER, 458' left of centerline, 29' AGL/268' MSL.
Tree 2448' from DER, 990' right of centerline, 106' AGL/325'MSL.

SC-5, 08 APR 2010 to 06 MAY 2010

RIICE TWO ARRIVAL Transition Routes

HOUSTON, TEXAS



BILEE TRANSITION (BILEE.RIICE2): From over BILEE INT via TNV R-334 and IAH R-313 to RIICE INT. Thence....

COLLEGE STATION TRANSITION (CLL.RIICE2): From over CLL VORTAC via CLL R-076 and IAH R-313 to RIICE INT. Thence....

COWBOY TRANSITION (CVE.RIICE2): From over CVE VOR/DME via CVE R-160 to TORNN INT. Then via TNV R-334 to HOMRN INT. Then via IAH R-313 to RIICE INT. Thence....

ILEXY TRANSITION (ILEXY.RIICE2): From over ILEXY INT via CLL R-238 to CLL VORTAC. Then via CLL R-076 and IAH R-313 to RIICE INT. Thence....

LEONA TRANSITION (LOA.RIICE2): From over LOA VORTAC via LOA R-181 to BAZBL INT. Then via IAH R-313 to RIICE INT. Thence....

LLANO TRANSITION (LLO.RIICE2): From over LLO VORTAC via LLO R-080 to HOMRN INT. Then via IAH R-313 to RIICE INT. Thence....

MILLSAP TRANSITION (MQP.RIICE2): From over MQP VORTAC via MQP R-124 TORNN INT. Then via TNV R-334 to HOMRN INT, then via IAH R-313 to RIICE INT. Thence....

(Continued on following page)

NOTE: Chart not to scale.

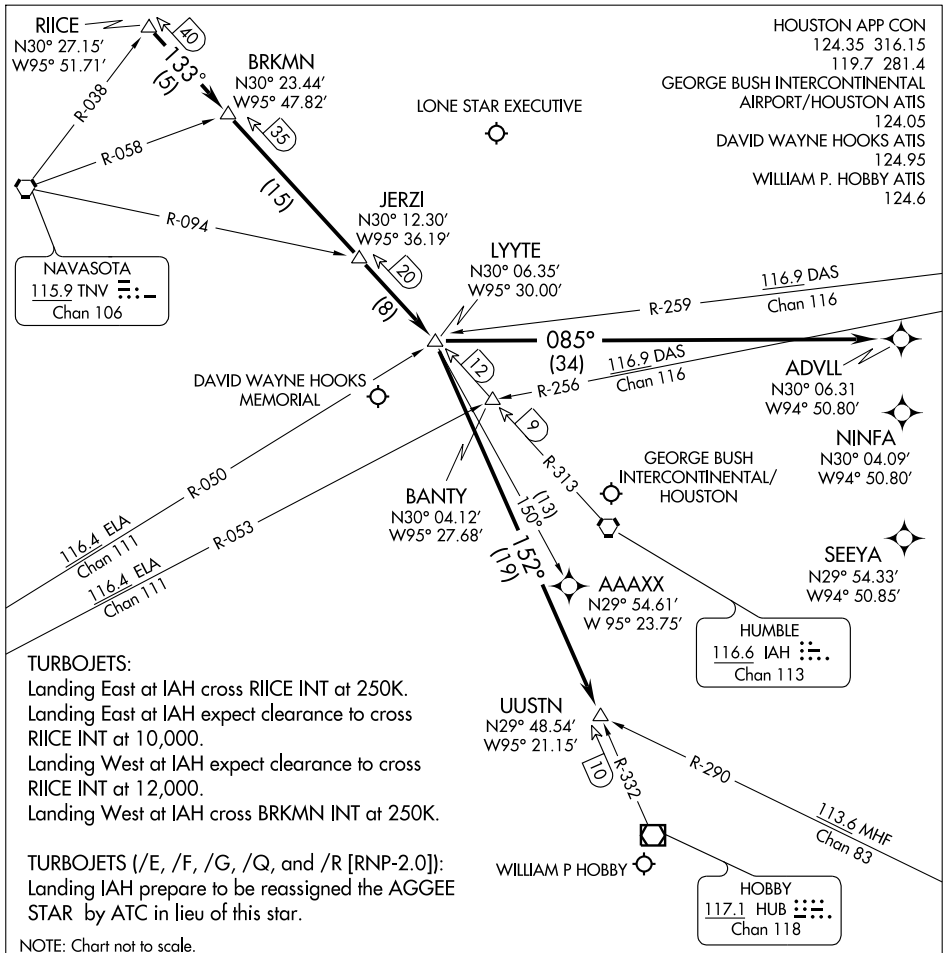
NOTE: CLL transition for CLL departures only.

NOTE: ILEXY transition for Austin terminal departures only.

SC-5, 08 APR 2010 to 06 MAY 2010

RIICE TWO ARRIVAL Arrival Routes

HOUSTON, TEXAS



TURBOJETS:
Landing East at IAH cross RIICE INT at 250K.
Landing East at IAH expect clearance to cross RIICE INT at 10,000.
Landing West at IAH expect clearance to cross RIICE INT at 12,000.
Landing West at IAH cross BRKMN INT at 250K.

TURBOJETS (/E, /F, /G, /Q, and /R [RNP-2.0]):
Landing IAH prepare to be reassigned the AGGEE STAR by ATC in lieu of this star.

NOTE: Chart not to scale.

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
....From over RIICE INT via IAH R-313 to LYYTE INT. Landing Runway 26L/26R or 27; fly heading 085° for vectors to final approach course. For /E, /F, /G, /Q and /R (RNP-2.0), equipped aircraft from LYYTE INT direct ADVLL WP, expect vectors to final approach course prior to ADVLL WP; if not received by ADVLL WP, fly present heading.

WILLIAM P. HOBBY (HOU) (ATC ASSIGNED):
....From over RIICE INT via IAH R-313 to LYYTE INT, then via HUB R-332 to UUSTN INT, expect vectors to final approach course at or prior to UUSTN INT.

DAVID WAYNE HOOKS MEMORIAL (DWH) and LONE STAR EXCUTIVE (CXO):
....From over RIICE INT via IAH R-313 to LYYTE INT, expect vectors to final approach course at or prior to LYYTE INT.

ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to LYYTE INT.

SC-5, 08 APR 2010 to 06 MAY 2010

WAAS CH 99512 W14A	APP CRS 140°	Rwy Idg 5411 TDZE 242 Apt Elev 245

RNAV (GPS) RWY 14

HOUSTON/LONE STAR EXECUTIVE (CXO)

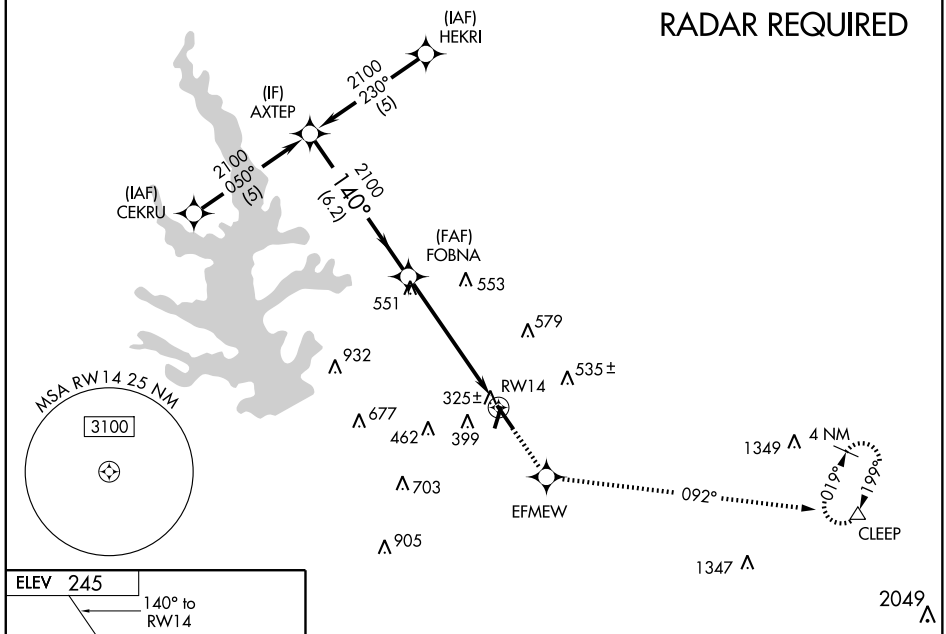
T A Circling to Rwy 19 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use David Wayne Hooks Memorial altimeter setting and increase all DA 57 feet, and all MDA 60 feet. Increase LNAV/VNAV visibility all Cats ¼ mile, increase LNAV Cat C/D visibility ¼ mile. VDP and Baro-VNAV NA when using David Wayne Hooks Memorial altimeter setting. For inoperative MALSR when using David Wayne Hooks Memorial altimeter setting; increase LPV all Cats visibility to 1 mile.

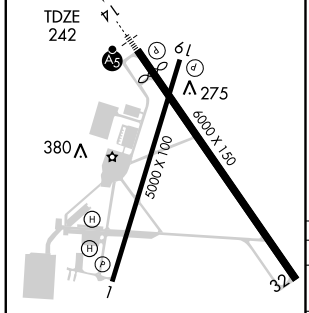
MALSR

MISSED APPROACH: Climb to 3000 direct EFMEW and via track 092° to CLEEP and hold.

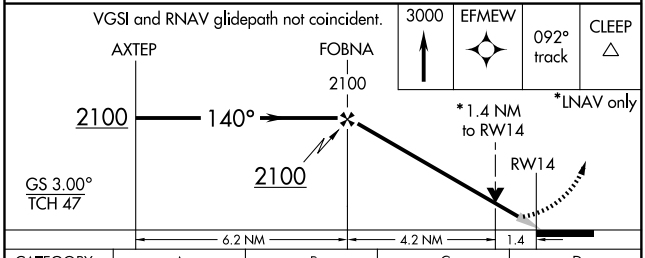
ATIS	HOUSTON APP CON ★	LONE STAR TOWER ★	GND CON	CLNC DEL	HOUSTON CLNC DEL	UNICOM
118.325	119.7 281.4	124.125 (CTAF) L	120.45	120.45	119.55 (When tower closed)	122.95

RADAR REQUIRED





REIL Rwy 32 L
MIRL Rwy 1-19
MIRL Rwy 14-32 L



CATEGORY	A	B	C	D
LPV DA	442-½ 200 (200-½)			
LNAV/VNAV DA	604-¾ 362 (400-¾)			
LNAV MDA	720-½ 478 (500-½)		720-¾ 478 (500-¾)	720-1 478 (500-1)
CIRCLING	720-1 475 (500-1)		720-1½ 475 (500-1½)	800-2 555 (600-2)

SC-5, 08 APR 2010 to 06 MAY 2010

HOUSTON, TEXAS

AL-5573 (FAA)

RNAV (GPS) RWY 32

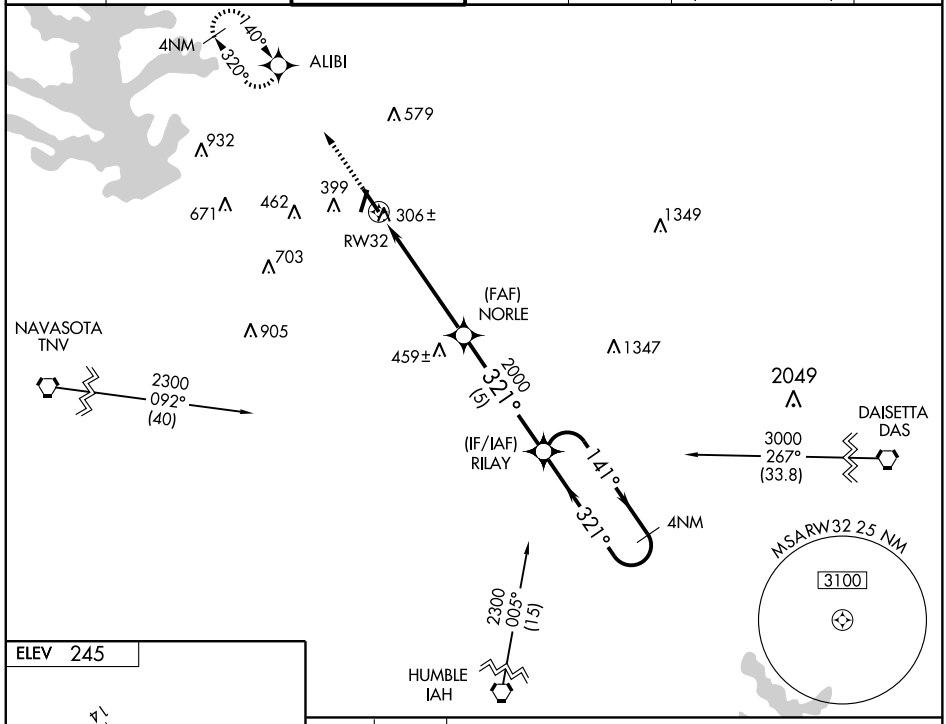
HOUSTON/ LONE STAR EXECUTIVE (CXO)

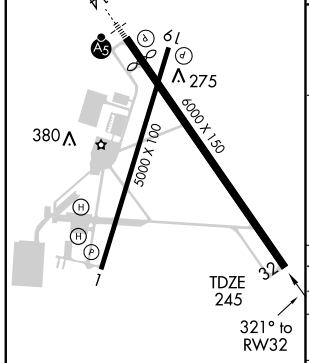
APP CRS	Rwy Idg	6000
321°	TDZE	245
	Apt Elev	245

BARO-VNAV NA below -15°C (5°F)
NA Circling NA at night. DME/DME RNP-0.3 NA

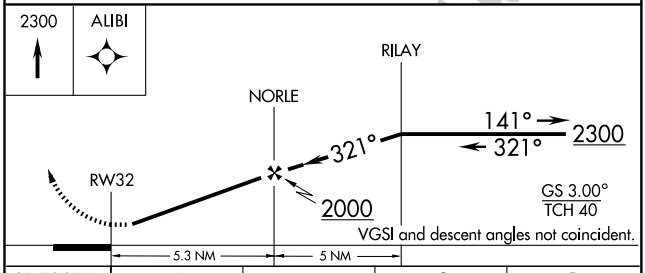
MISSED APPROACH: Climb to 2300 direct ALIBI and hold.

ATIS	HOUSTON APP CON ★	LONE STAR TOWER ★	GND CON	CLNC DEL	HOUSTON CLNC DEL	UNICOM
118.325	119.7 281.4	124.125 (CTAF) L	120.45	120.45	119.55 (When tower closed)	122.95



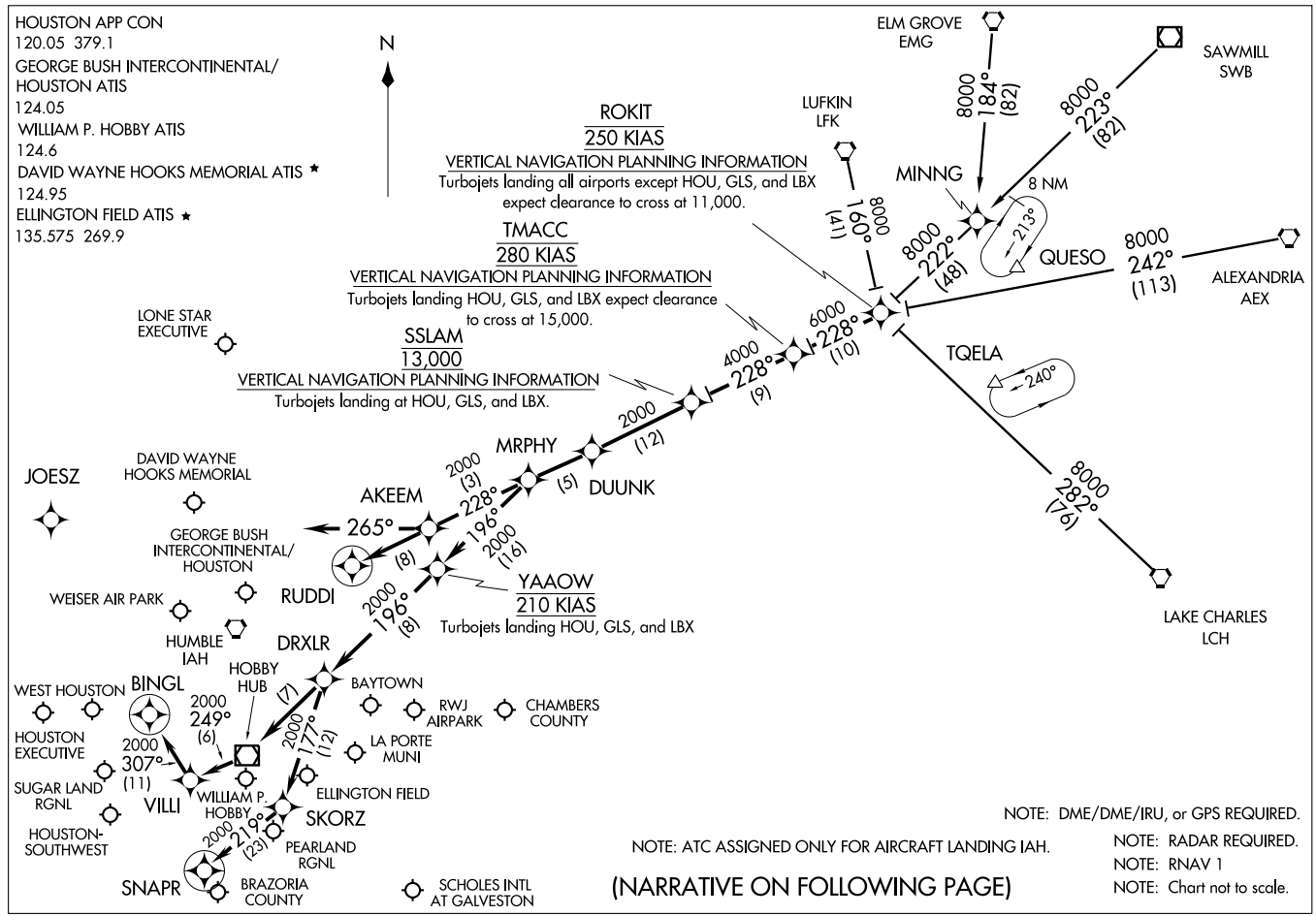


REIL Rwy 32 L
MIRL Rwy 1-19
MIRL Rwy 14-32 L



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	640-1½ 395 (400-1½)			
LNAV MDA	660-1 415 (500-1)		660-1¼ 415 (500-1¼)	
CIRCLING	700-1 455 (500-1)		700-1 ½ 455 (500-1½)	800-2 555 (600-2)

SC-5, 08 APR 2010 to 06 MAY 2010



(ROKIT.ROKIT1) 09127

ROKIT ONE ARRIVAL (RNAV)

ST-5461(FAA)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

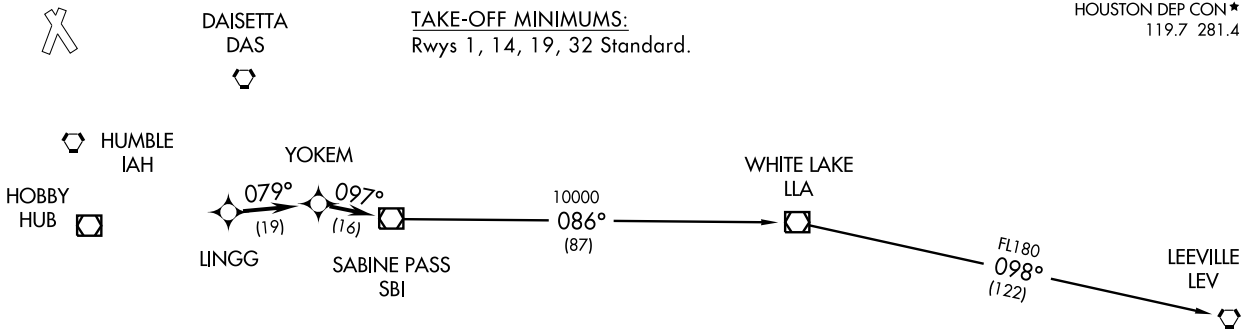
SC-5, 08 APR 2010 to 06 MAY 2010

NOTE: Chart not to scale.

Note: RADAR Required.
Note: RNAV 1.
Note: DME/DME/IRU or GPS Required.
Note: For non-GPS equipped aircraft, BPT and LCH must be operational.

ATIS 118.325
LONE STAR CLNC DEL 120.45
HOUSTON CLNC DEL 119.55
(When Tower Closed)
GND CON 120.45
LONE STAR TOWER ★ 124.125 (CTAF) L
HOUSTON DEP CON ★ 119.7 281.4

TAKE-OFF MINIMUMS:
Rwys 1, 14, 19, 32 Standard.



TAKE-OFF OBSTACLES:

Rwy 1, Multiple trees beginning 1899' from DER, 11' left of centerline, up to 80' AGL/ 314' MSL. OL on glideslope 387' from DER, 404' right of centerline, 23' AGL/ 258' MSL. Tower 457' from DER, 387' right of centerline, 45' AGL/275' MSL. Multiple trees beginning 788' from DER, 134' right of centerline, up to 79' AGL/ 313' MSL.

Rwy 14, Multiple trees beginning 1655' from DER, 408' left of centerline, up to 81' AGL/ 300' MSL. OL on DME 401' from DER, 266' right of centerline, 21' AGL/255' MSL. Multiple trees beginning 1480' from DER, 80' right of centerline, up to 77' AGL/ 306' MSL.

Rwy 19, Multiple trees beginning 17' from DER, 157' left of centerline, up to 95' AGL/ 315' MSL. Multiple trees beginning 68' from DER, 156' right of centerline, up to 80' AGL/305' MSL.

Rwy 32, Vehicle and road 602' from DER, 551' left of centerline, 15' AGL/257' MSL. Pole 1411' from DER, 458' left of centerline, 29' AGL/268' MSL. Tree 2448' from DER, 990' right of centerline, 106' AGL/325' MSL.

DEPARTURE ROUTE DESCRIPTION

Expect vectors to LINGG, maintain 4000, then via depicted route to SBI VOR/DME, thence. . . .

. . . .via (transition). Expect clearance to filed altitude/flight level 10 minutes after departure.

LEEVILLE TRANSITION: (SBI1.LEV)
WHITE LAKE TRANSITION: (SBI1.LLA)

SABINE PASS ONE DEPARTURE (RNAV) (SBI1.SBI) 09239

SL-5573 (FAA)

HOUSTON/ LONE STAR EXECUTIVE (CXO)
HOUSTON, TEXAS

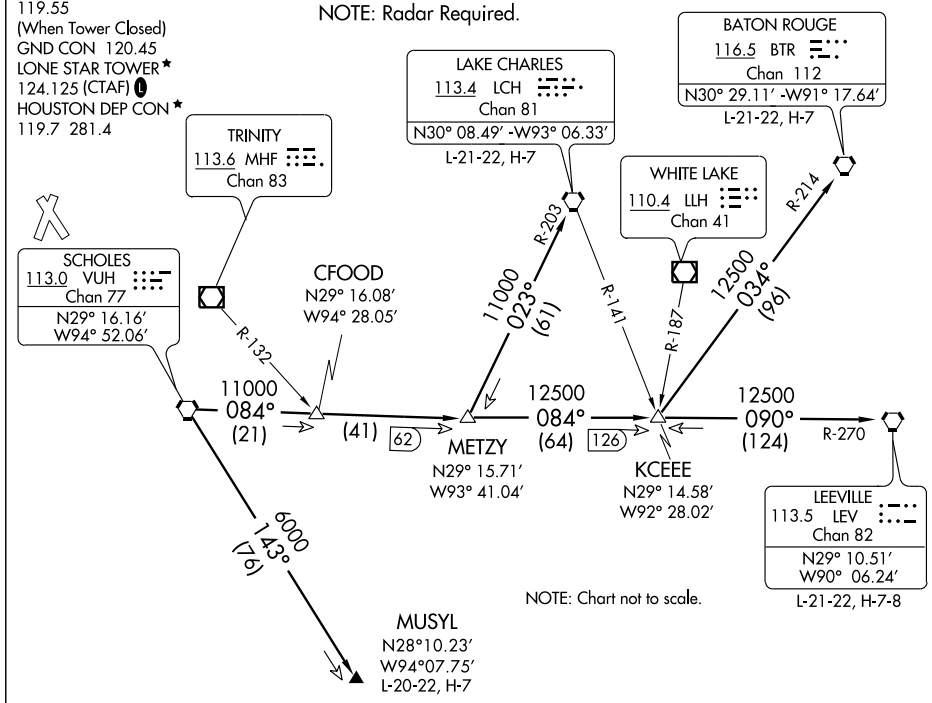
SCHOLES THREE DEPARTURE

SL-5573 (FAA)

HOUSTON, TEXAS

ATIS 118.325
LONE STAR CLNC DEL 120.45
HOUSTON CLNC DEL 119.55
(When Tower Closed)
GND CON 120.45
LONE STAR TOWER★ 124.125 (CTAF) L
HOUSTON DEP CON★ 119.7 281.4

NOTE: LCH, BTR, and LEV transitions are ATC assigned only, do not file.
NOTE: For LCH, BTR, LEV transitions, this procedure requires over water flight not to exceed 35 miles from nearest shoreline.
NOTE: Radar Required.



TAKE-OFF MINIMUMS:
Rwy 1, 14, 19, 32, standard.

(TAKE-OFF NOTES ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to VUH VORTAC, maintain 4000′, expect filed altitude 10 minutes after departure.

BATON ROUGE TRANSITION (VUH3.BTR): From over VUH VORTAC via VUH R-084 to KCEEE INT, then via BTR R-214 to BTR VORTAC.

LAKE CHARLES TRANSITION (VUH3.LCH): From over VUH VORTAC via VUH R-084 to METZY INT, then via LCH R-203 to LCH VORTAC.

LEEVILLE TRANSITION (VUH3.LEV): From over VUH VORTAC via VUH R-084 to KCEEE INT, then via LEV R-270 to LEV VORTAC.

MUSYL TRANSITION (VUH3.MUSYL): From over VUH VORTAC via VUH R-143 to MUSYL.

SC-5, 08 APR 2010 to 06 MAY 2010

TAKE-OFF OBSTACLES:

Rwy 1, Multiple trees beginning 1899′ from DER, 11′ left of centerline, up to 80′ AGL/314′ MSL. OL on glideslope 387′ from DER, 404′ right of centerline, 23′ AGL/258′ MSL. Tower 457′ from DER, 387′ right of centerline, 45′ AGL/275′ MSL. Multiple trees beginning 788′ from DER, 134′ right of centerline, up to 79′ AGL/313′ MSL.

Rwy 14, Multiple trees beginning 1655′ from DER, 408′ left of centerline, up to 81′ AGL/300′ MSL. OL on DME 401′ from DER, 266′ right of centerline, 21′ AGL/255′ MSL. Multiple trees beginning 1480′ from DER, 80′ right of centerline, up to 77′ AGL/306′ MSL.

Rwy 19, Multiple trees beginning 17′ from DER, 157′ left of centerline, up to 95′ AGL/315′ MSL. Multiple trees beginning 68′ from DER, 156′ right of centerline, up to 80′ AGL/305′ MSL.

Rwy 32, Vehicle and road 602′ from DER, 551′ left of centerline, 15′ AGL/257′ MSL. Pole 1411′ from DER, 458′ left of centerline, 29′ AGL/268′ MSL. Tree 2448′ from DER, 990′ right of centerline, 106′ AGL/325′ MSL.

SC-5, 08 APR 2010 to 06 MAY 2010

HOUSTON APP CON
134.65 290.5
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS
124.05
DAVID WAYNE HOOKS MEMORIAL ATIS
124.95
LONE STAR EXECUTIVE ATIS
118.325

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.WOLDE2):

KLAMS TRANSITION (KLAMS.WOLDE2):

LEEVILLE TRANSITION (LEV.WOLDE2):

SABINE PASS TRANSITION (SBI.WOLDE2):

SEMMES TRANSITION (SJI.WOLDE2):

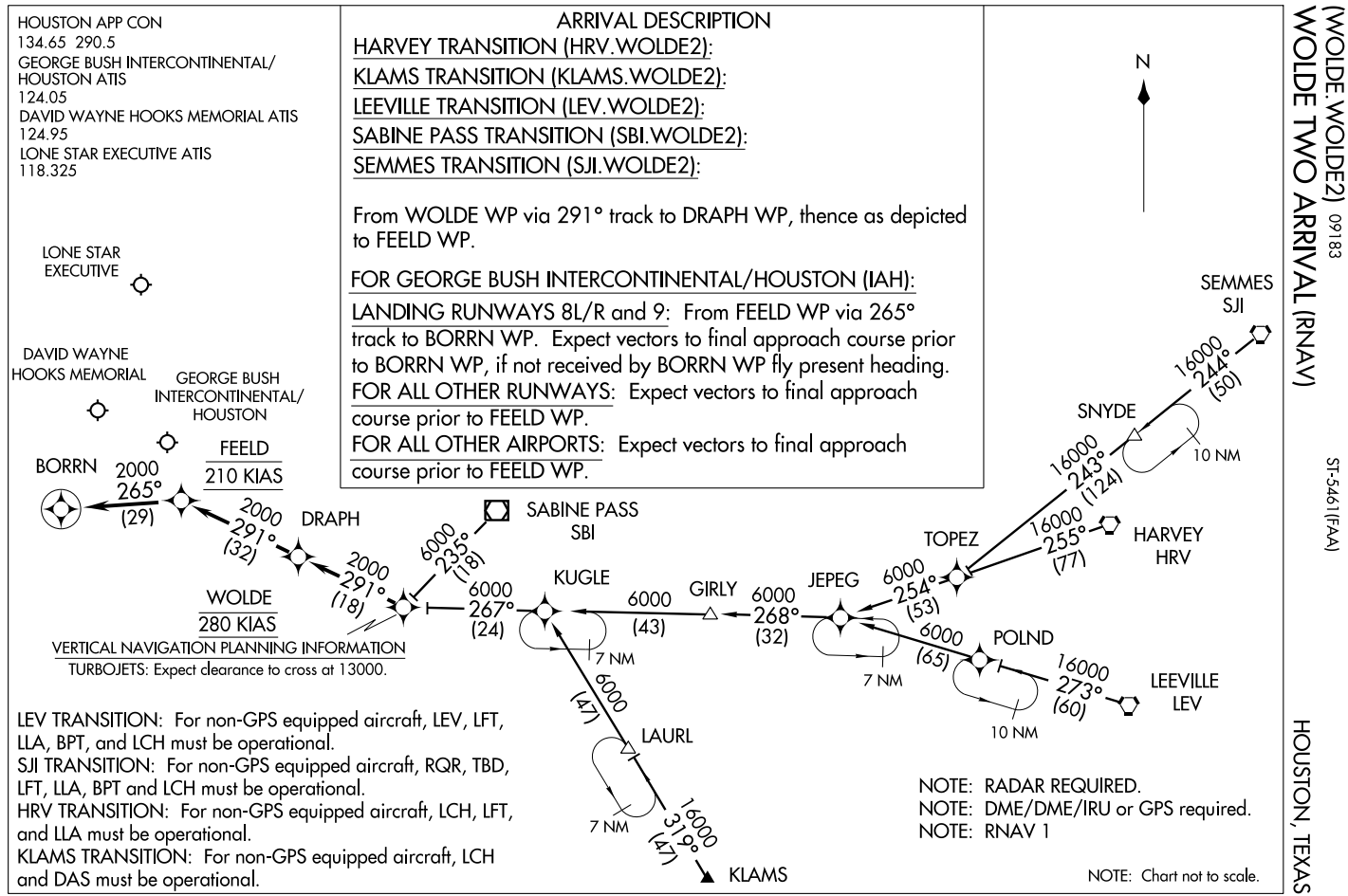
From WOLDE WP via 291° track to DRAPH WP, thence as depicted to FEELD WP.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/R and 9: From FEELD WP via 265° track to BORRN WP. Expect vectors to final approach course prior to BORRN WP, if not received by BORRN WP fly present heading.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course prior to FEELD WP.

FOR ALL OTHER AIRPORTS: Expect vectors to final approach course prior to FEELD WP.



LEV TRANSITION: For non-GPS equipped aircraft, LEV, LFT, LLA, BPT, and LCH must be operational.

SJI TRANSITION: For non-GPS equipped aircraft, RQR, TBD, LFT, LLA, BPT and LCH must be operational.

HRV TRANSITION: For non-GPS equipped aircraft, LCH, LFT, and LLA must be operational.

KLAMS TRANSITION: For non-GPS equipped aircraft, LCH and DAS must be operational.

NOTE: RADAR REQUIRED.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1

NOTE: Chart not to scale.

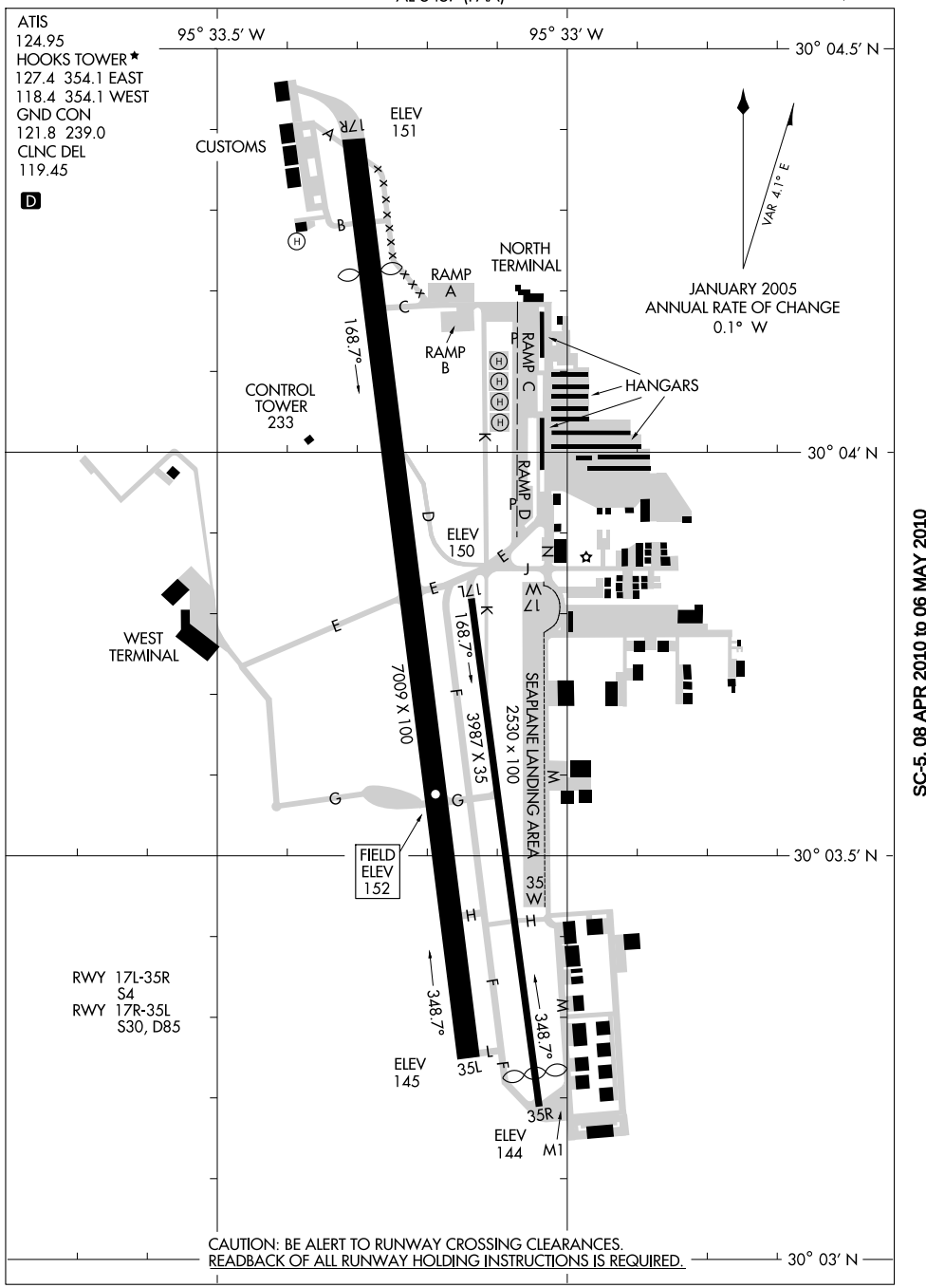
09071

AIRPORT DIAGRAM

HOUSTON/DAVID WAYNE HOOKS MEMORIAL (DWH)

AL-5457 (FAA)

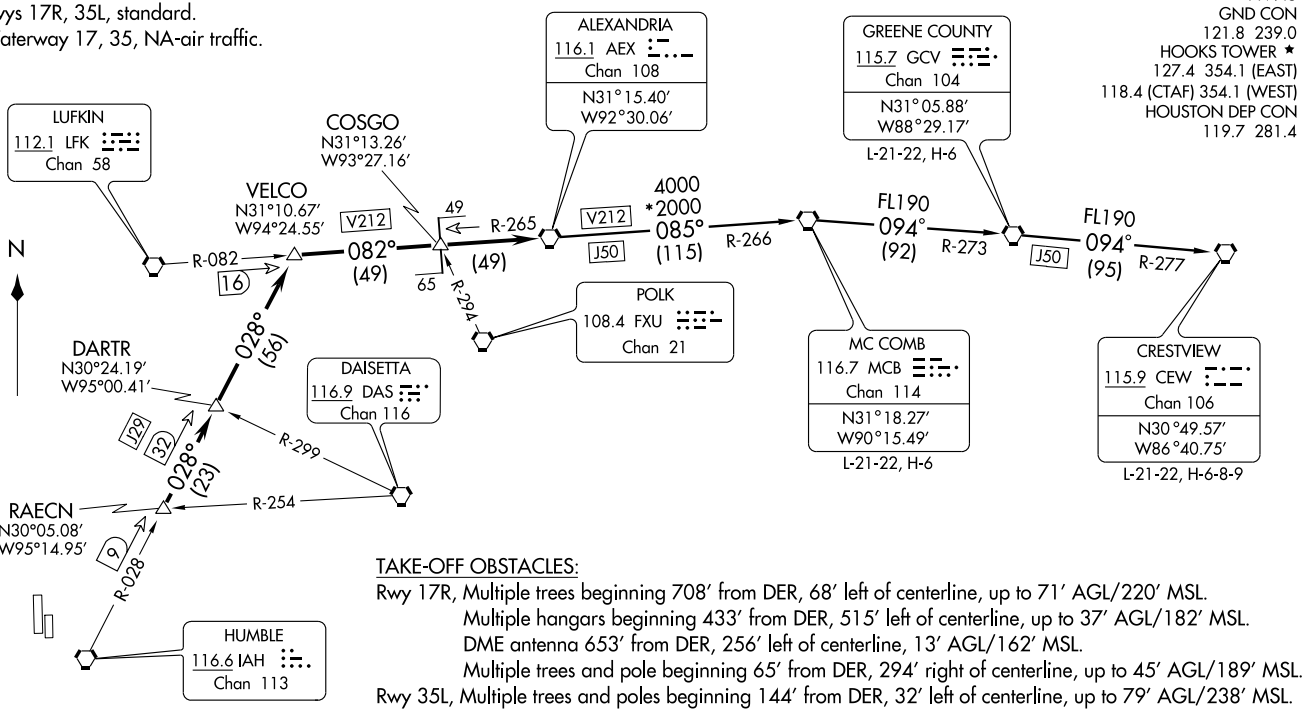
HOUSTON, TEXAS



SC-5, 08 APR 2010 to 06 MAY 2010

TAKE-OFF MINIMUMS:
Rwys 17L, 35R, NA-environmental
Rwys 17R, 35L, standard.
Waterway 17, 35, NA-air traffic.

ATIS 124.95
CLNC DEL 119.45
GND CON 121.8 239.0
HOOKS TOWER ★ 127.4 354.1 (EAST)
118.4 (CTAF) 354.1 (WEST)
HOUSTON DEP CON 119.7 281.4



TAKE-OFF OBSTACLES:
Rwy 17R, Multiple trees beginning 708′ from DER, 68′ left of centerline, up to 71′ AGL/220′ MSL.
Multiple hangars beginning 433′ from DER, 515′ left of centerline, up to 37′ AGL/182′ MSL.
DME antenna 653′ from DER, 256′ left of centerline, 13′ AGL/162′ MSL.
Multiple trees and pole beginning 65′ from DER, 294′ right of centerline, up to 45′ AGL/189′ MSL.
Rwy 35L, Multiple trees and poles beginning 144′ from DER, 32′ left of centerline, up to 79′ AGL/238′ MSL.
Multiple hangars and buildings beginning 85′ from DER, 9′ left of centerline, up to 53′ AGL/202′ MSL.
Multiple trees, towers, and pole beginning 100′ from DER, 124′ right of centerline, up to 93′ AGL/247′ MSL
Vehicle and road 315′ from DER, on centerline 15′ AGL/166′ MSL.
Building 894′ from DER, 231′ right of centerline, 23′ AGL/173′ MSL.

NOTE: Radar Required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000', expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 to VELCO INT, then right turn via LFK R-082 and AEX R-265 to AEX VORTAC.

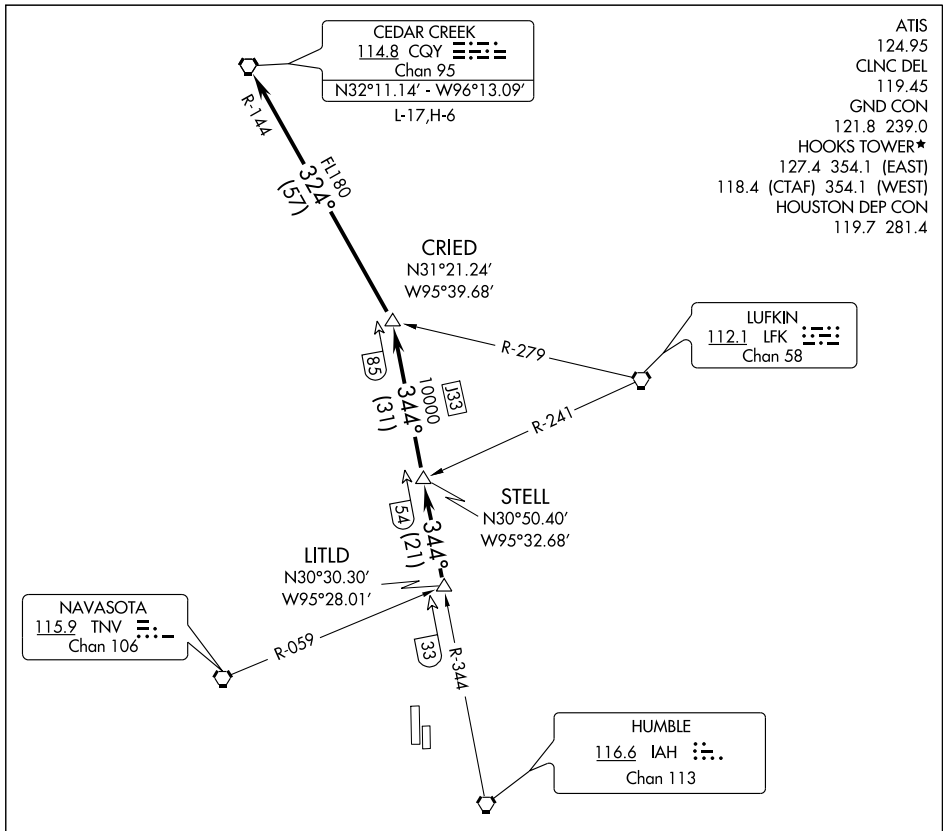
THE FOLLOWING TRANSITIONS ARE ATC ASSIGNED ONLY DO NOT FILE:

CRESTVIEW TRANSITION (AEX4.CEW): (For aircraft being weather rerouted to join a jet route off CEW VORTAC or overflying CEW VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC, then via GCV R-094 and CEW R-277 to CEW VORTAC.

GREENE COUNTY TRANSITION (AEX4.GCV): (For aircraft being weather rerouted to join a jet route off GCV VORTAC or overflying GCV VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC.

MC COMB TRANSITION (AEX4.MCB): (For aircraft being weather rerouted to join a jet route off MCB VORTAC or overflying MCB VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC.

CRIED THREE DEPARTURE



TAKE-OFF MINIMUMS:

Rwy 17L, 35R, NA-environmental.
Rwy 17R, 35L, standard.
Waterway 17, 35, NA-air traffic.

NOTE: Radar Required.

(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to LITLD INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-344 to STELL INT, then via IAH R-344 to CRIED INT, then left turn via CQY R-144 to CQY VORTAC.

SC-5, 08 APR 2010 to 06 MAY 2010

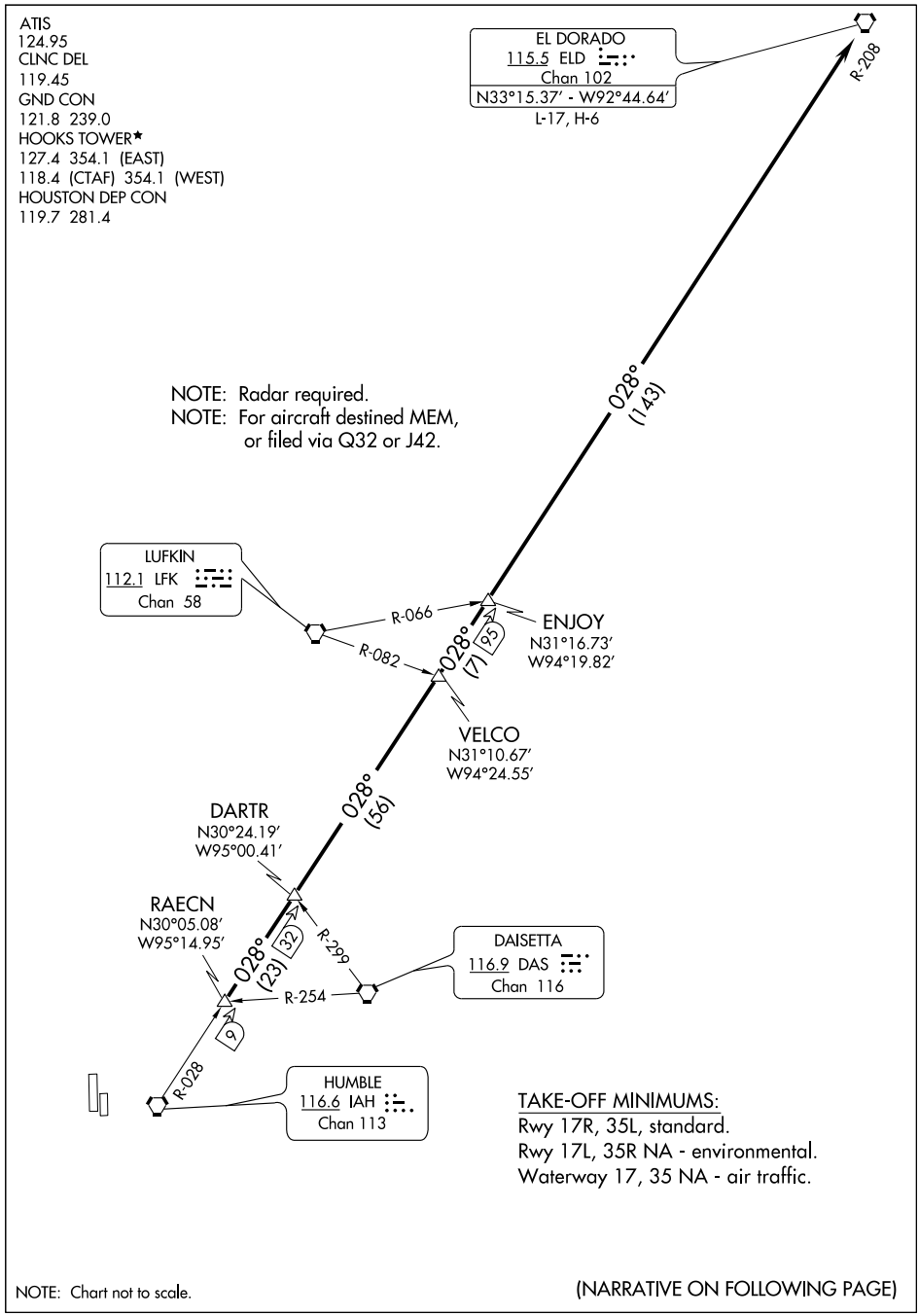
TAKE-OFF OBSTACLES:

Rwy 17R, Multiple trees beginning 708′ from DER, 68′ left of centerline, up to 71′ AGL/220′ MSL. Multiple hangars beginning 433′ from DER, 515′ left of centerline, up tp 37′ AGL/182′ MSL. DME antenna 653′ from DER, 256′ left of centerline, 13′ AGL/162′ MSL. Multiple trees and pole beginning 85′ from DER, 294′ right of centerline, up to 45′ AGL/189′ MSL.

Rwy 35L, Multiple trees and poles beginning 144′ from DER, 32′ left of centerline, up to 79′ AGL/238′ MSL. Multiple hangars and buildings beginning 85′ from DER, 9′ left of centerline, up to 53′ AGL/202′ MSL. Multiple trees, towers and pole beginning 100′ from DER, 124′ right of centerline, up to 93′ AGL/247′ MSL. Vehicle and road 315′ from DER, on centerline 15′ AGL/166′ MSL. Building 894′ from DER, 231′ right of centerline, 23′ AGL/173′ MSL.

EL DORADO ONE DEPARTURE

HOUSTON/DAVID WAYNE HOOKS MEMORIAL (DWH)
SL-5457 (FAA)
HOUSTON, TEXAS



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 and the ELD R-208 to ELD VORTAC.

TAKE-OFF OBSTACLES

Rwy 17R, Multiple trees beginning 708′ from DER, 68′ left of centerline, up to 71′ AGL/220′ MSL. Multiple hangars beginning 433′ from DER, 515′ left of centerline, up to 37′ AGL/182′ MSL. DME antenna 653′ from DER, 256′ left of centerline, 13′ AGL/162′ MSL. Multiple trees and pole beginning 85′ from DER, 294′ right of centerline, up to 45′ AGL/189′ MSL.

Rwy 35L, Multiple trees and poles beginning 144′ from DER, 32′ left of centerline, up to 79′ AGL/238′ MSL. Multiple hangars and buildings beginning 85′ from DER, 9′ left of centerline, up to 53′ AGL/202′ MSL. Multiple trees, towers and pole beginning 100′ from DER, 124′ right of centerline, up to 93′ AGL/247′ MSL. Vehicle and road 315′, from DER, on centerline 15′ AGL/166′ MSL. Building 894′ from DER, 231′ right of centerline, 23′ AGL/173′ MSL.

SC-5, 08 APR 2010 to 06 MAY 2010

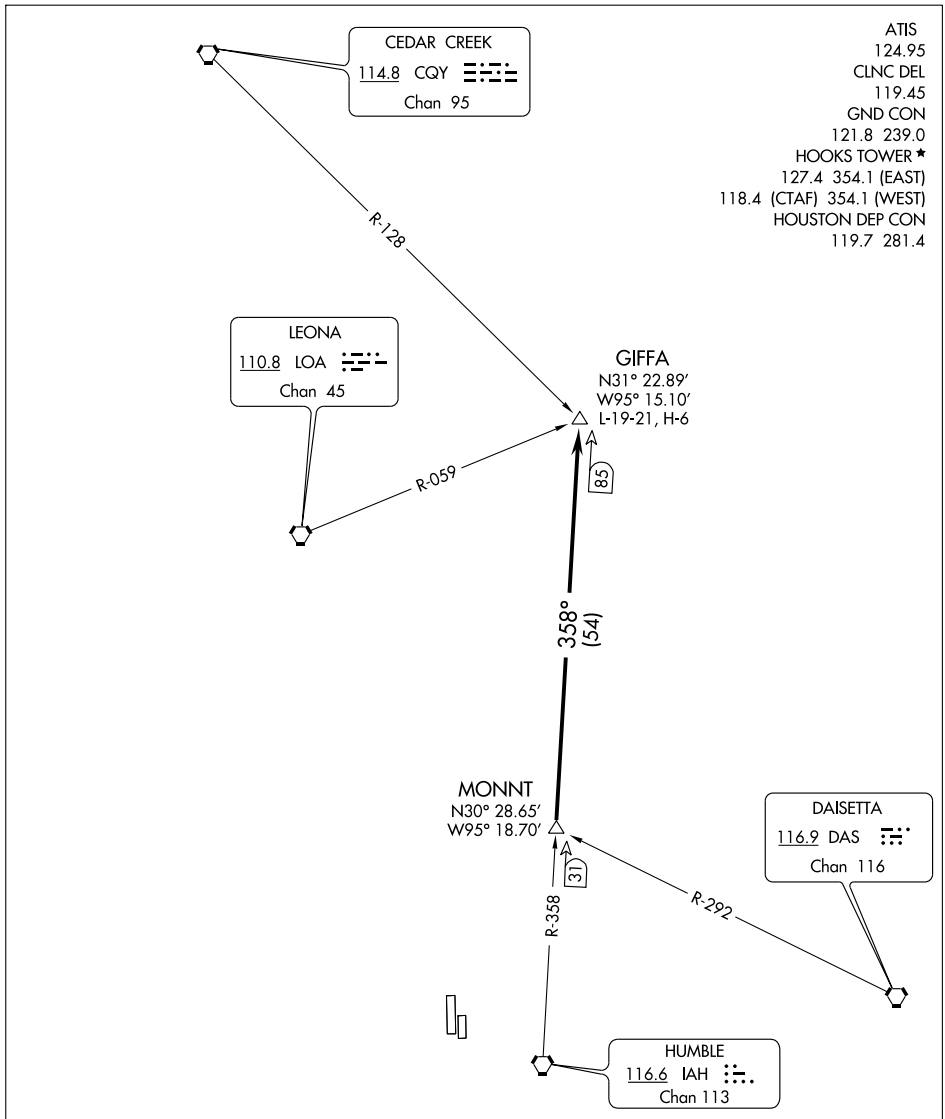
(GIFFA3.GIFFA) 09071

GIFFA THREE DEPARTURE

HOUSTON/DAVID WAYNE HOOKS MEMORIAL (DWH)

SL-5457 (FAA)

HOUSTON, TEXAS



NOTE: Radar Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

TAKE-OFF MINIMUMS:

Rwys 17L, 35R NA - environmental.

Rwys 17R, 35L, standard.

Waterway 17, 35 NA - air traffic.

SC-5, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to MONNT INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

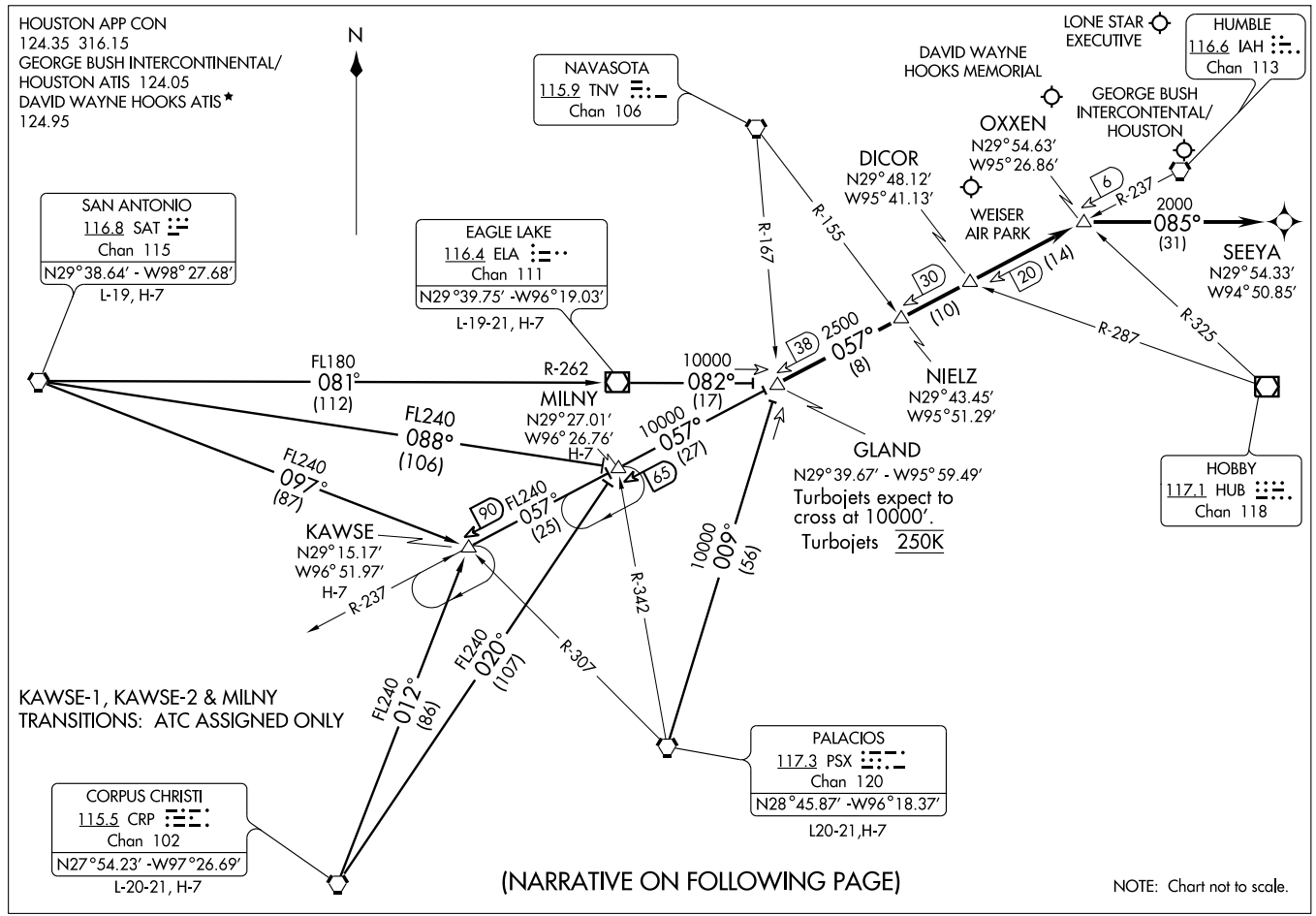
. . . . via IAH R-358 to GIFFA INT.

TAKE-OFF OBSTACLES:

Rwy 17R, Multiple trees beginning 708' from DER, 68' left of centerline, up to 71' AGL/220' MSL.
Multiple hangars beginning 433' from DER, 515' left of centerline, up to 37' AGL/182' MSL.
DME antenna 653' from DER, 256' left of centelrine, 13' AGL/182' MSL.
Multiple trees and pole beginning 85' from DER, 294' right of centerline, up to 45' AGL/189' MSL.

Rwy 35L, Multiple trees and poles beginning 144' from DER, 32' left of centerline, up to 79' AGL/238' MSL.
Multiple hangars and buildings beginning 85' from DER, 9' left of centerline, up to 53' AGL/202' MSL.
Multiple trees, towers and pole beginning 100' from DER, 124' right of centerline, up to 93' AGL/247' MSL.
Vehicle and road 315' from DER, on centerline, 15' AGL/166' MSL.
Building 894' from DER, 231' right of centerline, 23' AGL/173' MSL.

SC-5, 08 APR 2010 to 06 MAY 2010



07298

GLAND THREE ARRIVAL (GLAND.GLAND3)

ST-5461 (FAA)

HOUSTON, TEXAS

GLAND THREE ARRIVAL (GLAND.GLAND3) HOUSTON, TEXAS

ARRIVAL DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.GLAND3): From over CRP VORTAC via CRP R-020 to MILNY INT, then via IAH R-237 to GLAND INT. Thence. . . .

EAGLE LAKE TRANSITION (ELA.GLAND3): From over ELA VOR/DME via ELA R-082 to GLAND INT. Thence. . . .

KAWSE-1 TRANSITION (KAWSE-1.GLAND3): (ATC assigned.) From over SAT VORTAC via SAT R-097 to KAWSE INT, then via IAH R-237 to GLAND INT. Thence. . . .

KAWSE-2 TRANSITION (KAWSE-2.GLAND3): (ATC assigned.) From over CRP VORTAC via CRP R-012 to KAWSE INT, then via IAH R-237 to GLAND INT. Thence. . . .

MILNY TRANSITION (MILNY.GLAND3): (ATC assigned.) From over SAT VORTAC via SAT R-088 to MILNY INT, then via IAH R-237 to GLAND INT. Thence. . . .

PALACIOS TRANSITION (PSX.GLAND3): From over PSX VORTAC via PSX R-009 to GLAND INT. Thence. . . .

SAN ANTONIO TRANSITION (SAT.GLAND3): From over SAT VORTAC via R-081 and ELA R-262 to ELA VOR/DME, then via ELA R-082 to GLAND INT. Thence. . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH): From over GLAND INT via IAH R-237 to OXXEN INT, landing runways 26 L/R or 27 fly heading 085° for vectors to final approach course. For /E, /F, /G, /R (RNP-2.0), equipped aircraft: from over OXXEN INT direct SEEYA WP, expect vector to final approach course prior to SEEYA WP, if not received by SEEYA WP fly present heading. All other runways, expect vectors to final approach course at or prior to OXXEN INT.

FOR ALL OTHER AIRPORTS: From over GLAND INT via IAH R-237 to OXXEN INT. Expect vectors to final approach course at or prior to OXXEN INT.

SC-5, 08 APR 2010 to 06 MAY 2010

ATIS 124.95
CLNC DEL 119.45
GND CON
121.8 239.0
HOOKS TOWER *
127.4 354.1 EAST
118.4 (CTAF) 354.1 WEST
HOUSTON DEP CON
119.7 281.4

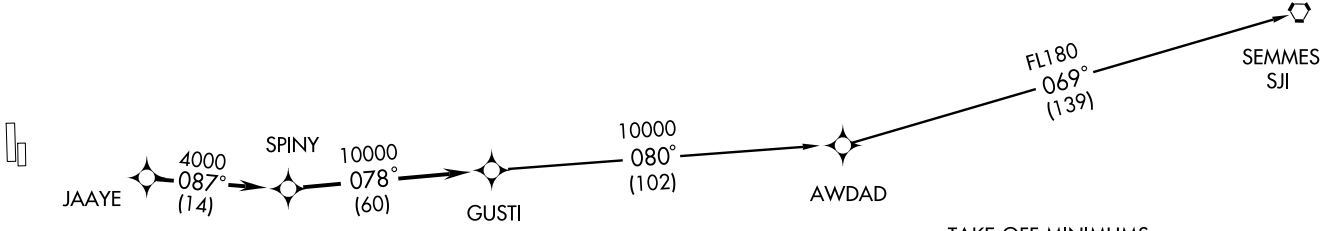
DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to JAAYE, then via 087° track to SPINY, then via 078° track to GUSTI, thence . . . .

. . . . via (transition). Maintain 4000, expect clearance to filed altitude/flight level 10 minutes after departure.

AWDAD TRANSITION (GUSTI1.AWDAD)

SEMMES TRANSITION (GUSTI1.SJI)



TAKE-OFF OBSTACLES:

Rwy 17R, Multiple trees beginning 708′ from DER, 68′ left of centerline, up to 71′ AGL/220′ MSL. Multiple hangars beginning 433′ from DER, 515′ left of centerline, up to 37′ AGL/182′ MSL. DME antenna 653′ from DER, 256′ left of centerline, 13′ AGL/162′ MSL. Multiple trees and pole beginning 85′ from DER, 294′ right of centerline, up to 45′ AGL/189′ MSL.

Rwy 35L, Multiple trees and poles beginning 144′ from DER, 32′ left of centerline, up to 79′ AGL/238′ MSL. Multiple hangars and buildings beginning 85′ from DER, 9′ left of centerline, up to 53′ AGL/202′ MSL. Multiple trees, towers and pole beginning 100′ from DER, 124′ right of centerline, up to 93′ AGL/247′ MSL. Vehicle and road 315′ from DER, on centerline, 15′ AGL/166′ MSL. Building 894′ from DER, 231′ right of centerline, 23′ AGL/173′ MSL.

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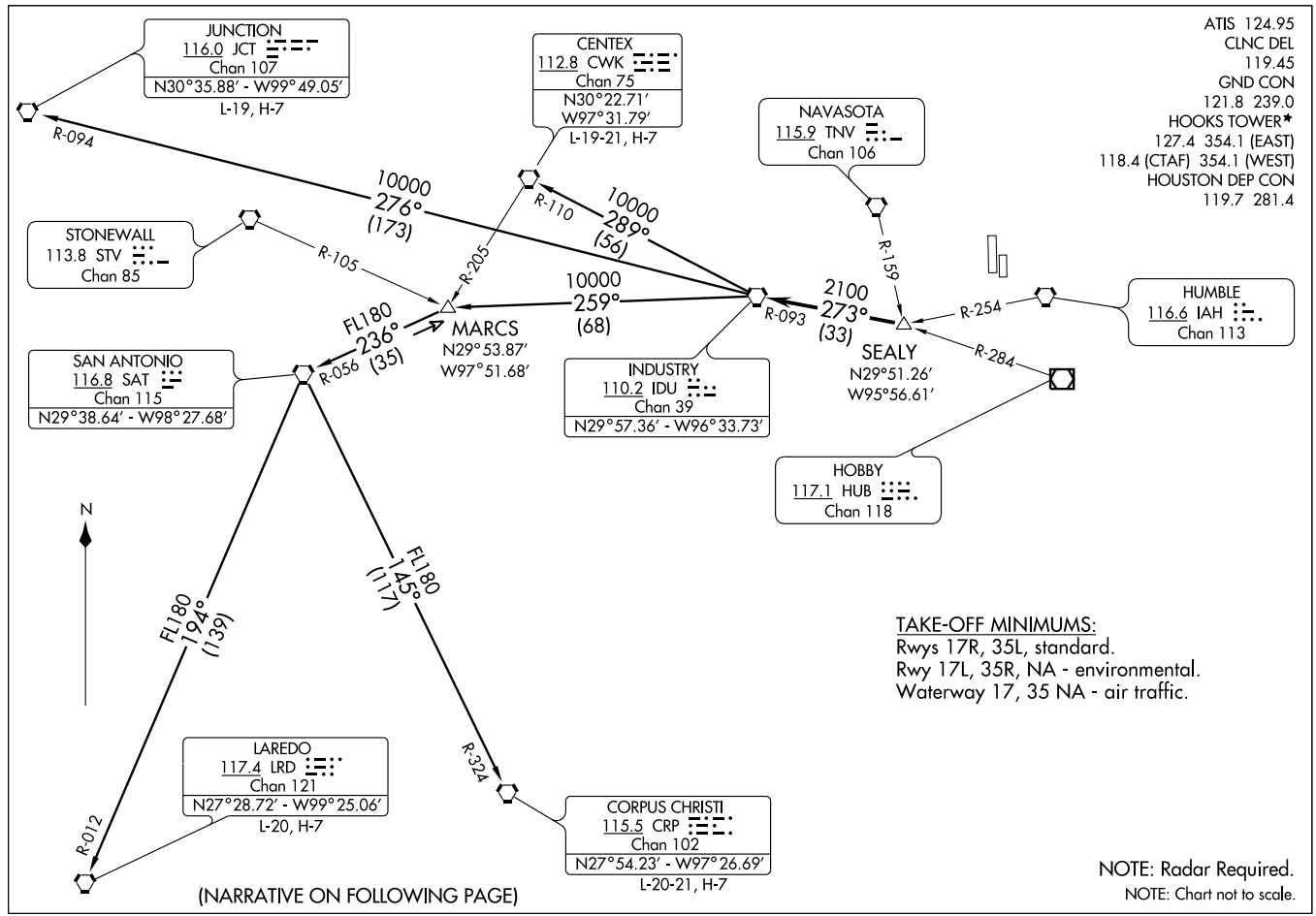
TAKE-OFF MINIMUMS:
Rwys 17R, 35L standard.
Rwy 17L, 35R NA - environmental.
Waterway 17, 35 NA - air traffic.

NOTE: RNAV 1.
NOTE: RADAR REQUIRED.
NOTE: DME/DME/IRU or GPS REQUIRED.
NOTE: For NON-GPS equipped aircraft; SBI, BPT, LCH, LFT, LLA, and HRV must be operational.

NOTE: Chart not to scale.

GUSTI ONE DEPARTURE (RNAV) (GUSTI1.GUSTI) 09071

HOUSTON/ DAVID WAYNE HOOKS MEMORIAL (DWH)
SL-5457 (FAA)
HOUSTON, TEXAS



(IDU3.IDU) 08157

INDUSTRY THREE DEPARTURE

HOUSTON/DAVID WAYNE HOOKS MEMORIAL (DWH)

SL-5457 (FAA)

HOUSTON, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to SEALY INT. Maintain 4000'. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . VIA IDU R-093 to IDU VORTAC.

CENTEX TRANSITION (IDU3.CWK): (ATC assigned only. For aircraft inbound to the DFW Metroplex area that are being rerouted due to bad weather.) From over IDU VORTAC via IDU R-289 and CWK R-110 to CWK VORTAC.

CORPUS CHRISTI TRANSITION (IDU3.CRP): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-145 and CRP R-324 to CRP VORTAC.

JUNCTION TRANSITION (IDU3.JCT): (For aircraft overflying JCT VORTAC via J2, J15, or J86.) From over IDU VORTAC via IDU R-276 and JCT R-094 to JCT VORTAC.

LAREDO TRANSITION (IDU3.LRD): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-194 and LRD R-012 to LRD VORTAC.

TAKE-OFF OBSTACLES:

Rwy 17R, Multiple trees beginning 708' from DER, 68' left of centerline, up to 71' AGL/220' MSL. Multiple hangars beginning 433' from DER, 515' left of centerline, up to 37' AGL/182' MSL. DME antenna 653' from DER, 256' left of centerline, 13' AGL/162' MSL. Multiple trees and pole beginning 85' from DER, 294' right of centerline, up to 45' AGL/189' MSL.

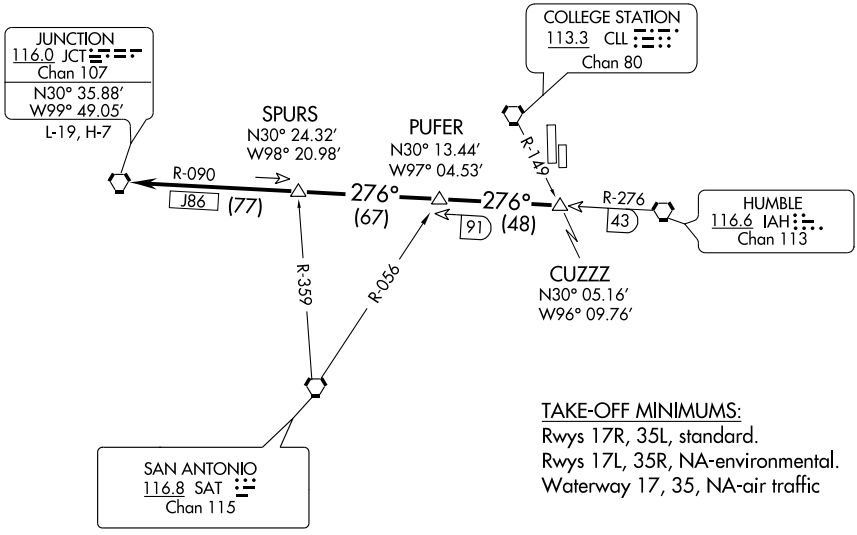
Rwy 35L, Multiple trees and poles beginning 144' from DER, 32' left of centerline, up to 79' AGL/238' MSL. Multiple hangars and buildings beginning 85' from DER, 9' left of centerline, up to 53' AGL/202' MSL. Multiple trees, towers and pole beginning 100' from DER, 124' right of centerline, up to 93' AG:/247' MSL. Vehicle and road 315' from DER, on centerline, 15' AGL/166' MSL. Building 894' from DER, 231' right of centerline, 23' AGL/173' MSL.

SC-5, 08 APR 2010 to 06 MAY 2010

JUNCTION SIX DEPARTURE

SL-5457 (FAA)

ATIS 124.95
CLNC DEL 119.45
GND CON
121.8 239.0
HOOKS TOWER ★
127.4 354.1 EAST
118.4 354.1 WEST
HOUSTON DEP CON
119.7 281.4



TAKE-OFF MINIMUMS:
Rwys 17R, 35L, standard.
Rwys 17L, 35R, NA-environmental.
Waterway 17, 35, NA-air traffic

NOTE: Radar Required.
NOTE: For aircraft overflying JCT VORTAC via J86 filing FL240 or above.

NOTE: Chart not to scale.

(NOTES ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to CUZZZ INT, maintain 4,000′, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-276 and JCT R-090 to JCT VORTAC.

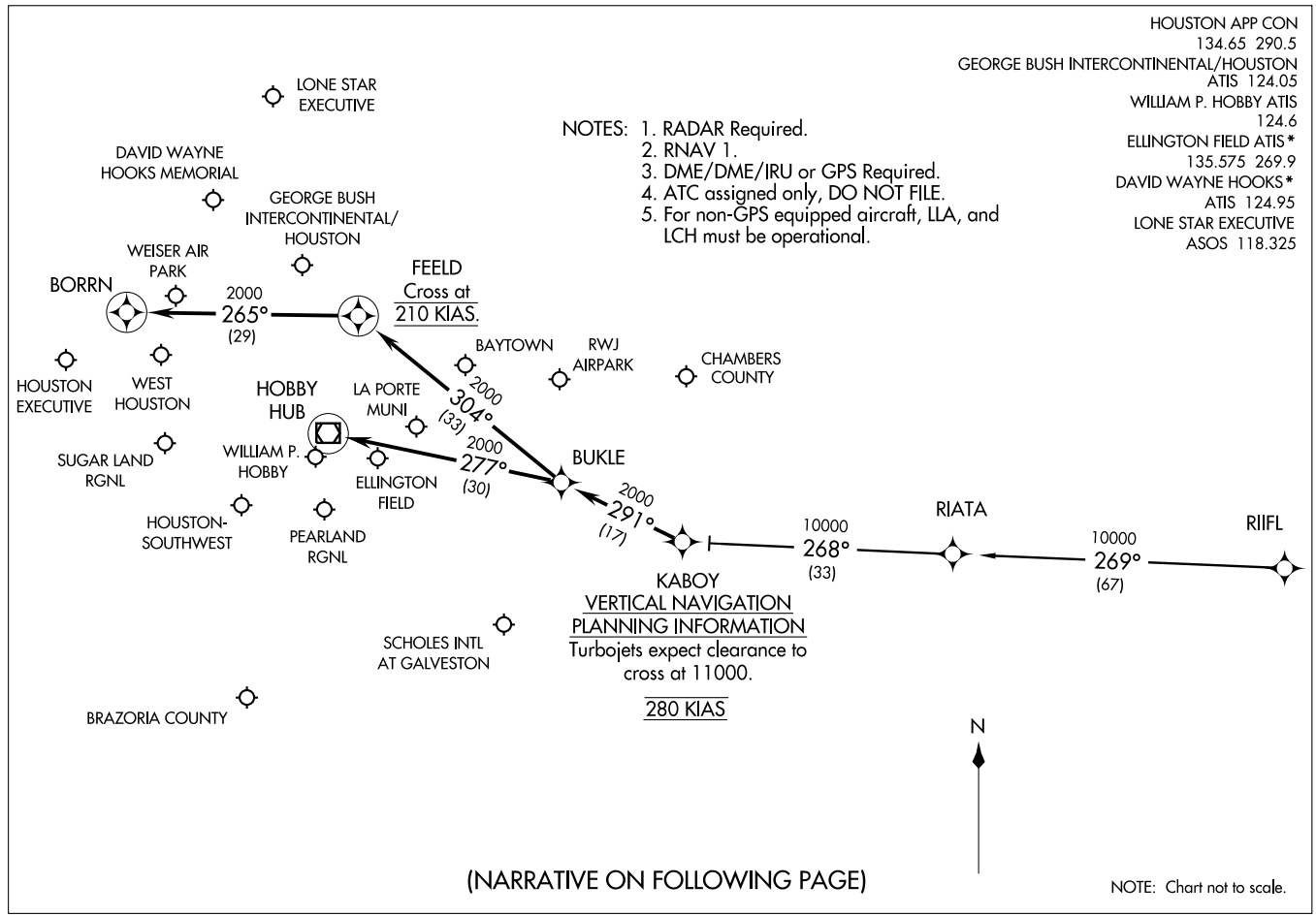
SC-5, 08 APR 2010 to 06 MAY 2010

TAKE-OFF OBSTACLES:

Rwy 17R, Multiple trees beginning 708′ from DER, 68′ left of centerline, up to 71′ AGL/220′ MSL. Multiple hangars beginning 433′ from DER, 515′ left of centerline, up to 37′ AGL/182′ MSL. DME antenna 653′ from DER, 256′ left of centerline, 13′ AGL/162′ MSL. Multiple trees and pole beginning 85′ from DER, 294′ right of centerline, up to 45′ AGL/189′ MSL.

Rwy 35L, Multiple trees and poles beginning 144′ from DER, 32′ left of centerline, up to 79′ AGL/238′ MSL. Multiple hangars and buildings beginning 85′ from DER, 9′ left of centerline, up to 53′ AGL/202′ MSL. Multiple trees, towers and pole beginning 100′ from DER, 124′ right of centerline, up to 93′ AGL/247′ MSL. Vehicle and road 316′ from DER, on centerline 15′ AGL/166′ MSL. Building 894′ from DER, 231′ right of centerline, 23′ AGL/173′ MSL.

SC-5, 08 APR 2010 to 06 MAY 2010


HOUSTON APP CON
134.65 290.5
GEORGE BUSH INTERCONTINENTAL/HOUSTON
ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS*
135.575 269.9
DAVID WAYNE HOOKS*
ATIS 124.95
LONE STAR EXECUTIVE
ASOS 118.325
(KABOY.KABOY1) 09071
KABOY ONE ARRIVAL (RNAV)
ST-5461(FAA)
HOUSTON, TEXAS
NOTES: 1. RADAR Required.
2. RNAV 1.
3. DME/DME/IRU or GPS Required.
4. ATC assigned only, DO NOT FILE.
5. For non-GPS equipped aircraft, LLA, and LCH must be operational.
LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIR PARK
BORRN
2000
265°
(29)
FEELD
Cross at
210 KIAS.
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
HOUSTON EXECUTIVE
WEST HOUSTON
HOBBY HUB
LA PORTE MUNI
2000
304°
(33)
SUGAR LAND RGNL
WILLIAM P. HOBBY
2000
277°
(30)
ELLINGTON FIELD
BUKLE
2000
291°
(17)
HOUSTON-SOUTHWEST
PEARLAND RGNL
10000
268°
(33)
RIATA
10000
269°
(67)
RIIFL
KABOY
VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets expect clearance to cross at 11000.
280 KIAS
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY
N
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY1)

From KABOY via 291° track to BUKLE . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/8R, OR 9: . . . . From BUKLE via 304° track to FEELD, thence as depicted to BORRN. Expect vectors to final approach course prior to BORRN, if not received by BORRN, fly present heading.

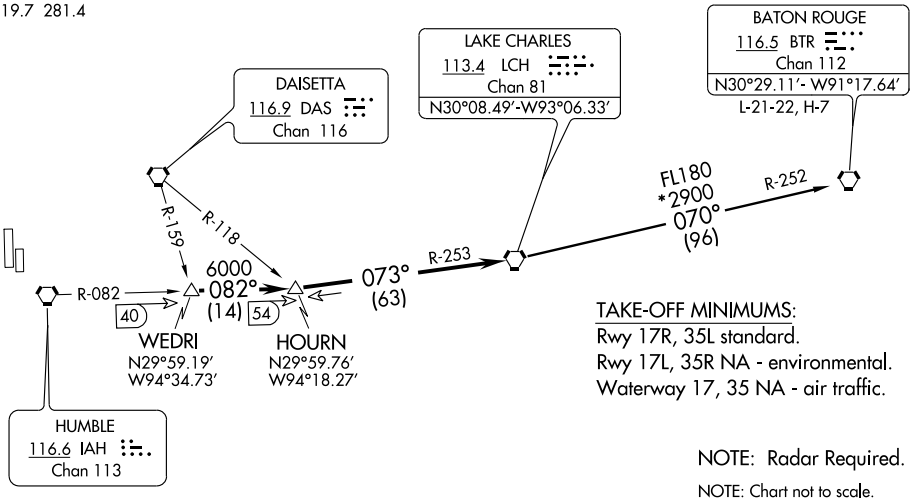
ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO): . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

ALL OTHER AIRPORTS: . . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course prior to HUB VOR/DME.

LAKE CHARLES ONE DEPARTURE SL-5457 (FAA)

ATIS 124.95
CLNC DEL 119.45
GND CON
121.8 239.0
HOOKS TOWER ★
127.4 354.1 (EAST)
118.4 354.1 (WEST)
HOUSTON DEP CON
119.7 281.4



TAKE-OFF MINIMUMS:
Rwy 17R, 35L standard.
Rwy 17L, 35R NA - environmental.
Waterway 17, 35 NA - air traffic.

NOTE: Radar Required.

NOTE: Chart not to scale.

TAKE-OFF OBSTACLES

Rwy 17R, Multiple trees beginning 708' from DER, 68' left of centerline, up to 71' AGL/220' MSL. Multiple hangars beginning 433' from DER, 515' left of centerline, up to 37' AGL/182' MSL. DME antenna 653' from DER, 256' left of centerline, 13' AGL/162' MSL. Multiple trees and pole beginning 85' from DER, 294' right of centerline, up to 45' AGL/189' MSL.

Rwy 35L, Multiple trees and poles beginning 144' from DER, 32' left of centerline, up to 79' AGL/238' MSL. Multiple hangars and buildings beginning 85' from DER, 9' left of centerline, up to 53' AGL/202' MSL. Multiple trees, towers and pole beginning 100' from DER, 124' right of centerline, up to 93' AGL/247' MSL. Vehicle and road 315' from DER, on centerline 15' AGL/166' MSL. Building 894' from DER, 231' right of centerline, 23' AGL/173' MSL.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to WEDRI INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

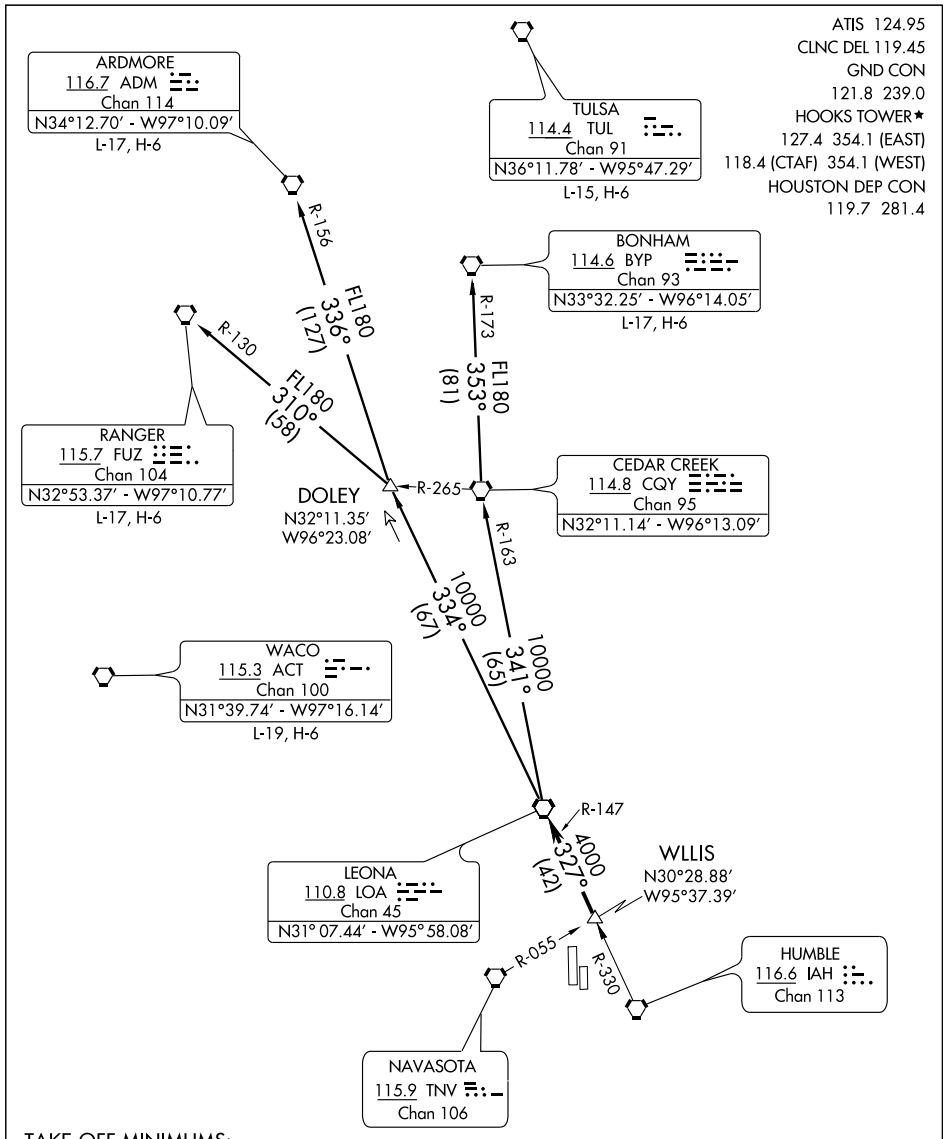
. . . . via IAH R-082 to HOURN INT, then via LCH R-253 to LCH VORTAC.

BATON ROUGE TRANSITION (LCH1.BTR): From over LCH VORTAC via LCH R-070 and BTR R-252 to BTR VORTAC.

(LOA6.LOA) 09351

LEONA SIX DEPARTURE

HOUSTON/DAVID WAYNE HOOKS MEMORIAL (DWH)
SL-5457 (FAA)
HOUSTON, TEXAS



TAKE-OFF MINIMUMS:
Rwy 17R, 35L standard.
Rwy 17L, 35R NA - environmental.
Waterway 17, 35 NA - air traffic.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar required.

SC-5, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to WLLIS INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via LOA R-147 to LOA VORTAC.

ARDMORE TRANSITION (LOA6.ADM): (For aircraft overflying North/Northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via ADM R-156 to ADM VORTAC.

BONHAM TRANSITION (LOA6.BYP): (For aircraft overflying/landing TUL VORTAC FL240 and above.) From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-353 and BYP R-173 to BYP VORTAC.

RANGER TRANSITION (LOA6.FUZ): (For aircraft overflying west/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via FUZ R-130 to FUZ VORTAC.

TAKE-OFF OBSTACLES

Rwy 17R, Multiple trees beginning 708′ from DER, 68′ left of centerline, up to 71′ AGL/220′ MSL. Multiple hangars beginning 433′ from DER, 515′ left of centerline, up to 37′ AGL/182′ MSL. DME antenna 653′ from DER, 256′ left of centerline, 13′ AGL/162′ MSL. Multiple trees and pole beginning 85′ from DER, 294′ right of centerline, up to 45′ AGL/189′ MSL.

Rwy 35L, Multiple trees and poles beginning 144′ from DER, 32′ left of centerline, up to 79′ AGL/238′ MSL. Multiple hangars and buildings beginning 85′ from DER, 9′ left of centerline, up to 53′ AGL/202′ MSL. Multiple trees, towers and pole beginning 100′ from DER, 124′ right of centerline, up to 93′ AGL/247′ MSL. Vehicle and road 315′ from DER, on centerline 15′ AGL/166′ MSL. Building 894′ from DER, 231′ right of centerline, 23′ AGL/173′ MSL.

LOC I-HEW 110.5 Chan 42	APP CRS 168°	Rwy Idg 6012 TDZE 152 Apt Elev 152

LOC RWY 17R

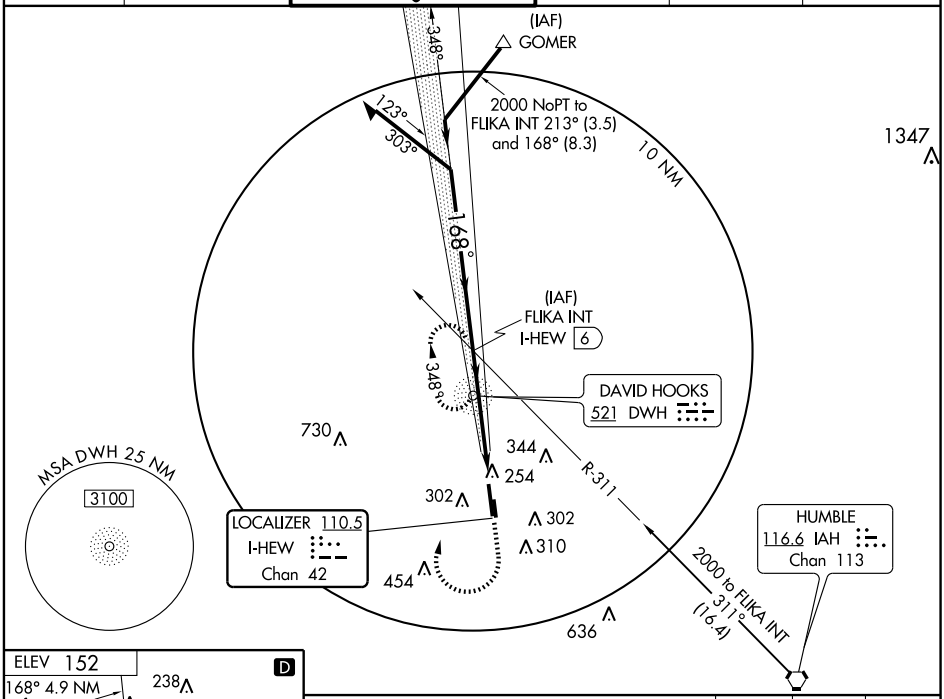
HOUSTON/ DAVID WAYNE HOOKS MEMORIAL (DWH)

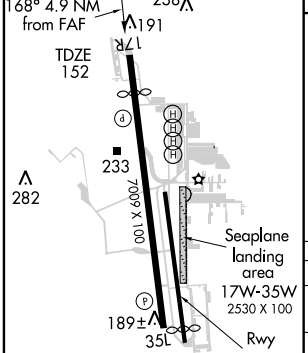
When local altimeter setting not received, use George Bush Intercontinental/Houston altimeter setting. ADF required.

NA

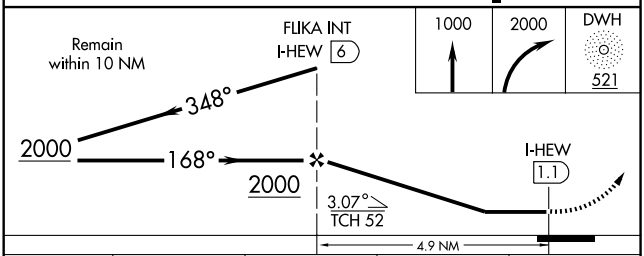
MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct DWH NDB and hold.

ATIS	HOUSTON APP CON	HOOKS TOWER★	GND CON	CLNC DEL	UNICOM
124.95	119.7 281.4	127.4 354.1 EAST 118.4 (CTAF) L 354.1 WEST	121.8 239.0	119.45	122.95





FAF to MAP 4.9NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



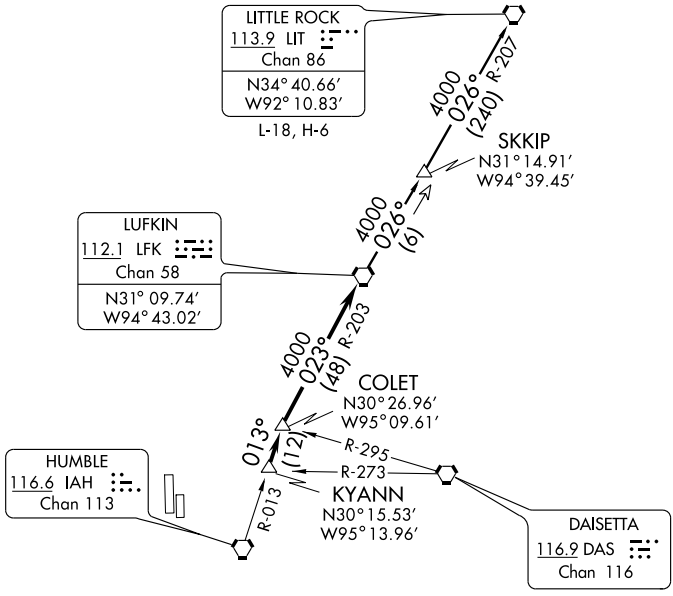
CATEGORY	A	B	C	D
S-17R	640-1 488 (500-1)		640-1¼ 488 (500-1¼)	640-1½ 488 (500-1½)
CIRCLING	640-1 488 (500-1)	660-1 508 (600-1)	660-1½ 508 (600-1½)	720-2 568 (600-2)
GEORGE BUSH INTERCONTINENTAL/HOUSTON ALTIMETER SETTING MINIMUMS				
S-17R	660-1 508 (600-1)		660-1½ 508 (600-1½)	
CIRCLING	680-1 528 (600-1)	700-1 548 (600-1)	700-1 ½ 548 (600-1½)	720-2 568 (600-2)

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LUFKIN FIVE DEPARTURE

SL-5457 (FAA)

ATIS 124.95
CLNC DEL
119.45
GND CON
121.8 239.0
HOOKS TOWER★
127.4 354.1 (EAST)
118.4 (CTAF) 354.1 (WEST)
HOUSTON DEP CON
119.7 281.4



NOTE: Radar Required.
NOTE: For aircraft destined LIT, or overflying LIT or PXV.

TAKE-OFF MINIMUMS:
Rwys 17R, 35L, standard.
Rwy 17L, 35R NA - environmental.
Waterway 17, 35 NA - air traffic.

NOTE: Chart not to scale.

(NOTES ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to KYANN INT, maintain 4000′, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-013 to COLET INT, then right turn via LFK R-203 to LFK VORTAC.

LITTLE ROCK TRANSITION (LFK5.LIT): From over LFK VORTAC via LFK R-026 to SKKIP INT, then via LIT R-207 to LIT VORTAC.

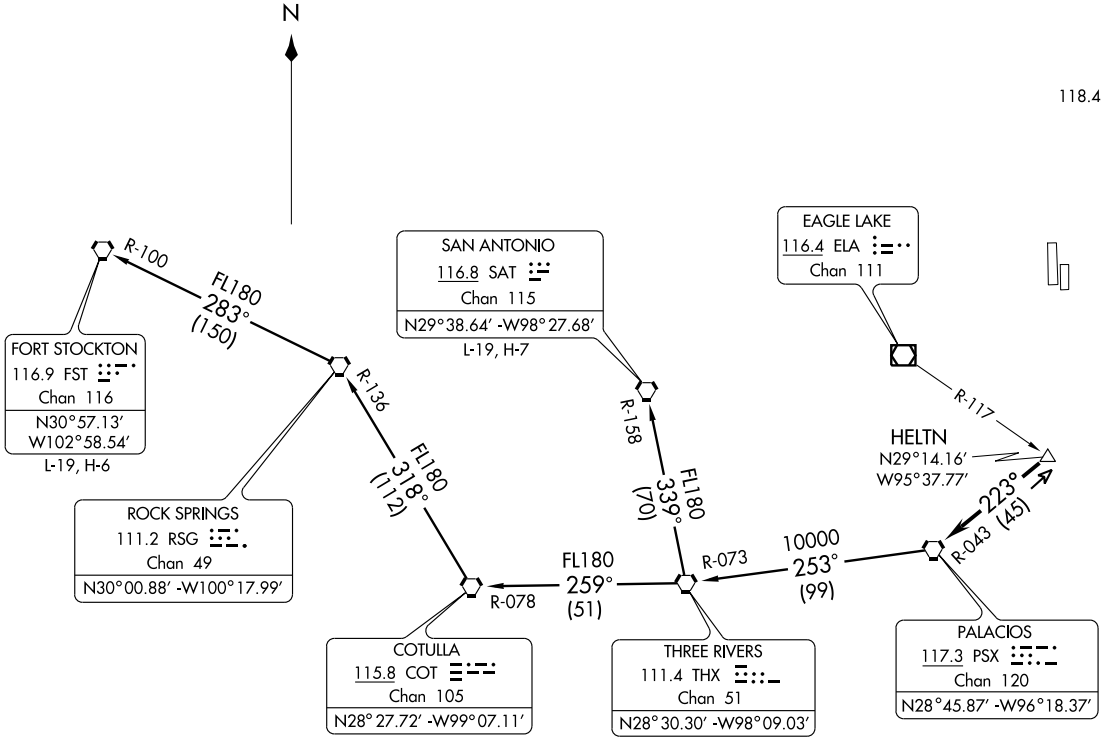
SC-5, 08 APR 2010 to 06 MAY 2010

TAKE-OFF OBSTACLES

Rwy 17R, Multiple trees beginning 708′ from DER, 68′ left of centerline, up to 71′ AGL/220′ MSL.
Multiple hangars beginning 433′ from DER, 515′ left of centerline, up to 37′ AGL/182′ MSL.
DME antenna 653′ from DER, 256′ left of centelrine, 13′ AGL/162′ MSL.
Multiple trees and pole beginning 85′ from DER, 294′ right of centerline, up to 45′ AGL/189′ MSL.

Rwy 35L, Multiple trees and poles beginning 144′ from DER, 32′ left of centerline, up to 79′ AGL/238′ MSL.
Multiple hangars and buildings beginning 85′ from DER, 9′ left of centerline, up to 53′ AGL/202′ MSL.
Multiple trees, towers and pole beginning 100′ from DER, 124′ right of centerline, up to 93′ AGL/247′ MSL. Vehicle and road 315′ from DER, on centerline, 15′ AGL/166′ MSL.
Building 894′ from DER, 231′ right of centerline, 23′ AGL/173′ MSL.

ATIS 124.95
CLNC DEL
119.45
GND CON
121.8 239.0
HOOKS TOWER ★
127.4 354.1 (EAST)
118.4 (CTAF) 354.1 (WEST)
HOUSTON DEP CON
119.7 281.4



TAKE-OFF MINIMUMS:
Rwys 17R, 35L, standard.
Rwys 17L, 35R NA - environmental.
Waterway 17, 35 NA - air traffic.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar Required
NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to HELTN INT, maintain 4000'. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via PSX R-043 to PSX VORTAC.

FORT STOCKTON TRANSITION (PSX3.FST): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-259 and COT R-078 to COT VORTAC, then via COT R-318 and RSG R-136 to RSG VORTAC, then via RSG R-283 and FST R-100 to FST VORTAC.

SAN ANTONIO TRANSITION (PSX3.SAT): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-339 and SAT R-158 to SAT VORTAC.

TAKE-OFF OBSTACLES:

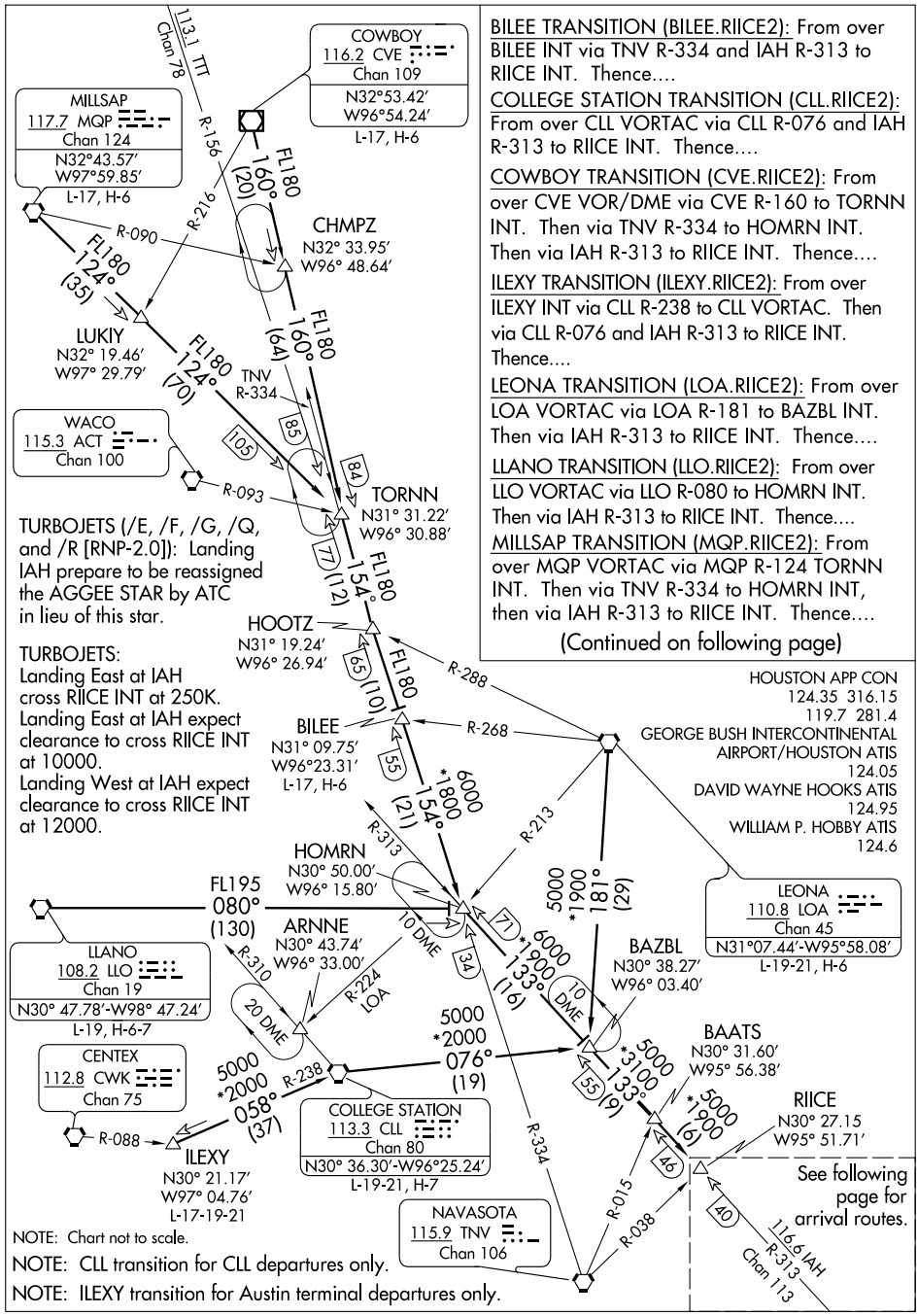
Rwy 17R, Multiple trees beginning 708' from DER, 68' left of centerline, up to 71' AGL/220' MSL.
Multiple hangars beginning 433' from DER, 515' left of centerline, up to 37' AGL/182' MSL.
DME antenna 653' from DER, 256' left of centerline, 13' AGL/162' MSL.
Multiple trees and poles beginning 85' from DER, 294' right of centerline, up to 45' AGL/189' MSL.

Rwy 35L, Multiple trees and poles beginning 144' from DER, 32' left of centerline, up to 79' AGL/238' MSL.
Multiple hangars and buildings beginning 85' from DER, 9' left of centerline, up to 53' AGL/202' MSL.
Multiple trees, towers and pole beginning 100' from DER, 124' right of centerline, up to 93' AGL/247' MSL.
Vehicle and road 315' from DER, on centerline 15' AGL/166' MSL.
Building 894' from DER, 231' right of centerline, 23' AGL/173' MSL.

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RIICE TWO ARRIVAL Transition Routes

HOUSTON, TEXAS



BILEE TRANSITION (BILEE.RIICE2): From over BILEE INT via TNV R-334 and IAH R-313 to RIICE INT. Thence....

COLLEGE STATION TRANSITION (CLL.RIICE2): From over CLL VORTAC via CLL R-076 and IAH R-313 to RIICE INT. Thence....

COWBOY TRANSITION (CVE.RIICE2): From over CVE VOR/DME via CVE R-160 to TORNN INT. Then via TNV R-334 to HOMRN INT. Then via IAH R-313 to RIICE INT. Thence....

ILEXY TRANSITION (ILEXY.RIICE2): From over ILEXY INT via CLL R-238 to CLL VORTAC. Then via CLL R-076 and IAH R-313 to RIICE INT. Thence....

LEONA TRANSITION (LOA.RIICE2): From over LOA VORTAC via LOA R-181 to BAZBL INT. Then via IAH R-313 to RIICE INT. Thence....

LLANO TRANSITION (LLO.RIICE2): From over LLO VORTAC via LLO R-080 to HOMRN INT. Then via IAH R-313 to RIICE INT. Thence....

MILLSAP TRANSITION (MQP.RIICE2): From over MQP VORTAC via MQP R-124 TORNN INT. Then via TNV R-334 to HOMRN INT, then via IAH R-313 to RIICE INT. Thence....

(Continued on following page)

NOTE: Chart not to scale.

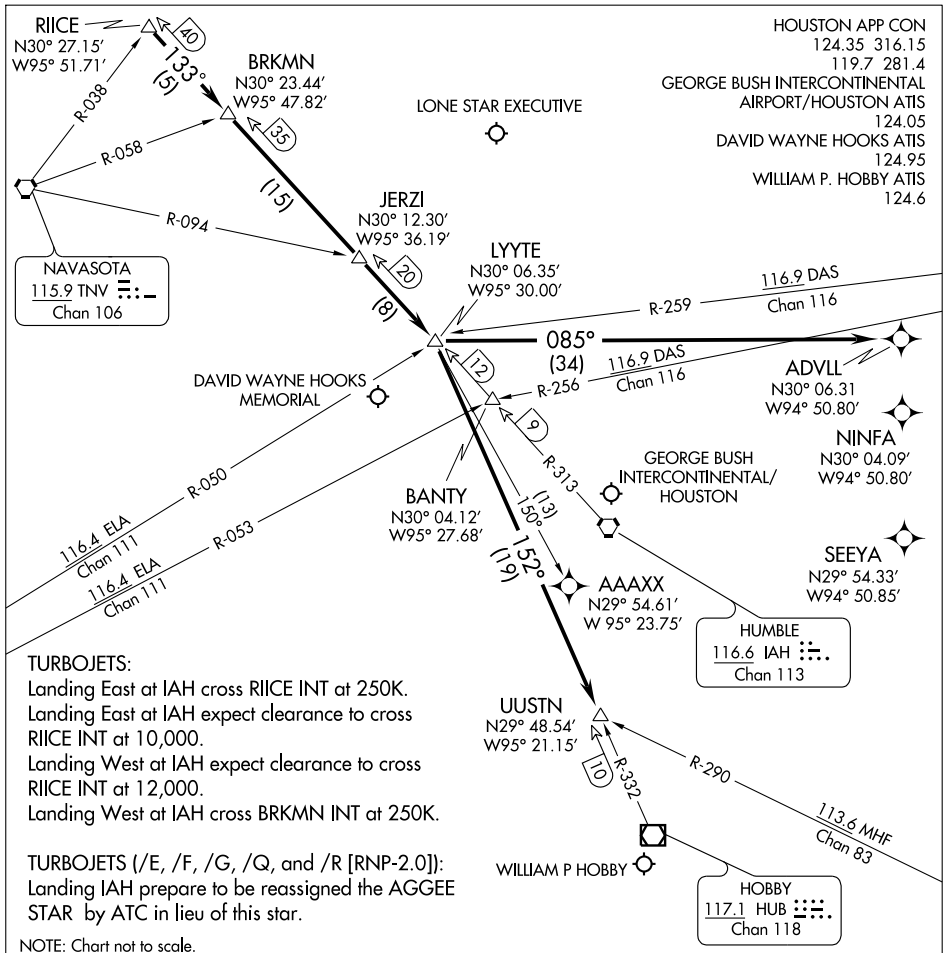
NOTE: CLL transition for CLL departures only.

NOTE: ILEXY transition for Austin terminal departures only.

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RIICE TWO ARRIVAL Arrival Routes

HOUSTON, TEXAS



TURBOJETS:
Landing East at IAH cross RIICE INT at 250K.
Landing East at IAH expect clearance to cross RIICE INT at 10,000.
Landing West at IAH expect clearance to cross RIICE INT at 12,000.
Landing West at IAH cross BRKMN INT at 250K.

TURBOJETS (/E, /F, /G, /Q, and /R [RNP-2.0]):
Landing IAH prepare to be reassigned the AGGEE STAR by ATC in lieu of this star.

NOTE: Chart not to scale.

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
....From over RIICE INT via IAH R-313 to LYYTE INT. Landing Runway 26L/26R or 27; fly heading 085° for vectors to final approach course. For /E, /F, /G, /Q and /R (RNP-2.0), equipped aircraft from LYYTE INT direct ADVLL WP, expect vectors to final approach course prior to ADVLL WP; if not received by ADVLL WP, fly present heading.

WILLIAM P. HOBBY (HOU) (ATC ASSIGNED):
....From over RIICE INT via IAH R-313 to LYYTE INT, then via HUB R-332 to UUSTN INT, expect vectors to final approach course at or prior to UUSTN INT.

DAVID WAYNE HOOKS MEMORIAL (DWH) and LONE STAR EXCUTIVE (CXO):
....From over RIICE INT via IAH R-313 to LYYTE INT, expect vectors to final approach course at or prior to LYYTE INT.

ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to LYYTE INT.

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APP CRS	Rwy Idg	6002
168°	TDZE	152
	Apt Elev	152

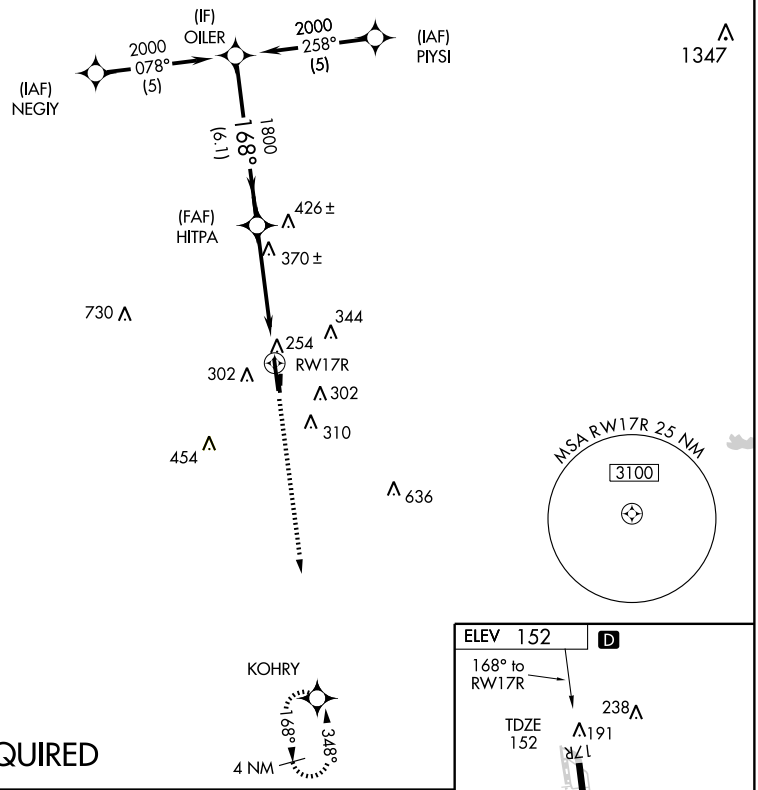
RNAV (GPS) RWY 17R

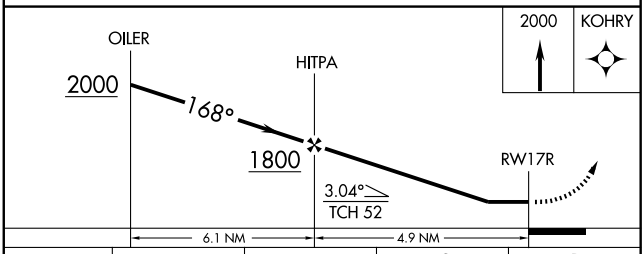
HOUSTON/ DAVID WAYNE HOOKS MEMORIAL (DWH)

If local altimeter setting not received, use George Bush Intercontinental/Houston altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

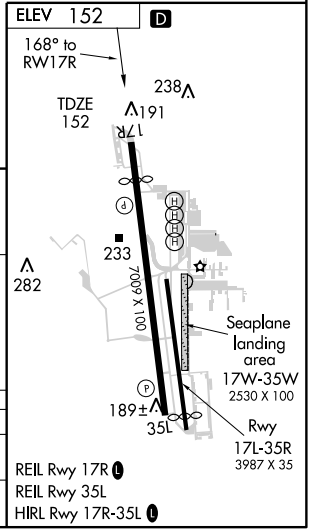
MISSED APPROACH: Climb to 2000 direct KOHRY and hold.

ATIS	HOUSTON APP CON	HOOKS TOWER★	GND CON	CLNC DEL	UNICOM
124.95	119.7 281.4	127.4 354.1 EAST 118.4 (CTAF) L 354.1 WEST	121.8 239.0	119.45	122.95





CATEGORY	A	B	C	D
LNAV MDA	620-1 468 (500-1)		620-1¼ 468 (500-1¼)	620-1½ 468 (500-1½)
CIRCLING	640-1 488 (500-1)	660-1 508 (600-1)	660-1½ 508 (600-1½)	720-2 568 (600-2)



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WAAS	APP CRS	Rwy Idg 6700
CH 45603	348°	TDZE 152
W35A		Apt Elev 152

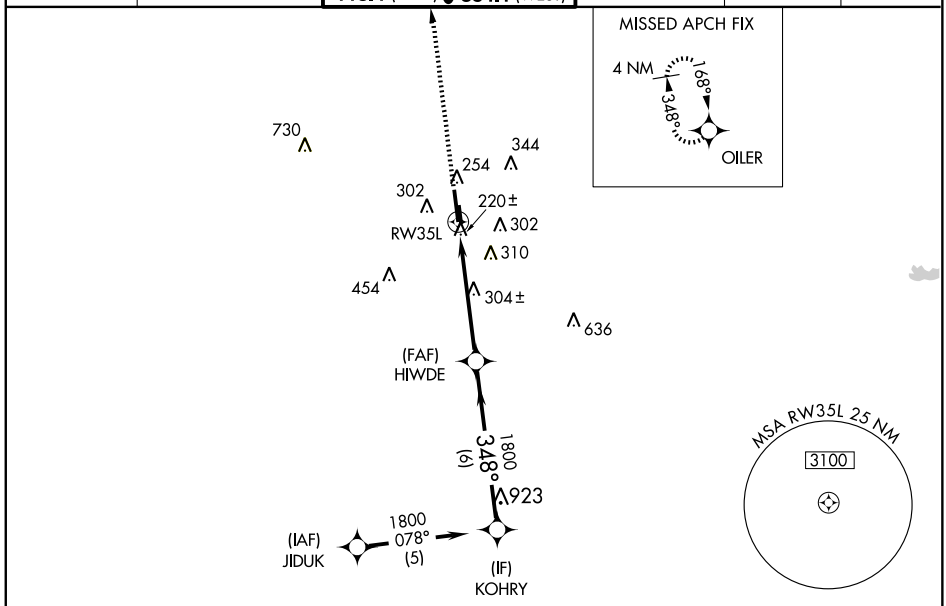
RNAV (GPS) RWY 35L

HOUSTON/ DAVID WAYNE HOOKS MEMORIAL (DWH)

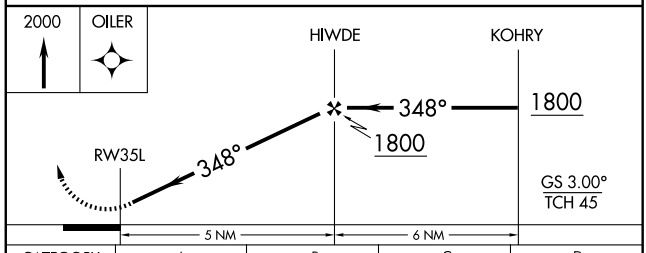
Baro-VNAV NA when using George Bush Intercontinental/Houston altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below-15°C (5°F) or above 48°C (119°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
If local altimeter setting not received, use George Bush Intercontinental/Houston altimeter setting and increase all DAs 36 feet, and all MDAs 40 feet.

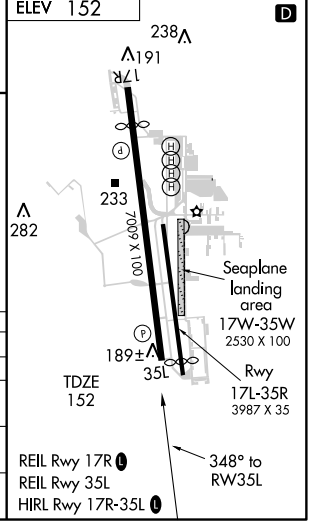
MISSED APPROACH: Climb to 2000 direct OILER and hold.

ATIS	HOUSTON APP CON	HOOKS TOWER★	GND CON	CLNC DEL	UNICOM
124.95	119.7 281.4	127.4 354.1 (EAST) 118.4 (CTAF) L 354.1 (WEST)	121.8 239.0	119.45	122.95



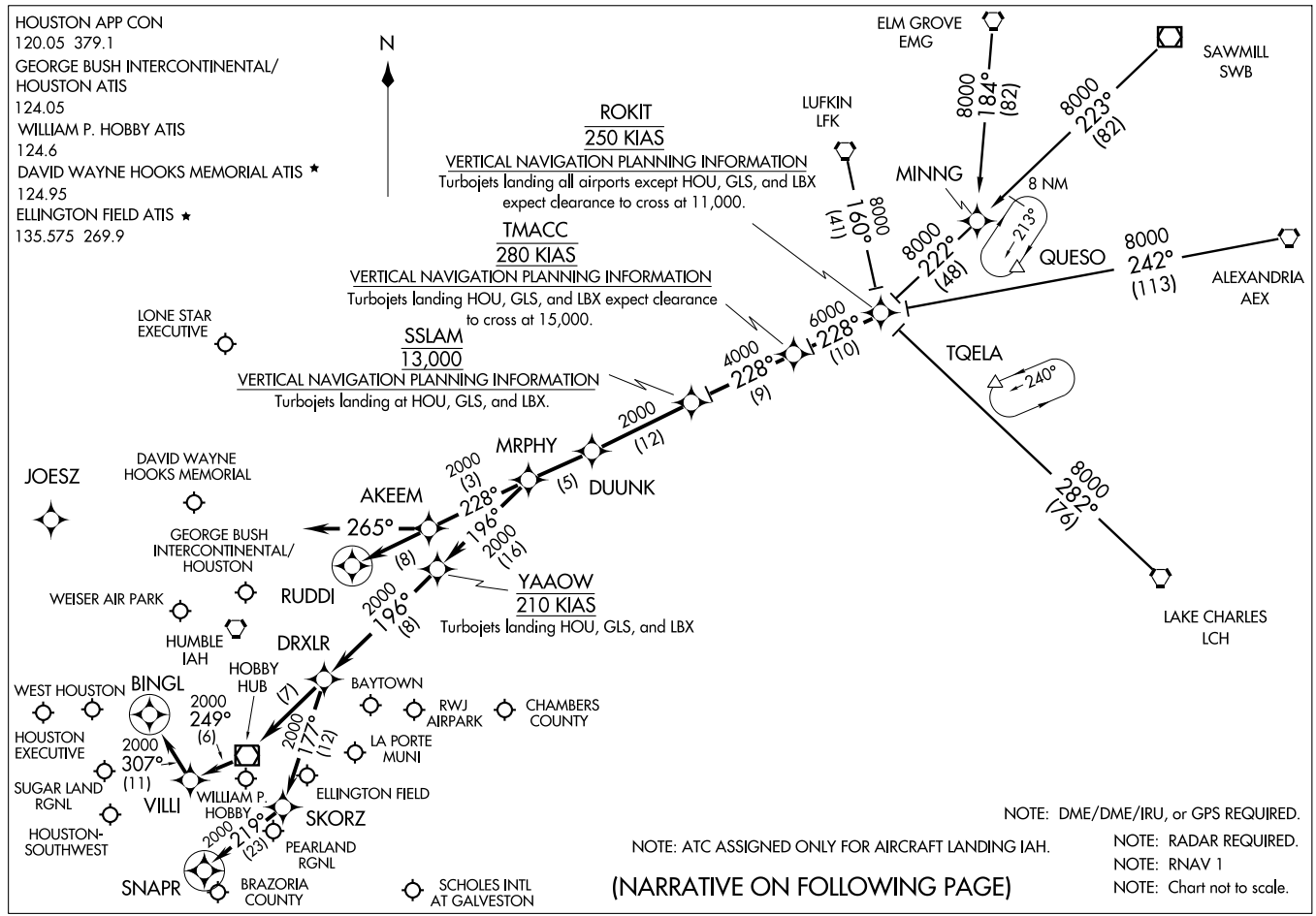
RADAR REQUIRED





CATEGORY	A	B	C	D
LPV DA	451-1 299 (300-1)			
LNAV/ VNAV DA	552-1½ 400 (400-1½)			
LNAV MDA	560-1 408 (500-1)		560-1¼ 408 (500-1¼)	560-1½ 408 (500-1½)
CIRCLING	640-1 488 (500-1)	660-1 508 (600-1)	660-1½ 508 (600-1½)	720-2 568 (600-2)

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(ROKIT.ROKIT1) 09127

ROKIT ONE ARRIVAL (RNAV)

ST-5461(FAA)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

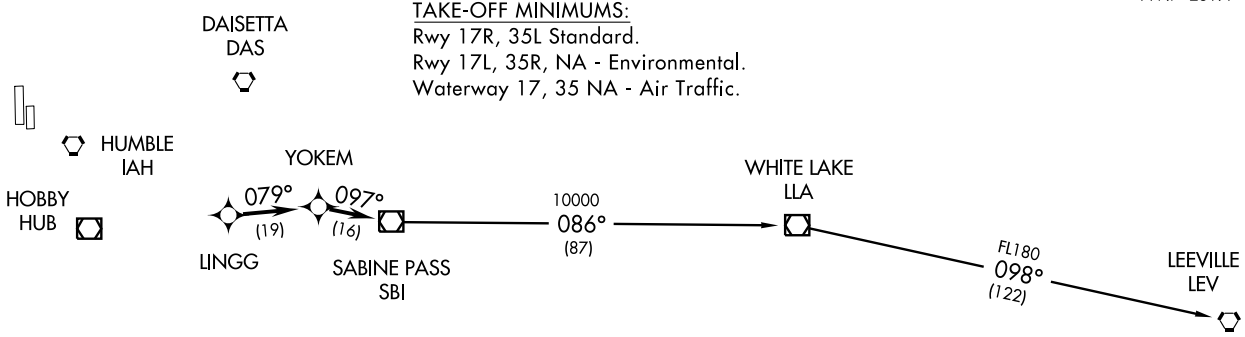
SC-5, 08 APR 2010 to 06 MAY 2010

NOTE: Chart not to scale.

Note: RADAR Required.
Note: RNAV 1.
Note: DME/DME/IRU or GPS Required.
Note: For non-GPS equipped aircraft, BPT and LCH must be operational.

ATIS 124.95
CLNC DEL 119.45
GND CON
121.8 239.0
HOOKS TOWER ★
127.4 354.1 (EAST)
118.4 (CTAF) 354.1 (WEST)
HOUSTON DEP CON
119.7 281.4

TAKE-OFF MINIMUMS:
Rwy 17R, 35L Standard.
Rwy 17L, 35R, NA - Environmental.
Waterway 17, 35 NA - Air Traffic.



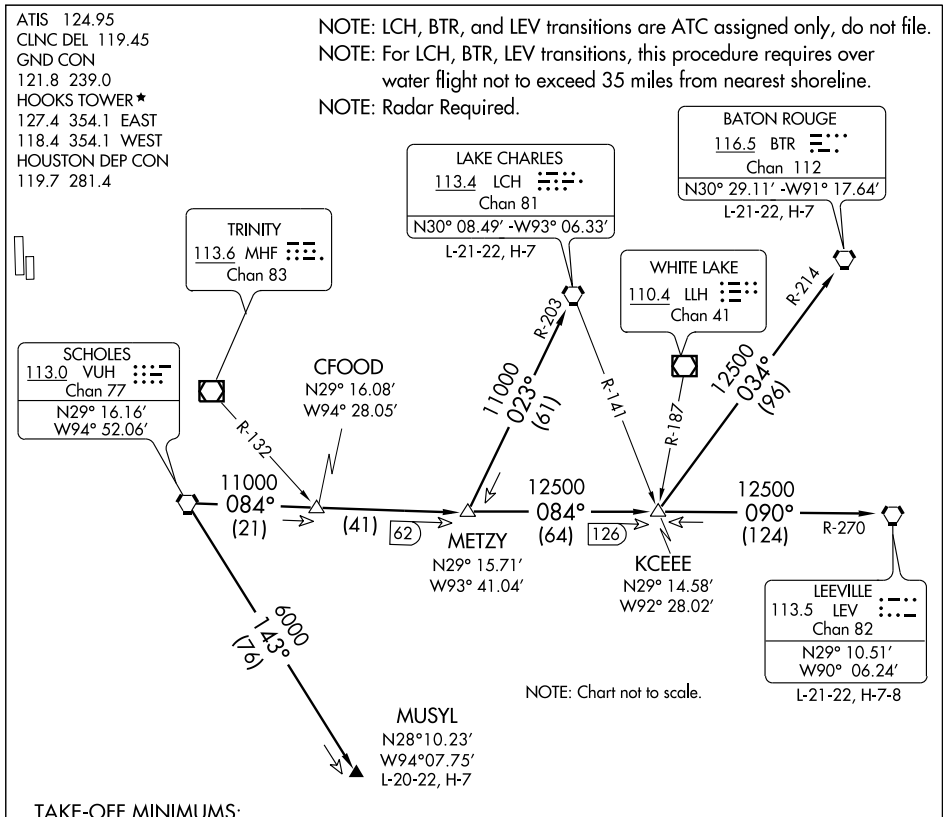
TAKE-OFF OBSTACLES:
Rwy 17R, Multiple trees beginning 708′ from DER, 68′ left of centerline, up to 71′ AGL/220′ MSL. Multiple hangars beginning 433′ from DER, 515′ left of centerline, up to 37′ AGL/182′ MSL. DME antenna 653′ from DER, 256′ left of centerline, 13′ AGL/162′ MSL. Multiple trees and pole beginning 85′ from DER, 294′ right of centerline, up to 45′ AGL/189′ MSL.
Rwy 35L, Multiple trees and poles beginning 144′ from DER, 32′ left of centerline, up to 79′ AGL/238′ MSL. Multiple hangars and buildings beginning 85′ from DER, 9′ left of centerline, up to 53′ AGL/202′ MSL. Multiple trees, towers and pole beginning 100′ from DER, 124′ right of centerline, up to 93′ AGL/247′ MSL. Vehicle and road 315′ from DER, on centerline 15′ AGL/166′ MSL. Building 894′ from DER, 231′ right of centerline, 23′ AGL/173′ MSL.

DEPARTURE ROUTE DESCRIPTION

Expect vectors to LINGG, maintain 4000, then via depicted route to SBI VOR/DME, thence. . . .

. . . .via (transition). Expect clearance to filed altitude/flight level 10 minutes after departure.

LEEVILLE TRANSITION: (SBI1.LEV)
WHITE LAKE TRANSITION: (SBI1.LLA)



TAKE-OFF MINIMUMS:
Rwys 17R, 35L standard.
Rwy 17L, 35R NA - environmental.
Waterway 17, 35 NA - air traffic.

(TAKE-OFF NOTES ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to VUH VORTAC, maintain 4000′, expect filed altitude 10 minutes after departure.

BATON ROUGE TRANSITION (VUH3.BTR): From over VUH VORTAC via VUH R-084 to KCEEE INT, then via BTR R-214 to BTR VORTAC.

LAKE CHARLES TRANSITION (VUH3.LCH): From over VUH VORTAC via VUH R-084 to METZY INT, then via LCH R-203 to LCH VORTAC.

LEEVILLE TRANSITION (VUH3.LEV): From over VUH VORTAC via VUH R-084 to KCEEE INT, then via LEV R-270 to LEV VORTAC.

MUSYL TRANSITION (VUH3.MUSYL): From over VUH VORTAC via VUH R-143 to MUSYL.

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TAKE-OFF OBSTACLES:

Rwy 17R, Multiple trees beginning 708′ from DER, 68′ left of centerline, up to 71′ AGL/220′ MSL.
Multiple hangars beginning 433′ from DER, 515′ left of centerline, up to 37′ AGL/182′ MSL.
DME antenna 653′ from DER, 256′ left of centerline, 13′ AGL/162′ MSL.
Multiple trees and pole beginning 85′ from DER, 294′ right of centerline, up to 45′ AGL/189′ MSL.

Rwy 35L, Multiple trees and poles beginning 144′ from DER, 32′ left of centerline, up to 79′ AGL/238′ MSL.
Multiple hangars and buildings beginning 85′ from DER, 9′ left of centerline, up to 53′ AGL/202′ MSL.
Multiple trees, towers and pole beginning 100′ from DER, 124′ right of centerline, up to 93′ AGL/247′ MSL.
Vehicle and road 315′ from DER, on centerline, 15′ AGL/166′ MSL.
Building 894′ from DER, 231′ right of centerline, 23′ AGL/173′ MSL.

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VORTAC IAH	APP CRS	Rwy Idg	6700
116.6	348°	TDZE	152
Chan 113		Apt Elev	152

VOR/DME RNAV RWY 35L

HOUSTON/ DAVID WAYNE HOOKS MEMORIAL (DWH)

Obtain local altimeter setting on CTAF; when not received, use George Bush Intercontinental/Houston altimeter setting.

MISSED APPROACH: Climb to 1800 direct OILER and hold.

ATIS	HOUSTON APP CON	HOOKS TOWER ★	GND CON	CLNC DEL	UNICOM
124.95	119.7 281.4	127.4 354.1 EAST 118.4 (CTAF) L 354.1 WEST	121.8 239.0	119.45	122.95

MSA RW35L 25 NM
3100

4 NM 168° 348°

OILER
N30°14.11′ -W95°34.71′
116.6 IAH 319.0° -20.6
90

1347

730 344 254 302 302 310 454 636

MAP
N30°03.25′ -W95°33.12′
116.6 IAH 293.5°-12.2
90

FAF
HIWDE
N29°58.30′ -W95°32.40′
116.6 IAH 270.0°-10.2
90

2000 121° (10.1)

348° (5)

2000 242° (10.3)

STRUK
N29°59.25′ -W95°41.07′
116.6 IAH 271.0°-17.8
90

HUMBLE
116.6 IAH
Chan 113

168° 348°

IAF
KOHRY
N29°53.32′ -W95°31.67′
116.6 IAH 241.8°-10.3
90

4 NM

ELEV 152 D

238 191 17R 233 282 7009 X 100

Seaplane landing area

17W-35W
2530 X 100

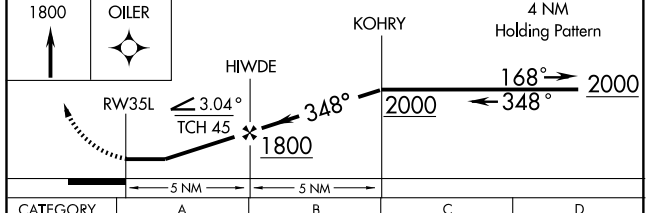
TDZE
152
189±

35L

Rwy 17L-35R
3987 X 35

REIL Rwy 17R L
REIL Rwy 35L
HIRL Rwy 17R-35L L

348° to MAP WP



CATEGORY	A	B	C	D
S-35L	620-1 468 (500-1)		620-1¼ 468 (500-1¼)	620-1½ 468 (500-1½)
CIRCLING	640-1 488 (500-1)	660-1 508 (600-1)	660-1½ 508 (600-1½)	720-2 568 (600-2)
GEORGE BUSH INTERCONTINENTAL/HOUSTON ALTIMETER SETTING MINIMUMS				
S-35L	660-1 508 (600-1)		660-1½ 508 (600-1½)	
CIRCLING	680-1 528 (600-1)	700-1 548 (600-1)	700-1½ 548 (600-1½)	720-2 568 (600-2)

SC-5, 08 APR 2010 to 06 MAY 2010

HOUSTON APP CON
134.65 290.5
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS
124.05
DAVID WAYNE HOOKS MEMORIAL ATIS
124.95
LONE STAR EXECUTIVE ATIS
118.325

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.WOLDE2):

KLAMS TRANSITION (KLAMS.WOLDE2):

LEEVILLE TRANSITION (LEV.WOLDE2):

SABINE PASS TRANSITION (SBI.WOLDE2):

SEMMES TRANSITION (SJI.WOLDE2):

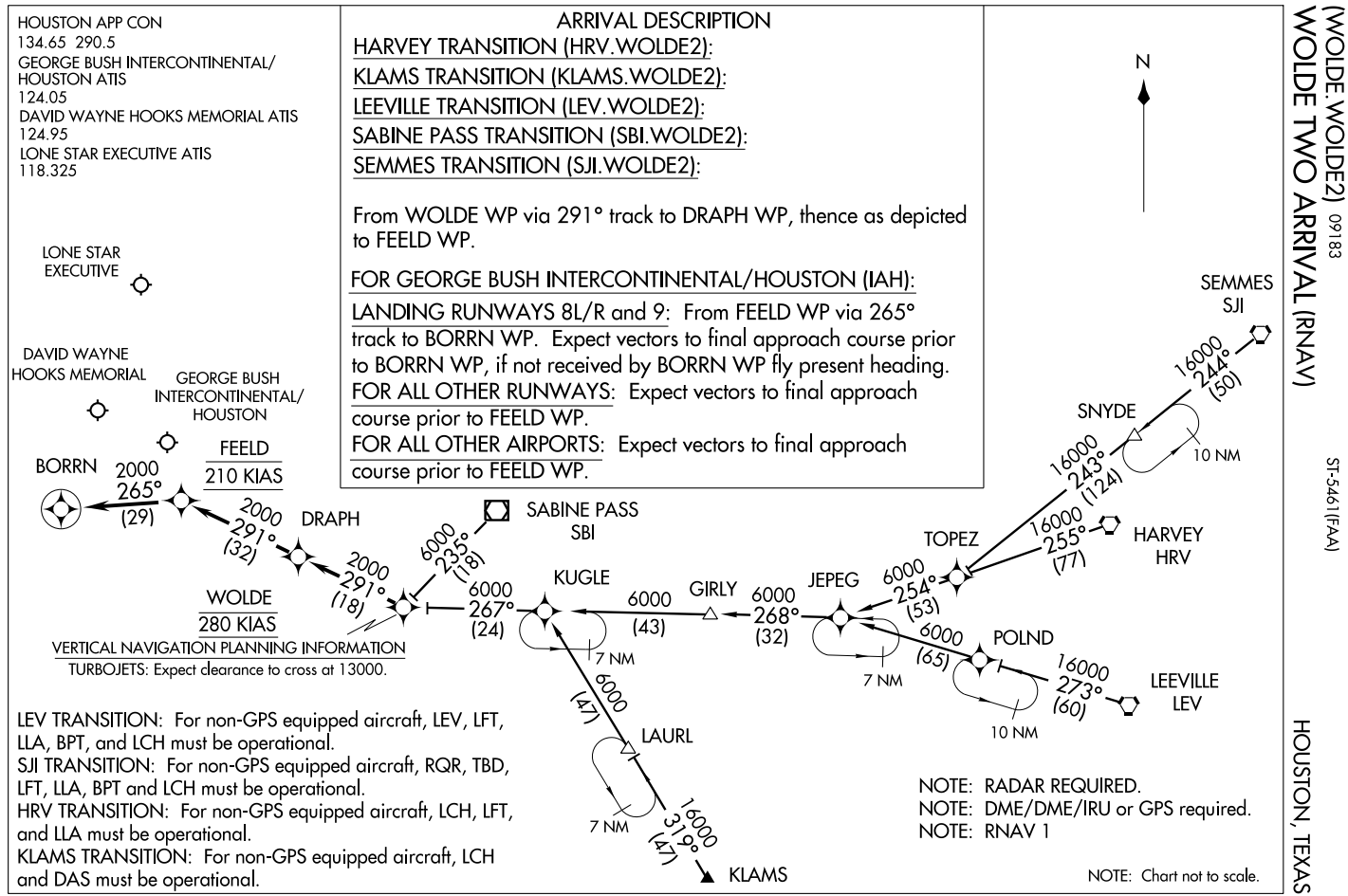
From WOLDE WP via 291° track to DRAPH WP, thence as depicted to FEELD WP.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/R and 9: From FEELD WP via 265° track to BORRN WP. Expect vectors to final approach course prior to BORRN WP, if not received by BORRN WP fly present heading.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course prior to FEELD WP.

FOR ALL OTHER AIRPORTS: Expect vectors to final approach course prior to FEELD WP.



LEV TRANSITION: For non-GPS equipped aircraft, LEV, LFT, LLA, BPT, and LCH must be operational.

SJI TRANSITION: For non-GPS equipped aircraft, RQR, TBD, LFT, LLA, BPT and LCH must be operational.

HRV TRANSITION: For non-GPS equipped aircraft, LCH, LFT, and LLA must be operational.

KLAMS TRANSITION: For non-GPS equipped aircraft, LCH and DAS must be operational.

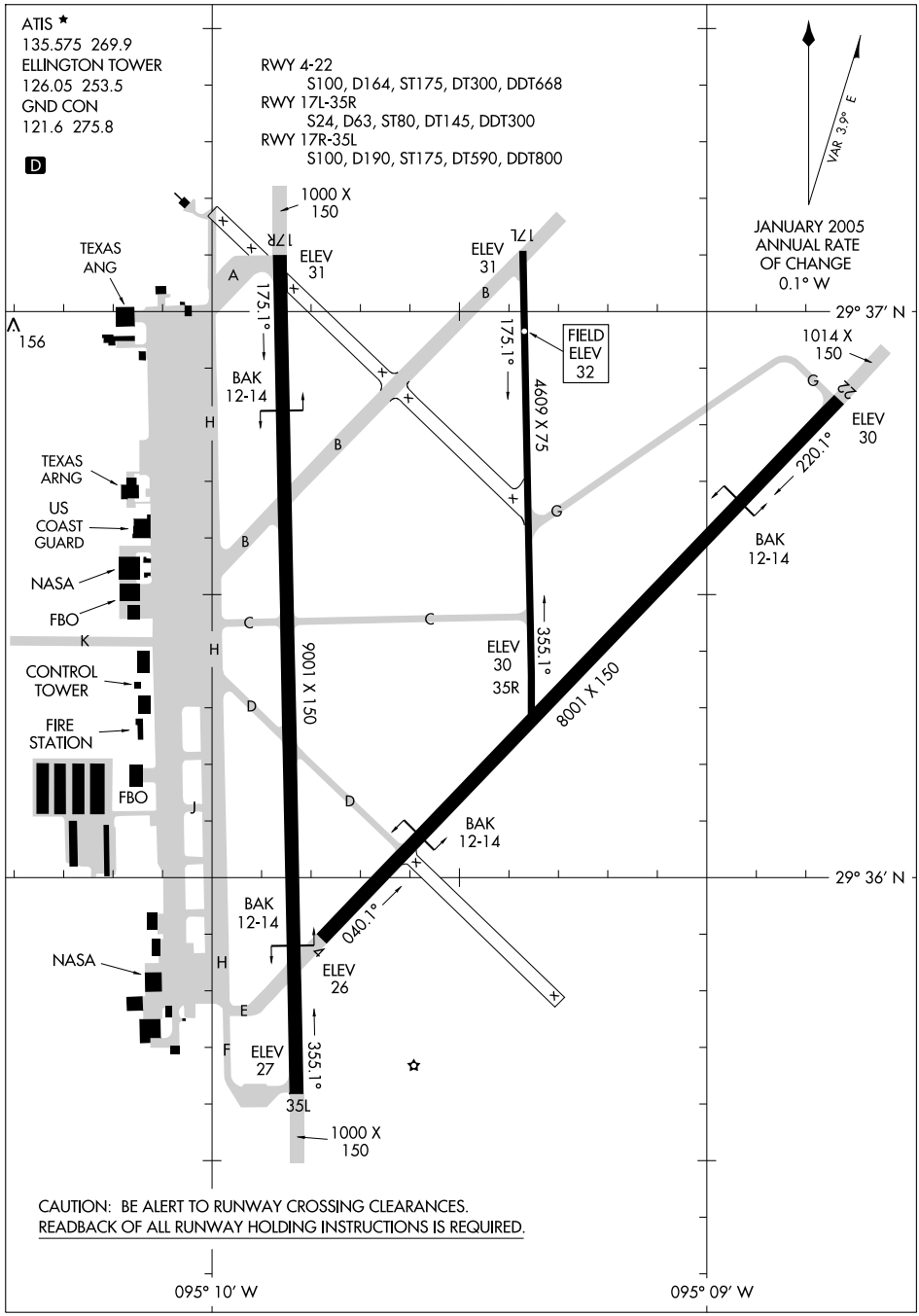
NOTE: RADAR REQUIRED.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1

NOTE: Chart not to scale.

AIRPORT DIAGRAM

AL-197 (FAA)

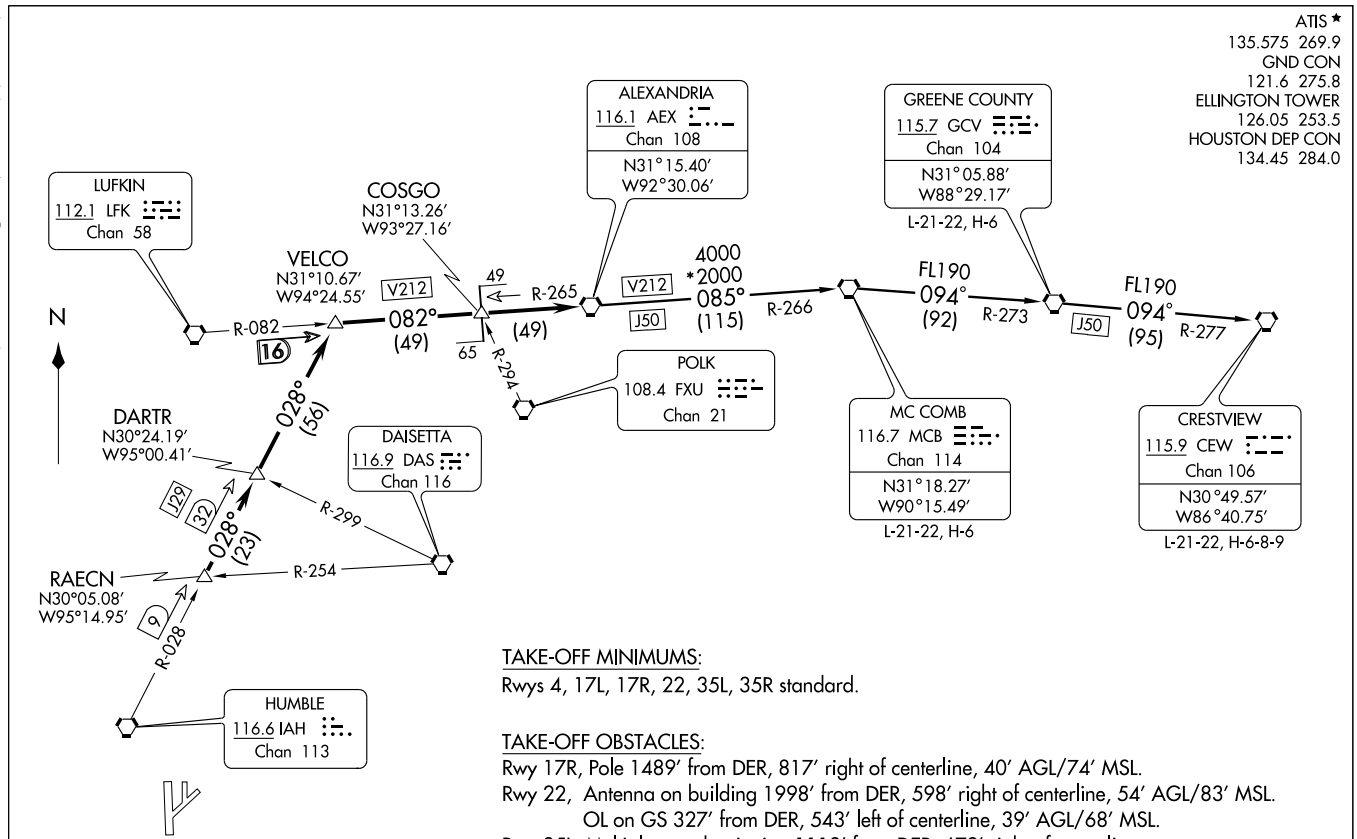
HOUSTON/ ELLINGTON FIELD (EFD)
HOUSTON, TEXAS



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SC-5, 08 APR 2010 to 06 MAY 2010

ALEXANDRIA FOUR DEPARTURE



TAKE-OFF MINIMUMS:

Rwys 4, 17L, 17R, 22, 35L, 35R standard.

TAKE-OFF OBSTACLES:

Rwy 17R, Pole 1489′ from DER, 817′ right of centerline, 40′ AGL/74′ MSL.

Rwy 22, Antenna on building 1998′ from DER, 598′ right of centerline, 54′ AGL/83′ MSL. OL on GS 327′ from DER, 543′ left of centerline, 39′ AGL/68′ MSL.

Rwy 35L, Multiple trees beginning 1118′ from DER, 679′ right of centerline, up to 37′ AGL/77′ MSL. Crane 2352′ from DER, 1024′ left of centerline, 37′ AGL/97′ MSL.

Rwy 35R, Tree 1597′ from DER, 32′ left of centerline, 33′ AGL/80′ MSL.

NOTE: Radar Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

Expect vectors to RAECN INT, maintain 4000', expect filed altitude 10 minutes after departure. Thence . . . .

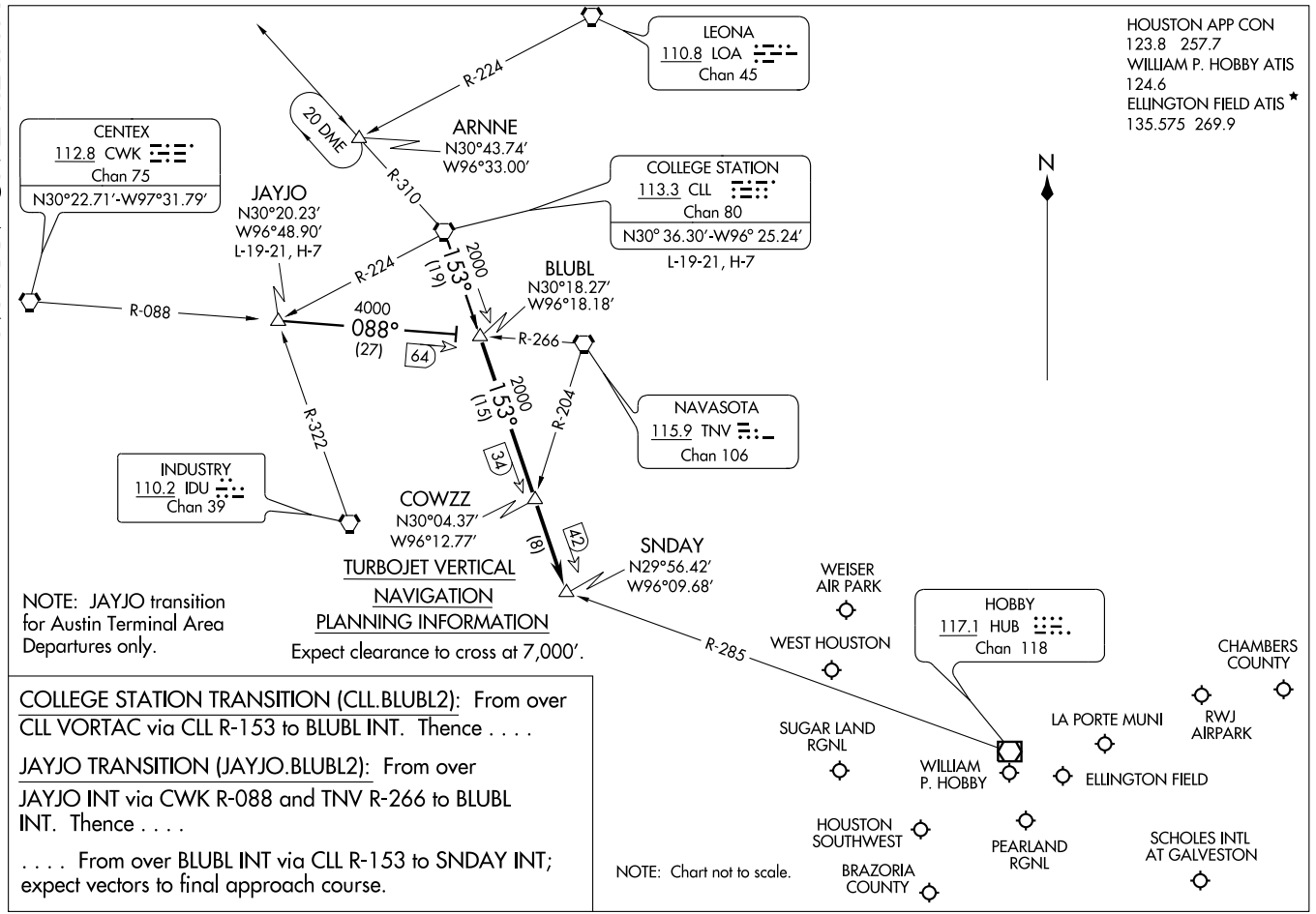
. . . . via IAH R-028 to VELCO INT, then right turn via LFK R-082 and AEX R-265 to AEX VORTAC.

THE FOLLOWING TRANSITIONS ARE ATC ASSIGNED ONLY DO NOT FILE:

CRESTVIEW TRANSITION (AEX4.CEW): (For aircraft being weather rerouted to join a jet route off CEW VORTAC or overflying CEW VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC, then via GCV R-094 and CEW R-277 to CEW VORTAC.

GREENE COUNTY TRANSITION (AEX4.GCV): (For aircraft being weather rerouted to join a jet route off GCV VORTAC or overflying GCV VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC.

MC COMB TRANSITION (AEX4.MCB): (For aircraft being weather rerouted to join a jet route off MCB VORTAC or overflying MCB VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC.



COLLEGE STATION TRANSITION (CLL.BLUBL2): From over CLL VORTAC via CLL R-153 to BLUBL INT. Thence . . . .

JAYJO TRANSITION (JAYJO.BLUBL2): From over JAYJO INT via CWK R-088 and TNV R-266 to BLUBL INT. Thence . . . .

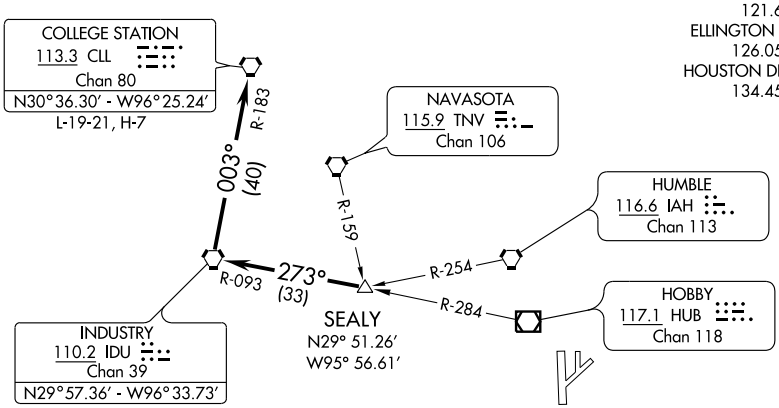
. . . . From over BLUBL INT via CLL R-153 to SNDAY INT; expect vectors to final approach course.

COLLEGE TWO DEPARTURE

SL-197 (FAA)

HOUSTON/ELLINGTON FIELD (EFD)
HOUSTON, TEXAS

ATIS 135.575 269.9
GND CON 121.6 275.8
ELLINGTON TOWER 126.05 253.5
HOUSTON DEP CON 134.45 284.0



TAKE-OFF MINIMUMS:
Rwys 4, 17L, 17R, 22, 35L, 35R standard.

TAKE-OFF OBSTACLES:
Rwy 17R, Pole 1489' from DER, 817' right of centerline, 40' AGL/74' MSL.
Rwy 22, Antenna on Bldg 1998' from DER, 598' right of centerline, 54' AGL/83' MSL. OL on GS 327' from DER, 543' left of centerline, 39' AGL/68' MSL.
Rwy 35L, Multiple trees beginning 1118' from DER, 679' right of centerline, up to 37' AGL/77' MSL. Crane 2352' from DER, 1024' left of centerline, 37' AGL/97' MSL.
Rwy 35R, Tree 1597' from DER, 32' left of centerline, 33' AGL/80' MSL.

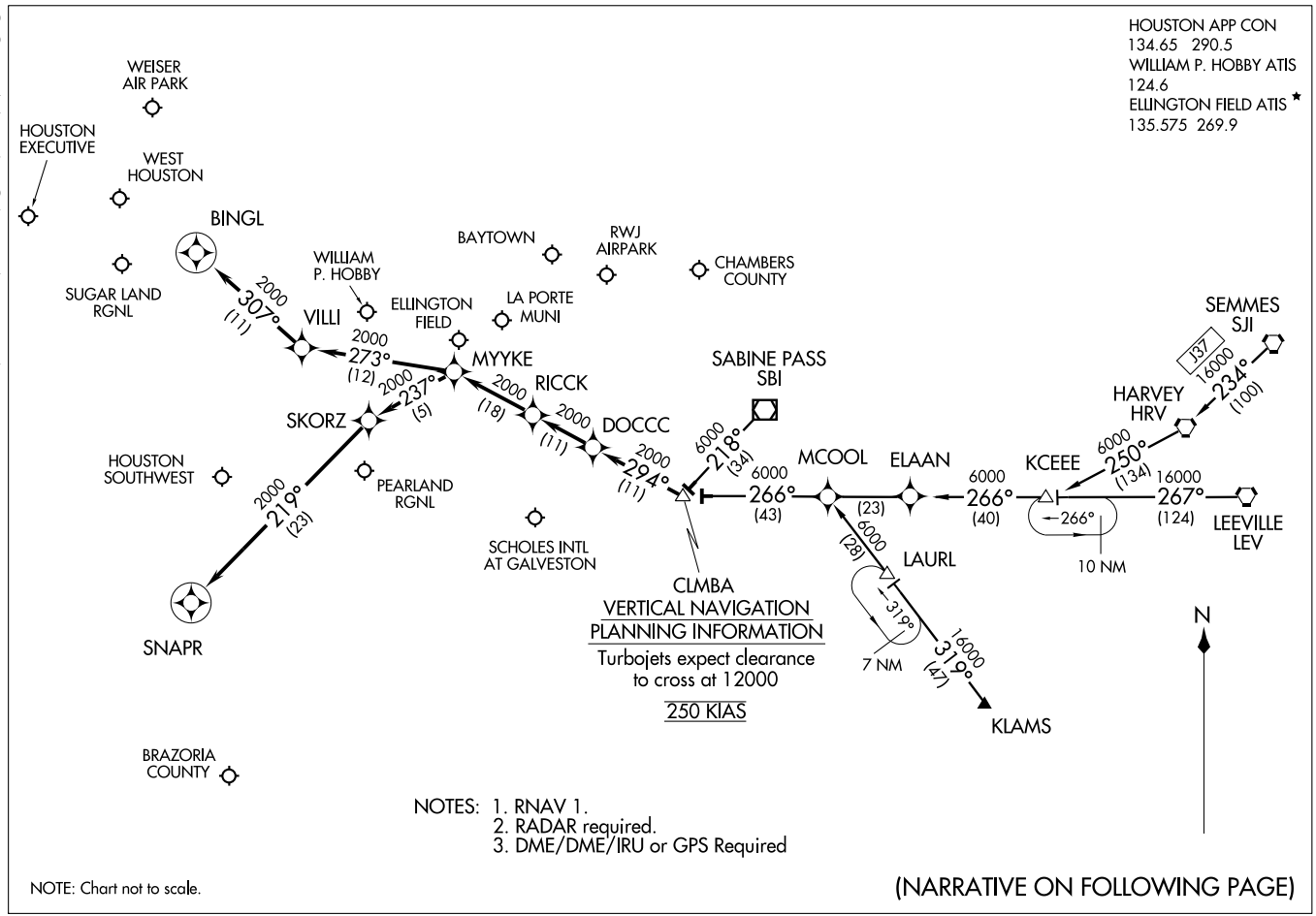
NOTE: Radar Required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Expect vectors to SEALY INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IDU R-093 to IDU VORTAC, then right turn via IDU R-003 and CLL R-183 to CLL VORTAC.



COLUMBIA ONE ARRIVAL (RNAV)

(CLMBA.CLMBA1) 09239

ST-198 (FAA)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)
KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF, and VUH must be operational.)
LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)
SABINE PASS TRANSITION (SBI.CLMBA1):
SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK . . . .

WILLIAM P. HOBBY/HOUSTON (HOU):

LANDING RUNWAY 4: . . . . From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

LANDING RUNWAY 12R: . . . . From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

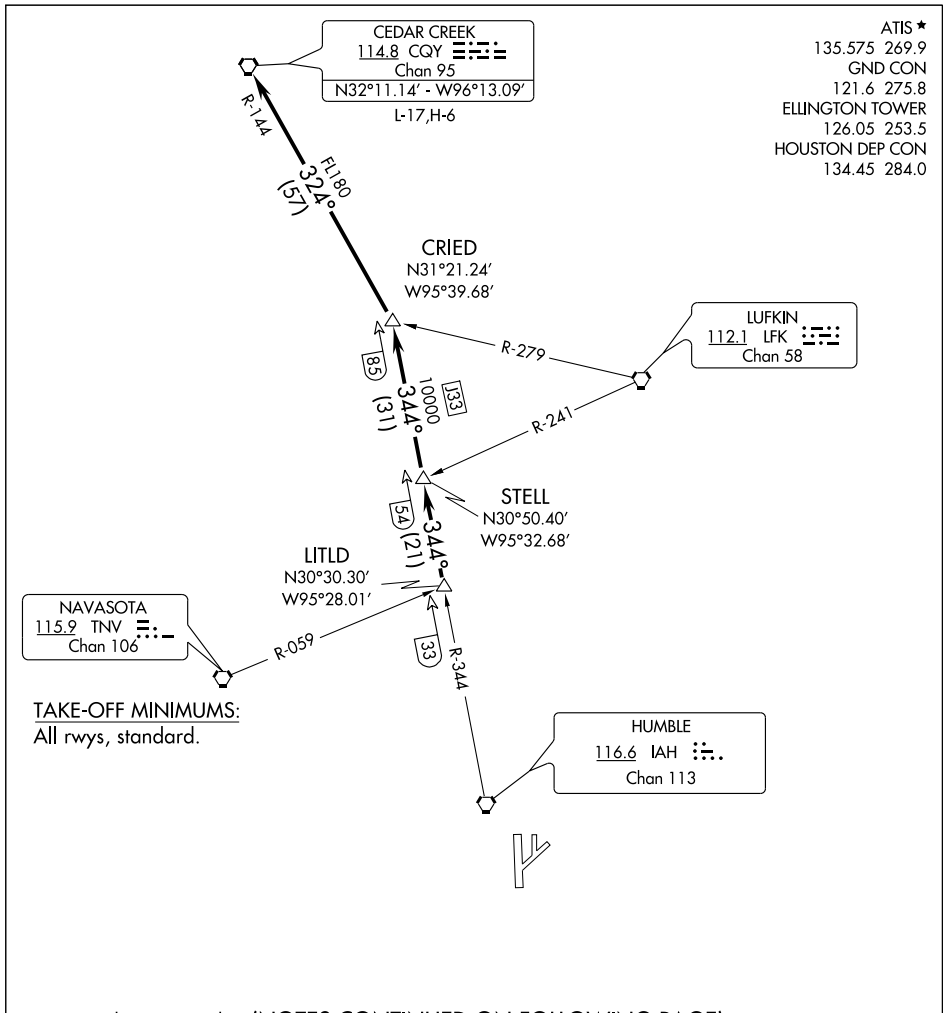
FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

SC-5, 08 APR 2010 to 06 MAY 2010

CRIED THREE DEPARTURE

SL-197 (FAA)

HOUSTON/ELLINGTON FIELD (EFD)
HOUSTON, TEXAS



NOTE: Radar Required. (NOTES CONTINUED ON FOLLOWING PAGE) NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Expect vectors to LITLD INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-344 to STELL INT, then via IAH R-344 to CRIED INT, then left turn via CQY R-144 to CQY VORTAC.

SC-5, 08 APR 2010 to 06 MAY 2010

TAKE-OFF OBSTACLES

Rwy 17R, Pole ,1489′ from DER, 817′ right of centerline, 40′ AGL/74′ MSL.
Rwy 22, Obstruction light on glide slope antenna, 327′ from DER, 543′ left of centerline. 39′ AGL/68′ MSL. Antenna on building, 1998′ from DER, 598′ right of centerline, 54′ AGL/83′ MSL.
Rwy 35R, Tree, 1597′ from DER, 32′ left of centerline, 33′ AGL/80′ MSL.
Rwy 35L, Multiple trees, 1118′ to 1600′ from DER, 679′ to 741′ right of centerline, up to 37′ AGL/77′ MSL. Crane, 2352′ from DER, 1024′ left of centerline, 37′ AGL/97′ MSL.

SC-5, 08 APR 2010 to 06 MAY 2010

DAISETTA EIGHT ARRIVAL (DAS.DAS8)

HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS *
135.575 269.9

NOTE: For all conventional navigation aircraft landing in the Houston terminal area. For all turboprops/pistons landing IAH. ATC assigned only for all others.

NOTE: For RNAV equipped aircraft landing IAH runways 8L/R and 9 from over DAETN INT direct JOESZ INT, expect vectors to final approach course prior to JOESZ INT, if not received by JOESZ INT fly present heading.

ELM GROVE
111.2 EMG
Chan 49
N32°24.01'-W93°35.71'
L-17, H-6

QUESO
N30°46.86'
W94°06.54'

BROWW
N30°54.22'
W93°52.20'

SAWMILL
113.75 SWB
Chan 84(Y)
N31°58.39' - W92°40.63'
L-22, H-6

LUFKIN
112.1 LFK
Chan 58
N31°09.74'
W94°43.02'
L-19-21, H-6

VIERA
N30°44.51'
W94°02.83'

TQELA
N30°32.39'
W93°46.23'

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40' -W92°30.06'
L-21-22, H-6

INDUSTRY
110.2 IDU
Chan 39

JOESZ
N30°06.40'
W95°46.72'

INNIS
N30°02.07'
W95°06.83'

REHAB
N29°59.59'
W95°14.25'

COMBS
N30°23.32'
W94°25.84'

DAETN
N30°06.31'
W94°54.07'

YAAOW
N29°53.12'
W95°10.69'

DRXLR
N29°45.59'
W95°13.92'

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

HUMBLE
116.6 IAH
Chan 113

HOBBY
117.1 HUB
Chan 118

DAISETTA
116.9 DAS
Chan 116
N30°11.38' -W94°38.70'

LAKE CHARLES
113.4 LCH
Chan 81
N30°08.49' -W93°06.33'
L-21-22, H-7

BEAUMONT
114.5 BPT
Chan 92
N29°56.76' -W94°00.97'

VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: 280K IAS
Expect clearance
to cross at 13,000'

RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

WEISER AIRPARK
WEST HOUSTON
HOUSTON EXECUTIVE
SUGAR LAND RGNL
LA PORTE MUNI
CHAMBERS COUNTY
WILLIAM P. HOBBY
BAYTOWN
RWJ AIRPARK
PEARLAND RGNL
ELLINGTON FIELD
HOUSTON-SOUTHWEST
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY

DAISETTA EIGHT ARRIVAL (DAS.DAS8)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence . . . .

SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

. . . . From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:

. . . . From DAETN INT fly heading 265° for vectors to final approach course.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

FOR ALL OTHER AIRPORTS:

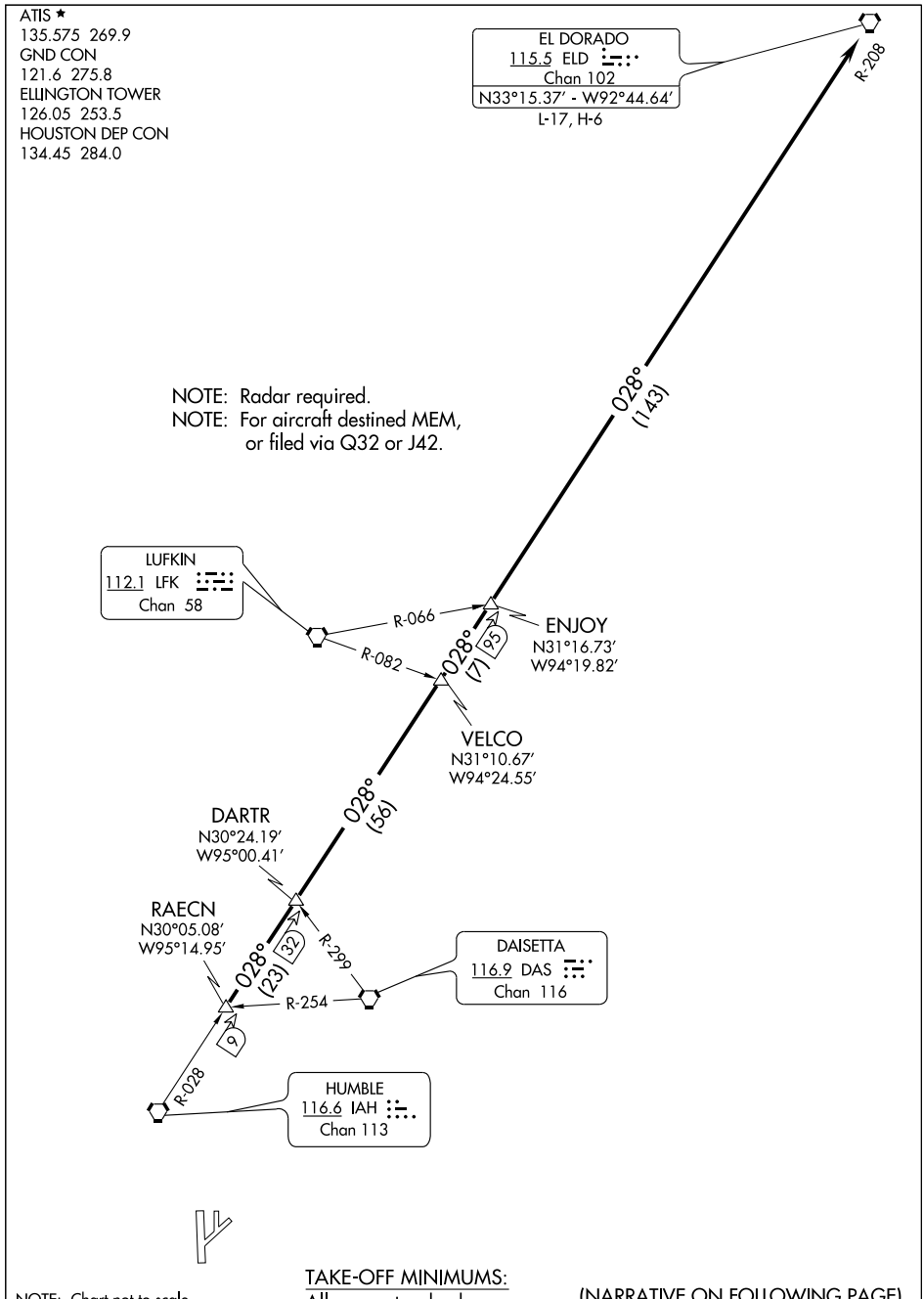
. . . . From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.

SC-5, 08 APR 2010 to 06 MAY 2010

(ELD1.ELD) 09239

EL DORADO ONE DEPARTURE SL-197 (FAA)

HOUSTON/ELLINGTON FIELD (EFD)
HOUSTON, TEXAS



NOTE: Chart not to scale.

TAKE-OFF MINIMUMS:
All rwys, standard.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

Expect vectors to RAECN INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 and the ELD R-208 to ELD VORTAC.

TAKE-OFF OBSTACLES

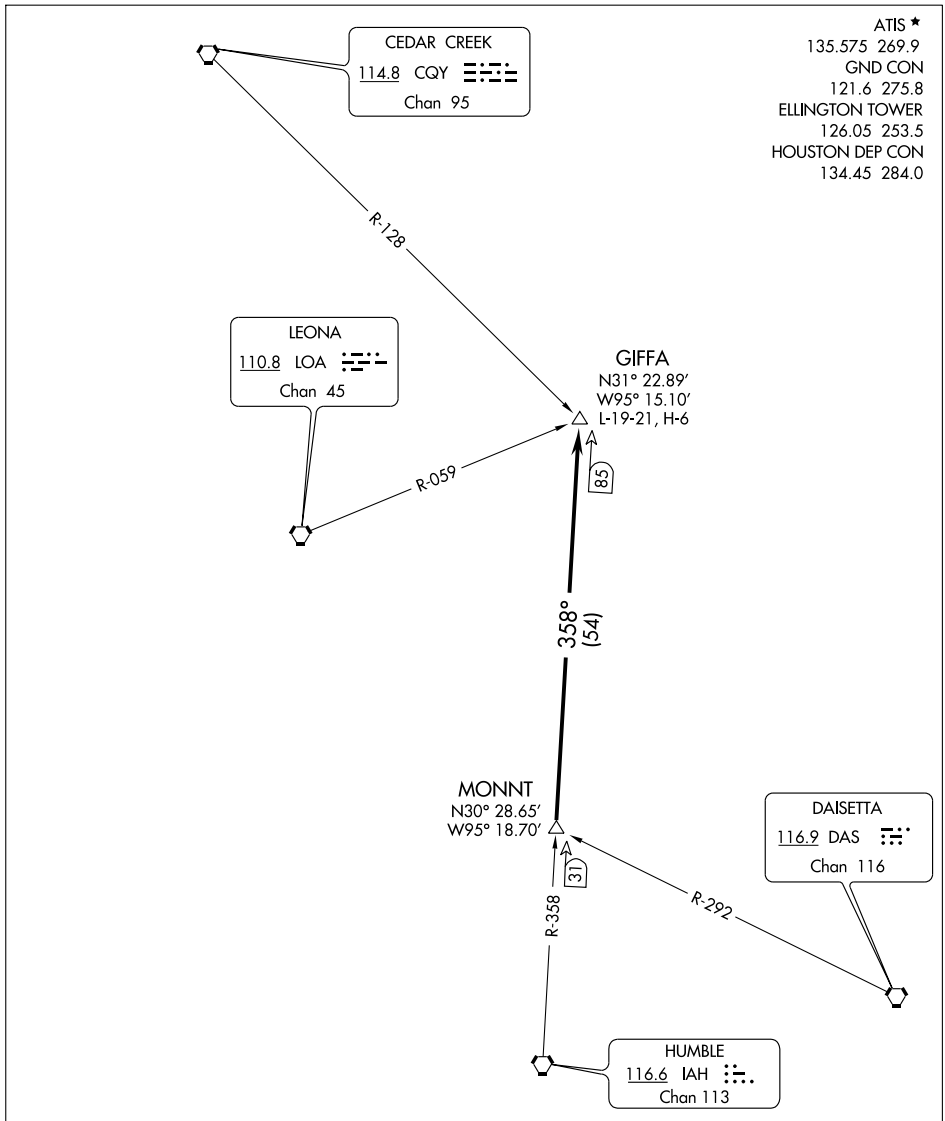
Rwy 17R, Pole 1489′ from DER, 817′ right of centerline, 40′ AGL/74′ MSL.
Rwy 22, Antenna on building 1998′ from DER, 598′ right of centerline, 54′ AGL/ 83′ MSL. OL on GS 327′ from DER, 543′ left of centerline, 39′ AGL/ 68′ MSL.
Rwy 35L, Multiple trees beginning 1118′ from DER, 679′ right of centerline, up to 37′ AGL/77′ MSL. Crane 2352′ from DER, 1024′ left of centerline, 37′ AGL/97′ MSL.
Rwy 35R, Tree 1597′ from DER, 32′ left of centerline, 33′ AGL/80′ MSL.

SC-5, 08 APR 2010 to 06 MAY 2010

GIFFA THREE DEPARTURE

SL-197 (FAA)

HOUSTON/ ELLINGTON FIELD (EFD)
HOUSTON, TEXAS



TAKE-OFF MINIMUMS:
All rwys, standard.

NOTE: Radar Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

Expect vectors to MONNT INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-358 to GIFFA INT.

TAKE-OFF OBSTACLES

Rwy 17R, Pole 1489′ from DER, 817′ right of centerline, 40′ AGL/74′ MSL.
Rwy 22, Antenna on building 1998′ from DER, 598′ right of centerline, 54′ AGL/ 83′ MSL. OL on GS 327′ from DER, 543′ left of centerline, 39′ AGL/ 68′ MSL.
Rwy 35L, Multiple trees beginning 1118′ from DER, 679′ right of centerline, up to 37′ AGL/77′ MSL. Crane 2352′ from DER, 1024′ left of centerline, 37′ AGL/97′ MSL.
Rwy 35R, Tree 1597′ from DER, 32′ left of centerline, 33′ AGL/80′ MSL.

SC-5, 08 APR 2010 to 06 MAY 2010

HI-ILS 1 RWY 35L

LOC I-EFD	APCH CRS	Rwy ldg	9001
111.1	354°	TDZE	27
		Arpt Elev	32

JAL-197 [USAF] HOUSTON/ELLINGTON FIELD (KEFD)

T * When ALS inop, increase CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.
** Circling not authorized W of Rwy 17R-35L

MALSF (A4)

MISSED APPROACH: Climb to 500 then climbing right turn to 2500 via EFD R-136 to WATFO INT/EFD 16 DME and hold.

ATIS	HOUSTON APP CON	ELLINGTON TOWER	GND CON
135.575 269.9	134.45 284.0	126.05 253.5	121.6 275.8

DME or RADAR REQUIRED

EFD TACAN	N29°36.36′ W95°09.58′
CANDI	N29°39.24′ W95°18.17′
DROPP	N29°13.63′ W95°32.07′
WATFO	N29°23.90′ W94°58.07′

649 247 629 395 120 499 2049 1549 1235

R-286 16,000 (IAF) CANDI EFD 8 106° 14,000 12,000

LOCALIZER 111.1 I-EFD

ELLINGTON EFD Chan 31

MARZY EFD 7 /RADAR

20 NM

354° 151°

WATFO EFD 16

PAHSU EFD 15

KOREJ EFD 18

EFD 18 Arc 7000

EDEDY EFD 18

316° 136° R-136

(IAF) DROPP EFD 30 16,000

R-216 R-206

174° LR-179 LR-168 354° R-151

ANRUY EFD 30 15,000

EFD 30 Arc

OKUME EFD 30 4000

MSA EFD 25 NM 150° 1800 3100 330°

EMERG SAFE ALT 100 NM 16,000

500 2500 EFD R-136 WATFO EFD 16

KOREJ Intcp Lczr 18 3000

MARZY 7 /RADAR 2100

PAHSU 15 3000 2500

354°

TACAN 1.4 2100

GS 3.00° TCH 54

0.7 5.6 NM

ELEV 32

17R 17L 156 112 129 22 35R

4609 × 75 150 × 100 8001 × 150

TDZE 27 35L

354° 6.3 NM from FAF 70

HIRL Rwy 4-22 and 17R-35L

TDZL/CL Rwy 17R, 22 and 35L

CATEGORY	C	D	E
S-ILS 35L	227/40	200	(200-¾)
S-LOC 35L*	440/50 413 (500-1)		440/60 413 (500-1¼)
CIRCLING **	500-1½ 468 (500-1½)	600-2 568 (600-2)	660-2¼ 628 (700-2¼)

FAF to MAP 5.6 NM

Knots	120	140	160	180	200
Min:Sec	2:48	2:24	2:06	1:52	1:41

HI-ILS RWY 17R

LOC I-LPV	APCH CRS	Rwy Idg / TDZE / Arpt Elev
110.3	174°	9001 / 31 / 32

JAL-197 [USAF] HOUSTON/ELLINGTON FIELD (KEFD)

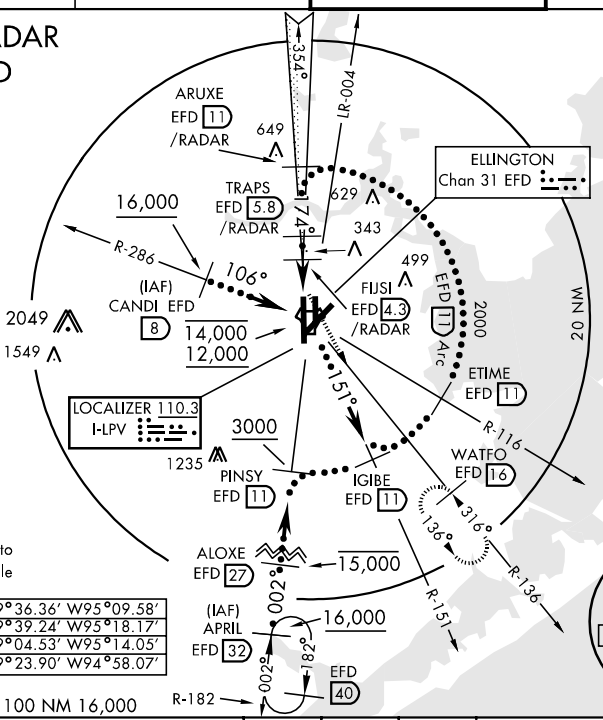
▼* When ALS inop, increase CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.
** Circling not authorized W of Rwy 17R-35L.

MALSF

MISSED APPROACH: Climb to 500 then climbing left turn to 2500 via EFD R-136 to WATFO INT/16 DME and hold.

ATIS	HOUSTON APP CON	ELLINGTON TOWER	GND CON
135.575 269.9	134.45 284.0	126.05 253.5	121.6 275.8

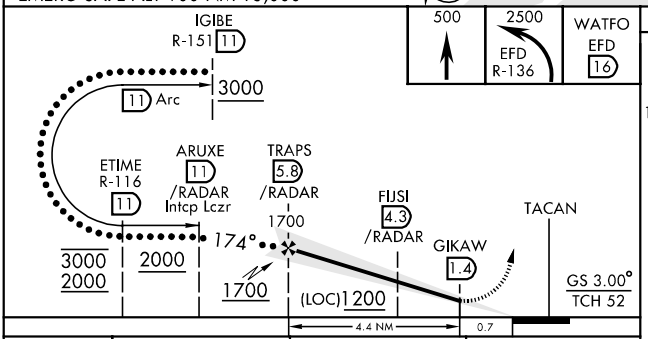
DME or RADAR REQUIRED

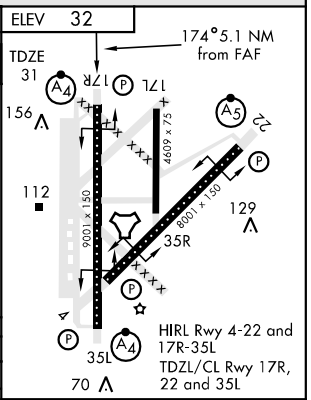


Enroute penetration to 11 DME Arc available

EFD TACAN	N29°36.36′ W95°09.58′
CANDI	N29°39.24′ W95°18.17′
APRIL	N29°04.53′ W95°14.05′
WATFO	N29°23.90′ W94°58.07′

EMERG SAFE ALT 100 NM 16,000





CATEGORY	C	D	E
S-ILS 17R	231/40 200 (200-¾)		
S-LOC 17R *	440/50 409 (500-1)		440/60 409 (500-1¼)
CIRCLING **	500-1½ 468 (500-1½)	600-2 568 (600-2)	660-2¼ 628 (700-2¼)

FAF to MAP 4.4 NM

Knots	120	140	160	180	200
Min:Sec	2:12	1:53	1:39	1:28	1:19

HI-ILS RWY 22

LOC I-FNF	APCH CRS	Rwy Idg	8001
110.1	219°	TDZE	31
		Arpt Elev	32

JAL-197 [USAF] HOUSTON/ELLINGTON FIELD (KEFD)

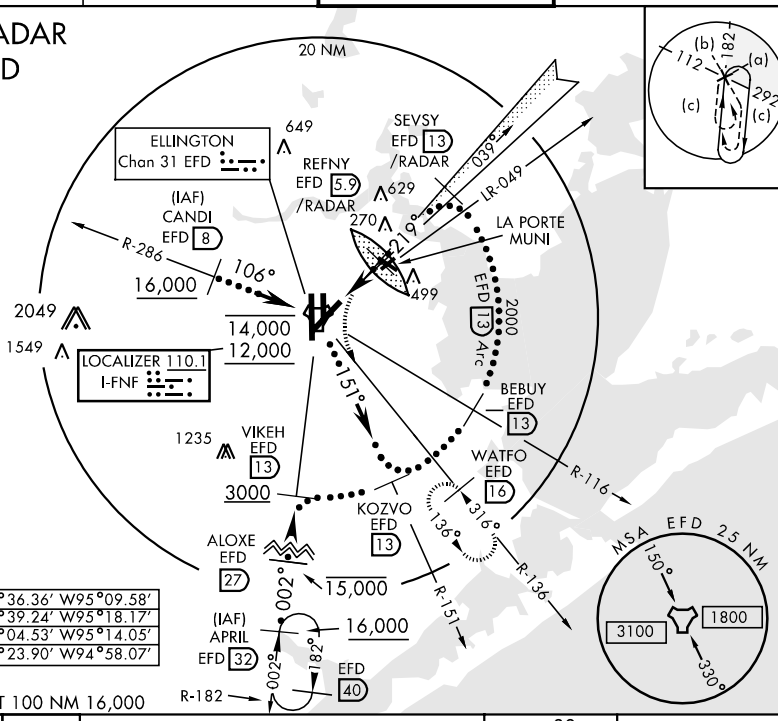
▼* When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.
** Circling not authorized W of Rwy 17R-35L.

MALSR

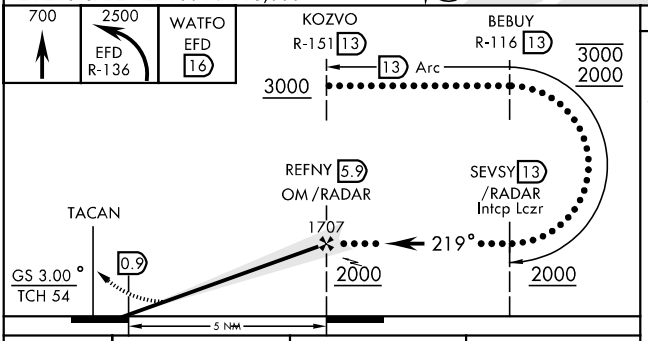
MISSED APPROACH: Climb to 700 then climbing left turn to 2500 via EFD R-136 to WATFO INT/16 DME and hold.

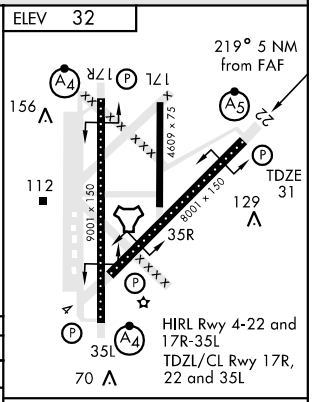
ATIS	HOUSTON APP CON	ELLINGTON TOWER	GND CON
135.575 269.9	134.45 284.0	126.05 253.5	121.6 275.8

DME or RADAR REQUIRED



EFD TACAN	N29°36.36′ W95°09.58′
CANDI	N29°39.24′ W95°18.17′
APRIL	N29°04.53′ W95°14.05′
WATFO	N29°23.90′ W94°58.07′





CATEGORY	C	D	E
S-ILS 22	231/24 200 (200-½)		
S-LOC 22*	460/40 429 (500-¾)	460/50 429 (500-1)	
CIRCLING**	500-1½ 468 (500-1½)	600-2 568 (600-2)	660-2¼ 628 (700-2¼)

FAF to MAP 5 NM					
Knots	120	140	160	180	200
Min:Sec	2:30	2:09	1:52	1:40	1:30

HI-TACAN RWY 17R

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
EFD Chan 31	163°	9001	31	32

JAL-197 [USAF]

HOUSTON/ELLINGTON FIELD (KEFD)

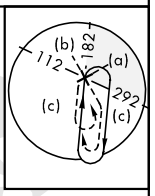
* When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.
** Circling not authorized W of Rwy 17R-35L.

MALSF

MISSED APPROACH: Climbing left turn to 2500 via EFD TACAN R-136 to WATFO INT/16 DME and hold.

ATIS	HOUSTON APP CON	ELLINGTON TOWER	GND CON
135.575 269.9	134.45 284.0	126.05 253.5	121.6 275.8

EFD TACAN	N29°36.36′ W95°09.58′
CANDI	N29°39.24′ W95°18.17′
APRIL	N29°04.53′ W95°14.05′
WATFO	N29°23.90′ W94°58.07′



RADAR REQUIRED

R-343 - LR-354

LAWKE EFD 11

649

YESHI EFD 6.4

629

JINNI EFD 5

163°

R-286

16,000

(IAF) CANDI EFD 8

106°

343

499

EFD 11 Arc

2000

20 NM

2049

1549

14,000

12,000

ETIME EFD 11

ELLINGTON Chan 31 EFD

151°

R-116

3000

1235

PINSY EFD 11

IGIBE EFD 11

WATFO EFD 16

316°

136°

ALOXE EFD 27

15,000

R-136

MSA EFD 2.5 NM

150°

3100

1800

330°

2000

R-151

(IAF) APRIL EFD 32

16,000

182°

200

R-182

EFD 40

Enroute penetration to 11 DME Arc available

EMERG SAFE ALT 100 NM 16,000

ETIME R-116

IGIBE R-151 11

3000

11 Arc 3000

2000

LAWKE R-343 11

YESHI 6.4

JINNI 5

163°

2000

2000

1600

2.1 GIKAW 1.4

TACAN

3.39° TCH 50

VGSI and descent angles not coincident.

3.5 NM

0.7

2500 EFD R-136

WATFO EFD 16

ELEV 32

TDZE 31

163° 4.2 NM from FAF

17R

17L

156

112

22

129

35R

35L

4609 x 75

9001 x 150

8001 x 150

HIRL Rwy 4-22 and 17R-35L

TDZL/CL Rwy 17R, 22 and 35L

70

CATEGORY	C	D	E
S-17R *	500/50 469 (500-1)	500/60 469 (500-1¼)	500-1½ 469 (500-1½)
CIRCLING **	500-1½ 468 (500-1½)	600-2 568 (600-2)	660-2¼ 628 (700-2¼)

HI-TACAN RWY 35L

TACAN	APCH CRS	Rwy Idg	9001
EFD		TDZE	27
Chan 31	002°	Arpt Elev	32

JAL197 [USAF]

HOUSTON/ELLINGTON FIELD (KEFD)

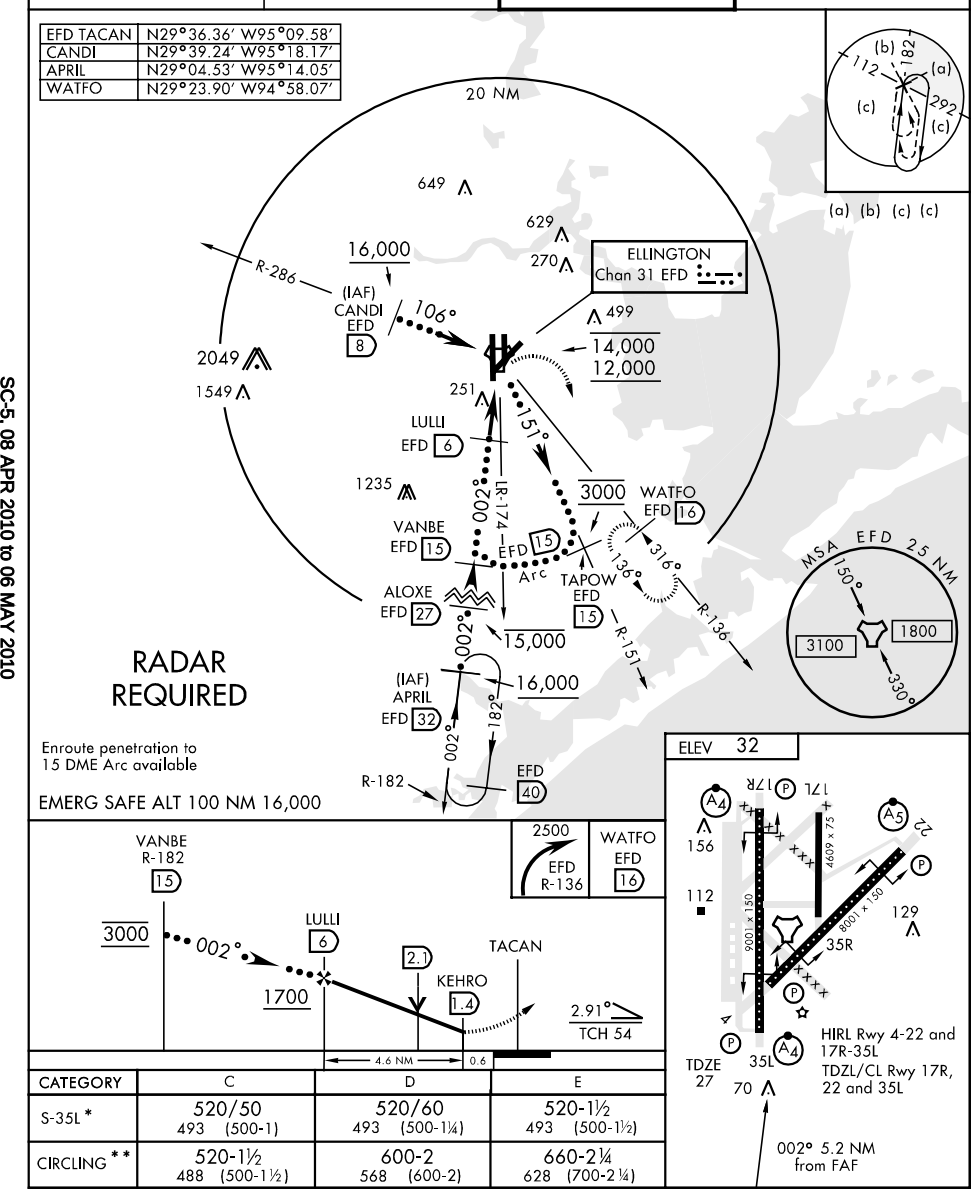
▼ * When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.
** Circling not authorized W of Rwy 17R-35L.

MALSF

MISSED APPROACH: Climbing right turn to 2500 via EFD TACAN R-136 to WATFO INT/ 16 DME and hold.

ATIS	HOUSTON APP CON	ELLINGTON TOWER	GND CON
135.575 269.9	134.45 284.0	126.05 253.5	121.6 275.8

EFD TACAN	N29°36.36′ W95°09.58′
CANDI	N29°39.24′ W95°18.17′
APRIL	N29°04.53′ W95°14.05′
WATFO	N29°23.90′ W94°58.07′



CATEGORY	C	D	E
S-35L *	520/50 493 (500-1)	520/60 493 (500-1¼)	520-1½ 493 (500-1½)
CIRCLING **	520-1½ 488 (500-1½)	600-2 568 (600-2)	660-2¼ 628 (700-2¼)

LOC I-LPV	APP CRS	Rwy Idg	9001
110.3	174°	TDZE	31
		Apt Elev	32

ILS RWY 17R

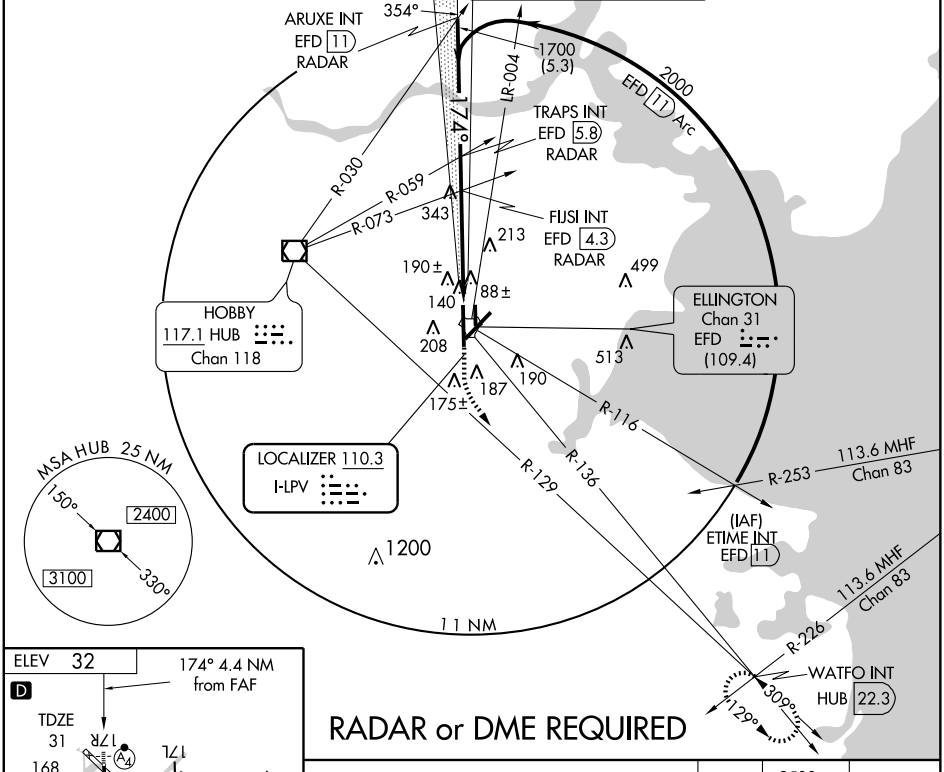
HOUSTON/ ELLINGTON FIELD (EFD)

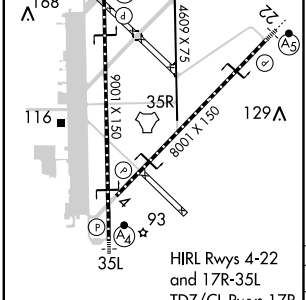
Inoperative table does not apply to S-ILS all Cats.
Inoperative table does not apply to S-LOC all Cats.
Circling not authorized west of Rwy 17R-35L.

SSALF

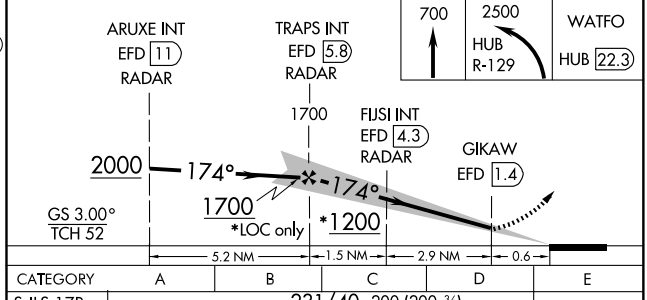
MISSED APPROACH: Climb to 700 then climbing left turn to 2500 via HUB VOR/DME R-129 to WATFO Int and hold.

ATIS ★	HOUSTON APP CON	ELLINGTON TOWER	GND CON
135.575 269.9	134.45 284.0	126.05 253.5	121.6 275.8





HIRL Rwys 4-22 and 17R-35L
TDZ/CL Rwys 17R, 22 and 35L



CATEGORY	A	B	C	D	E
S-ILS 17R	231/40 200 (200-¾)				
S-LOC 17R	440/50 409 (500-1)		440/60 409 (500-1¼)		440-1½ 409 (500-1½)
CIRCLING	500-1 468 (500-1)		500-1½ 468 (500-1½)	600-2 568 (600-2)	660-2¼ 628 (700-2¼)

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

SC-5, 08 APR 2010 to 06 MAY 2010

LOC I-FNF	APP CRS	Rwy Idg	8001
110.1	219°	TDZE	31
		Apt Elev	32

ILS RWY 22

HOUSTON/ ELLINGTON FIELD (EFD)

Circling not authorized west of Rwy 17R-35L.

MALSR

MISSED APPROACH: Climb to 700 then climbing left turn to 2500 via HUB VOR/DME R-129 to WATFO Int and hold.

ATIS*	HOUSTON APP CON	ELLINGTON TOWER	GND CON
135.575 269.9	134.45 284.0	126.05 253.5	121.6 275.8

RADAR or DME REQUIRED

116.6 IAH Chan 113

116.6 IAH Chan 113

SEVSY INT EFD 13 RADAR

R-117

039°

LR-049

*Mandatory

REFNY INT EFD 5.9 RADAR

R-135

270

219°

2000 (7.1)

ELLINGTON Chan 31 EFD (109.4)

HOBBY 117.1 HUB Chan 118

La Porte Muni

213

190±

499

208

513

EFD 13 Arc 2000*

LOCALIZER 110.1 I-FNF

187

175±

190

R-116

R-136

MSA HUB 25 NM

150°

2400

3100

330°

10 NM

1200

(IAF) BEBUY EFD 13

R-129

113.6 MHF Chan 83

WATFO INT HUB 22.3

309°

129°

R-226

ELEV 32 D

219° 5 NM from FAF

TDZE 31

17R

17L

22

168

116

35R

129

93

35L

9001 X 150

8008 X 150

6999 X 75

HIRL Rwys 4-22 and 17R-35L TDZ/CL Rwys17R, 22 and 35L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

700

2500 HUB R-129

WATFO HUB 22.3

REFNY INT EFD 5.9 RADAR

SEVSY INT EFD 13 RADAR

EFD 0.9

1707

219°

2000

2000

GS 3.00° TCH 54

5 NM

7.1 NM

CATEGORY	A	B	C	D	E
S-ILS 22	231/18 200 (200-½)				231/24 200 (200-½)
S-LOC 22	460/24 429 (500-½)		460/40 429 (500-¾)	460/50 429 (500-1)	
CIRCLING	500-1 468 (500-1)		500-1½ 468 (500-1½)	600-2 568 (600-2)	660-2¼ 628 (700-2¼)

SC-5, 08 APR 2010 to 06 MAY 2010

LOC I-EFD	APP CRS	Rwy Idg	9001
111.1	354°	TDZE	27
		Apt Elev	32

ILS RWY 35L

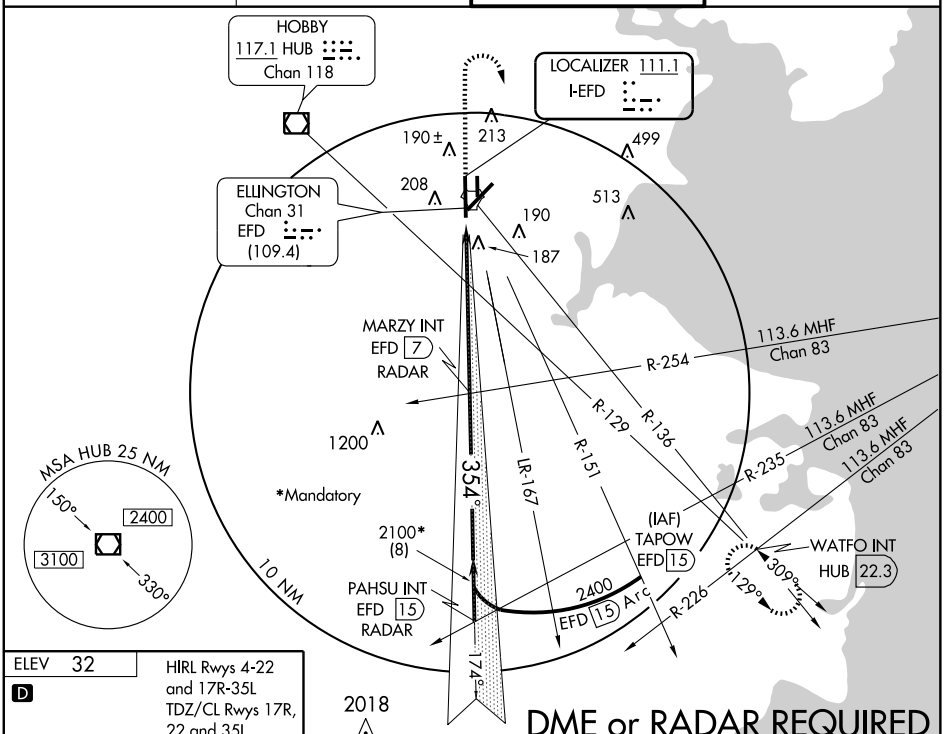
HOUSTON/ ELLINGTON FIELD (EFD)

Circling not authorized west of Rwy 17R-35L
Inoperative table does not apply to S-LOC and S-ILS all Cats.

SSALF

MISSED APPROACH: Climb to 700 then climbing right turn to 2500 via HUB VOR/DME R-129 to WATFO Int and hold.

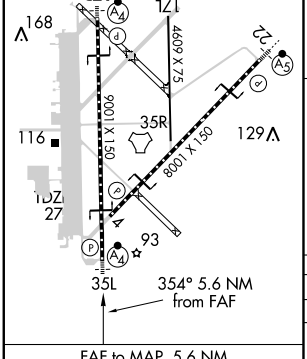
ATIS★	HOUSTON APP CON	ELLINGTON TOWER	GND CON
135.575 269.9	134.45 284.0	126.05 253.5	121.6 275.8



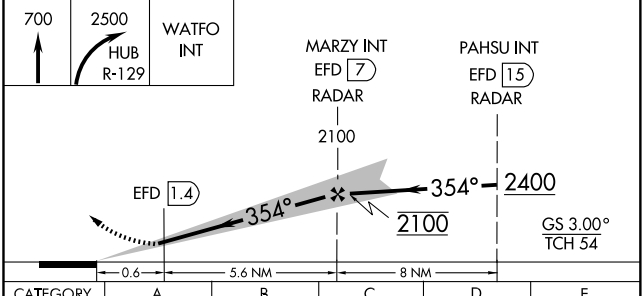
ELEV 32

D

HIRL Rwys 4-22 and 17R-35L
TDZ/CL Rwys 17R, 22 and 35L

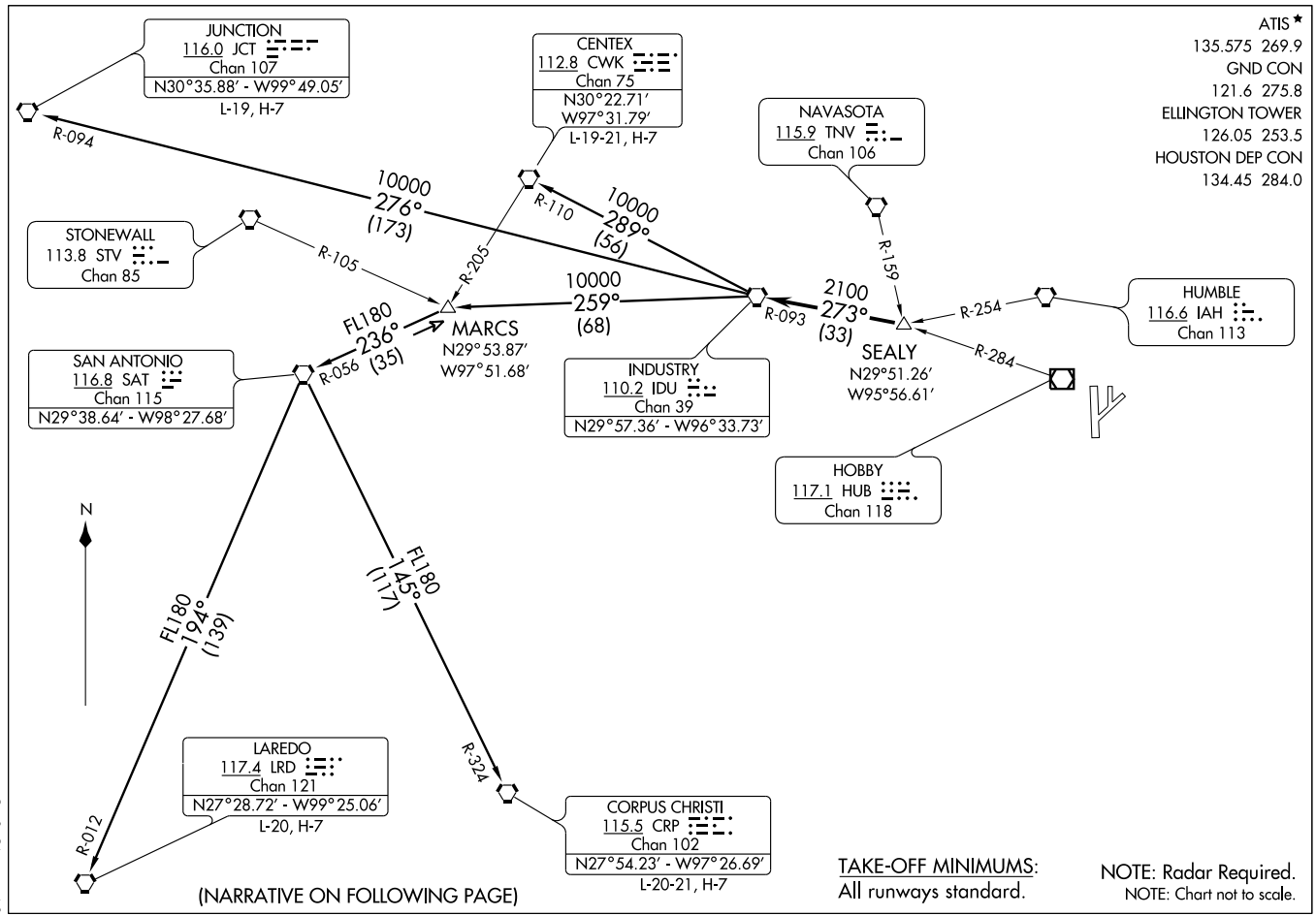


FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52



CATEGORY	A	B	C	D	E
S-ILS 35L	227/40 200 (200-¾)				
S-LOC 35L	440/50 413 (500-1)		440/60 413 (500-1¼)		440-1½ 413 (500-1½)
CIRCLING	500-1 468 (500-1)		500-1½ 468 (500-1½)	600-2 568 (600-2)	660-2¼ 628 (700-2¼)

SC-5, 08 APR 2010 to 06 MAY 2010



(IDU3.IDU) 09239

INDUSTRY THREE DEPARTURE

SI-197 (FAA)

HOUSTON/ELLINGTON FIELD (EFD)
HOUSTON, TEXAS

DEPARTURE ROUTE DESCRIPTION

Expect vectors to SEALY INT, maintain 4000', expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IDU R-093 to IDU VORTAC.

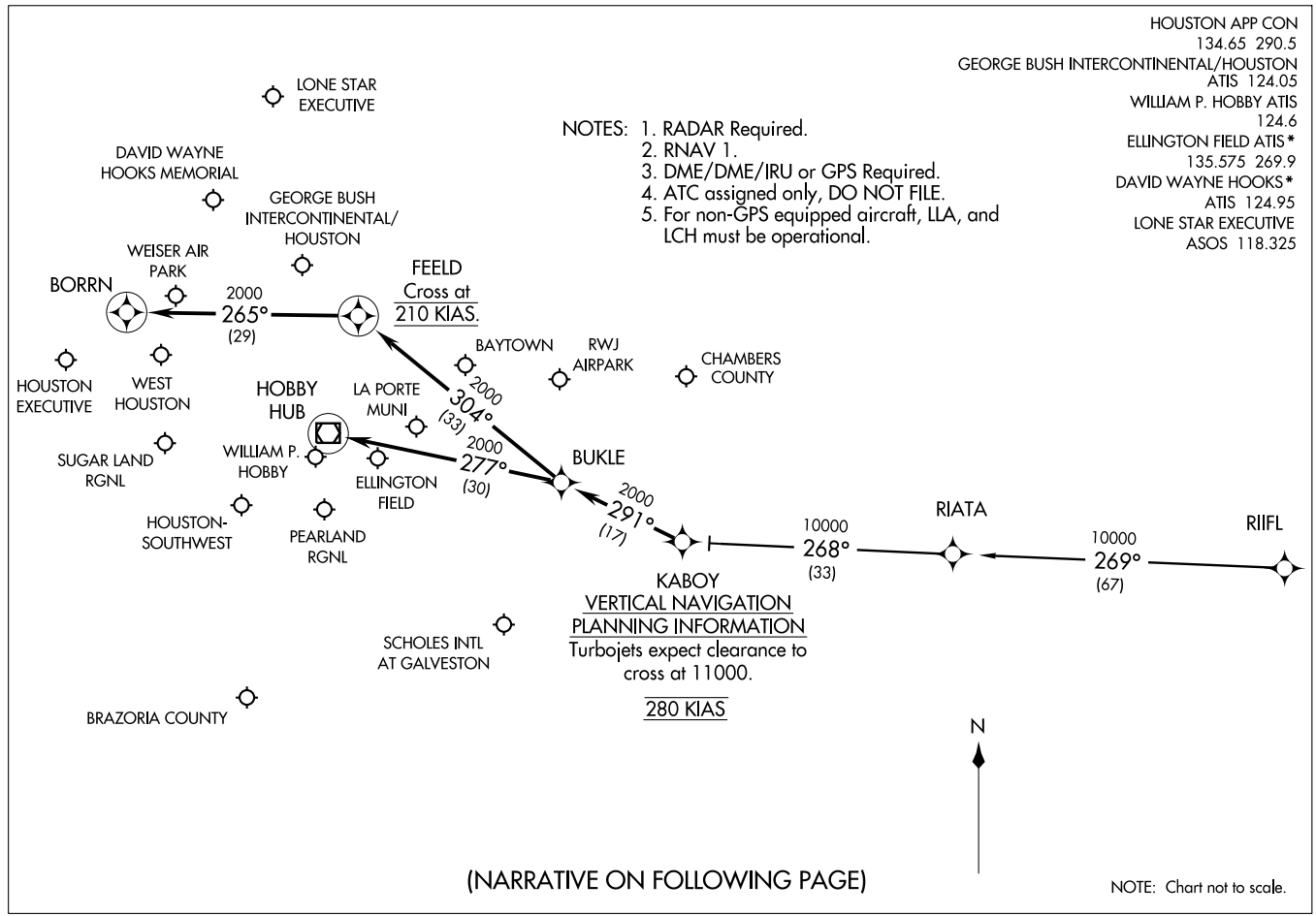
CENTEX TRANSITION (IDU3.CWK): (ATC assigned only. For aircraft inbound to the DFW Metroplex area that are being rerouted due to bad weather.) From over IDU VORTAC via IDU R-289 and CWK R-110 to CWK VORTAC.

CORPUS CHRISTI TRANSITION (IDU3.CRP): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-145 and CRP R-324 to CRP VORTAC.

JUNCTION TRANSITION (IDU3.JCT): (For aircraft overflying JCT VORTAC via J2, J15, or J86.) From over IDU VORTAC via IDU R-276 and JCT R-094 to JCT VORTAC.

LAREDO TRANSITION (IDU3.LRD): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-194 and LRD R-012 to LRD VORTAC.

TAKE-OFF OBSTACLES:
Rwy 17R, Pole 1489' from DER, 817' right of centerline, 40' AGL/74' MSL.
Rwy 22, Antenna on Bldg 1998' from DER, 598' right of centerline, 54 AGL/83 MSL. OL on GS 327'
from DER, 543' left of centerline, 39 AGL/68' MSL.
Rwy 35L, Multiple trees beginning 1118' from DER, 679' right of centerline, up to 37' AGL/77' MSL.
Crane 2352' DER, 1024' left of centerline, 37' AGL/97' MSL.
Rwy 35R, Tree 1597' from DER, 32' left of centerline, 33 AGL/80 MSL.


HOUSTON APP CON
134.65 290.5
GEORGE BUSH INTERCONTINENTAL/HOUSTON
ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS*
135.575 269.9
DAVID WAYNE HOOKS*
ATIS 124.95
LONE STAR EXECUTIVE
ASOS 118.325
(KABOY.KABOY1) 09071
KABOY ONE ARRIVAL (RNAV)
ST-5461(FAA)
HOUSTON, TEXAS
NOTES: 1. RADAR Required.
2. RNAV 1.
3. DME/DME/IRU or GPS Required.
4. ATC assigned only, DO NOT FILE.
5. For non-GPS equipped aircraft, LLA, and LCH must be operational.
LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIR PARK
BORRN
2000
265°
(29)
FEELD
Cross at
210 KIAS.
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
HOUSTON EXECUTIVE
WEST HOUSTON
HOBBY HUB
LA PORTE MUNI
2000
304°
(33)
SUGAR LAND RGNL
WILLIAM P. HOBBY
2000
277°
(30)
ELLINGTON FIELD
BUKLE
2000
291°
(17)
HOUSTON-SOUTHWEST
PEARLAND RGNL
10000
268°
(33)
RIATA
10000
269°
(67)
RIIFL
KABOY
VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets expect clearance to cross at 11000.
280 KIAS
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY
N
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY1)

From KABOY via 291° track to BUKLE . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/8R, OR 9: . . . . From BUKLE via 304° track to FEELD, thence as depicted to BORRN. Expect vectors to final approach course prior to BORRN, if not received by BORRN, fly present heading.

ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

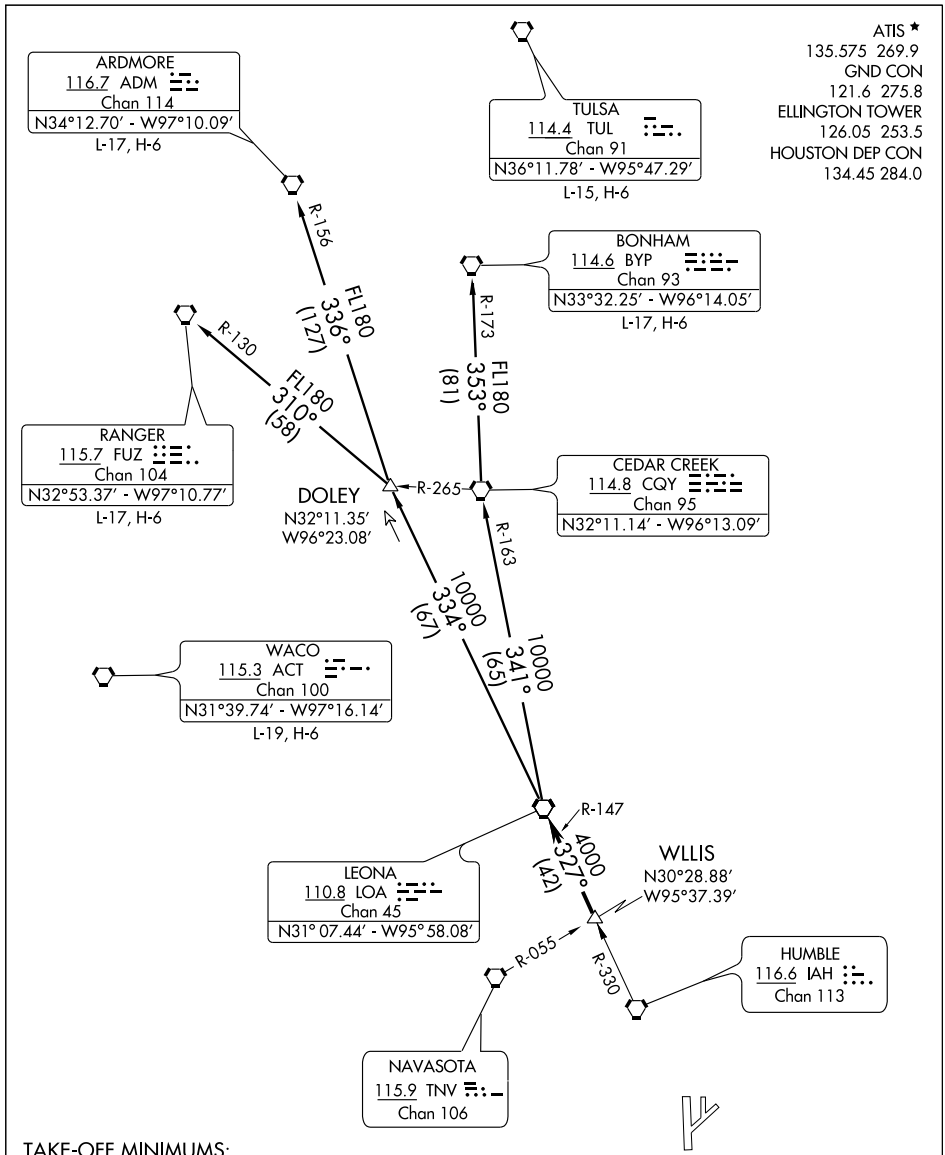
DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO): . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

ALL OTHER AIRPORTS: . . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course prior to HUB VOR/DME.

LEONA SIX DEPARTURE

SL-197 (FAA)

HOUSTON/ELLINGTON FIELD (EFD)
HOUSTON, TEXAS



TAKE-OFF MINIMUMS:
Rwy 4, 17L/R, 22, 35L/R standard.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar required.

SC-5, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

Expect vectors to WLLIS INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via LOA R-147 to LOA VORTAC.

ARDMORE TRANSITION (LOA6.ADM): (For aircraft overflying North/Northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via ADM R-156 to ADM VORTAC.

BONHAM TRANSITION (LOA6.BYP): (For aircraft overflying/landing TUL VORTAC FL240 and above.) From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-353 and BYP R-173 to BYP VORTAC.

RANGER TRANSITION (LOA6.FUZ): (For aircraft overflying west/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via FUZ R-130 to FUZ VORTAC.

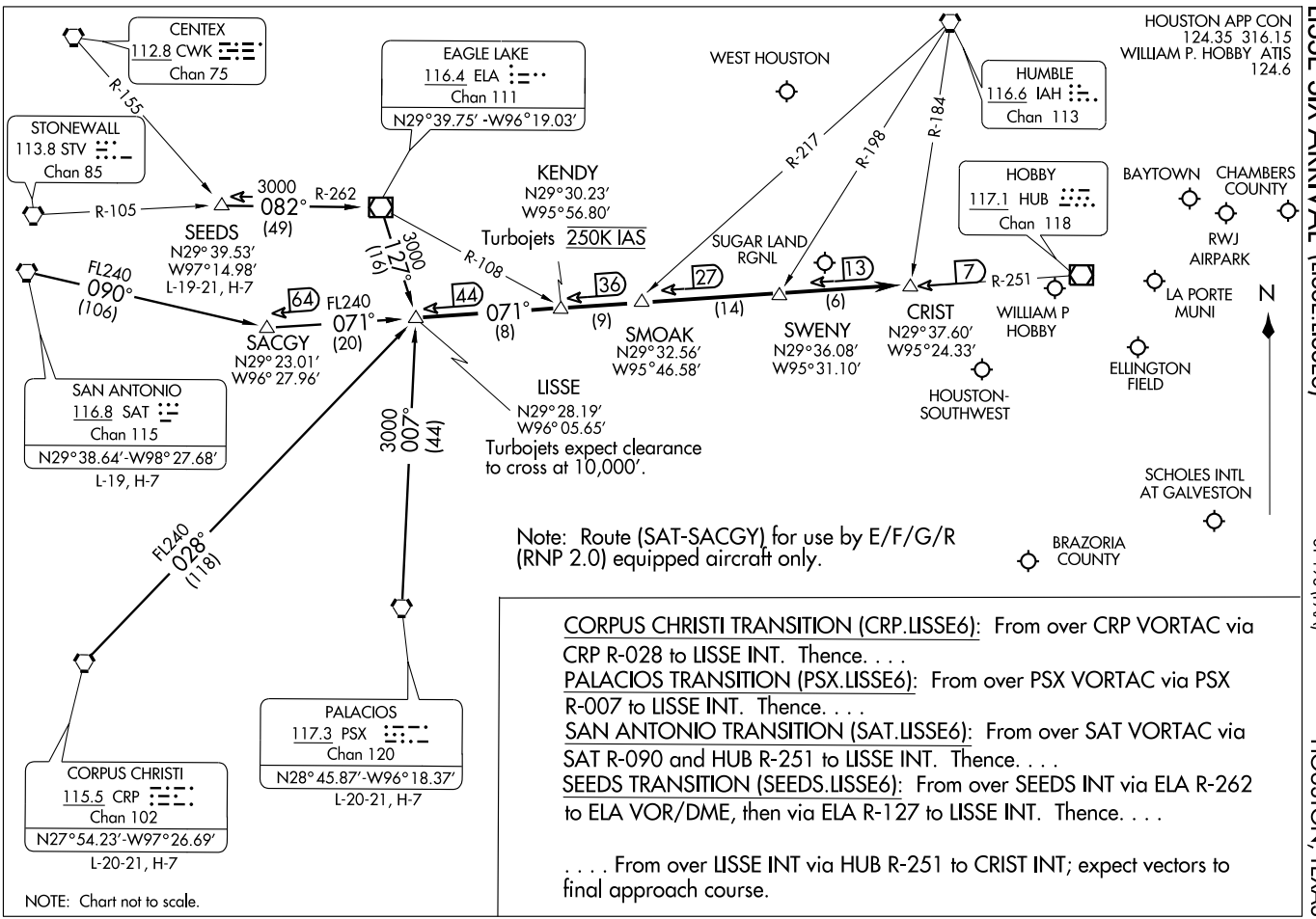
TAKE-OFF OBSTACLES

Rwy 17R, Pole 1489′ from DER, 817′ right of centerline, 40′ AGL/74′ MSL.
Rwy 22, Obstruction light on glide slope 327′ from DER, 543′ left of centerline, 39′ AGL/68′ MSL. Antenna on building 1998′ from DER, 598′ right of centerline, 54′ AGL/83′ MSL.
Rwy 35R, Tree 1597′ from DER, 32′ left of centerline, 33′ AGL/80′ MSL.
Rwy 35L, Multiple trees beginning 1118′ from DER, 679′ right of centerline, up to 37′ AGL/77′ MSL. Crane 2352′ from DER, 1024′ left of centerline, 37′ AGL/97′ MSL.

SC-5, 08 APR 2010 to 06 MAY 2010

LISSE SIX ARRIVAL (LISSE.LISSE6)

HOUSTON, TEXAS



CORPUS CHRISTI TRANSITION (CRP.LISSE6): From over CRP VORTAC via CRP R-028 to LISSE INT. Thence. . . .

PALACIOS TRANSITION (PSX.LISSE6): From over PSX VORTAC via PSX R-007 to LISSE INT. Thence. . . .

SAN ANTONIO TRANSITION (SAT.LISSE6): From over SAT VORTAC via SAT R-090 and HUB R-251 to LISSE INT. Thence. . . .

SEEDS TRANSITION (SEEDS.LISSE6): From over SEEDS INT via ELA R-262 to ELA VOR/DME, then via ELA R-127 to LISSE INT. Thence. . . .

. . . . From over LISSE INT via HUB R-251 to CRIST INT; expect vectors to final approach course.

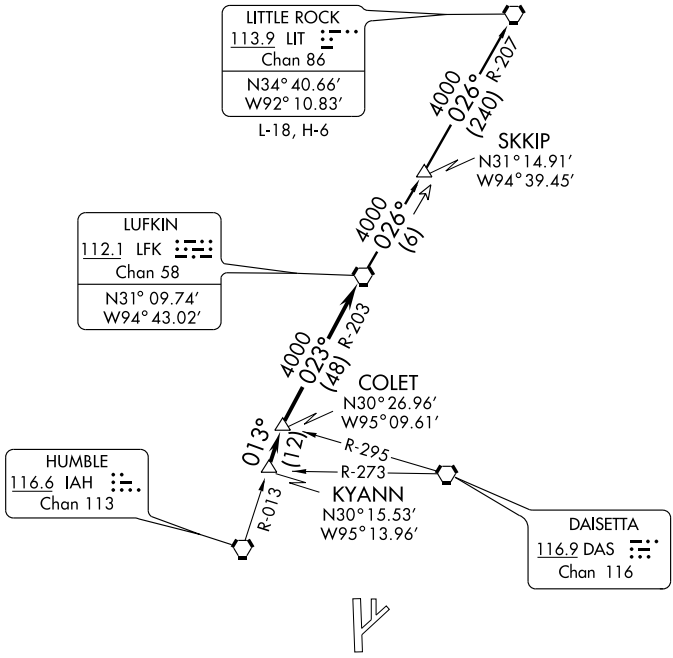
NOTE: Chart not to scale.

LUFKIN FIVE DEPARTURE

SL-197 (FAA)

HOUSTON/ ELLINGTON FIELD (EFD)
HOUSTON, TEXAS

ATIS ★
135.575 269.9
GND CON
121.6 275.8
ELLINGTON TOWER
126.05 253.5
HOUSTON DEP CON
134.45 284.0



NOTE: Radar Required.
NOTE: For aircraft destined LIT, or overflying LIT or PXV.

TAKE-OFF MINIMUMS:
All rwys, standard.

TAKE-OFF OBSTACLES:
Rwy 17R, Pole 1489′ from DER, 817′ right of centerline, 40′ AGL/74′ MSL.
Rwy 22, Antenna on Bldg 1998′ from DER, 598′ right of centerline, 54 AGL/83′ MSL. OL on GS 327′ from DER, 543′ left of centerline, 39′ AGL/68′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

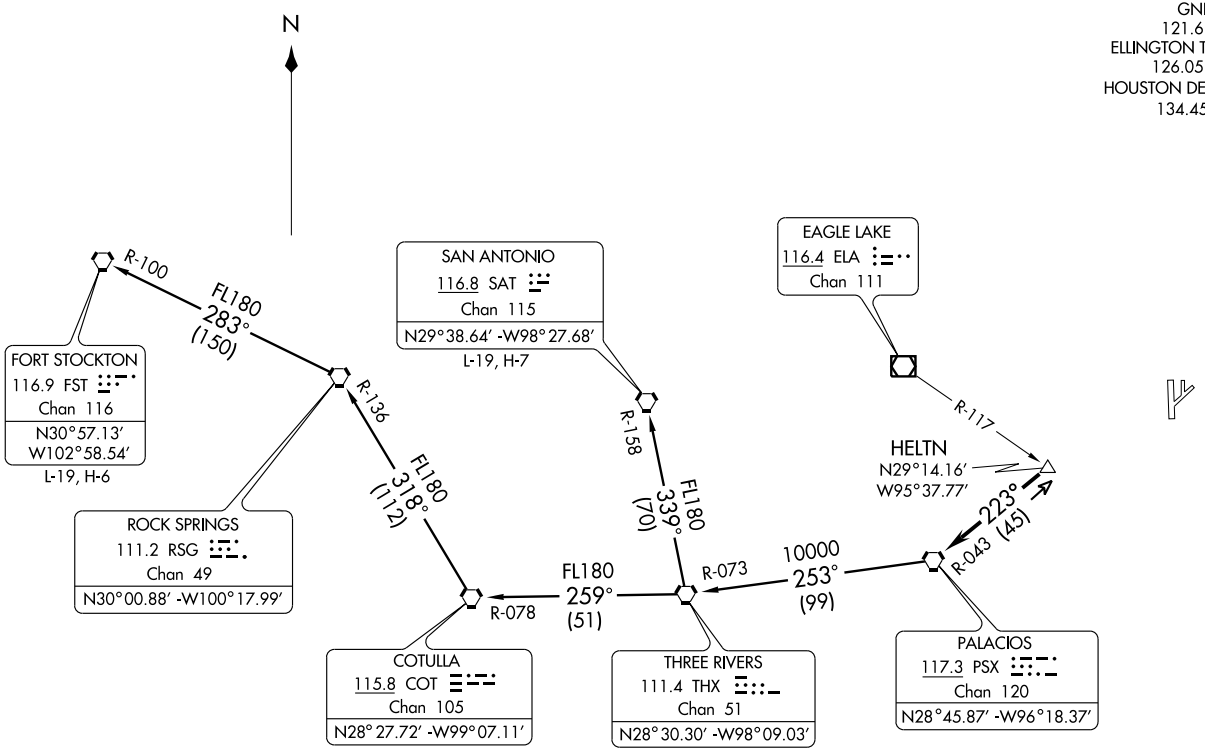
Expect vectors to KYANN INT, maintain 4000′, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-013 to COLET INT, then right turn via LFK R-203 to LFK VORTAC.

LITTLE ROCK TRANSITION (LFK5.LIT): From over LFK VORTAC via LFK R-026 to SKKIP INT, then via LIT R-207 to LIT VORTAC.

SC-5, 08 APR 2010 to 06 MAY 2010

ATIS ★
135.575 269.9
GND CON
121.6 257.8
ELLINGTON TOWER
126.05 253.5
HOUSTON DEP CON
134.45 284.0



TAKE-OFF MINIMUMS:
Rwys 4, 17L, 17R, 22, 35L, 35R, standard.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar Required
NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Expect vectors to HELTN INT, maintain 4000'. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via PSX R-043 to PSX VORTAC.

FORT STOCKTON TRANSITION (PSX3.FST): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-259 and COT R-078 to COT VORTAC, then via COT R-318 and RSG R-136 to RSG VORTAC, then via RSG R-283 and FST R-100 to FST VORTAC.

SAN ANTONIO TRANSITION (PSX3.SAT): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-339 and SAT R-158 to SAT VORTAC.

TAKE-OFF OBSTACLES:

Rwy 17R, Pole 1489' from DER, 817' right of centerline, 40' AGL/74' MSL.

Rwy 22, Antenna on Bldg 1998' from DER, 598' right of centerline, 54' AGL/83' MSL.
OL on GS 327' from DER, 543' left of centerline, 39' AGL/68' MSL.

APP CRS	Rwy Idg	8001
039°	TDZE	30
	Apt Elev	32

RNAV (GPS) RWY 4

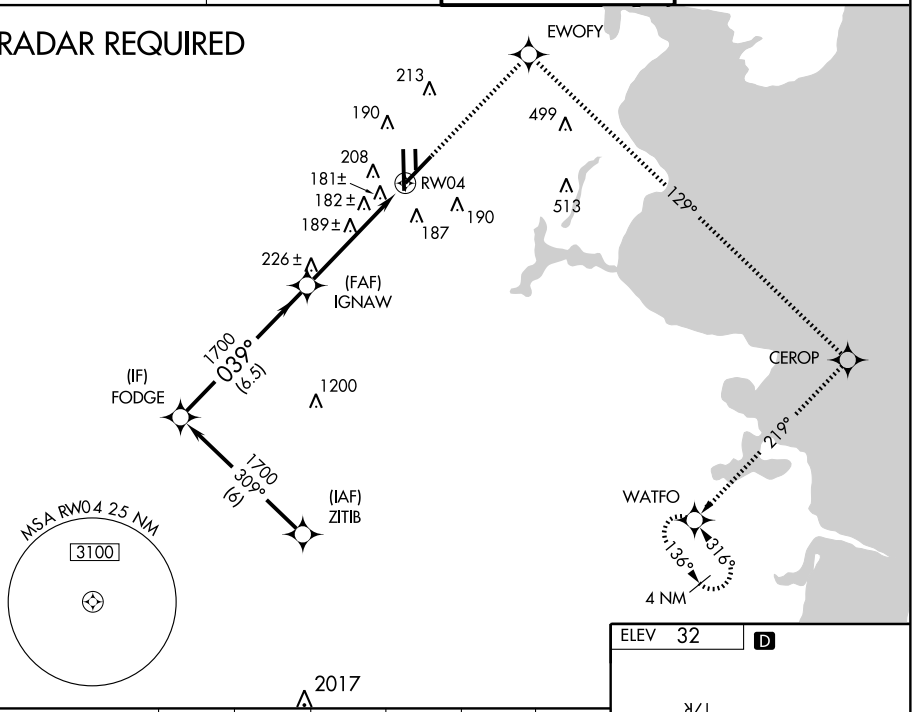
HOUSTON/ ELLINGTON FIELD (EFD)

For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Circling not authorized west of runways 17R and 35L. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

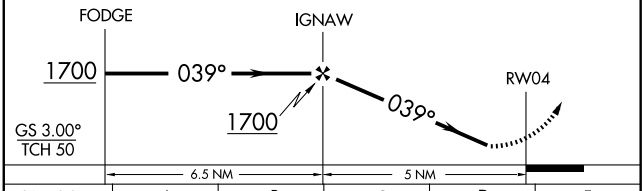
MISSED APPROACH: Climb to 2500 direct EWOFY and climbing right turn via 129° track to CEROP and right turn via 219° track to WATFO and hold.

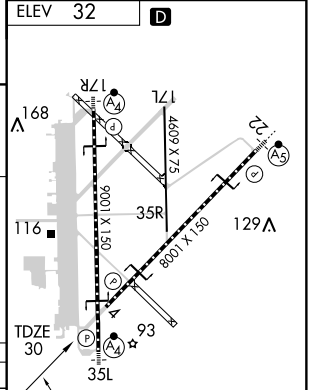
ATIS★	HOUSTON APP CON	ELLINGTON TOWER	GND CON
135.575 269.9	134.45 284.0	126.05 253.5	121.6 275.8

RADAR REQUIRED









CATEGORY	A	B	C	D	E
LNAV/ VNAV DA	479-1½ 449 (500-1½)				
LNAV MDA	500-1 470 (500-1)		500-1¼ 470 (500-1¼)	500-1½ 470 (500-1½)	500-1¾ 470 (500-1¾)
CIRCLING	500-1 468 (500-1)		500-1½ 468 (500-1½)	600-2 568 (600-2)	660-2¼ 628 (700-2¼)

HIRL Rwys 4-22 and 17R-35L
TDZ/CL Rwys 17R, 22 and 35L

SC-5, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	9001
174°	TDZE	31
	Apt Elev	32

RNAV (GPS) RWY 17R

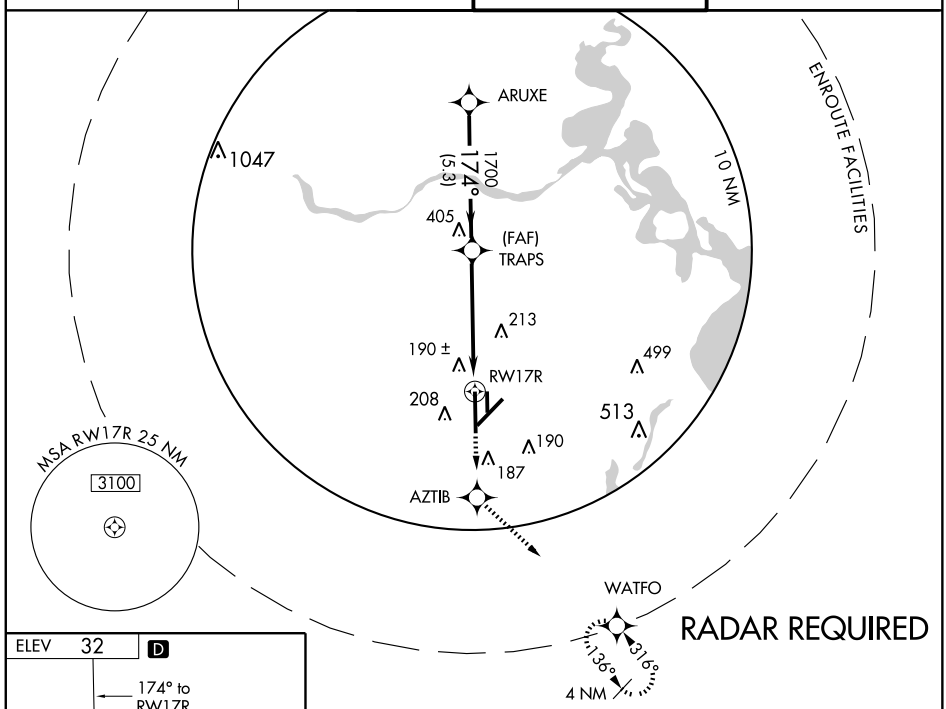
HOUSTON/ELLINGTON FIELD (EFD)

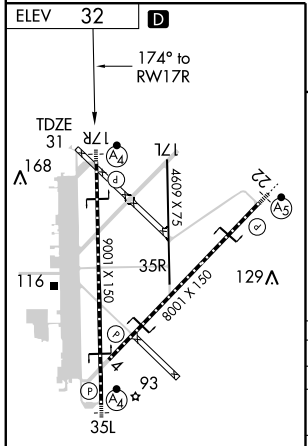
Circling not authorized west of runway 17R-35L. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F). WAAS VNAV NA. Inoperative table does not apply to LNAV/VNAV all Cats and LNAV Cat C.

SSALF

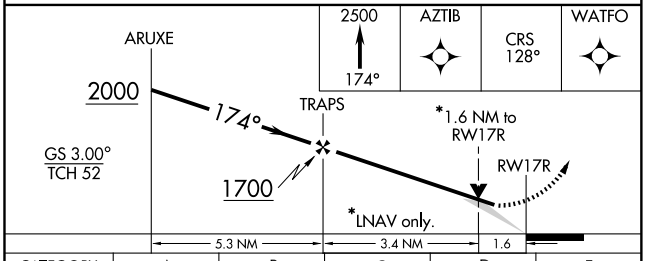
MISSED APPROACH: Climb to 2500 via 174° course to AZTIB then via 128° course to WATFO and and hold.

ATIS*	HOUSTON APP CON	ELLINGTON TOWER	GND CON
135.575 269.9	134.45 284.0	126.05 253.5	121.6 275.8





HIRL Rwys 4-22 and 17R-35L
TDZ/CL Rwys 17R, 22 and 35L



CATEGORY	A	B	C	D	E
GLS PA DA	NA				
LNAV/VNAV DA	500-1¾ 469 (500-1¾)				
LNAV MDA	600/40 569 (600-¾)		600-1½ 569 (600-1½)	600-1¾ 569 (600-1¾)	600-2 569 (600-2)
CIRCLING	600-1¾ 568 (600-1¾)			600-2 568 (600-2)	660-2 ¼ 628 (700-2 ¼)

SC-5, 08 APR 2010 to 06 MAY 2010

WAAS CH 61111 W22A	APP CRS 219°	Rwy Idg 8001 TDZE 31 Apt Elev 32

RNAV (GPS) RWY 22

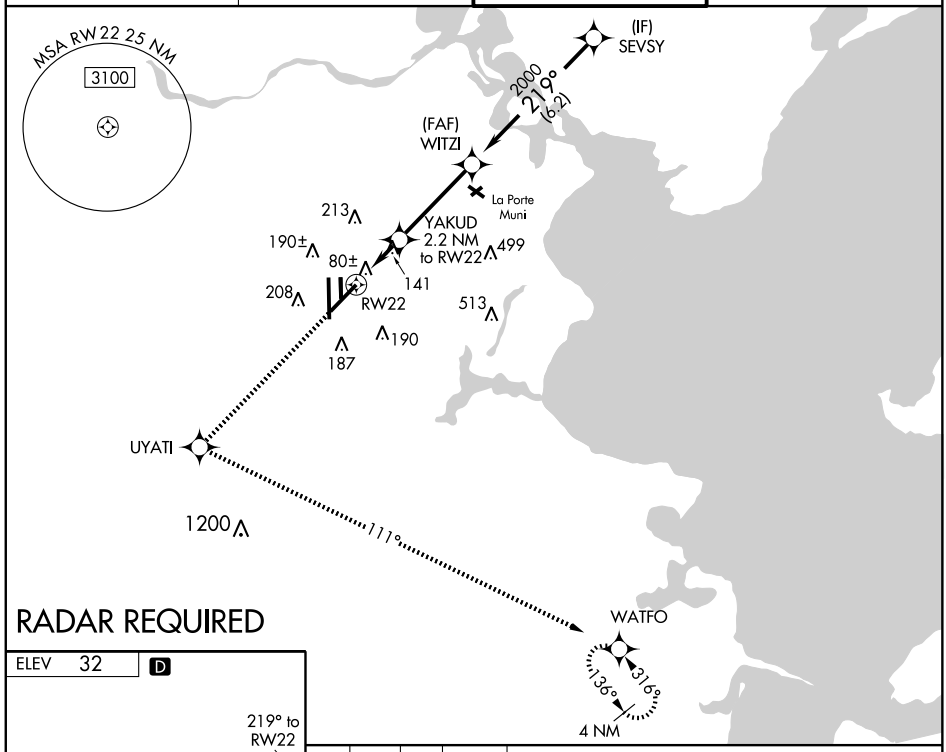
HOUSTON/ ELLINGTON FIELD (EFD)

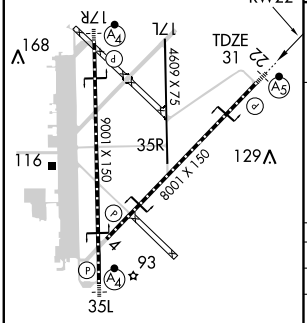
For inoperative MALSR, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat D and E visibility to RVR 5000, and LNAV Cat D and E visibility to RVR 6000. Circling NA west of Rwy 17R-35L. For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.

MALSR

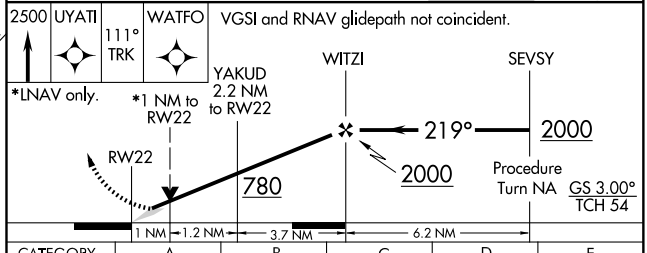
MISSED APPROACH: Climb to 2500 direct UYATI and via 111° track to WATFO and hold.

ATIS★	HOUSTON APP CON	ELLINGTON TOWER	GND CON
135.575 269.9	134.45 284.0	126.05 253.5	121.6 275.8





HIRL Rwys 4-22 and 17R-35L
TDZ/CL Rwys 17R, 22 and 35L



CATEGORY	A	B	C	D	E
LPV DA	290/24 259 (300-½)				
LNAV/ VNAV DA	342/24 311 (400-½)			342/40 311 (400-¾)	
LNAV MDA	400/24 369 (400-½)			400/50 369 (400-1)	
CIRCLING	500-1 468 (500-1)		500-1½ 468 (500-1½)	600-2 568 (600-2)	660-2¼ 628 (700-2¼)

SC-5, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	9001
354°	TDZE	27
	Apt Elev	32

RNAV (GPS) RWY 35L

HOUSTON/ELLINGTON FIELD (EFD)

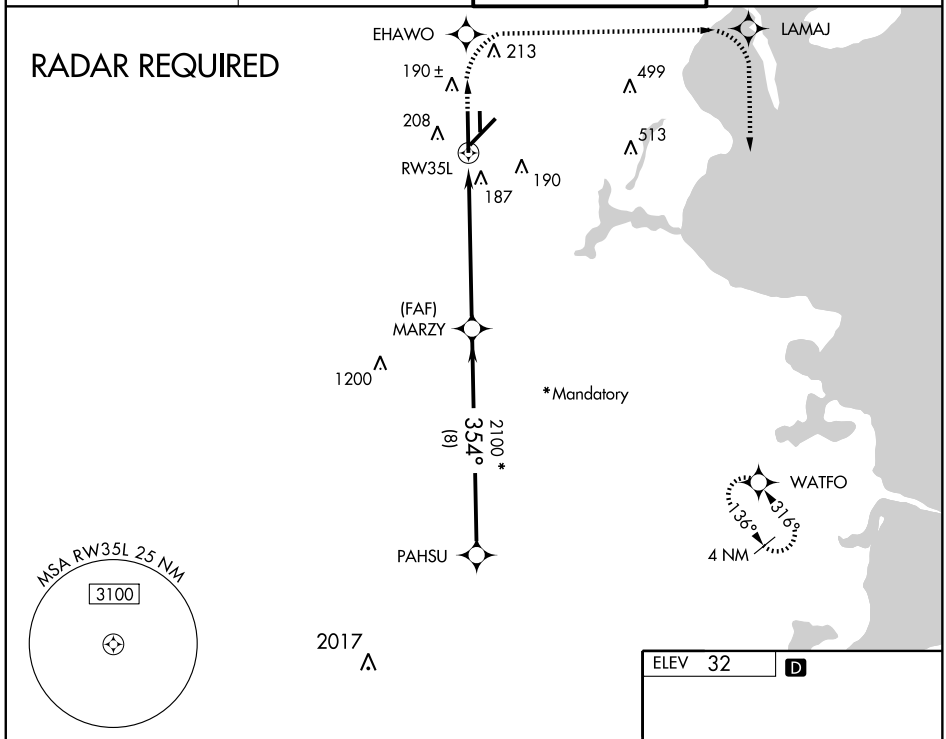
Circling not authorized west of Rwy 17R-35L.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
BARO-VNAV NA below -15°C (5°F). WAAS VNAV NA.

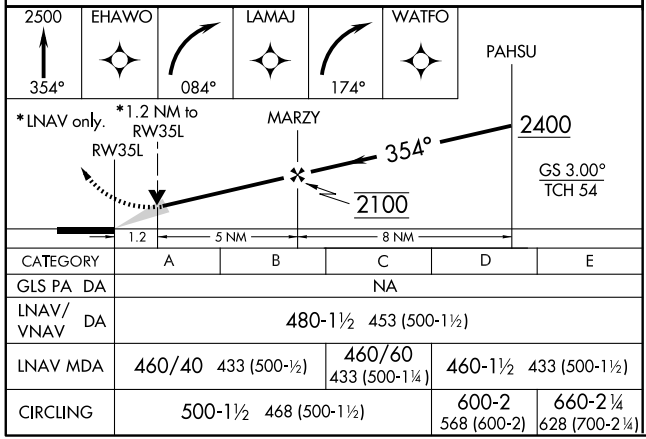
SSALF

MISSED APPROACH: Climb to 2500 via 354° course to EHAWO then right turn via 084° course to LAMAJ then right turn via 174° course to WATFO and hold.

ATIS★	HOUSTON APP CON	ELLINGTON TOWER	GND CON
135.575 269.9	134.45 284.0	126.05 253.5	121.6 275.8

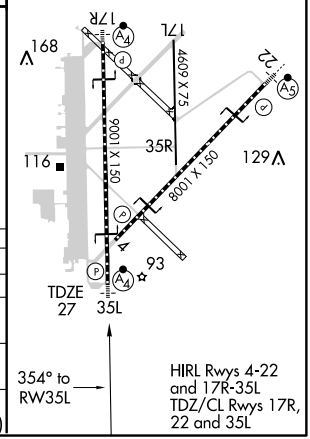
RADAR REQUIRED



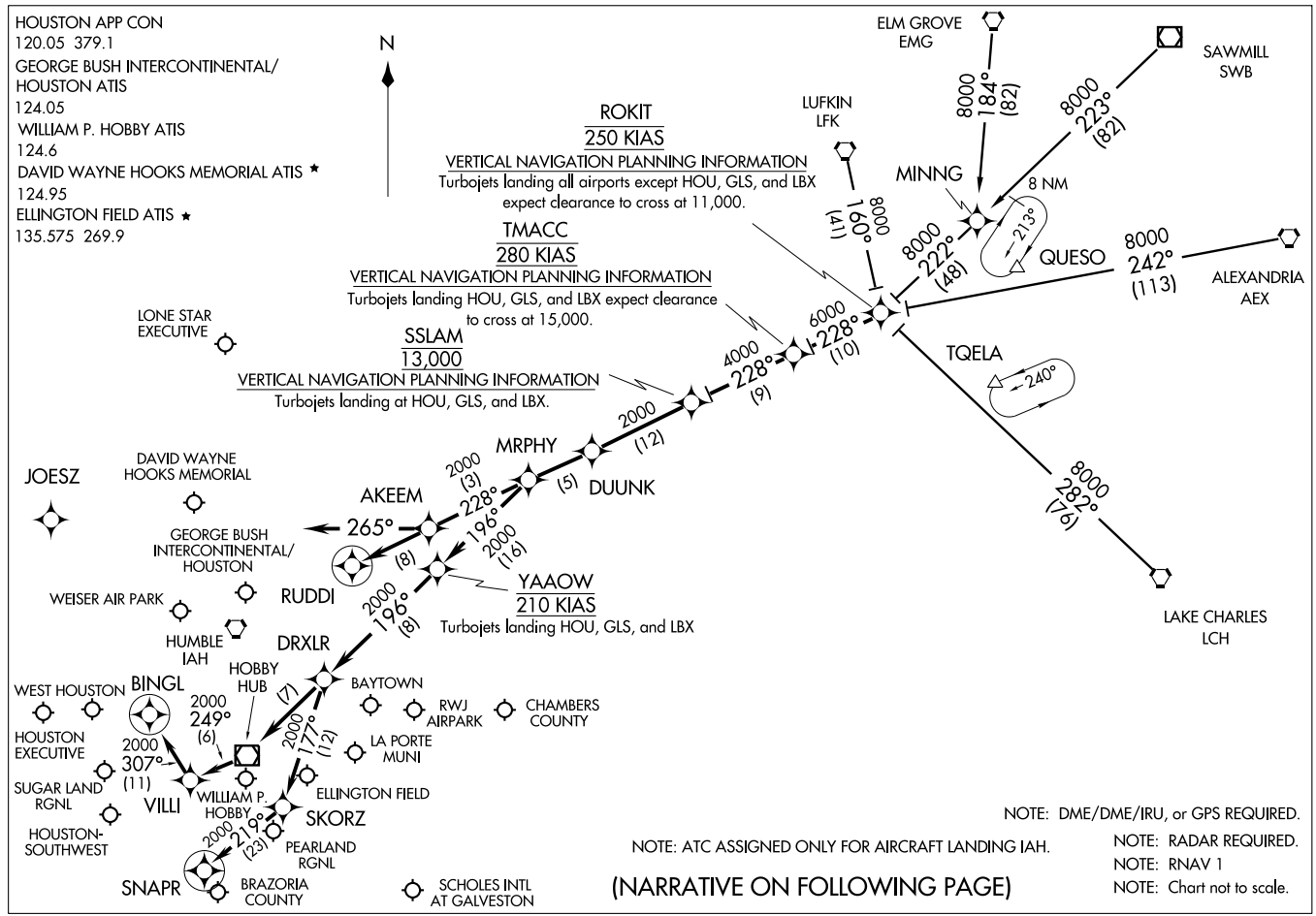


CATEGORY	A	B	C	D	E
GLS PA DA	NA				
LNAV/VNAV DA	480-1½ 453 (500-1½)				
LNAV MDA	460/40 433 (500-½)		460/60 433 (500-1¼)	460-1½ 433 (500-1½)	
CIRCLING	500-1½ 468 (500-1½)			600-2 568 (600-2)	660-2¼ 628 (700-2¼)

ELEV 32 D



SC-5, 08 APR 2010 to 06 MAY 2010



(ROKIT.ROKIT1) 09127

ROKIT ONE ARRIVAL (RNAV)

ST-5461(FAA)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

SC-5, 08 APR 2010 to 06 MAY 2010

NOTE: Chart not to scale.

Note: RADAR Required.
Note: RNAV 1.
Note: DME/DME/IRU or GPS Required.
Note: For non-GPS equipped aircraft, BPT and LCH must be operational.

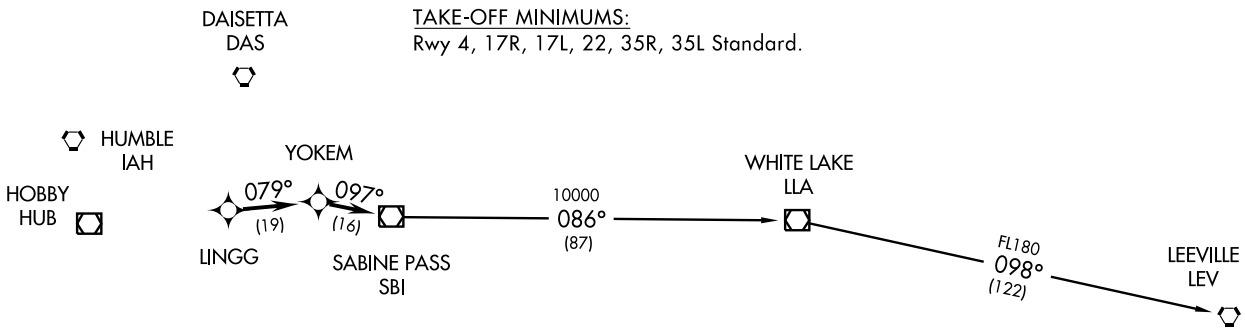
ATIS
135.575 269.9★
GND CON
121.6 275.8
ELLINGTON TOWER
126.05 253.5
HOUSTON DEP CON
134.45 284.0

SABINE PASS ONE DEPARTURE (RNAV) (SBI1.SBI)

09239

SL-197 (FAA)

TAKE-OFF MINIMUMS:
Rwy 4, 17R, 17L, 22, 35R, 35L Standard.



DEPARTURE ROUTE DESCRIPTION

Expect vectors to LINGG, maintain 4000, then via depicted route to SBI VOR/DME, thence. . . .

. . . .via (transition). Expect clearance to filed altitude/flight level 10 minutes after departure.

LEEVILLE TRANSITION: (SBI1.LEV)
WHITE LAKE TRANSITION: (SBI1.LLA)

TAKE-OFF OBSTACLES:
Rwy 17R, Pole 1489' from DER, 817' right of centerline, 40'AGL/74' MSL.
Rwy 22, Antenna on building 1998' from DER, 598' right of centerline, 54' AGL/83' MSL. Obstruction light on glideslope 327' from DER, 543' left of centerline, 39' AGL/ 68' MSL.

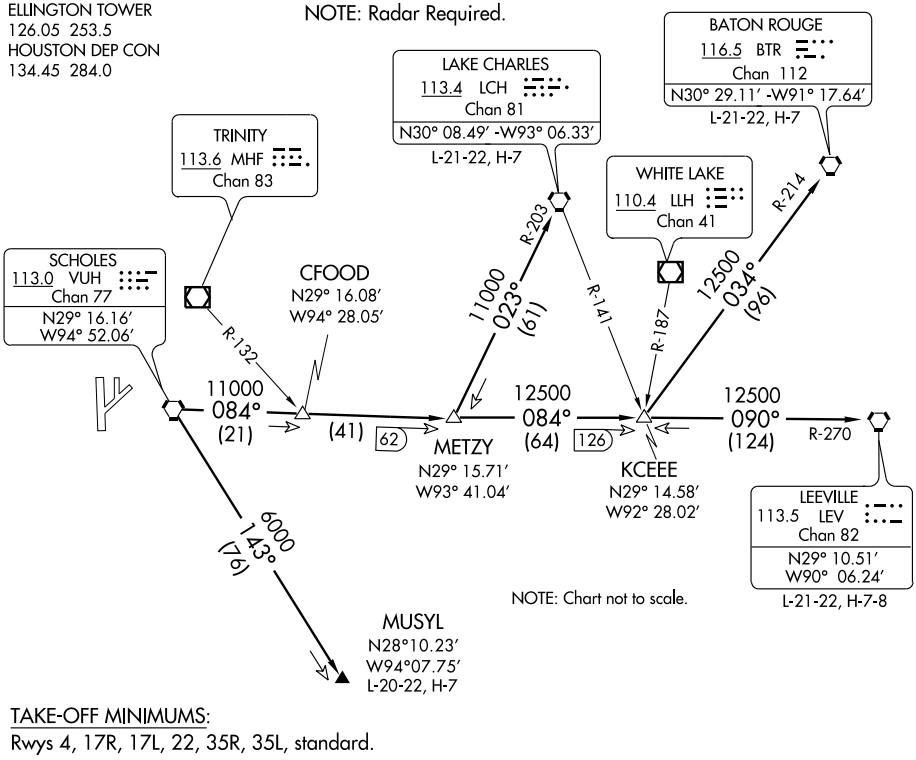
HOUSTON/ELLINGTON FIELD (EFD)
HOUSTON, TEXAS

SCHOLES THREE DEPARTURE

SL-197 (FAA)

ATIS ★
135.575 269.9
GND CON
121.6 275.8
ELLINGTON TOWER
126.05 253.5
HOUSTON DEP CON
134.45 284.0

NOTE: LCH, BTR, and LEV transitions are ATC assigned only, do not file.
NOTE: For LCH, BTR, LEV transitions, this procedure requires over water flight not to exceed 35 miles from nearest shoreline.
NOTE: Radar Required.



TAKE-OFF MINIMUMS:
Rwys 4, 17R, 17L, 22, 35R, 35L, standard.

TAKE-OFF OBSTACLES:
Rwy 17R, Pole 1489′ from DER, 817′ right of centerline, 40′ AGL/74′ MSL.
Rwy 22, Antenna on Bldg 1998′ from DER, 598′ right of centerline, 54′ AGL/83′ MSL. OL on GS 327′ from DER, 543′ left of centerline, 39′ AGL/68′ MSL.

DEPARTURE ROUTE DESCRIPTION

Expect vectors to VUH VORTAC, maintain 4000′, expect filed altitude 10 minutes after departure.

BATON ROUGE TRANSITION (VUH3.BTR): From over VUH VORTAC via VUH R-084 to KCEEE INT, then via BTR R-214 to BTR VORTAC.

LAKE CHARLES TRANSITION (VUH3.LCH): From over VUH VORTAC via VUH R-084 to METZY INT, then via LCH R-203 to LCH VORTAC.

LEEVILLE TRANSITION (VUH3.LEV): From over VUH VORTAC via VUH R-084 to KCEEE INT, then via LEV R-270 to LEV VORTAC.

MUSYL TRANSITION (VUH3.MUSYL): From over VUH VORTAC via VUH R-143 to MUSYL.

SC-5, 08 APR 2010 to 06 MAY 2010

TACAN RWY 4

TACAN EFD Chan 31	APCH CRS 028°	Rwy Idg 8001 TDZE 30 Arpt Elev 32

AL-197 [USAF] HOUSTON/ELLINGTON FIELD (KEFD)

⚠ NA
* Circling not authorized W of Rwy 17R-35L.

MISSED APPROACH: Climbing right turn to 2500 via EFD TACAN R-136 to WATFO INT/16 DME and hold.

ATIS	HOUSTON APP CON	ELLINGTON TOWER	GND CON
135.575 269.9	134.45 284.0	126.05 253.5	121.6 275.8

SC-5, 08 APR 2010 to 06 MAY 2010

RADAR REQUIRED

ELLINGTON
Chan 31 EFD
N29° 36.36′
W95° 09.58′

10 NM

208 277 190 175± 226 499 513

PEARZ
EFD 6

028°

R-136 R-151 R-195 LR-200 R-208

1235

IAF
TAPOW
EFD 15 DME
N29° 22.62′
W95° 02.60′

DUJAR
EFD 15

EBOCU
EFD 15

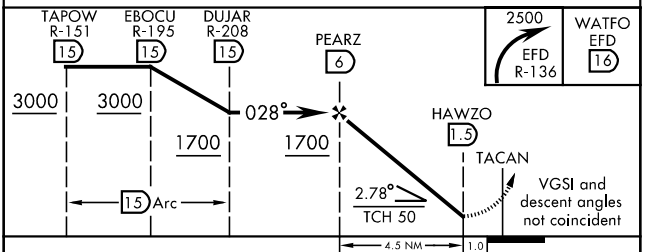
WATFO
EFD 16

316° 136°

EFD 15 Arc

MSA EFD 25 NM
150° 1800 3100 330°

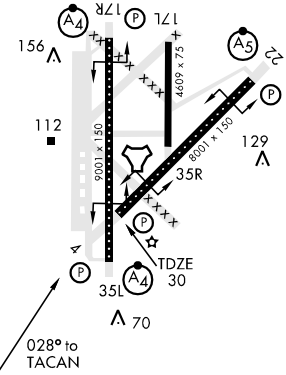
EMERG SAFE ALT 100 NM 16,000



CATEGORY	A	B	C	D	E
S-4	520-1¼ 490 (500-1¼)			520-1½ 490 (500-1½)	520-1¾ 490 (500-1¾)
CIRCLING *	520-1¼ 488 (500-1¼)		520-1½ 488 (500-1½)	600-2 568 (600-2)	660-2¼ 628 (700-2¼)

ELEV 32

HIRL Rwy 4-22 and 17R-35L
TDZL/CL Rwy 17R, 22 and 35L



TACAN RWY 17R

TACAN	APCH CRS	Rwy Idg	9001
EFD		TDZE	31
Chan 31	163°	Arpt Elev	32

AL-197 [USAF]

HOUSTON/ELLINGTON FIELD (KEFD)

NA * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, and CAT E vis to 1¾ miles.
** Circling not authorized W of Rwy 17R-35L.

MALSF (A4)

MISSED APPROACH: Climbing left turn to 2500 via EFD TACAN R-136 to WATFO INT/16 DME and hold.

ATIS	HOUSTON APP CON	ELLINGTON TOWER	GND CON
135.575 269.9	134.45 284.0	126.05 253.5	121.6 275.8

RADAR REQUIRED

R-343 LAWKE EFD 11

LR-354

YESHI EFD 6.4

JINNI EFD 5

163° 343

EFD 11 2000 Arc

ELLINGTON Chan 31 EFD
N29°36.36′ W95°09.58′

190 208 277 175± 226 499 513 190 1235

R-136 R-116

(IAF) ETIME EFD 11

10 NM

WATFO EFD 16

316° 136°

MSA EFD 25 NM
150° 1800 3100 330°

EMERG SAFE ALT 100 NM 16,000

ETIME R-116 11 — LAWKE R-343 11 — YESHI 6.4 — JINNI 5 — GIKAW 2.1 — 1.5 — TACAN

163°

2000 2000 2000 1600

11 Arc

3.39° TCH 50

3.5 NM .7

VGSI and descent angles not coincident

2500 EFD R-136 — WATFO EFD 16

ELEV 32

163° to TACAN

TDZE 31

17R 17L 22 35R 35L

156 112 129 70

4609 x 75 9001 x 150 8001 x 150

HIRL Rwy 4-22 and 17R-35L
TDZL/CL Rwy 17R, 22 and 35L

CATEGORY	A	B	C	D	E
S-17R *	500/40	469 (500-¾)	500/50 469 (500-1)	500/60 469 (500-1¼)	500-1½ 469 (500-1½)
CIRCLING **	500-1	468 (500-1)	500-1½ 468 (500-1½)	600-2 568 (600-2)	660-2¼ 628 (700-2¼)

SC-5, 08 APR 2010 to 06 MAY 2010

TACAN RWY 22

TACAN	EFD	APCH CRS	Rwy ldg	8001
Chan	31	226°	TDZE	31
			Arpt Elev	32

AL-197 [USAF] HOUSTON/ELLINGTON FIELD (KEFD)

NA *When ALS inop, increase vis ½ mile.
**Circling not authorized W of Rwy 17R-35L.

MALSR

MISSED APPROACH: Climbing left turn to 2500 via EFD TACAN R-136 to WATFO INT/16 DME and hold.

ATIS	HOUSTON APP CON	ELLINGTON TOWER	GND CON
135.575 269.9	134.45 284.0	126.05 253.5	121.6 275.8

RADAR REQUIRED

KIRNY EFD 13 R-046

SONAR EFD 5

226°

LR-055

ELLINGTON Chan 31 EFD

La Porte Muni

EFD 13 Arc 2000

499

208

277

175±

190

513

226

R-116

R-136

1235

(IAF) BEBUY EFD 13

10 NM

WATFO EFD 16

316°

136°

MSA EFD 25 NM

150°

1800

3100

330°

EMERG SAFE ALT 100 NM 16,000

2500 EFD R-136

WATFO EFD 16

KIRNY R-046 13

SONAR 5

226°

2000

TACAN

2.2

FIKKO 1

1600

3.46°

TCH 55

VGSI and descent angles not coincident

0.1 4.0 NM

ELEV 32

226° to TACAN

17R 17L

156

460' x 75'

9001 x 150'

8001 x 150'

112

TDZE 31

129

35R

35L

70

HIRL Rwy 4-22 and 17R-35L

TDZL/CL Rwy 17R, 22 and 35L

CATEGORY	A	B	C	D	E
S-22*	500/24 469 (500-½)		500/40 469 (500-¾)	500/50 469 (500-1)	500/60 469 (500-1¼)
CIRCLING**	500-1 468 (500-1)		500-1½ 468 (500-1½)	600-2 568 (600-2)	660-2¼ 628 (700-2¼)

SC-5, 08 APR 2010 to 06 MAY 2010

TACAN RWY 35L

TACAN	APCH CRS	Rwy Idg	9001
EFD Chan 31	002°	TDZE	27
		Arpt Elev	32

AL-197 [USAF]

HOUSTON/ELLINGTON FIELD (KEFD)

NA * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, and CAT E vis to 1¾ miles.
** Circling not authorized W of Rwy 17R-35L.

MALSF

MISSED APPROACH: Climbing right turn to 2500 via EFD TACAN R-136 to WATFO INT/16 DME and hold.

ATIS	HOUSTON APP CON	ELLINGTON TOWER	GND CON
135.575 269.9	134.45 284.0	126.05 253.5	121.6 275.8

RADAR REQUIRED

ELLINGTON
Chan 31 EFD
N29°36.36′
W95°09.58′

499
208
277
190
513
175±
226
1235
10 NM
LULLI
EFD 6
002°
R-151
R-136
LR-174
IAF
TAPOW
EFD 15 DME
N29°22.62′
W95°02.60′
WATFO
EFD 16
316°
136°
VANBE
EFD 15
R-182
EFD 15 Arc
2500

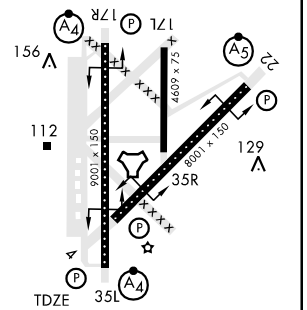
MSA EFD 25 NM
150°
1800
3100
330°

EMERG SAFE ALT 100 NM 16,000

TAPOW R-151 15
VANBE R-182 15
LULLI 6
002°
2500
2500
1700
2.1
KEHRO 1.4
TACAN
2.91°
TCH 54
15 Arc
4.6 NM
.6

2500 EFD R-136
WATFO EFD 16

ELEV 32



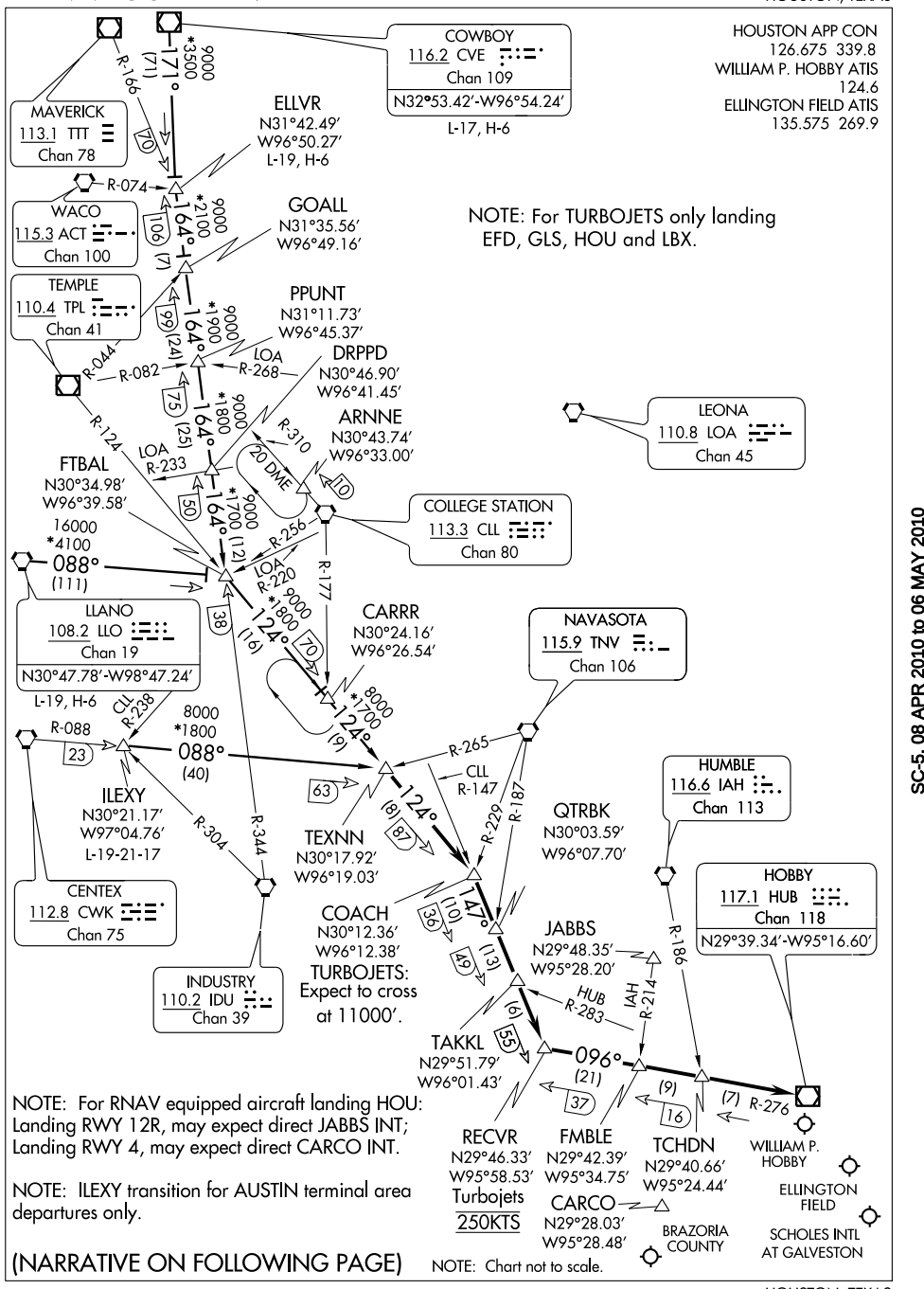
HIRL Rwy 4-22 and 17R-35L
TDZL/CL Rwy 17R, 22 and 35L
002° to TACAN

CATEGORY	A	B	C	D	E
S-35L *	520/40 493	(500-¾)	520/50 493 (500-1)	520/60 493 (500-1¼)	520-1½ 493 (500-1½)
CIRCLING **	520-1 488	(500-1)	520-1½ 488 (500-1½)	600-2 568 (600-2)	660-2¼ 628 (700-2¼)

(TEXNN.TEXNN4) 10098 ST-198 (FAA)

TEXNN FOUR ARRIVAL

WILLIAM P. HOBBY
HOUSTON, TEXAS



SC-5, 08 APR 2010 to 06 MAY 2010

TEXNN FOUR ARRIVAL (TEXNN.TEXNN4)

ARRIVAL DESCRIPTION

COWBOY TRANSITION (CVE.TEXNN4): From over CVE VOR/DME via CVE R-171 to ELLVR INT, then via IDU R-344 to FTBAL INT, then via TPL R-124 to TEXNN INT. Thence . . . .

ELLVR TRANSITION (ELLVR.TEXNN4): From over ELLVR INT via IDU R-344 to FTBAL INT, then via TPL R-124 to TEXNN INT. Thence . . . .

ILEXY TRANSITION (ILEXY.TEXNN4): From over ILEXY INT via CWK R-088 to TEXNN INT. Thence . . . .

LLANO TRANSITION (LLO.TEXNN4): From over LLO VORTAC via LLO R-088 to FTBAL INT, then via TPL R-124 to CARRR INT, then to TEXNN INT. Thence . . . .

. . . . From over TEXNN INT via TPL R-124 to COACH INT/87 DME, then via CLL R-147 to RECVR INT/55 DME, then via HUB R-276 to TCHDN INT, then via HUB R-276 to HUB VOR. Expect vectors to final approach course at or prior to TCHDN INT.

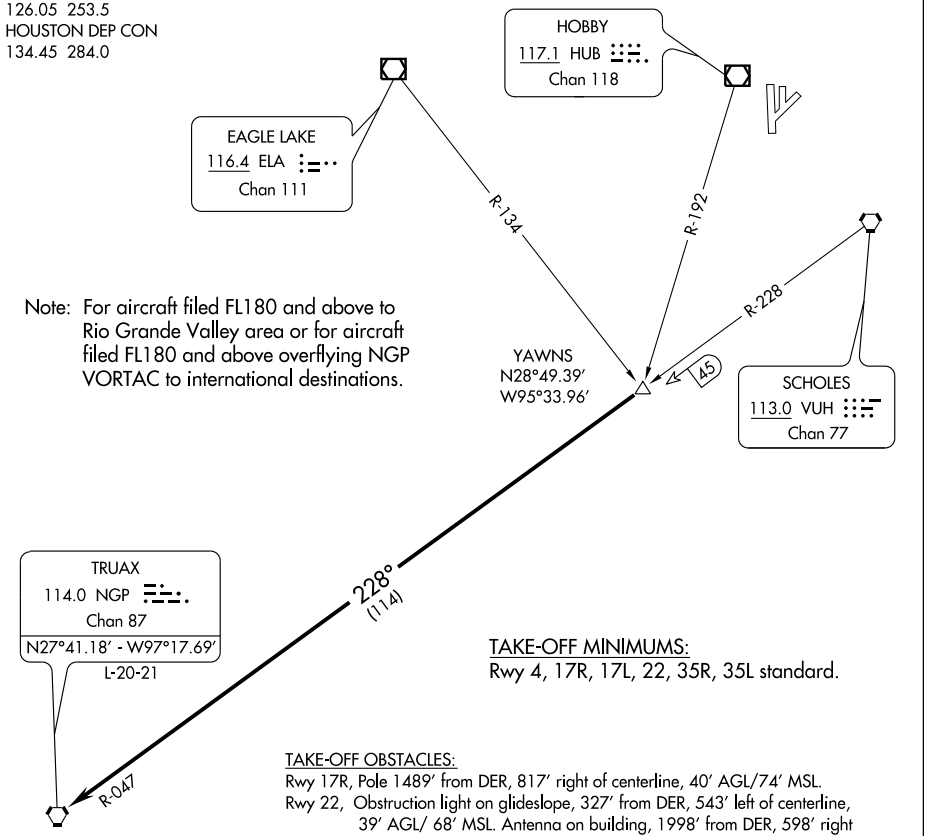
. . . . LANDING RWY 22: Expect vectors to final approach course at or prior to HUB VOR.

SC-5, 08 APR 2010 to 06 MAY 2010

TRUAX TWO DEPARTURE

SL-197 (FAA)

ATIS ★
135.575 269.9
GND CON
121.6 275.8
ELLINGTON TOWER
126.05 253.5
HOUSTON DEP CON
134.45 284.0



Note: For aircraft filed FL180 and above to Rio Grande Valley area or for aircraft filed FL180 and above overflying NGP VORTAC to international destinations.

TAKE-OFF MINIMUMS:
Rwy 4, 17R, 17L, 22, 35R, 35L standard.

TAKE-OFF OBSTACLES:
Rwy 17R, Pole 1489′ from DER, 817′ right of centerline, 40′ AGL/74′ MSL.
Rwy 22, Obstruction light on glideslope, 327′ from DER, 543′ left of centerline, 39′ AGL/ 68′ MSL. Antenna on building, 1998′ from DER, 598′ right of centerline, 54′ AGL/83 MSL.
Rwy 35R, Tree 1597′ from DER, 32′ left of centerline, 33′ AGL/80′ MSL.
Rwy 35L, Multiple trees beginning 1118′ from DER, 679′ right of centerline, up to 37′ AGL/77′ MSL. Crane 2352′ from DER, 1024′ left of centerline, 37′ AGL/97′ MSL.

NOTE: Chart not to scale.

NOTE: Radar Required.

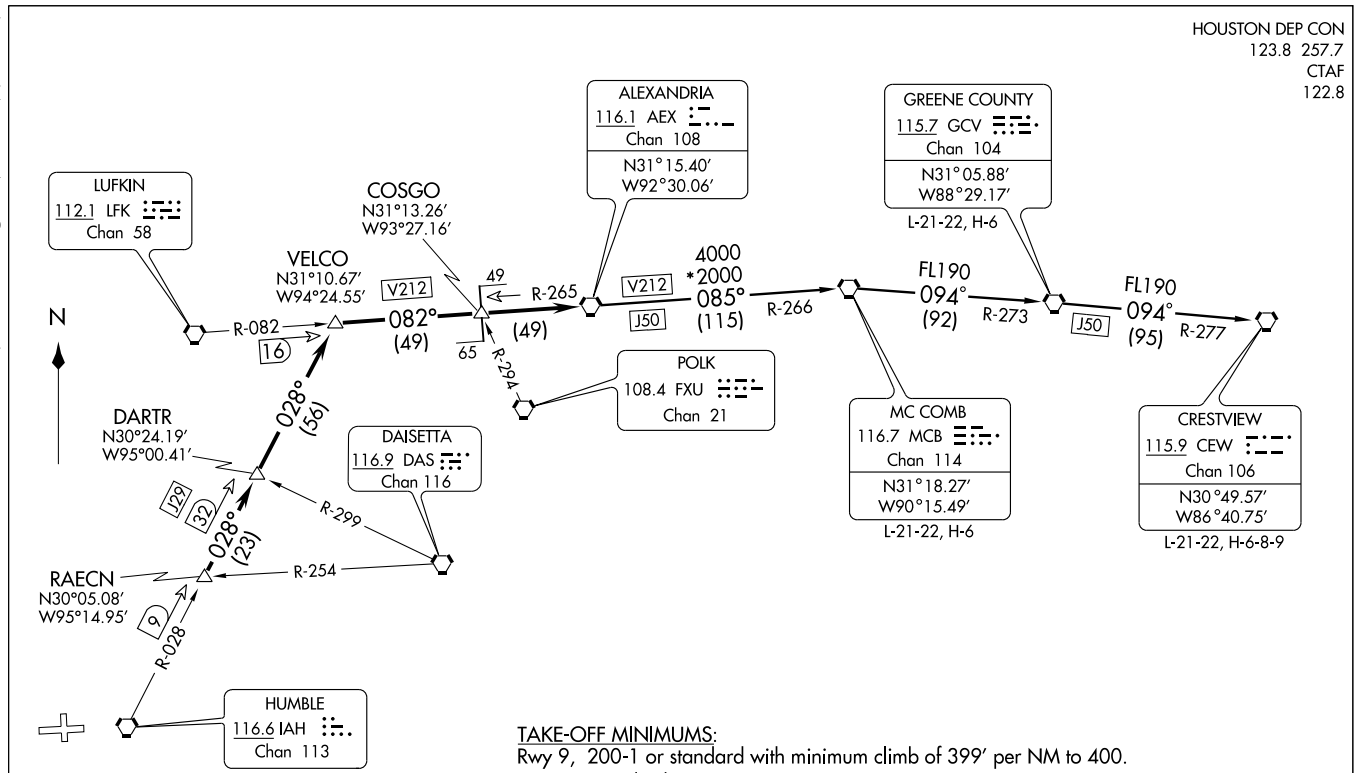
DEPARTURE ROUTE DESCRIPTION

Expect vectors to YAWNS INT, maintain 4000′, expect filed altitude 10 minutes after departure. Thence. . . .

. . . . via VUH R-228 and NGP R-047 to NGP VORTAC.

SC-5, 08 APR 2010 to 06 MAY 2010

ALEXANDRIA FOUR DEPARTURE



TAKE-OFF MINIMUMS:
Rwy 9, 200-1 or standard with minimum climb of 399′ per NM to 400.
Rwy 27, standard.

TAKE-OFF OBSTACLE:
Rwy 9, Tank 4127′ from DER, 1455′ left of centerline, 147′ AGL/282′ MSL.
Rwy 27, Railroad 462′ from DER, 555′ left of centerline, 23′ AGL/165′ MSL.
Vehicle and road 650′ from DER, 7′ left of centerline, 17′ AGL/159′ MSL.

NOTE: Radar Required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ALEXANDRIA FOUR DEPARTURE

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000', expect filed altitude 10 minutes after departure. Thence . . . .

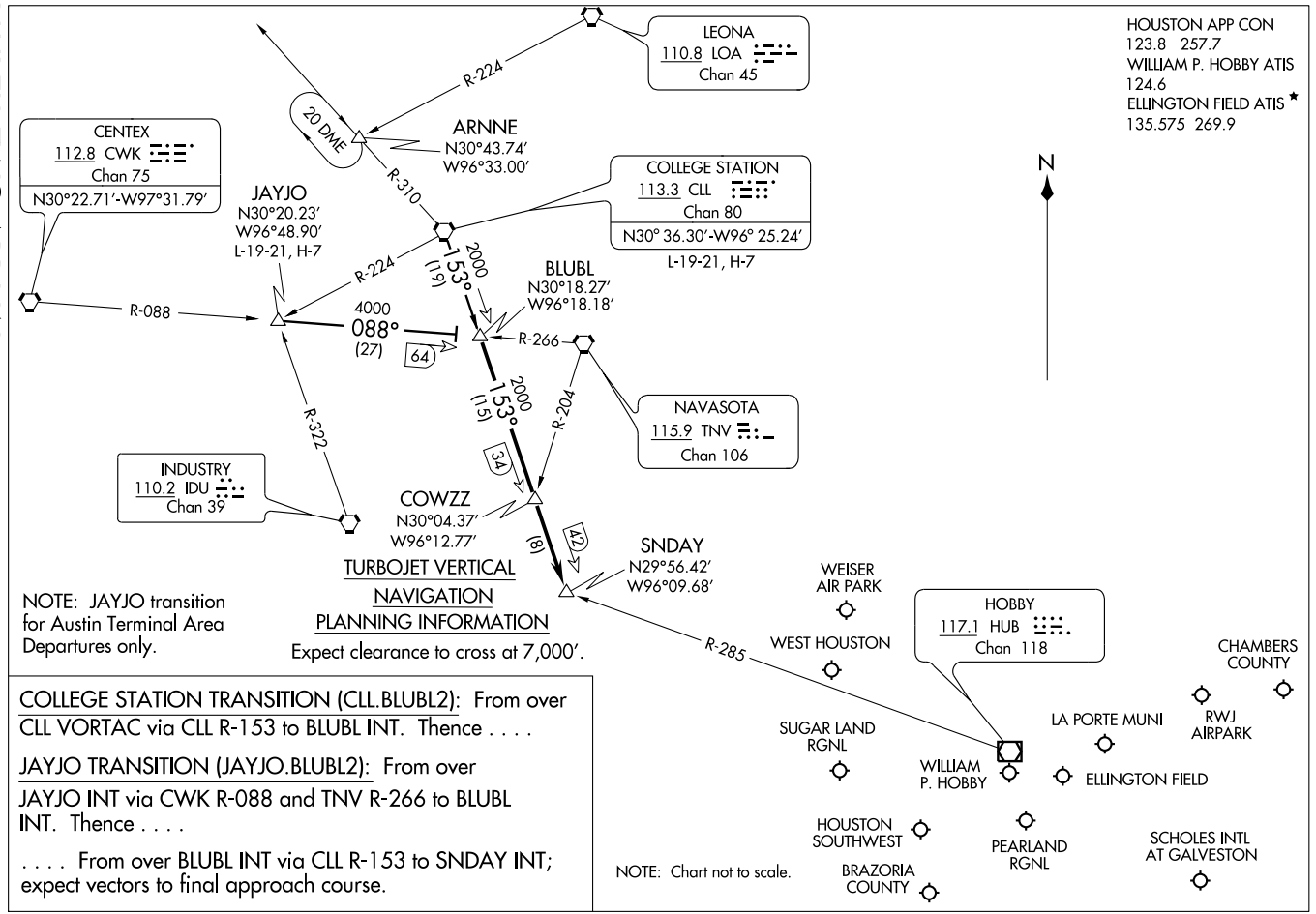
. . . . via IAH R-028 to VELCO INT, then right turn via LFK R-082 and AEX R-265 to AEX VORTAC.

THE FOLLOWING TRANSITIONS ARE ATC ASSIGNED ONLY DO NOT FILE:

CRESTVIEW TRANSITION (AEX4.CEW): (For aircraft being weather rerouted to join a jet route off CEW VORTAC or overflying CEW VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC, then via GCV R-094 and CEW R-277 to CEW VORTAC.

GREENE COUNTY TRANSITION (AEX4.GCV): (For aircraft being weather rerouted to join a jet route off GCV VORTAC or overflying GCV VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC.

MC COMB TRANSITION (AEX4.MCB): (For aircraft being weather rerouted to join a jet route off MCB VORTAC or overflying MCB VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC.



COLLEGE STATION TRANSITION (CLL.BLUBL2): From over CLL VORTAC via CLL R-153 to BLUBL INT. Thence . . . .

JAYJO TRANSITION (JAYJO.BLUBL2): From over JAYJO INT via CWK R-088 and TNV R-266 to BLUBL INT. Thence . . . .

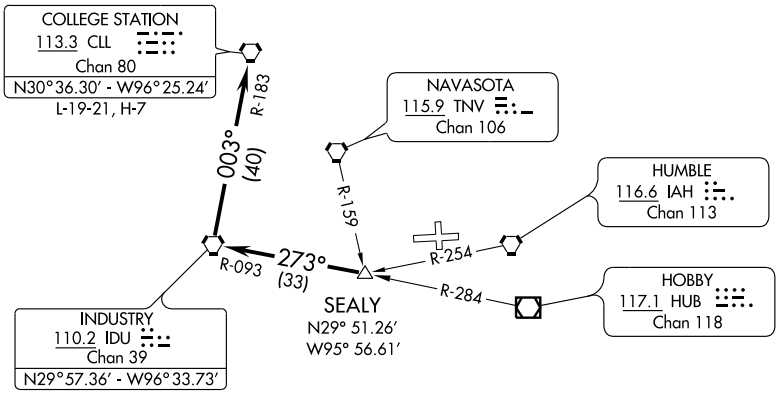
. . . . From over BLUBL INT via CLL R-153 to SNDAY INT; expect vectors to final approach course.

COLLEGE TWO DEPARTURE

SL-6877 (FAA)

HOUSTON/WEISER AIR PARK (EYQ)
HOUSTON, TEXAS

HOUSTON DEP CON
123.8 257.7
CTAF
122.8



TAKE-OFF MINIMUMS:
Rwy 27 standard.
Rwy 9, 200-1 or standard with a minimum climb of 399′ per NM to 400′.

TAKE-OFF OBSTACLES:
Rwy 9, Tank 4127′ from DER, 1455′ left of centerline, 147′ AGL/282′ MSL.
Rwy 27, Railroad 462′ from DER, 555′ left of centerline, 23′ AGL/165′ MSL.
Vehicle and road 650′ from DER, 7′ left of centerline, 17′ AGL/159′ MSL.

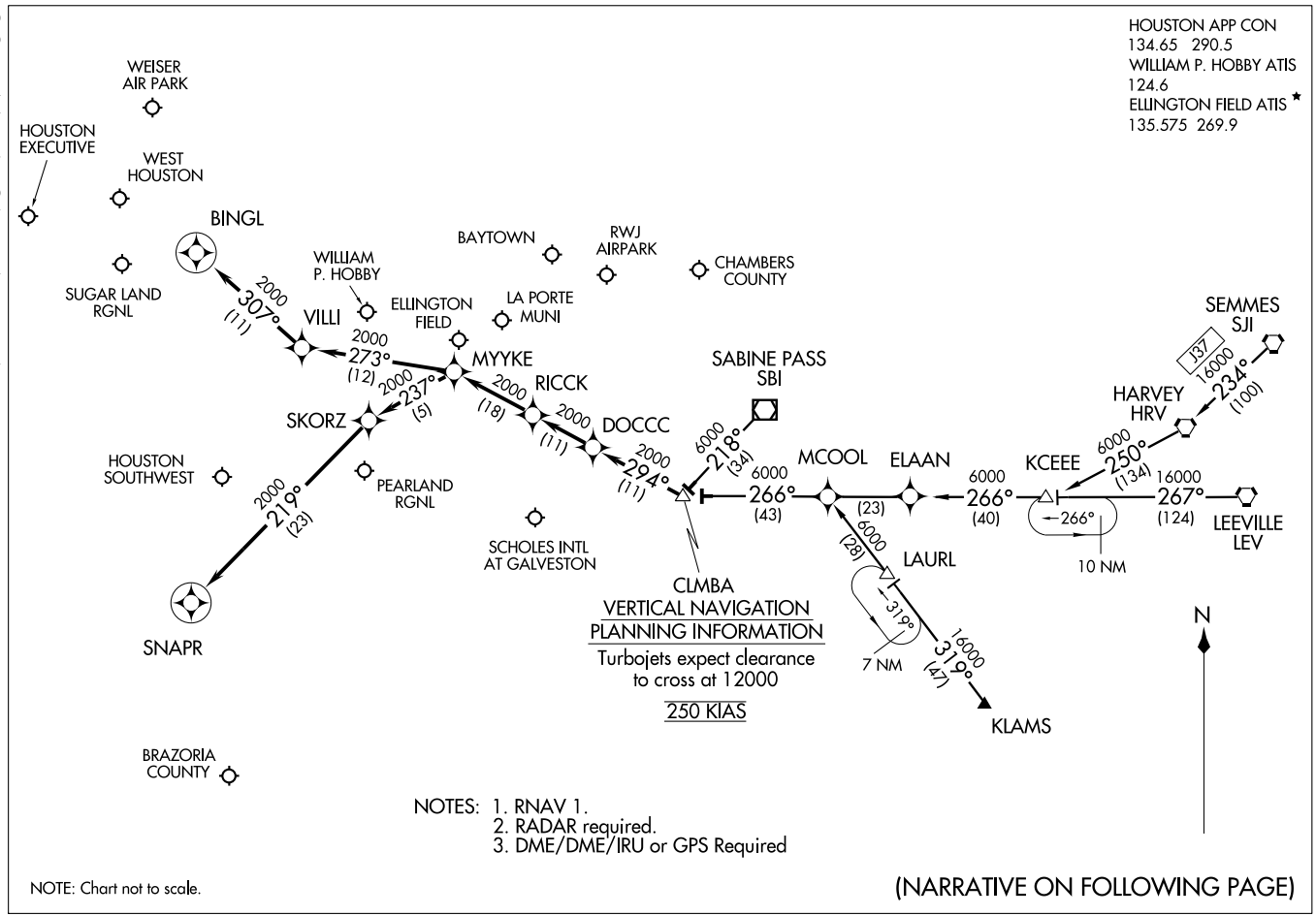
NOTE: Radar Required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to SEALY INT, maintain 4000, expect filed altitude 10 minutes after departure, Thence . . . .

. . . . via IDU R-093 to IDU VORTAC, then right turn via IDU R-003 and CLL R-183 to CLL VORTAC.



COLUMBIA ONE ARRIVAL (RNAV)

(CLMBA.CLMBA1) 09239

ST-198 (FAA)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)
KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF, and VUH must be operational.)
LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)
SABINE PASS TRANSITION (SBI.CLMBA1):
SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK . . . .

WILLIAM P. HOBBY/HOUSTON (HOU):

LANDING RUNWAY 4: . . . . From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

LANDING RUNWAY 12R: . . . . From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

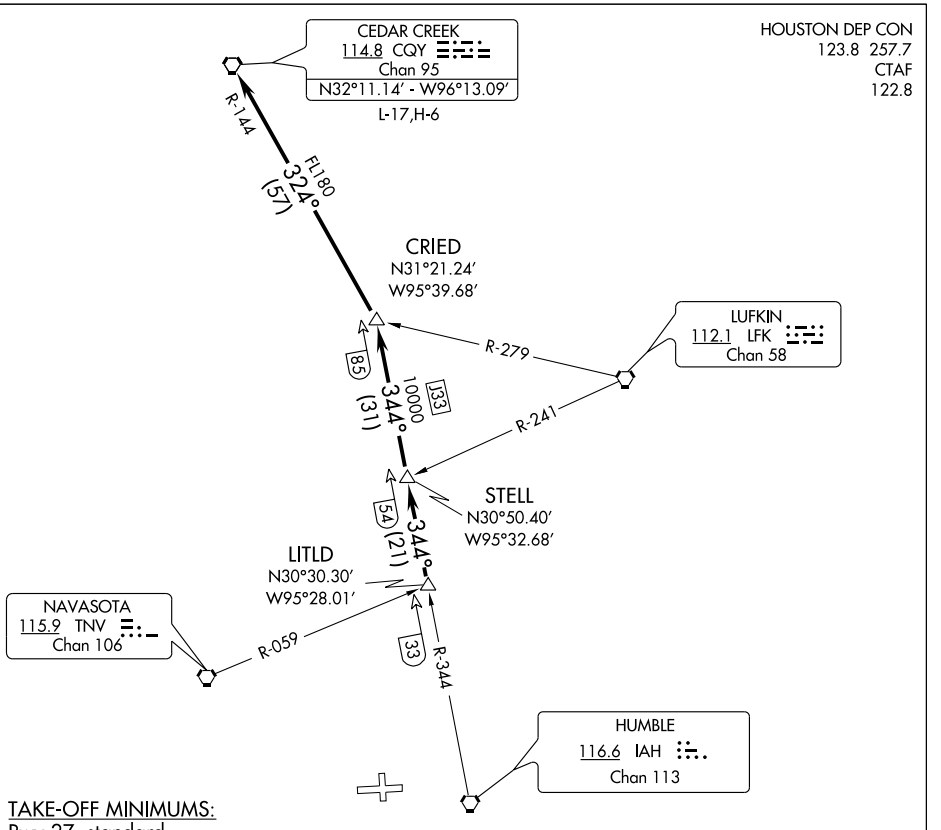
FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

SC-5, 08 APR 2010 to 06 MAY 2010

CRIED THREE DEPARTURE

SL-6877 (FAA)

HOUSTON/WEISER AIR PARK (EYQ)
HOUSTON, TEXAS



TAKE-OFF MINIMUMS:
Rwy 27, standard.
Rwy 9, 200-1 or standard with minimum climb of 399' per NM to 400.

TAKE-OFF OBSTACLES:
Rwy 9, Tank, 4127' from DER, 1455' left of centerline, 147' AGL/282' MSL.
Rwy 27, Railroad 462' from DER, 555' left of centerline, 23' AGL/165' MSL.
Vehicle and road 650' from DER, 7' left of centerline, 17' AGL/159' MSL.

NOTE: Radar Required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to LITLD INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-344 to STELL INT, then via IAH R-344 to CRIED INT, then left turn via CQY R-144 to CQY VORTAC.

SC-5, 08 APR 2010 to 06 MAY 2010

DAISETTA EIGHT ARRIVAL (DAS.DAS8)

HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS *
135.575 269.9

NOTE: For all conventional navigation aircraft landing in the Houston terminal area. For all turboprops/pistons landing IAH. ATC assigned only for all others.

NOTE: For RNAV equipped aircraft landing IAH runways 8L/R and 9 from over DAETN INT direct JOESZ INT, expect vectors to final approach course prior to JOESZ INT, if not received by JOESZ INT fly present heading.

ELM GROVE
111.2 EMG
Chan 49
N32°24.01'-W93°35.71'
L-17, H-6

QUESO
N30°46.86'
W94°06.54'

BROWW
N30°54.22'
W93°52.20'

SAWMILL
113.75 SWB
Chan 84(Y)
N31°58.39' - W92°40.63'
L-22, H-6

LUFKIN
112.1 LFK
Chan 58
N31°09.74'
W94°43.02'
L-19-21, H-6

VIERA
N30°44.51'
W94°02.83'

TQELA
N30°32.39'
W93°46.23'

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40' -W92°30.06'
L-21-22, H-6

INDUSTRY
110.2 IDU
Chan 39

JOESZ
N30°06.40'
W95°46.72'

INNIS
N30°02.07'
W95°06.83'

REHAB
N29°59.59'
W95°14.25'

COMBS
N30°23.32'
W94°25.84'

DAETN
N30°06.31'
W94°54.07'

YAAOW
N29°53.12'
W95°10.69'

DRXLR
N29°45.59'
W95°13.92'

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

HUMBLE
116.6 IAH
Chan 113

HOBBY
117.1 HUB
Chan 118

DAISETTA
116.9 DAS
Chan 116
N30°11.38' -W94°38.70'

LAKE CHARLES
113.4 LCH
Chan 81
N30°08.49' -W93°06.33'
L-21-22, H-7

BEAUMONT
114.5 BPT
Chan 92
N29°56.76' -W94°00.97'

VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: 280K IAS
Expect clearance
to cross at 13,000'

RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

WEISER AIRPARK
WEST HOUSTON
HOUSTON EXECUTIVE
SUGAR LAND RGNL
LA PORTE MUNI
CHAMBERS COUNTY
WILLIAM P. HOBBY
BAYTOWN
RWJ AIRPARK
PEARLAND RGNL
ELLINGTON FIELD
HOUSTON-SOUTHWEST
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY

DAISETTA EIGHT ARRIVAL (DAS.DAS8)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence . . . .

SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

. . . . From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:

. . . . From DAETN INT fly heading 265° for vectors to final approach course.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

FOR ALL OTHER AIRPORTS:

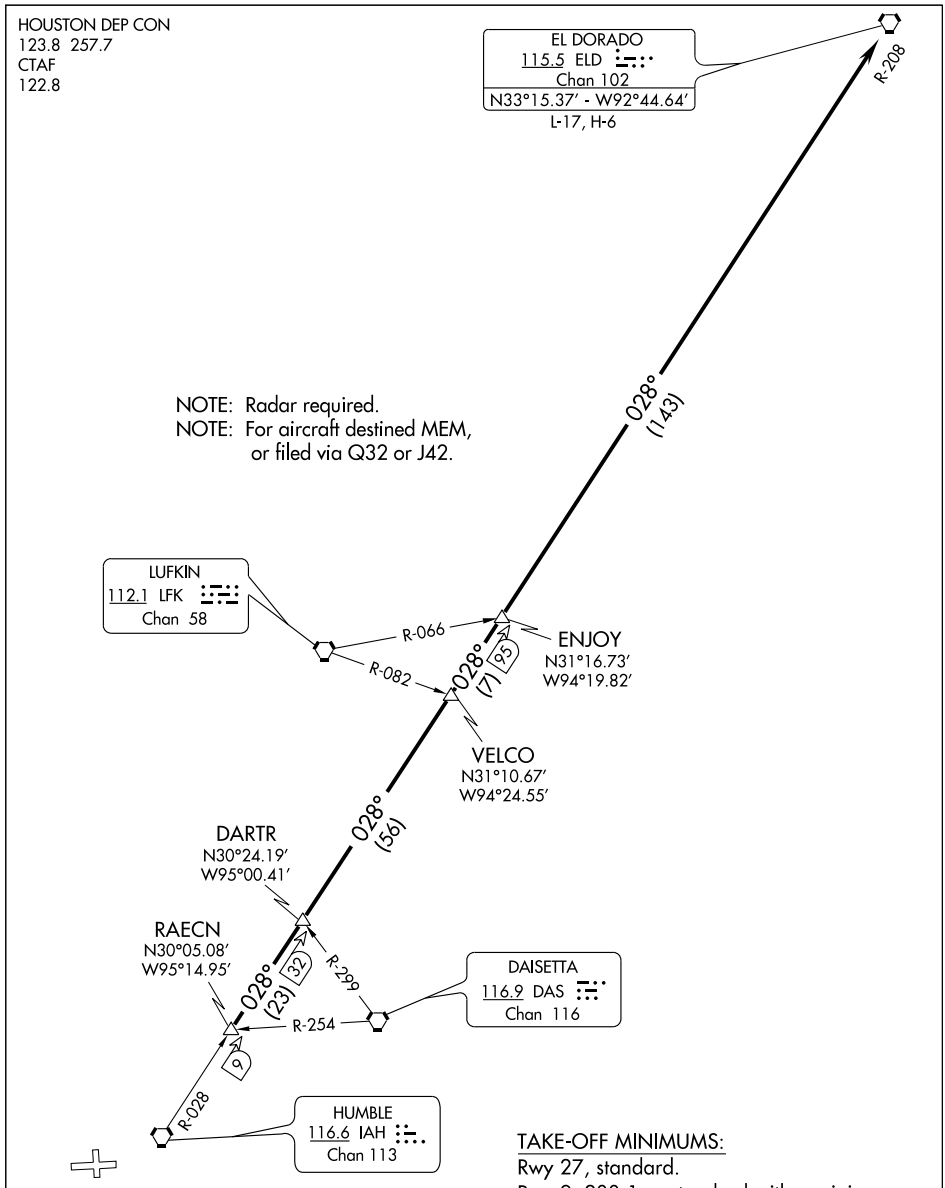
. . . . From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.

SC-5, 08 APR 2010 to 06 MAY 2010

EL DORADO ONE DEPARTURE

SL-6877 (FAA)

HOUSTON/WEISER AIR PARK (EYQ)
HOUSTON, TEXAS



TAKE-OFF MINIMUMS:
Rwy 27, standard.
Rwy 9, 200-1 or standard with a minimum climb of 399 feet per NM to 400.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 and the ELD R-208 to ELD VORTAC.

TAKE-OFF OBSTACLES

Rwy 9, Tank 4127′ from DER, 1455′ left of centerline, 147′ AGL/282′ MSL.
Rwy 27, Railroad 462′ from DER, 555′ left of centerline, 23′ AGL/165′ MSL.
Vehicle and road 650′ from DER, 7′ left of centerline, 17′ AGL/159′ MSL.

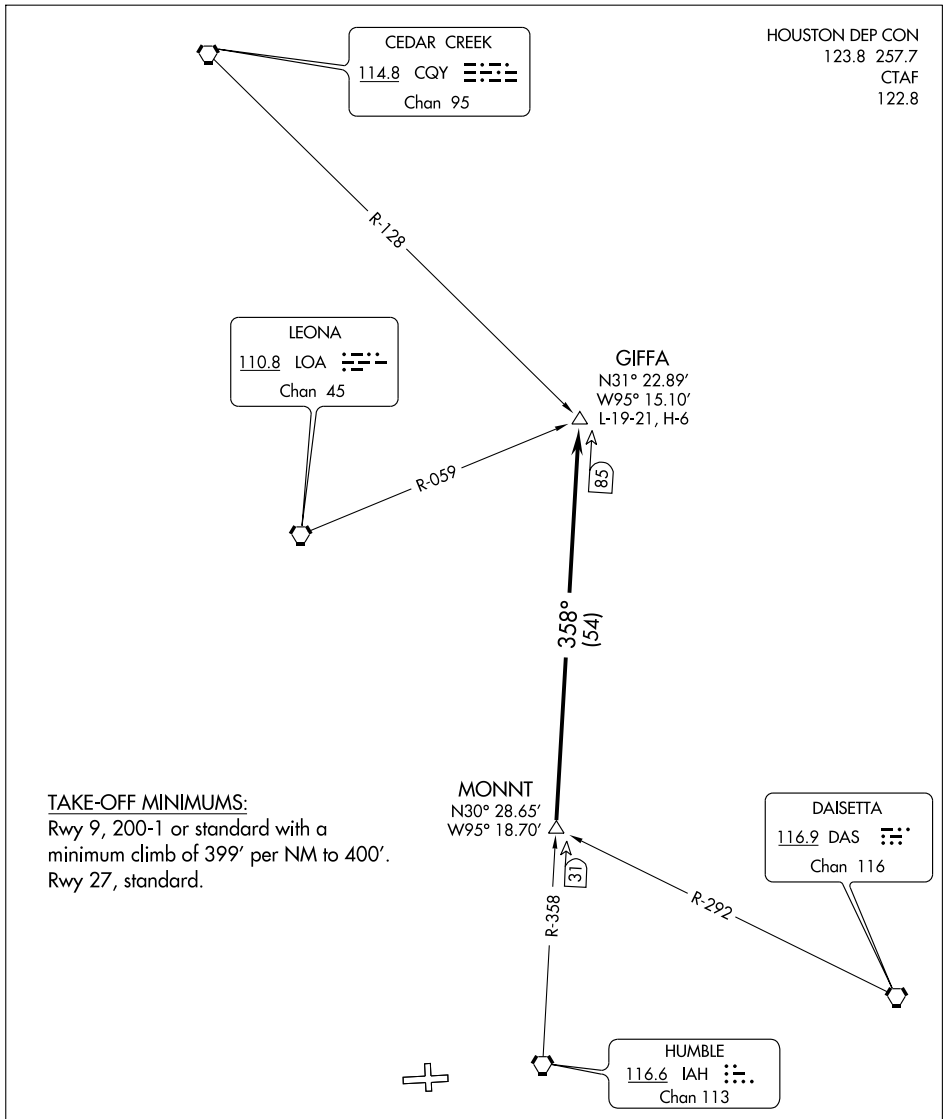
SC-5, 08 APR 2010 to 06 MAY 2010

GIFFA THREE DEPARTURE

SL-6877 (FAA)

HOUSTON/ WEISER AIR PARK (EYQ)

HOUSTON, TEXAS



TAKE-OFF MINIMUMS:
Rwy 9, 200-1 or standard with a minimum climb of 399′ per NM to 400′.
Rwy 27, standard.

NOTE: Radar Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 08 APR 2010 to 06 MAY 2010

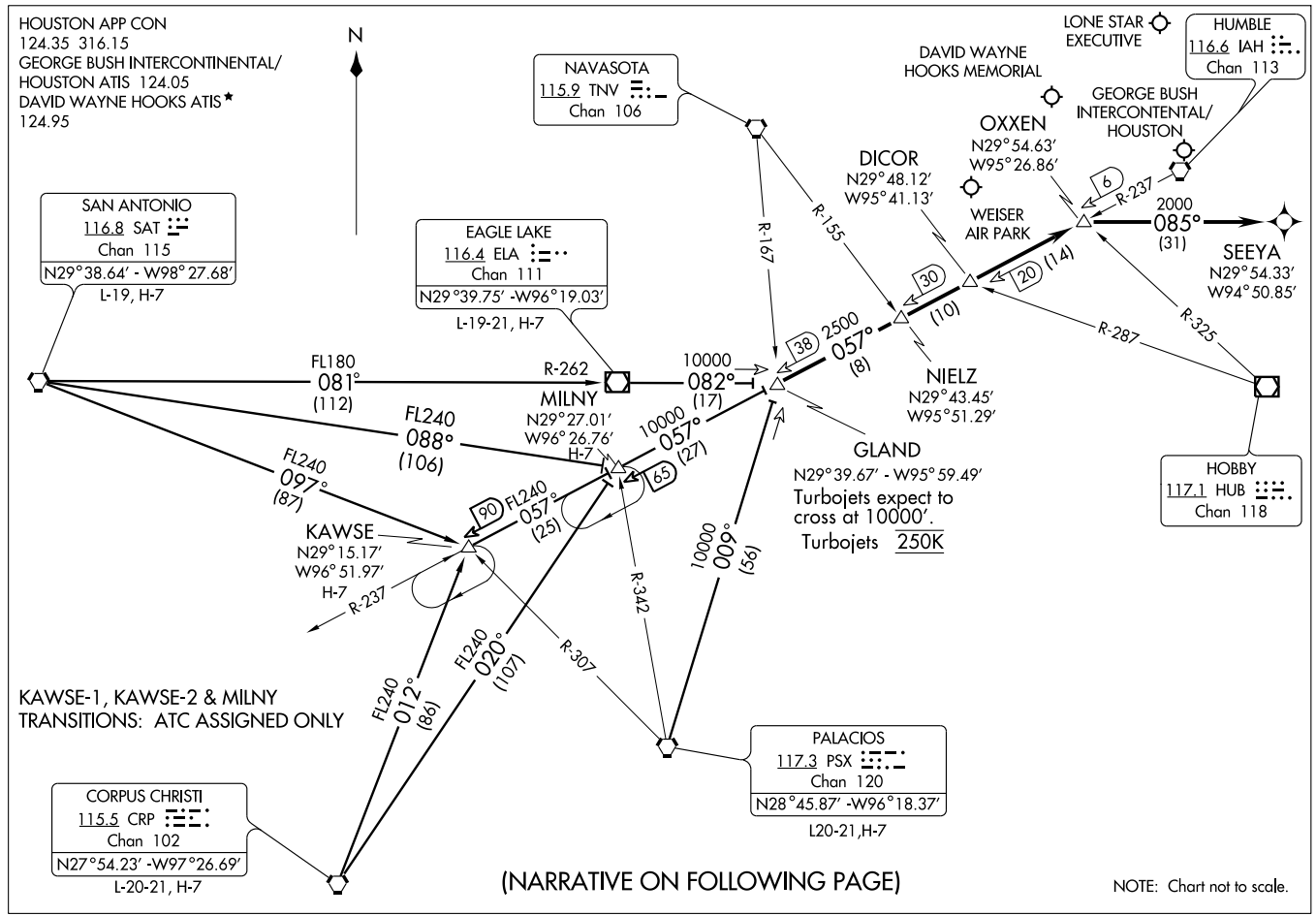
DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to MONNT INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-358 to GIFFA INT.

TAKE-OFF OBSTACLES:
Rwy 9, Tank 4127' from DER, 1455' left of centerline, 147' AGL/282' MSL.
Rwy 27, Railroad 462' from DER, 555' left of centerline, 23' AGL/165' MSL.
Vehicle and road 650' from DER, 7' left of centerline, 17' AGL/159' MSL.

SC-5, 08 APR 2010 to 06 MAY 2010



07298

GLAND THREE ARRIVAL (GLAND.GLAND3)

ST-5461 (FAA)

HOUSTON, TEXAS

GLAND THREE ARRIVAL (GLAND.GLAND3) HOUSTON, TEXAS

ARRIVAL DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.GLAND3): From over CRP VORTAC via CRP R-020 to MILNY INT, then via IAH R-237 to GLAND INT. Thence. . . .

EAGLE LAKE TRANSITION (ELA.GLAND3): From over ELA VOR/DME via ELA R-082 to GLAND INT. Thence. . . .

KAWSE-1 TRANSITION (KAWSE-1.GLAND3): (ATC assigned.) From over SAT VORTAC via SAT R-097 to KAWSE INT, then via IAH R-237 to GLAND INT. Thence. . . .

KAWSE-2 TRANSITION (KAWSE-2.GLAND3): (ATC assigned.) From over CRP VORTAC via CRP R-012 to KAWSE INT, then via IAH R-237 to GLAND INT. Thence. . . .

MILNY TRANSITION (MILNY.GLAND3): (ATC assigned.) From over SAT VORTAC via SAT R-088 to MILNY INT, then via IAH R-237 to GLAND INT. Thence. . . .

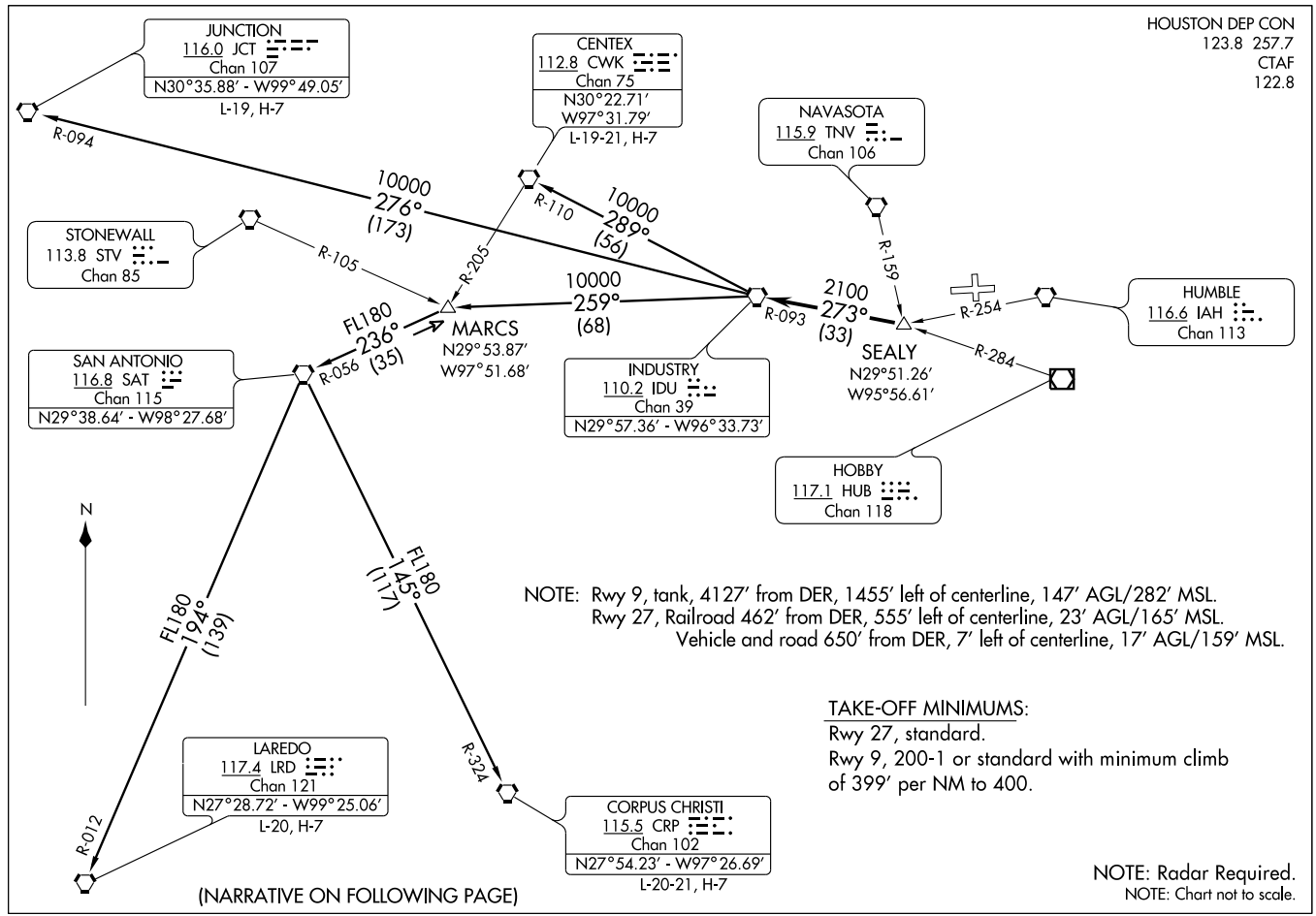
PALACIOS TRANSITION (PSX.GLAND3): From over PSX VORTAC via PSX R-009 to GLAND INT. Thence. . . .

SAN ANTONIO TRANSITION (SAT.GLAND3): From over SAT VORTAC via R-081 and ELA R-262 to ELA VOR/DME, then via ELA R-082 to GLAND INT. Thence. . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH): From over GLAND INT via IAH R-237 to OXXEN INT, landing runways 26 L/R or 27 fly heading 085° for vectors to final approach course. For /E, /F, /G, /R (RNP-2.0), equipped aircraft: from over OXXEN INT direct SEEYA WP, expect vector to final approach course prior to SEEYA WP, if not received by SEEYA WP fly present heading. All other runways, expect vectors to final approach course at or prior to OXXEN INT.

FOR ALL OTHER AIRPORTS: From over GLAND INT via IAH R-237 to OXXEN INT. Expect vectors to final approach course at or prior to OXXEN INT.

SC-5, 08 APR 2010 to 06 MAY 2010



(IDU3.IDU) 08157

INDUSTRY THREE DEPARTURE

SL-6877 (FAA)

HOUSTON/WEISER AIR PARK (EYQ)
HOUSTON, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to SEALY INT. Maintain 4000'. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . VIA IDU R-093 to IDU VORTAC.

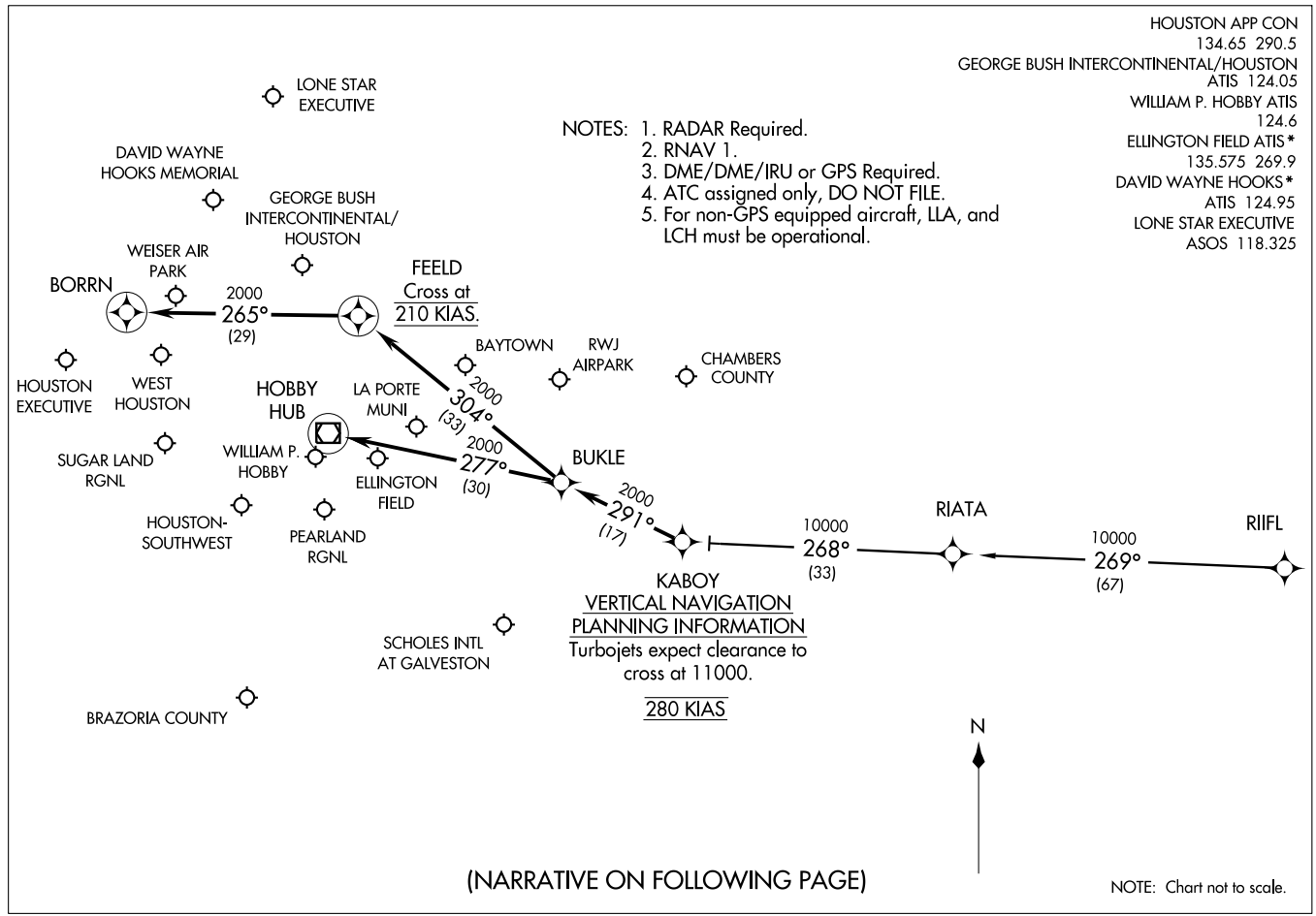
CENTEX TRANSITION (IDU3.CWK): (ATC assigned only. For aircraft inbound to the DFW Metroplex area that are being rerouted due to bad weather.) From over IDU VORTAC via IDU R-289 and CWK R-110 to CWK VORTAC.

CORPUS CHRISTI TRANSITION (IDU3.CRP): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-145 and CRP R-324 to CRP VORTAC.

JUNCTION TRANSITION (IDU3.JCT): (For aircraft overflying JCT VORTAC via J2, J15, or J86.) From over IDU VORTAC via IDU R-276 and JCT R-094 to JCT VORTAC.

LAREDO TRANSITION (IDU3.LRD): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-194 and LRD R-012 to LRD VORTAC.

SC-5, 08 APR 2010 to 06 MAY 2010


HOUSTON APP CON
134.65 290.5
GEORGE BUSH INTERCONTINENTAL/HOUSTON
ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS*
135.575 269.9
DAVID WAYNE HOOKS*
ATIS 124.95
LONE STAR EXECUTIVE
ASOS 118.325
(KABOY.KABOY1) 09071
KABOY ONE ARRIVAL (RNAV)
ST-5461(FAA)
HOUSTON, TEXAS
NOTES: 1. RADAR Required.
2. RNAV 1.
3. DME/DME/IRU or GPS Required.
4. ATC assigned only, DO NOT FILE.
5. For non-GPS equipped aircraft, LLA, and LCH must be operational.
LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIR PARK
BORRN
2000
265°
(29)
FEELD
Cross at
210 KIAS.
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
HOUSTON EXECUTIVE
WEST HOUSTON
HOBBY HUB
LA PORTE MUNI
2000
304°
(33)
SUGAR LAND RGNL
WILLIAM P. HOBBY
2000
277°
(30)
ELLINGTON FIELD
BUKLE
2000
291°
(17)
HOUSTON-SOUTHWEST
PEARLAND RGNL
10000
268°
(33)
RIATA
10000
269°
(67)
RIIFL
KABOY
VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets expect clearance to cross at 11000.
280 KIAS
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY
N
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY1)

From KABOY via 291° track to BUKLE . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/8R, OR 9: . . . . From BUKLE via 304° track to FEELD, thence as depicted to BORRN. Expect vectors to final approach course prior to BORRN, if not received by BORRN, fly present heading.

ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

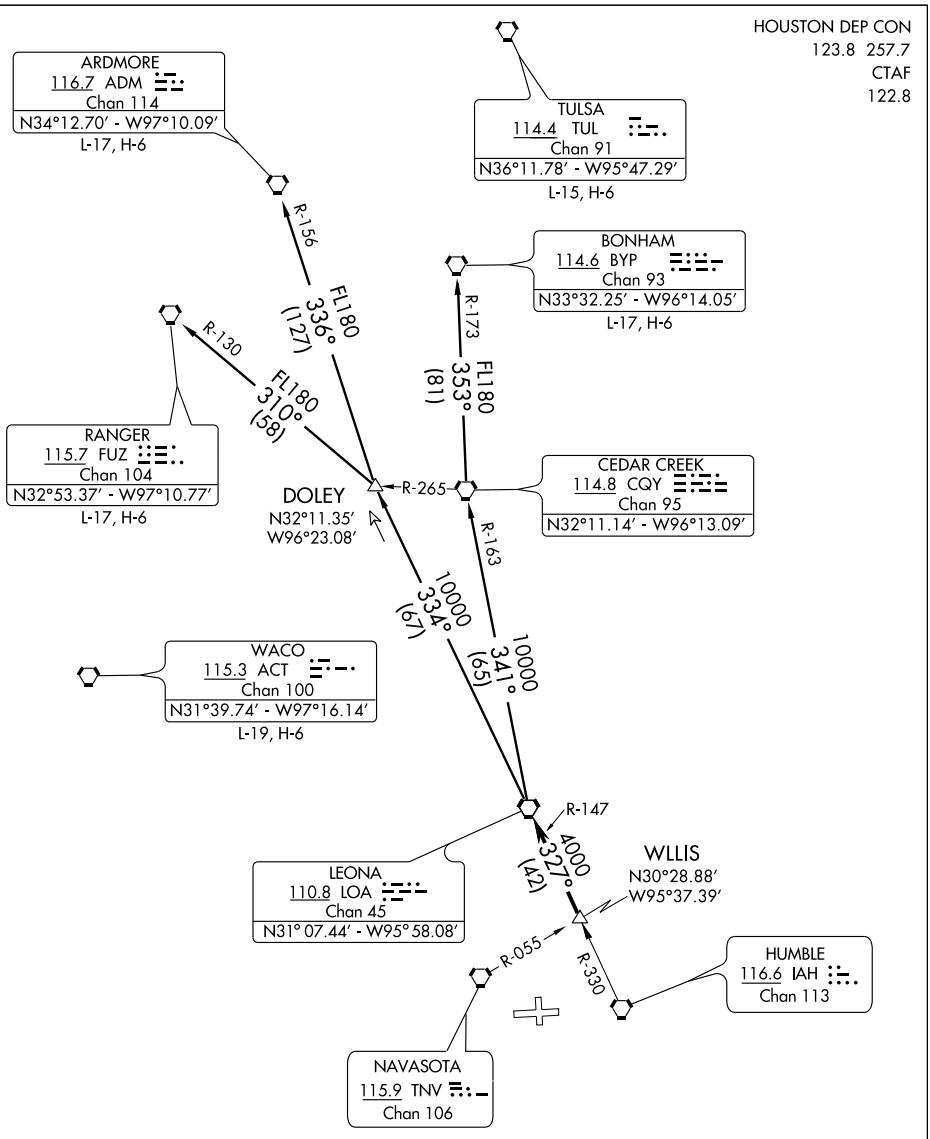
DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO): . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

ALL OTHER AIRPORTS: . . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course prior to HUB VOR/DME.

LEONA SIX DEPARTURE

SL-6877 (FAA)

HOUSTON/WEISER AIR PARK (EYQ)
HOUSTON, TEXAS



TAKE-OFF MINIMUMS:
Rwy 9, 200-1 or standard with a Minimum Climb of 399′ per NM to 400.
Rwy 27, standard.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar required.

SC-5, 08 APR 2010 to 06 MAY 2010

LEONA SIX DEPARTURE

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to WLLIS INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via LOA R-147 to LOA VORTAC.

ARDMORE TRANSITION (LOA6.ADM): (For aircraft overflying North/Northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via ADM R-156 to ADM VORTAC.

BONHAM TRANSITION (LOA6.BYP): (For aircraft overflying/landing TUL VORTAC FL240 and above.) From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-353 and BYP R-173 to BYP VORTAC.

RANGER TRANSITION (LOA6.FUZ): (For aircraft overflying west/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via FUZ R-130 to FUZ VORTAC.

TAKE-OFF OBSTACLES

Rwy 9, Tank 4127′ from DER, 1455′ left of centerline, 147′ AGL/282′ MSL.
Rwy 27, Railroad 462′ from DER, 555′ left of centerline, 23′ AGL/165′ MSL.
Vehicle and road 650′ from DER, 7′ left of centerline, 17′ AGL/159′ MSL.

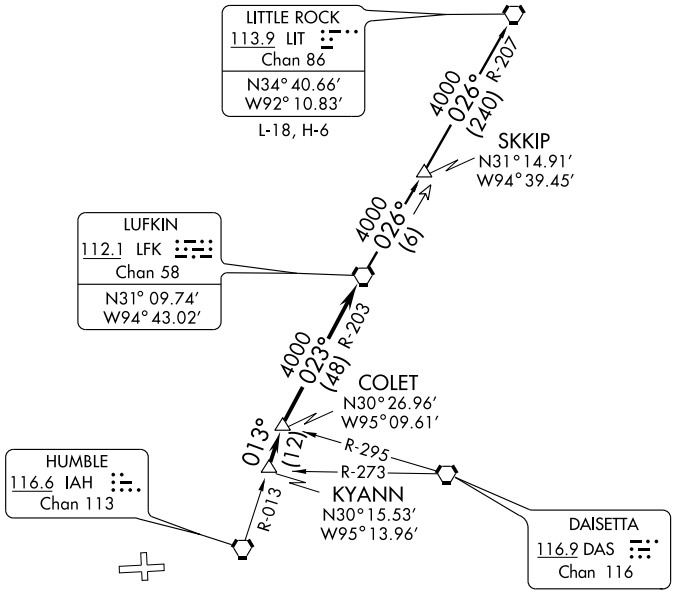
SC-5, 08 APR 2010 to 06 MAY 2010

LUFKIN FIVE DEPARTURE

SL-6877 (FAA)

HOUSTON/ WEISER AIR PARK (EYQ)
HOUSTON, TEXAS

HOUSTON DEP CON
123.8 257.7
CTAF
122.8



TAKE-OFF MINIMUMS:
Rwy 9, 200-1 or standard with minimum climb of 399′ per NM to 400.
Rwy 27, standard.

TAKE-OFF OBSTACLES:
Rwy 9, Tank 4127′ from DER, 1455′ left of centerline, 147′ AGL/282′ MSL.
Rwy 27, Railroad 462′ from DER, 555′ left of centerline, 23′ AGL/165′ MSL.
Vehicle and road 650′ from DER, 7′ left of centerline, 17′ AGL/159′ MSL.

NOTE: Radar Required.
NOTE: For aircraft destined LIT, or overflying LIT or PXV.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to KYANN INT, maintain 4000′, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-013 to COLET INT, then right turn via LFK R-203 to LFK VORTAC.

LITTLE ROCK TRANSITION (LFK5.LIT): From over LFK VORTAC via LFK R-026 to SKKIP INT, then via LIT R-207 to LIT VORTAC.

SC-5, 08 APR 2010 to 06 MAY 2010

NDB EYQ	APP CRS	Rwy Idg	N/A
286	025°	TDZE	N/A
		Apt Elev	137

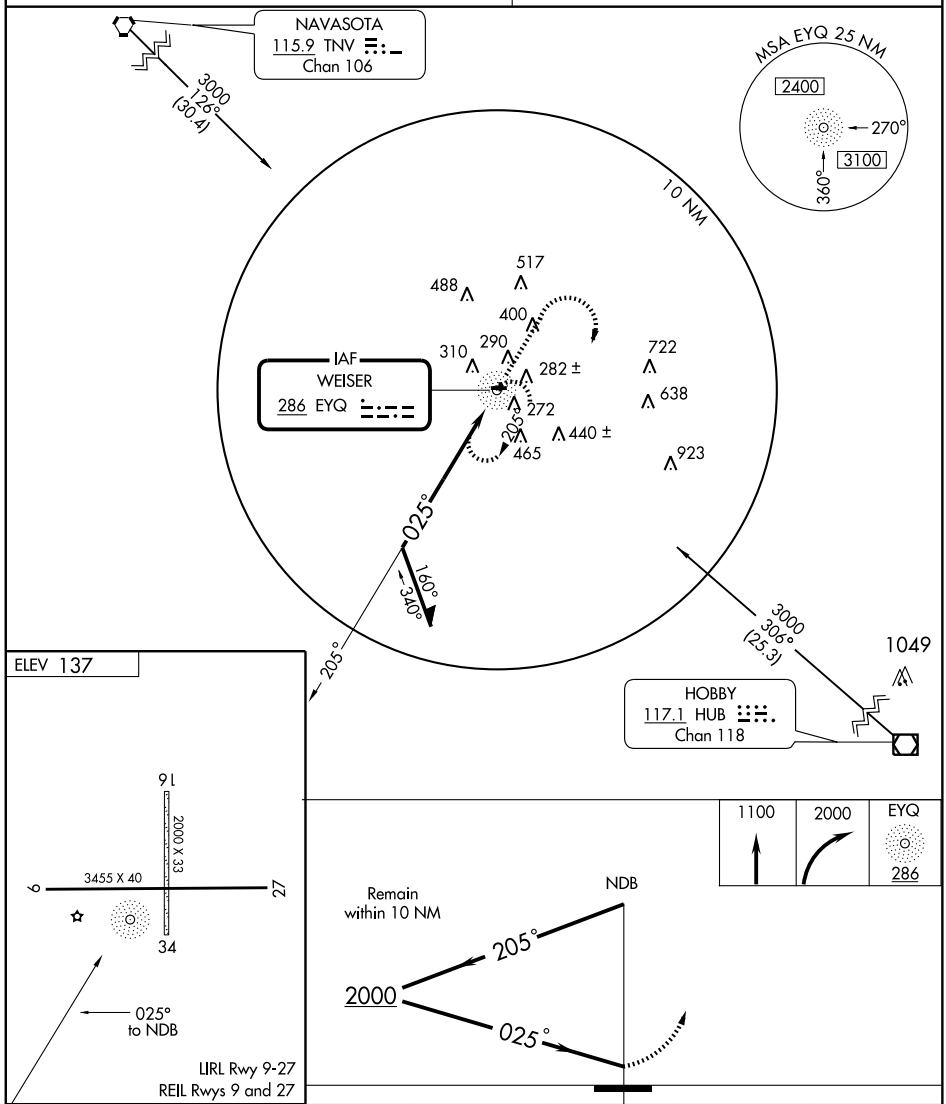
NDB-F

HOUSTON/ WEISER AIR PARK (EYQ)

Circling not authorized north of runway 9-27.
NA Use George Bush Intercontinental/Houston altimeter setting.

MISSED APPROACH: Climb to 1100 then climbing right turn to 2000 direct EYQ NDB and hold.

HOUSTON APP CON	UNICOM
123.8 257.7	122.8 (CTAF)

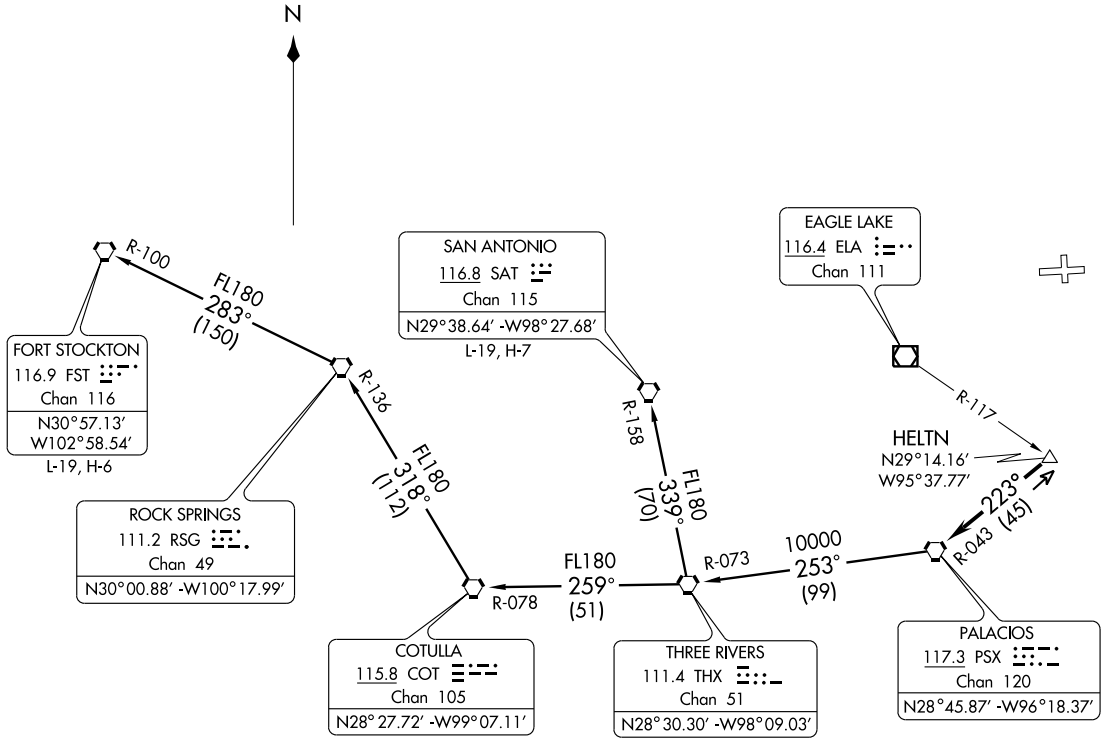


Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	760-1	623 (700-1)	800-1¾	NA
			663 (700-1¾)	

SC-5, 08 APR 2010 to 06 MAY 2010

PALACIOS THREE DEPARTURE (PSX3.PSX) 08157



TAKE-OFF MINIMUMS:
Rwy 27, standard.
Rwy 9, 200-1 or standard with minimum climb of 399′ per NM to 400.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar Required
NOTE: Chart not to scale

PALACIOS THREE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to HELTN INT, maintain 4000'. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via PSX R-043 to PSX VORTAC.

FORT STOCKTON TRANSITION (PSX3.FST): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-259 and COT R-078 to COT VORTAC, then via COT R-318 and RSG R-136 to RSG VORTAC, then via RSG R-283 and FST R-100 to FST VORTAC.

SAN ANTONIO TRANSITION (PSX3.SAT): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-339 and SAT R-158 to SAT VORTAC.

TAKE-OFF OBSTACLES:
Rwy 9, Tank 4127' from DER, 1455' left of centerline, 147' AGL/282' MSL.
Rwy 27, Railroad 462' from DER, 555' left of centerline, 23' AGL/165' MSL.
Vehicle and road 650' from DER, 7' left of centerline, 17' AGL/159' MSL.

APP CRS	Rwy Idg	N/A
025°	TDZE	N/A
	Apt Elev	137

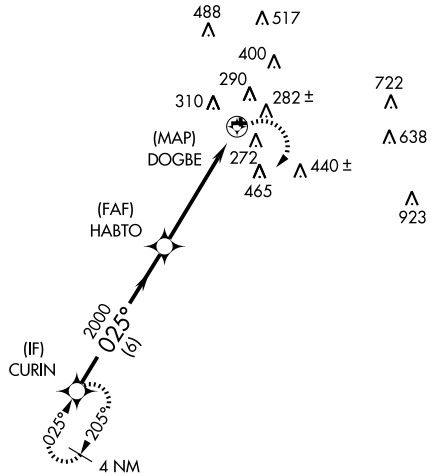
RNAV (GPS)-G

HOUSTON/ WEISER AIR PARK (EYQ)

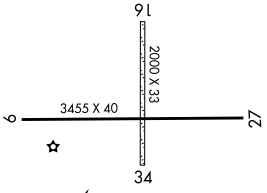
Circling not authorized north of runway 9/27.
Use George Bush Intercontinental/Houston altimeter setting.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing rigth turn to 2000 direct CURIN and hold.

HOUSTON APP CON	UNICOM
123.8 257.7	**122.8** (CTAF)

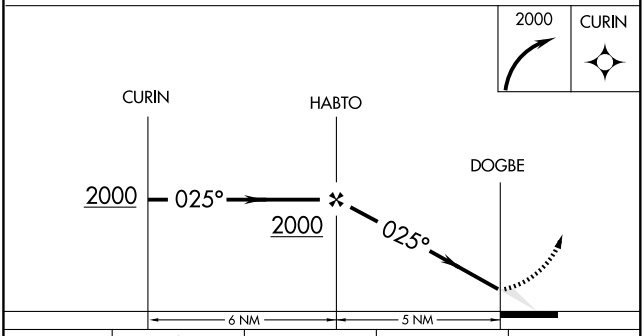


ELEV 137



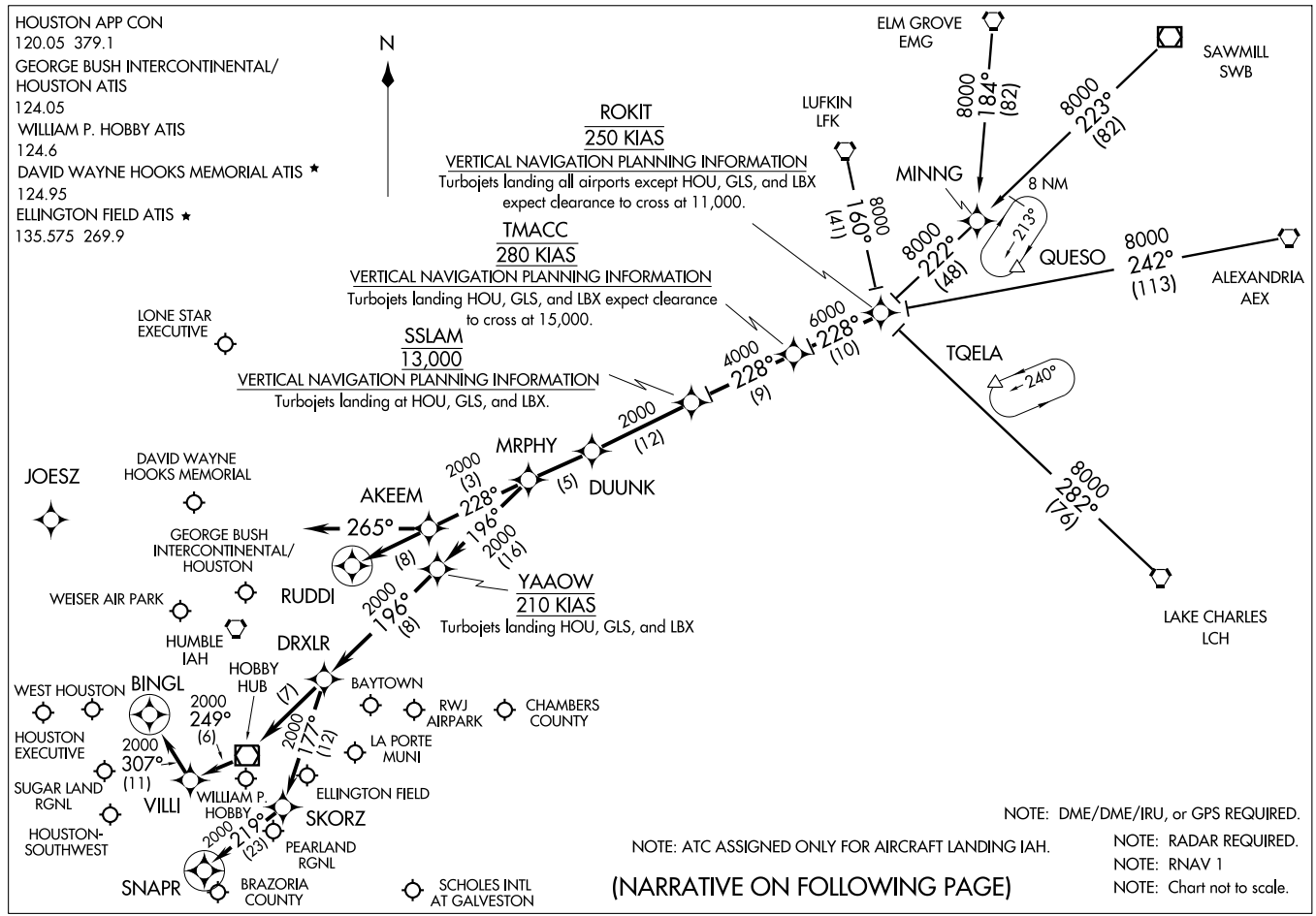
LIRL Rwy 9-27
REIL Rwys 9 and 27

RADAR REQUIRED



CATEGORY	A	B	C	D
CIRCLING	680-1	543 (600-1)	800-2 663 (700-2)	NA

SC-5, 08 APR 2010 to 06 MAY 2010



(ROKIT.ROKIT1) 09127

ROKIT ONE ARRIVAL (RNAV)

ST-5461(FAA)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

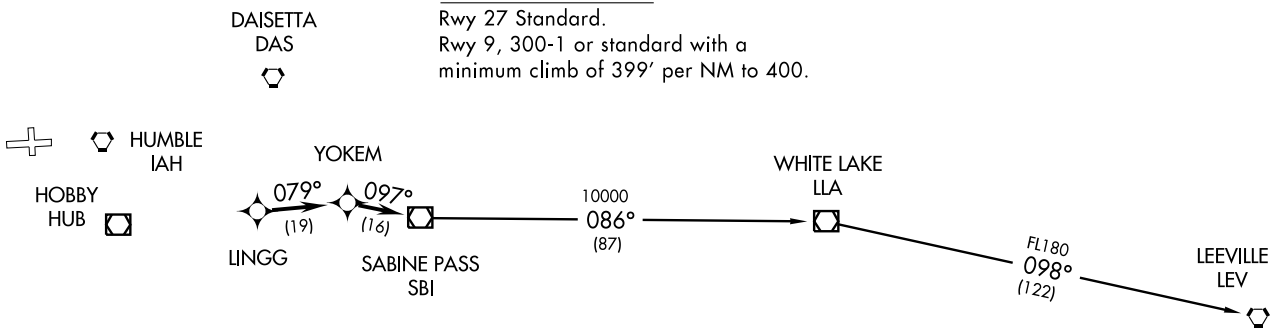
FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

SC-5, 08 APR 2010 to 06 MAY 2010

Note: RADAR Required.
Note: RNAV 1.
Note: DME/DME/IRU or GPS Required.
Note: For non-GPS equipped aircraft, BPT and LCH must be operational.

HOUSTON DEP CON
123.8 257.7
CTAF
122.8

TAKE-OFF MINIMUMS:
Rwy 27 Standard.
Rwy 9, 300-1 or standard with a minimum climb of 399' per NM to 400.



DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to LINGG, maintain 4000, then via depicted route to SBI VOR/DME, thence. . . .

. . . .via (transition). Expect clearance to filed altitude/flight level 10 minutes after departure.

LEEVILLE TRANSITION: (SBI1.LEV)
WHITE LAKE TRANSITION: (SBI1.LLA)

TAKE-OFF OBSTACLES:
Rwy 9, Tank, 4127' from DER, 1455' left of centerline, 147' AGL/282' MSL.
Rwy 27, Railroad 462' from DER, 555' left of centerline, 23' AGL/165' MSL.
Vehicle and road 650' from DER, 7' left of centerline, 17' AGL/159' MSL.

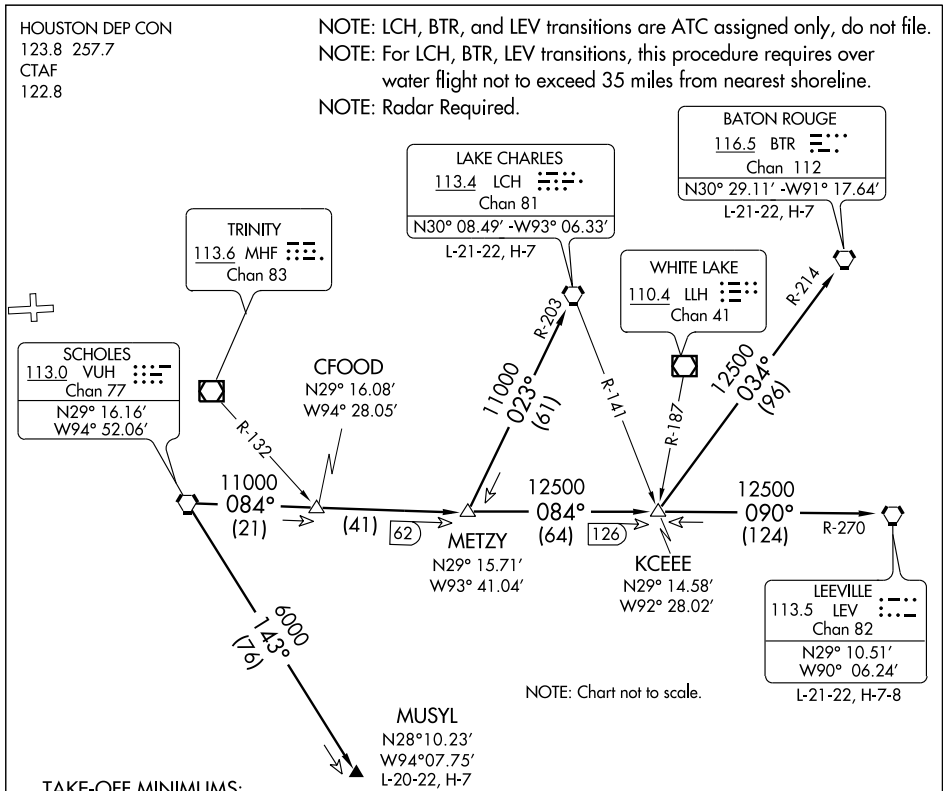
NOTE: Chart not to scale.

SABINE PASS ONE DEPARTURE (RNAV)

(SBI1.SBI) 09071
SL-6877 (FAA)

HOUSTON/WEISER AIR PARK (EYQ)
HOUSTON, TEXAS

SCHOLES THREE DEPARTURE SL-6877 (FAA)



TAKE-OFF MINIMUMS:

Rwy 9, 300-1 or standard with minimum climb of 399′ per NM to 400′.

Rwy 27, standard.

TAKE-OFF OBSTACLES:

Rwy 9, Tank 4127′ from DER, 1455′ left of centerline, 147′ AGL/282′ MSL.

Rwy 27, Railroad 462′ from DER, 555′ left of centerline, 23′ AGL/165′ MSL.
Vehicle and road 650′ from DER, 7′ left of centerline, 17′ AGL/159′ MSL.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to VUH VORTAC, maintain 4000′, expect filed altitude 10 minutes after departure.

BATON ROUGE TRANSITION (VUH3.BTR): From over VUH VORTAC via VUH R-084 to KCEEE INT, then via BTR R-214 to BTR VORTAC.

LAKE CHARLES TRANSITION (VUH3.LCH): From over VUH VORTAC via VUH R-084 to METZY INT, then via LCH R-203 to LCH VORTAC.

LEEVILLE TRANSITION (VUH3.LEV): From over VUH VORTAC via VUH R-084 to KCEEE INT, then via LEV R-270 to LEV VORTAC.

MUSYL TRANSITION (VUH3.MUSYL): From over VUH VORTAC via VUH R-143 to MUSYL.

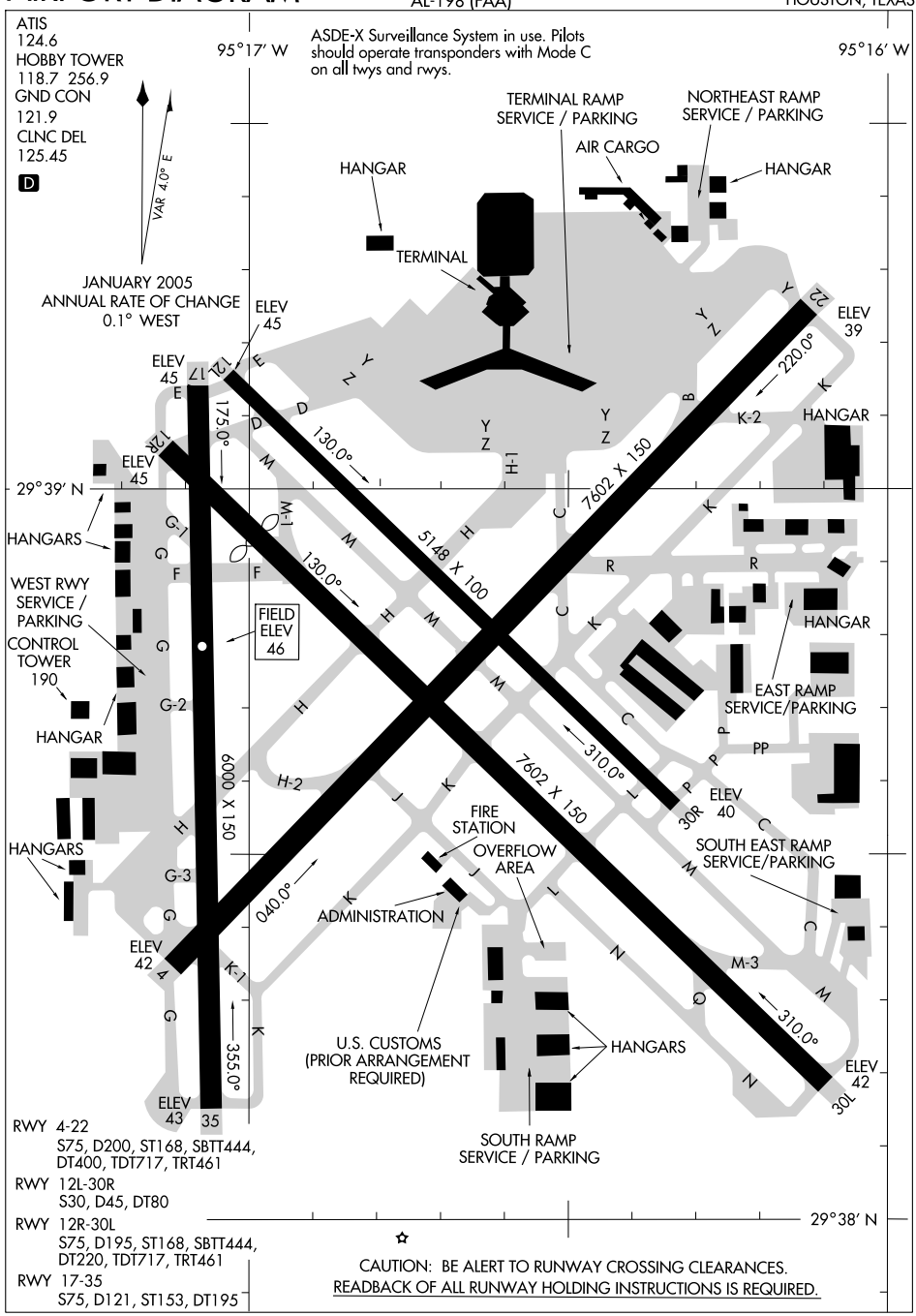
09351

AIRPORT DIAGRAM

AL-198 (FAA)

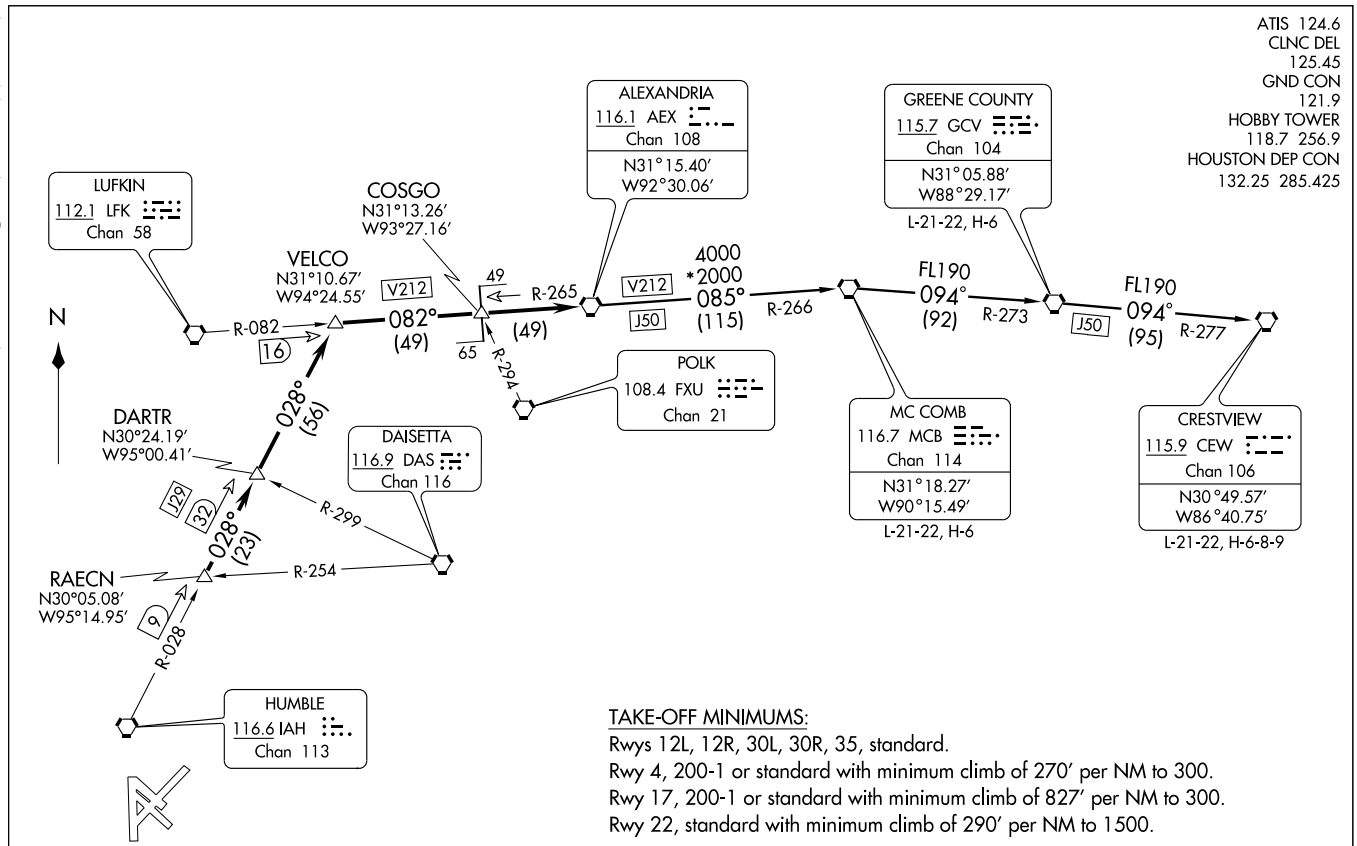
HOUSTON/WILLIAM P. HOBBY (HOU)

HOUSTON, TEXAS



SC-5, 08 APR 2010 to 06 MAY 2010

ATIS 124.6
CLNC DEL 125.45
GND CON 121.9
HOBBY TOWER 118.7 256.9
HOUSTON DEP CON 132.25 285.425



TAKE-OFF MINIMUMS:
Rwys 12L, 12R, 30L, 30R, 35, standard.
Rwy 4, 200-1 or standard with minimum climb of 270′ per NM to 300.
Rwy 17, 200-1 or standard with minimum climb of 827′ per NM to 300.
Rwy 22, standard with minimum climb of 290′ per NM to 1500.

NOTE: Radar Required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)
(NOTES CONTINUED ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

Expect vectors to RAECN INT, maintain 5000', expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 to VELCO INT, then right turn via LFK R-082 and AEX R-265 to AEX VORTAC.

THE FOLLOWING TRANSITIONS ARE ATC ASSIGNED ONLY DO NOT FILE:

CRESTVIEW TRANSITION (AEX4.CEW): (For aircraft being weather rerouted to join a jet route off CEW VORTAC or overflying CEW VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC, then via GCV R-094 and CEW R-277 to CEW VORTAC.

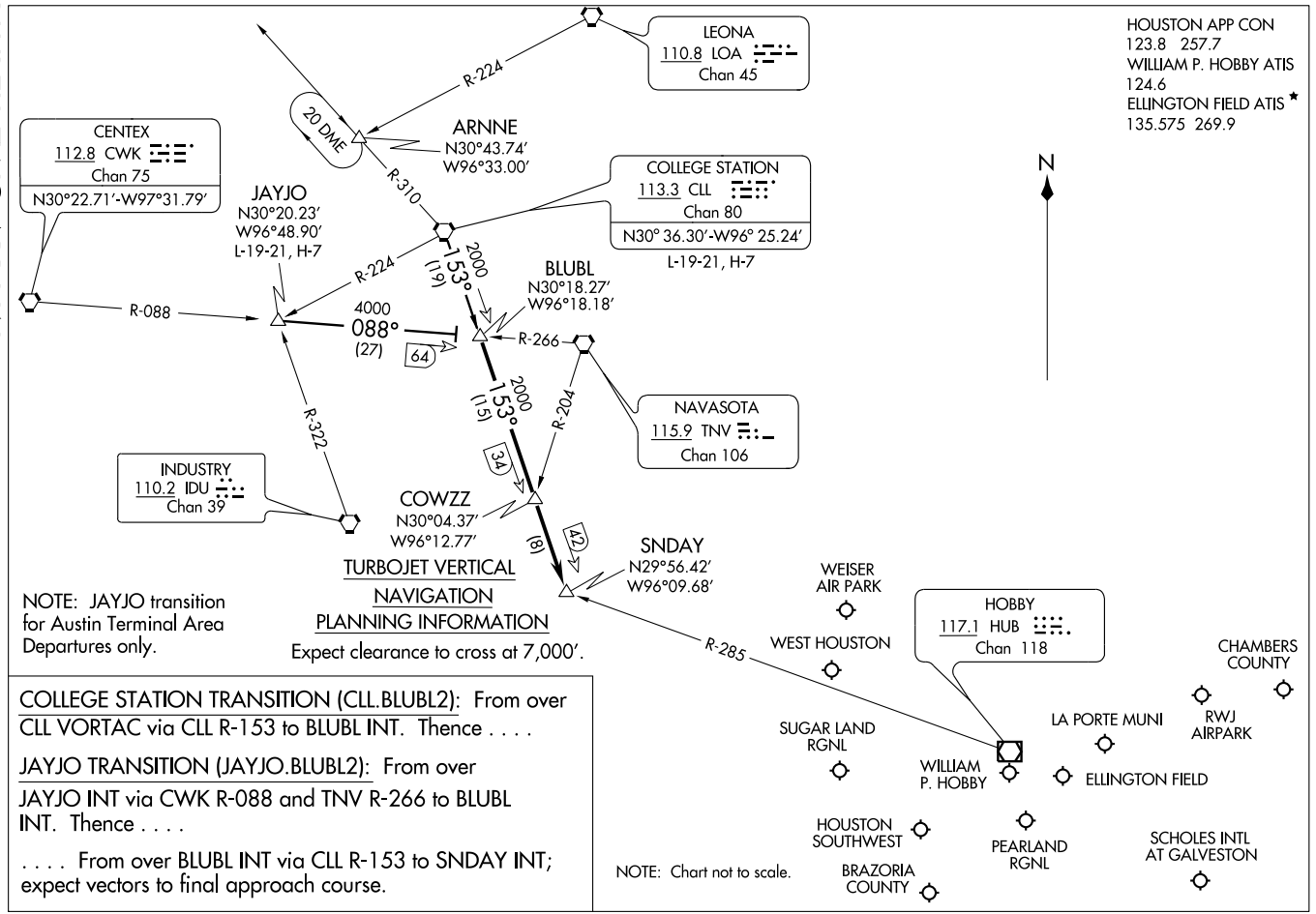
GREENE COUNTY TRANSITION (AEX4.GCV): (For aircraft being weather rerouted to join a jet route off GCV VORTAC or overflying GCV VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC.

MC COMB TRANSITION (AEX4.MCB): (For aircraft being weather rerouted to join a jet route off MCB VORTAC or overflying MCB VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC.

TAKE-OFF OBSTACLES:

Rwy 4, Pole 4403' from DER, 1069' right of centerline, 121' AGL/166' MSL.
Light on building 1562' from DER, 859' right of centerline, 59' AGL/103' MSL.
Building 3990' from DER, 1223' right of centerline, 139' AGL/174' MSL.
Light on flag pole 4618' from DER, 768' right of centerline, 117' AGL/161' MSL.
Rwy 12L, Antenna on hangar 1548' from DER, 424' left of centerline, 45' AGL/85' MSL.
Rwy 12R, Vehicle and road 514' from DER, 543' right of centerline, 17' AGL/55' MSL.
Tree 1217' from DER, 756' right of centerline, 43' AGL/89' MSL.
Fence 85' from DER, 492' left of centerline, 4' AGL/45' MSL.
Vehicle and road 176' from DER, 497' left of centerline, 17' AGL/55' MSL.
Pole 1011' from DER, 696' left of centerline, 33' AGL/73' MSL.
Tree 1256' from DER, 783' left of centerline, 38' AGL/78' MSL.
Rwy 17, Multiple poles beginning 606' from DER, 393' right of centerline, up to 79' AGL/124' MSL.
Crane 1795' from DER, 689' right of centerline, 100' AGL/150' MSL.
Antenna on building 620' from DER, 312' left of centerline, 27' AGL/72' MSL.
Multiple trees beginning 721' from DER, 260' left of centerline, up to 71' AGL/116' MSL.
Radar reflector 1214' from DER, 258' left of centerline, 32' AGL/77' MSL.
Rwy 22, Pole 727' from DER, 626' right of centerline, 28' AGL/77' MSL.
Tree 1310' from DER, 679' right of centerline, 27' AGL/76' MSL.
Antenna on light pole 1805' from DER, 968' right of centerline, 60' AGL/109' MSL.
Rwy 30L, Antenna on building 547' from DER, 274' right of centerline, 23' AGL/69' MSL.
Multiple poles beginning 341' from DER, 501' left of centerline, up to 39' AGL/84' MSL.
Multiple trees beginning 1392' from DER, 466' left of centerline, up to 78' AGL/118' MSL.
Rwy 30R, Pole 1096' from DER, 785' right of centerline, 29' AGL/75' MSL.
Antenna on building 500' from DER, 525' left of centerline, 33' AGL/69' MSL.
Rwy 35, Antenna on light pole 738' from DER, 519' right of centerline, 40' AGL/86' MSL.
Light pole 1119' from DER, 353' right of centerline, 31' AGL/77' MSL.
Antenna on building 66' from DER, 471' left of centerline, 33' AGL/69' MSL.

SC-5, 08 APR 2010 to 06 MAY 2010



COLLEGE STATION TRANSITION (CLL.BLUBL2): From over CLL VORTAC via CLL R-153 to BLUBL INT. Thence . . . .

JAYJO TRANSITION (JAYJO.BLUBL2): From over JAYJO INT via CWK R-088 and TNV R-266 to BLUBL INT. Thence . . . .

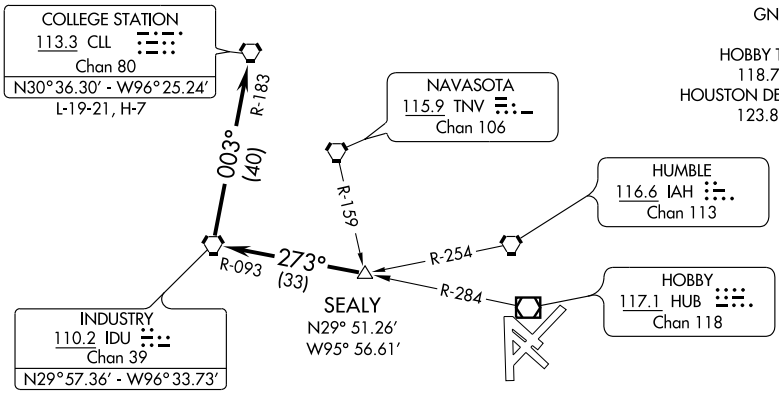
. . . . From over BLUBL INT via CLL R-153 to SNDAY INT; expect vectors to final approach course.

COLLEGE TWO DEPARTURE

SL-198 (FAA)

HOUSTON/ WILLIAM P. HOBBY (HOU)
HOUSTON, TEXAS

ATIS 124.6
CLNC DEL 125.45
GND CON 121.9
HOBBY TOWER 118.7 256.9
HOUSTON DEP CON 123.8 257.7



TAKE-OFF MINIMUMS:
Rwys 12L, 12R, 30L, 30R, 35 standard.
Rwy 4, 200-1 or standard with minimum climb of 270' per NM to 300'.
Rwy 17, 200-½ or standard with minimum climb of 827' per NM to 300'.
Rwy 22, standard with minimum climb of 290' per NM to 1500'.

NOTE: Radar Required.

(NOTES ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Expect vectors to SEALY INT, maintain 5000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IDU R-093 to IDU VORTAC, then right turn via IDU R-003 and CLL R-183 to CLL VORTAC.

SC-5, 08 APR 2010 to 06 MAY 2010

TAKE-OFF OBSTACLES:

Rwy 4, Pole 4403′ from DER, 1069′ right of centerline, 121′ AGL/166′ MSL. Light on building 1562′ from DER, 859′ right of centerline, 59′ AGL/103′ MSL. Building 3990′ from DER, 1223′ right of centerline, 139′ AGL/174′ MSL. Light on flagpole 4618′ from DER, 768′ right of centerline, 117′ AGL/161′ MSL.

Rwy 12L, Antenna on hangar 1548′ from DER, 424′ left of centerline, 45′ AGL/85′ MSL.

Rwy 12R, Vehicle and road 514′ from DER, 543′ right of centerline, 17′ AGL/55′ MSL. Tree 1217′ from DER, 756′ right of centerline, 43′ AGL/89′ MSL. Fence 85′ from DER, 492′ left of centerline, 4′ AGL/ 45′ MSL. Vehicle and road 176′ from DER, 497′ left of centerline, 17′ AGL/55′ MSL. Pole 1011′ from DER, 696′ left of centerline, 33′ AGL/73′ MSL. Tree 1256′ from DER, 783′ left of centerline, 38′ AGL/78′ MSL.

Rwy 17, Multiple poles beginning 606′ from DER, 393′ right of centerline, up to 79′ AGL/124′ MSL. Crane 1795′ from DER, 689′ right of centerline, 100′ AGL/150′ MSL. Antenna on building 620′ from DER, 312′ left of centerline, 27′ AGL/72′ MSL. Multiple trees beginning 721′ from DER, 260′ left of centerline, up to 71′ AGL/116′ MSL. Radar reflector 1214′ from DER, 258′ left of centerline, 32′ AGL/77′ MSL.

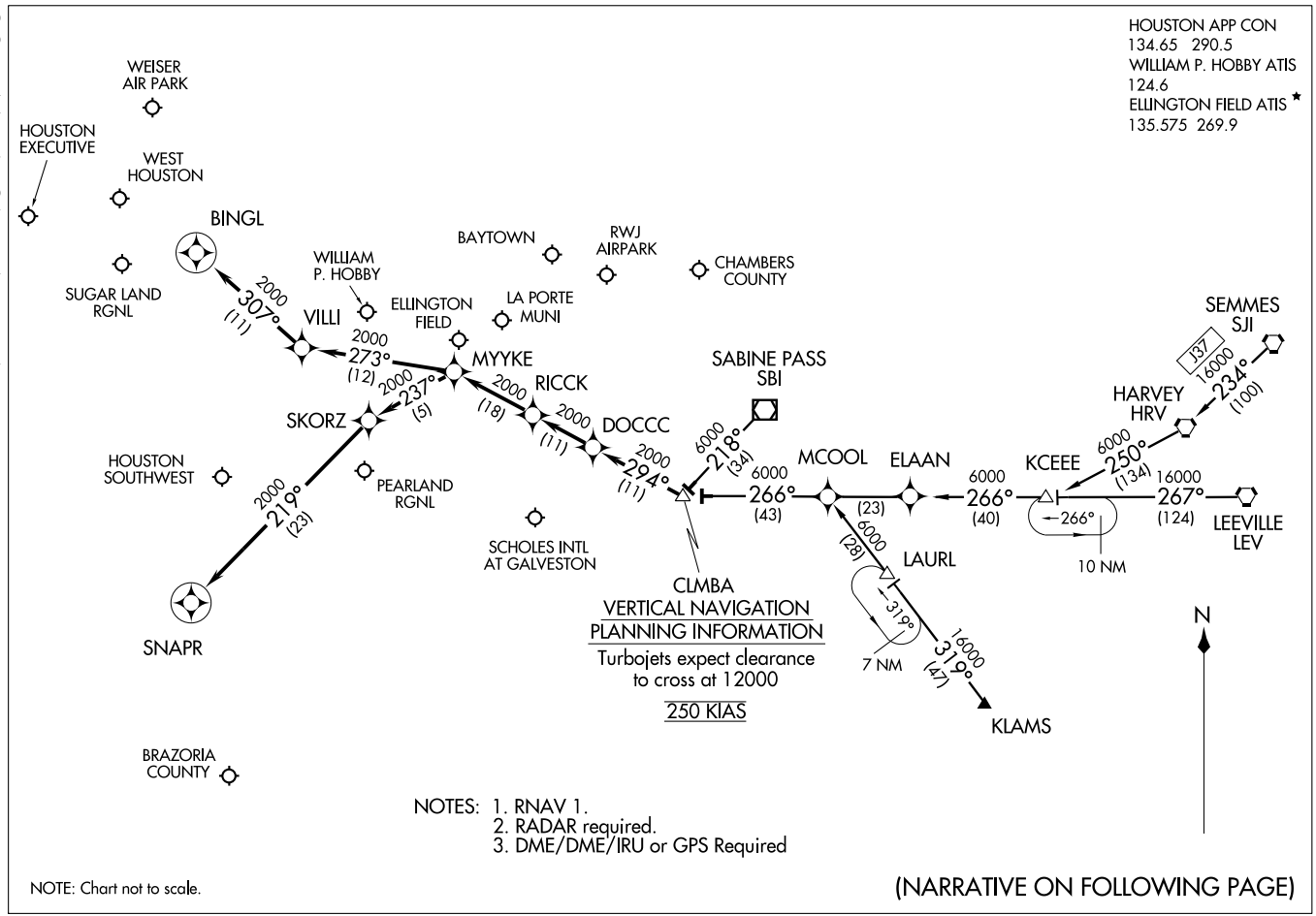
Rwy 22, Pole 727′ from DER, 626′ right of centerline, 28′ AGL/77′ MSL. Tree 1310′ from DER, 679′ right of centerline, 27′ AGL/76′ MSL. Antenna on light pole 1805′ from DER, 968′ right of centerline, 60′ AGL/109′ MSL.

Rwy 30L, Antenna on building 547′ from DER, 274′ right of centerline, 23′ AGL/69′ MSL. Multiple poles beginning 341′ from DER, 501′ left of centerline, up to 39′ AGL/84′ MSL. Multiple trees beginning 1392′ from DER, 466′ left of centerline, up to 78′ AGL/118′ MSL.

Rwy 30R, Pole 1096′ from DER, 785′ right of centerline, 29′ AGL/75′ MSL. Antenna on building 500′ from DER, 525′ left of centerline, 33′ AGL/69′ MSL.

Rwy 35, Antenna on light pole 738′ from DER, 519′ right of centerline, 40′ AGL/86′ MSL. Light pole 1119′ from DER, 353′ right of centerline, 31′ AGL/77′ MSL. Antenna on building 66′ from DER, 471′ left of centerline, 33′ AGL/69′ MSL.

SC-5, 08 APR 2010 to 06 MAY 2010



COLUMBIA ONE ARRIVAL (RNAV)

(CLMBA.CLMBA1) 09239

ST-198 (FAA)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)
KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF, and VUH must be operational.)
LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)
SABINE PASS TRANSITION (SBI.CLMBA1):
SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK . . . .

WILLIAM P. HOBBY/HOUSTON (HOU):

LANDING RUNWAY 4: . . . . From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

LANDING RUNWAY 12R: . . . . From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

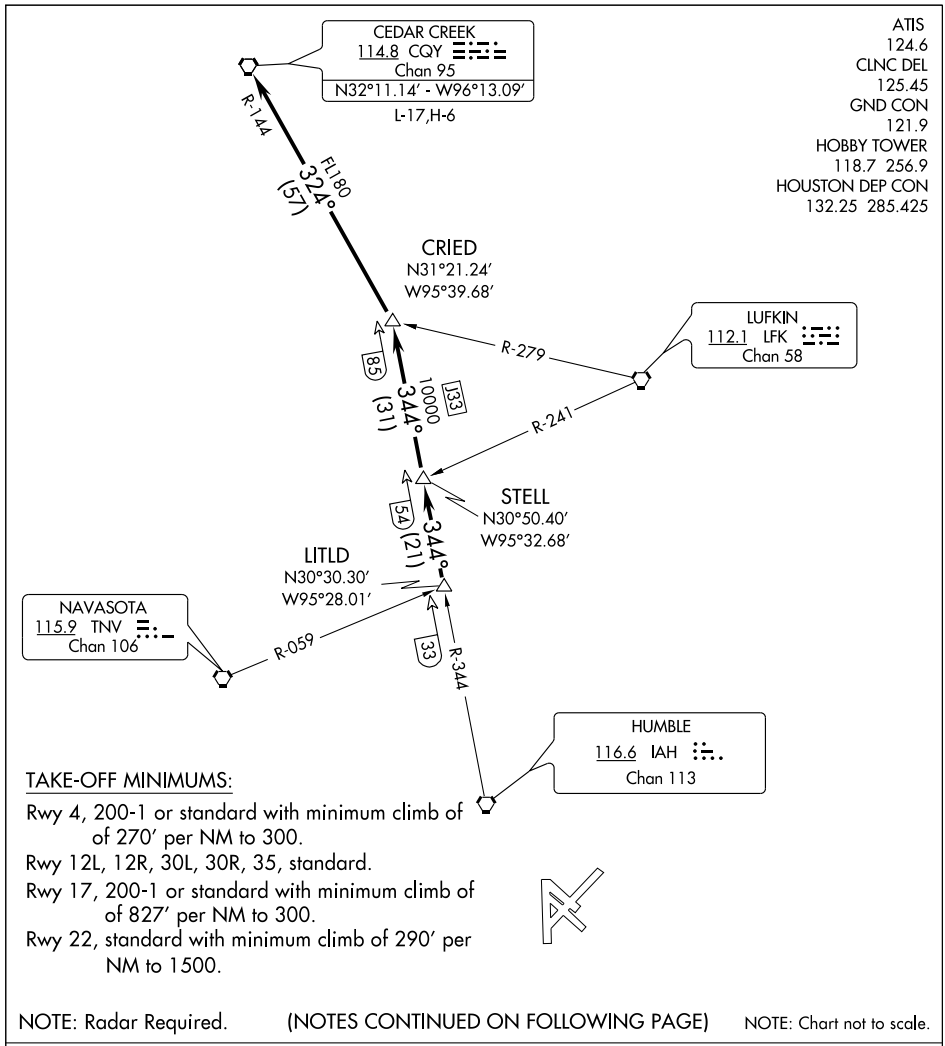
FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

SC-5, 08 APR 2010 to 06 MAY 2010

CRIED THREE DEPARTURE

SL-198 (FAA)

HOUSTON/ WILLIAM P. HOBBY (HOU)
HOUSTON, TEXAS



TAKE-OFF MINIMUMS:

Rwy 4, 200-1 or standard with minimum climb of of 270' per NM to 300.
Rwy 12L, 12R, 30L, 30R, 35, standard.
Rwy 17, 200-1 or standard with minimum climb of of 827' per NM to 300.
Rwy 22, standard with minimum climb of 290' per NM to 1500.

NOTE: Radar Required.

(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Expect vectors to LITLD INT, maintain 5,000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-344 to STELL INT, then via IAH R-344 to CRIED INT, then left turn via CQY R-144 to CQY VORTAC.

SC-5, 08 APR 2010 to 06 MAY 2010

TAKE-OFF OBSTACLES

Rwy 4, Pole 4403′, from DER, 1069′ right of centerline, 121′ AGL/166′ MSL. Light on building 1562′ from DER, 859′ right of centerline, 59′ AGL/103′ MSL. Building 3990′ from DER, 1223′ right of centerline, 139′ AGL/174′ MSL. Light on flagpole 4618′ from DER, 768′ right of centerline, 117′ AGL/161′ MSL.

Rwy 12L, Antenna on hanger, 1548′ from DER, 424′ left of centerline, 45′ AGL/85′ MSL.

Rwy 12R, Vehicle and road 514′ from DER, 543′ right of centerline, 17′ AGL/55′ MSL. Tree 1217′ from DER, 756′ right of centerline, 43′ AGL/89′ MSL. Fence 85′ from DER, 492′ left of centerline, 4′ AGL/45′ MSL. Vehicle and road 176′ from DER, 497′ left of centerline, 17′ AGL/55′ MSL. Pole 1011′ from DER, 696′ left of centerline, 33′ AGL/73′ MSL. Tree 1256′ from DER, 783′ left of centerline, 38′ AGL/78′ MSL.

Rwy 17, Multiple poles beginning 606′ from DER, 393′ right of centerline, up to 79′ AGL/124′ MSL. Crane 1795′ from DER, 689′ right of centerline, 100′ AGL/150′ MSL. Antenna on building, 620′ from DER, 312′ left of centerline, 27′ AGL/72′ MSL. Multiple trees beginning 721′ from DER, 260′ left of centerline, up to 71′ AGL/116′ MSL. Radar reflector, 1214′ from DER, 258′ left of centerline, 32′ AGL/77′ MSL.

Rwy 22, Antenna on light pole 1805′ from DER, 968′ right of centerline, 60′ AGL/109′ MSL. Pole, 727′ from DER, 626′ right of centerline, 28′ AGL/77′ MSL. Tree, 1310′ from DER, 679′ right of centerline, 27′ AGL/76′ MSL.

Rwy 30L, Multiple poles beginning 341′ from DER, 501′ left of centerline, up to 39′ AGL/84′ MSL. Antenna on building 547′ from DER, 274′ right of centerline, 23′ AGL/69′ MSL. Multiple trees beginning 1392′ from DER, 466′ left of centerline, up to 78′ AGL/118′ MSL.

Rwy 30R, Antenna on building, 500′ from DER, 525′ left of centerline, 33′ AGL/69′ MSL. Pole 1096′ from DER, 785′ right of centerline, 29′ AGL/75′ MSL.

Rwy 35, Antenna on light pole 738′ from DER, 519′ right of centerline, 40′ AGL/86′ MSL. Antenna on building 66′ from DER, 471′ left of centerline, 33′ AGL/69′ MSL. Light pole 1119′ from DER, 353′ right of centerline, 31′ AGL/77′ MSL.

DAISETTA EIGHT ARRIVAL (DAS.DAS8)

HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS *
135.575 269.9

NOTE: For all conventional navigation aircraft landing in the Houston terminal area. For all turboprops/pistons landing IAH. ATC assigned only for all others.

NOTE: For RNAV equipped aircraft landing IAH runways 8L/R and 9 from over DAETN INT direct JOESZ INT, expect vectors to final approach course prior to JOESZ INT, if not received by JOESZ INT fly present heading.

ELM GROVE
111.2 EMG
Chan 49
N32°24.01'-W93°35.71'
L-17, H-6

QUESO
N30°46.86'
W94°06.54'

BROWW
N30°54.22'
W93°52.20'

SAWMILL
113.75 SWB
Chan 84(Y)
N31°58.39' - W92°40.63'
L-22, H-6

LUFKIN
112.1 LFK
Chan 58
N31°09.74'
W94°43.02'
L-19-21, H-6

VIERA
N30°44.51'
W94°02.83'

TQELA
N30°32.39'
W93°46.23'

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40' -W92°30.06'
L-21-22, H-6

INDUSTRY
110.2 IDU
Chan 39

JOESZ
N30°06.40'
W95°46.72'

INNIS
N30°02.07'
W95°06.83'

REHAB
N29°59.59'
W95°14.25'

COMBS
N30°23.32'
W94°25.84'

DAETN
N30°06.31'
W94°54.07'

YAAOW
N29°53.12'
W95°10.69'

DRXLR
N29°45.59'
W95°13.92'

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

HUMBLE
116.6 IAH
Chan 113

HOBBY
117.1 HUB
Chan 118

DAISETTA
116.9 DAS
Chan 116
N30°11.38' -W94°38.70'

LAKE CHARLES
113.4 LCH
Chan 81
N30°08.49' -W93°06.33'
L-21-22, H-7

BEAUMONT
114.5 BPT
Chan 92
N29°56.76' -W94°00.97'

VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: 280K IAS
Expect clearance
to cross at 13,000'

RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

WEISER AIRPARK
WEST HOUSTON
HOUSTON EXECUTIVE
SUGAR LAND RGNL
LA PORTE MUNI
CHAMBERS COUNTY
WILLIAM P. HOBBY
BAYTOWN
RWJ AIRPARK
PEARLAND RGNL
ELLINGTON FIELD
HOUSTON-SOUTHWEST
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY

DAISETTA EIGHT ARRIVAL (DAS.DAS8)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence . . . .

SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

. . . . From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:

. . . . From DAETN INT fly heading 265° for vectors to final approach course.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

FOR ALL OTHER AIRPORTS:

. . . . From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.

SC-5, 08 APR 2010 to 06 MAY 2010

EL DORADO ONE DEPARTURE

SL-198 (FAA)

HOUSTON/ WILLIAM P. HOBBY (HOU)
HOUSTON, TEXAS

ATIS 124.6
CLNC DEL
125.45
GND CON
121.9
HOBBY TOWER
118.7 256.9
HOUSTON DEP CON
132.25 285.425

EL DORADO
115.5 ELD
Chan 102
N33°15.37′ - W92°44.64′
L-17, H-6

R-208

028° (143)

NOTE: Radar required.
NOTE: For aircraft destined MEM, or filed via Q32 or J42.

LUFKIN
112.1 LFK
Chan 58

R-066
R-082

ENJOY
N31°16.73′
W94°19.82′

028° (7) 9

VELCO
N31°10.67′
W94°24.55′

028° (56)

DARTR
N30°24.19′
W95°00.41′

RAECN
N30°05.08′
W95°14.95′

028° (23) 32

R-299

DAISETTA
116.9 DAS
Chan 116

R-254

9

R-028

HUMBLE
116.6 IAH
Chan 113

TAKE-OFF MINIMUMS:
Rwy 12L, 12R, 30L, 30R, 35, standard.
Rwy 4, 200-1 or standard with minimum climb of 270 ft per NM to 300.
Rwy 17, 200-1 or standard with minimum climb of 827 ft per NM to 300.
Rwy 22, standard with minimum climb of 290 ft per NM to 1500.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

Expect vectors to RAECN INT, maintain 5000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 and the ELD R-208 to ELD VORTAC.

TAKE-OFF OBSTACLES

Rwy 4, Pole 4403′ from DER, 1069′ right of centerline 121′ AGL/166′MSL. Light on building 1562′ from DER, 859′ right of centerline, 59′ AGL/103′ MSL. Building 3990′ from DER, 1223′ right of centerline, 139′ AGL/174′ MSL. Light on flag pole 4618′ from DER, 768′ right of centerline, 117′ AGL/161′ MSL.

Rwy 12L, Antenna on hanger 1548′ from DER, 424′ left of centerline, 45′ AGL/ 85′ MSL.

Rwy 12R, Vehicle and road 514′ from DER, 543′ right of centerline, 17′ AGL/55′ MSL. Tree 1217′ from DER, 756′ right of centerline, 43′ AGL/89′ MSL. Fence 85′ from DER, 492′ left of centerline, 4′ AGL/45′ MSL. Vehicle and road 176′ from DER, 497′ left of centerline, 17′ AGL/55′ MSL. Pole 1011′ from DER, 696′ left of centerline, 33′ AGL/73′ MSL. Tree 1256′ from DER, 783′ left of centerline, 38′ AGL/78′ MSL.

Rwy 17, Multiple poles beginning 606′ from DER, 393′ right of centerline, up to 79′ AGL/124′ MSL. Crane 1795′ from DER, 689′ right of centerline, 100′ AGL/150′ MSL. Antenna on building 620′ from DER, 312′ left of centerline, 27′ AGL/72′ MSL. Multiple trees beginning 721′ from DER, 260′ left of centerline, up to 71′ AGL/116′ MSL. Radar reflector 1214′ from DER, 258′ left of centerline, 32′ AGL/77′ MSL.

Rwy 22, Pole 727′ from DER, 626′ right of centerline, 28′ AGL/77′ MSL. Tree 1310′ from DER, 679′ right of centerline, 27′ AGL/76′ MSL. Antenna on light pole 1805′ from DER, 968′ right of centerline, 60′ AGL/109′ MSL.

Rwy 30L, Antenna on building 547′ from DER, 274′ right of centerline, 23′ AGL/69′ MSL. Multiple poles beginning 341′ from DER, 501′ left of centerline, up to 39′ AGL/84′ MSL. Multiple trees beginning 1392′ from DER, 466′ left of centerline, up to 78′ AGL/118′ MSL.

Rwy 30R, Pole 1096′ from DER, 785′ right of centerline, 29′ AGL/75′ MSL. Antenna on building 500′ from DER, 525′ left of centerline 33′ AGL/69′ MSL.

Rwy 35, Antenna on light pole 738′ from DER, 519′ right of centerline, 40′ AGL/86′ MSL. Light pole 1119′ from DER, 353′ right of centerline, 31′ AGL/77′ MSL. Antenna on building 66′ from DER, 471′ left of centerline, 33′ AGL/69′ MSL.

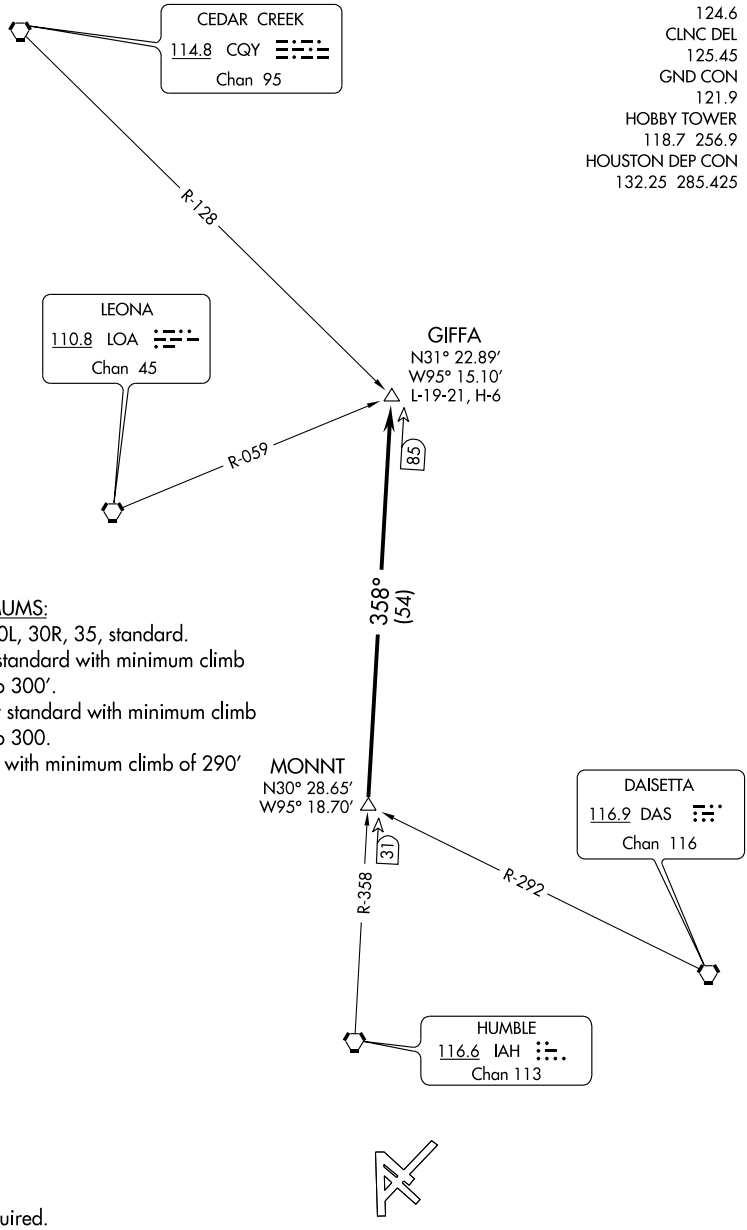
SC-5, 08 APR 2010 to 06 MAY 2010

GIFFA THREE DEPARTURE

SL-198 (FAA)

HOUSTON/ WILLIAM P. HOBBY (HOU)
HOUSTON, TEXAS

ATIS 124.6
CLNC DEL 125.45
GND CON 121.9
HOBBY TOWER 118.7 256.9
HOUSTON DEP CON 132.25 285.425



TAKE-OFF MINIMUMS:
Rwys 12L, 12R, 30L, 30R, 35, standard.
Rwy 4, 200-1 or standard with minimum climb of 270′ per NM to 300′.
Rwy 17, 200-1 or standard with minimum climb of 827′ per NM to 300.
Rwy 22, standard with minimum climb of 290′ per NM to 1500.

NOTE: Radar Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

Expect vectors to MONNT INT, maintain 5000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-358 to GIFFA INT.

TAKE-OFF OBSTACLES:

Rwy 4, Pole 4403′ from DER, 1069′ right of centerline, 121′ AGL/166′ MSL.
Light on building 1562′ from DER, 859′ right of centerline, 59′ AGL/103′ MSL.
Building 3990′ from DER, 1223′, right of centerline, 139′ AGL/174′ MSL.
Light on flagpole 4618′ from DER, 768′ right of centerline, 117′ AGL/161′ MSL.

Rwy 12L, Antenna on hangar 1548′ from DER, 424′ left of centerline, 45′ AGL/85′ MSL.

Rwy 12R, Vehicle and road 514′ from DER, 543′ right of centerline, 17′ AGL/55′ MSL.
Tree 1217′ from DER, 756′ right of centerline, 43′ AGL/89′ MSL.
Fence 85′ from DER, 492′ left of centerline, 4′ AGL/ 45′ MSL.
Vehicle and road 176′ from DER, 497′ left of centerline, 17′ AGL/55′ MSL.
Pole 1011′ from DER, 696′ left of centerline, 33′ AGL/73′ MSL.
Tree 1256′ from DER, 783′ left of centerline, 38′ AGL/78′ MSL.

Rwy 17, Multiple poles beginning 606′ from DER, 393′ right of centerline, up to 79′ AGL/124′ MSL.
Crane 1795′ from DER, 689′ right of centerline, 100′ AGL/150′ MSL.
Antenna on building 620′ from DER, 312′ left of centerline, 27′ AGL/72′ MSL.
Multiple trees beginning 721′ from DER, 260′ left of centerline, up to 71′ AGL/116′ MSL.
Radar reflector 1214′ from DER, 258′ left of centerline, 32′ AGL/77′ MSL.

Rwy 22, Pole 727′ from DER, 626′ right of centerline, 28′ AGL/77′ MSL.
Tree 1310′ from DER, 679′ right of centerline, 27′ AGL/76′ MSL.
Antenna on light pole 1805′ from DER, 968′ right of centerline, 60′ AGL/109′ MSL

Rwy 30L, Antenna on building 547′ from DER, 274′ right of centerline, 23′ AGL/69′ MSL.
Multiple poles beginning 341′ from DER, 501′ left of centerline, up to 39′ AGL/84′ MSL.
Multiple trees beginning 1392′ from DER, 466′ left of centerline, up to 78′ AGL/118′ MSL.

Rwy 30R, Pole 1096′ from DER, 785′ right of centerline, 29′ AGL/75′ MSL.
Antenna on building 500′ from DER, 525′ left of centerline, 33′ AGL/69′ MSL.

Rwy 35, Antenna on light pole 738′ from DER, 519′ right of centerline, 40′ AGL/86′ MSL.
Light pole 1119′ from DER, 353′ right of centerline, 31′ AGL/77′ MSL.
Antenna on building 66′ from DER, 471′ left of centerline, 33′ AGL/69′ MSL.

SC-5, 08 APR 2010 to 06 MAY 2010

LOC/DME I-HUB	APP CRS	Rwy Idg	7602
109.9	039°	TDZE	44
Chan 36		Apt Elev	46

ILS or LOC RWY 4

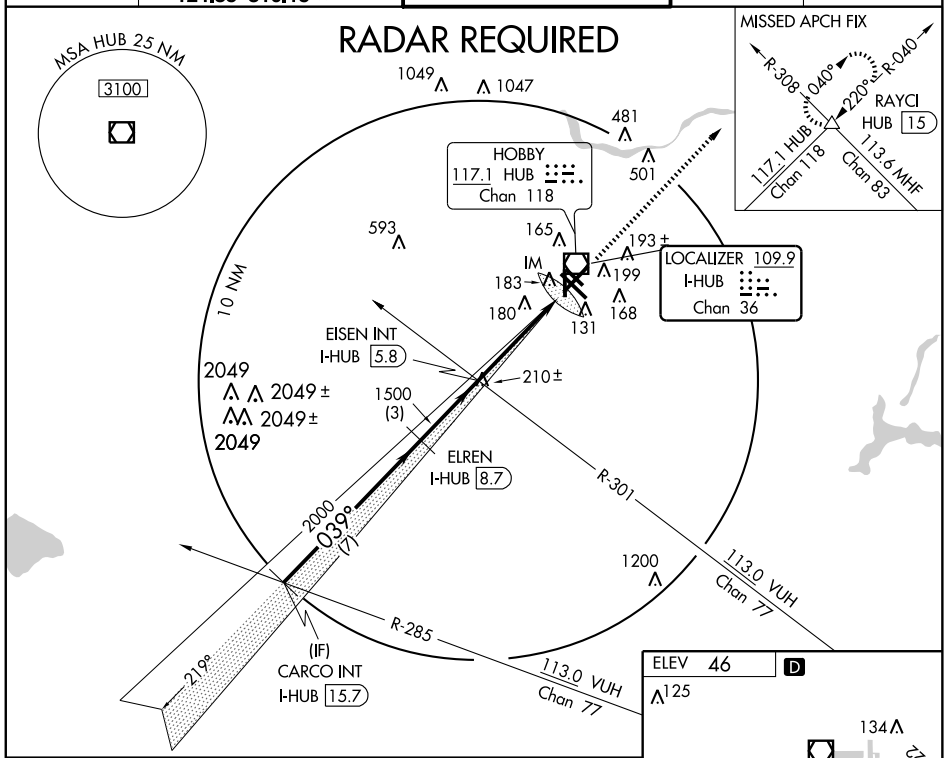
HOUSTON/ WILLIAM P. HOBBY (HOU)

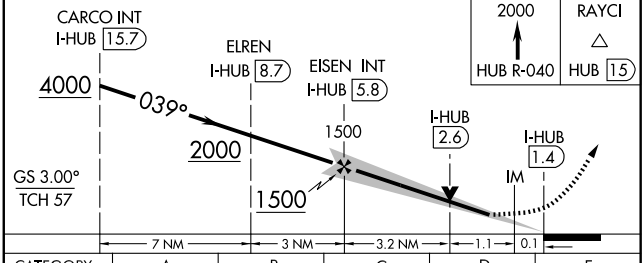
When ALSF-1 inoperative, increase visibility Cat E ILS ¼ mile, LOC ½ mile.

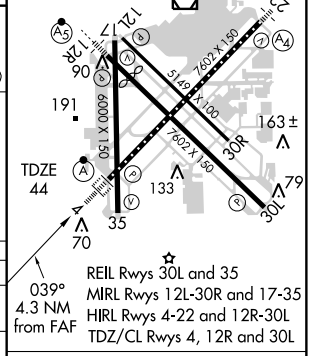
ALSF-2

MISSED APPROACH: Climb to 2000 via HUB R-040 to RAYCI INT/HUB 15 DME and hold.

ATIS	HOUSTON APP CON	HOBBY TOWER	GND CON	CLNC DEL
124.6	120.05 379.1 EAST 124.35 316.15 WEST	118.7 256.9	121.9	125.45







CATEGORY	A	B	C	D	E
S-ILS 4	244/18 200 (200-½)				244/24 200 (200-½)
S-LOC 4	480/24 436 (500-½)		480/40 436 (500-¾)	480/50 436 (500-1)	
CIRCLING	500-1 454 (500-1)		520-1½ 474 (500-1½)	600-2 554 (600-2)	860-3 814 (900-3)

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

SC-5, 08 APR 2010 to 06 MAY 2010

LOC/DME I-PRQ	APP CRS	Rwy Idg	6568
111.3	129°	TDZE	46
Chan 50		Apt Elev	46

ILS or LOC RWY 12R

HOUSTON/ WILLIAM P. HOBBY (HOU)

For inoperative MALSR, increase S-LOC 12R Cat A and B visibility to RVR 5000 and Cat E to 1¾. Inoperative table does not apply to S-ILS 12R. RADAR or DME required. When VGSI inop, cricling Rwy 35 NA at night.

MALS

MISSED APPROACH: Climb to 800 then climbing right turn to 2200 direct VUH VORTAC.

ATIS	HOUSTON APP CON	HOBBY TOWER	GND CON	CLNC DEL
124.6	120.05 379.1 EAST 124.35 316.15 WEST	118.7 256.9	121.9	125.45

RADAR REQUIRED

MSA HUB 25 NM
3100

HUMBLE
116.6 IAH
Chan 113

R-211

309°

JABBS INT
I-PRQ 14.8

2000
129°
(7.7)

1049
1047
345±
481
501

ROYCE
I-PRQ 7.1
RADAR

HOBBY
117.1 HUB
Chan 118

10 NM

165
193±
593
183
199
180
168
131

1051

LOCALIZER 111.3
I-PRQ
Chan 50

MISSED APCH FIX
SCHOLES
VUH
113.0
Chan 77

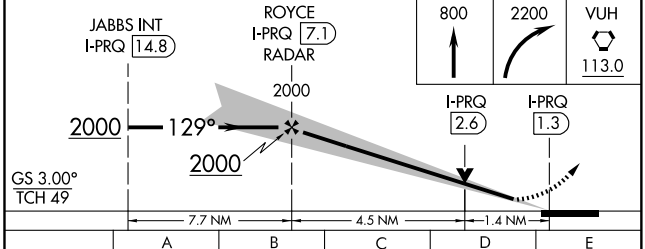
ELEV 46 D

125
129° 5.9 NM
from FAF
134
TDZE
46
191
163±
133
79
35
70
12L
12R
30R
30L
7602 X 150
5149 X 100
6000 X 150

TDZ/CL Rwys 4, 12R and 30L
REIL Rwys 30L and 35
HIRL Rwys 4-22 and 12R-30L
MIRL Rwys 12L-30R and 17-35

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58



	A	B	C	D	E
S-ILS 12R	296/40 250 (300-¾)				
S-LOC 12R	540/40 494 (500-¾)			540/50 494 (500-1)	540/60 494 (500-1¼)
CIRCLING	540-1 494 (500-1)		540-1½ 494 (500-1½)	600-2 554 (600-2)	860-3 814 (900-3)

SC-5, 08 APR 2010 to 06 MAY 2010

HOUSTON, TEXAS

AL-198 (FAA)

09351

LOC/DME I-HUB	APP CRS	Rwy Idg	7602
109.9	039°	TDZE	44
Chan 36		Apt Elev	46

ILS RWY 4 (CAT II)

HOUSTON/ WILLIAM P. HOBBY (HOU)

ALSF-2

MISSED APPROACH: Climb to 2000 via HUB R-040 to RAYCI INT/HUB 15 DME and hold.

ATIS	HOUSTON APP CON	HOBBY TOWER	GND CON	CLNC DEL
124.6	120.05 379.1 EAST 124.35 316.15 WEST	118.7 256.9	121.9	125.45

RADAR REQUIRED

MSA HUB 25 NM
3100

10 NM

1049 1047 481 501 593 165 193± 199 183 180 168 131

HOBBY
117.1 HUB
Chan 118

LOCALIZER 109.9
I-HUB
Chan 36

IM

EISEN INT
I-HUB 5.8

2049 2049 2049± 2049

1500 (3)

210±

ELREN
I-HUB 8.7

2000 (7)

039°

R-301

1200

113.0 VUH
Chan 77

R-285

219°

(IF)
CARCO INT
I-HUB 15.7

MISSED APCH FIX

R-308 040° 220° R-040

RAYCI
HUB 15

117.1 HUB
Chan 118

113.6 MHF
Chan 83

CARCO INT
I-HUB 15.7

ELREN
I-HUB 8.7

EISEN INT
I-HUB 5.8

4000

039°

2000

1500

DH
RA 100

IM

MSL 44

GS 3.00°
TCH 57

7 NM 3 NM 4.2 NM 862' 1080'

2000	RAYCI
HUB R-040	HUB 15

CATEGORY	A	B	C	D
S-ILS 4	RA 100/12 100 DA 144			

ELEV 46 D

125 134 121 127 90 191 163± 133 79 35 70

7602 X 150
5149 X 100
6000 X 150
7602 X 150

TDZE 44

REIL Rwys 30L and 35
MIRL Rwys 12L-30R and 17-35
HIRL Rwys 4-22 and 12R-30L
TDZ/CL Rwys 4, 12R and 30L

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-5, 08 APR 2010 to 06 MAY 2010

HOUSTON, TEXAS

AL-198 (FAA)

09351

LOC/DME I-HUB	APP CRS	Rwy Idg	7602
109.9	039°	TDZE	44
Chan 36		Apt Elev	46

ILS RWY 4 (CAT III)

HOUSTON/ WILLIAM P. HOBBY (HOU)

ALSF-2

MISSED APPROACH: Climb to 2000 via HUB R-040 to RAYCI INT/HUB 15 DME and hold.

ATIS	HOUSTON APP CON	HOBBY TOWER	GND CON	CLNC DEL
124.6	120.05 379.1 EAST 124.35 316.15 WEST	118.7 256.9	121.9	125.45

RADAR REQUIRED

MSA HUB 25 NM
3100

10 NM

HOBBY
117.1 HUB
Chan 118

LOCALIZER 109.9
I-HUB
Chan 36

EISEN INT
I-HUB 5.8

ELREN
I-HUB 8.7

CARCO INT
I-HUB 15.7

(IF)

039°

219°

R-301

R-285

113.0 VUH
Chan 77

MISSED APCH FIX

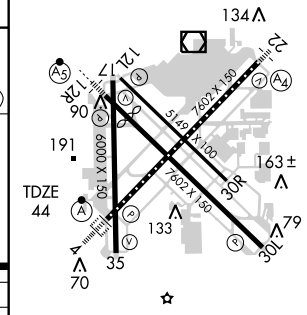
R-308 040° 220° R-040

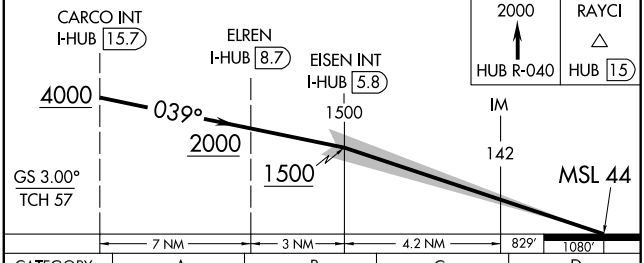
RAYCI
HUB 15

117.1 HUB
Chan 118

113.6 MHF
Chan 83

ELEV 46 D





CATEGORY	A	B	C	D
S-ILS 4	CAT IIIa RVR 07			
S-ILS 4	CAT IIIb RVR 06			
S-ILS 4	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

REIL Rwys 30L and 35
MIRL Rwys 12L-30R and 17-35
HIRL Rwys 4-22 and 12R-30L
TDZ/CL Rwys 4, 12R and 30L

SC-5, 08 APR 2010 to 06 MAY 2010

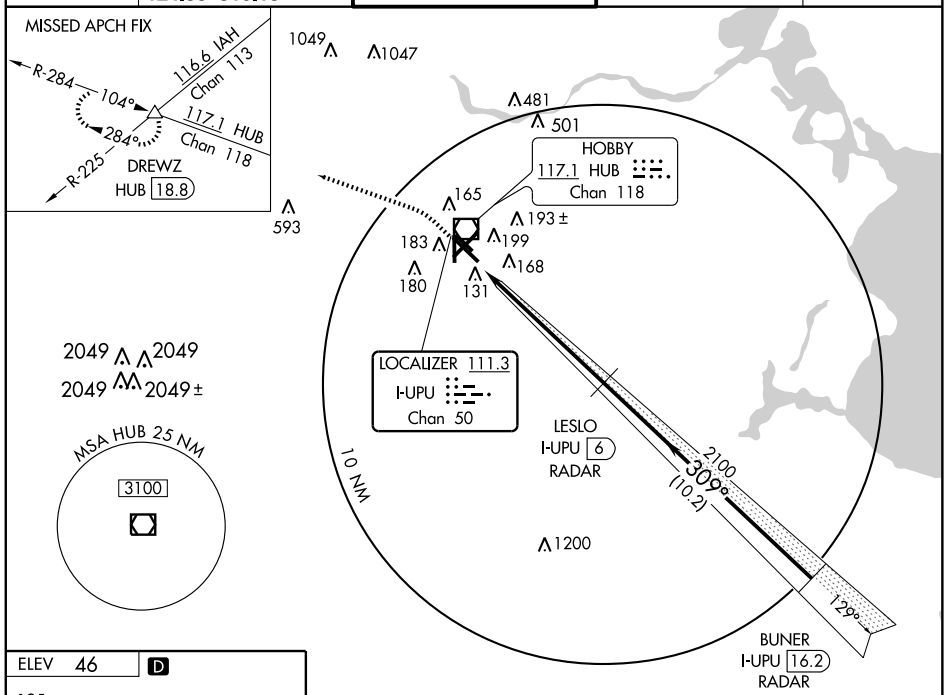
LOC I-UPU	APP CRS	Rwy Idg	7602
111.3	309°	TDZE	43
Chan 50		Apt Elev	46

ILS RWY 30L

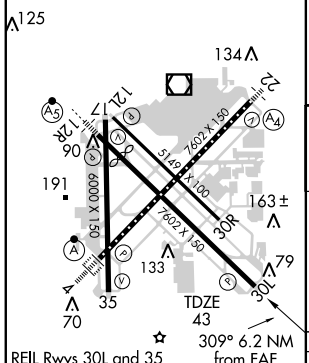
HOUSTON/ WILLIAM P. HOBBY (HOU)

MISSED APPROACH: Climb to 800, then climbing left turn to 2000 via HUB VOR/DME R-284 to DREWZ INT/HUB 18.8 DME and hold.

ATIS	HOUSTON APP CON	HOBBY TOWER	GND CON	CLNC DEL
124.6	120.05 379.1 EAST 124.35 316.15 WEST	118.7 256.9	121.9	125.45



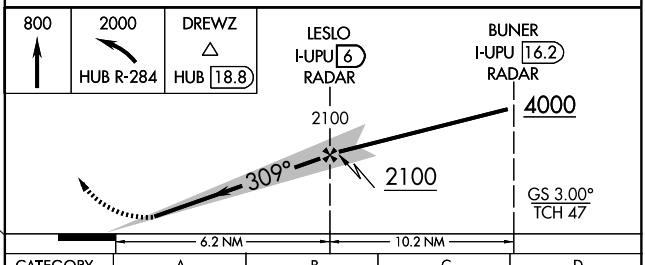
RADAR REQUIRED



REIL Rwys 30L and 35
HIRL Rwys 4-22 and 12R-30L
MIRL Rwys 12L-30R and 17-35
TDZ/CL Rwys 4, 12R and 30L

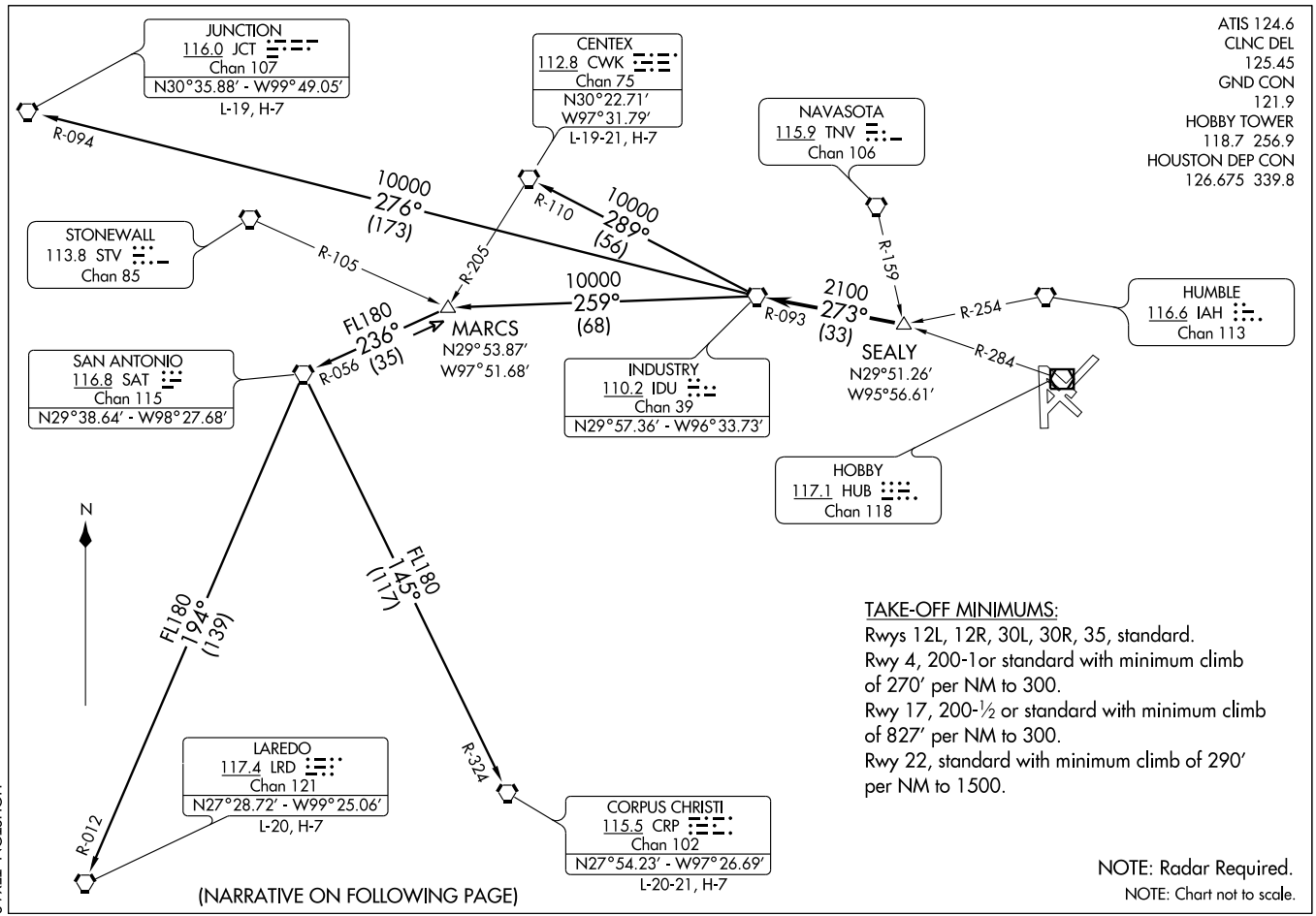
FAF to MAP 6.2 NM

Knots	60	90	120	150	180
Min:Sec	6:12	4:08	3:06	2:29	2:04



CATEGORY	A	B	C	D
S-ILS 30L	243/40		200 (200-¾)	
S-LOC 30L	480/50	437 (500-1)	480/60 437 (500-1¼)	480-1½ 437 (500-1½)
CIRCLING	560-1	514 (600-1)	560-1½ 514 (600-1½)	600-2 554 (600-2)

SC-5, 08 APR 2010 to 06 MAY 2010



INDUSTRY THREE DEPARTURE (IDU3.IDU) 08213

SL-198 (FAA)

HOUSTON/WILLIAM P. HOBBY (HOU)
HOUSTON, TEXAS

INDUSTRY THREE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Expect vectors to Sealy INT. Maintain 5000 feet. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IDU R-093 to IDU VORTAC.

CENTEX TRANSITION (IDU3.CWK): (ATC assigned only. For aircraft inbound to the DFW Metroplex area that are being rerouted due to bad weather.) From over IDU VORTAC via IDU R-289 and CWK R-110 to CWK VORTAC.

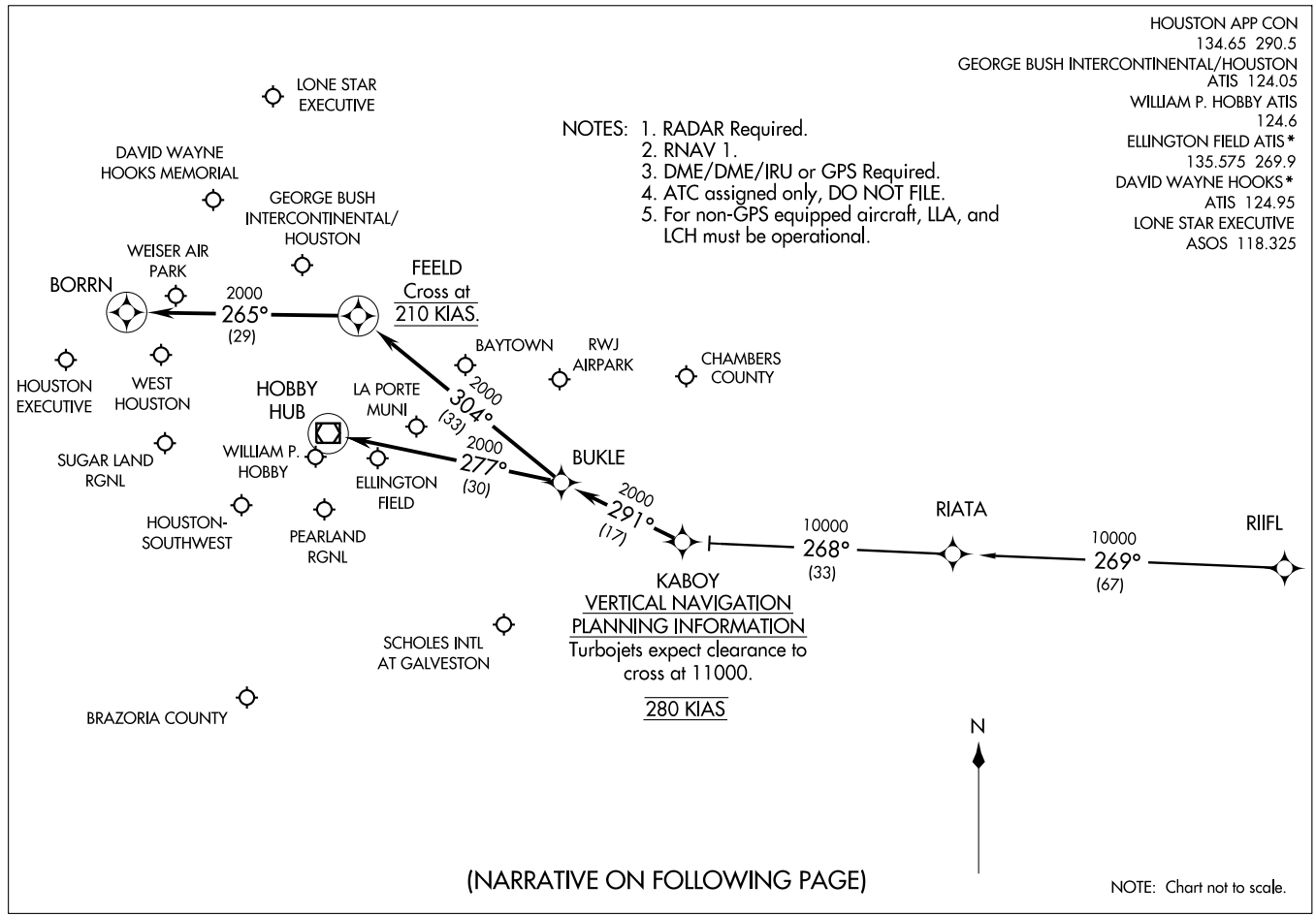
CORPUS CHRISTI TRANSITION (IDU3.CRP): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-145 and CRP R-324 to CRP VORTAC.

JUNCTION TRANSITION (IDU3.JCT): (For aircraft overflying JCT VORTAC via J2, J15, or J86.) From over IDU VORTAC via IDU R-276 and JCT R-094 to JCT VORTAC.

LAREDO TRANSITION (IDU3.LRD): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-194 and LRD R-012 to LRD VORTAC.

TAKE-OFF OBSTACLES:
Rwy 4, Pole 4403′ from DER, 1069′ right of centerline, 121′ AGL/166′ MSL. Light on building 1562′ from DER, 859′ right of centerline, 59′ AGL/103′ MSL. Building 3990′ from DER, 1223′, right of centerline, 139′ AGL/174′ MSL. Light on flagpole 4618′ from DER, 768′ right of centerline, 117′ AGL/161′ MSL. Rwy 12L, Antenna on hangar 1548′ from DER, 424′ left of centerline, 45′ AGL/85′ MSL. Rwy 12R, Vehicle and road 514′ from DER, 543′ right of centerline, 17′ AGL/55′ MSL. Tree 1217′ from DER, 756′ right of centerline, 43′ AGL/89′ MSL. Fence 85′ from DER, 492′ left of centerline, 4′ AGL/ 45′ MSL. Vehicle and road 176′ from DER, 497′ left of centerline, 17′ AGL/55′ MSL. Pole 1011′ from DER, 696′ left of centerline, 33′ AGL/73′ MSL. Tree 1256′ from DER, 783′ left of centerline, 38′ AGL/78′ MSL. Rwy 17, Multiple poles beginning 606′ from DER, 393′ right of centerline, up to 79′ AGL/124′ MSL. Crane 1795′ from DER, 689′ right of centerline, 100′ AGL/150′ MSL. Antenna on building 620′ from DER, 312′ left of centerline, 27′ AGL/72′ MSL. Multiple trees beginning 721′ from DER, 260′ left of centerline, up to 71′ AGL/116′ MSL. Radar reflector 1214′ from DER, 258′ left of centerline, 32′ AGL/77′ MSL. Rwy 22, Pole 727′ from DER, 626′ right of centerline, 28′ AGL/77′ MSL. Tree 1310′ from DER, 679′ right of centerline, 27′ AGL/76′ MSL. Antenna on light pole 1805′ from DER, 968′ right of centerline, 60′ AGL/109′ MSL. Rwy 30L, Antenna on building 547′ from DER, 274′ right of centerline, 23′ AGL/69′ MSL. Multiple poles beginning 341′ from DER, 501′ left of centerline, up to 39′ AGL/84′ MSL. Multiple trees beginning 1392′ from DER, 466′ left of centerline, up to 78′ AGL/118′ MSL. Rwy 30R, Pole 1096′ from DER, 785′ right of centerline, 29′ AGL/75′ MSL. Antenna on building 500′ from DER, 525′ left of centerline, 33′ AGL/69′ MSL. Rwy 35, Antenna on light pole 738′ from DER, 519′ right of centerline, 40′ AGL/86′ MSL. Light pole 1119′ from DER, 353′ right of centerline, 31′ AGL/77′ MSL. Antenna on building 66′ from DER, 471′ left of centerline, 33′ AGL/69′ MSL.

SC-5, 08 APR 2010 to 06 MAY 2010


HOUSTON APP CON
134.65 290.5
GEORGE BUSH INTERCONTINENTAL/HOUSTON
ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS*
135.575 269.9
DAVID WAYNE HOOKS*
ATIS 124.95
LONE STAR EXECUTIVE
ASOS 118.325
(KABOY.KABOY1) 09071
KABOY ONE ARRIVAL (RNAV)
ST-5461(FAA)
HOUSTON, TEXAS
NOTES: 1. RADAR Required.
2. RNAV 1.
3. DME/DME/IRU or GPS Required.
4. ATC assigned only, DO NOT FILE.
5. For non-GPS equipped aircraft, LLA, and LCH must be operational.
LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIR PARK
BORRN
2000
265°
(29)
FEELD
Cross at
210 KIAS.
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
HOUSTON EXECUTIVE
WEST HOUSTON
HOBBY HUB
LA PORTE MUNI
2000
304°
(33)
SUGAR LAND RGNL
WILLIAM P. HOBBY
2000
277°
(30)
ELLINGTON FIELD
BUKLE
2000
291°
(17)
HOUSTON-SOUTHWEST
PEARLAND RGNL
10000
268°
(33)
RIATA
10000
269°
(67)
RIIFL
KABOY
VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets expect clearance to cross at 11000.
280 KIAS
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY
N
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY1)

From KABOY via 291° track to BUKLE . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/8R, OR 9: . . . . From BUKLE via 304° track to FEELD, thence as depicted to BORRN. Expect vectors to final approach course prior to BORRN, if not received by BORRN, fly present heading.

ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO): . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

ALL OTHER AIRPORTS: . . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course prior to HUB VOR/DME.

LEONA SIX DEPARTURE

SL-198 (FAA)

HOUSTON/ WILLIAM P. HOBBY (HOU)
HOUSTON, TEXAS

ATIS 124.6
CLNC DEL
125.45
GND CON
121.9
HOBBY TOWER
118.7 256.9
HOUSTON DEP CON
132.25 285.425

ARDMORE
116.7 ADM
Chan 114
N34°12.70′ - W97°10.09′
L-17, H-6

TULSA
114.4 TUL
Chan 91
N36°11.78′ - W95°47.29′
L-15, H-6

BONHAM
114.6 BYP
Chan 93
N33°32.25′ - W96°14.05′
L-17, H-6

RANGER
115.7 FUZ
Chan 104
N32°53.37′ - W97°10.77′
L-17, H-6

CEDAR CREEK
114.8 CQY
Chan 95
N32°11.14′ - W96°13.09′

DOLEY
N32°11.35′
W96°23.08′

WACO
115.3 ACT
Chan 100
N31°39.74′ - W97°16.14′
L-19, H-6

LEONA
110.8 LOA
Chan 45
N31° 07.44′ - W95° 58.08′

WLLIS
N30°28.88′
W95°37.39′

HUMBLE
116.6 IAH
Chan 113

NAVASOTA
115.9 TNV
Chan 106

R-156
FL180
336°
(127)

R-130
FL180
310°
(58)

R-173
FL180
353°
(81)

R-265

R-163
10000
341°
(65)

10000
334°
(67)

R-147
4000
327°
(42)

R-055

R-330

TAKE-OFF MINIMUMS:
Rwy 12L, 12R, 30L, 30R, 35 standard.
Rwy 4, 200-1 or standard with minimum climb of 270′ per NM to 300.
Rwy 17, 200-1 or standard with minimum climb of 827′ per NM to 300.
Rwy 22, standard with minimum climb of 290′ per NM to 1500.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar required.

SC-5, 08 APR 2010 to 06 MAY 2010

LEONA SIX DEPARTURE

DEPARTURE ROUTE DESCRIPTION

Expect vectors to WLLIS INT, maintain 5000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via LOA R-147 to LOA VORTAC.

ARDMORE TRANSITION (LOA6.ADM): (For aircraft overflying North/Northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via ADM R-156 to ADM VORTAC.

BONHAM TRANSITION (LOA6.BYP): (For aircraft overflying/landing TUL VORTAC FL240 and above.) From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-353 and BYP R-173 to BYP VORTAC.

RANGER TRANSITION (LOA6.FUZ): (For aircraft overflying west/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via FUZ R-130 to FUZ VORTAC.

TAKE-OFF OBSTACLES:

Rwy 4, Pole 4403′ from DER, 1069′ right of centerline, 121′ AGL/166′ MSL. Light on building 1562′ from DER, 859′ right of centerline, 59′ AGL/103′ MSL. Building 3990′ from DER, 1223′ right of centerline, 139′ AGL/174′ MSL. Light on flag pole 4618′ from DER, 768′ right of centerline, 117′ AGL/161′ MSL.

Rwy 12L, Antenna on hangar 1548′ from departure end of runway, 424′ left of centerline, 45′ AGL/85′ MSL.

Rwy 12R, Vehicle and road 514′ from DER, 543′ right of centerline, 17′ AGL/55′ MSL. Tree 1217′ from DER, 756′ right of centerline, 43′ AGL/89′ MSL. Fence 85′ from DER, 492′ left of centerline, 4′ AGL/ 45′ MSL. Vehicle and road 176′ from DER, 497′ left of centerline, 17′ AGL/55′ MSL. Pole 1011′ from DER, 696′ left of centerline, 33′ AGL/73′ MSL. Tree 1256′ from DER, 783′ left of centerline, 38′ AGL/78′ MSL.

Rwy 17, Multiple poles beginning 606′ DER, 393′ right of centerline, up to 79′ AGL/124′ MSL. Crane 1795′ from DER, 689′ right of centerline, 100′ AGL/150′ MSL. Antenna on building 620′ from DER, 312′ left of centerline, 27′ AGL/72′ MSL. Multiple trees beginning 721′ from DER, 260′ left of centerline, up to 71′ AGL/116′ MSL. Radar reflector 1214′ from DER, 258′ left of centerline, 32′ AGL/77′ MSL.

Rwy 22, Antenna on light pole, 1805′ from DER, 968′ right of centerline, 60′ AGL/109′ MSL. Pole 727′ from DER, 626′ right of centerline, 28′ AGL/77′ MSL. Tree 1310′ from DER, 679′ right of centerline, 27′ AGL/76′ MSL.

Rwy 30L, Antenna on building 547′ from DER, 274′ right of centerline, 23′ AGL/69′ MSL. Multiple poles beginning 341′ from DER, 501′ left of centerline, up to 39′ AGL/84′ MSL. Multiple trees beginning 1392′ from DER, 466′ left of centerline, up to 78′ AGL/118′ MSL.

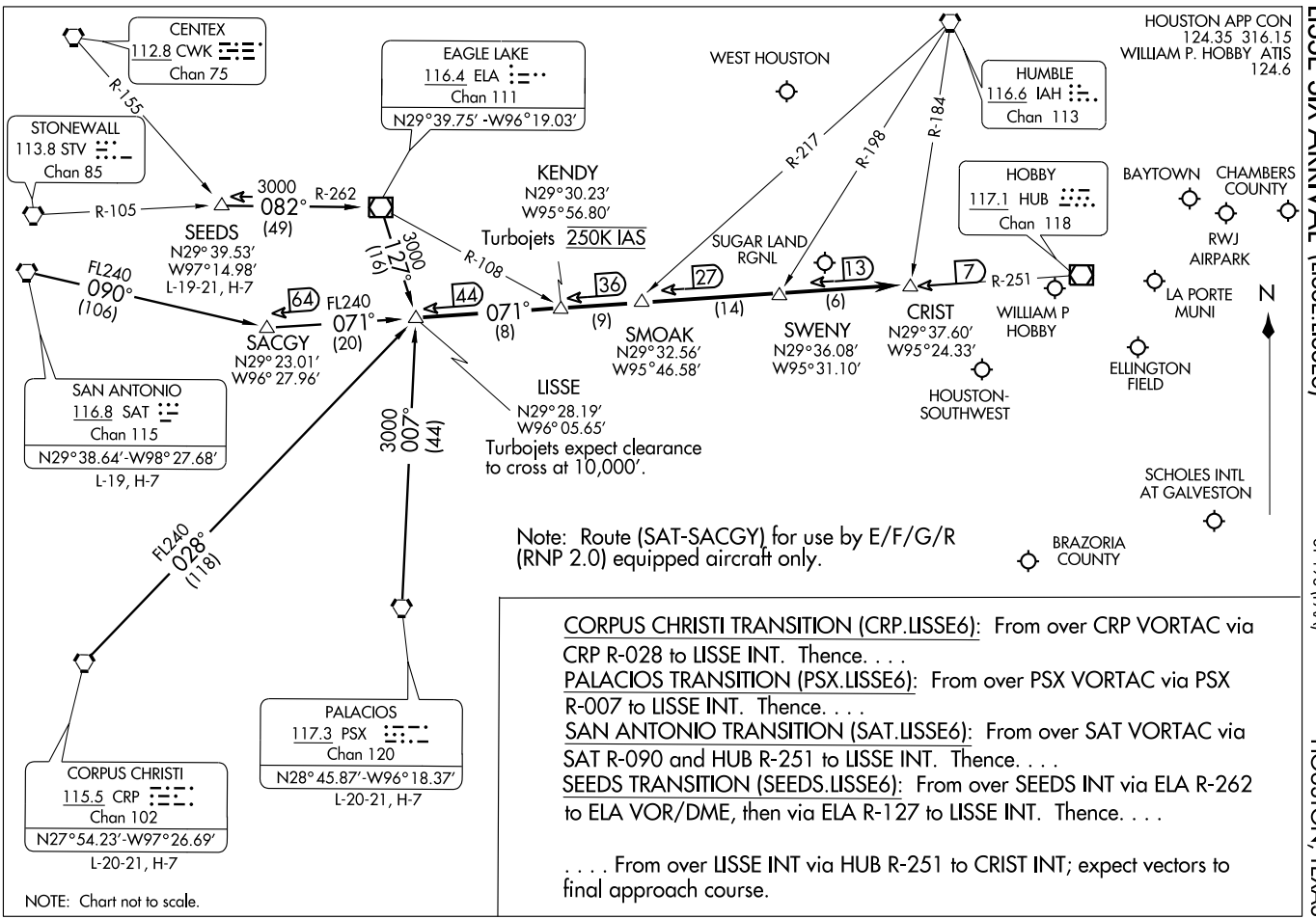
Rwy 30R, Antenna on building 500′ from DER, 525′ left of centerline, 33′ AGL/69′ MSL. Pole 1096′ from DER, 785′ right of centerline, 29′ AGL/75′ MSL.

Rwy 35, Antenna on light pole 738′ from DER, 519′ right of centerline, 40′ AGL/86′ MSL. Antenna on building 66′ from DER, 471′ left of centerline, 33′ AGL/69′ MSL. Light pole 1119′ from DER, 353′ right of centerline, 31′ AGL/77′ MSL.

SC-5, 08 APR 2010 to 06 MAY 2010

LISSE SIX ARRIVAL (LISSE.LISSE6)

HOUSTON, TEXAS



CORPUS CHRISTI TRANSITION (CRP.LISSE6): From over CRP VORTAC via CRP R-028 to LISSE INT. Thence. . . .

PALACIOS TRANSITION (PSX.LISSE6): From over PSX VORTAC via PSX R-007 to LISSE INT. Thence. . . .

SAN ANTONIO TRANSITION (SAT.LISSE6): From over SAT VORTAC via SAT R-090 and HUB R-251 to LISSE INT. Thence. . . .

SEEDS TRANSITION (SEEDS.LISSE6): From over SEEDS INT via ELA R-262 to ELA VOR/DME, then via ELA R-127 to LISSE INT. Thence. . . .

. . . . From over LISSE INT via HUB R-251 to CRIST INT; expect vectors to final approach course.

NOTE: Chart not to scale.

LOC I-OIB	APP CRS	Rwy Idg	7602
109.9	219°	TDZE	41
Chan 36		Apt Elev	46

LOC RWY 22

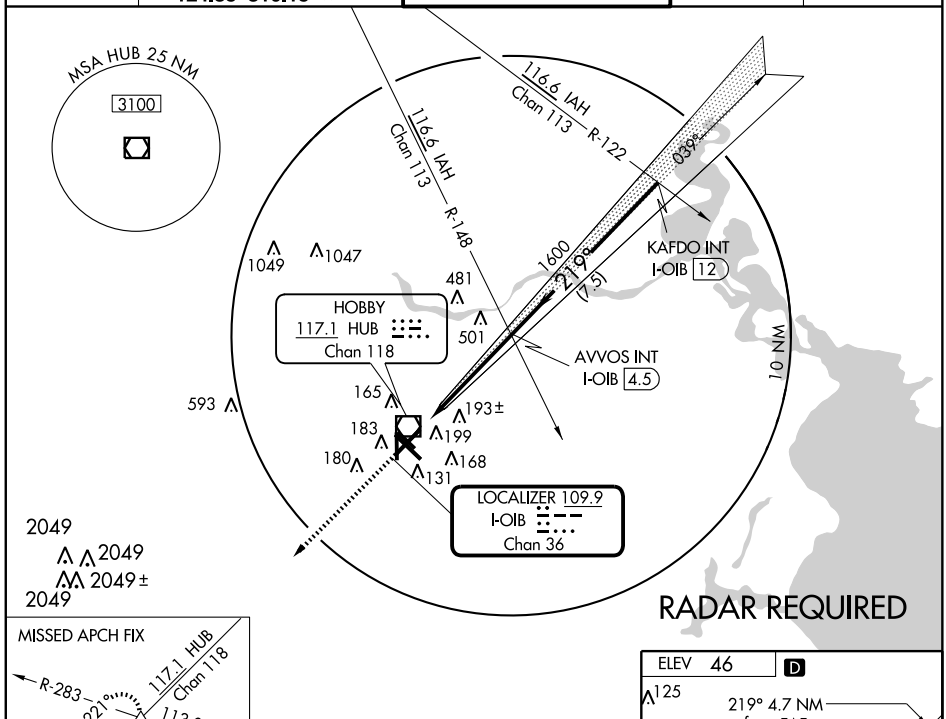
HOUSTON/WILLIAM P. HOBBY (HOU)

Inoperative table does not apply to Cat C.

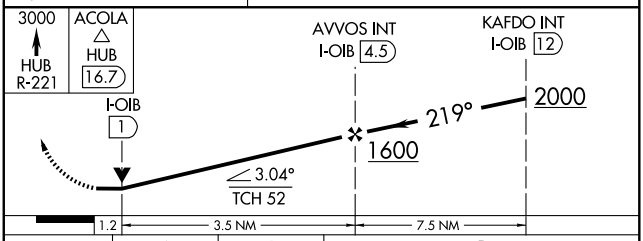
MALSR

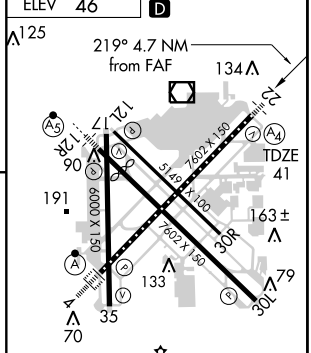
MISSED APPROACH: Climb to 3000 via HUB VOR/DME R-221 to ACOLA Int/HUB 16.7 DME and hold.

ATIS	HOUSTON APP CON	HOBBY TOWER	GND CON	CLNC DEL
124.6	120.05 379.1 EAST 124.35 316.15 WEST	118.7 256.9	121.9	125.45



1200





TDZ/CL Rwys 4, 12R, and 30L
REIL Rwys 30L and 35
HIRL Rwys 4-22 and 12R-30L
MIRL Rwys 12L-30R and 17-35

CATEGORY	A	B	C	D	E
S-22	460-¾ 419 (500-¾)		460-1¼ 419 (500-1¼)		
CIRCLING	520-1 474 (500-1)		520-1½ 474 (500-1½)	600-2 554 (600-2)	860-3 814 (900-3)

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

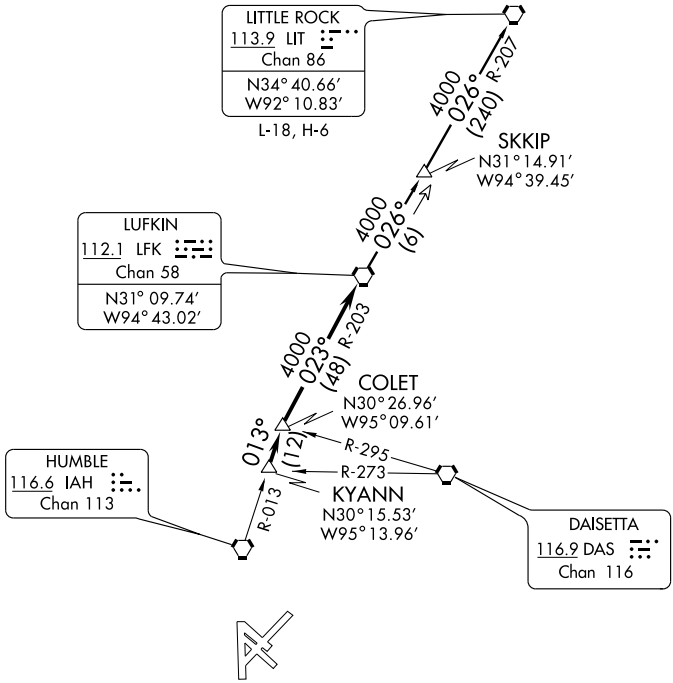
SC-5, 08 APR 2010 to 06 MAY 2010

LUFKIN FIVE DEPARTURE

SL-198 (FAA)

HOUSTON/ WILLIAM P. HOBBY (HOU)
HOUSTON, TEXAS

ATIS 124.6
CLNC DEL
125.45
GND CON
121.9
HOBBY TOWER
118.7 256.9
HOUSTON DEP CON
132.25 285.425



NOTE: Radar Required.
NOTE: For aircraft destined LIT, or overflying LIT or PXV.

TAKE-OFF MINIMUMS:
Rwy 4, 200-1 or standard with minimum climb of 270′ per NM to 300.
Rwys 12L, 12R, 30L, 30R, 35, standard.
Rwy 17, 200-1 or standard with minimum climb of 827′ per NM to 300.
Rwy 22, standard with a minimum climb of 290′ per NM to 1500.

(NOTES ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Expect vectors to KYANN INT, maintain 5000′, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-013 to COLET INT, then right turn via LFK R-203 to LFK VORTAC.

LITTLE ROCK TRANSITION (LFK5.LIT): From over LFK VORTAC via LFK R-026 to SKKIP INT, then via LIT R-207 to LIT VORTAC.

SC-5, 08 APR 2010 to 06 MAY 2010

TAKE-OFF OBSTACLES

Rwy 4, Pole 4403′ from DER, 1069′ right of centerline, 121′ AGL/166′ MSL. Light on building 1562′ from DER, 859′ right of centerline, 59′ AGL/103′ MSL. Building 3990′ from DER, 1223′, right of centerline, 139′ AGL/174′ MSL. Light on flagpole 4618′ from DER, 768′ right of centerline, 117′ AGL/161′ MSL.

Rwy 12L, Antenna on hangar 1548′ from DER, 424′ left of centerline, 45′ AGL/85′ MSL

Rwy 12R, Vehicle and road 514′ from DER, 543′ right of centerline, 17′ AGL/55′ MSL. Tree 1217′ from DER, 756′ right of centerline, 43′ AGL/89′ MSL. Fence 85′ from DER, 492′ left of centerline, 4′ AGL/ 45′ MSL. Vehicle and road 176′ from DER, 497′ left of centerline, 17′ AGL/55′ MSL. Pole 1011′ from DER, 696′ left of centerline, 33′ AGL/73′ MSL. Tree 1256′ from DER, 783′ left of centerline, 38′ AGL/78′ MSL.

Rwy 17, Multiple poles beginning 606′ from DER, 393′ right of centerline, up to 79′ AGL/124′ MSL. Crane 1795′ from DER, 689′ right of centerline, 100′ AGL/150′ MSL. Antenna on building 620′ from DER, 312′ left of centerline, 27′ AGL/72′ MSL. Multiple trees beginning 721′ from DER, 260′ left of centerline, up to 71′ AGL/116′ MSL. Radar reflector 1214′ from DER, 258′ left of centerline, 32′ AGL/77′ MSL.

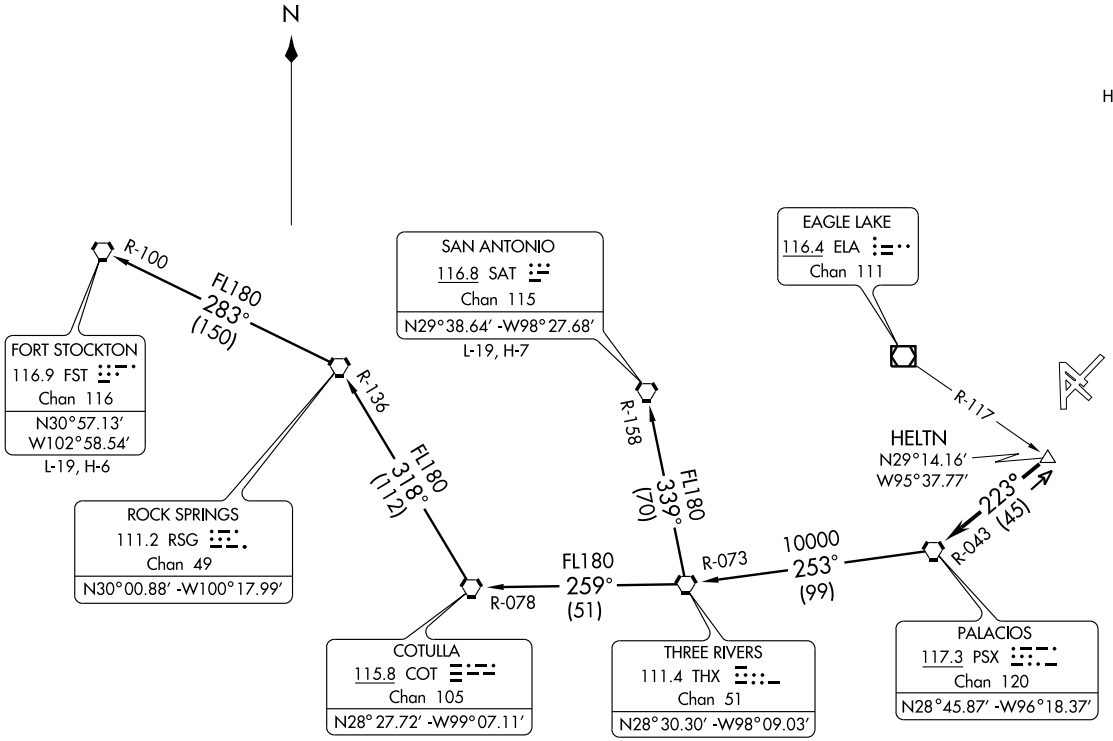
Rwy 22, Pole 727′ from DER, 626′ right of centerline, 28′ AGL/77′ MSL. Tree 1310′ from DER, 679′ right of centerline, 27′ AGL/76′ MSL. Antenna on light pole 1805′ from DER, 968′ right of centerline, 60′ AGL/109′ MSL.

Rwy 30L, Antenna on building 547′ from DER, 274′ right of centerline, 23′ AGL/69′ MSL. Multiple poles beginning 341′ from DER, 501′ left of centerline, up to 39′ AGL/84′ MSL. Multiple trees beginning 1392′ from DER, 466′ left of centerline, up to 78′ AGL/118′ MSL.

Rwy 30R, Pole 1096′ from DER, 785′ right of centerline, 29′ AGL/75′ MSL. Antenna on building 500′ from DER, 525′ left of centerline, 33′ AGL/69′ MSL.

Rwy 35, Antenna on light pole 738′ from DER, 519′ right of centerline, 40′ AGL/86′ MSL. Light pole 1119′ from DER, 353′ right of centerline, 31′ AGL/77′ MSL. Antenna on building 66′ from DER, 471′ left of centerline, 33′ AGL/69′ MSL.

ATIS 124.6
CLNC DEL
125.45
GND CON
121.9
HOBBY TOWER
118.7 256.9
HOUSTON DEP CON
127.125 269.075



TAKE-OFF MINIMUMS:
Rwys 12L, 12R, 30L, 30R, 35, standard.
Rwy 4, 200-1 or standard with minimum climb of 270′ per NM to 300.
Rwy 17, 200-1 or standard with minimum climb of 827′ per NM to 300.
Rwy 22 standard with minimum climb of 290′ per NM to 1500.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar Required
NOTE: Chart not to scale

PALACIOS THREE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

Expect vectors to HELTN INT, maintain 5000'. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via PSX R-043 to PSX VORTAC.

FORT STOCKTON TRANSITION (PSX3.FST): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-259 and COT R-078 to COT VORTAC, then via COT R-318 and RSG R-136 to RSG VORTAC, then via RSG R-283 and FST R-100 to FST VORTAC.

SAN ANTONIO TRANSITION (PSX3.SAT): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-339 and SAT R-158 to SAT VORTAC.

TAKE-OFF OBSTACLES:

Rwy 4, Pole 4403' from DER, 1069' right of centerline, 121' AGL/166' MSL.
Light on building 1562' from DER, 859' right of centerline, 59' AGL/103' MSL.
Building 3990' from DER, 1223' right of centerline, 139' AGL/174' MSL.
Light on flagpole 4618' from DER, 768' right of centerline, 117' AGL/161' MSL.

Rwy 12L, Antenna on hangar 1548' from DER, 424' left of centerline, 45' AGL/85' MSL.

Rwy 12R, Vehicle on road 514' from DER, 543' right of centerline, 17' AGL/55' MSL.
Tree 1217' from DER, 756' right of centerline, 43' AGL/89' MSL.
Fence 85' from DER, 492' left of centerline, 4' AGL/45' MSL.
Vehicle and road 176' from DER, 497' left of centerline, 17' AGL/55' MSL.
Pole 1011' from DER, 696' left of centerline, 33' AGL/73' MSL.
Tree 1256' from DER, 783' left of centerline, 38' AGL/78' MSL.

Rwy 17, Multiple poles beginning 606' from DER, 393' right of centerline, up to 79' AGL/124' MSL.
Crane 1795' from DER, 689' right of centerline, 100' AGL/150' MSL.
Antenna on building 620' from DER, 312' left of centerline, 27' AGL/72' MSL.
Multiple trees beginning 721' from DER, 260' left of centerline, up to 71' AGL/116' MSL.
Radar reflector 1214' from DER, 258' left of centerline, 32' AGL/77' MSL.

Rwy 22, Pole 727' from DER, 626' right of centerline, 28' AGL/77' MSL.
Tree 1310' from DER, 679' right of centerline, 27' AGL/76' MSL.
Antenna on light pole 1805' from DER, 968' right of centerline, 60' AGL/109' MSL.

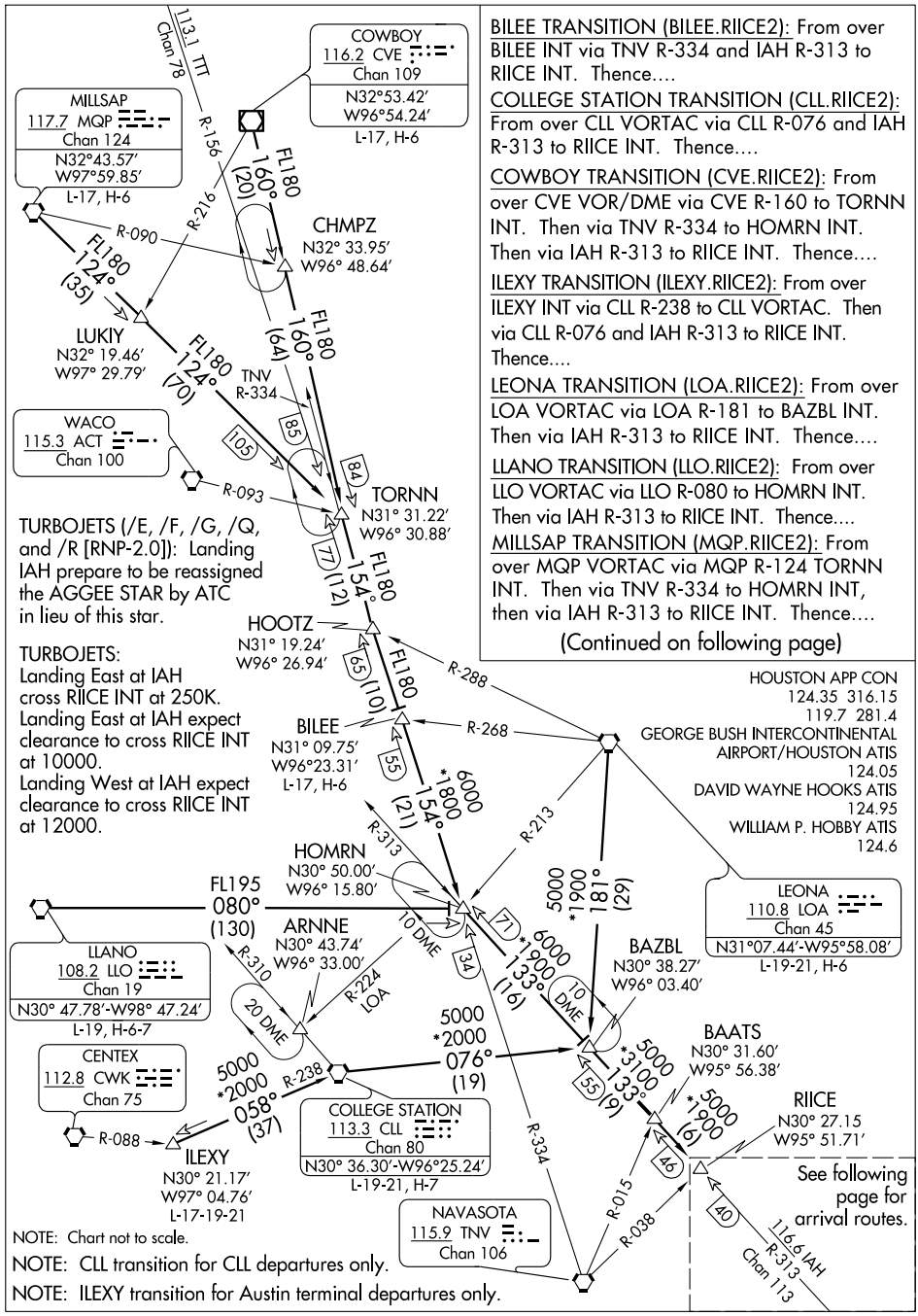
Rwy 30L, Antena on building 547' from DER, 274' right of centerline, 23' AGL/69' MSL.
Multiple poles beginning 341' from DER, 501' left of centerline, up to 39' AGL/84' MSL.
Multiple trees beginning 1392' from DER, 466' left of centerline, up to 78' AGL/118' MSL.

Rwy 30R, Pole 1096' from DER, 785' right of centerline, 29' AGL/75' MSL.
Antenna on building 500' from DER, 525' left of centerline, 33' AGL/69' MSL.

Rwy 35, Antenna on light pole 738' from DER, 519' right of centerline, 40' AGL/86' MSL.
Light pole 1119' from DER, 353' right of centerline, 31' AGL/77' MSL.
Antenna on building 66' from DER, 471' left of centerline, 33' AGL/69' MSL.

RIICE TWO ARRIVAL Transition Routes

HOUSTON, TEXAS



BILEE TRANSITION (BILEE.RIICE2): From over BILEE INT via TNV R-334 and IAH R-313 to RIICE INT. Thence....

COLLEGE STATION TRANSITION (CLL.RIICE2): From over CLL VORTAC via CLL R-076 and IAH R-313 to RIICE INT. Thence....

COWBOY TRANSITION (CVE.RIICE2): From over CVE VOR/DME via CVE R-160 to TORNN INT. Then via TNV R-334 to HOMRN INT. Then via IAH R-313 to RIICE INT. Thence....

ILEXY TRANSITION (ILEXY.RIICE2): From over ILEXY INT via CLL R-238 to CLL VORTAC. Then via CLL R-076 and IAH R-313 to RIICE INT. Thence....

LEONA TRANSITION (LOA.RIICE2): From over LOA VORTAC via LOA R-181 to BAZBL INT. Then via IAH R-313 to RIICE INT. Thence....

LLANO TRANSITION (LLO.RIICE2): From over LLO VORTAC via LLO R-080 to HOMRN INT. Then via IAH R-313 to RIICE INT. Thence....

MILLSAP TRANSITION (MQP.RIICE2): From over MQP VORTAC via MQP R-124 TORNN INT. Then via TNV R-334 to HOMRN INT, then via IAH R-313 to RIICE INT. Thence....

(Continued on following page)

NOTE: Chart not to scale.

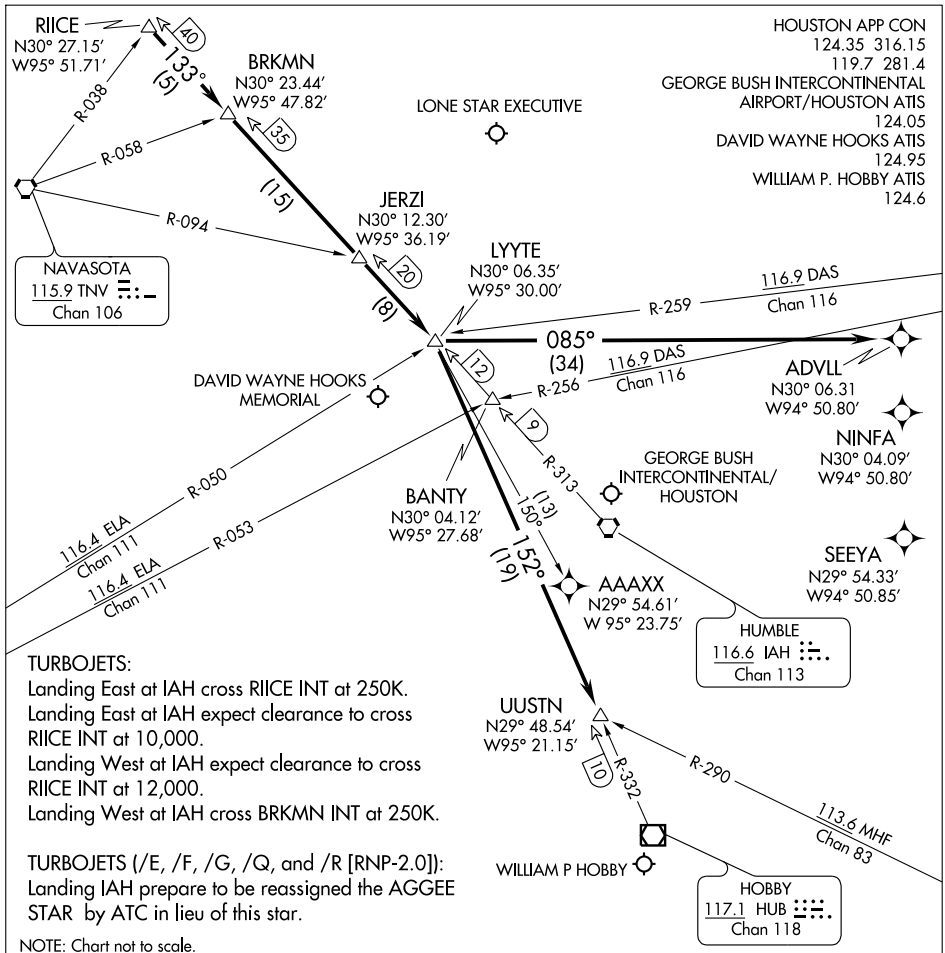
NOTE: CLL transition for CLL departures only.

NOTE: ILEXY transition for Austin terminal departures only.

SC-5, 08 APR 2010 to 06 MAY 2010

RIICE TWO ARRIVAL Arrival Routes

HOUSTON, TEXAS



TURBOJETS:
Landing East at IAH cross RIICE INT at 250K.
Landing East at IAH expect clearance to cross RIICE INT at 10,000.
Landing West at IAH expect clearance to cross RIICE INT at 12,000.
Landing West at IAH cross BRKMN INT at 250K.

TURBOJETS (/E, /F, /G, /Q, and /R [RNP-2.0]):
Landing IAH prepare to be reassigned the AGGEE STAR by ATC in lieu of this star.

NOTE: Chart not to scale.

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
....From over RIICE INT via IAH R-313 to LYYTE INT. Landing Runway 26L/26R or 27; fly heading 085° for vectors to final approach course. For /E, /F, /G, /Q and /R (RNP-2.0), equipped aircraft from LYYTE INT direct ADVLL WP, expect vectors to final approach course prior to ADVLL WP; if not received by ADVLL WP, fly present heading.

WILLIAM P. HOBBY (HOU) (ATC ASSIGNED):
....From over RIICE INT via IAH R-313 to LYYTE INT, then via HUB R-332 to UUSTN INT, expect vectors to final approach course at or prior to UUSTN INT.

DAVID WAYNE HOOKS MEMORIAL (DWH) and LONE STAR EXCUTIVE (CXO):
....From over RIICE INT via IAH R-313 to LYYTE INT, expect vectors to final approach course at or prior to LYYTE INT.

ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to LYYTE INT.

SC-5, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg 7602
CH 86209	039°	TDZE 44
W04A		Apt Elev 46

RNAV (GPS) RWY 4

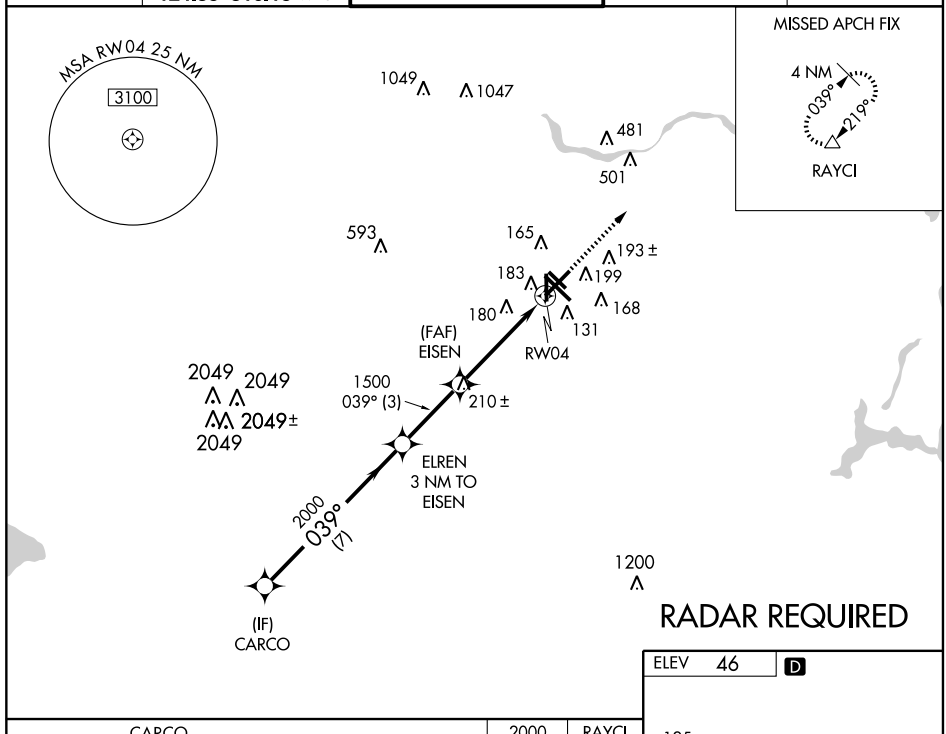
HOUSTON/ WILLIAM P. HOBBY (HOU)

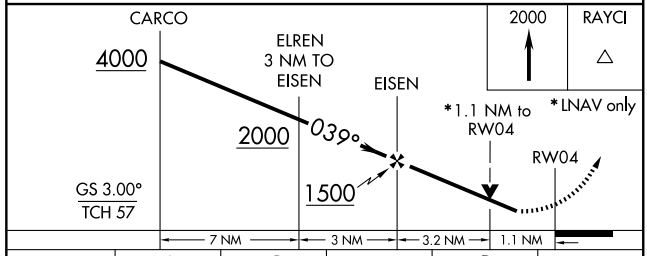
For inoperative MALSR, increase LPV visibility to RVR 4000 all Cats, and increase LNAV/VNAV and LNAV Cat E visibility to 1½. When VGSI inop, circling Rwy 35 NA at night; Baro-VNAV NA below -15° C (5° F); DME/DME RNP-0.3 NA.

ALSF-2

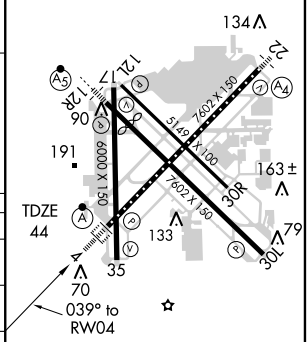
MISSED APPROACH: Climb to 2000 direct RAYCI and hold.

ATIS	HOUSTON APP CON	HOBBY TOWER	GND CON	CLNC DEL
124.6	120.05 379.1 EAST 124.35 316.15 WEST	118.7 256.9	121.9	125.45





CATEGORY	A	B	C	D	E
LPV DA	300/24 256 (300-½)				
LNAV/VNAV DA	440/40 396 (400-¾)				440/50 396 (400-1)
LNAV MDA	460/24 416 (500-½)		460/40 416 (500-¾)	460/50 416 (500-1)	
CIRCLING	500-1¼ 454 (500-1¼)		520-1½ 474 (500-1½)	600-2 554 (600-2)	860-3 814 (900-3)



REIL Rwys 30L and 35
HIRL Rwys 4-22 and 12R-30L
MIRL Rwys 12L-30R and 17-35
TDZ/CL Rwys 4, 12R and 30L

SC-5, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg 6568
CH 70310	129°	TDZE 46
W12A		Apt Elev 46

RNAV (GPS) RWY 12R

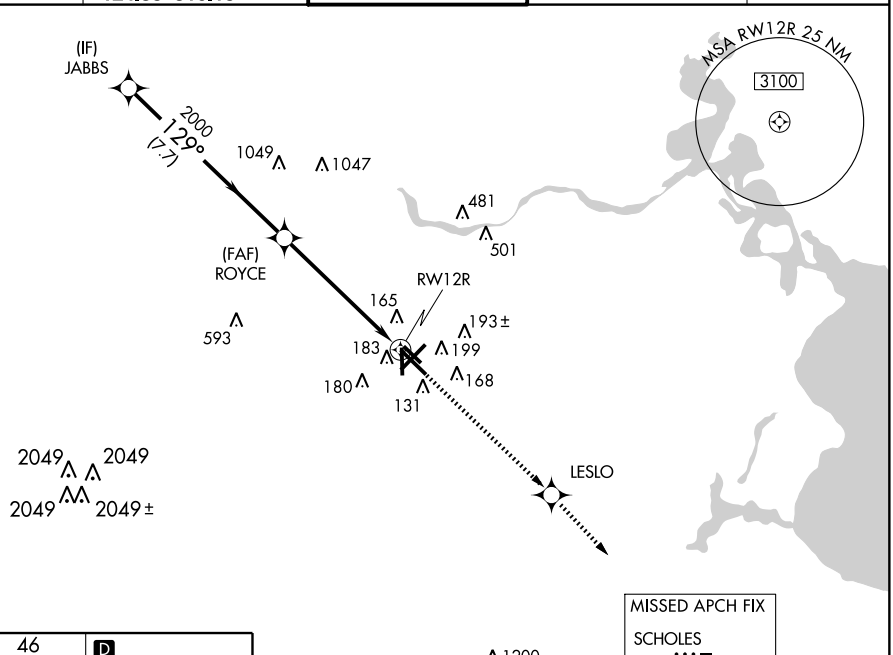
HOUSTON/ WILLIAM P. HOBBY (HOU)

When VGSI inop, circling to RW35 NA at night; Baro-VNAV NA below -15° C (5° F); DME/DME RNP-0.3 NA; For inoperative MALSR increase LPV visibility all Cats to RVR 5000, LNAV/VNAV Cat E visibility to 1½, and LNAV Cat A and B visibility to RVR 5000, Cat E to 1¾.

MALS

MISSED APPROACH: Climb to 2200 direct LESLO and via 132° track to VUH VORTAC.

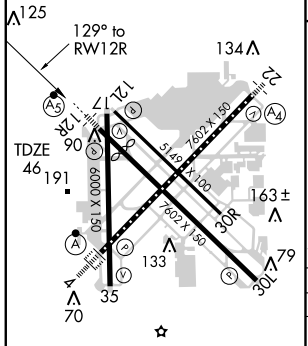
ATIS	HOUSTON APP CON	HOBBY TOWER	GND CON	CLNC DEL
124.6	120.05 379.1 EAST 124.35 316.15 WEST	118.7 256.9	121.9	125.45



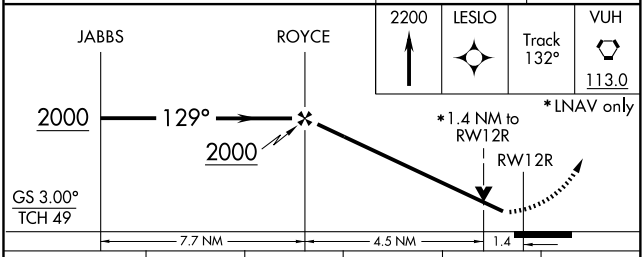
MISSED APCH FIX
SCHOLES
VUH
113.0
Chan 77

1200

RADAR REQUIRED



REIL Rwys 30L and 35
HIRL Rwys 4-22 and 12R-30L
MIRL Rwys 12L-30R and 17-35
TDZ/CL Rwys 4, 12R and 30L



CATEGORY	A	B	C	D	E
LPV DA	330/40 284 (300-¾)				
LNAV/ VNAV DA	460/50 414 (500-1)				
LNAV MDA	540/40 494 (500-¾)			540/50 494 (500-1)	540/60 494 (500-1¼)
CIRCLING	540-1½ 494 (500-1½)			600-2 554 (600-2)	860-3 814 (900-3)

SC-5, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	6000
174°	TDZE	46
	Apt Elev	46

RNAV (GPS) RWY 17

HOUSTON/ WILLIAM P. HOBBY (HOU)

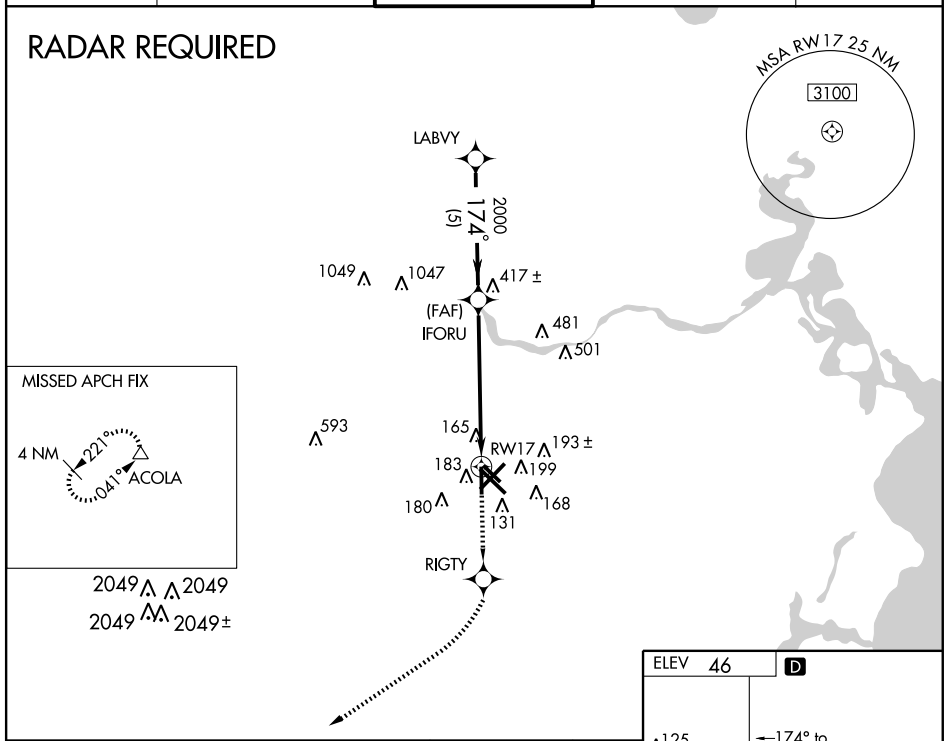
Baro-VNAV NA below -15C° (5°F)

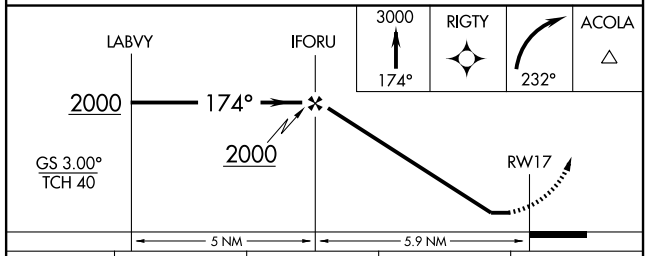
NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 via course 174° to RIGTY then right turn via 232° to ACOLA and hold.

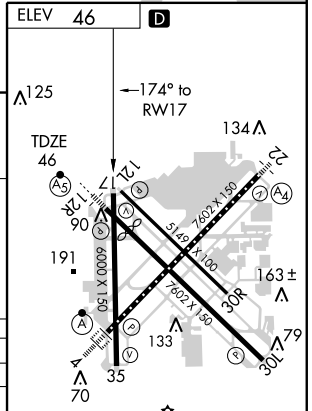
ATIS	HOUSTON APP CON	HOBBY TOWER	GND CON	CLNC DEL
124.6	120.05 379.1 EAST 124.35 316.15 WEST	118.7 256.9	121.9	125.45

RADAR REQUIRED





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	480-1½ 434 (500-1½)			
LNAV MDA	580-1 534 (600-1)		580-1½ 534 (600-1½)	580-1¾ 534 (600-1¾)
CIRCLING	580-1½ 534 (600-1½)			600-2 554 (600-2)



REIL Rwys 30L and 35R
HIRL Rwys 4-22 and 12R-30L
MIRL Rwys 12L-30R and 17-35
TDZ/CL Rwys 4, 12R and 30L

SC-5, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg 7602
CH 65610	219°	TDZE 41
W22A		Apt Elev 46

RNAV (GPS) RWY 22

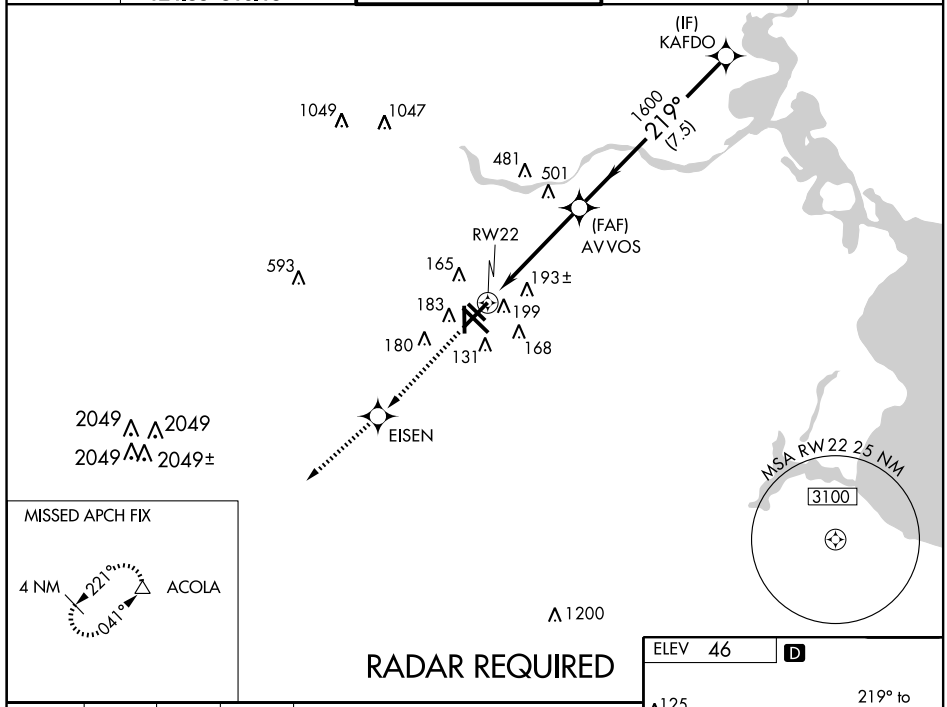
HOUSTON/ WILLIAM P. HOBBY (HOU)

▼ ▲ Inoperative table does not apply to LPV, LNAV/VNAV all Cats, and LNAV Cat C. When VGSI inop, circling to Rwy 35 NA at night. DME/DME RNP -0.3 NA. Baro-VNAV NA below -15° C (5° F).

MALS (A4)

MISSED APPROACH: Climb to 3000 direct EISEN and via 223° track to ACOLA and hold.

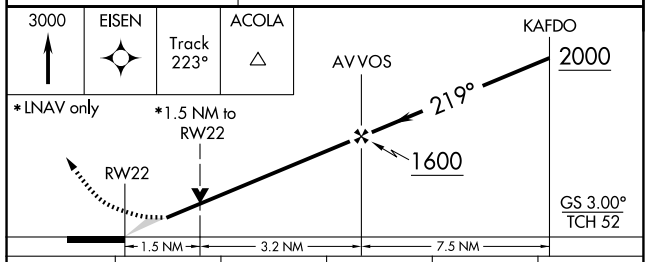
ATIS	HOUSTON APP CON	HOBBY TOWER	GND CON	CLNC DEL
124.6	120.05 379.1 EAST 124.35 316.15 WEST	118.7 256.9	121.9	125.45



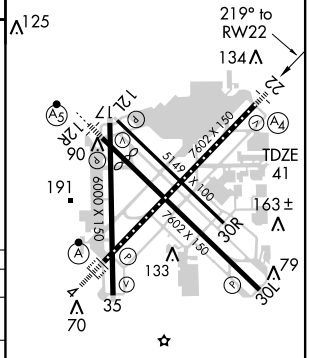
MISSED APCH FIX

4 NM 221° 041° ACOLA

RADAR REQUIRED



ELEV 46 D



CATEGORY	A	B	C	D	E
LPV DA	360-1 319 (400-1)				
LNAV/VNAV DA	480-1½ 439 (500-1½)				
LNAV MDA	580-¾ 539 (600-¾)		580-1½ 539 (600-1½)	580-1¾ 539 (600-1¾)	580-2 539 (600-2)
CIRCLING	580-1½ 534 (600-1½)			600-2 554 (600-2)	860-3 814 (900-3)

SC-5, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg 7602
CH 77510	309°	TDZE 43
W30A		Apt Elev 46

RNAV (GPS) RWY 30L

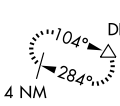
HOUSTON/ WILLIAM P. HOBBY (HOU)

When VGSI inop, circling to Rwy 35 NA at night.
Baro-VNAV NA below -15° C (5° F).
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct EDTED and via 281° track to DREWZ and hold.

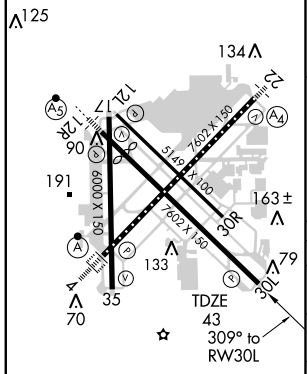
ATIS	HOUSTON APP CON	HOBBY TOWER	GND CON	CLNC DEL
124.6	120.05 379.1 EAST 124.35 316.15 WEST	118.7 256.9	121.9	125.45

MISSED APCH FIX

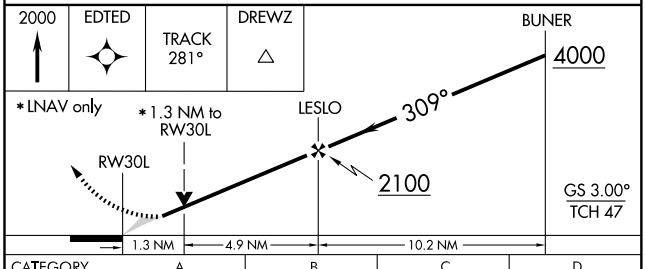


ELEV 46 D

RADAR REQUIRED



REIL Rwys 30L and 35
HIRL Rwys 4-22 and 12R-30L
MIRL Rwys 12L-30R and 17-35
TDZ/CL Rwys 4, 12R and 30L



CATEGORY	A	B	C	D
LPV DA	310/50 267 (300-1)			
LNAV/VNAV DA	520-1¾ 477 (500-1¾)			
LNAV MDA	500/50 457 (500-1)		500/60 457 (500-1¼)	500-1½ 457 (500-1½)
CIRCLING	520-1¾ 474 (500-1¾)			600-2 554 (600-2)

SC-5, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	6000
354°	TDZE	46
	Apt Elev	46

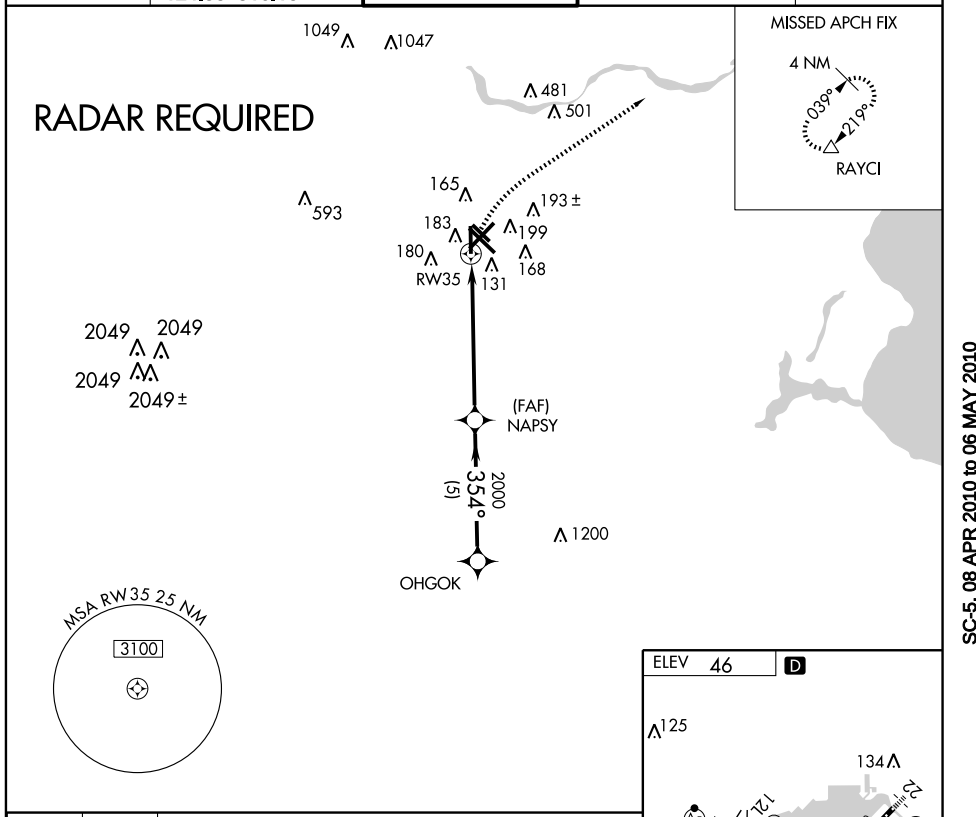
RNAV (GPS) RWY 35

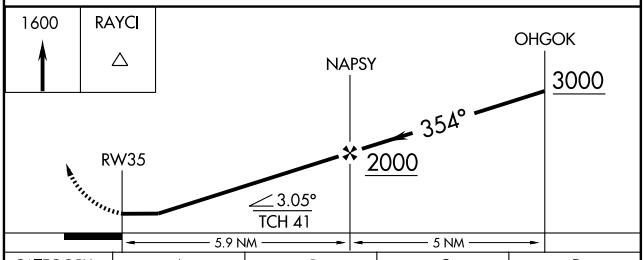
HOUSTON/ WILLIAM P. HOBBY (HOU)

▼ Baro-VNAV NA below -15°C (5°F).
▲ NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

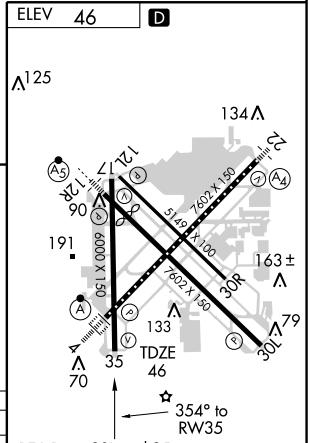
MISSED APPROACH: Climb to 1600 direct RAYCI and hold.

ATIS	HOUSTON APP CON	HOBBY TOWER	GND CON	CLNC DEL
124.6	120.05 379.1 EAST 124.35 316.15 WEST	118.7 256.9	121.9	125.45



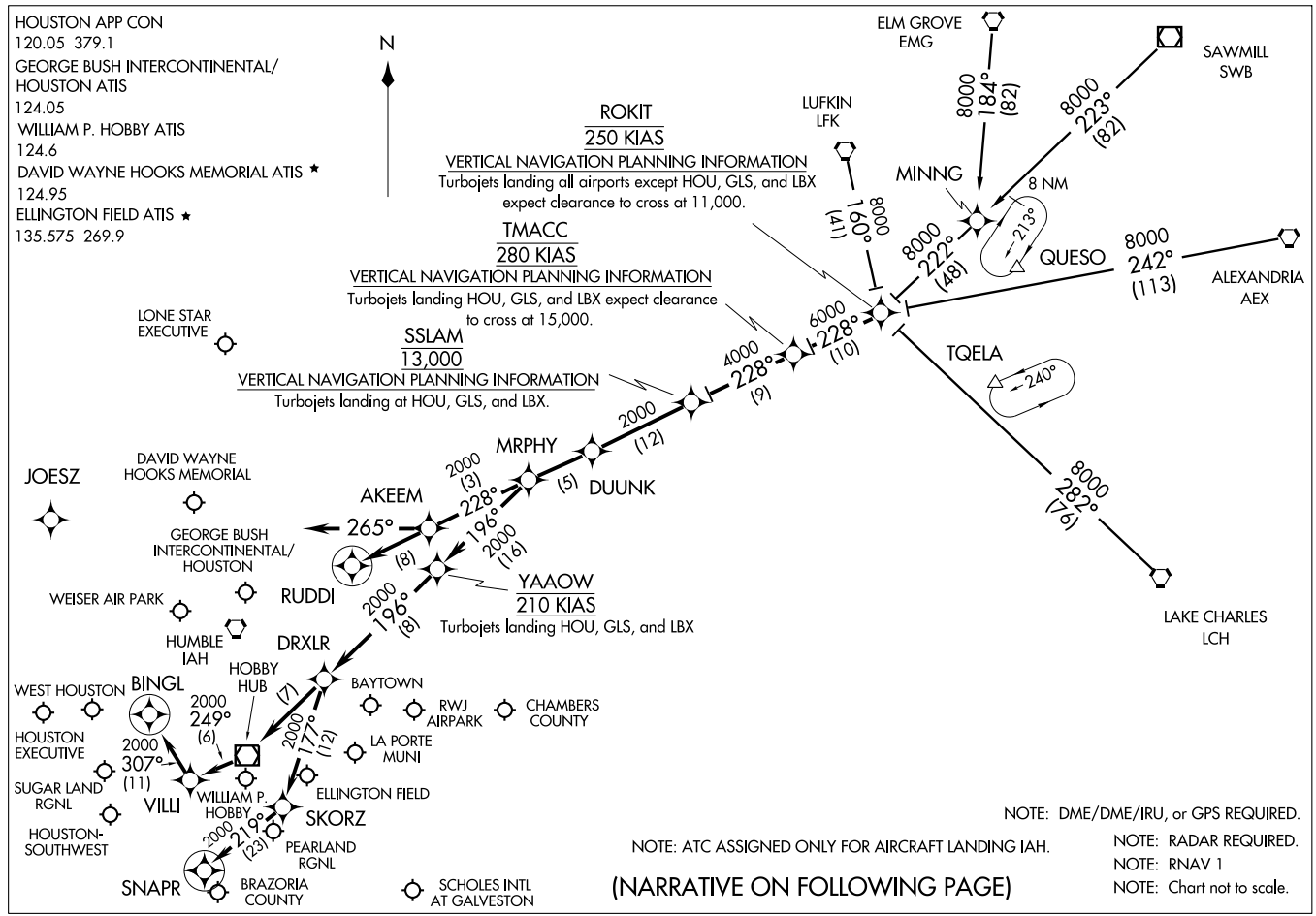


CATEGORY	A	B	C	D
LNAV MDA	560-1	514 (600-1)	560-1½ 514 (600-1½)	560-1¾ 514 (600-1¾)
CIRCLING	560-1	514 (600-1)	560-1½ 514 (600-1½)	600-2 554 (600-2)



REIL Rwys 30L and 35
HIRL Rwys 4-22 and 12R-30L
MIRL Rwys 12L-30R and 17-35
TDZ/CL Rwys 4, 12R and 30L

SC-5, 08 APR 2010 to 06 MAY 2010



(ROKIT.ROKIT1) 09127

ROKIT ONE ARRIVAL (RNAV)

ST-5461(FAA)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

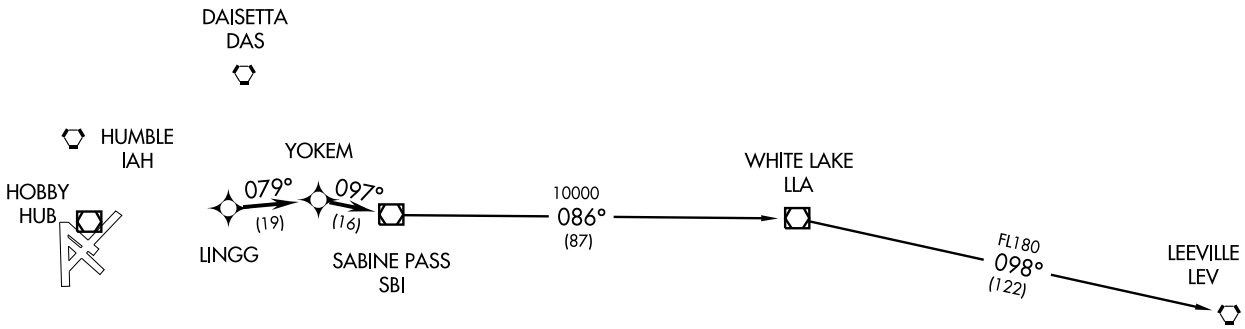
FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

SC-5, 08 APR 2010 to 06 MAY 2010

ATIS 124.6
CLNC DEL 125.45
GND CON 121.9
HOBBY TOWER
118.7 256.9
HOUSTON DEP CON
127.125 269.075



Note: RADAR Required.
Note: RNAV 1.
Note: DME/DME/IRU or GPS Required.
Note: For non-GPS equipped aircraft,
BPT and LCH must be operational.

TAKE-OFF MINIMUMS:
Rwy 12L, 12R, 30L, 30R, 35 Standard.
Rwy 4, 300-1 or standard with minimum climb of 270' per NM to 300.
Rwy 17, 300-1 or standard with minimum climb of 827' per NM to 300.
Rwy 22, standard with minimum climb of 290' per NM to 1500'.

NOTE: Chart not to scale.

(NARRATIVE CONTINUED ON FOLLOWING PAGE)

SABINE PASS ONE DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

Expect vectors to LINGG, maintain 5000, then via depicted route to SBI VOR/DME, thence. . . .

. . . .via (transition). Expect clearance to filed altitude/flight level 10 minutes after departure.

LEEVILLE TRANSITION: (SBI1.LEV)
WHITE LAKE TRANSITION: (SBI1.LLA)

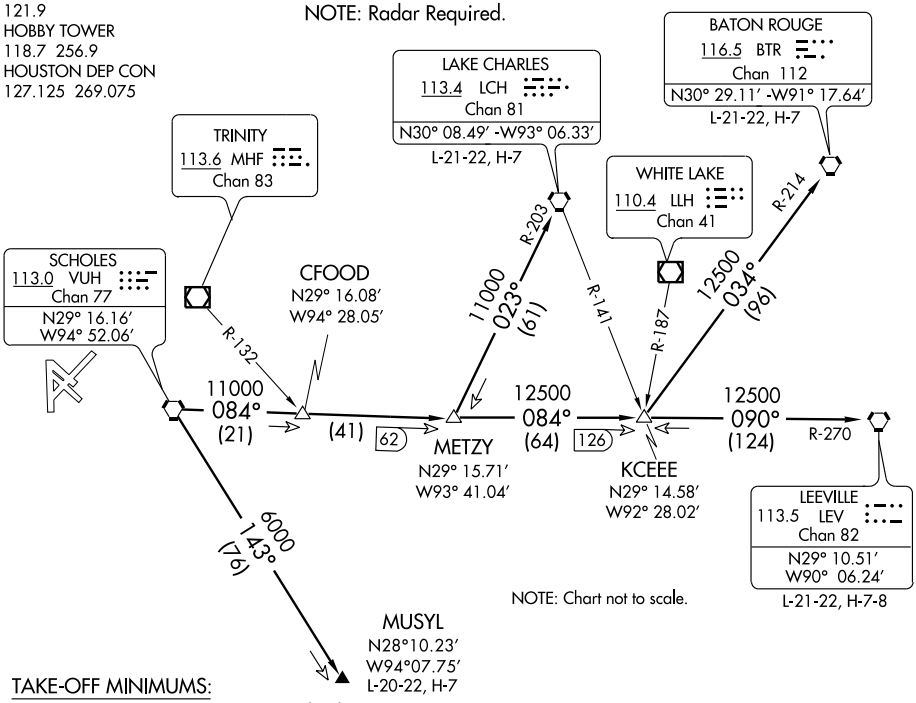
TAKE-OFF OBSTACLES:

Rwy 4, Pole 4403′ from DER, 1069′ right of centerline, 121′ AGL/166′ MSL.
Light on building 1562′ from DER, 859′ right of centerline, 59′ AGL/103′ MSL.
Building 3990′ from DER, 1223′ right of centerline, 139′ AGL/174′ MSL.
Light on flagpole 4618′ from DER, 768′ right of centerline, 117′ AGL/161′ MSL.
Rwy 12L, Antenna on hangar 1548′ from DER, 424′ left of centerline, 45′ AGL/85′ MSL.
Rwy 12R, Vehicle on road 514′ from DER, 543′ right of centerline, 17′ AGL/55′ MSL.
Tree 1217′ from DER, 756′ right of centerline, 43′ AGL/89′ MSL.
Fence 85′ from DER, 492′ left of centerline, 4′ AGL/45′ MSL.
Vehicle and road 176′ from DER, 497′ left of centerline, 17′ AGL/55′ MSL.
Pole 1011′ from DER, 696′ left of centerline, 33′ AGL/73′ MSL.
Tree 1256′ from DER, 783′ left of centerline, 38′ AGL/78′ MSL.
Rwy 17, Multiple poles beginning 606′ from DER, 393′ right of centerline, up to 79′ AGL/124′ MSL.
Crane 1795′ from DER, 689′ right of centerline, 100′ AGL/150′ MSL.
Antenna on building 620′ from DER, 312′ left of centerline, 27′ AGL/72′ MSL.
Multiple trees beginning 721′ from DER, 260′ left of centerline, up to 71′ AGL/116′ MSL.
Radar reflector 1214′ from DER, 258′ left of centerline, 32′ AGL/77′ MSL.
Rwy 22, Pole 727′ from DER, 626′ right of centerline, 28′ AGL/77′ MSL.
Tree 1310′ from DER, 679′ right of centerline, 27′ AGL/76′ MSL.
Antenna on light pole 1805′ from DER, 968′ right of centerline, 60′ AGL/109′ MSL.
Rwy 30L, Antenna on building 547′ from DER, 274′ right of centerline, 23′ AGL/69′ MSL.
Multiple poles beginning 341′ from DER, 501′ left of centerline, up to 39′ AGL/84′ MSL.
Multiple trees beginning 1392′ from DER, 466′ left of centerline, up to 78′ AGL/118′ MSL.
Rwy 30R, Pole 1096′ from DER, 785′ right of centerline, 29′ AGL/75′ MSL.
Antenna on building 500′ from DER, 525′ left of centerline, 33′ AGL/69′ MSL.
Rwy 35, Antenna on light pole 738′ from DER, 519′ right of centerline, 40′ AGL/86′ MSL.
Light pole 1119′ from DER, 353′ right of centerline, 31′ AGL/77′ MSL.
Antenna on building 66′ from DER, 471′ left of centerline, 33′ AGL/69′ MSL.

SC-5, 08 APR 2010 to 06 MAY 2010

ATIS 124.6
CLNC DEL
125.45
HOUSTON GND CON
121.9
HOBBY TOWER
118.7 256.9
HOUSTON DEP CON
127.125 269.075

NOTE: LCH, BTR, and LEV transitions are ATC assigned only, do not file.
NOTE: For LCH, BTR, LEV transitions, this procedure requires over water flight not to exceed 35 miles from nearest shoreline.
NOTE: Radar Required.



NOTE: Chart not to scale.

TAKE-OFF MINIMUMS:
Rwys 12L, 12R, 30L, 30R, 35 standard.
Rwy 4, 300-1 or standard with minimum climb of 270′ per NM to 300′.
Rwy 17, 300-1 or standard with minimum climb of 827′ per NM to 300′.
Rwy 22, standard with a minimum climb of 290′ per NM to 1500′.

(TAKE-OFF NOTES ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

Expect vectors to VUH VORTAC, maintain 5000′, expect filed altitude 10 minutes after departure.

BATON ROUGE TRANSITION (VUH3.BTR): From over VUH VORTAC via VUH R-084 to KCEEE INT, then via BTR R-214 to BTR VORTAC.

LAKE CHARLES TRANSITION (VUH3.LCH): From over VUH VORTAC via VUH R-084 to METZY INT, then via LCH R-203 to LCH VORTAC.

LEEVILLE TRANSITION (VUH3.LEV): From over VUH VORTAC via VUH R-084 to KCEEE INT, then via LEV R-270 to LEV VORTAC.

MUSYL TRANSITION (VUH3.MUSYL): From over VUH VORTAC via VUH R-143 to MUSYL.

SC-5, 08 APR 2010 to 06 MAY 2010

TAKE-OFF OBSTACLES:

Rwy 4, Pole 4403′ from DER, 1069′ right of centerline, 121′ AGL/166′ MSL. Light on building 1562′ from DER, 859′ right of centerline, 59′ AGL/103′ MSL. Building 3990′ from DER, 1223′ right of centerline, 139′ AGL/174′ MSL. Light on flagpole 4618′ from DER, 768′ right of centerline, 117′ AGL/161′ MSL.

Rwy 12L, Antenna on hangar 1548′ from DER, 424′ left of centerline, 45′ AGL/85′ MSL

Rwy 12R, Vehicle and road 514′ from DER, 543′ right of centerline, 17′ AGL/55′ MSL. Tree 1217′ from DER, 756′ right of centerline, 43′ AGL/89′ MSL. Fence 85′ from DER, 492′ left of centerline, 4′ AGL/ 45′ MSL. Vehicle and road 176′ from DER, 497′ left of centerline, 17′ AGL/55′ MSL. Pole 1011′ from DER, 696′ left of centerline, 33′ AGL/73′ MSL. Tree 1256′ from DER, 783′ left of centerline, 38′ AGL/78′ MSL.

Rwy 17, Multiple poles beginning 606′ from DER, 393′ right of centerline, up to 79′ AGL/124′ MSL. Crane 1795′ from DER, 689′ right of centerline, 100′ AGL/150′ MSL. Antenna on building 620′ from DER, 312′ left of centerline, 27′ AGL/72′ MSL. Multiple trees beginning 721′ from DER, 260′ left of centerline, up to 71′ AGL/116′ MSL. Radar reflector 1214′ from DER, 258′ left of centerline, 32′ AGL/77′ MSL.

Rwy 22, Pole 727′ from DER, 626′ right of centerline, 28′ AGL/77′ MSL. Tree 1310′ from DER, 679′ right of centerline, 27′ AGL/76′ MSL. Antenna on light pole 1805′ from DER, 968′ right of centerline, 60′ AGL/109′ MSL.

Rwy 30L, Antenna on building 547′ from DER, 274′ right of centerline, 23′ AGL/69′ MSL. Multiple poles beginning 341′ from DER, 501′ left of centerline, up to 39′ AGL/84′ MSL. Multiple trees beginning 1392′ from DER, 466′ left of centerline, up to 78′ AGL/118′ MSL.

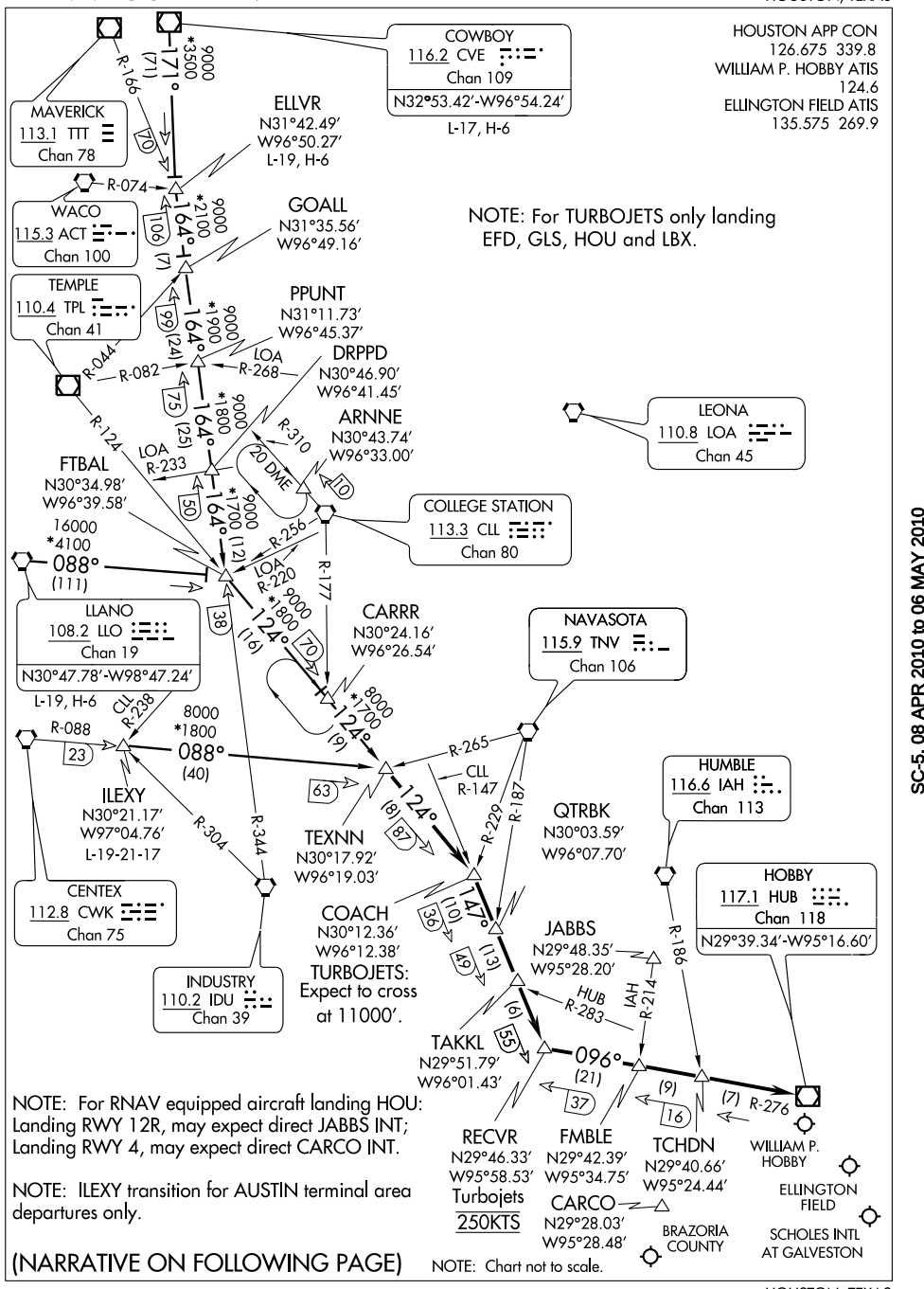
Rwy 30R, Pole 1096′ from DER, 785′ right of centerline, 29′ AGL/75′ MSL. Antenna on building 500′ from DER, 525′ left of centerline, 33′ AGL/69′ MSL.

Rwy 35, Antenna on light pole 738′ from DER, 519′ right of centerline, 40′ AGL/86′ MSL. Light pole 1119′ from DER, 353′ right of centerline, 31′ AGL/77′ MSL. Antenna on building 66′ from DER, 471′ left of centerline, 33′ AGL/69′ MSL.

(TEXNN.TEXNN4) 10098 ST-198 (FAA)

TEXNN FOUR ARRIVAL

WILLIAM P. HOBBY
HOUSTON, TEXAS



SC-5, 08 APR 2010 to 06 MAY 2010

TEXNN FOUR ARRIVAL (TEXNN.TEXNN4)

ARRIVAL DESCRIPTION

COWBOY TRANSITION (CVE.TEXNN4): From over CVE VOR/DME via CVE R-171 to ELLVR INT, then via IDU R-344 to FTBAL INT, then via TPL R-124 to TEXNN INT. Thence . . . .

ELLVR TRANSITION (ELLVR.TEXNN4): From over ELLVR INT via IDU R-344 to FTBAL INT, then via TPL R-124 to TEXNN INT. Thence . . . .

ILEXY TRANSITION (ILEXY.TEXNN4): From over ILEXY INT via CWK R-088 to TEXNN INT. Thence . . . .

LLANO TRANSITION (LLO.TEXNN4): From over LLO VORTAC via LLO R-088 to FTBAL INT, then via TPL R-124 to CARRR INT, then to TEXNN INT. Thence . . . .

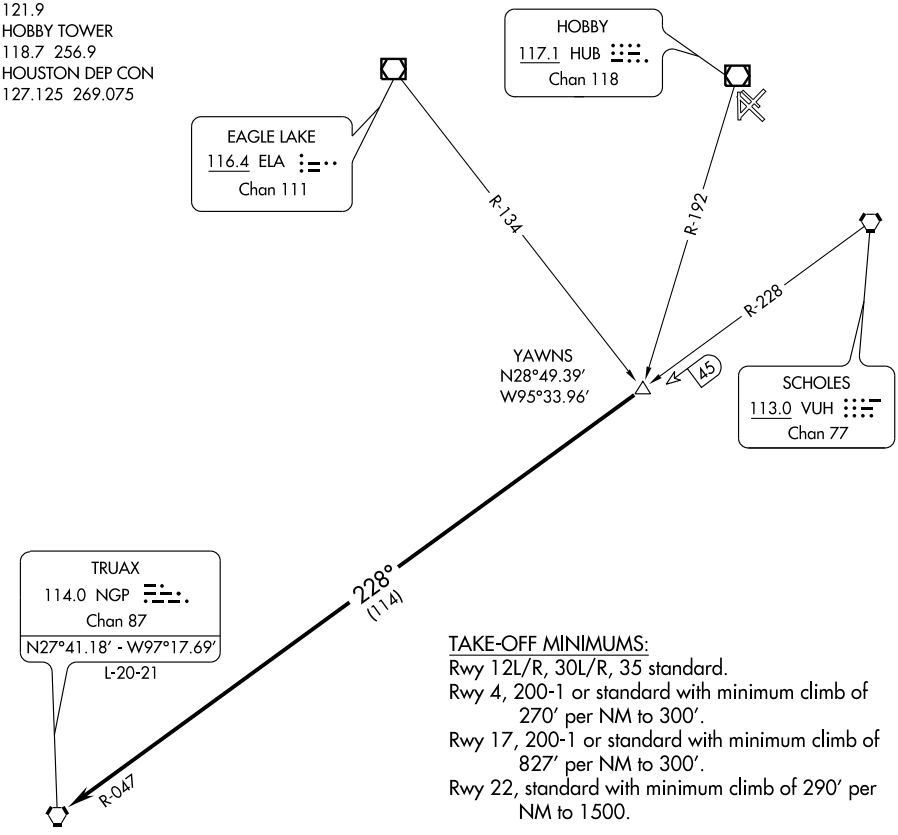
. . . . From over TEXNN INT via TPL R-124 to COACH INT/87 DME, then via CLL R-147 to RECVR INT/55 DME, then via HUB R-276 to TCHDN INT, then via HUB R-276 to HUB VOR. Expect vectors to final approach course at or prior to TCHDN INT.

. . . . LANDING RWY 22: Expect vectors to final approach course at or prior to HUB VOR.

SC-5, 08 APR 2010 to 06 MAY 2010

TRUAX TWO DEPARTURE

ATIS
124.6
CLNC DEL
125.45
GND CON
121.9
HOBBY TOWER
118.7 256.9
HOUSTON DEP CON
127.125 269.075



TAKE-OFF MINIMUMS:
Rwy 12L/R, 30L/R, 35 standard.
Rwy 4, 200-1 or standard with minimum climb of 270′ per NM to 300′.
Rwy 17, 200-1 or standard with minimum climb of 827′ per NM to 300′.
Rwy 22, standard with minimum climb of 290′ per NM to 1500.

Note: For aircraft filed FL180 and above to Rio Grande Valley area or for aircraft filed FL180 and above overflying NGP VORTAC to international destinations.

NOTE: Chart not to scale.

(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Radar Required.

DEPARTURE ROUTE DESCRIPTION

Expect vectors to YAWNS INT, maintain 5000′, expect filed altitude 10 minutes after departure. Thence. . . .

. . . . via VUH R-228 and NGP R-047 to NGP VORTAC.

SC-5, 08 APR 2010 to 06 MAY 2010

TAKE-OFF OBSTACLES

Rwy 4, Pole 4403′ from DER, 1069′ right of centerline, 121′ AGL/166′ MSL. Light on building 1562′ from DER, 859′ right of centerline, 59′ AGL/103′ MSL. Building 3990′ from DER, 1223′ right of centerline, 139′ AGL/174′ MSL. Light on flagpole 4618′ from DER, 768′ right of centerline, 117′ AGL/161′ MSL.

Rwy 12L, Antenna on hangar 1548′ from DER, 424′ left of centerline, 45′ AGL/ 85′ MSL.

Rwy 12R, Vehicle and road 514′ from DER, 543′ right of centerline, 17′ AGL/55′ MSL. Tree 1217′ from DER, 756′ right of centerline, 43′AGL/89′ MSL. Fence 85′ from DER, 492′ left of centerline, 4′ AGL/45′ MSL. Vehicle and road 176′ from DER, 497′ left of centerline, 17′ AGL/55′ MSL. Pole 1011′ from DER, 696′ left of centerline, 33′ AGL/73′ MSL. Tree 1256′ from DER, 783′ left of centerline, 38′ AGL/78′ MSL.

Rwy 17, Multiple poles beginning 606′ from DER, 393′ right of centerline, up to 79′ AGL/124′ MSL. Crane 1795′ from DER, 689′ right of centerline, 100′ AGL/150′ MSL. Antenna on building 620′ from DER, 312′ left of centerline, 27′ AGL/72′ MSL. Multiple trees beginning 721′ from DER, 260′ left of centerline, up to 71′ AGL/116′ MSL. Radar reflector 1214′ from DER, 258′ left of centerline, 32′ AGL/77′ MSL.

Rwy 22, Antenna on light pole, 1805′ from DER, 968′ right of centerline, 60′ AGL/109′ MSL. Pole 727′ from DER, 626′ right of centerline, 28′ AGL/77′ MSL. Tree 1310′ from DER, 679′ right of centerline, 27′ AGL/76′ MSL.

Rwy 30L, Multiple poles beginning 341′ from DER, 501′ left of centerline, up to 39′ AGL/84′ MSL. Antenna on building 547′ from DER, 274′ right of centerline, 23′ AGL/69′ MSL. Multiple trees beginning 1392′ from DER, 466′ left of centerline, up to 78′ AGL/118′ MSL.

Rwy 30R, Pole 1096′ from DER, 785′ right of centerline, 29′ AGL/75′ MSL. Antenna on building 500′ from DER, 525′ left of centerline, 33′AGL/69′ MSL.

Rwy 35, Antenna on light pole 738′ from DER, 519′ right of centerline, 40′AGL/86′ MSL. Light pole 1119′ from DER, 353′ right of centerline, 31′ AGL/77′ MSL. Antenna on building 66′ from DER, 471′ left of centerline, 33′ AGL/69′ MSL.

VOR/DME HUB	APP CRS	Rwy Idg	N/A
117.1	154°	TDZE	N/A
Chan 118		Apt Elev	46

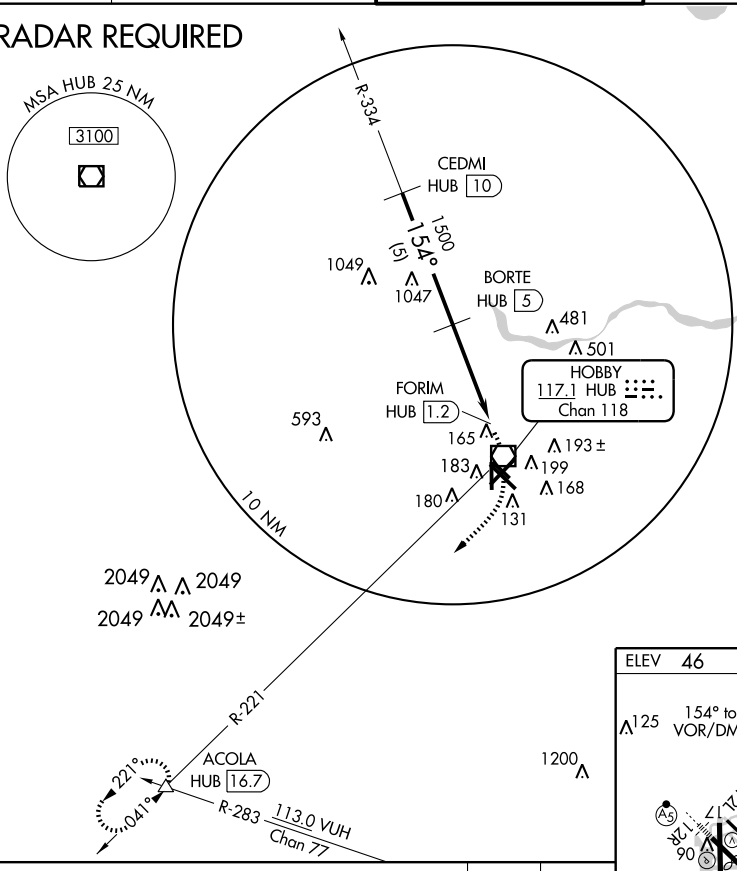
VOR/DME-E

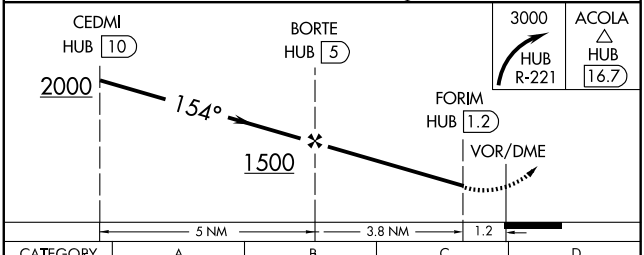
HOUSTON/WILLIAM P. HOBBY (HOU)

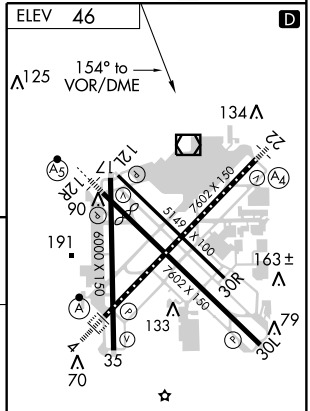
MISSED APPROACH: Climbing right turn to 3000 via HUB R-221 to ACOLA Int/HUB 16.7 DME and hold.

ATIS	HOUSTON APP CON	HOBBY TOWER	GND CON	CLNC DEL
124.6	120.05 379.1 EAST 124.35 316.15 WEST	118.7 256.9	121.9	125.45

RADAR REQUIRED







TDZ/CL Rwys 4, 12R and 30L
REIL Rwys 30L and 35
HIRL Rwys 4-22 and 12R-30L
MIRL Rwys 12L-30R and 17-35

CATEGORY	A	B	C	D
CIRCLING	600-1¾ 554(600-1¾)			600-2 554 (600-2)

SC-5, 08 APR 2010 to 06 MAY 2010

VOR/DME HUB	APP CRS	Rwy Idg	7602
117.1	027°	TDZE	44
Chan 118		Apt Elev	46

VOR/DME RWY 4

HOUSTON/ WILLIAM P. HOBBY (HOU)

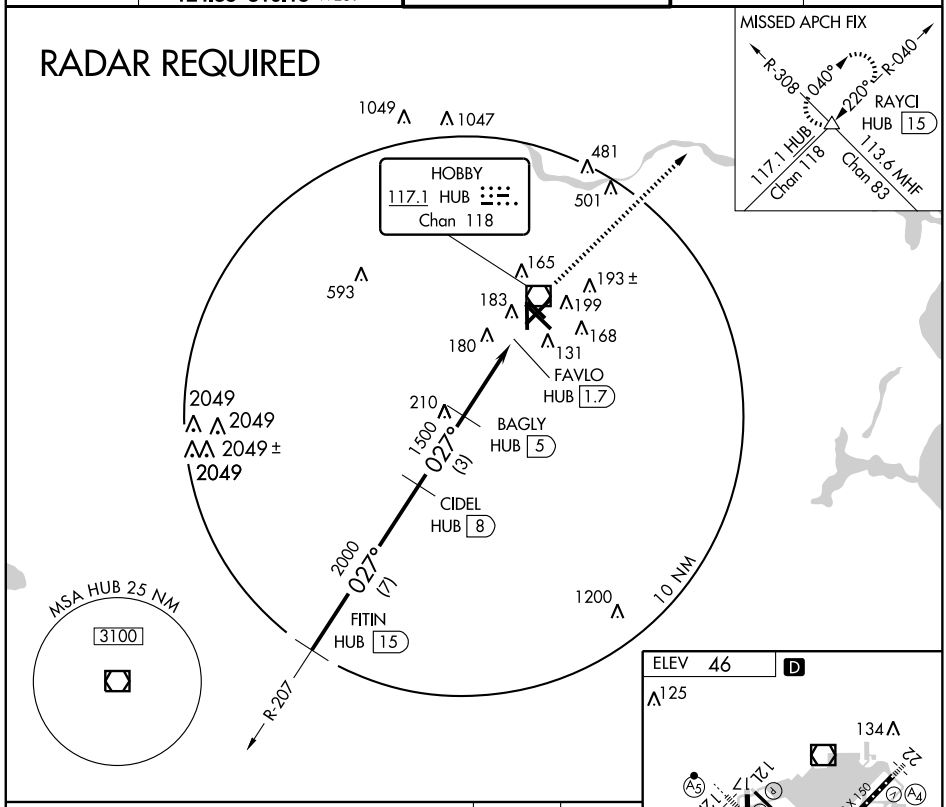
For inoperative MALSR, increase Cat D S-4 visibility to RVR 6000.

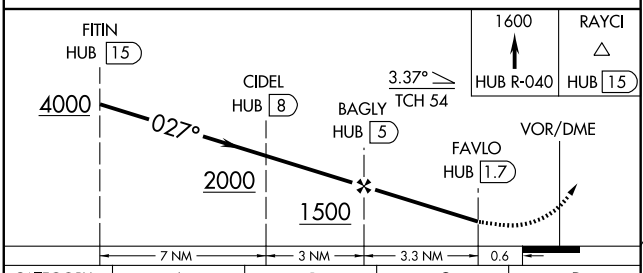
ALSF-2

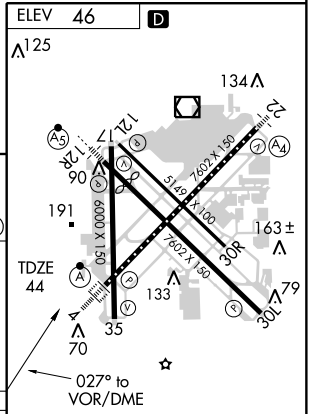
MISSED APPROACH: Climb to 1600 via HUB R-040 to RAYCI Int/HUB 15 DME and hold.

ATIS	HOUSTON APP CON	HOBBY TOWER	GND CON	CLNC DEL
124.6	120.05 379.1 EAST 124.35 316.15 WEST	118.7 256.9	121.9	125.45

RADAR REQUIRED







CATEGORY	A	B	C	D
S-4	460/40 416 (500-¾)			460/50 416 (500-1)
CIRCLING	520-1 474 (500-1)		520-1½ 474 (500- 1½)	600-2 554 (600-2)

TDZ/CL Rwys 4, 12R and 30L
REIL Rwys 30L and 35
HIRL Rwys 4-22 and 12R-30L
MIRL Rwys 12L-30R and 17-35

SC-5, 08 APR 2010 to 06 MAY 2010

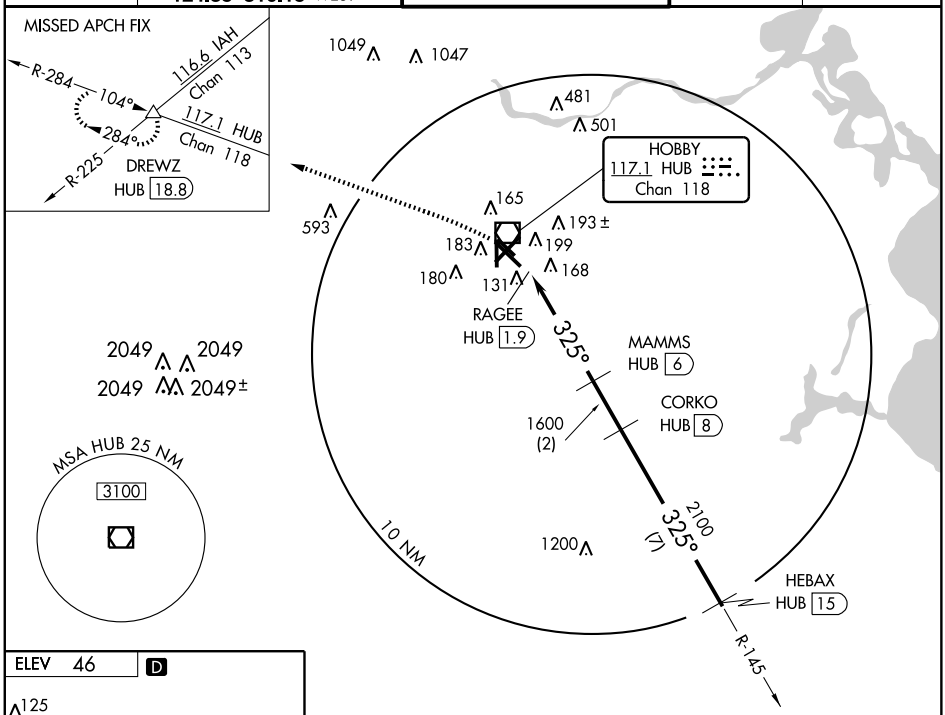
VOR/DME HUB	APP CRS	Rwy Idg	7602
117.1	325°	TDZE	43
Chan 118		Apt Elev	46

VOR/DME RWY 30L

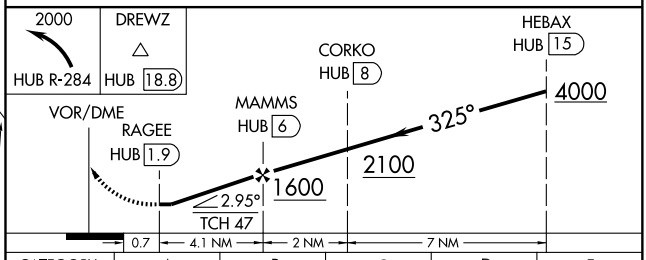
HOUSTON/ WILLIAM P. HOBBY (HOU)

MISSED APPROACH: Climbing left turn to 2000 via HUB R-284 to DREWZ Int/HUB 18.8 DME and hold.

ATIS	HOUSTON APP CON	HOBBY TOWER	GND CON	CLNC DEL
124.6	120.05 379.1 EAST 124.35 316.15 WEST	118.7 256.9	121.9	125.45



RADAR REQUIRED



CATEGORY	A	B	C	D	E
S-30L	440/50 397 (400-1)			440/60 397 (400-1¼)	440-1½ 397 (400-1½)
CIRCLING	520-1 474 (500-1)		520-1½ 474 (500-1½)	600-2 554 (600-2)	860-3 814 (900-3)

TDZ/CL Rwys 4, 12R and 30L
REIL Rwys 30L and 35
HIRL Rwys 4-22 and 12R-30L
MIRL Rwys 12L-30R and 17-35

SC-5, 08 APR 2010 to 06 MAY 2010

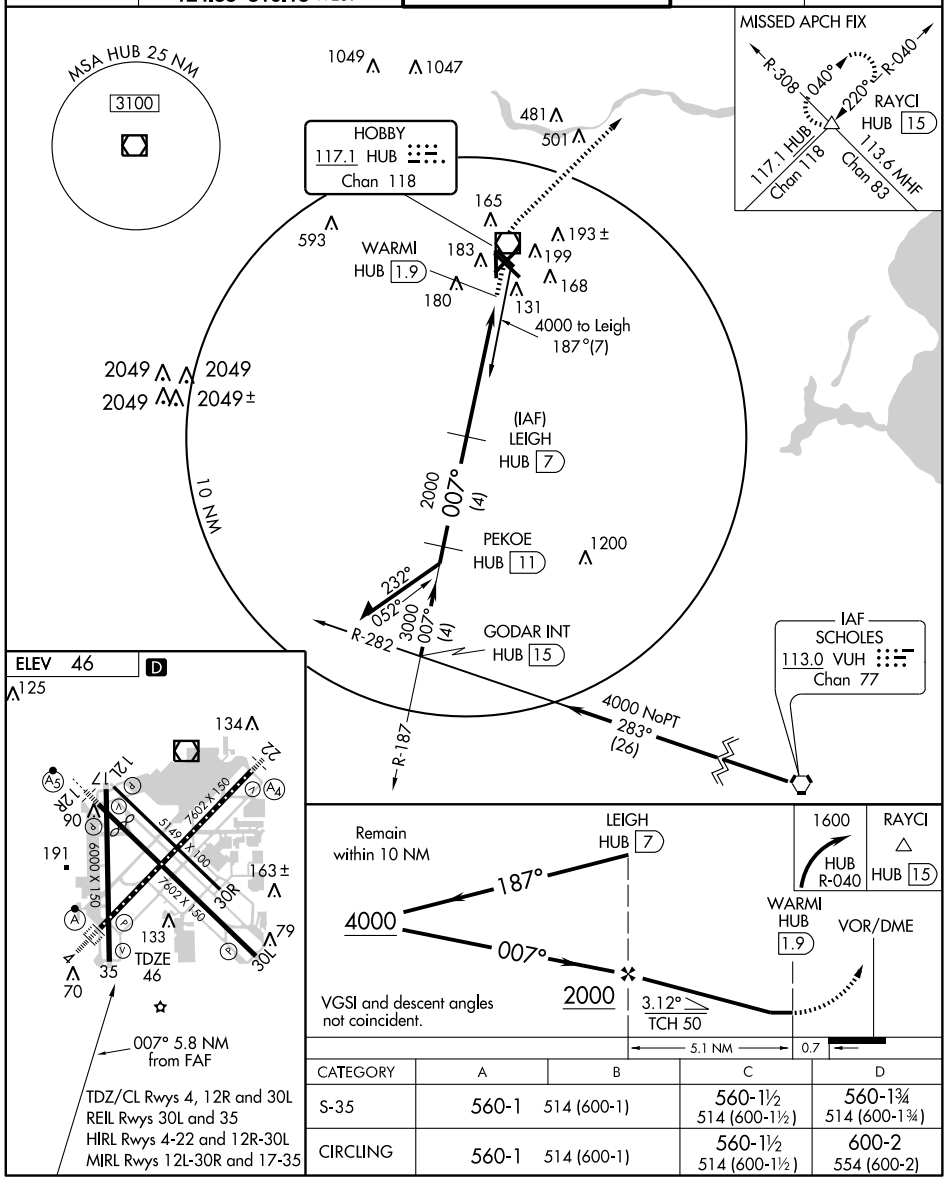
VOR/DME HUB	APP CRS	Rwy Idg	6000
117.1	007°	TDZE	46
Chan 118		Apt Elev	46

VOR/DME RWY 35

HOUSTON/WILLIAM P. HOBBY (HOU)

MISSED APPROACH: Climbing right turn to 1600 via HUB VOR/DME R-040 to RAYCI/HUB 15 DME and hold.

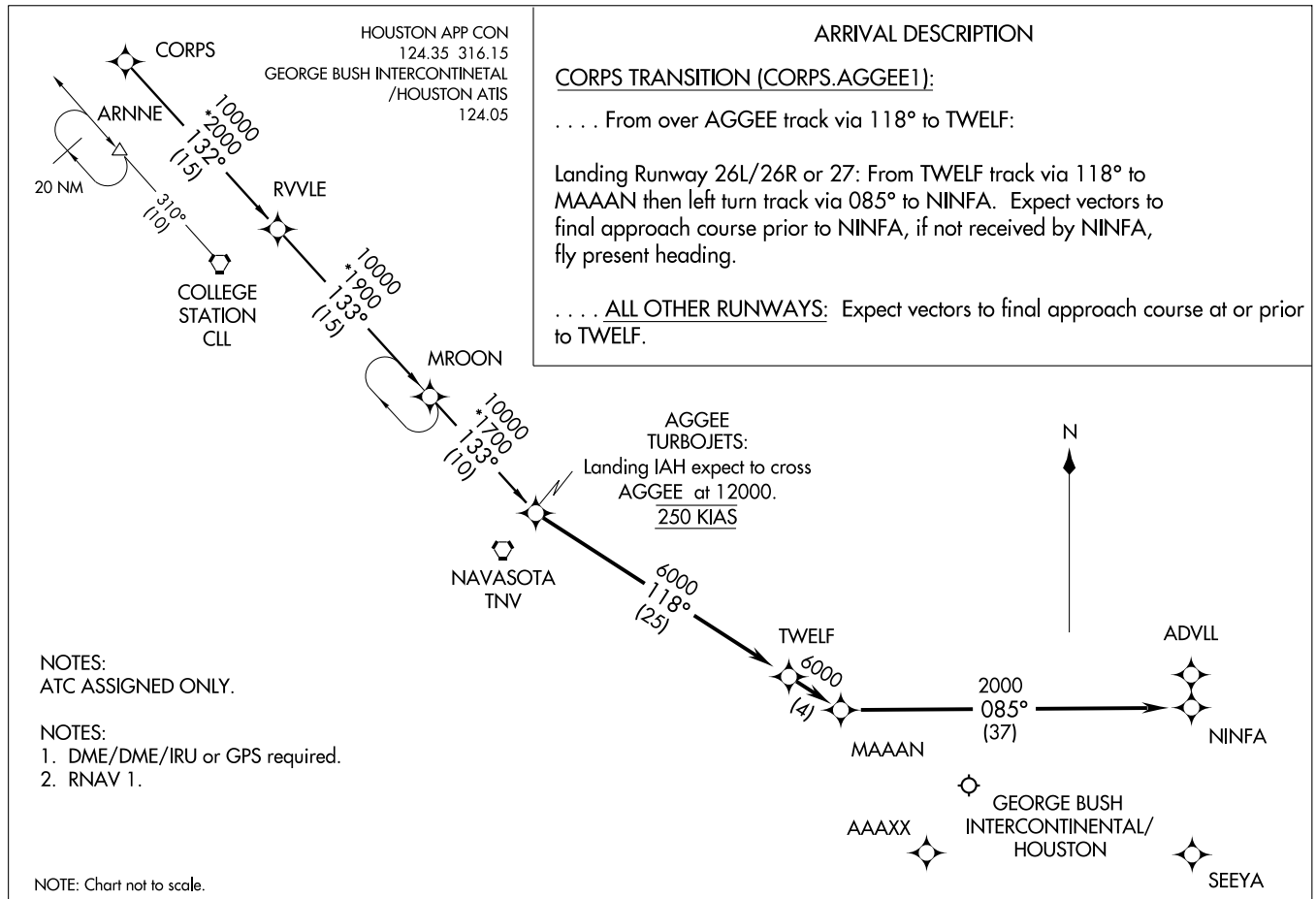
ATIS	HOUSTON APP CON	HOBBY TOWER	GND CON	CLNC DEL
124.6	120.05 379.1 EAST 124.35 316.15 WEST	118.7 256.9	121.9	125.45

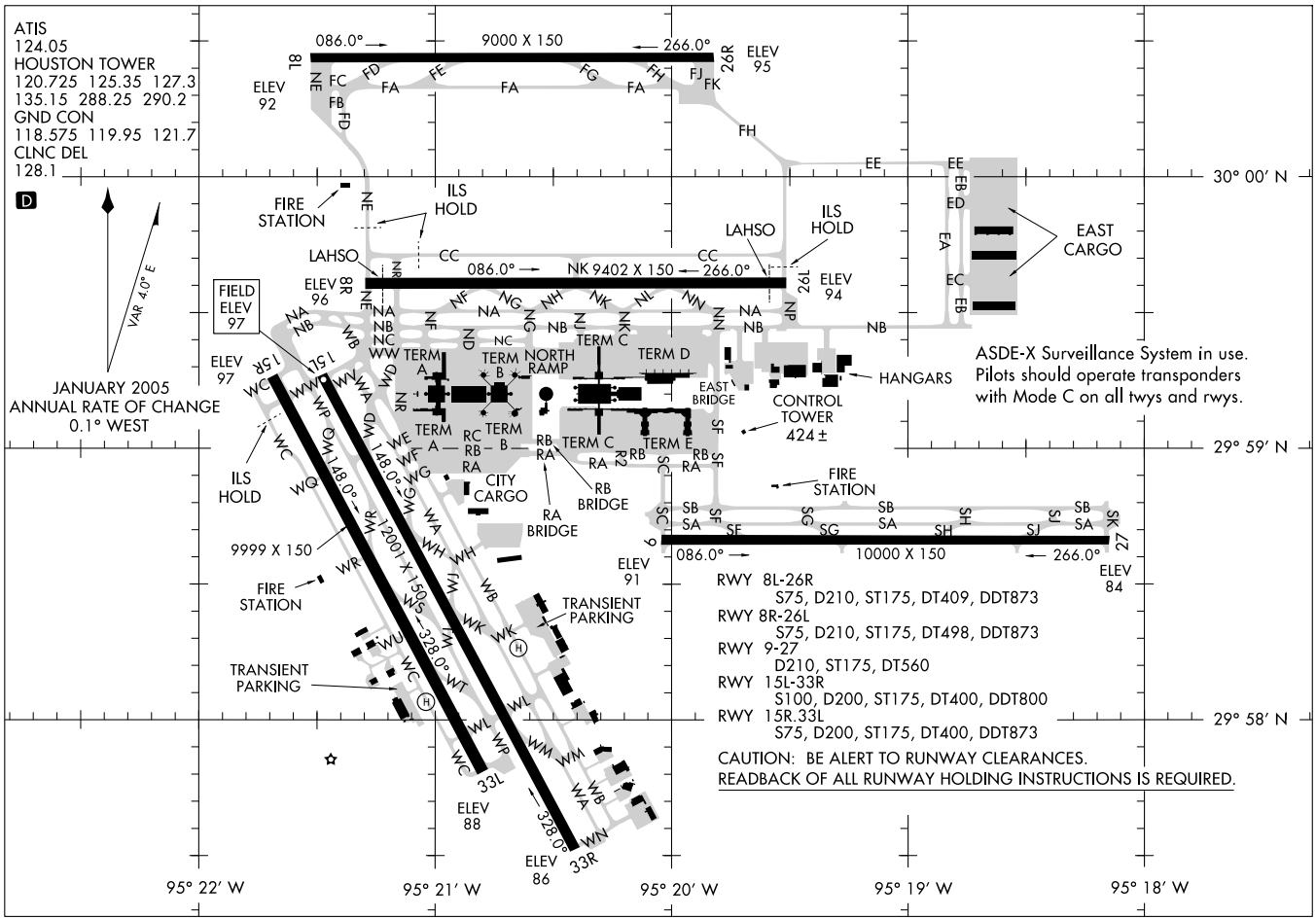


TDZ/CL Rwys 4, 12R and 30L
REIL Rwys 30L and 35
HIRL Rwys 4-22 and 12R-30L
MIRL Rwys 12L-30R and 17-35

CATEGORY	A	B	C	D
S-35	560-1	514 (600-1)	560-1½ 514 (600-1½)	560-1¾ 514 (600-1¾)
CIRCLING	560-1	514 (600-1)	560-1½ 514 (600-1½)	600-2 554 (600-2)

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HOUSTON APP CON
124.35 316.15
GEORGE BUSH INTERCONTINETAL
/HOUSTON ATIS
124.05
CORPS
ARNNE
20 NM
10000
*2000
132°
(15)
310°
(10)
RVVLE
COLLEGE
STATION
CLL
10000
*1900
133°
(15)
MROON
10000
*1700
133°
(10)
AGGEE
TURBOJETS:
Landing IAH expect to cross
AGGEE at 12000.
250 KIAS
NAVASOTA
TNV
6000
118°
(25)
TWELF
6000
(4)
2000
085°
(37)
MAAAN
ADVLL
NINFA
N
GEORGE BUSH
INTERCONTINENTAL/
HOUSTON
AAAXX
SEEYA
ARRIVAL DESCRIPTION
CORPS TRANSITION (CORPS.AGGEE1):
. . . . From over AGGEE track via 118° to TWELF:
Landing Runway 26L/26R or 27: From TWELF track via 118° to MAAAN then left turn track via 085° to NINFA. Expect vectors to final approach course prior to NINFA, if not received by NINFA, fly present heading.
. . . . ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to TWELF.
NOTES:
ATC ASSIGNED ONLY.
NOTES:
1. DME/DME/IRU or GPS required.
2. RNAV 1.
NOTE: Chart not to scale.



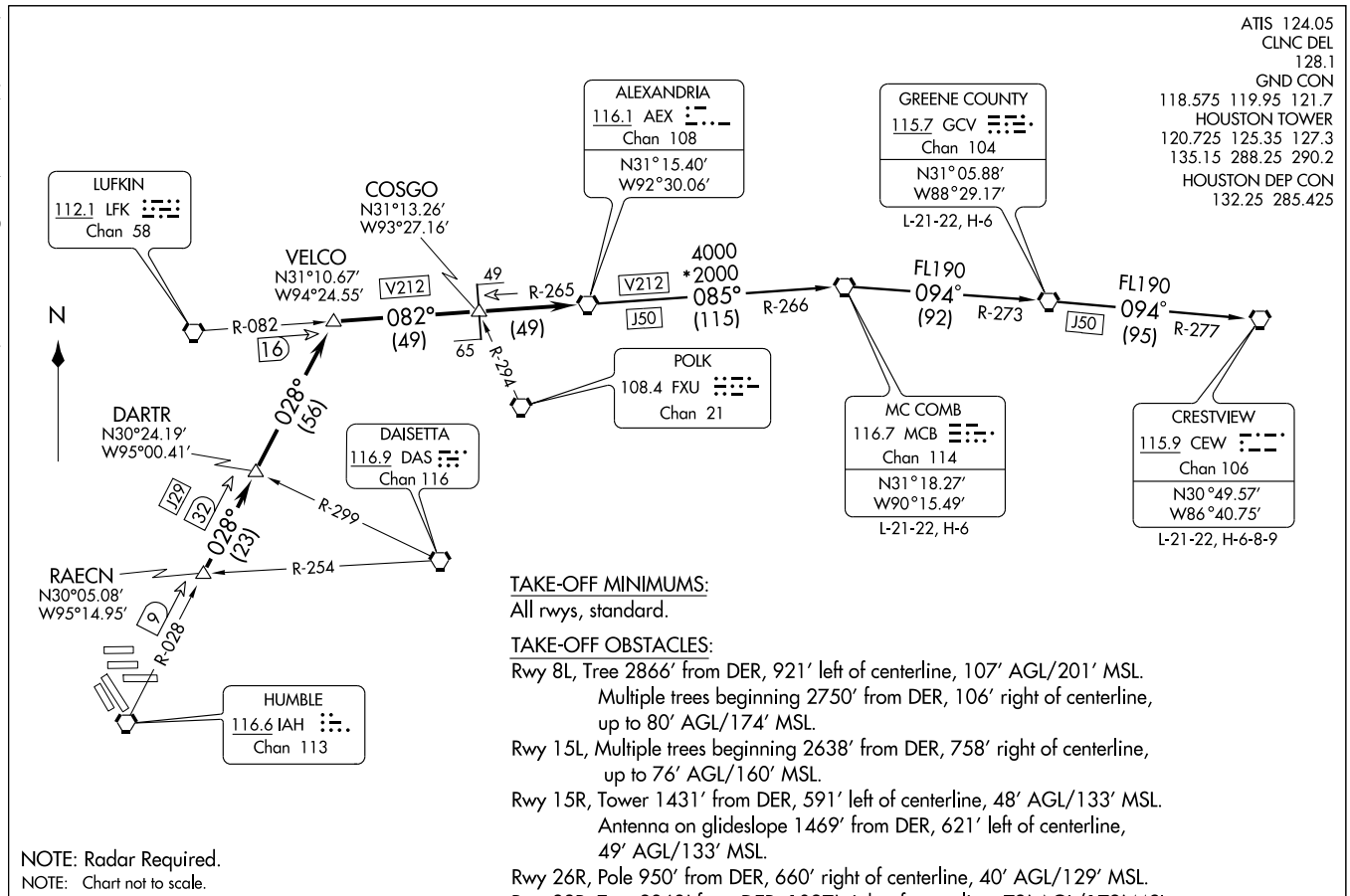
09331

AIRPORT DIAGRAM

HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

HOUSTON, TEXAS

AL-5461 (FAA)



TAKE-OFF MINIMUMS:
All rwys, standard.

TAKE-OFF OBSTACLES:
Rwy 8L, Tree 2866′ from DER, 921′ left of centerline, 107′ AGL/201′ MSL. Multiple trees beginning 2750′ from DER, 106′ right of centerline, up to 80′ AGL/174′ MSL.
Rwy 15L, Multiple trees beginning 2638′ from DER, 758′ right of centerline, up to 76′ AGL/160′ MSL.
Rwy 15R, Tower 1431′ from DER, 591′ left of centerline, 48′ AGL/133′ MSL. Antenna on glideslope 1469′ from DER, 621′ left of centerline, 49′ AGL/133′ MSL.
Rwy 26R, Pole 950′ from DER, 660′ right of centerline, 40′ AGL/129′ MSL.
Rwy 33R, Tree 2868′ from DER, 1027′ right of centerline, 73′ AGL/172′ MSL.

NOTE: Radar Required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

Expect vectors to RAECN INT, maintain 4000', expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 to VELCO INT, then right turn via LFK R-082 and AEX R-265 to AEX VORTAC.

THE FOLLOWING TRANSITIONS ARE ATC ASSIGNED ONLY DO NOT FILE:

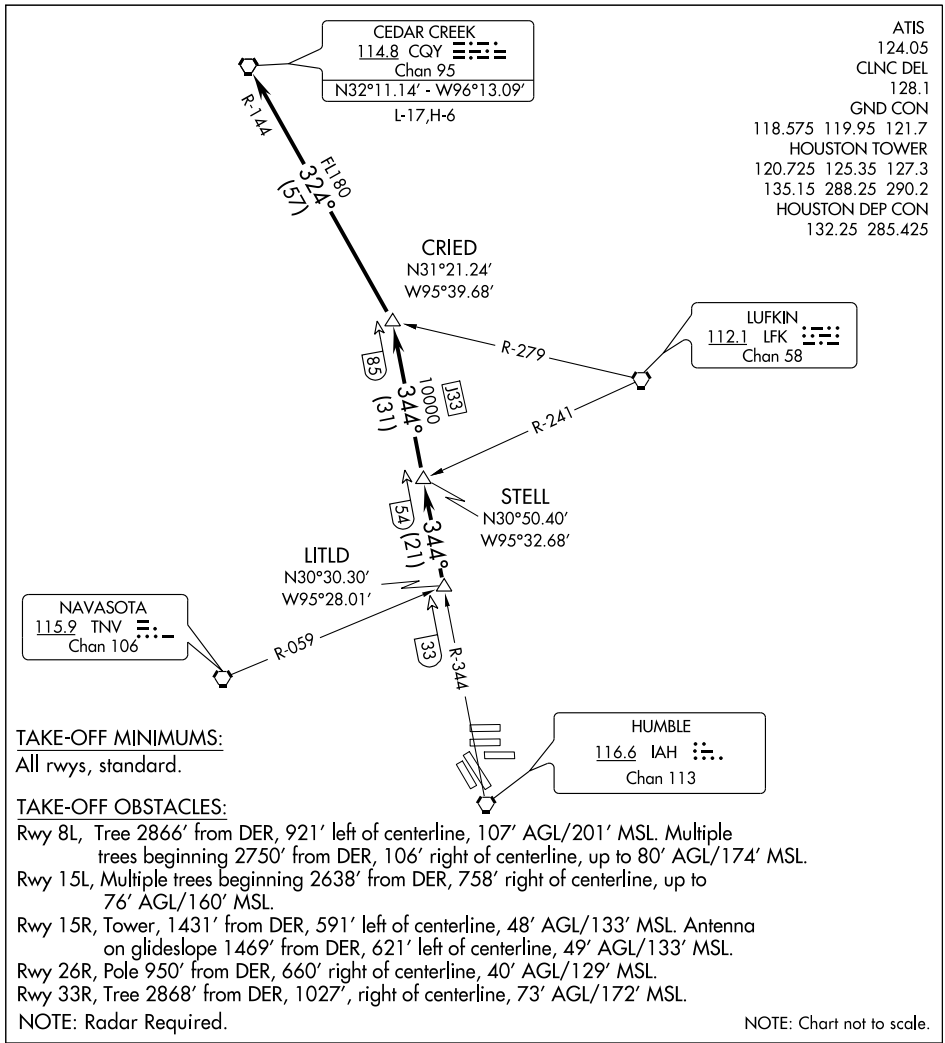
CRESTVIEW TRANSITION (AEX4.CEW): (For aircraft being weather rerouted to join a jet route off CEW VORTAC or overflying CEW VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC, then via GCV R-094 and CEW R-277 to CEW VORTAC.

GREENE COUNTY TRANSITION (AEX4.GCV): (For aircraft being weather rerouted to join a jet route off GCV VORTAC or overflying GCV VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC.

MC COMB TRANSITION (AEX4.MCB): (For aircraft being weather rerouted to join a jet route off MCB VORTAC or overflying MCB VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC.

SC-5, 08 APR 2010 to 06 MAY 2010

CRIED THREE DEPARTURE



TAKE-OFF MINIMUMS:
All rwys, standard.

TAKE-OFF OBSTACLES:
Rwy 8L, Tree 2866' from DER, 921' left of centerline, 107' AGL/201' MSL. Multiple trees beginning 2750' from DER, 106' right of centerline, up to 80' AGL/174' MSL.
Rwy 15L, Multiple trees beginning 2638' from DER, 758' right of centerline, up to 76' AGL/160' MSL.
Rwy 15R, Tower, 1431' from DER, 591' left of centerline, 48' AGL/133' MSL. Antenna on glideslope 1469' from DER, 621' left of centerline, 49' AGL/133' MSL.
Rwy 26R, Pole 950' from DER, 660' right of centerline, 40' AGL/129' MSL.
Rwy 33R, Tree 2868' from DER, 1027', right of centerline, 73' AGL/172' MSL.
NOTE: Radar Required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Expect vectors to LITLD INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-344 to STELL INT, then via IAH R-344 to CRIED INT, then left turn via CQY R-144 to CQY VORTAC.

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DAISETTA EIGHT ARRIVAL (DAS.DAS8)

HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS *
135.575 269.9

NOTE: For all conventional navigation aircraft landing in the Houston terminal area. For all turboprops/pistons landing IAH. ATC assigned only for all others.

NOTE: For RNAV equipped aircraft landing IAH runways 8L/R and 9 from over DAETN INT direct JOESZ INT, expect vectors to final approach course prior to JOESZ INT, if not received by JOESZ INT fly present heading.

ELM GROVE
111.2 EMG
Chan 49
N32°24.01'-W93°35.71'
L-17, H-6

QUESO
N30°46.86'
W94°06.54'

BROWW
N30°54.22'
W93°52.20'

SAWMILL
113.75 SWB
Chan 84(Y)
N31°58.39' - W92°40.63'
L-22, H-6

LUFKIN
112.1 LFK
Chan 58
N31°09.74'
W94°43.02'
L-19-21, H-6

VIERA
N30°44.51'
W94°02.83'

TQELA
N30°32.39'
W93°46.23'

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40' -W92°30.06'
L-21-22, H-6

INDUSTRY
110.2 IDU
Chan 39

JOESZ
N30°06.40'
W95°46.72'

INNIS
N30°02.07'
W95°06.83'

REHAB
N29°59.59'
W95°14.25'

COMBS
N30°23.32'
W94°25.84'

DAETN
N30°06.31'
W94°54.07'

YAAOW
N29°53.12'
W95°10.69'

DRXLR
N29°45.59'
W95°13.92'

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

HUMBLE
116.6 IAH
Chan 113

HOBBY
117.1 HUB
Chan 118

DAISETTA
116.9 DAS
Chan 116
N30°11.38' -W94°38.70'

LAKE CHARLES
113.4 LCH
Chan 81
N30°08.49' -W93°06.33'
L-21-22, H-7

BEAUMONT
114.5 BPT
Chan 92
N29°56.76' -W94°00.97'

VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: 280K IAS
Expect clearance
to cross at 13,000'

RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

WEISER AIRPARK
WEST HOUSTON
HOUSTON EXECUTIVE
SUGAR LAND RGNL
LA PORTE MUNI
CHAMBERS COUNTY
WILLIAM P. HOBBY
BAYTOWN
RWJ AIRPARK
PEARLAND RGNL
ELLINGTON FIELD
HOUSTON-SOUTHWEST
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY

DAISETTA EIGHT ARRIVAL (DAS.DAS8)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence . . . .

SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

. . . . From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:

. . . . From DAETN INT fly heading 265° for vectors to final approach course.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

FOR ALL OTHER AIRPORTS:

. . . . From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.

SC-5, 08 APR 2010 to 06 MAY 2010

EL DORADO ONE DEPARTURE SL-5461 (FAA)

ATIS
124.05
CLNC DEL
128.1
GND CON
118.575 121.7 119.95
HOUSTON TOWER
120.725 125.35 127.3
135.15 288.25 290.2
HOUSTON DEP CON
132.25 285.425

EL DORADO
115.5 ELD
Chan 102
N33°15.37′ - W92°44.64′
L-17, H-6

R-208

028° (143)

NOTE: Radar required.
NOTE: For aircraft destined MEM, or filed via Q32 or J42.

LUFKIN
112.1 LFK
Chan 58

R-066

R-082

028° (71)

55

ENJOY
N31°16.73′
W94°19.82′

VELCO
N31°10.67′
W94°24.55′

028° (56)

DARTR
N30°24.19′
W95°00.41′

RAECN
N30°05.08′
W95°14.95′

028° (23)

32

R-299

DAISETTA
116.9 DAS
Chan 116

R-254

IAH R-028

9

HUMBLE
116.6 IAH
Chan 113

TAKE-OFF MINIMUMS:
All rwys, standard.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 08 APR 2010 to 06 MAY 2010

EL DORADO ONE DEPARTURE SL-5461 (FAA)

DEPARTURE ROUTE DESCRIPTION

Expect vectors to RAECN INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 and the ELD R-208 to ELD VORTAC.

TAKE-OFF OBSTACLES

Rwy 8L, Tree 2866′ from DER, 921′ left of centerline, 107′ AGL/201′ MSL.
Multiple trees beginning 2750′ from DER, 106′ right of centerline, up to 80′ AGL/174′ MSL.
Rwy 15L, Multiple trees beginning 2638′ from DER, 758′ right of centerline, up to 76′ AGL/160′ MSL.
Rwy 15R, Tower 1431′ from DER, 591′ left of centerline, 48′ AGL/133′ MSL.
Antenna on glideslope 1469′ from DER, 621′ left of centerline, 49′ AGL/133′ MSL..
Rwy 26R, Pole 950′ from DER, 660′ right of centerline, 40′ AGL/129′ MSL.
Rwy 33R, Tree 2868′ from DER, 1027′ right of centerline, 73′ AGL/172′ MSL.

SC-5, 08 APR 2010 to 06 MAY 2010

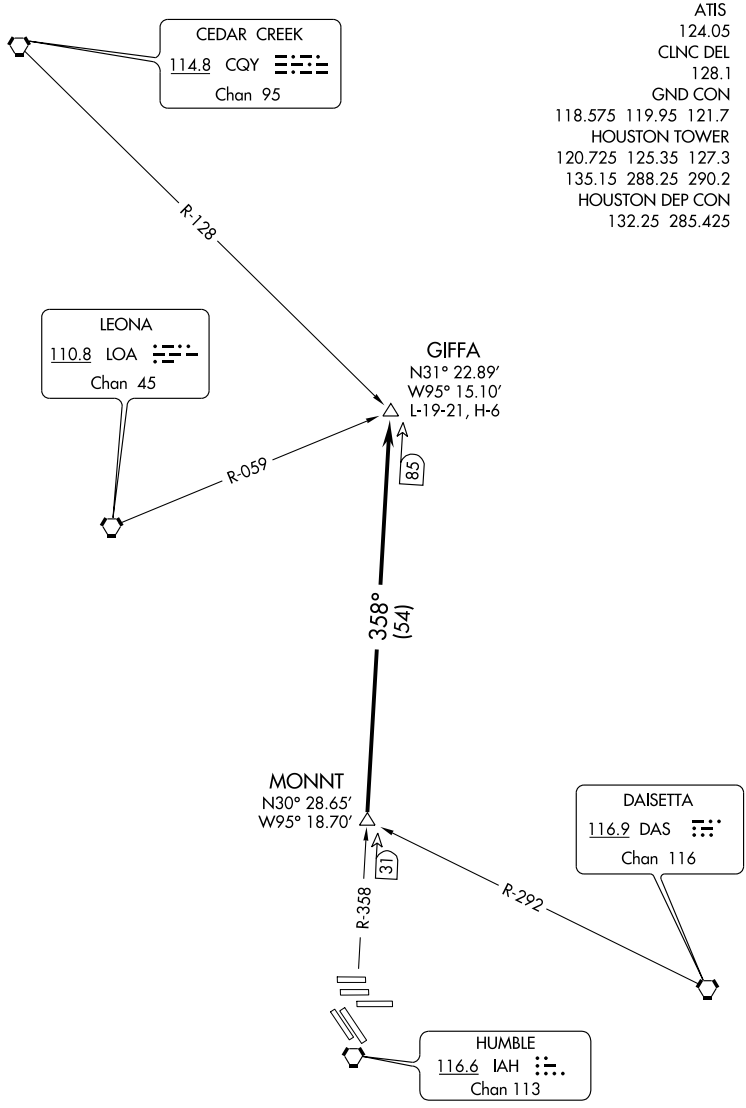
GIFFA THREE DEPARTURE

HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

SL-5461 (FAA)

HOUSTON, TEXAS

ATIS 124.05
CLNC DEL 128.1
GND CON 118.575 119.95 121.7
HOUSTON TOWER 120.725 125.35 127.3 135.15 288.25 290.2
HOUSTON DEP CON 132.25 285.425



NOTE: Radar Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

TAKE-OFF MINIMUMS:
All runways, standard.

SC-5, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

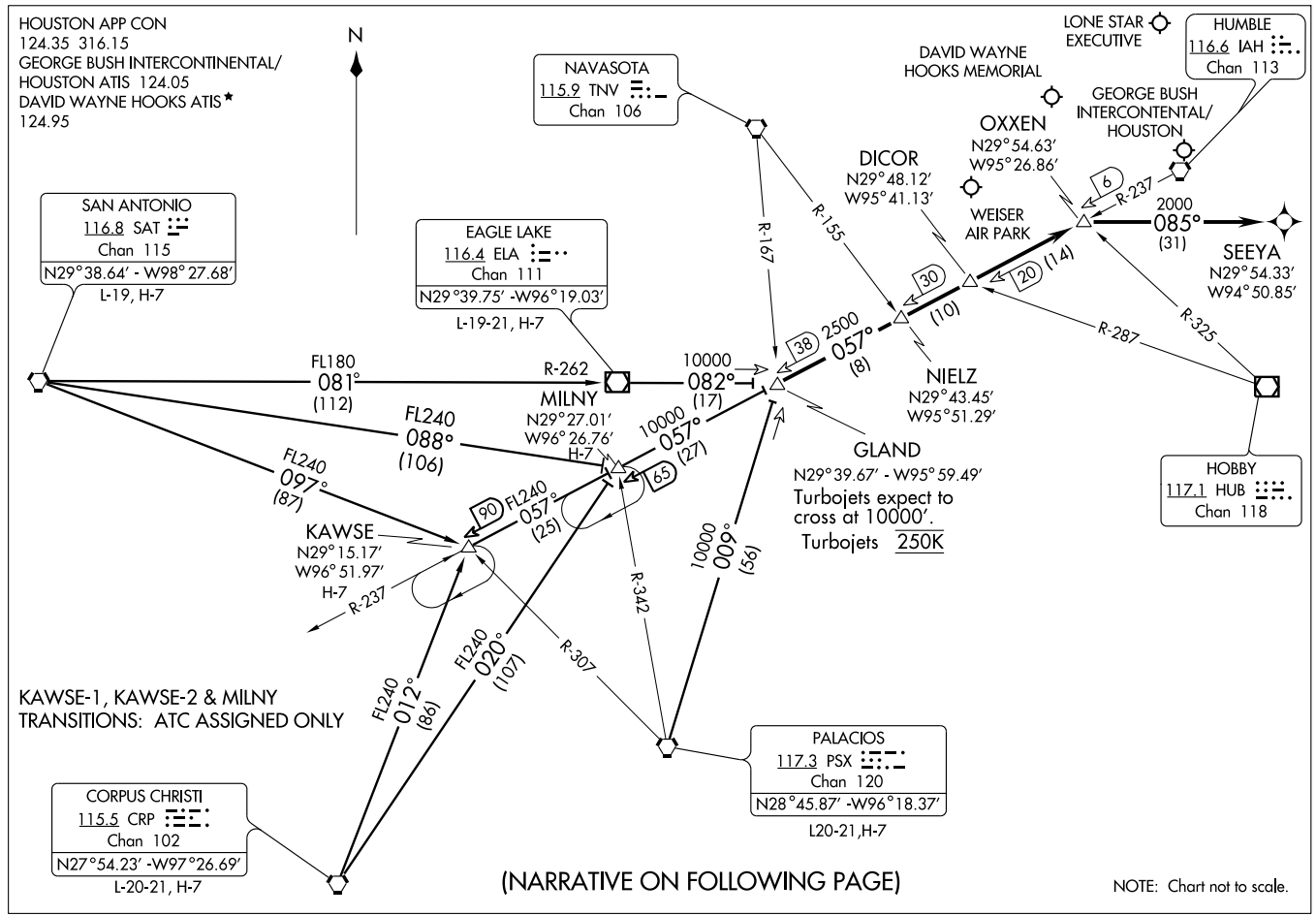
Expect vectors to MONNT INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-358 to GIFFA INT.

TAKE-OFF OBSTACLES:

Rwy 8L, Tree 2866′ from DER, 921′ left of centerline, 107′ AGL/ 201′ MSL.
Multiple trees beginning 2750′ from DER, 106′ right of centerline, up to 80′ AGL/174′ MSL.
Rwy 15L, Multiple trees beginning 2638′ from DER, 758′ right of centerline, up to 76′ AGL/160′ MSL.
Rwy 15R, Tower 1431′ from DER, 591′ left of centerline, 48′ AGL/133′ MSL.
Antenna on glideslope 1469′ from DER, 621′ left of centerline, 49′ AGL/133′ MSL.
Rwy 26R, Pole 950′ from DER, 660 ′ right of centerline, 40′ AGL/129′ MSL.
Rwy 33R, Tree 2868′ from DER, 1027′ right of centerline, 73′ AGL/172′ MSL.

SC-5, 08 APR 2010 to 06 MAY 2010



07298

GLAND THREE ARRIVAL (GLAND.GLAND3)

ST-5461 (FAA)

HOUSTON, TEXAS

GLAND THREE ARRIVAL (GLAND.GLAND3) HOUSTON, TEXAS

ARRIVAL DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.GLAND3): From over CRP VORTAC via CRP R-020 to MILNY INT, then via IAH R-237 to GLAND INT. Thence. . . .

EAGLE LAKE TRANSITION (ELA.GLAND3): From over ELA VOR/DME via ELA R-082 to GLAND INT. Thence. . . .

KAWSE-1 TRANSITION (KAWSE-1.GLAND3): (ATC assigned.) From over SAT VORTAC via SAT R-097 to KAWSE INT, then via IAH R-237 to GLAND INT. Thence. . . .

KAWSE-2 TRANSITION (KAWSE-2.GLAND3): (ATC assigned.) From over CRP VORTAC via CRP R-012 to KAWSE INT, then via IAH R-237 to GLAND INT. Thence. . . .

MILNY TRANSITION (MILNY.GLAND3): (ATC assigned.) From over SAT VORTAC via SAT R-088 to MILNY INT, then via IAH R-237 to GLAND INT. Thence. . . .

PALACIOS TRANSITION (PSX.GLAND3): From over PSX VORTAC via PSX R-009 to GLAND INT. Thence. . . .

SAN ANTONIO TRANSITION (SAT.GLAND3): From over SAT VORTAC via R-081 and ELA R-262 to ELA VOR/DME, then via ELA R-082 to GLAND INT. Thence. . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH): From over GLAND INT via IAH R-237 to OXXEN INT, landing runways 26 L/R or 27 fly heading 085° for vectors to final approach course. For /E, /F, /G, /R (RNP-2.0), equipped aircraft: from over OXXEN INT direct SEEYA WP, expect vector to final approach course prior to SEEYA WP, if not received by SEEYA WP fly present heading. All other runways, expect vectors to final approach course at or prior to OXXEN INT.

FOR ALL OTHER AIRPORTS: From over GLAND INT via IAH R-237 to OXXEN INT. Expect vectors to final approach course at or prior to OXXEN INT.

SC-5, 08 APR 2010 to 06 MAY 2010

ATIS 124.05
CLNC DEL
128.1
GND CON
118.575 119.95 121.7
HOUSTON TOWER
120.725 125.35 127.3
135.15 288.25 290.2
HOUSTON DEP CON
133.6 257.2

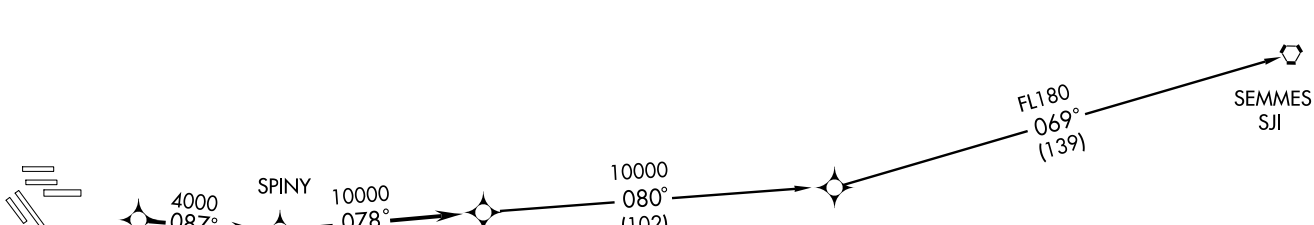
DEPARTURE ROUTE DESCRIPTION

Expect vectors to JAAYE, then via 087° track to SPINY, then via 078° track to GUSTI, thence . . . .

. . . . via (transition). Maintain 4000, expect clearance to filed altitude/flight level 10 minutes after departure.

AWDAD TRANSITION (GUSTI1.AWDAD)

SEMMES TRANSITION (GUSTI1.SJI)



TAKE-OFF OBSTACLES:

Rwy 8L, Tree 2866′ from departure end of runway, 921′ left of centerline, 107′ AGL/201′ MSL. Multiple trees beginning 2750′ from departure end of runway, 106′ right of centerline, up to 80′ AGL/174′ MSL.
Rwy 15L, Multiple trees beginning 2638′ from departure end of runway, 758′ right of centerline, up to 76′ AGL/160′ MSL.
Rwy 15R, Tower 1431′ from departure end of runway, 591′ left of centerline, 48′ AGL/133′ MSL. Antenna on glideslope 1469′ from departure end of runway, 621′ left of centerline, 49′ AGL/133′ MSL.
Rwy 26R, Pole 950′ from departure end of runway, 660′ right of centerline, 40′ AGL/129′ MSL.
Rwy 33R, Tree 2868′ from departure end of runway, 1027′ right of centerline, 73′ AGL/172′ MSL.

N

TAKE-OFF MINIMUMS:

All runways standard.

NOTE: RNAV 1.
NOTE: RADAR REQUIRED.
NOTE: DME/DME/IRU or GPS REQUIRED.
NOTE: For NON-GPS equipped aircraft; SBI, BPT, LCH, LFT, LLA, and HRV must be operational.

NOTE: Chart not to scale.

LOC/DME I-BZU	APP CRS	Rwy Idg	9000
111.55	087°	TDZE	96
Chan 52 (Y)		Apt Elev	97

ILS or LOC RWY 8L

HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

For inoperative ALSF increase S-ILS 8L Cat E visibility to RVR 4000, and S-LOC 8L Cat E visibility to 1¾. Simultaneous approach authorized with Rwy 8R and Rwy 9.

ALSF-2

MISSED APPROACH: Climb to 600 then climbing left turn to 4000 via IAH VORTAC R-019 to CLEEP INT/IAH 22.1 DME and hold.

ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1

RADAR REQUIRED

ALTERNATE MISSED APCH FIX R-003 R-019 IAH 183° 003° 116.6 Chan 113 R-278 116.9 DAS Chan 116 CLEEP HUB 38.6 117.1 HUB Chan 118

MISSED APCH FIX R-003 R-019 IAH 196° 019° 116.6 Chan 113 R-278 116.9 DAS Chan 116 CLEEP IAH 22.1 117.1 HUB Chan 118

LOCALIZER 111.55 I-BZU Chan 52 (Y)

10 NM

115.9 TNV Chan 106

(IAF) MAAKO INT I-BZU 27.8 R-130

KABBY INT I-BZU 22.8

(IF) KICKM INT I-BZU 17.2

FLIBZ I-BZU 10.7 RADAR

JACEN I-BZU 7.4 RADAR

267° 3000 087° (5) 3000 087° (5.6) *3000 087° (6.4) 2000 087° (3.4)

264 203 IM 320 210 281 247± R-019 IAH 629

636 237 270 396 303 208± 230 368

530 659 923 646

115.9 TNV Chan 106 R-141

117.1 HUB R-312 Chan 118

HUMBLE 116.6 IAH Chan 113

MSA IAH 25 NM 195° 2400 3100 050°

*When assigned by ATC, intercept glidepath at 3000.

MAAKO INT I-BZU 27.8 — KABBY INT I-BZU 22.8 — KICKM INT I-BZU 17.2 — FLIBZ I-BZU 10.7 RADAR — JACEN I-BZU 7.4 RADAR

3000 087° 3000 — 3000 — *3000 — 2000 — I-BZU 3.1 — I-BZU 1.7 — IM

GS 3.00° TCH 59

2000

5 NM — 5.6 NM — 6.4 NM — 3.4 NM — 4.3 NM — 1.3 — 0.1

600 ↑ 4000 IAH R-019 116.6 CLEEP △ IAH 22.1

ELEV 97 D

087° 5.7 NM from FAF

TDZE 96

9000 X 150 26R 8L

9402 X 150 8R 26L 193 142

9999 X 150 9L 27R 259 189 422 207

10000 X 150 15L 33R 201 X 150 125

247 133 203 196 172

TDZ/CL Rwys 8R,15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L

CATEGORY	A	B	C	D	E
S-ILS 8L	296/18 200 (200-½)				
S-LOC 8L	600/24 504 (600-½)		600/50 504 (600-1)		600/60 504 (600-1¼)

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

SC-5, 08 APR 2010 to 06 MAY 2010

LOC/DME I-IAH	APP CRS	Rwy Idg	9402
109.7	087°	TDZE	97
Chan 34		Apt Elev	97

HOUSTON/
GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

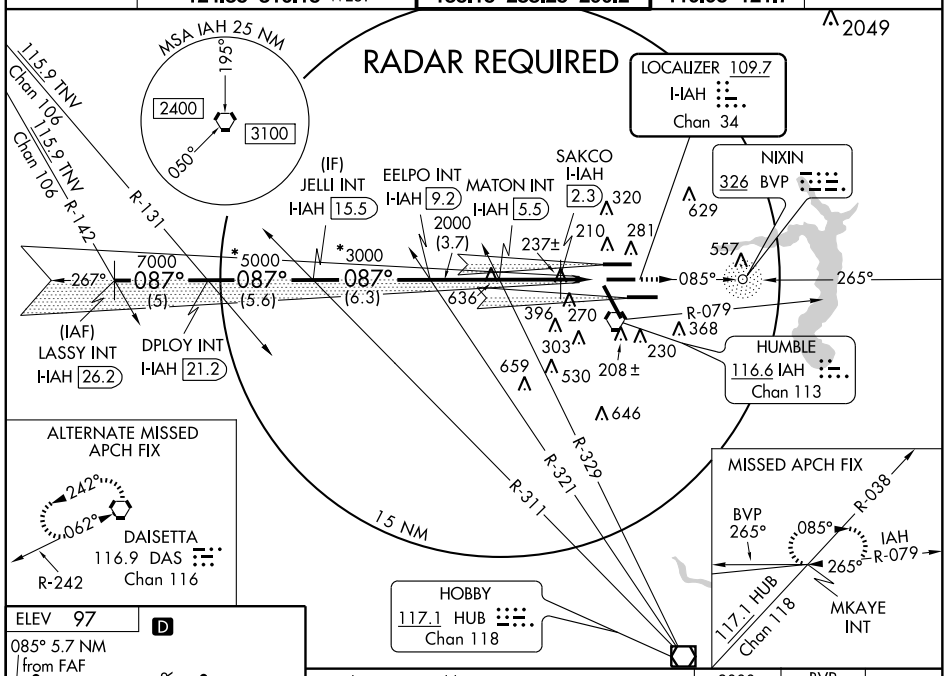
ILS or LOC RWY 8R

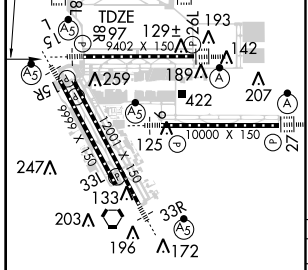
ADF Required. Simultaneous approach authorized with Rwy 8L and Rwy 9. For inoperative MALSR, increase S-ILS-8R Cat E visibility to RVR 4000, and S-LOC-8R Cat E visibility to 3 miles. SAKCO Fix Minimums: For inoperative MALSR, increase S-LOC-8R Cat E visibility to 1½ miles.

MALSR

MISSED APPROACH: Climb to 3000 via BVP NDB bearing 085° to MKAYE INT and hold.

ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1

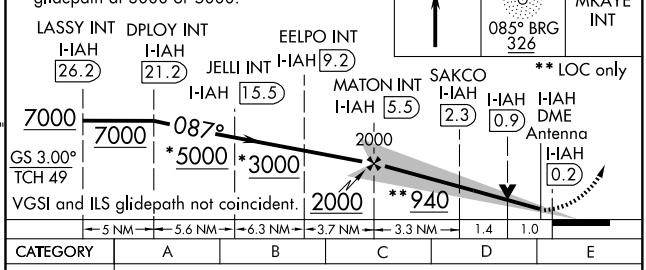




TDZ/CL Rwys 8R,15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54



CATEGORY	A	B	C	D	E
S-ILS 8R	297/18 200 (200-½)				
S-LOC 8R	940/24 843 (900-½)	940/40 843 (900-¾)	940-2 843 (900-2)	940-2¼ 843 (900-2¼)	940-2½ 843 (900-2½)
	SAKCO FIX MINIMUMS				
S-LOC 8R	500/24 403 (500-½)		500/40 403 (500-¾)		500/50 403 (500-1)

HOUSTON, TEXAS

AL-5461 (FAA)

LOC/DME I-UYO	APP CRS	Rwy Idg	10000
110.9	087°	TDZE	92
Chan 46		Apt Elev	97

HOUSTON/

ILS or LOC RWY 9

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

For inoperative MALSR increase S-ILS 9 Cat E visibility to RVR 4000, and S-LOC 9 Cat E visibility to 1¾. Simultaneous approach authorized with Rwy 8L/R.
** RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 580, then climbing right turn to 3000 via IAH R-130 to JEBOX INT/IAH 18.3 DME and hold.

ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1

RADAR REQUIRED

LOCALIZER 110.9 I-UYO Chan 46

115.9 TNV Chan 106

(IAF) URANG INT I-UYO 27.3

(IF) MEDIC INT I-UYO 16.6

SAYNO INT I-UYO 10.4

HYWAY INT I-UYO 5.6

10 NM

5000 087° (5) | *4000 087° (5.6) | *3000 087° (6.3) | 2000 087° (4.8)

CHILT INT I-UYO 22.3

115.9 TNV Chan 106

R-143

R-133

265°

MISSED APCH FIX
JEBOX INT
IAH 18.3
R-296
R-057
113.6 MHF
Chan 83
310°
130°
R-130 IAH
117.1 HUB
Chan 118

ALTERNATE MISSED APCH FIX
JEBOX INT
MHF 21.7
R-296
R-057
113.6 MHF
Chan 83
296°
116°
R-130 IAH
117.1 HUB
Chan 118

HUMBLE 116.6 IAH Chan 113

R-130

R-320

R-331

R-309

HOBBY 117.1 HUB Chan 118

MSA IAH 25 NM
190°
2400
3100
050°

ELEV 97 D

9000 X 150 26R
9402 X 150 26L
9999 X 150 27
10000 X 150 8L-26R
12001 X 150 15L-33R
TDZE 92
247°
087° 5.7 NM from FAF

TDZ/CL Rwys 8R,15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

580 | 3000 IAH R-130 116.6 | JEBOX IAH 18.3

URANG INT I-UYO 27.3 | CHILT INT I-UYO 22.3 | MEDIC INT I-UYO 16.6 | SAYNO INT I-UYO 10.4 | HYWAY INT I-UYO 5.6 | I-UYO DME Antenna | I-UYO 1.2 | I-UYO 0.2

5000 | 5000 | 087° | *4000 | 2000

VGSI and ILS glidepath not coincident.

GS 3.00° TCH 56

*When assigned *3000 by ATC, intercept glidepath at 3000 or 4000.

5 NM | 5.6 NM | 6.3 NM | 4.8 NM | 4.4 | 1.3

CATEGORY	A	B	C	D	E
S-ILS 9	** 292/24	200 (200-½)			
S-LOC 9	580/24 488 (500-½)		580/40 488 (500-¾)	580/50 488 (500-1)	580/60 488 (500-1¼)

SC-5, 08 APR 2010 to 06 MAY 2010

HOUSTON, TEXAS

AL-5461 (FAA)

ILS or LOC RWY 15R

HOUSTON/ GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

LOC I-LKM	APP CRS	Rwy Idg	9999
111.15	147°	TDZE	97
		Apt Elev	97

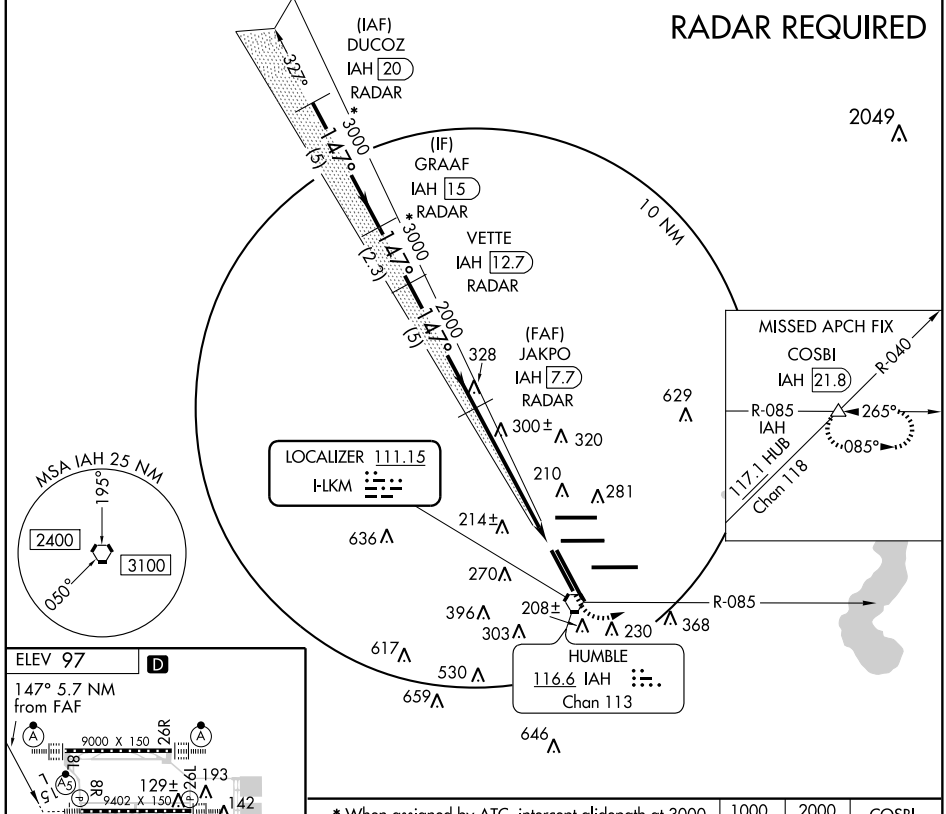
Radar or DME required. For inoperative MALSR, increase S-ILS Cat E visibility to RVR 4000, and S-LOC Cat E visibility to 1¾.

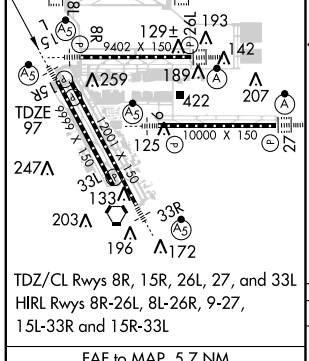
MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 via IAH R-085 to COSBI INT/IAH 21.8 DME and hold.

ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1

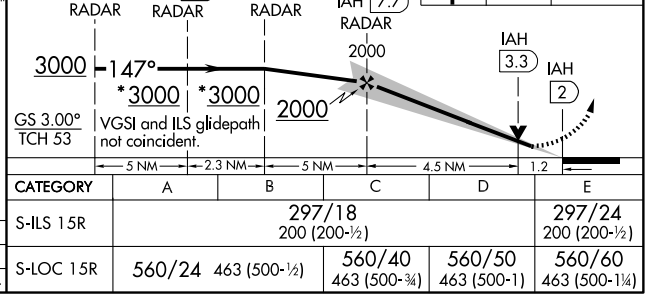
RADAR REQUIRED





TDZ/CL Rwys 8R, 15R, 26L, 27, and 33L
HIRL Rwys 8R-26L, 8L-26R, 9-27,
15L-33R and 15R-33L

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54



CATEGORY	A	B	C	D	E
S-ILS 15R	297/18 200 (200-½)				297/24 200 (200-½)
S-LOC 15R	560/24 463 (500-½)		560/40 463 (500-¾)	560/50 463 (500-1)	560/60 463 (500-1¼)

SC-5, 08 APR 2010 to 06 MAY 2010

HOUSTON, TEXAS AL-5461 (FAA)

LOC/DME I-JYV	APP CRS	Rwy Idg	9402
109.7	267°	TDZE	97
Chan 34		Apt Elev	97

HOUSTON/ GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

ILS or LOC RWY 26L

Simultaneous approach authorized with Rwy 26R and Rwy 27. For inoperative ALSF, increase S-ILS-26L Cat E visibility to RVR 4000, S-LOC 26L Cat E visibility to 2 ¾ miles. SOROY Fix Minimums: For inoperative ALSF, increase S-LOC-26L Cat E visibility to RVR 6000.

ALSF-2

MISSED APPROACH: Climb to 3000 then left turn via heading 240° and IAH VORTAC R-270 to LUCEP INT/IAH 22.9 DME and hold.

ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1

RADAR REQUIRED

LOCALIZER 109.7 I-JYV Chan 34

MSA IAH 25 NM: 195° 2400 3100 050°

10 NM

116.9 DAS Chan 116

SOROY I-JYV 4

JEPNI INT I-JYV 7.5

KERNS INT I-JYV 10.9

GRIEG INT I-JYV 17.4 (IF)

MKAYE INT I-JYV 23.1

VANNN INT I-JYV 28.1 (IAF)

IAH R-079

HUMBLE 116.6 IAH Chan 113

R-270 R-004 R-013 R-028 R-038 R-213 R-225

2000 267° (3.5) *3000 267° (6.5) *5000 267° (5.7) 7000 267° (5) 087°

IM MM

585± 183±

117.1 HUB Chan 118

MISSED APCH FIX: 115.9 TNV R-133 Chan 106; LUCEP INT IAH 22.9; R-270 090° 270°; 116.6 IAH Chan 113

ALTERNATE MISSED APCH FIX: 115.9 TNV R-133 Chan 106; LUCEP INT; 326 BVP; 085° 265°

3000 HDG 240°

IAH R-270 116.6

LUCEP INT IAH 22.9

* When assigned by ATC, intercept glidepath at 3000 or 5000.

VGSI and ILS glidepath not coincident.

** LOC only

I-JYV 1.7 I-JYV 2.6 IM MM

SOROY I-JYV 4

JEPNI INT I-JYV 7.5

KERNS INT I-JYV 10.9

GRIEG INT I-JYV 17.4

MKAYE INT I-JYV 23.1

VANNN INT I-JYV 28.1

2000 880** 2000 3000* 267° 5000* 7000 7000

GS 3.00° TCH 56

0.1 0.4 0.4 1.4 NM 3.5 NM 3.5 NM 6.5 NM 5.7 NM 5 NM

ELEV 97 D

267° 5.7 NM from FAF

9000 X 150 26R 8R 15L 9402 X 150 8L 26L 33L 9999 X 150 15R 27 10000 X 150 33R

TDZE 97

TDZ/CL Rwys 8R,15R, 26L, 27 and 33L. HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L

CATEGORY	A	B	C	D	E
S-ILS 26L	297/18 200 (200-½)				
S-LOC 26L	880/24 783 (800-½)	880/40 783 (800-¾)	880-1¾ 783 (800-1¾)	880-2 783 (800-2)	880-2¼ 783 (800-2¼)
SOROY FIX MINIMUMS					
S-LOC 26L	440/24 343 (400-½)			440/40 343 (400-¾)	

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

SC-5, 08 APR 2010 to 06 MAY 2010

LOC/DME I-OND	APP CRS	Rwy Idg	9000
111.55	267°	TDZE	97
Chan 52 (Y)		Apt Elev	97

HOUSTON/
GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

ILS or LOC RWY 26R

For inoperative ALSF, increase S-ILS 26R Cat E visibility to RVR 4000 and S-LOC 26R Cat E visibility to 1¾ mile. Simultaneous approach authorized with Rwy 26L and Rwy 27. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 600 then climbing right turn to 3000 via IAH R-344 to PEPBI INT/IAH 20 DME and hold.

ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1

MISSED APCH FIX
R-344 PEPBI INT IAH 20
164° 344°
115.9 TNV Chan 106
R-082
116.6 IAH Chan 113

ALTERNATE MISSED APCH FIX
R-344 PEPBI INT HUB 38.4
164° 344°
115.9 TNV Chan 106
R-082
117.1 HUB Chan 118

10 NM

629
OWELL I-OND 7.4 RADAR
CHUBS INT I-OND 11.1
RAIDS INT I-OND 17.6
NEWLY INT I-OND 23.3
(IAF) ZAPPO INT I-OND 28.3

IAH and HUB R-344
320 281 210 214± 270 303 396 530 659 208± 230 368 646
IM
255± 557 2000 267° (3.8)
*2000 267° (6.4)
*3000 267° (5.7)
3000 267° (5)
087°

R-227 R-215 R-013 R-027 R-344

116.9 DAS Chan 116

HUMBLE 116.6 IAH Chan 113

LOCALIZER 111.55 I-OND Chan 52 (Y)

117.1 HUB Chan 118

RADAR REQUIRED

MSA IAH 25 NM
195°
2400
3100
050°

ELEV 97
D
TDZE 97
267° 5.7 NM from FAF

TDZ/CL Rwys 8R,15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

CATEGORY	A	B	C	D	E
S-ILS 26R	297/18 200 (200-½)				
S-LOC 26R	560/24 463 (500-½)		560/40 463 (500-¾)	560/50 463 (500-1)	560/60 463 (500-1¼)

SC-5, 08 APR 2010 to 06 MAY 2010

LOC/DME I-GHI	APP CRS	Rwy Idg 10000
110.9	267°	TDZE 88
Chan 46		Apt Elev 97

HOUSTON/
GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

ILS or LOC RWY 27

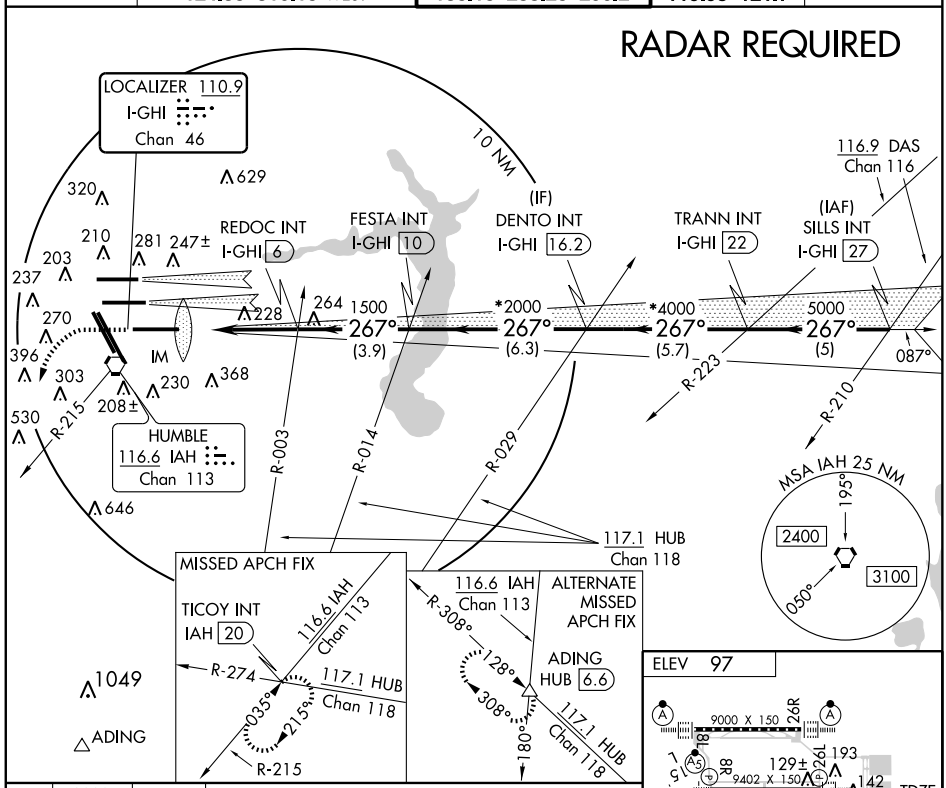
For inoperative ALSF, increase S-ILS 27 Cat E visibility to RVR 4000 and S-LOC 27 Cat E visibility to 1½. Simultaneous approach authorized with runway 26L/R.

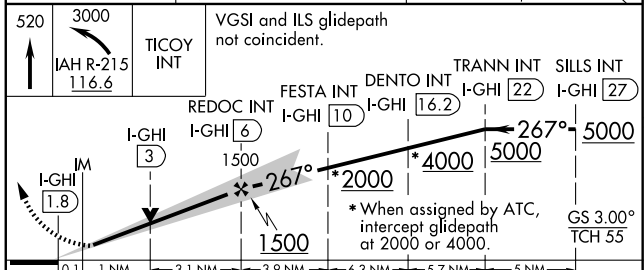
ALSF-2

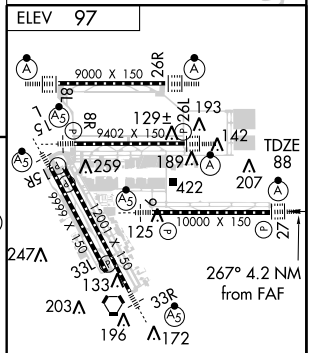
MISSED APPROACH: Climb to 520 then climbing left turn to 3000 via IAH VORTAC R-215 to TICOY INT/IAH 20 DME and hold.

ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1

RADAR REQUIRED







TDZ/CL Rwys 8R,15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L

CATEGORY	A	B	C	D	E
S-ILS 27	288/18 200 (200-½)				
S-LOC 27	520/24 432 (500-½)		520/40 432 (500-¾)	520/50 432 (500-1)	

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

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HOUSTON, TEXAS AL-5461 (FAA)

ILS or LOC RWY 33R

HOUSTON/ GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

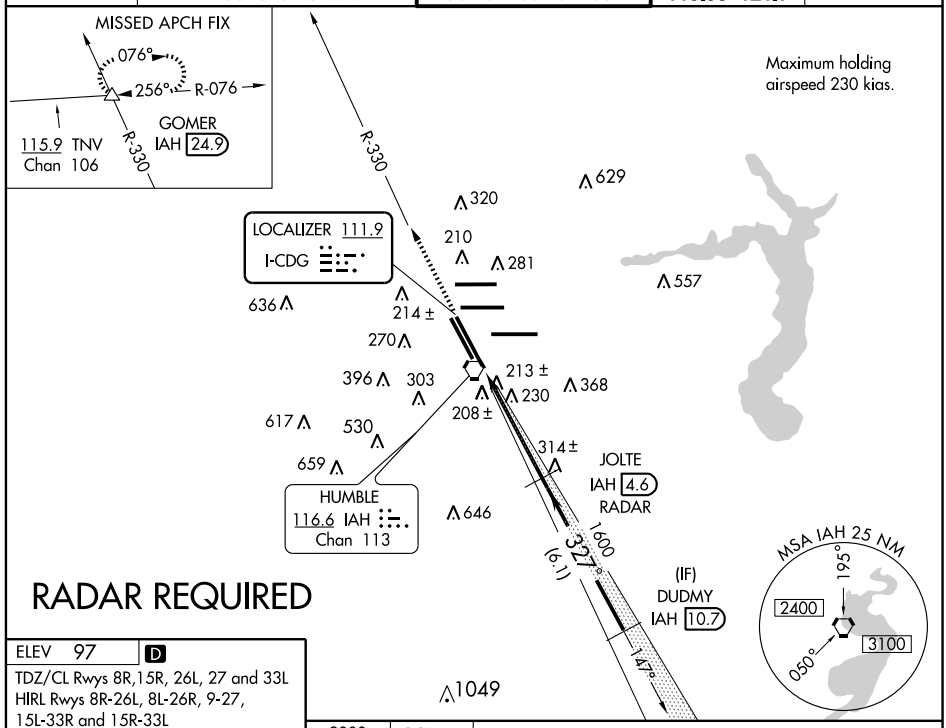
LOC I-CDG	APP CRS	Rwy 33R Idg	12001	Rwy 33L Idg	9999
111.9	327°	TDZE	89	TDZE	91
		Apt Elev	97	Apt Elev	97

DME from IAH VORTAC. Simultaneous reception of I-CDG and IAH DME required. DME or RADAR REQUIRED. For inoperative MALSR, increase S-ILS 33R Cat E visibility to RVR 4000 and S-LOC 33R Cat E visibility to 1½. **RVR 1800 authorized with the use of FD or AP or HUD to DA.

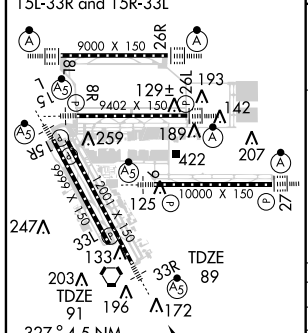
MALSR

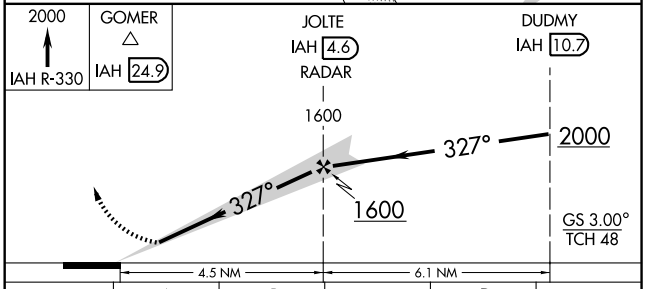
MISSED APPROACH: Climb to 2000 via IAH R-330 to GOMER INT / IAH 24.9 DME and hold.

ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1



RADAR REQUIRED





FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

CATEGORY	A	B	C	D	E
S-ILS 33R	** 289/24 200 (200-½)				
S-LOC 33R	540/24 451 (500-½)				540/50 451 (500-1)
SIDESTEP Rwy 33L	540-1 449 (500-1)		540-1½ 449 (500-1½)	540-2 449 (500-2)	NA
CIRCLING	NA				

SC-5, 08 APR 2010 to 06 MAY 2010

LOC/DME I-BZU	APP CRS	Rwy Idg	9000
111.55	087°	TDZE	96
Chan 52 (Y)		Apt Elev	97

ILS RWY 8L (CAT II)

HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

Simultaneous approach authorized with Rwy 8R and Rwy 9.

ALSF-2

MISSED APPROACH: Climb to 600 then climbing left turn to 4000 via IAH VORTAC R-019 to CLEEP INT/IAH 22.1 DME and hold.

ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1

RADAR REQUIRED

ALTERNATE MISSED APCH FIX
R-003 IAH
R-019 IAH
183°
003°
116.6 Chan 113
R-278
116.9 DAS Chan 116
CLEEP
HUB 38.6
117.1 HUB Chan 118

MISSED APCH FIX
R-003 IAH
R-019 IAH
196°
019°
116.6 Chan 113
R-278
116.9 DAS Chan 116
CLEEP
IAH 22.1
117.1 HUB Chan 118

LOCALIZER 111.55
I-BZU
Chan 52 (Y)

10 NM

115.9 TNV Chan 106

(IAF) MAAKO INT I-BZU 27.8

R-130

KABBY INT I-BZU 22.8

(IF) KICKM INT I-BZU 17.2

FLIBZ I-BZU 10.7 RADAR

JACEN I-BZU 7.4 RADAR

267°

3000 087° (5)

3000 087° (5.6)

*3000 087° (6.4)

2000 087° (3.4)

264 203 IM 210 320 281 247± 629

R-019 IAH

636 237 270 396 303 208± 230 368

R-141 115.9 TNV Chan 106

117.1 HUB R-312 Chan 118

923 530 659 646

HUMBLE 116.6 IAH Chan 113

MSA IAH 25 NM
195°
2400
3100
050°

ELEV 97 D

TDZE 96

9000 X 150 26R 8L

9402 X 150 26L 8R

9999 X 150 15R 33L

10000 X 150 27 9

129± 193 142 259 189 422 207 125 247 133 203 196 172

TDZ/CL Rwys 8R,15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L

* When assigned by ATC, intercept glidepath at 3000.

MAAKO INT I-BZU 27.8	KABBY INT I-BZU 22.8	KICKM INT I-BZU 17.2	FLIBZ I-BZU 10.7 RADAR	JACEN I-BZU 7.4 RADAR	600	4000 IAH R-019 116.6	CLEEP IAH 22.1

3000 087° 3000 3000 *3000 2000 DH RA 104 IM 96 MSL

GS 3.00° TCH 59

2000

5 NM 5.6 NM 6.4 NM 3.4 NM 5.6 NM 866′ 1140′

CATEGORY	A	B	C	D
S-ILS 8L	RA 104/12 100 DA 196			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-5, 08 APR 2010 to 06 MAY 2010

LOC/DME I-BZU	APP CRS	Rwy Idg	9000
111.55	087°	TDZE	96
Chan 52 (Y)		Apt Elev	97

ILS RWY 8L (CAT III)

HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

Simultaneous approach authorized with Rwy 8R and Rwy 9.

ALSF-2

MISSED APPROACH: Climb to 600 then climbing left turn to 4000 via IAH VORTAC R-019 to CLEEP INT/IAH 22.1 DME and hold.

ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1

RADAR REQUIRED

ALTERNATE MISSED APCH FIX
R-003 R-019 IAH
183° 003° 116.6 Chan 113
R-278 116.9 DAS Chan 116
CLEEP HUB 38.6 117.1 HUB Chan 118

MISSED APCH FIX
R-003 R-019 IAH
019° 199° 116.6 Chan 113
R-278 116.9 DAS Chan 116
CLEEP IAH 22.1 117.1 HUB Chan 118

LOCALIZER 111.55
I-BZU
Chan 52 (Y)

10 NM

115.9 TNV Chan 106

(IAF) MAAKO INT I-BZU 27.8 — R-130 — KABBY INT I-BZU 22.8 — (IF) KICKM INT I-BZU 17.2 — FLIBZ I-BZU 10.7 RADAR — JACEN I-BZU 7.4 RADAR

267° 3000 087° (5) 3000 087° (5.6) *3000 087° (6.4) 2000 087° (3.4)

320 210 281 247± 629 R-019 IAH 264 203 IM 237 270 396 303 208± 230 368 636 530 659 923 646

115.9 TNV Chan 106 R-141

117.1 HUB Chan 118 R-312

MSA IAH 25 NM
195° 2400 3100 050°

HUMBLE
116.6 IAH
Chan 113

ELEV 97 D

TDZE 96

TDZ/CL Rwys 8R,15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L

*When assigned by ATC, intercept glidepath at 3000.

MAAKO INT I-BZU 27.8	KABBY INT I-BZU 22.8	KICKM INT I-BZU 17.2	FLIBZ I-BZU 10.7 RADAR	JACEN I-BZU 7.4 RADAR	600	4000 IAH R-019 116.6	CLEEP △ IAH 22.1
3000	087° 3000	3000	*3000	2000	IM 190		96 MSL

GS 3.00°
TCH 59

5 NM | 5.6 NM | 6.4 NM | 3.4 NM | 5.6 NM | 810′ | 1140′

CATEGORY	A	B	C	D
S-ILS 8L		CAT IIIa	RVR 07	
S-ILS 8L		CAT IIIb	RVR 06	
S-ILS 8L		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-5, 08 APR 2010 to 06 MAY 2010

LOC/DME I-JYV	APP CRS	Rwy Idg	9402
109.7	267°	TDZE	97
Chan 34		Apt Elev	97

HOUSTON/ GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

ILS RWY 26L (CAT II)

Simultaneous approach authorized with Rwy 26R and Rwy 27.

ALSF-2

MISSED APPROACH: Climb to 3000 then left turn via heading 240° and IAH VORTAC R-270 to LUCEP INT/IAH 22.9 DME and hold.

ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1

RADAR REQUIRED

LOCALIZER 109.7 I-JYV Chan 34

MSA IAH 25 NM: 195° 2400 3100 050°

10 NM

JEPNI INT I-JYV 7.5

KERNS INT I-JYV 10.9

GRIEG INT I-JYV 17.4 (IF)

MKAYE INT I-JYV 23.1

VANNN INT I-JYV 28.1 (IAF)

IAH R-079

116.9 DAS Chan 116

HUMBLE 116.6 IAH Chan 113

MISSED APCH FIX: LUCEP INT IAH 22.9; 115.9 TNV Chan 106 R-133; 116.6 IAH Chan 113; R-270 090° 270°

ALTERNATE MISSED APCH FIX: LUCEP INT; 326 BVP; 115.9 TNV Chan 106 R-133; 085° 265°

117.1 HUB Chan 118

R-004 R-013 R-028 R-038 R-213 R-225

3000 HDG 240°

IAH R-270 116.6

LUCEP INT IAH 22.9

VGSI and ILS glidepath not coincident.

* When assigned by ATC, intercept glidepath at 3000 or 5000.

DH (RA 104) 97 MSL

GS 3.00° TCH 56

CATEGORY	A	B	C	D
S-ILS 26L	RA 104/12 100 DA 197			

1042' 902' 2020' 5.2 NM 3.5 NM 6.5 NM 5.7 NM 5 NM

ELEV 97 D

9000 X 150 26R

9402 X 150

12001 X 150 26L

10000 X 150 27

TDZE 97

TDZ/CL Rwys 8R,15R, 26L, 27 and 33L. HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-5, 08 APR 2010 to 06 MAY 2010

HOUSTON, TEXAS

AL-5461 (FAA)

LOC/DME I-JYV	APP CRS	Rwy Idg	9402
109.7	267°	TDZE	97
Chan 34		Apt Elev	97

HOUSTON/ GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

ILS RWY 26L (CAT III)

Simultaneous approach authorized with Rwy 26R and Rwy 27.

ALSF-2

MISSED APPROACH: Climb to 3000 then left turn via heading 240° and IAH VORTAC R-270 to LUCEP INT/IAH 22.9 DME and hold.

ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1

RADAR REQUIRED

LOCALIZER 109.7 I-JYV Chan 34

MSA IAH 25 NM

195° 2400 3100 050°

10 NM

629 320 210 281 214± 585± 270 183± 303 230 368 396 530 208± 667

IM MM

JEPNI INT I-JYV 7.5

KERNS INT I-JYV 10.9

GRIEG INT I-JYV 17.4 (IF)

MKAYE INT I-JYV 23.1

VANNN INT I-JYV 28.1 (IAF)

2000 267° (3.5)

*3000 267° (6.5)

*5000 267° (5.7)

7000 267° (5)

IAH R-079

087°

R-225 116.9 DAS Chan 116

R-213

R-270 R-004 R-013 R-028 R-038

HUMBLE 116.6 IAH Chan 113

117.1 HUB Chan 118

MISSED APCH FIX

115.9 TNV R-133 Chan 106

LUCEP INT IAH 22.9

R-270 090° 116.6 IAH Chan 113 270°

ALTERNATE MISSED APCH FIX

115.9 TNV R-133 Chan 106

LUCEP INT

326 BVP

085° 085° 265°

3000 HDG 240°

IAH R-270 116.6

LUCEP INT IAH 22.9

* When assigned by ATC, intercept glidepath at 3000 or 5000.

VGSI and ILS glidepath not coincident.

JEPNI INT I-JYV 7.5

KERNS INT I-JYV 10.9

GRIEG INT I-JYV 17.4

MKAYE INT I-JYV 23.1

VANNN INT I-JYV 28.1

97 MSL

IM 190

MM 296

2000

3000*

5000*

267°

7000

7000

GS 3.00° TCH 56

1042' 910' 2012' 5.2 NM 3.5 NM 6.5 NM 5.7 NM 5 NM

CATEGORY	A	B	C	D
S-ILS 26L	CAT IIIa	RVR 07		
S-ILS 26L	CAT IIIb	RVR 06		
S-ILS 26L	CAT IIIc	NA		

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 97 D

9000 X 150 26R

9402 X 150 8R 26L

9999 X 150 9L 27R

10000 X 150 27

TDZE 97

129± 193 142 259 189 422 207 125 247 133 203 196 172

TDZ/CL Rwys 8R,15R, 26L, 27 and 33L. HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L

SC-5, 08 APR 2010 to 06 MAY 2010

HOUSTON, TEXAS

AL-5461 (FAA)

LOC/DME I-OND	APP CRS	Rwy Idg	9000
111.55	267°	TDZE	97
Chan 52 (Y)		Apt Elev	97

HOUSTON/
GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

ILS RWY 26R (CAT II)

Simultaneous approach authorized with Rwy 26L and 27. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 600, then climbing right turn to 3000 via IAH R-344 to PEPBI INT/IAH 20 DME and hold.

ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1

MISSED APCH FIX
R-344
PEPBI INT
IAH 20
164°
344°
115.9 TNV
Chan 106
R-082
116.6 IAH
Chan 113

ALTERNATE MISSED APCH FIX
R-344
PEPBI INT
HUB 38.4
164°
344°
115.9 TNV
Chan 106
R-082
117.1 HUB
Chan 118

10 NM

629
OWELL
I-OND 7.4
RADAR

CHUBS INT
I-OND 11.1

RAIDS INT
I-OND 17.6

NEWLY INT
I-OND 23.3

(IAF)
ZAPPO INT
I-OND 28.3

IAH and HUB R-344

320 281 210 IM 214± 270 303 396 530 659 208± 230 368 646

255± 557 2000 267° (3.8)
*2000 267° (6.4)
*3000 267° (5.7)
3000 267° (5)
087°

R-227
R-215
R-013
R-027
R-344

DAISETTA
116.9 DAS
Chan 116

HUMBLE
116.6 IAH
Chan 113

LOCALIZER 111.55
I-OND
Chan 52 (Y)

117.1 HUB
Chan 118

RADAR REQUIRED

MSA IAH 25 NM
195°
2400
3100
050°

ELEV 97
D
TDZE 97
9000 X 150
9402 X 150
10000 X 150
8R 26R 15L 26L 33L 27 15R 33R
129± 193 142 259 189 422 207 125 247 133 203 196 172

600	3000	PEPBI INT	OWELL I-OND 7.4 RADAR	CHUBS INT I-OND 11.1	RAIDS INT I-OND 17.6	NEWLY INT I-OND 23.3	ZAPPO INT I-OND 28.3
	IAH R-344 116.6	IAH 20					

DH (RA 101)
2000
IM
97 MSL
2000*
3000*
267° 3000
3000
GS 3.00°
TCH 59
When assigned by ATC, intercept glidepath at 2000 or 3000.

1140' 807' 5.6 NM 3.8 NM 6.4 NM 5.7 NM 5 NM

CATEGORY	A	B	C	D
S-ILS-26R	RA 101/12 100 DA 197			

TDZ/CL Rwys 8R,15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-5, 08 APR 2010 to 06 MAY 2010

HOUSTON, TEXAS

AL-5461 (FAA)

LOC/DME I-OND	APP CRS	Rwy Idg	9000
111.55	267°	TDZE	97
Chan 52 (Y)		Apt Elev	97

HOUSTON/
GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

ILS RWY 26R(CAT III)

Simultaneous approach authorized with Rwy 26L and 27. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 600, then climbing right turn to 3000 via IAH R-344 to PEPBI INT/IAH 20 DME and hold.

ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1

MISSED APCH FIX
R-344
PEPBI INT
IAH 20
164°
344°
115.9 TNV
Chan 106
R-082
116.6 IAH
Chan 113

ALTERNATE MISSED APCH FIX
R-344
PEPBI INT
HUB 38.4
164°
344°
115.9 TNV
Chan 106
R-082
117.1 HUB
Chan 118

RADAR REQUIRED
10 NM

629
OWELL
I-OND 7.4
RADAR

CHUBS INT
I-OND 11.1

RAIDS INT
I-OND 17.6

NEWLY INT
I-OND 23.3

ZAPPO INT
I-OND 28.3

(IAF)

IAH and HUB R-344
320
281
210
214±
270
303
396
530
659
IM
255±
557
2000
267°
(3.8)
*2000
267°
(6.4)
*3000
267°
(5.7)
3000
267°
(5)
087°
R-227
R-215
116.9 DAS
Chan 116
230
208±
368
646
HUMBLE
116.6 IAH
Chan 113
R-013
R-027
R-344
LOCALIZER 111.55
I-OND
Chan 52 (Y)
117.1 HUB
Chan 118

MSA IAH 25 NM
195°
2400
3100
050°

ELEV 97
D
TDZE
97
9000 X 150
9402 X 150
10000 X 150
8R
26R
8L
26L
15L
15R
33L
33R
27
129±
193
142
259
189
422
207
125
133
203
196
172
247

TDZ/CL Rwys 8R,15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L

600	3000 IAH R-344 116.6	PEPBI INT IAH 20	OWELL I-OND 7.4 RADAR	CHUBS INT I-OND 11.1	RAIDS INT I-OND 17.6	NEWLY INT I-OND 23.3	ZAPPO INT I-OND 28.3
			2000		3000*	267° 3000	3000
97 MSL	IM			2000*			GS 3.00° TCH 59
			2000*				

When assigned by ATC, intercept glidepath at 2000 or 3000.

1140' | 780' | 5.6 NM | 3.8 NM | 6.4 NM | 5.7 NM | 5 NM

CATEGORY	A	B	C	D
S-ILS-26R	CAT IIIa	RVR 07		
S-ILS-26R	CAT IIIb	RVR 06		
S-ILS-26R	CAT IIIc	NA		

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-5, 08 APR 2010 to 06 MAY 2010

LOC/DME I-GHI	APP CRS	Rwy Idg	10000
110.9	267°	TDZE	88
Chan 46		Apt Elev	97

HOUSTON/ GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

ILS RWY 27 (CAT II)

Simultaneous approach authorized with runway 26L/R.

ALSF-2

MISSED APPROACH: Climb to 520 then climbing left turn to 3000 via IAH VORTAC R-215 to TICOY INT/IAH 20 DME and hold.

ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1

RADAR REQUIRED

LOCALIZER 110.9 I-GHI Chan 46

10 NM

116.9 DAS Chan 116

REDOC INT I-GHI 6

FESTA INT I-GHI 10

(IF) DENTO INT I-GHI 16.2

TRANN INT I-GHI 22

(IAF) SILLS INT I-GHI 27

1500 267° (3.9)

*2000 267° (6.3)

*4000 267° (5.7)

5000 267° (5)

087°

R-223

R-210

R-215

R-003

R-014

R-029

IM

HUMBLE 116.6 IAH Chan 113

117.1 HUB Chan 118

MSA IAH 25 NM

195°

2400

3100

050°

MISSED APCH FIX

TICOY INT IAH 20

116.6 IAH Chan 113

R-274

117.1 HUB Chan 118

035°

215°

R-215

116.6 IAH Chan 113

ALTERNATE MISSED APCH FIX

ADING HUB 6.6

R-308°

128°

308°

180°

117.1 HUB Chan 118

ADING

ELEV 97

9000 X 150

9402 X 150

10000 X 150

9999 X 150

1001 X 150

TDZE 88

267° 4.2 NM from FAF

520

3000

IAH R-215 116.6

TICOY INT

VGSI and ILS glidepath not coincident.

REDOC INT I-GHI 6

FESTA INT I-GHI 10

DENTO INT I-GHI 16.2

TRANN INT I-GHI 22

SILLS INT I-GHI 27

DA RA 101

1500

267° *2000 *4000 5000

*When assigned by ATC, intercept glidepath at 2000 or 4000.

GS 3.00° TCH 55

88 MSL

IM

1035' 901' 4.1 NM 3.9 NM 6.3 NM 5.7 NM 5 NM

CATEGORY	A	B	C	D
S-ILS-27	RA 101/12 100 DA 188			

TDZ/CL Rwys 8R,15R, 26L, 27 and 33L HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-5, 08 APR 2010 to 06 MAY 2010

LOC/DME I-GHI	APP CRS	Rwy Idg	10000
110.9	267°	TDZE	88
Chan 46		Apt Elev	97

HOUSTON/ GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

ILS RWY 27 (CAT III)

Simultaneous approach authorized with runway 26L/R.

ALSF-2

MISSED APPROACH: Climb to 520 then climbing left turn to 3000 via IAH VORTAC R-215 to TICOY INT/IAH 20 DME and hold.

ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1

RADAR REQUIRED

LOCALIZER 110.9 I-GHI Chan 46

10 NM

116.9 DAS Chan 116

REDOC INT I-GHI 6

FESTA INT I-GHI 10

(IF) DENTO INT I-GHI 16.2

TRANN INT I-GHI 22

(IAF) SILLS INT I-GHI 27

1500 267° (3.9)

*2000 267° (6.3)

*4000 267° (5.7)

5000 267° (5)

IM

HUMBLE 116.6 IAH Chan 113

R-003 R-014 R-029 R-223 R-210 R-215

MSA IAH 25 NM 195° 2400 3100 050°

117.1 HUB Chan 118

MISSED APCH FIX

TICOY INT IAH 20

116.6 IAH Chan 113

R-274 035° 215° R-215

ALTERNATE MISSED APCH FIX

116.6 IAH Chan 113

R-308° 128° 308° 180°

ADING HUB 6.6

117.1 HUB Chan 118

ADING

ELEV 97

9000 X 150 26R

9402 X 150 8L-26R

10000 X 150 27

TDZE 88

520 3000 IAH R-215 116.6 TICOY INT

VGSI and ILS glidepath not coincident.

* When assigned by ATC, intercept glidepath at 2000 or 4000.

DENTO INT TRANN INT SILLS INT

REDOC INT I-GHI 6 FESTA INT I-GHI 10 I-GHI 16.2 I-GHI 22 I-GHI 27

IM 1500 267° *2000 *4000 5000 GS 3.00° TCH 55

88 MSL 185

1035' 901 4.1 NM 3.9 NM 6.3 NM 5.7 NM 5 NM

CATEGORY	A	B	C	D
S-ILS-27	CAT IIIa	RVR 07		
S-ILS-27	CAT IIIb	RVR 06		
S-ILS-27	CAT IIIc	NA		

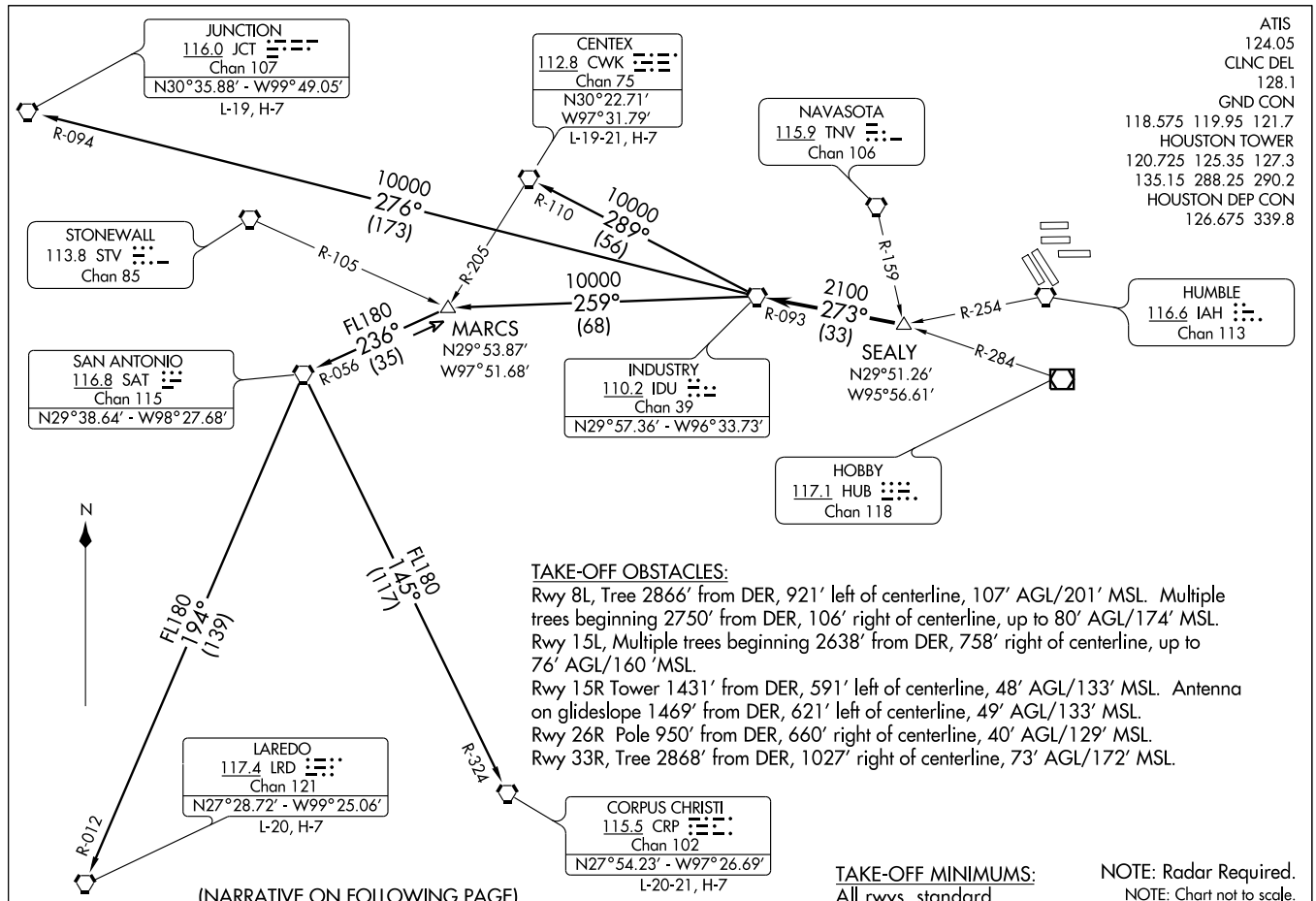
267° 4.2 NM from FAF

TDZ/CL Rwys 8R,15R, 26L, 27 and 33L HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-5, 08 APR 2010 to 06 MAY 2010



INDUSTRY THREE DEPARTURE (IDU3.IDU) 08213

HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

SL-5461 (FAA)

HOUSTON, TEXAS

DEPARTURE ROUTE DESCRIPTION

Expect vectors to SEALY INT, maintain 4000', expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IDU R-093 to IDU VORTAC.

CENTEX TRANSITION (IDU3.CWK): (ATC assigned only. For aircraft inbound to the DFW Metroplex area that are being rerouted due to bad weather.) From over IDU VORTAC via IDU R-289 and CWK R-110 to CWK VORTAC.

CORPUS CHRISTI TRANSITION (IDU3.CRP): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-145 and CRP R-324 to CRP VORTAC.

JUNCTION TRANSITION (IDU3.JCT): (For aircraft overflying JCT VORTAC via J2, J15, or J86.) From over IDU VORTAC via IDU R-276 and JCT R-094 to JCT VORTAC.

LAREDO TRANSITION (IDU3.LRD): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-194 and LRD R-012 to LRD VORTAC.

SC-5, 08 APR 2010 to 06 MAY 2010

JUNCTION SIX DEPARTURE

SL-5461 (FAA) HOUSTON, TEXAS

ATIS 124.05
CLNC DEL 128.1
GND CON
118.575 119.95 121.7
HOUSTON TOWER
120.725 125.35 127.3
135.15 288.25 290.2
HOUSTON DEP CON
126.675 339.8

TAKE-OFF OBSTACLES:

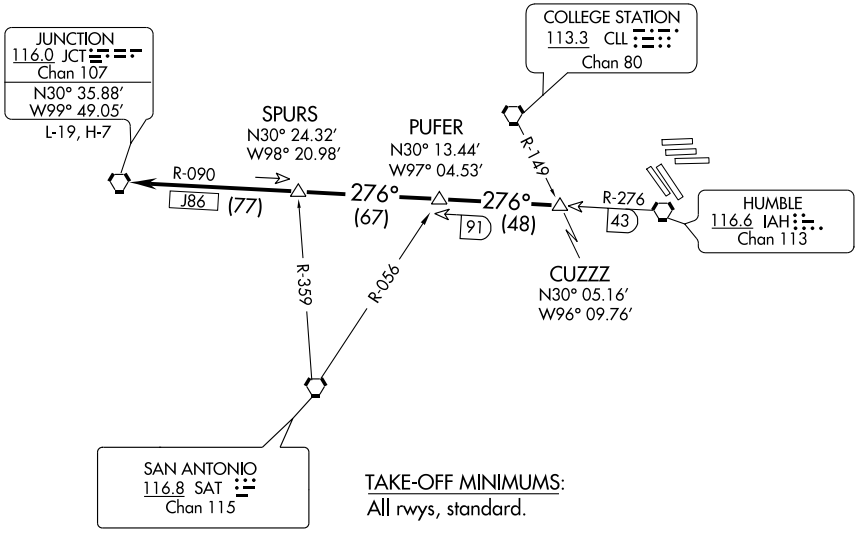
Rwy 8L, Tree 2866′ from DER, 921′ left of centerline, 107′ AGL/201′ MSL. Multiple trees beginning 2750′ from DER, 106′ right of centerline, up to 80′ AGL/174′ MSL.

Rwy 15L, Multiple trees beginning 2638′ from DER, 758′ right of centerline, up to 76′ AGL/160′ MSL.

Rwy 15R, Tower 1431′ from DER, 591′ left of centerline, 48′ AGL/133′ MSL. Antenna on glideslope 1469′ from DER, 621′ left of centerline, 49′ AGL/133′ MSL.

Rwy 26R, Pole 950′ from DER, 660′ right of centerline, 40′ AGL/129′ MSL.

Rwy 33R, tree 2868′ from DER, 1027′ right of centerline, 73′ AGL/172′ MSL.



TAKE-OFF MINIMUMS:
All rwys, standard.

NOTE: RADAR REQUIRED.
NOTE: For aircraft overflying JCT VORTAC via J86 filing FL240 or above.

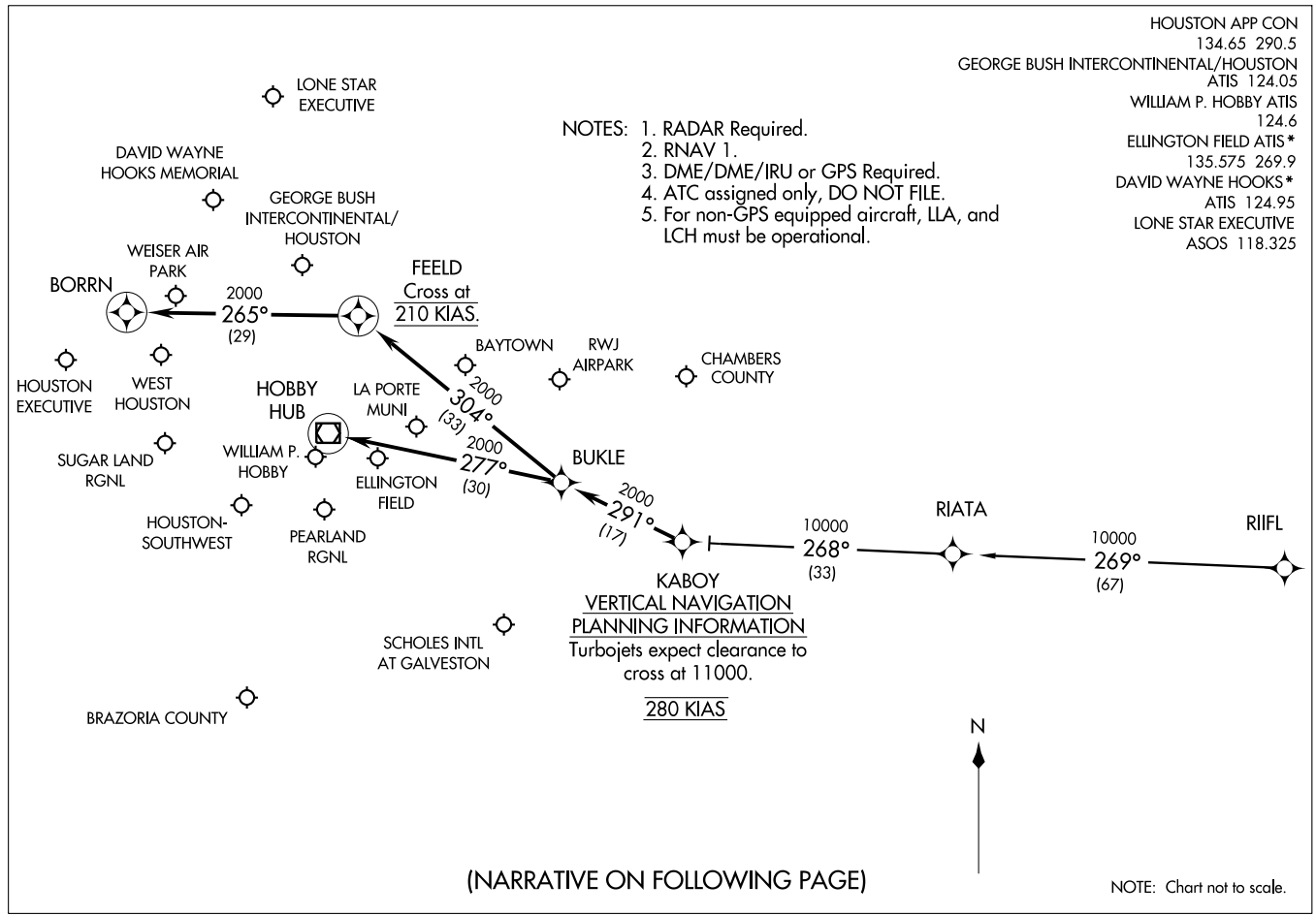
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Expect vectors to CUZZZ INT, maintain 4,000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-276 and JCT R-090 to JCT VORTAC.

SC-5, 08 APR 2010 to 06 MAY 2010


HOUSTON APP CON
134.65 290.5
GEORGE BUSH INTERCONTINENTAL/HOUSTON
ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS*
135.575 269.9
DAVID WAYNE HOOKS*
ATIS 124.95
LONE STAR EXECUTIVE
ASOS 118.325
(KABOY.KABOY1) 09071
KABOY ONE ARRIVAL (RNAV)
ST-5461(FAA)
HOUSTON, TEXAS
NOTES: 1. RADAR Required.
2. RNAV 1.
3. DME/DME/IRU or GPS Required.
4. ATC assigned only, DO NOT FILE.
5. For non-GPS equipped aircraft, LLA, and LCH must be operational.
LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIR PARK
BORRN
2000
265°
(29)
FEELD
Cross at
210 KIAS.
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
HOUSTON EXECUTIVE
WEST HOUSTON
HOBBY HUB
LA PORTE MUNI
2000
304°
(33)
SUGAR LAND RGNL
WILLIAM P. HOBBY
2000
277°
(30)
ELLINGTON FIELD
BUKLE
2000
291°
(17)
HOUSTON-SOUTHWEST
PEARLAND RGNL
10000
268°
(33)
RIATA
10000
269°
(67)
RIIFL
KABOY
VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets expect clearance to cross at 11000.
280 KIAS
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY
N
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY1)

From KABOY via 291° track to BUKLE . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/8R, OR 9: . . . . From BUKLE via 304° track to FEELD, thence as depicted to BORRN. Expect vectors to final approach course prior to BORRN, if not received by BORRN, fly present heading.

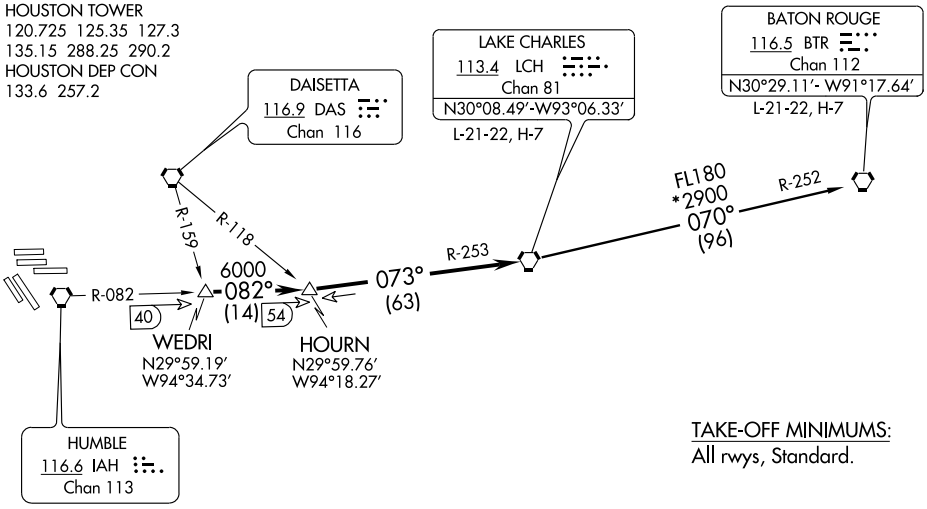
ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO): . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

ALL OTHER AIRPORTS: . . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course prior to HUB VOR/DME.

LAKE CHARLES ONE DEPARTURE SL-5461 (FAA)

ATIS 124.05
CLNC DEL 128.1
GND CON
118.575 119.95 121.7
HOUSTON TOWER
120.725 125.35 127.3
135.15 288.25 290.2
HOUSTON DEP CON
133.6 257.2



TAKE-OFF MINIMUMS:
All rwys, Standard.

NOTE: Radar Required

NOTE: Chart not to scale.

TAKE-OFF OBSTACLES

Rwy 8L, Tree 2866' from DER, 921' left of centerline, 107' AGL/201' MSL. Multiple trees beginning 2750' from DER, 106' right of centerline, up to 80' AGL/174' MSL.
Rwy 15L, Multiple trees beginning 2638' from DER, 758' right of centerline, up to 76' AGL/160' MSL.
Rwy 15R, Tower 1431' from DER, 591' left of centerline, 48' AGL/133' MSL. Antenna on glideslope 1469' from DER, 621' left of centerline, 49' AGL/133' MSL.
Rwy 26R, Pole 950' from DER, 660' right of centerline, 40' AGL/129' MSL.
Rwy 33R, tree 2868' from DER, 1027' right of centerline, 73' AGL/172' MSL.

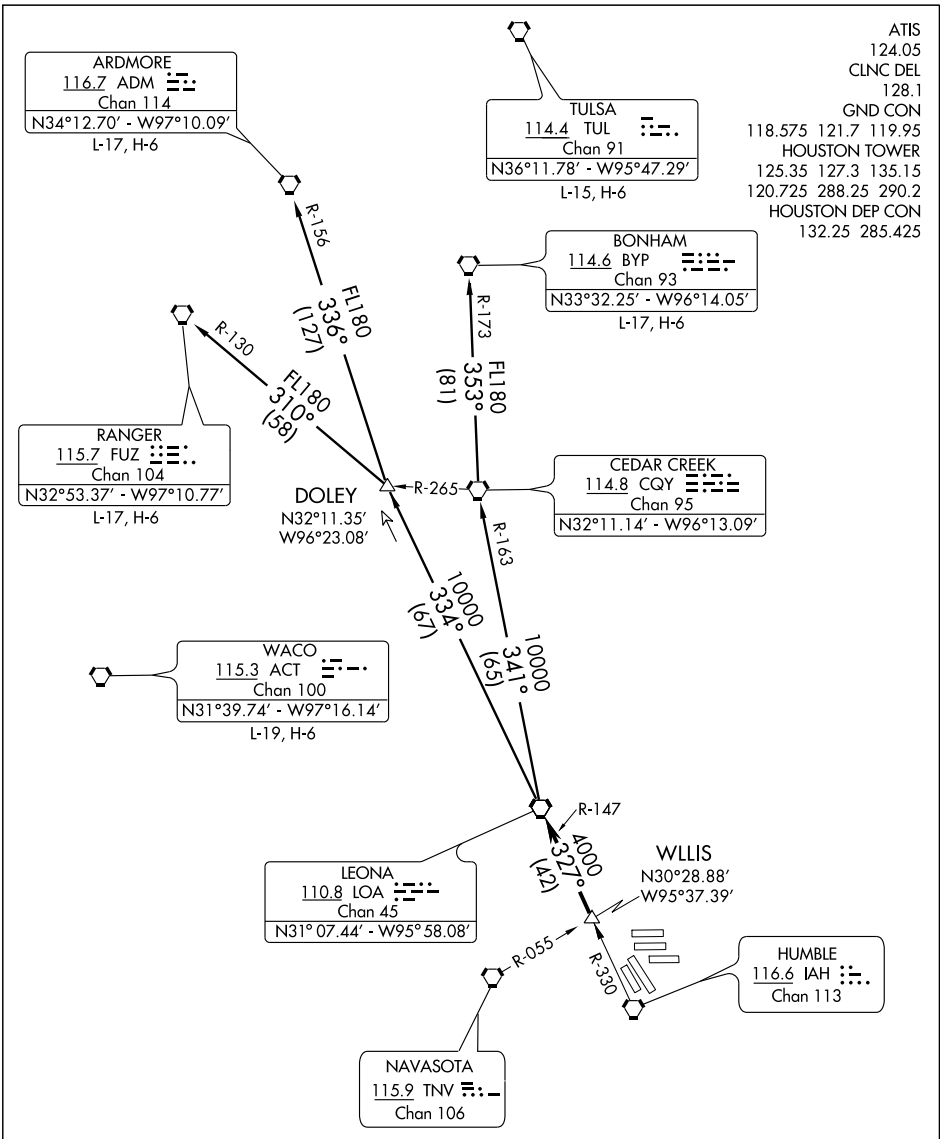
DEPARTURE ROUTE DESCRIPTION

Expect vectors to WEDRI INT, maintain 4000, expect filed altitude 10 minutes after departure.
Thence . . . .

. . . . via IAH R-082 to HOURN INT, then via LCH R-253 to LCH VORTAC.

BATON ROUGE TRANSITION (LCH1.BTR): From over LCH VORTAC via LCH R-070 and BTR R-252 to BTR VORTAC.

LEONA SIX DEPARTURE



TAKE-OFF MINIMUMS:
Rwy 8L/R, 9, 15L/R, 26L/R, 27, 33L/R standard.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar required.

SC-5, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

Expect vectors to WLLIS INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via LOA R-147 to LOA VORTAC.

ARDMORE TRANSITION (LOA6.ADM): (For aircraft overflying North/Northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via ADM R-156 to ADM VORTAC.

BONHAM TRANSITION (LOA6.BYP): (For aircraft overflying/landing TUL VORTAC FL240 and above.) From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-353 and BYP R-173 to BYP VORTAC.

RANGER TRANSITION (LOA6.FUZ): (For aircraft overflying west/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via FUZ R-130 to FUZ VORTAC.

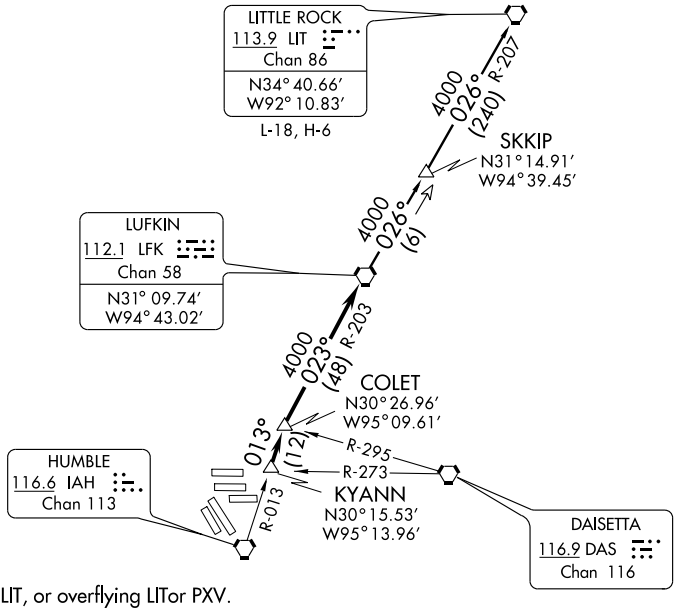
TAKE-OFF OBSTACLES

Rwy 8L, Tree 2866′ from DER, 921′ left of centerline, 107′ AGL/201′ MSL. Multiple trees beginning 2750′ from DER, 106′ right of centerline, up to 80′ AGL/174′ MSL.
Rwy 15L, Multiple trees beginning 2638′ from DER, 758′ right of centerline, up to 76′ AGL/160′ MSL.
Rwy 15R, Tower 1431′ from DER, 591′ left of centerline, 48′ AGL/133′ MSL. Antenna on glideslope 1469′ from DER, 621′ left of centerline, 49′ AGL/133′ MSL.
Rwy 26R, Pole 950′ from DER, 660′ right of centerline, 40′ AGL/129′ MSL.
Rwy 33R, Tree 2868′ from DER, 1027′ right of centerline, 73′ AGL/172′ MSL.

SC-5, 08 APR 2010 to 06 MAY 2010

LUFKIN FIVE DEPARTURE

ATIS
124.05
CLNC DEL
128.1
GND CON
118.575 119.95 121.7
HOUSTON TOWER
120.725 125.35 127.3
135.15 288.25 290.2
HOUSTON DEP CON
132.25 285.425



TAKE-OFF MINIMUMS:
All Rwys, standard.

NOTE: Radar Required.
NOTE: For aircraft destined LIT, or overflying LITor PXV.

TAKE-OFF OBSTACLES:

Rwy 8L, Tree 2866′ from departure end of runway, 921′ left of centerline, 107′ AGL/201′ MSL. Multiple Trees beginning 2750′ from departure end of runway, 106′ right of centerline, up to 80′ AGL/174′ MSL.
Rwy 15L, Multiple Trees 2638′ from departure end of runway, 758′ right of centerline, up to 76′ AGL/160′ MSL.
Rwy 15R, Tower 1431′ from depature end of runway, 591′ left of centerline, 48′ AGL/133′ MSL. Antenna on glideslope 1469′ from departure end of runway, 621′ left of centerline, 49′ AGL/133′ MSL.
Rwy 26R, Pole 950′ from departure end of runway, 660′ right of centerline, 40′ AGL/129′ MSL.
Rwy 33R, Tree 2868′ from departure end of runway, 1027′ right of centerline, 73′ AGL/172′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Expect vectors to KYANN INT, maintain 4000′, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-013 to COLET INT, then right turn via LFK R-203 to LFK VORTAC.

LITTLE ROCK TRANSITION (LFK5.LIT): From over LFK VORTAC via LFK R-026 to SKKIP INT, then via LIT R-207 to LIT VORTAC.

SC-5, 08 APR 2010 to 06 MAY 2010

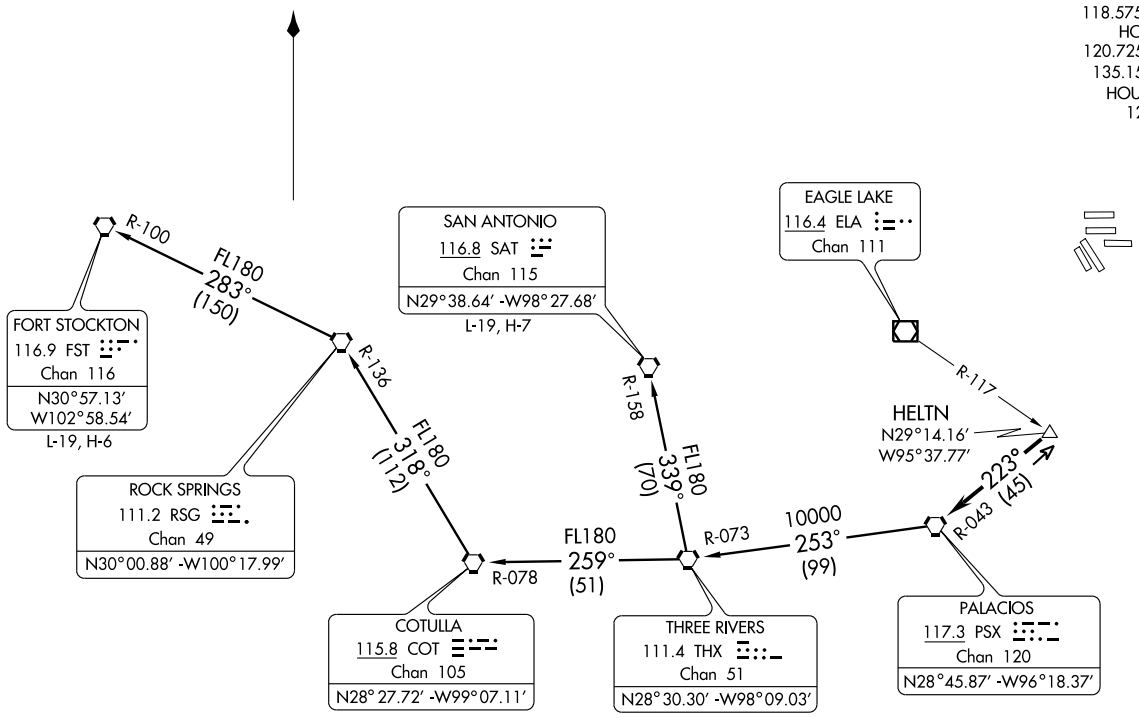
PALACIOS THREE DEPARTURE (PSX3.PSX) 08213

HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

SI-5461 (FAA)

HOUSTON, TEXAS

ATIS 124.05
CLNC DEL
128.1
GND CON
118.575 119.95 121.7
HOUSTON TOWER
120.725 125.35 127.3
135.15 288.25 290.2
HOUSTON DEP CON
127.125 269.075



TAKE-OFF MINIMUMS:
All runways standard.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar Required
NOTE: Chart not to scale

PALACIOS THREE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

Expect vectors to HELTN INT, maintain 4000'. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via PSX R-043 to PSX VORTAC.

FORT STOCKTON TRANSITION (PSX3.FST): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-259 and COT R-078 to COT VORTAC, then via COT R-318 and RSG R-136 to RSG VORTAC, then via RSG R-283 and FST R-100 to FST VORTAC.

SAN ANTONIO TRANSITION (PSX3.SAT): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-339 and SAT R-158 to SAT VORTAC.

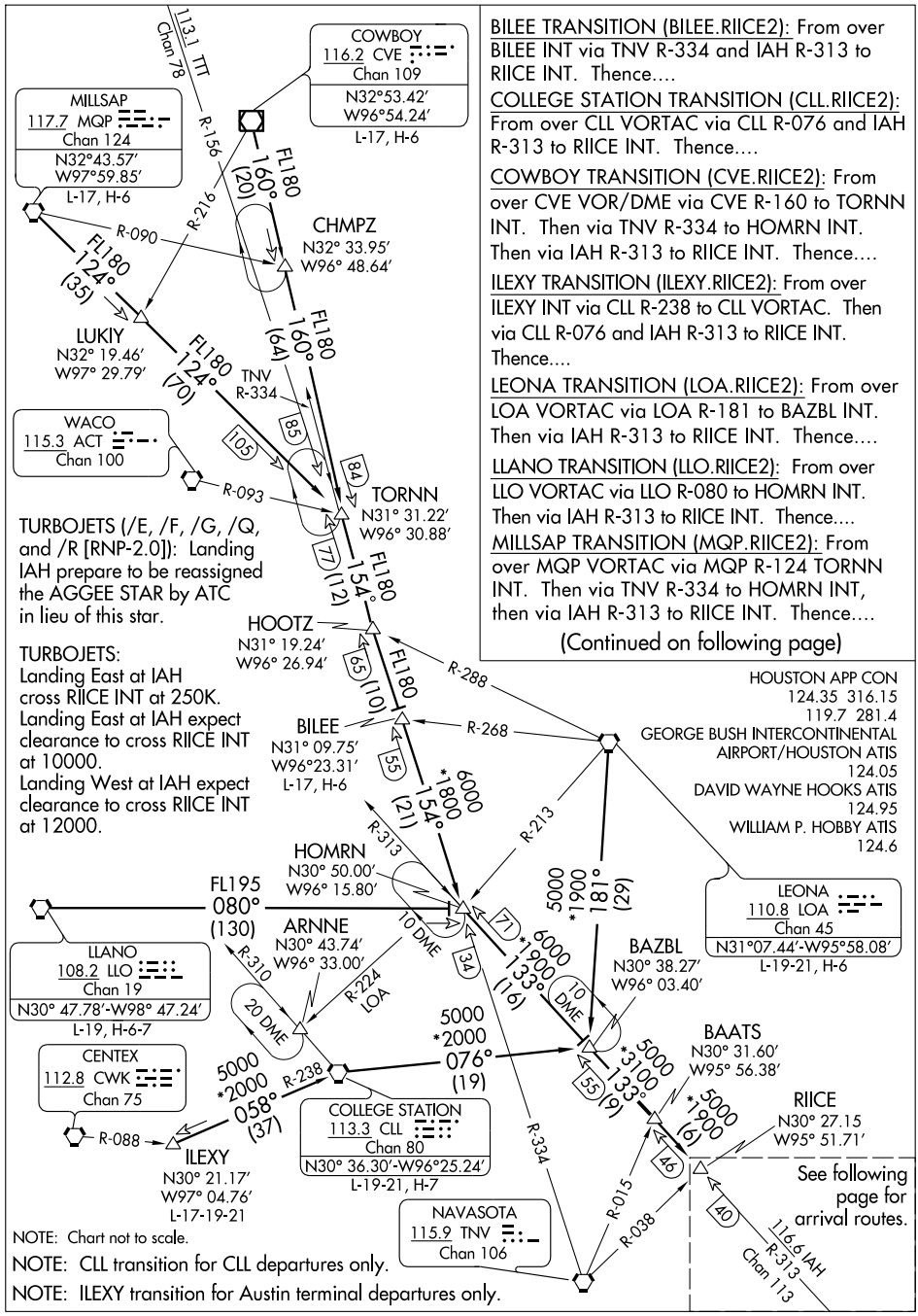
TAKE-OFF OBSTACLES:

Rwy 8L, Tree 2866' from DER, 921' left of centerline, 107' AGL/201' MSL.
Multiple trees beginning 2750' from DER, 106' right of centerline, up to 80' AGL/174' MSL.
Rwy 15L, Multiple trees beginning 2638' from DER, 758' right of centerline, up to 76' AGL/160'MSL.
Rwy 15R, Tower 1431' from DER, 591' left of centerline, 48' AGL/133' MSL.
Antenna on glideslope 1469' from DER, 621' left of centerline, 49' AGL/133' MSL.
Rwy 26R, Pole 950' from DER, 660' right of centerline, 40' AGL/129' MSL.
Rwy 33R, Tree 2868' from DER, 1027' right of centerline, 73' AGL/172' MSL.

SC-5, 08 APR 2010 to 06 MAY 2010

RIICE TWO ARRIVAL Transition Routes

HOUSTON, TEXAS



BILEE TRANSITION (BILEE.RIICE2): From over BILEE INT via TNV R-334 and IAH R-313 to RIICE INT. Thence....

COLLEGE STATION TRANSITION (CLL.RIICE2): From over CLL VORTAC via CLL R-076 and IAH R-313 to RIICE INT. Thence....

COWBOY TRANSITION (CVE.RIICE2): From over CVE VOR/DME via CVE R-160 to TORNN INT. Then via TNV R-334 to HOMRN INT. Then via IAH R-313 to RIICE INT. Thence....

ILEXY TRANSITION (ILEXY.RIICE2): From over ILEXY INT via CLL R-238 to CLL VORTAC. Then via CLL R-076 and IAH R-313 to RIICE INT. Thence....

LEONA TRANSITION (LOA.RIICE2): From over LOA VORTAC via LOA R-181 to BAZBL INT. Then via IAH R-313 to RIICE INT. Thence....

LLANO TRANSITION (LLO.RIICE2): From over LLO VORTAC via LLO R-080 to HOMRN INT. Then via IAH R-313 to RIICE INT. Thence....

MILLSAP TRANSITION (MQP.RIICE2): From over MQP VORTAC via MQP R-124 TORNN INT. Then via TNV R-334 to HOMRN INT, then via IAH R-313 to RIICE INT. Thence....

(Continued on following page)

NOTE: Chart not to scale.

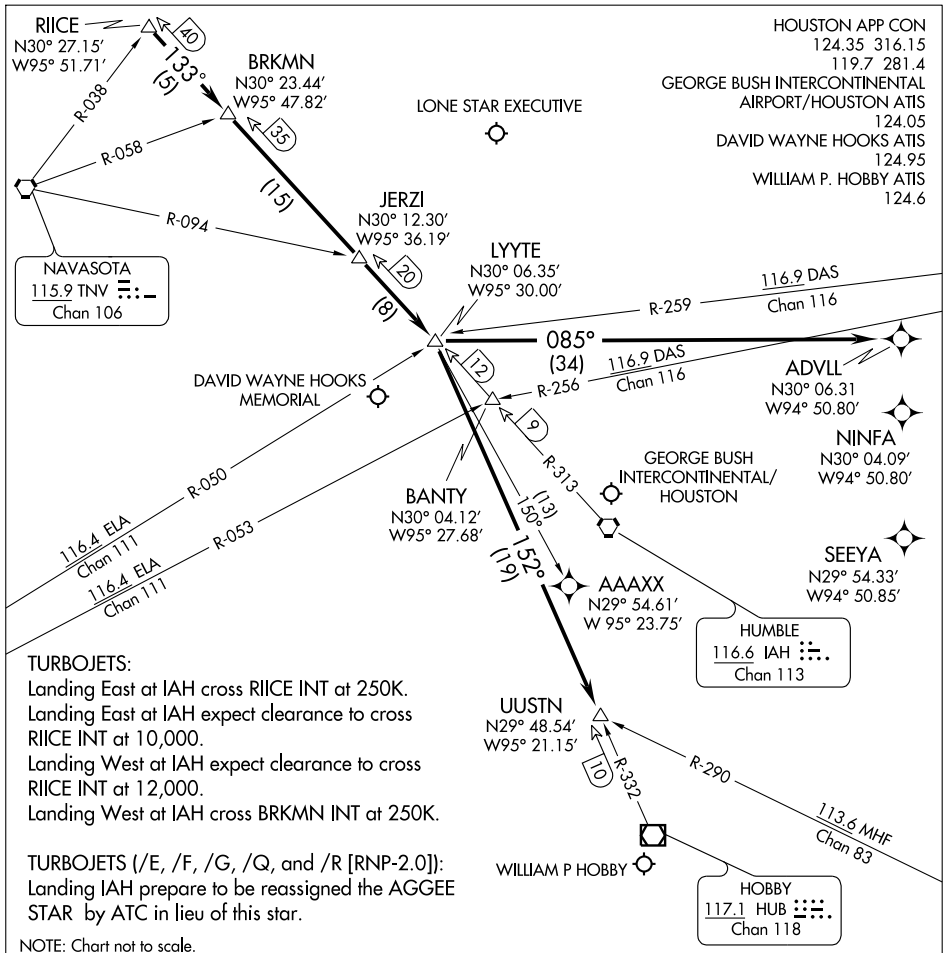
NOTE: CLL transition for CLL departures only.

NOTE: ILEXY transition for Austin terminal departures only.

SC-5, 08 APR 2010 to 06 MAY 2010

RIICE TWO ARRIVAL Arrival Routes

HOUSTON, TEXAS



TURBOJETS:
Landing East at IAH cross RIICE INT at 250K.
Landing East at IAH expect clearance to cross RIICE INT at 10,000.
Landing West at IAH expect clearance to cross RIICE INT at 12,000.
Landing West at IAH cross BRKMN INT at 250K.

TURBOJETS (/E, /F, /G, /Q, and /R [RNP-2.0]):
Landing IAH prepare to be reassigned the AGGEE STAR by ATC in lieu of this star.

NOTE: Chart not to scale.

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
....From over RIICE INT via IAH R-313 to LYYTE INT. Landing Runway 26L/26R or 27; fly heading 085° for vectors to final approach course. For /E, /F, /G, /Q and /R (RNP-2.0), equipped aircraft from LYYTE INT direct ADVLL WP, expect vectors to final approach course prior to ADVLL WP; if not received by ADVLL WP, fly present heading.

WILLIAM P. HOBBY (HOU) (ATC ASSIGNED):
....From over RIICE INT via IAH R-313 to LYYTE INT, then via HUB R-332 to UUSTN INT, expect vectors to final approach course at or prior to UUSTN INT.

DAVID WAYNE HOOKS MEMORIAL (DWH) and LONE STAR EXCUTIVE (CXO):
....From over RIICE INT via IAH R-313 to LYYTE INT, expect vectors to final approach course at or prior to LYYTE INT.

ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to LYYTE INT.

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WAAS Ch 97599 W15A	APP CRS 147°	Rwy Idg 9999 / TDZE 97 / Apt Elev 97

RNAV (GPS) RWY 15R

HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

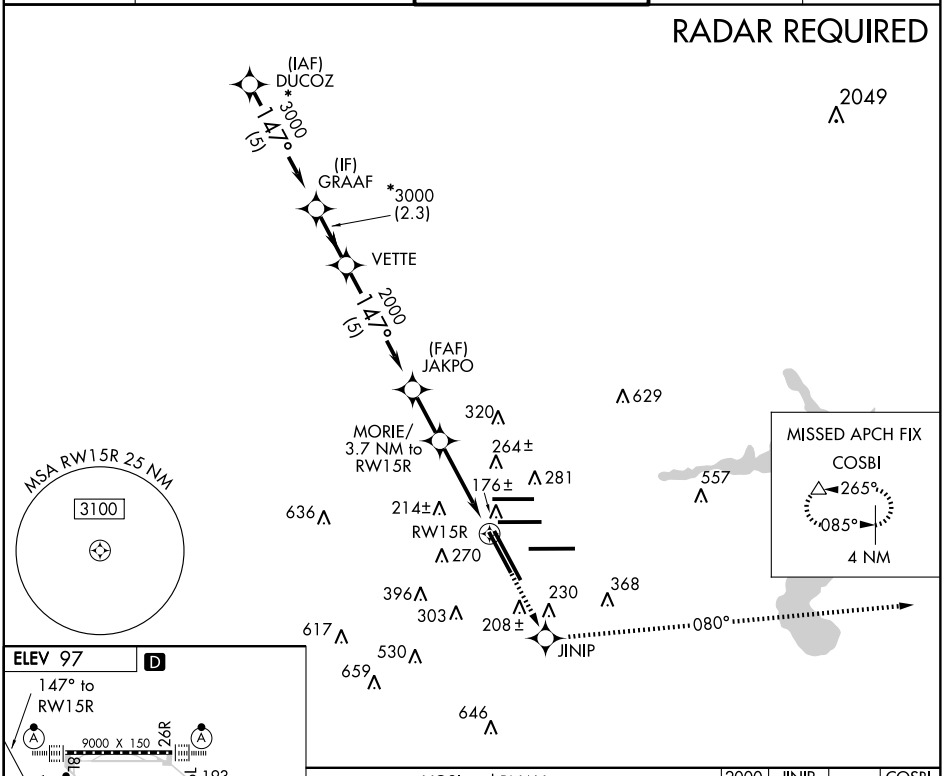
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). For inoperative MALSR, increase LPV visibility to RVR 4000 all Cats, LNAV/VNAV Cat E visibility to RVR 6000, and LNAV Cat E visibility to 1¾.

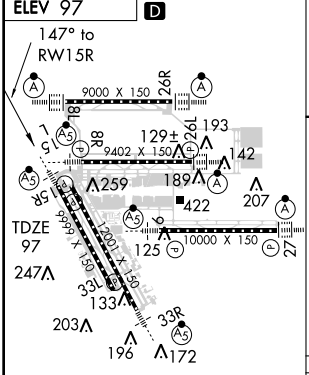
MALSR

MISSED APPROACH: Climb to 2000 direct JINIP and left turn via 080° track to COSBI and hold.

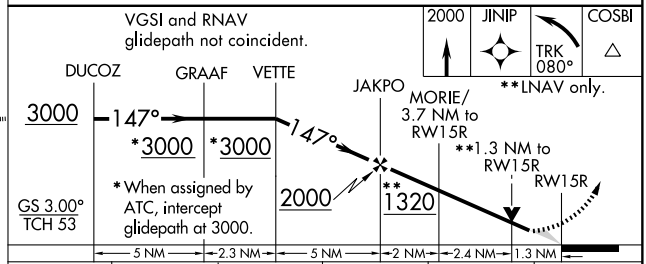
ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1

RADAR REQUIRED





TDZ/CL Rwys 8R, 15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R, 9-27
15L-33R and 15R-33L



CATEGORY	A	B	C	D	E
LPV DA	347/24 250 (300-½)				
LNAV/VNAV DA	463/40 366 (400-¾)				
LNAV MDA	580/24 483 (500-½)	580/40 483 (500-¾)	580/50 483 (500-1)	580/60 483 (500-1¼)	

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HOUSTON, TEXAS AL-5461 (FAA)

WAAS	APP CRS	Rwy 33R		Rwy 33L	
CH 57902	327°	Rwy Idg	12001	Rwy Idg	9999
W33A		TDZE	89	TDZE	91
		Apt Elev	97	Apt Elev	97

HOUSTON/ GEORGE BUSH

RNAV (GPS) RWY 33R

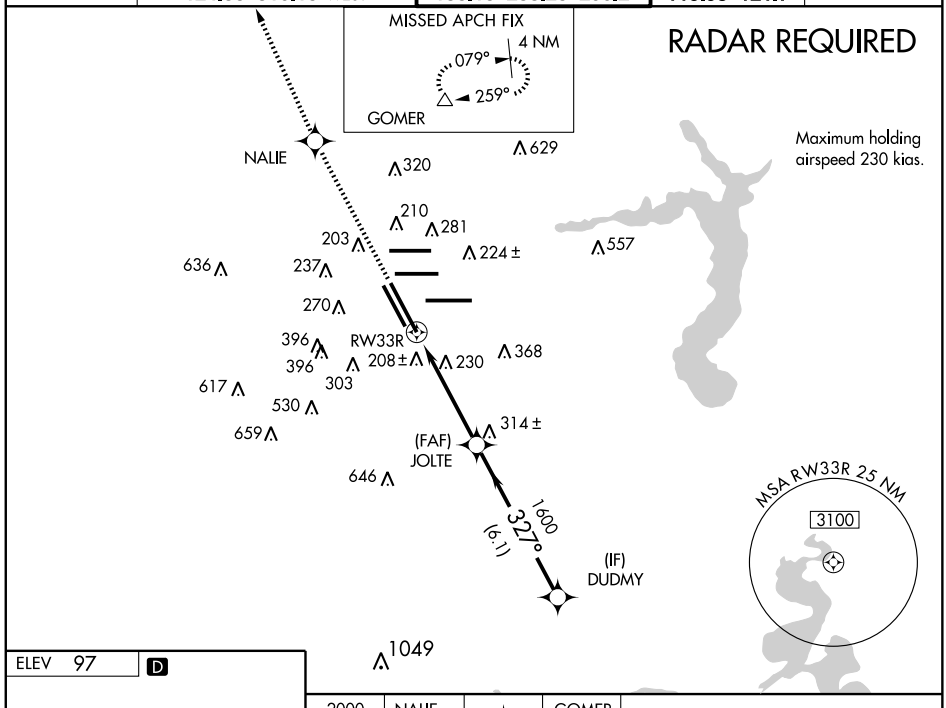
INTERCONTINENTAL/HOUSTON (IAH)

DME/DME RNP-0.3 NA. For uncompensated BARO-VNAV systems LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). For inoperative MALSR increase LPV all Cats visibility to RVR 6000, LNAV/VNAV Cat E visibility to 1½, and LNAV Cat E visibility to 1¾.

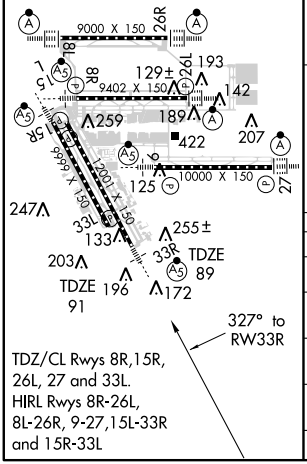
MALSR

MISSED APPROACH: Climb to 2000 direct NALIE and 331° track to GOMER and hold.

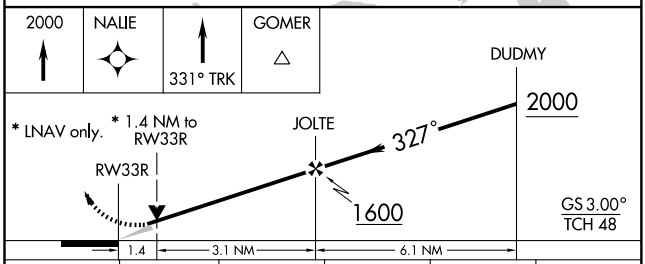
ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1



ELEV 97 D



TDZ/CL Rwys 8R,15R, 26L, 27 and 33L. HIRL Rwys 8R-26L, 8L-26R, 9-27,15L-33R and 15R-33L



CATEGORY	A	B	C	D	E
LPV DA	451/40 362 (400-¾)				
LNAV/ VNAV DA	520/50 431 (500-1)				
LNAV MDA	580/24 491 (500-½)		580/40 491 (500-¾)	580/50 491 (500-1)	580/60 491 (500-1¼)
SIDESTEP 33L*	580-1 489 (500-1)		580-1½ 489 (500-1½)	580-2 489 (500-2)	
CIRCLING	NA				

SC-5, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	9000
085°	TDZE	96
	Apt Elev	97

RNAV (GPS) Z RWY 8L

HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

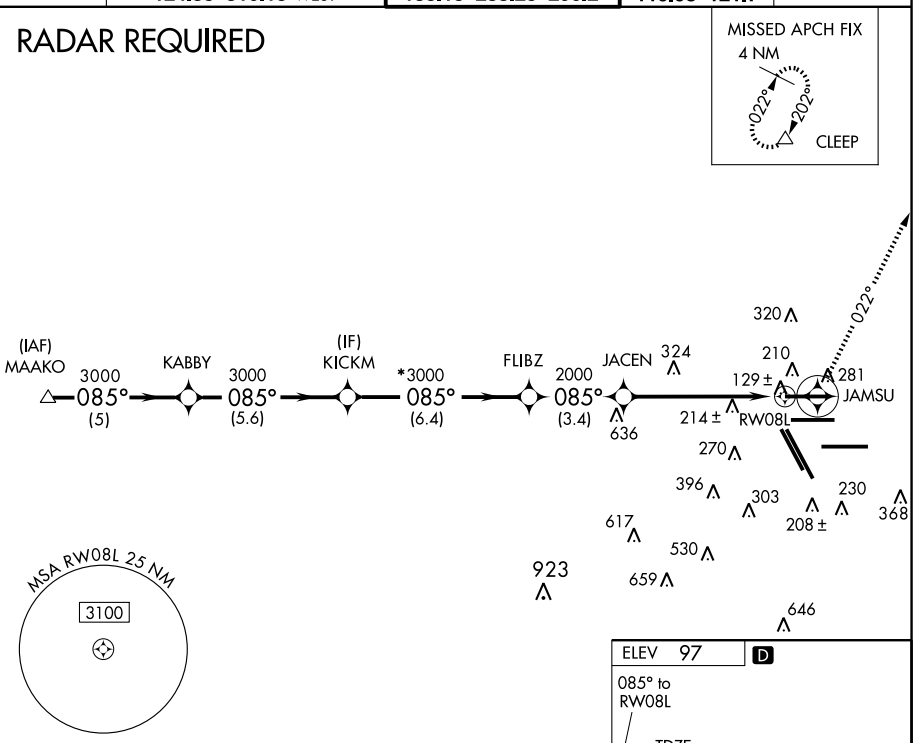
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. For inoperative ALSF, increase LNAV/VNAV Cat E visibility to RVR 6000 and LNAV Cat E to 1¾.

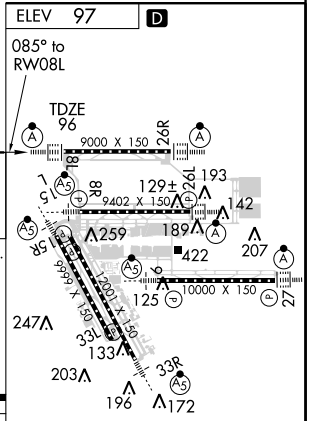
ALSF-2

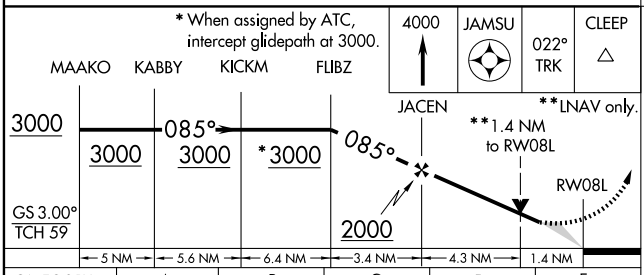
MISSED APPROACH: Climb to 4000 direct JAMSU and via 022° track to CLEEP and hold.

ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1

RADAR REQUIRED







CATEGORY	A	B	C	D	E
LNAV/VNAV DA	434/40 338 (400-¾)				
LNAV MDA	580/24 484 (500-½)		580/40 484 (500-¾)	580/50 484 (500-1)	580/60 484 (500-1¼)

TDZ/CL Rwys 8R,15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L

SC-5, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	9402
085°	TDZE	97
	Apt Elev	97

RNAV (GPS) Z RWY 8R

HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP -0.3 NA. For inoperative MALSR, increase LNAV/VNAV Cat E visibility to 1½ miles, LNAV Cat D visibility to RVR 6000, and Cat E visibility to 1½ miles.

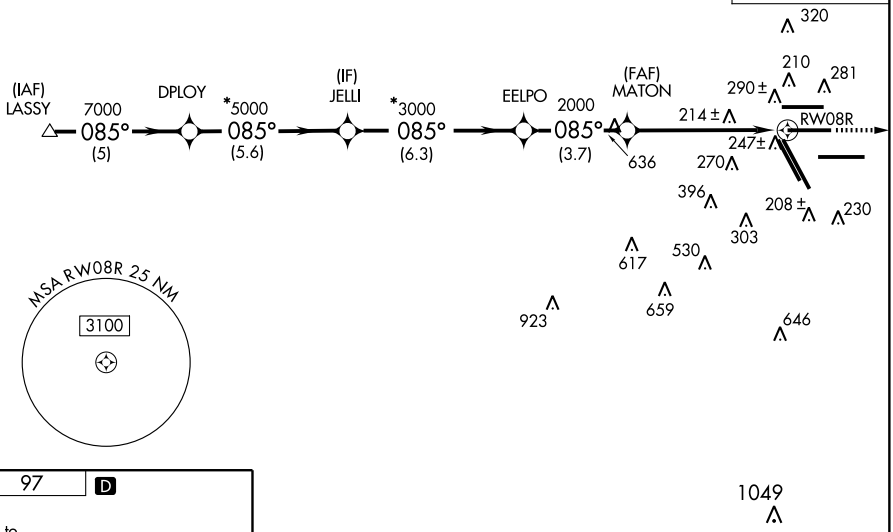
MALSR

MISSED APPROACH: Climb to 3000 direct MKAYE and hold.

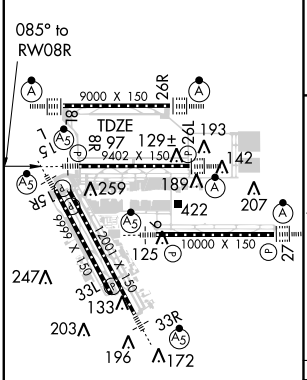
ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1

RADAR REQUIRED

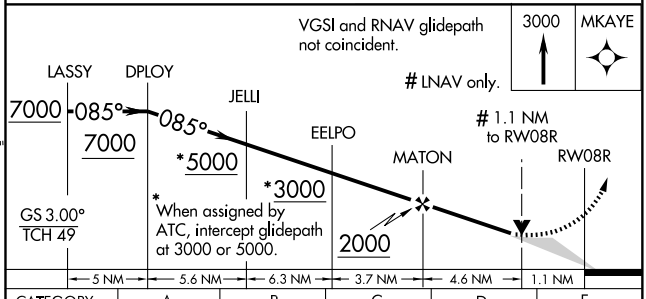
MISSED APCH FIX
4 NM
085°
265°
MKAYE



ELEV 97 D



TDZ/CL Rwys 8R,15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L



CATEGORY	A	B	C	D	E
LNAV/VNAV DA	544/50 447 (500-1)				
LNAV MDA	520/24 423 (500-½)		520/40 423 (500-¾)	520/50 423 (500-1)	

SC-5, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	10000
085°	TDZE	92
	Apt Elev	97

RNAV (GPS) Z RWY 9

HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

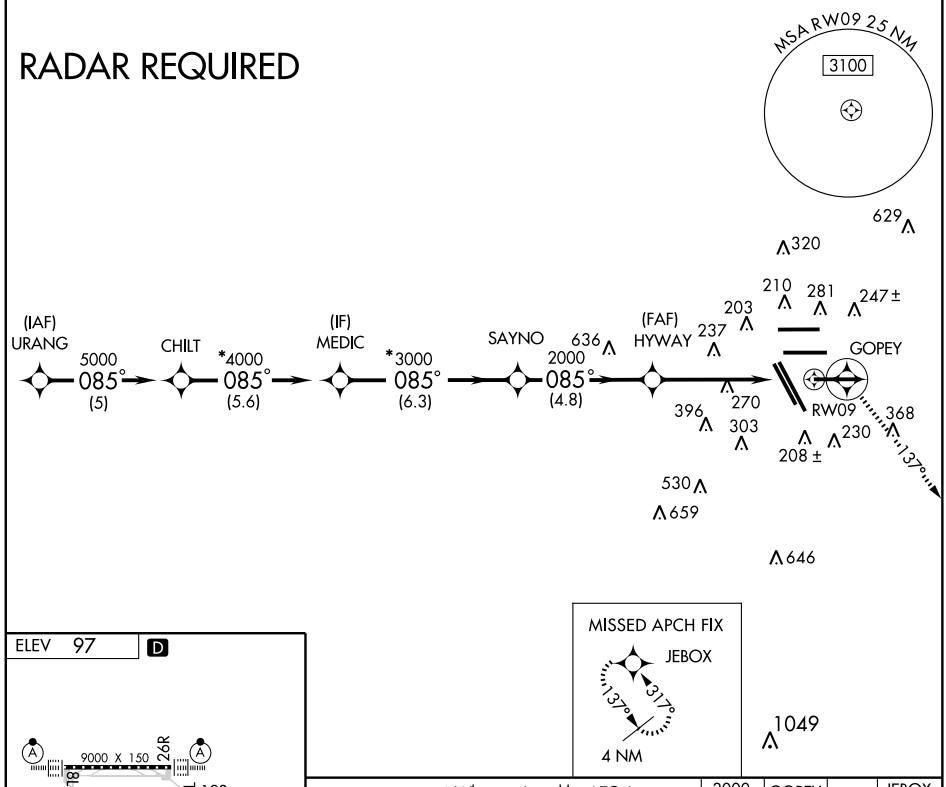
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. For inoperative MALSR increase LNAV/VNAV Cat E visibility to 1½ and LNAV Cat E visibility to 2.

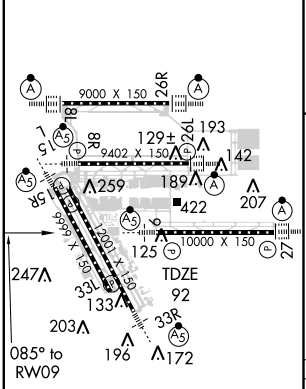
MALSR

MISSED APPROACH: Climb to 3000 direct GOPEY and via 137° track to JEBOX and hold.

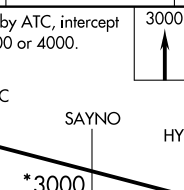
ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1

RADAR REQUIRED





TDZ/CL Rwys 8R,15R, 26L, 27 and 33L. HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L



* When assigned by ATC, intercept glidepath at 3000 or 4000.

3000	GOPEY	TRK 137°	JEBOX

CATEGORY	A	B	C	D	E
LNAV/VNAV DA	547/50 455 (500-1)				
LNAV MDA	680/24 588 (600-½)		680/50 588 (600-1)	680/60 588 (600-1¼)	680-1½ 588 (600-1½)

SC-5, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	9402
265°	TDZE	97
	Apt Elev	97

RNAV (GPS) Z RWY 26L

HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

For uncompensated Baro-VNAV sytems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. For inoperative ALSF, increase LNAV/VNAV Cat E visibility to 1¾ miles and LNAV Cat E visibility to 2 miles.

ALSF-2

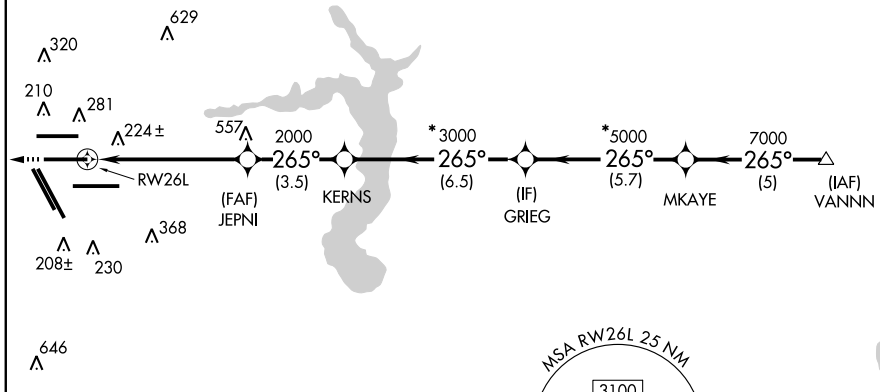
MISSED APPROACH: Climb to 3000 direct LUCEP and hold.

ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1

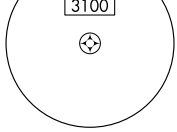
995

RADAR REQUIRED

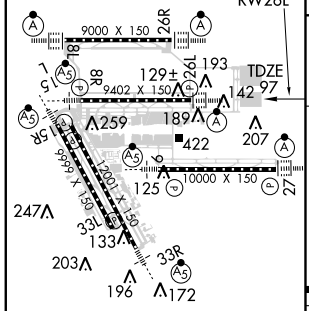
MISSED APCH FIX
LUCEP
085°
265°
4 NM



646



ELEV 97

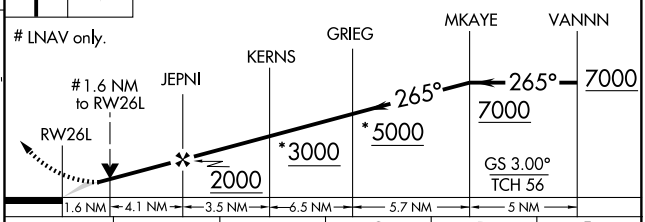


TDZ/CL Rwys 8R,15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R,9-27, 15L-33R and 15R-33L

3000 LUCEP

*When assigned by ATC, intercept glidepath at 3000 or 5000.

VGSI and RNAV glidepath not coincident.



CATEGORY	A	B	C	D	E
LNAV/VNAV DA	580/60 483 (500-1¼)				
LNAV MDA	680/24 583 (600-½)		680/50 583 (600-1)	680/60 583 (600-1¼)	680-1½ 583 (600-1½)

APP CRS	Rwy Idg	9000
265°	TDZE	97
	Apt Elev	97

RNAV (GPS) Z RWY 26R

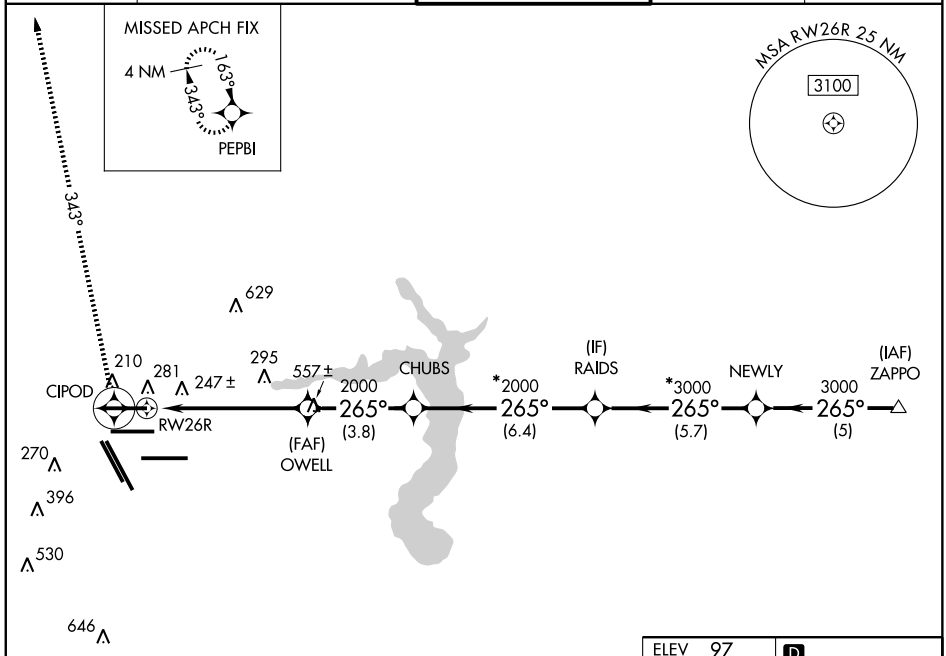
HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

For inoperative ALSF, increase LNAV/VNAV Cat E and LNAV Cat E visibility to 1¾ miles. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 3000 direct CIPOD and via 343° track to PEPBI and hold.

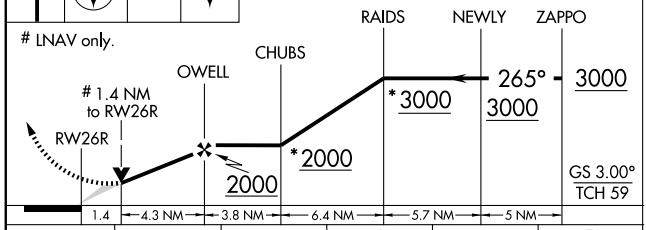
ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1



RADAR REQUIRED

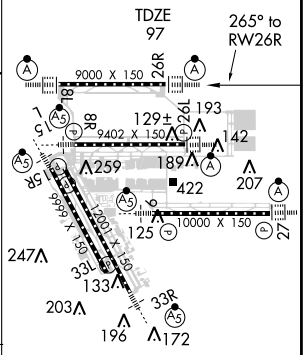
3000	CIPOD	343° TRK	PEPBI

* When assigned by ATC, intercept glidepath at 2000 or 3000.



CATEGORY	A	B	C	D	E
LNAV/VNAV DA	598/60 501 (600-1¼)				
LNAV MDA	600/24 503 (600-½)		600/50 503 (600-1)		600/60 503 (600-1¼)

ELEV 97 D



TDZ/CL Rwys 8R,15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R,9-27, 15L-33R and 15R-33L

APP CRS	Rwy Idg	10000
265°	TDZE	88
	Apt Elev	97

RNAV (GPS) Z RWY 27

HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

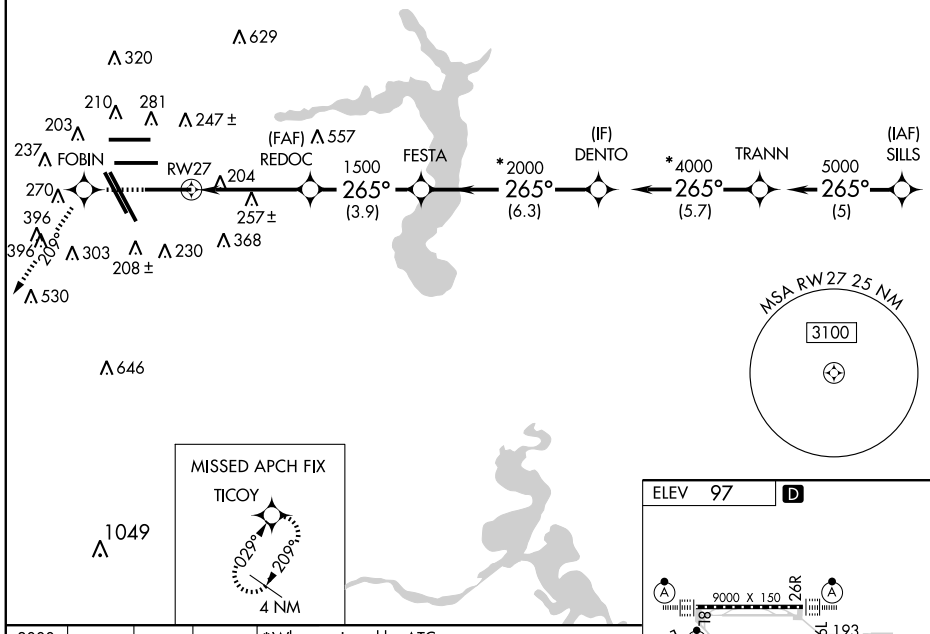
For inoperative ALSF, increase LNAV/VNAV and LNAV Cat E visibility to 1½. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 3000 direct FOBIN and via 209° track to TICOY and hold.

ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1

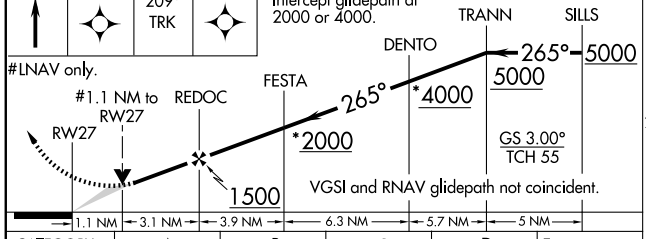
RADAR REQUIRED



3000	FOBIN	209° TRK	TICOY

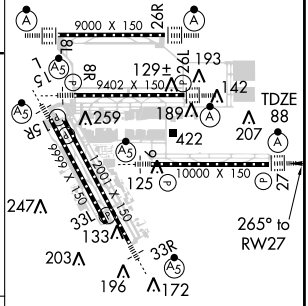
*When assigned by ATC, intercept glidepath at 2000 or 4000.

#LNAV only.



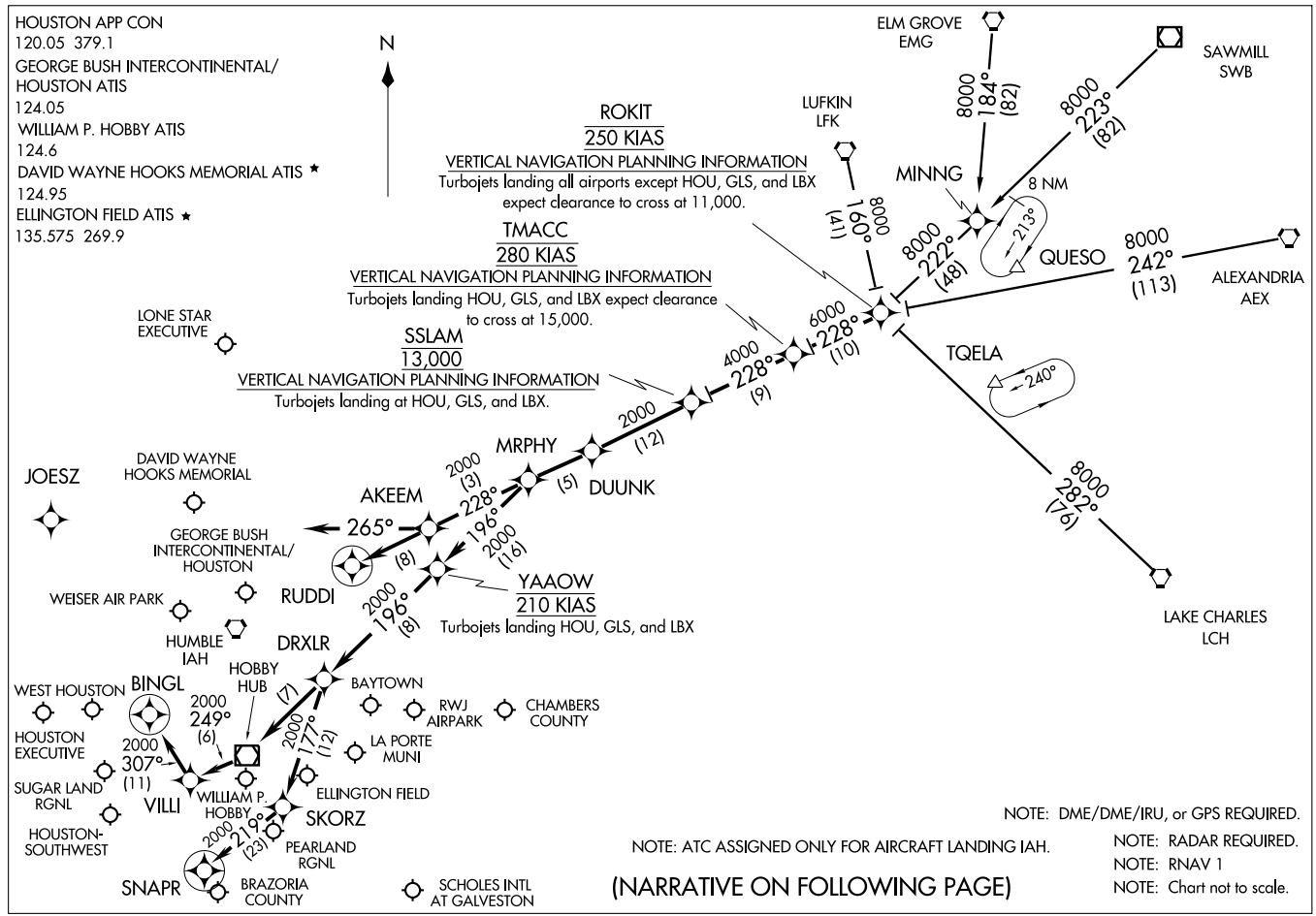
CATEGORY	A	B	C	D	E
LNAV/VNAV DA	540/50 452 (500-1)				
LNAV MDA	520/24 432 (500-½)		520/40 432 (500-¾)	520/50 432 (500-1)	

ELEV 97 D



TDZ/CL Rwys 8R,15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L

SC-5, 08 APR 2010 to 06 MAY 2010



(ROKIT.ROKIT1) 09127

ROKIT ONE ARRIVAL (RNAV)

ST-5461(FAA)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

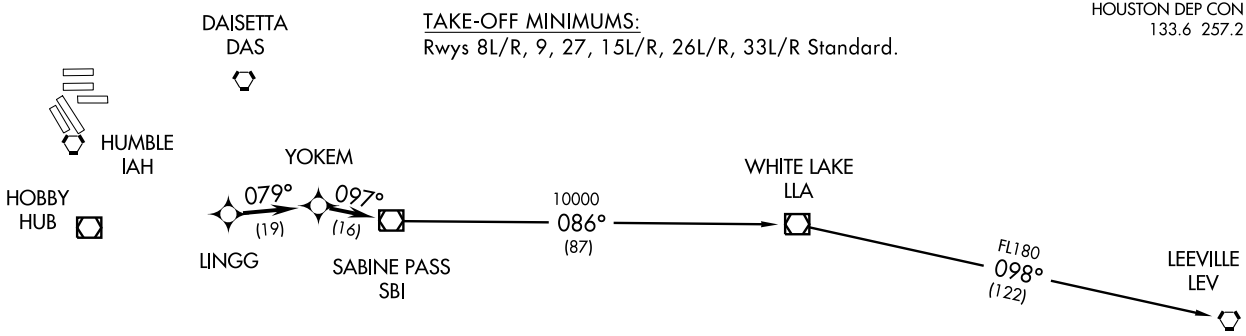
SC-5, 08 APR 2010 to 06 MAY 2010

NOTE: Chart not to scale.

Note: RADAR Required.
Note: RNAV 1.
Note: DME/DME/IRU or GPS Required.
Note: For non-GPS equipped aircraft, BPT and LCH must be operational.

ATIS
124.05
CLNC DEL
128.1
GND CON
118.575 119.95 121.7
HOUSTON TOWER
120.725 125.35 127.3
135.15 288.25 290.2
HOUSTON DEP CON
133.6 257.2

TAKE-OFF MINIMUMS:
Rwys 8L/R, 9, 27, 15L/R, 26L/R, 33L/R Standard.



TAKE-OFF OBSTACLES:
Rwy 8L, Tree 2866′ from DER, 921′ left of centerline, 107′ AGL/201′ MSL. Multiple trees beginning 2750′ from DER, 106′ right of centerline, up to 80′ AGL/174′ MSL.
Rwy 15L, Multiple trees beginning 2638′ from DER, 758′ right of centerline, up to 76′ AGL/160′ MSL.
Rwy 15R, Tower, 1431′ from DER, 591′ left of centerline, 48′ AGL/133′ MSL. Antenna on glideslope 1469′ from DER, 621′ left of centerline, 49′ AGL/133′ MSL.
Rwy 26R, Pole 950′ from DER, 660′ right of centerline, 40′ AGL/129′ MSL.
Rwy 33R, Tree 2868′ from DER, 1027′, right of centerline, 73′ AGL/172′ MSL.

DEPARTURE ROUTE DESCRIPTION

Expect vectors to LINGG, maintain 4000, then via depicted route to SBI VOR/DME, thence. . . .

. . . .via (transition). Expect clearance to filed altitude/flight level 10 minutes after departure.

LEEVILLE TRANSITION: (SBI1.LEV)
WHITE LAKE TRANSITION: (SBI1.LLA)

SABINE PASS ONE DEPARTURE (RNAV) (SBI1.SBI) 09071

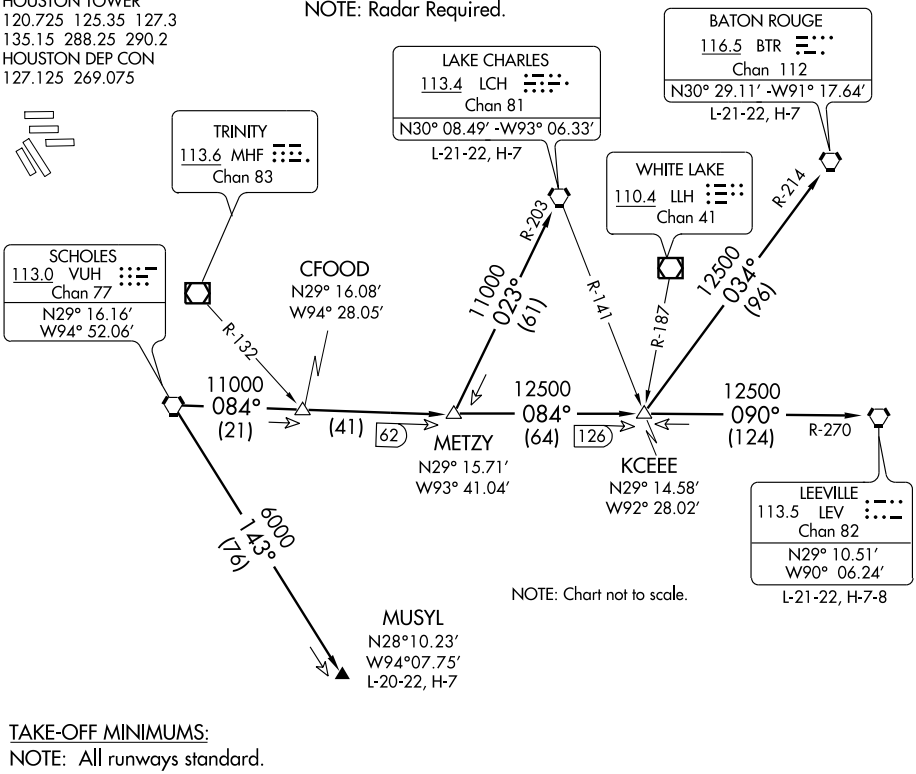
HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)
HOUSTON, TEXAS
SL-5461 (FAA)

SCHOLES THREE DEPARTURE

SL-5461 (FAA) HOUSTON, TEXAS

ATIS 124.05
CLNC DEL 128.1
GND CON
118.575 119.95 121.7
HOUSTON TOWER
120.725 125.35 127.3
135.15 288.25 290.2
HOUSTON DEP CON
127.125 269.075

NOTE: LCH, BTR, and LEV transitions are ATC assigned only, do not file.
NOTE: For LCH, BTR, LEV transitions, this procedure requires over water flight not to exceed 35 miles from nearest shoreline.
NOTE: Radar Required.



TAKE-OFF MINIMUMS:
NOTE: All runways standard.

(TAKE-OFF OBSTACLES ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

Expect vectors to VUH VORTAC, maintain 4000′, expect filed altitude 10 minutes after departure.

BATON ROUGE TRANSITION (VUH3.BTR): From over VUH VORTAC via VUH R-084 to KCEEE INT, then via BTR R-214 to BTR VORTAC.

LAKE CHARLES TRANSITION (VUH3.LCH): From over VUH VORTAC via VUH R-084 to METZY INT, then via LCH R-203 to LCH VORTAC.

LEEVILLE TRANSITION (VUH3.LEV): From over VUH VORTAC via VUH R-084 to KCEEE INT, then via LEV R-270 to LEV VORTAC.

MUSYL TRANSITION (VUH3.MUSYL): From over VUH VORTAC via VUH R-143 to MUSYL.

SC-5, 08 APR 2010 to 06 MAY 2010

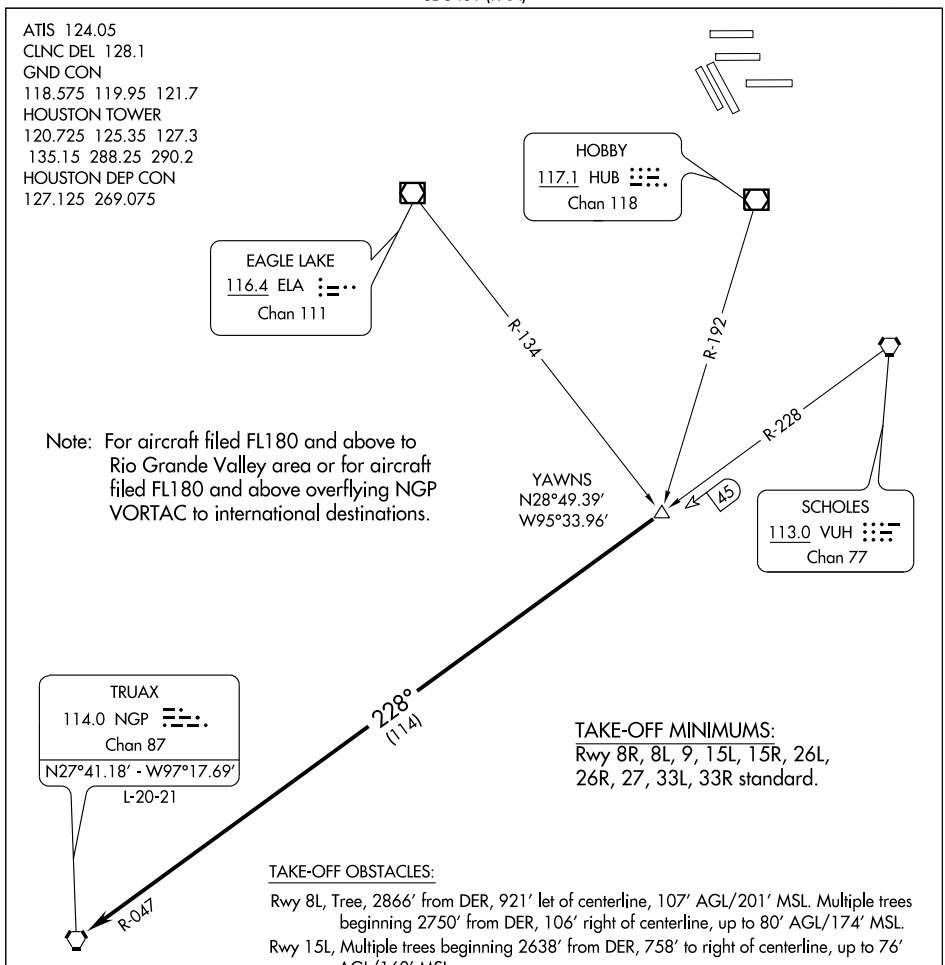
TAKE-OFF OBSTACLES:

Rwy 8L, Tree 2866′ from DER, 921′ left of centerline, 107′ AGL/201′ MSL.
Multiple trees beginning 2750′ from DER, 106′ right of centerline, up to 80′ AGL/174′ MSL.
Rwy 15L, Multiple trees beginning 2638′ from DER, 758′ right of centerline, up to 76′ AGL/160′ MSL.
Rwy 15R, Tower 1431′ from DER, 591′ left of centerline, 48′ AGL/133′ MSL.
Antenna on glideslope 1469′ from DER, 621′ left of centerline, 49′ AGL/133′ MSL.
Rwy 26R, Pole 950′ from DER, 660′ right of centerline, 40′ AGL/129′ MSL.
Rwy 33R, Tree 2868′ from DER, 1027′ right of centerline, 73′ AGL/172′ MSL.

SC-5, 08 APR 2010 to 06 MAY 2010

TRUAX TWO DEPARTURE

SL-5461 (FAA)



TAKE-OFF MINIMUMS:
Rwy 8R, 8L, 9, 15L, 15R, 26L, 26R, 27, 33L, 33R standard.

TAKE-OFF OBSTACLES:

Rwy 8L, Tree, 2866′ from DER, 921′ let of centerline, 107′ AGL/201′ MSL. Multiple trees beginning 2750′ from DER, 106′ right of centerline, up to 80′ AGL/174′ MSL.

Rwy 15L, Multiple trees beginning 2638′ from DER, 758′ to right of centerline, up to 76′ AGL/160′ MSL.

Rwy 15R, Tower 1431′ from DER, 591′ left of centerline, 48′ AGL/133′ MSL. Antenna on glideslope 1469′ from DER, 621′ left of centerline, 49′ AGL/133′ MSL.

Rwy 26R, Pole 950′ from DER, 660′ right of centerline, 40′ AGL/129′ MSL.

Rwy 33R, Tree 2868′ from DER, 1027′ right of centerline, 73′ AGL/172′ MSL.

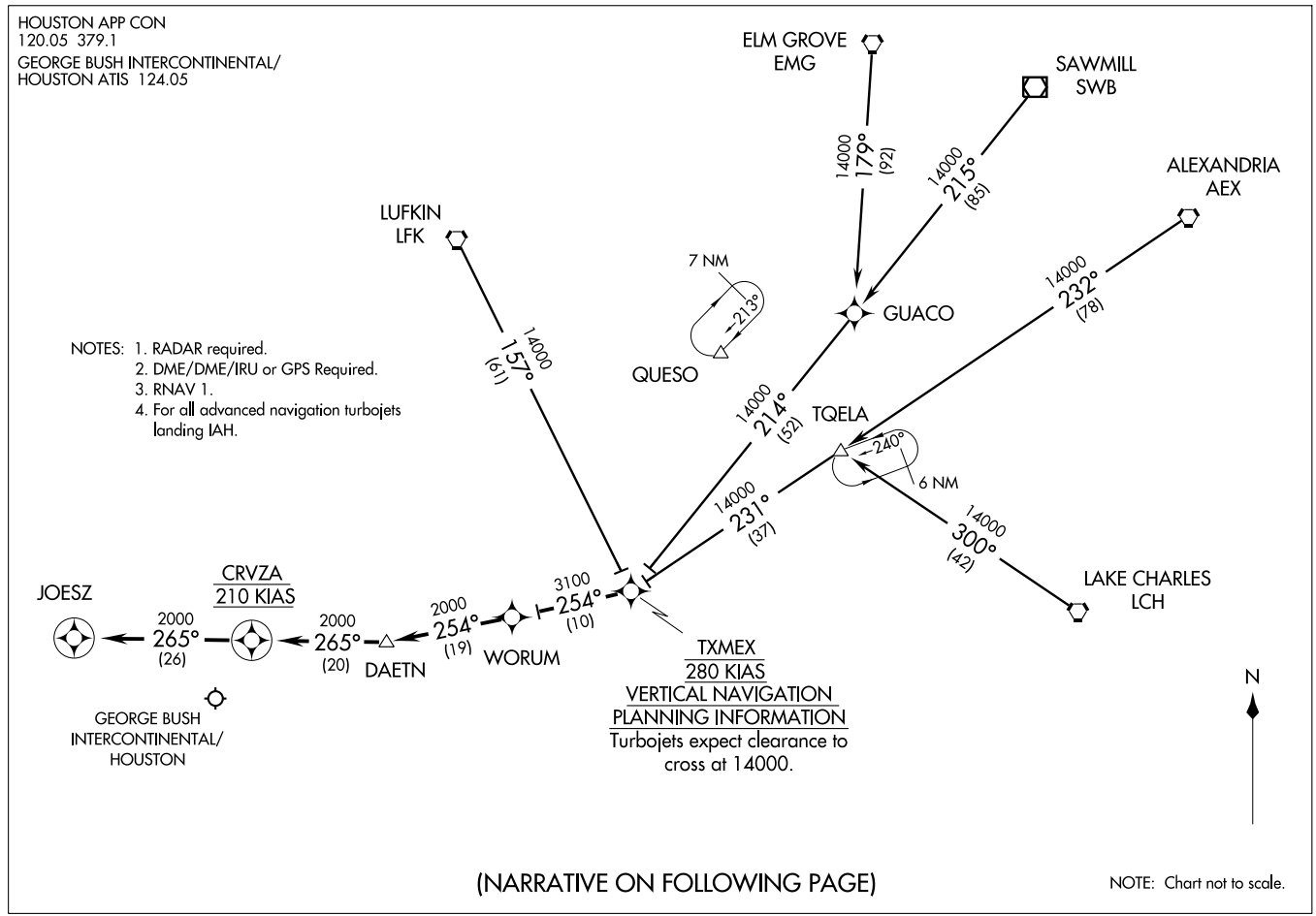
NOTE: Chart not to scale.

NOTE: Radar Required.

DEPARTURE ROUTE DESCRIPTION

Expect vectors to YAWNS INT, maintain 4000′, expect filed altitude 10 minutes after departure. Thence. . . .

. . . . via VUH R-228 and NGP R-047 to NGP VORTAC.


HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
ELM GROVE
EMG
SAWMILL
SWB
ALEXANDRIA
AEX
LUFKIN
LFK
14000
179°
(92)
14000
215°
(85)
14000
232°
(78)
7 NM
213°
GUACO
QUESO
14000
157°
(61)
14000
214°
(52)
TQELA
240°
6 NM
14000
231°
(37)
14000
300°
(42)
LAKE CHARLES
LCH
NOTES: 1. RADAR required.
2. DME/DME/IRU or GPS Required.
3. RNAV 1.
4. For all advanced navigation turbojets landing IAH.
JOESZ
CRVZA
210 KIAS
2000
265°
(26)
2000
265°
(20)
DAETN
2000
254°
(19)
WORUM
3100
254°
(10)
TXMEX
280 KIAS
VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets expect clearance to cross at 14000.
GEORGE BUSH
INTERCONTINENTAL/
HOUSTON
N
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.TXMEX1): (For non-GPS equipped aircraft LCH, SWB, AEX, BPT and DAS must be operational.)
ELM GROVE TRANSITION (EMG.TXMEX1): (For non-GPS equipped aircraft SWB, EMG, LFK, DAS and BPT must be operational.)
LAKE CHARLES TRANSITION (LCH.TXMEX1): (For non-GPS equipped aircraft AEX, BPT and DAS must be operational.)
LUFKIN TRANSITION (LFK.TXMEX1): (For non-GPS equipped aircraft TNV, BPT, DAS and LFK must be operational.)
SAWMILL TRANSITION (SWB.TXMEX1): (For non-GPS equipped aircraft AEX, SWB, LCH, LFK, BPT and DAS must be operational.)

From TXMEX via 254° track to WORUM, thence as depicted to CRVZA.

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/8R or 9: From CRVZA via 265° track to JOESZ. Expect vectors to final approach course prior to JOESZ, if not received by JOESZ, fly present heading.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course prior to CRVZA.

SC-5, 08 APR 2010 to 06 MAY 2010

HOUSTON APP CON
134.65 290.5
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS
124.05
DAVID WAYNE HOOKS MEMORIAL ATIS
124.95
LONE STAR EXECUTIVE ATIS
118.325

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.WOLDE2):

KLAMS TRANSITION (KLAMS.WOLDE2):

LEEVILLE TRANSITION (LEV.WOLDE2):

SABINE PASS TRANSITION (SBI.WOLDE2):

SEMMES TRANSITION (SJI.WOLDE2):

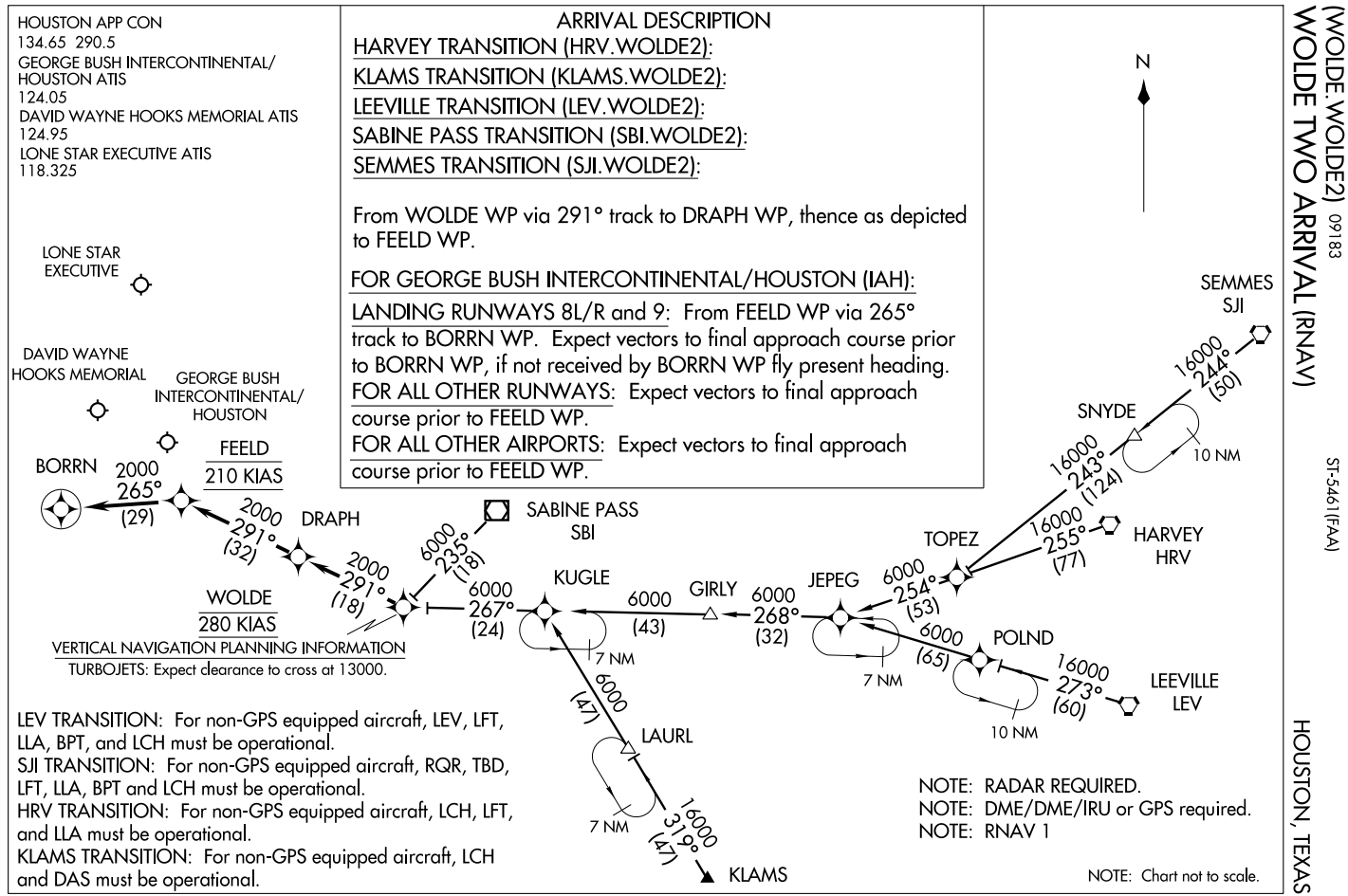
From WOLDE WP via 291° track to DRAPH WP, thence as depicted to FEELD WP.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/R and 9: From FEELD WP via 265° track to BORRN WP. Expect vectors to final approach course prior to BORRN WP, if not received by BORRN WP fly present heading.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course prior to FEELD WP.

FOR ALL OTHER AIRPORTS: Expect vectors to final approach course prior to FEELD WP.



LEV TRANSITION: For non-GPS equipped aircraft, LEV, LFT, LLA, BPT, and LCH must be operational.

SJI TRANSITION: For non-GPS equipped aircraft, RQR, TBD, LFT, LLA, BPT and LCH must be operational.

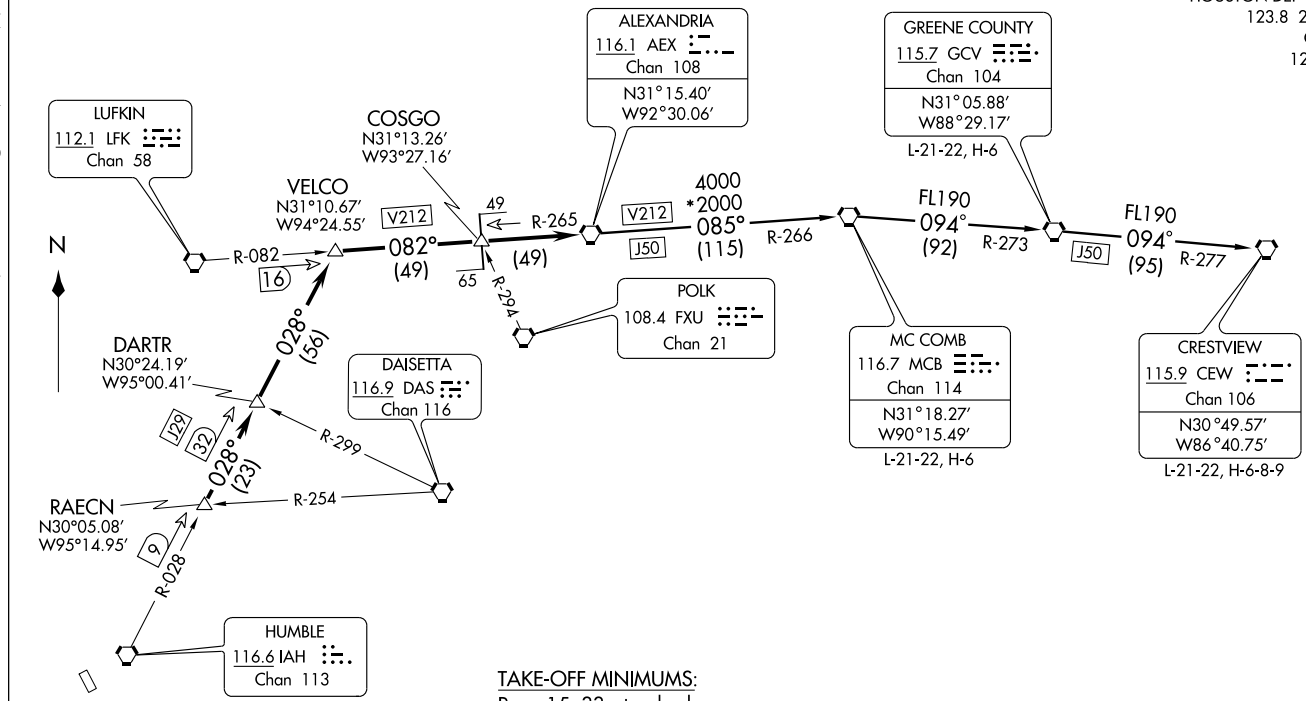
HRV TRANSITION: For non-GPS equipped aircraft, LCH, LFT, and LLA must be operational.

KLAMS TRANSITION: For non-GPS equipped aircraft, LCH and DAS must be operational.

NOTE: RADAR REQUIRED.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1

NOTE: Chart not to scale.

CLNC DEL
121.15
HOUSTON DEP CON
123.8 257.7
CTAF
123.05



TAKE-OFF MINIMUMS:
Rwys 15, 33, standard.

TAKE-OFF OBSTACLES:
Rwy 15, Vehicle and road beginning 50′ from DER, 57′ left of centerline, 15′ AGL/138′ MSL.
Vehicle and road 280′ from DER, 317′ right of centerline, 15′ AGL/124′ MSL.
Rwy 33, Building 265′ from DER, 365′ left of centerline, 33′ AGL/143′ MSL.

NOTE: Radar Required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000', expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 to VELCO INT, then right turn via LFK R-082 and AEX R-265 to AEX VORTAC.

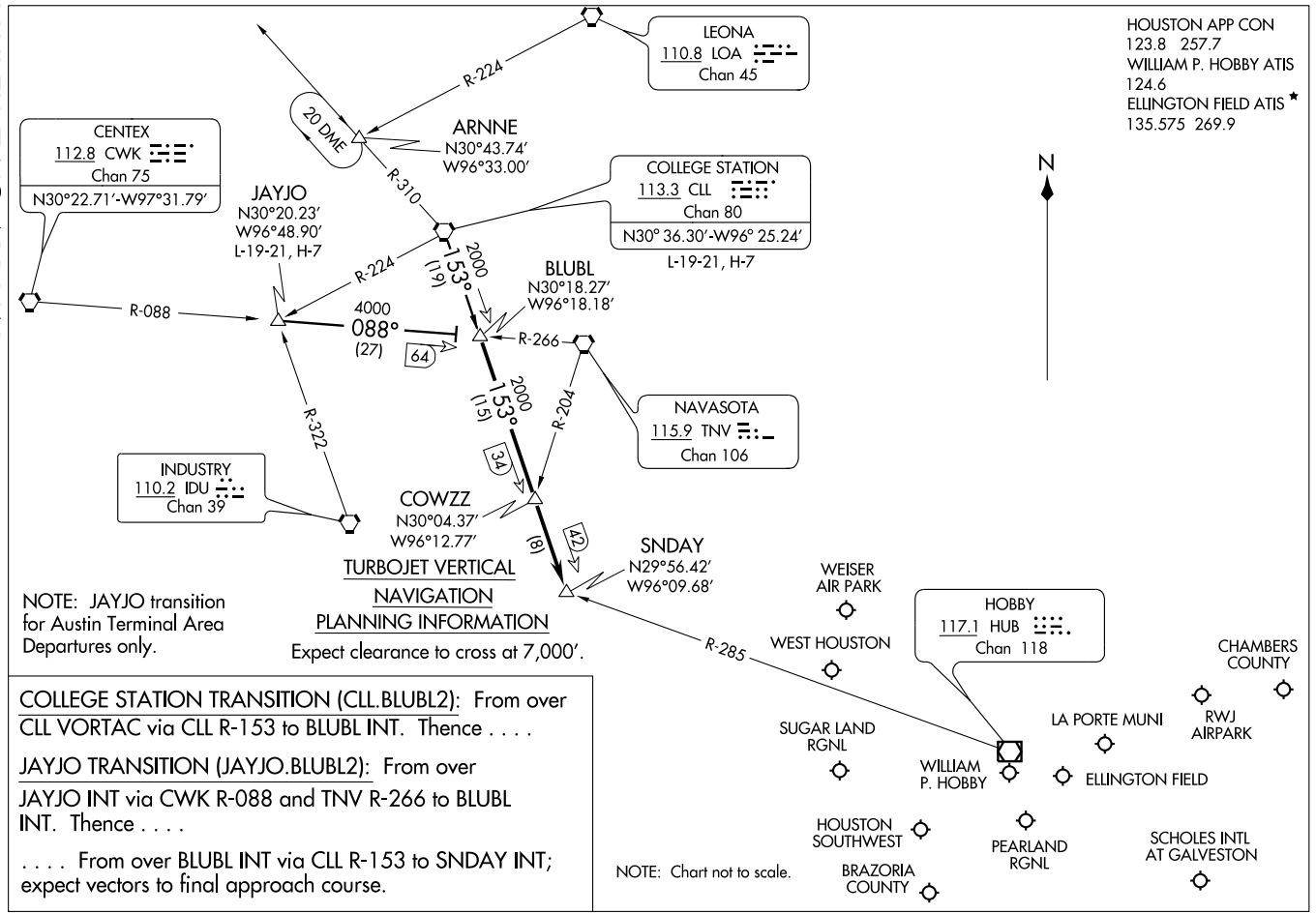
THE FOLLOWING TRANSITIONS ARE ATC ASSIGNED ONLY DO NOT FILE:

CRESTVIEW TRANSITION (AEX4.CEW): (For aircraft being weather rerouted to join a jet route off CEW VORTAC or overflying CEW VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC, then via GCV R-094 and CEW R-277 to CEW VORTAC.

GREENE COUNTY TRANSITION (AEX4.GCV): (For aircraft being weather rerouted to join a jet route off GCV VORTAC or overflying GCV VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC.

MC COMB TRANSITION (AEX4.MCB): (For aircraft being weather rerouted to join a jet route off MCB VORTAC or overflying MCB VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC.

SC-5, 08 APR 2010 to 06 MAY 2010



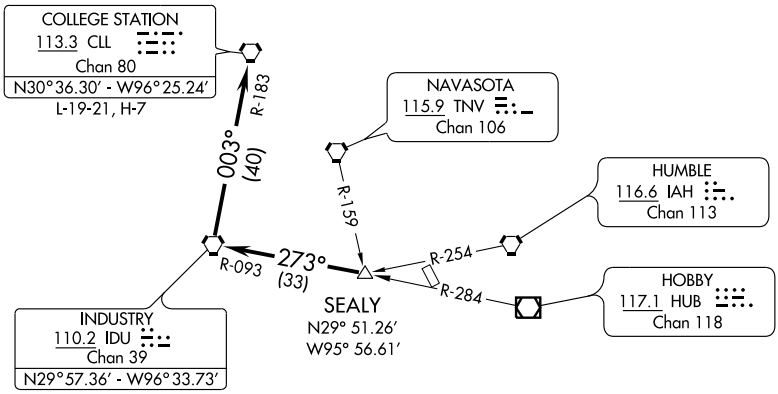
COLLEGE STATION TRANSITION (CLL.BLUBL2): From over CLL VORTAC via CLL R-153 to BLUBL INT. Thence . . . .

JAYJO TRANSITION (JAYJO.BLUBL2): From over JAYJO INT via CWK R-088 and TNV R-266 to BLUBL INT. Thence . . . .

. . . . From over BLUBL INT via CLL R-153 to SNDAY INT; expect vectors to final approach course.

COLLEGE TWO DEPARTURE

CLNC DEL
121.15
HOUSTON DEP CON
123.8 257.7
CTAF
123.05



TAKE-OFF MINIMUMS:
Rwys 15, 33 standard.

TAKE-OFF OBSTACLES:
Rwy 15, Road plus vehicle beginning 50' from DER, 57' left of centerline, 15' AGL/138' MSL. Road plus vehicle 280' from DER, 317' right of centerline, 15' AGL/124' MSL.
Rwy 33, Bldg 265' from DER, 365' left of centerline, 33' AGL/143' MSL.

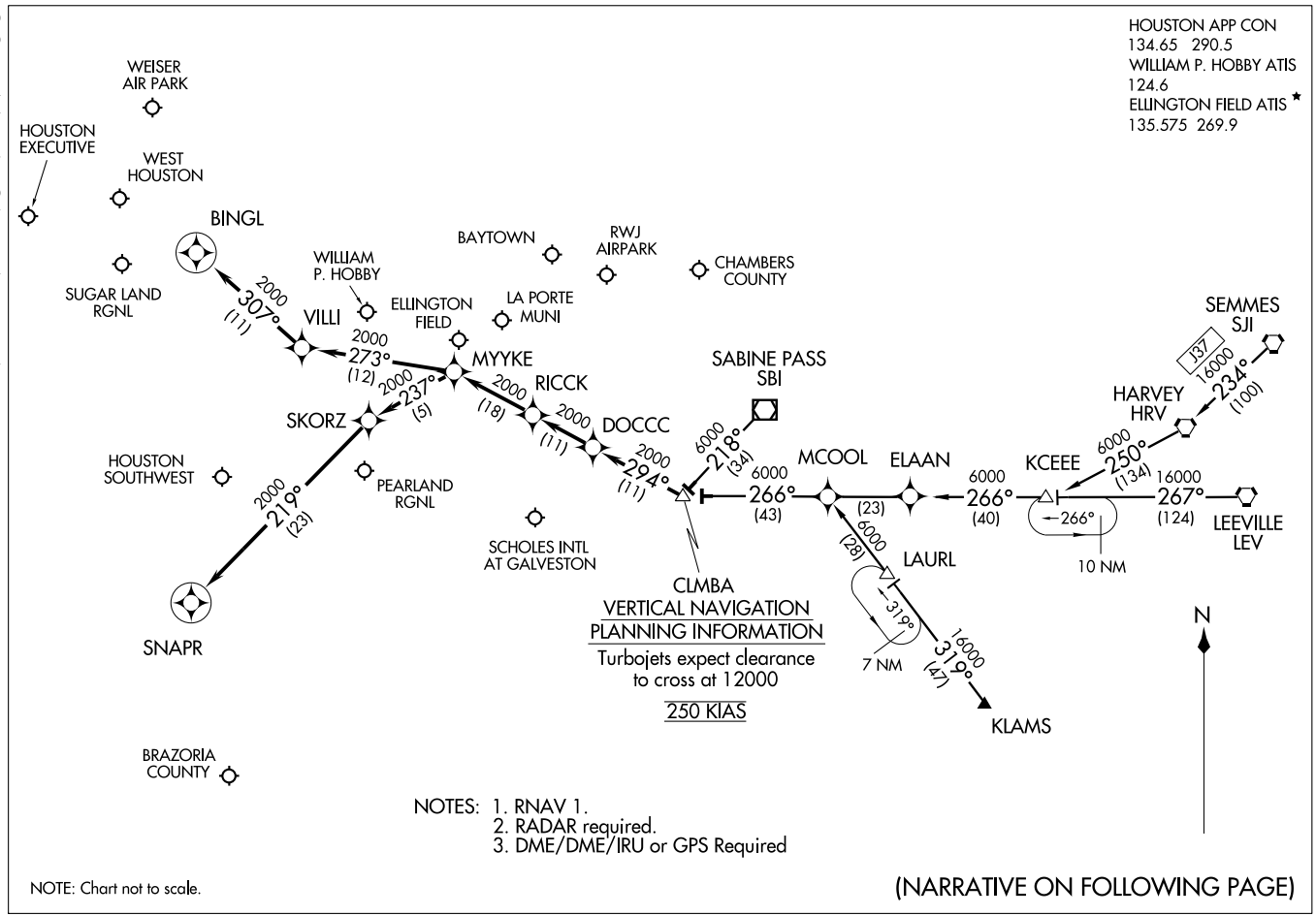
NOTE: Radar Required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to SEALY INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IDU R-093 to IDU VORTAC, then right turn via IDU R-003 and CLL R-183 to CLL VORTAC.



COLUMBIA ONE ARRIVAL (RNAV)

(CLMBA.CLMBA1) 09239

ST-198 (FAA)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)
KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF, and VUH must be operational.)
LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)
SABINE PASS TRANSITION (SBI.CLMBA1):
SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK . . . .

WILLIAM P. HOBBY/HOUSTON (HOU):

LANDING RUNWAY 4: . . . . From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

LANDING RUNWAY 12R: . . . . From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

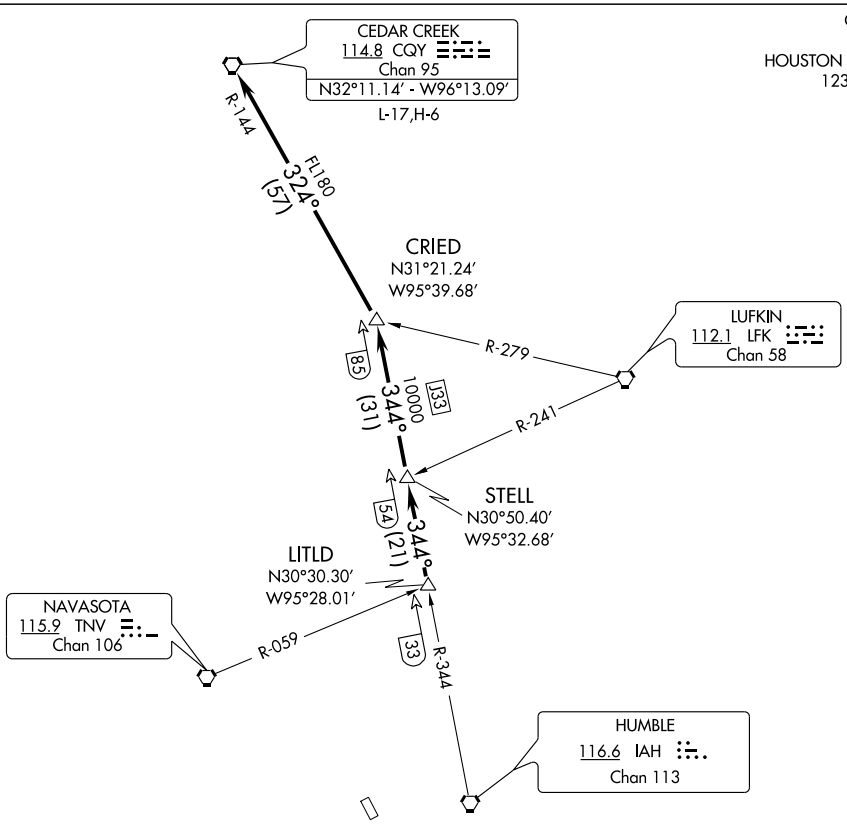
FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

SC-5, 08 APR 2010 to 06 MAY 2010

CRIED THREE DEPARTURE

SL-6079 (FAA)

HOUSTON/ WEST HOUSTON (IWS)
HOUSTON, TEXAS



TAKE-OFF MINIMUMS:
Rwy 15, 33, standard.

(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Radar Required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to LITLD INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-344 to STELL INT, then via IAH R-344 to CRIED INT, then left turn via CQY R-144 to CQY VORTAC.

SC-5, 08 APR 2010 to 06 MAY 2010

TAKE-OFF OBSTACLES

Rwy 15, Vehicle and road beginning 50′ from DER, 57′ left of centerline, 15′ AGL/138′ MSL.
Vehicle and road 280′ from DER, 317′ right of centerline, 15′ AGL/124′ MSL.
Rwy 33, Building, 265′ from DER, 365′ left of centerline, 33′ AGL/143′ MSL.

SC-5, 08 APR 2010 to 06 MAY 2010

DAISETTA EIGHT ARRIVAL (DAS.DAS8)

HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS *
135.575 269.9

NOTE: For all conventional navigation aircraft landing in the Houston terminal area. For all turboprops/pistons landing IAH. ATC assigned only for all others.

NOTE: For RNAV equipped aircraft landing IAH runways 8L/R and 9 from over DAETN INT direct JOESZ INT, expect vectors to final approach course prior to JOESZ INT, if not received by JOESZ INT fly present heading.

ELM GROVE
111.2 EMG
Chan 49
N32°24.01'-W93°35.71'
L-17, H-6

QUESO
N30°46.86'
W94°06.54'

BROWW
N30°54.22'
W93°52.20'

SAWMILL
113.75 SWB
Chan 84(Y)
N31°58.39' - W92°40.63'
L-22, H-6

LUFKIN
112.1 LFK
Chan 58
N31°09.74'
W94°43.02'
L-19-21, H-6

VIERA
N30°44.51'
W94°02.83'

TQELA
N30°32.39'
W93°46.23'

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40' -W92°30.06'
L-21-22, H-6

INDUSTRY
110.2 IDU
Chan 39

JOESZ
N30°06.40'
W95°46.72'

INNIS
N30°02.07'
W95°06.83'

REHAB
N29°59.59'
W95°14.25'

COMBS
N30°23.32'
W94°25.84'

DAETN
N30°06.31'
W94°54.07'

YAAOW
N29°53.12'
W95°10.69'

DRXLR
N29°45.59'
W95°13.92'

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

HUMBLE
116.6 IAH
Chan 113

HOBBY
117.1 HUB
Chan 118

DAISETTA
116.9 DAS
Chan 116
N30°11.38' -W94°38.70'

LAKE CHARLES
113.4 LCH
Chan 81
N30°08.49' -W93°06.33'
L-21-22, H-7

BEAUMONT
114.5 BPT
Chan 92
N29°56.76' -W94°00.97'

VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: 280K IAS
Expect clearance
to cross at 13,000'

RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

WEISER AIRPARK
WEST HOUSTON
HOUSTON EXECUTIVE
SUGAR LAND RGNL
LA PORTE MUNI
CHAMBERS COUNTY
WILLIAM P. HOBBY
BAYTOWN
RWJ AIRPARK
PEARLAND RGNL
ELLINGTON FIELD
HOUSTON-SOUTHWEST
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY

DAISETTA EIGHT ARRIVAL (DAS.DAS8)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence . . . .

SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

. . . . From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:

. . . . From DAETN INT fly heading 265° for vectors to final approach course.

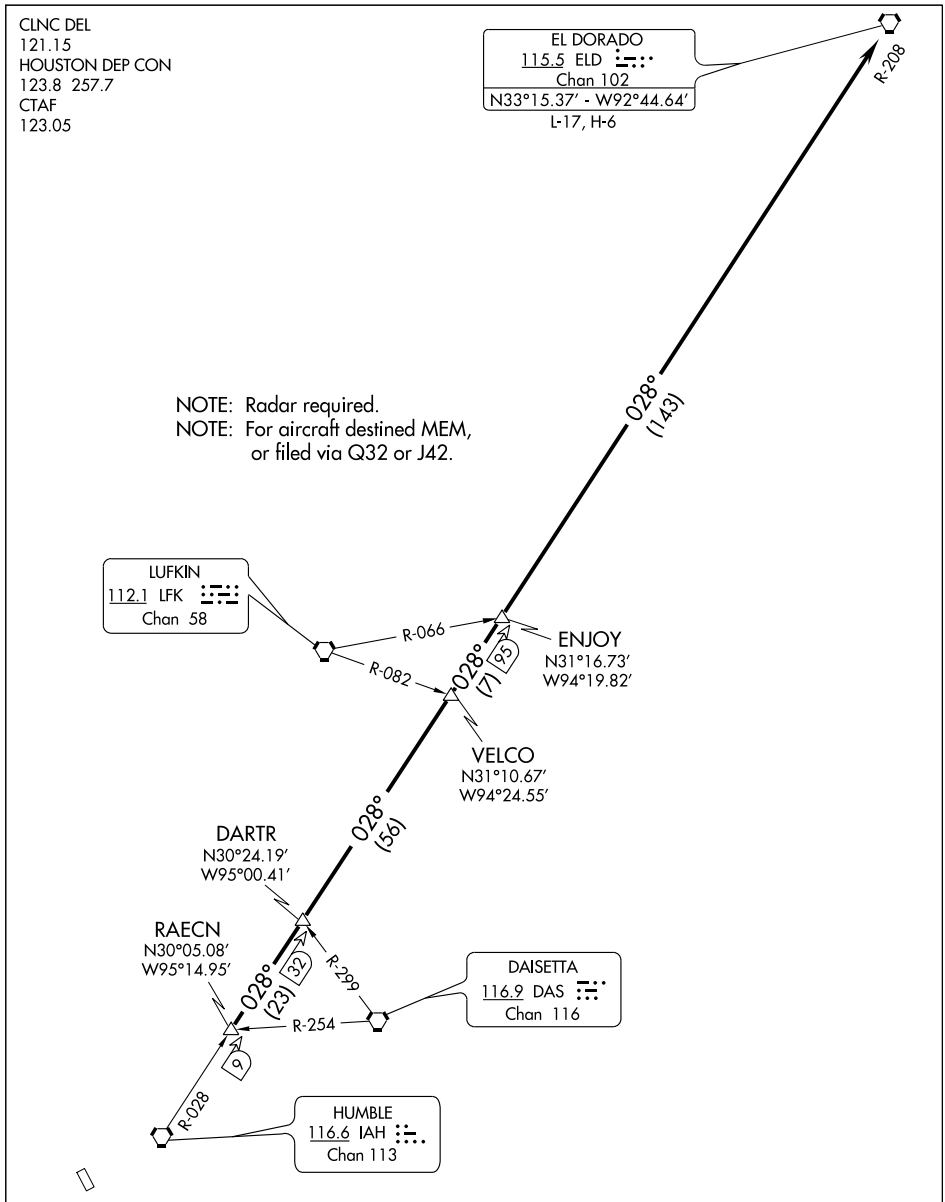
FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

FOR ALL OTHER AIRPORTS:

. . . . From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.

SC-5, 08 APR 2010 to 06 MAY 2010

EL DORADO ONE DEPARTURE SL-6079 (FAA)



NOTE: Chart not to scale.

TAKE-OFF MINIMUMS:
Rwy 15, 33, standard.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 08 APR 2010 to 06 MAY 2010

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DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 and the ELD R-208 to ELD VORTAC.

TAKE-OFF OBSTACLES

Rwy 15, Vehicle and road beginning 50′ from DER, 57′ left of centerline, 15′ AGL/ 138′ MSL. Vehicle and road 280′ from DER, 317′ right of centerline, 15′ AGL/ 124′ MSL.
Rwy 33, Bulding 265′ from DER, 365′ left of centerline, 33′ AGL/143′ MSL.

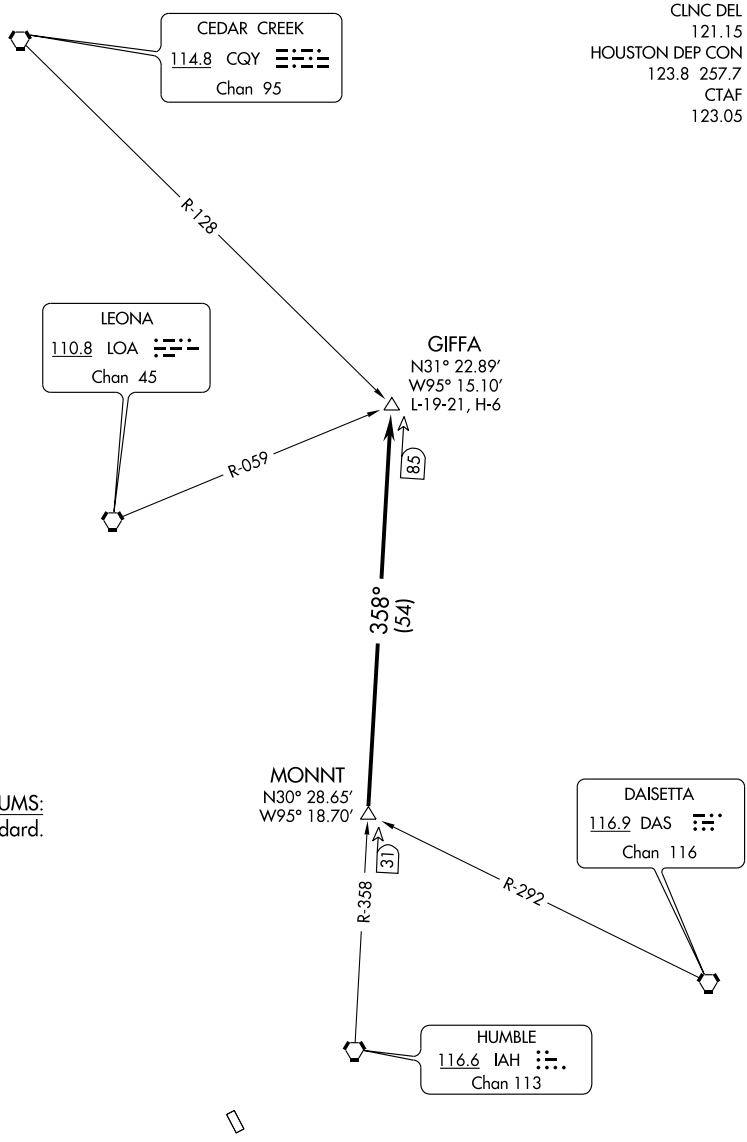
SC-5, 08 APR 2010 to 06 MAY 2010

GIFFA THREE DEPARTURE

SL-6079 (FAA)

HOUSTON/ WEST HOUSTON (IWS)
HOUSTON, TEXAS

CLNC DEL
121.15
HOUSTON DEP CON
123.8 257.7
CTAF
123.05



TAKE-OFF MINIMUMS:
Rwys 15, 33, standard.

NOTE: Radar Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 08 APR 2010 to 06 MAY 2010

▼

DEPARTURE ROUTE DESCRIPTION

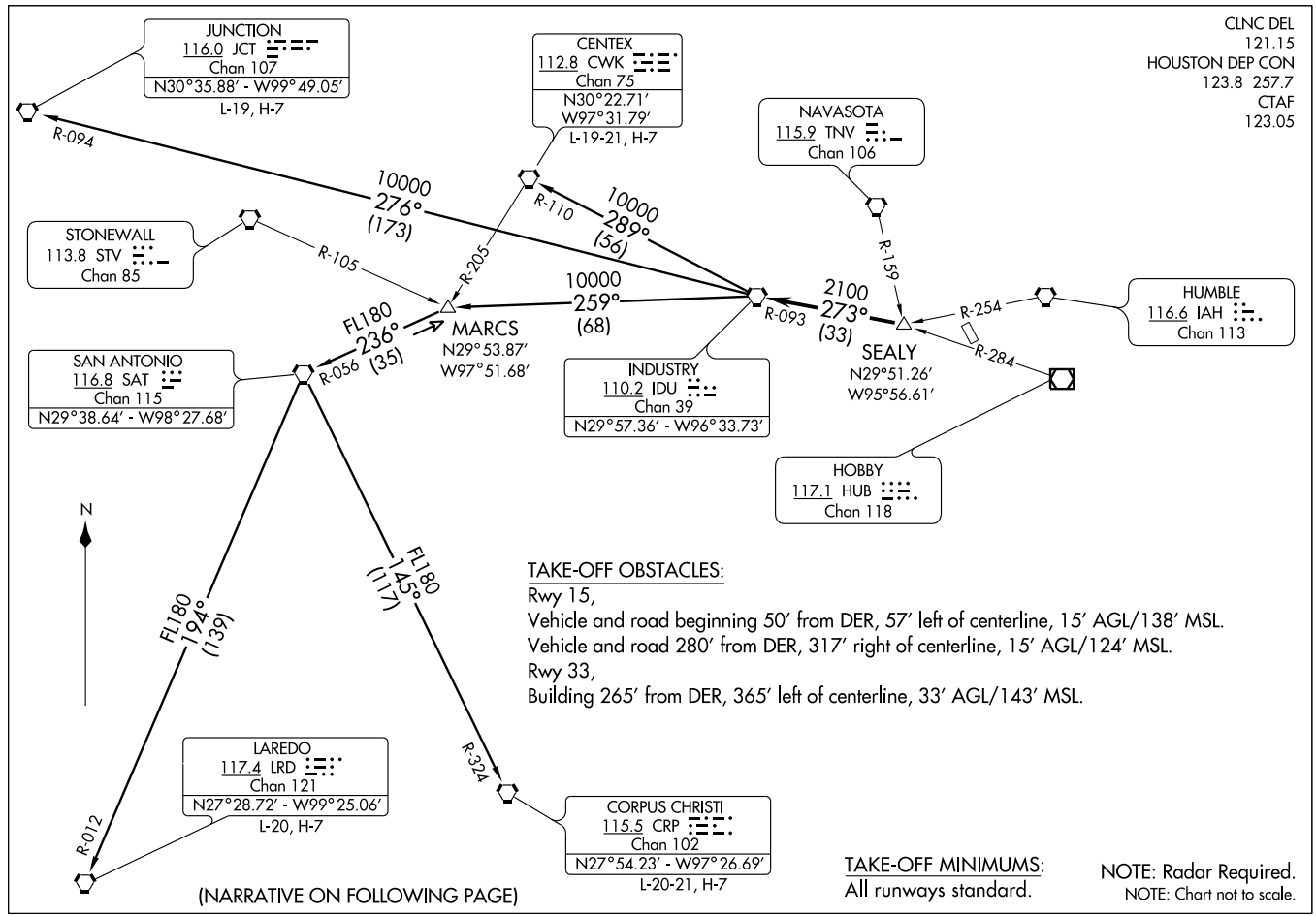
When entering controlled airspace, fly assigned heading for vectors to MONNT INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-358 to GIFFA INT.

TAKE-OFF OBSTACLES:

Rwy 15, Vehicle and road beginning 50′ from DER, 57′ left of centerline, 15′ AGL/138′ MSL.
Vehicle and road 280′ from DER, 317′ right of centerline, 15′ AGL/124′ MSL.
Rwy 33, Building 265′ from DER, 365′ left of centerline, 33′ AGL/143′ MSL.

SC-5, 08 APR 2010 to 06 MAY 2010



(IDU3.IDU) 08157

INDUSTRY THREE DEPARTURE

SL-6079 (FAA)

HOUSTON/WEST HOUSTON (IWS)

HOUSTON, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to SEALY INT. Maintain 4000'. Expect filed altitude 10 minutes after departure. Thence . . . .

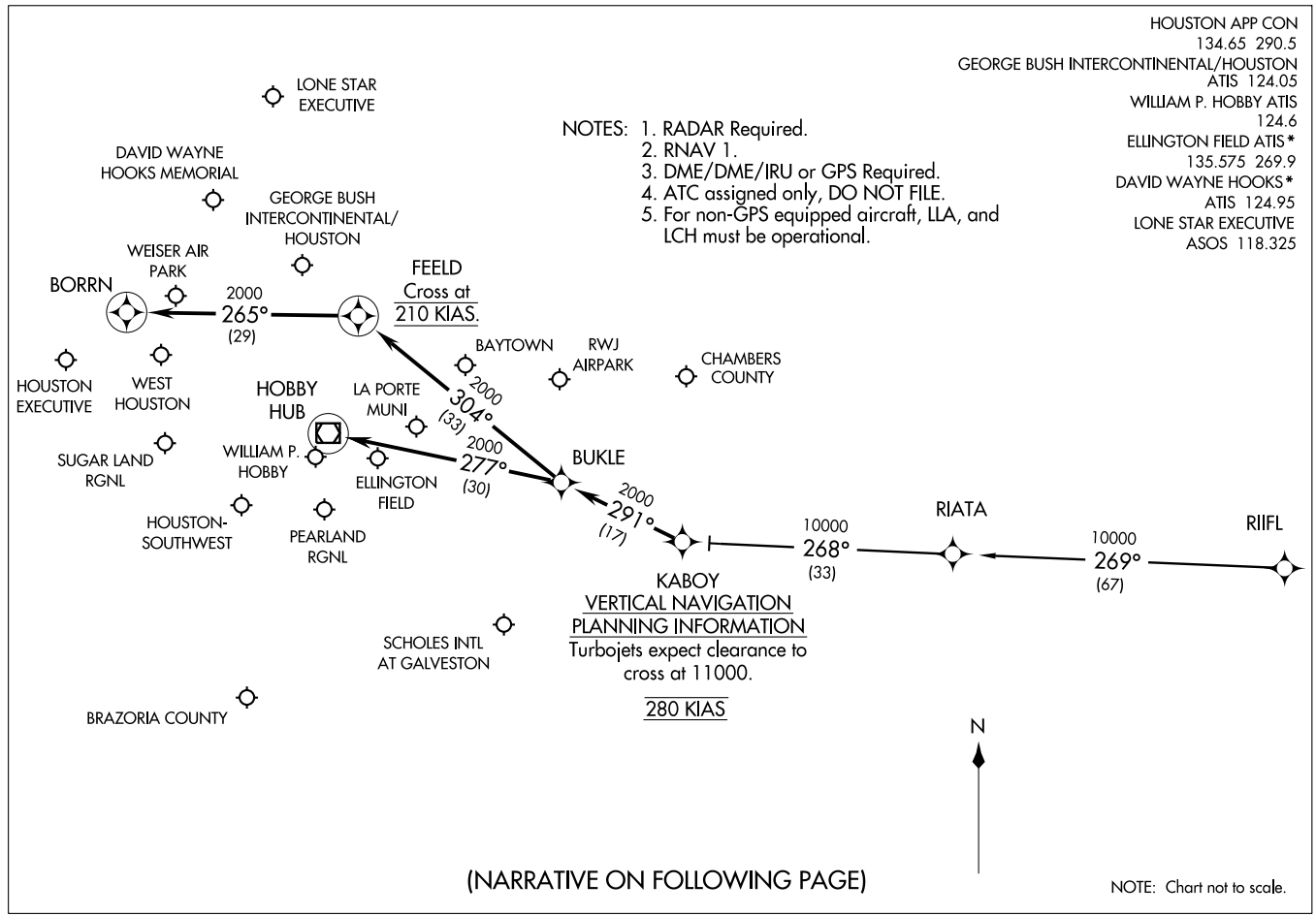
. . . . VIA IDU R-093 to IDU VORTAC.

CENTEX TRANSITION (IDU3.CWK): (ATC assigned only. For aircraft inbound to the DFW Metroplex area that are being rerouted due to bad weather.) From over IDU VORTAC via IDU R-289 and CWK R-110 to CWK VORTAC.

CORPUS CHRISTI TRANSITION (IDU3.CRP): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-145 and CRP R-324 to CRP VORTAC.

JUNCTION TRANSITION (IDU3.JCT): (For aircraft overflying JCT VORTAC via J2, J15, or J86.) From over IDU VORTAC via IDU R-276 and JCT R-094 to JCT VORTAC.

LAREDO TRANSITION (IDU3.LRD): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-194 and LRD R-012 to LRD VORTAC.


HOUSTON APP CON
134.65 290.5
GEORGE BUSH INTERCONTINENTAL/HOUSTON
ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS*
135.575 269.9
DAVID WAYNE HOOKS*
ATIS 124.95
LONE STAR EXECUTIVE
ASOS 118.325
(KABOY.KABOY1) 09071
KABOY ONE ARRIVAL (RNAV)
ST-5461(FAA)
HOUSTON, TEXAS
NOTES: 1. RADAR Required.
2. RNAV 1.
3. DME/DME/IRU or GPS Required.
4. ATC assigned only, DO NOT FILE.
5. For non-GPS equipped aircraft, LLA, and LCH must be operational.
LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIR PARK
BORRN
2000
265°
(29)
FEELD
Cross at
210 KIAS.
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
HOUSTON EXECUTIVE
WEST HOUSTON
HOBBY HUB
LA PORTE MUNI
2000
304°
(33)
SUGAR LAND RGNL
WILLIAM P. HOBBY
2000
277°
(30)
ELLINGTON FIELD
BUKLE
2000
291°
(17)
HOUSTON-SOUTHWEST
PEARLAND RGNL
10000
268°
(33)
RIATA
10000
269°
(67)
RIIFL
KABOY
VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets expect clearance to cross at 11000.
280 KIAS
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY
N
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY1)

From KABOY via 291° track to BUKLE . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/8R, OR 9: . . . . From BUKLE via 304° track to FEELD, thence as depicted to BORRN. Expect vectors to final approach course prior to BORRN, if not received by BORRN, fly present heading.

ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

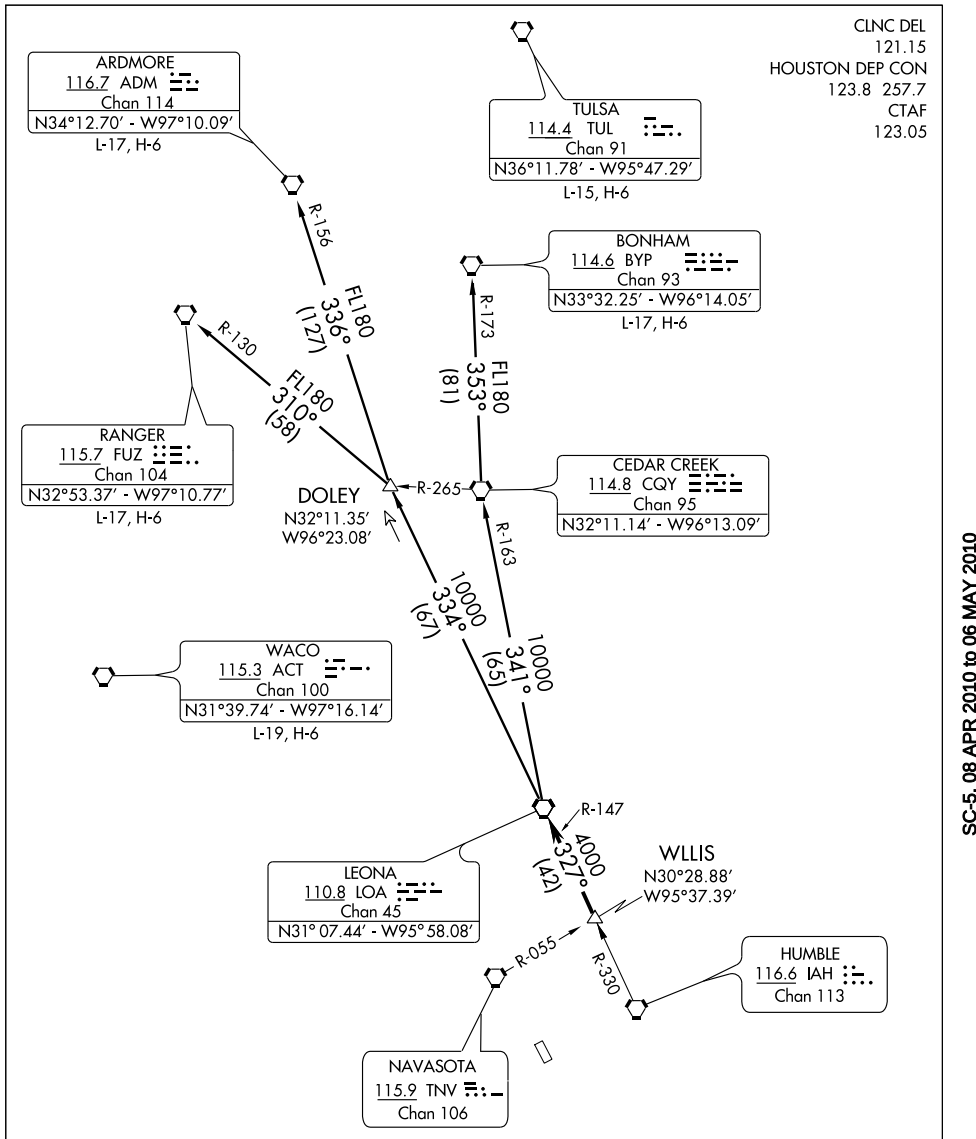
DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO): . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

ALL OTHER AIRPORTS: . . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course prior to HUB VOR/DME.

LEONA SIX DEPARTURE

SL-6079 (FAA)

HOUSTON/ WEST HOUSTON (IWS)
HOUSTON, TEXAS



TAKE-OFF MINIMUMS:
Rwy 15, 33 standard.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar required.

SC-5, 08 APR 2010 to 06 MAY 2010

LEONA SIX DEPARTURE

▼

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to WLLIS INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via LOA R-147 to LOA VORTAC.

ARDMORE TRANSITION (LOA6.ADM): (For aircraft overflying North/Northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via ADM R-156 to ADM VORTAC.

BONHAM TRANSITION (LOA6.BYP): (For aircraft overflying/landing TUL VORTAC FL240 and above.) From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-353 and BYP R-173 to BYP VORTAC.

RANGER TRANSITION (LOA6.FUZ): (For aircraft overflying west/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via FUZ R-130 to FUZ VORTAC.

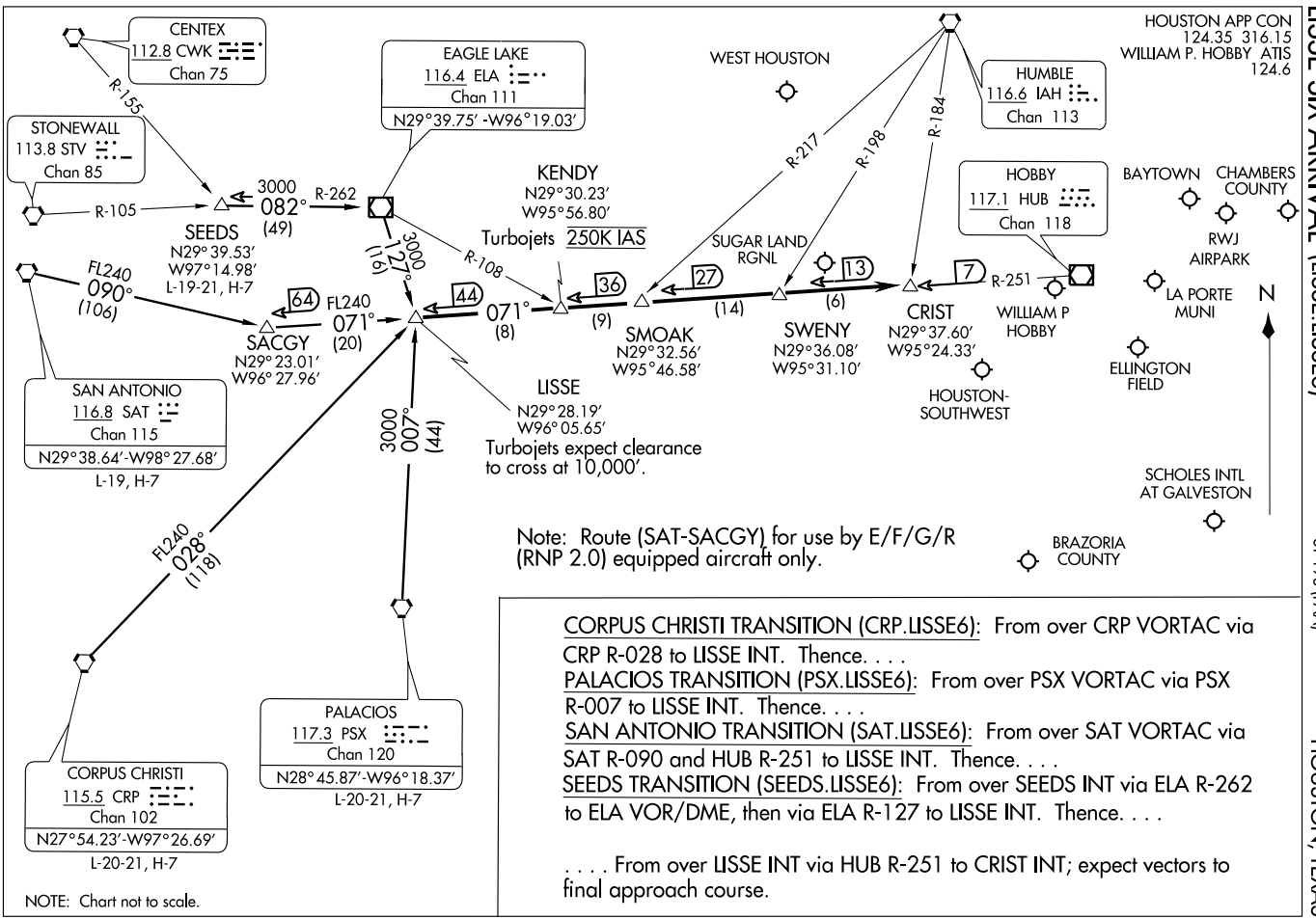
TAKE-OFF OBSTACLES

Rwy 15, Vehicle and road 280′ from DER, 317′ right of centerline, 15′ AGL/124′ MSL.
Vehicle and road beginning 50′ from DER, 57′ left of centerline, 15′ AGL/138′ MSL.
Rwy 33, Building 265′ from DER, 365′ left of centerline, 33′ AGL/143′ MSL.

SC-5, 08 APR 2010 to 06 MAY 2010

LISSE SIX ARRIVAL (LISSE.LISSE6)

HOUSTON, TEXAS



CORPUS CHRISTI TRANSITION (CRP.LISSE6): From over CRP VORTAC via CRP R-028 to LISSE INT. Thence. . . .

PALACIOS TRANSITION (PSX.LISSE6): From over PSX VORTAC via PSX R-007 to LISSE INT. Thence. . . .

SAN ANTONIO TRANSITION (SAT.LISSE6): From over SAT VORTAC via SAT R-090 and HUB R-251 to LISSE INT. Thence. . . .

SEEDS TRANSITION (SEEDS.LISSE6): From over SEEDS INT via ELA R-262 to ELA VOR/DME, then via ELA R-127 to LISSE INT. Thence. . . .

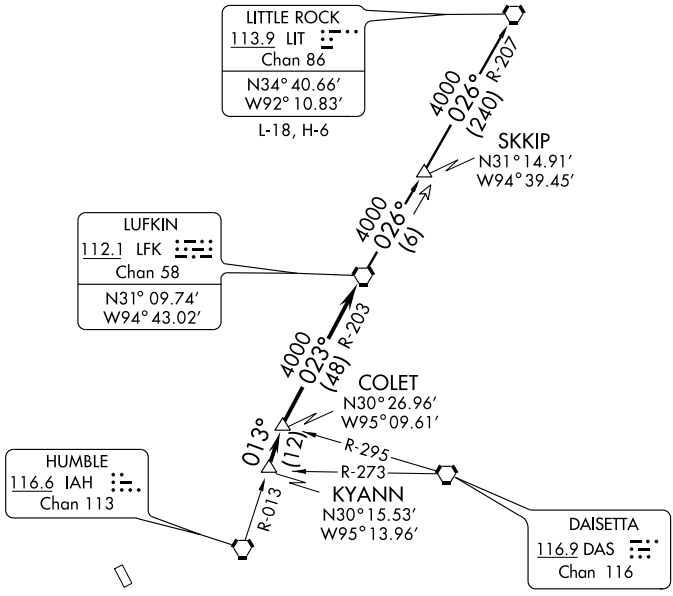
. . . . From over LISSE INT via HUB R-251 to CRIST INT; expect vectors to final approach course.

NOTE: Chart not to scale.

LUFKIN FIVE DEPARTURE

SL-6079 (FAA)

CLNC DEL
121.15
HOUSTON DEP CON
123.8 257.7
CTAF
123.05



TAKE-OFF MINIMUMS:
Rwy 15, 33, standard.

NOTE: Radar Required.
NOTE: For aircraft destined LIT, or overflying LIT or PXV.

TAKE-OFF OBSTACLES:
Rwy 15, Vehicle and road beginning 50′ from DER, 57′ left of centerline, 15′ AGL/138′ MSL. Vehicle and road 280′ from DER, 317′ right of centerline, 15′ AGL/124′ MSL.
Rwy 33, Bldg 265′ from DER, 365′ left of centerline, 33′ AGL/143′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to KYANN INT, maintain 4000′, expect filed altitude 10 minutes after departure. Thence . . . .

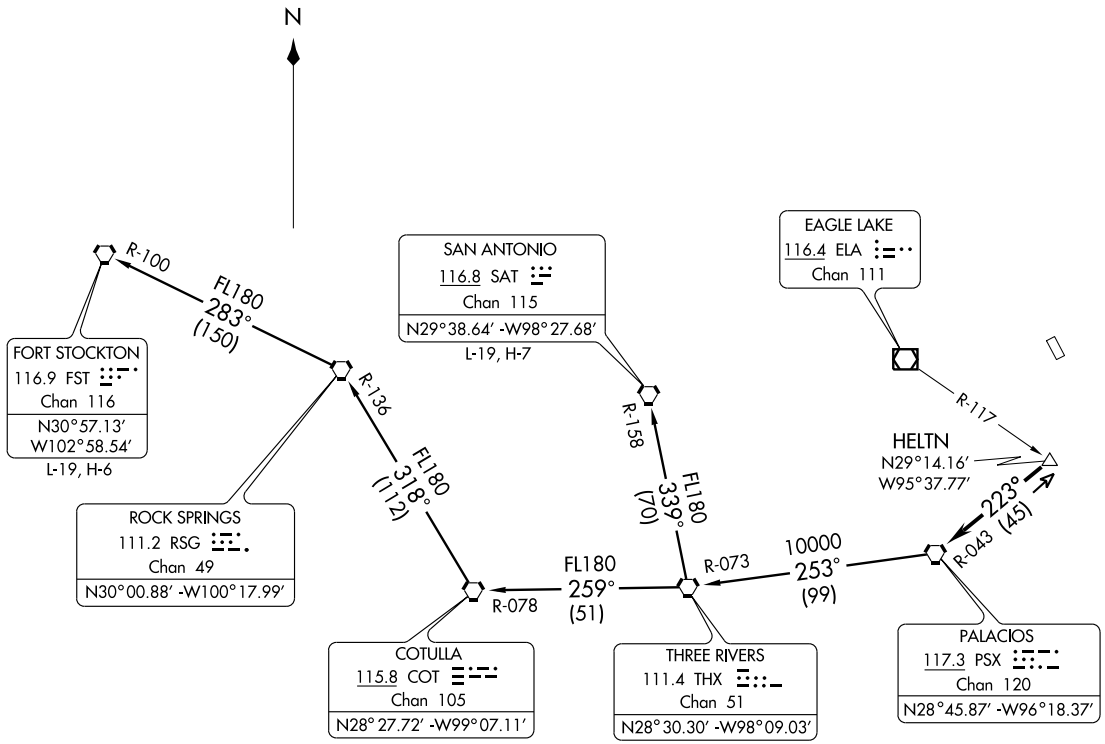
. . . . via IAH R-013 to COLET INT, then right turn via LFK R-203 to LFK VORTAC.

LITTLE ROCK TRANSITION (LFK5.LIT): From over LFK VORTAC via LFK R-026 to SKKIP INT, then via LIT R-207 to LIT VORTAC.

SC-5, 08 APR 2010 to 06 MAY 2010

PALACIOS THREE DEPARTURE (PSX3.PSX) 08157

CLNC DEL
121.15
HOUSTON DEP CON
123.8 257.7
CTAF
123.05



TAKE-OFF MINIMUMS:
Rwys 15, 33, standard.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar Required
NOTE: Chart not to scale

PALACIOS THREE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to HELTN INT, maintain 4000'. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via PSX R-043 to PSX VORTAC.

FORT STOCKTON TRANSITION (PSX3.FST): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-259 and COT R-078 to COT VORTAC, then via COT R-318 and RSG R-136 to RSG VORTAC, then via RSG R-283 and FST R-100 to FST VORTAC.

SAN ANTONIO TRANSITION (PSX3.SAT): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-339 and SAT R-158 to SAT VORTAC.

TAKE-OFF OBSTACLES:

Rwy 15, Vehicle and road beginning 50' from DER, 57' left of centerline, 15' AGL/138' MSL.
Vehicle and road 280' from DER, 317' right of centerline, 15' AGL/124' MSL.
Rwy 33, Building 265' from DER, 365' left of centerline, 33' AGL/143' MSL.

APP CRS	Rwy Idg	3953
150°	TDZE	111
	Apt Elev	111

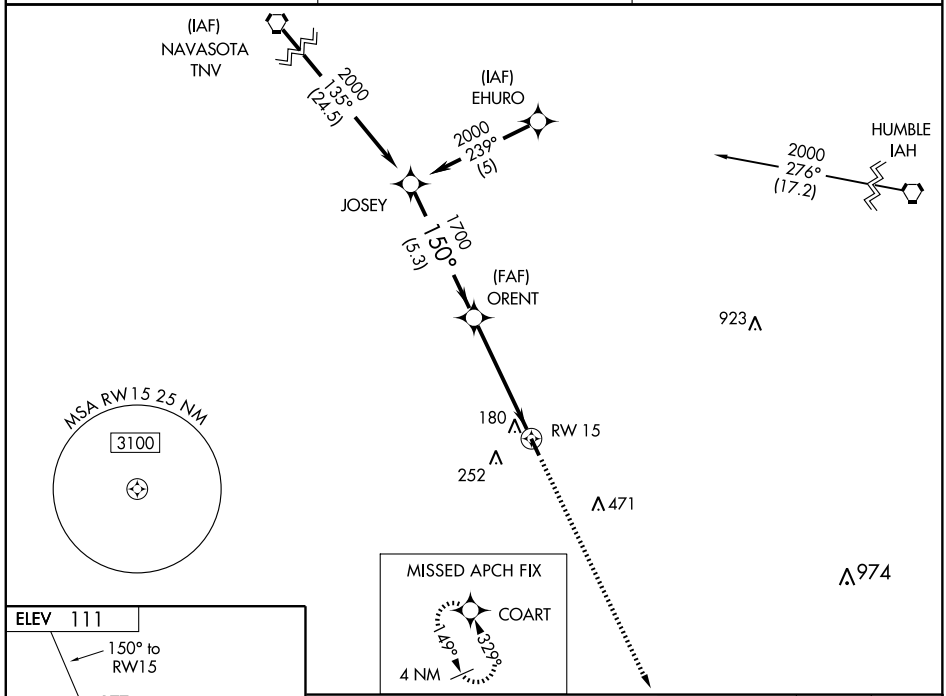
RNAV (GPS) RWY 15

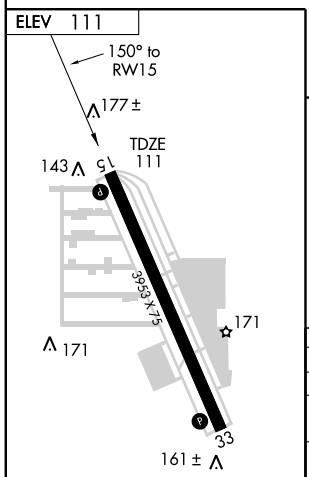
HOUSTON/ WEST HOUSTON (IWS)

BARO-VNAV NA below -15°C (5°F).
GPS or RNP -0.3 required. DME/DME RNP -0.3 NA.
BARO-VNAV NA with George Bush Intercontinental/Houston altimeter setting.
Obtain local altimeter setting on CTAF; when not received, use George Bush Intercontinental/ Houston altimeter setting and increase all MDAs 60 feet and CAT C visibility 1/4 mile.

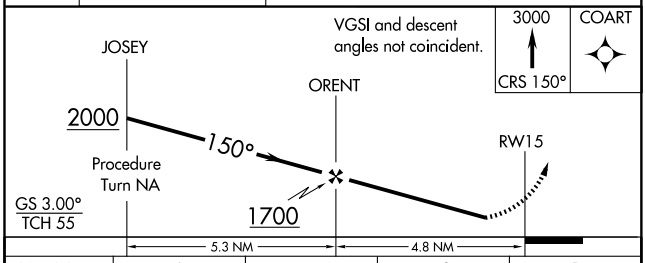
MISSED APPROACH: Climb to 3000 via 150° course to COART and hold.

HOUSTON APP CON	CLNC DEL	UNICOM
123.8 257.7	121.15	123.05 (CTAF) L





REIL Rwys 15 and 33 L
HIRL Rwy 15-33 L



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	400-1 289 (300-1)			NA
LNAV MDA	480-1 369 (400-1)			NA
CIRCLING	480-1 369 (400-1)	580-1 469 (500-1)	580-1½ 469 (500-1½)	NA

SC-5, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3953
330°	TDZE	111
	Apt Elev	111

RNAV (GPS) Y RWY 33

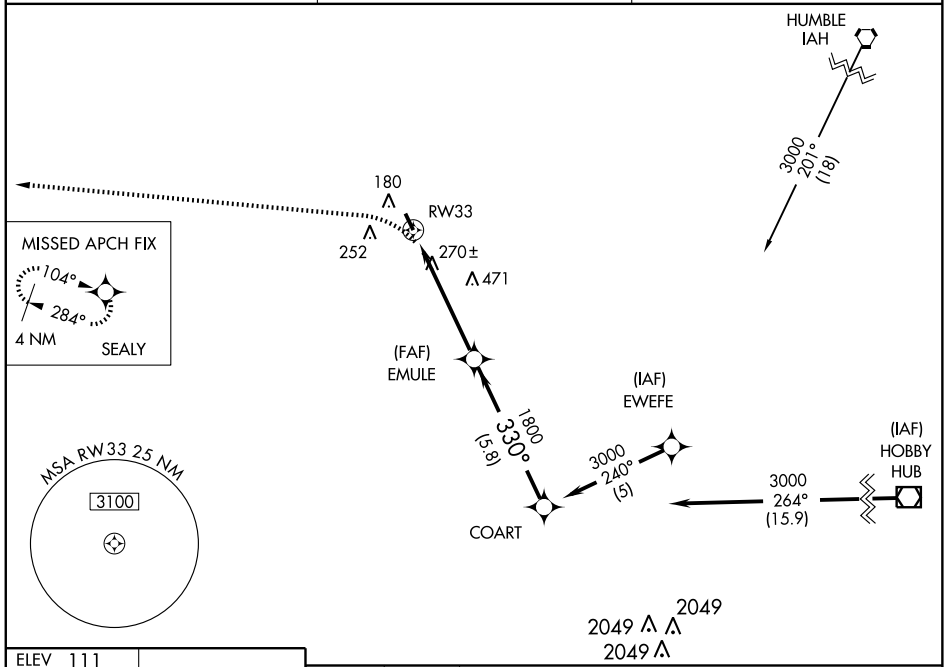
HOUSTON/ WEST HOUSTON (IWS)

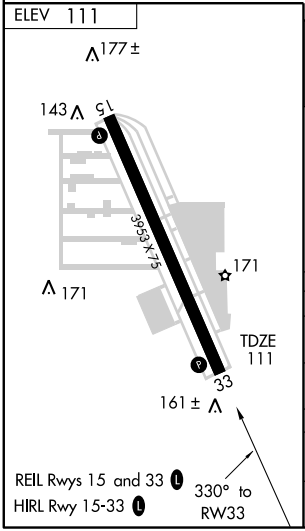
Obtain local altimter setting on CTAF; when not received, use George Bush Intercontinental/Houston altimeter setting. GPS or RNP -0.3 required. DME/DME RNP -0.3 NA.

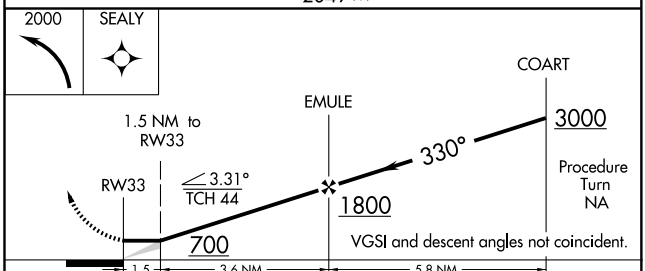
NA

MISSED APPROACH: Climbing left turn to 2000 direct SEALY and hold.

HOUSTON APP CON	CLNC DEL	UNICOM
123.8 257.7	121.15	123.05 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	580-1 469 (500-1)		580-1¼ 469 (500-1¼)	NA
CIRCLING	580-1 469 (500-1)		620-1½ 509 (600-1½)	NA
GEORGE BUSH INTERCONTINENTAL/HOUSTON ALTIMETER SETTING MINIMUMS				
LNAV MDA	620-1 509 (600-1)		620-1½ 509 (600-1½)	NA
CIRCLING	620-1 509 (600-1)		680-1½ 569 (600-1½)	NA

SC-5, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3953
330°	TDZE	111
	Apt Elev	111

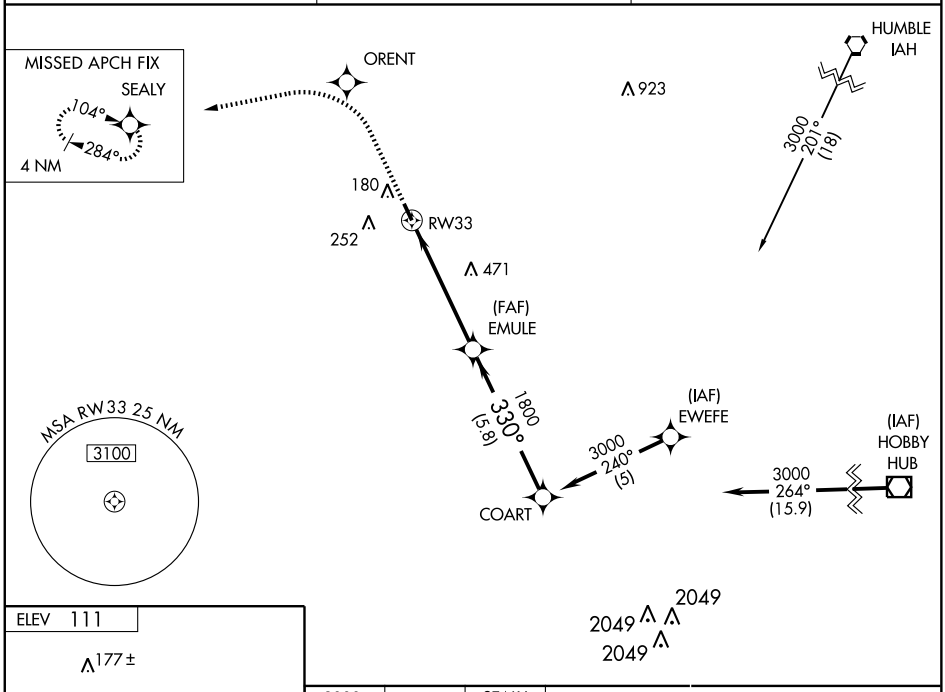
RNAV (GPS) Z RWY 33

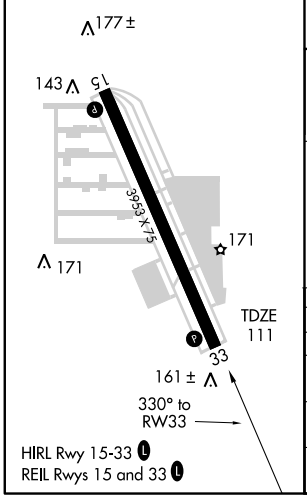
HOUSTON/ WEST HOUSTON (IWS)

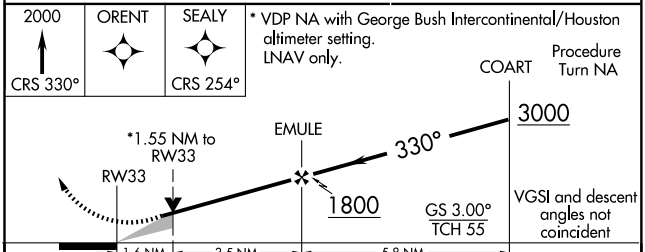
BARO-VNAV NA below -15°C (5°F).
GPS or RNP -0.3 required. DME/DME RNP -0.3 NA.
NA BARO-VNAV NA with George Bush Intercontinental/Houston altimeter setting. Obtain local altimeter setting on CTAF; when not received, use George Bush Intercontinental/Houston altimeter setting and increase all MDAs 60 feet and Cat C visibility 1/4 mile.

MISSED APPROACH: Climb to 2000 via 330° course to ORENT, then via 254° course to SEALY and hold.

HOUSTON APP CON	CLNC DEL	UNICOM
123.8 257.7	121.15	123.05 (CTAF) L

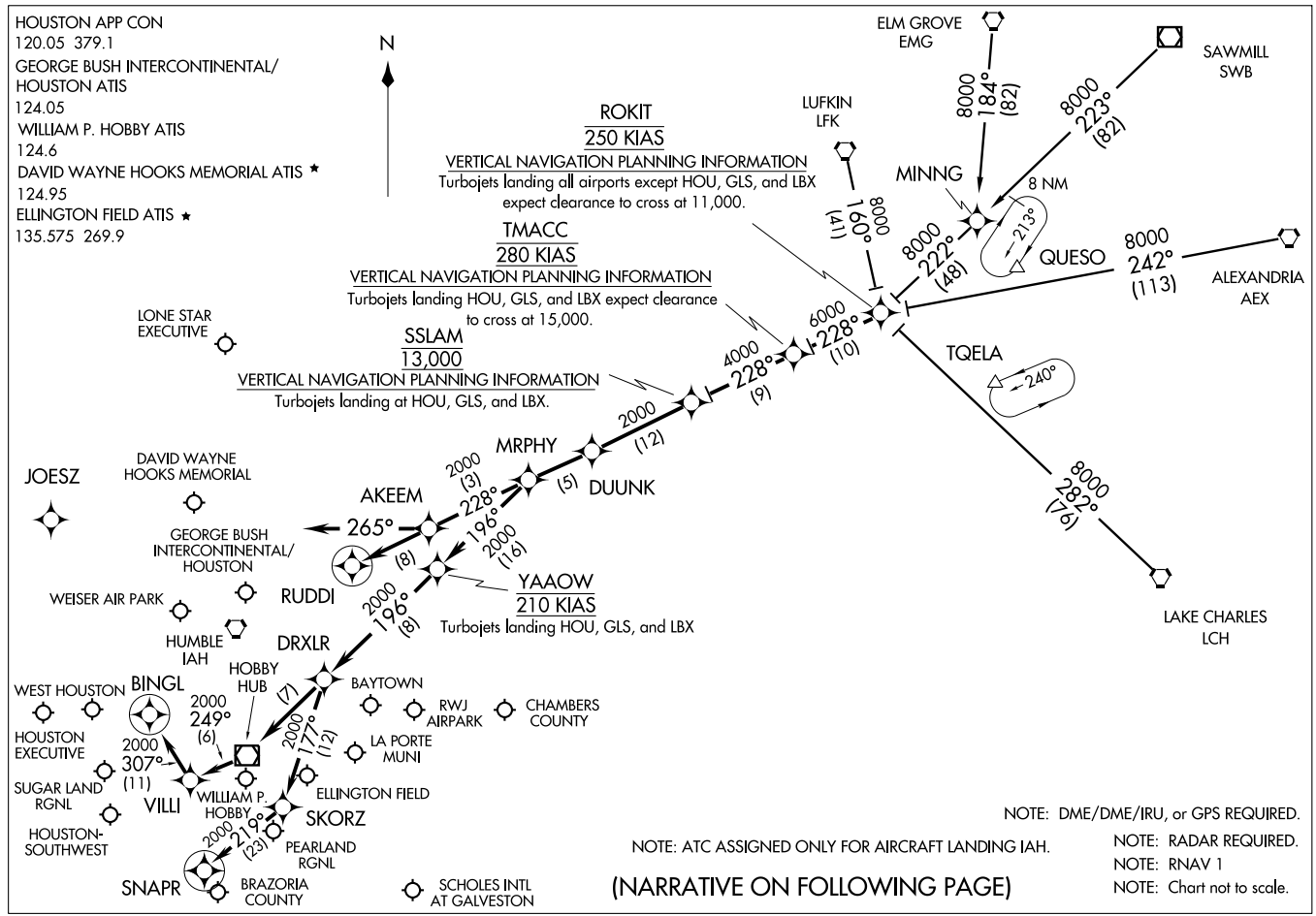






CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	400-1 289 (300-1)			NA
LNAV MDA	640-1 529 (600-1)		640-1½ 529 (600-1½)	NA
CIRCLING	640-1 529 (600-1)		640-1½ 529 (600-1½)	NA

SC-5, 08 APR 2010 to 06 MAY 2010



(ROKIT.ROKIT1) 09127

ROKIT ONE ARRIVAL (RNAV)

ST-5461(FAA)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

SC-5, 08 APR 2010 to 06 MAY 2010

Note: RADAR Required.
Note: RNAV 1.
Note: DME/DME/IRU or GPS Required.
Note: For non-GPS equipped aircraft, BPT and LCH must be operational.

CLNC DEL
121.15
HOUSTON DEP CON
123.8 257.7
CTAF
123.05

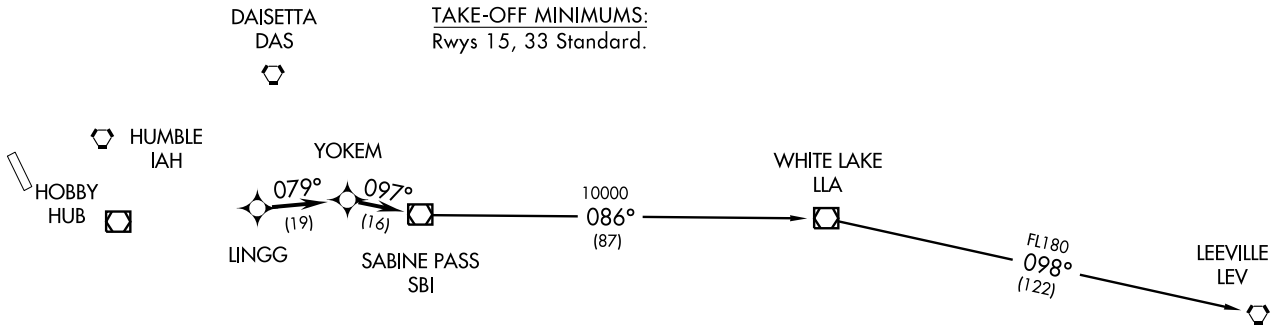
SABINE PASS ONE DEPARTURE (RNAV) (SBI1.SBI)

09071

SL-6079 (FAA)

HOUSTON/WEST HOUSTON (IWS)
HOUSTON, TEXAS

TAKE-OFF MINIMUMS:
Rwys 15, 33 Standard.



DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to LINGG, maintain 4000, then via depicted route to SBI VOR/DME, thence. . . .

. . . .via (transition). Expect clearance to filed altitude/flight level 10 minutes after departure.

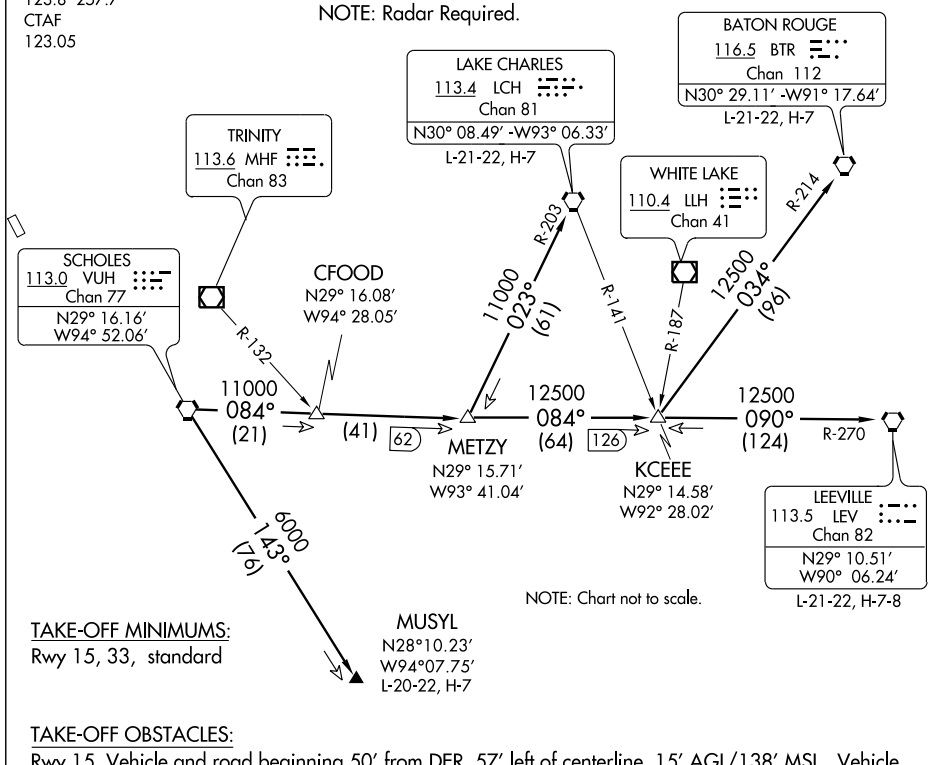
LEEVILLE TRANSITION: (SBI1.LEV)
WHITE LAKE TRANSITION: (SBI1.LLA)

TAKE-OFF OBSTACLES:
Rwy 15, Vehicle and road beginning 50' from DER, 57' left of centerline, 15' AGL/138' MSL. Vehicle and road 280' from DER, 317' right of centerline, 15' AGL/124' MSL.
Rwy 33, Bldg 265' from DER, 365' left of centerline, 33' AGL/143' MSL.

NOTE: Chart not to scale.

CLNC DEL
121.15
HOUSTON DEP CON
123.8 257.7
CTAF
123.05

NOTE: LCH, BTR, and LEV transitions are ATC assigned only, do not file.
NOTE: For LCH, BTR, LEV transitions, this procedure requires over water flight not to exceed 35 miles from nearest shoreline.
NOTE: Radar Required.



NOTE: Chart not to scale.

TAKE-OFF MINIMUMS:
Rwy 15, 33, standard

TAKE-OFF OBSTACLES:
Rwy 15, Vehicle and road beginning 50′ from DER, 57′ left of centerline, 15′ AGL/138′ MSL. Vehicle and road 280′ from DER, 317′ right of centerline, 15′ AGL/124′ MSL.
Rwy 33, Bldg 265′ from DER, 365′ left of centerline, 33′ AGL/143′ MSL.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to VUH VORTAC, maintain 4000′, expect filed altitude 10 minutes after departure.

BATON ROUGE TRANSITION (VUH3.BTR): From over VUH VORTAC via VUH R-084 to KCEEE INT, then via BTR R-214 to BTR VORTAC.

LAKE CHARLES TRANSITION (VUH3.LCH): From over VUH VORTAC via VUH R-084 to METZY INT, then via LCH R-203 to LCH VORTAC.

LEEVILLE TRANSITION (VUH3.LEV): From over VUH VORTAC via VUH R-084 to KCEEE INT, then via LEV R-270 to LEV VORTAC.

MUSYL TRANSITION (VUH3.MUSYL): From over VUH VORTAC via VUH R-143 to MUSYL.

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VORTAC IAH	APP CRS	Rwy Idg	NA
116.6	239°	TDZE	NA
Chan 113		Apt Elev	111

VOR-D

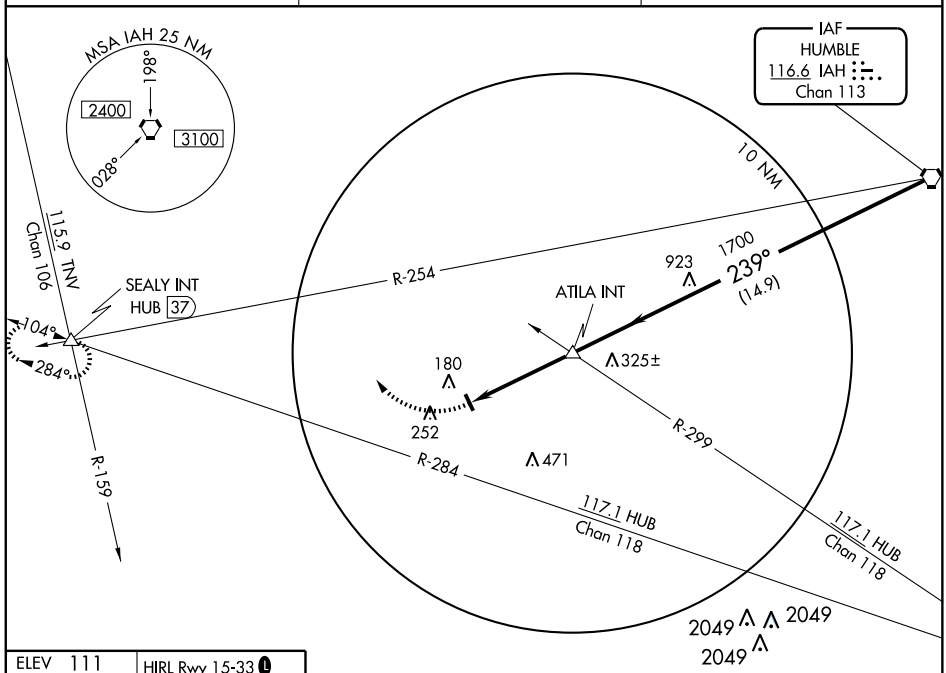
HOUSTON/ WEST HOUSTON (IWS)

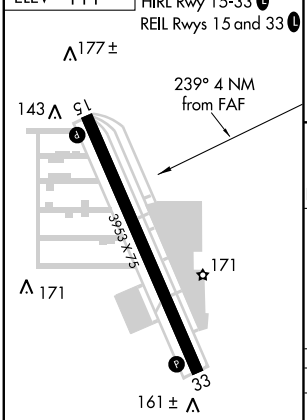
Obtain local altimeter setting on CTAF; when not received, use George Bush Intercontinental/Houston altimeter setting.

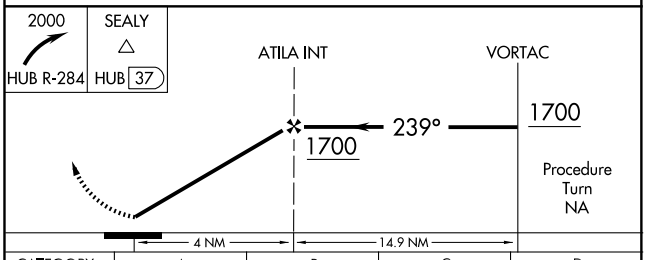
NA

MISSED APPROACH: Climbing right turn to 2000 via HUB VOR/DME R-284 to SEALY INT/HUB 37 DME and hold.

HOUSTON APP CON	CLNC DEL	UNICOM
123.8 257.7	121.15	123.05 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	540-1 429 (500-1)	580-1 469 (500-1)	580-1½ 469 (500-1½)	NA

GEORGE BUSH INTERCONTINENTAL/HOUSTON ALTIMETER SETTING

CIRCLING	600-1 489 (500-1)		600-1½ 489 (500-1½)	NA

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

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HOUSTON, TEXAS

AL-6079 (FAA)

VORTAC IAH	APP CRS	Rwy Idg	3953
116.6	150°	TDZE	111
Chan 113		Apt Elev	111

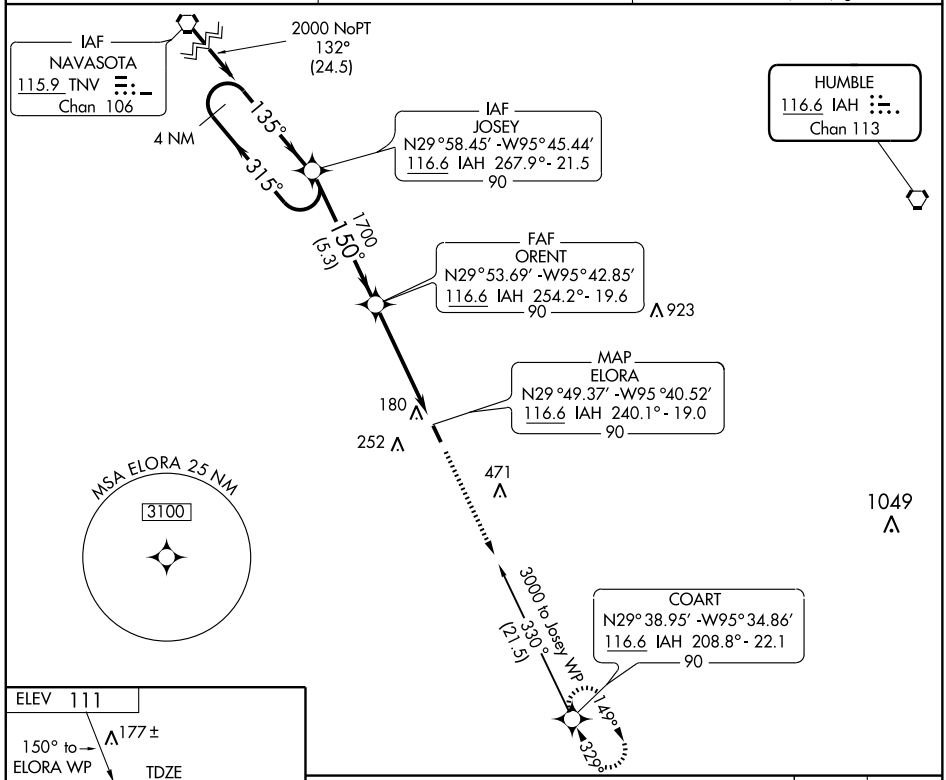
VOR/DME RNAV RWY 15

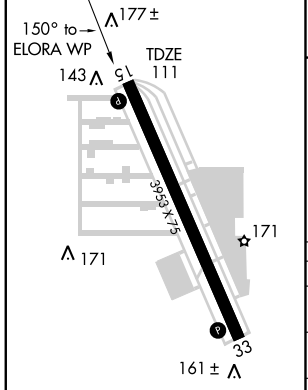
HOUSTON/ WEST HOUSTON (IWS)

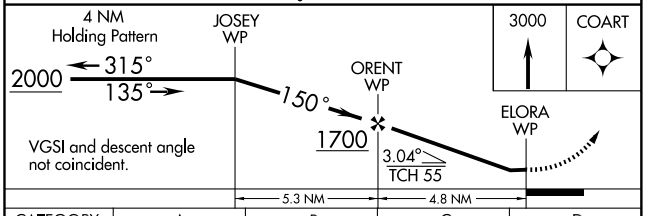
Obtain local altimeter setting on CTAF; when not received, use George Bush Intercontinental/Houston altimeter setting.

MISSED APPROACH: Climb to 3000 direct COART and hold.

HOUSTON APP CON	CLNC DEL	UNICOM
123.8 257.7	121.15	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-15	900-1 789 (800-1)	900-1¼ 789 (800-1¼)	900-2¼ 789 (800-2¼)	NA
CIRCLING	900-1 789 (800-1)	900-1¼ 789 (800-1¼)	900-2¼ 789 (800-2¼)	NA
GEORGE BUSH INTERCONTINENTAL/HOUSTON ALTIMETER SETTING MINIMUMS				
S-15	960-1 849 (900-1)	960-1¼ 849 (900-1¼)	960-2½ 849 (900-2½)	NA
CIRCLING	960-1 849 (900-1)	960-1¼ 849 (900-1¼)	960-2½ 849 (900-2½)	NA

REIL Rwys 15 and 33 L
HIRL Rwy 15-33 L

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VORTAC IAH	APP CRS	Rwy Idg	3953
116.6	330°	TDZE	111
Chan 113		Apt Elev	111

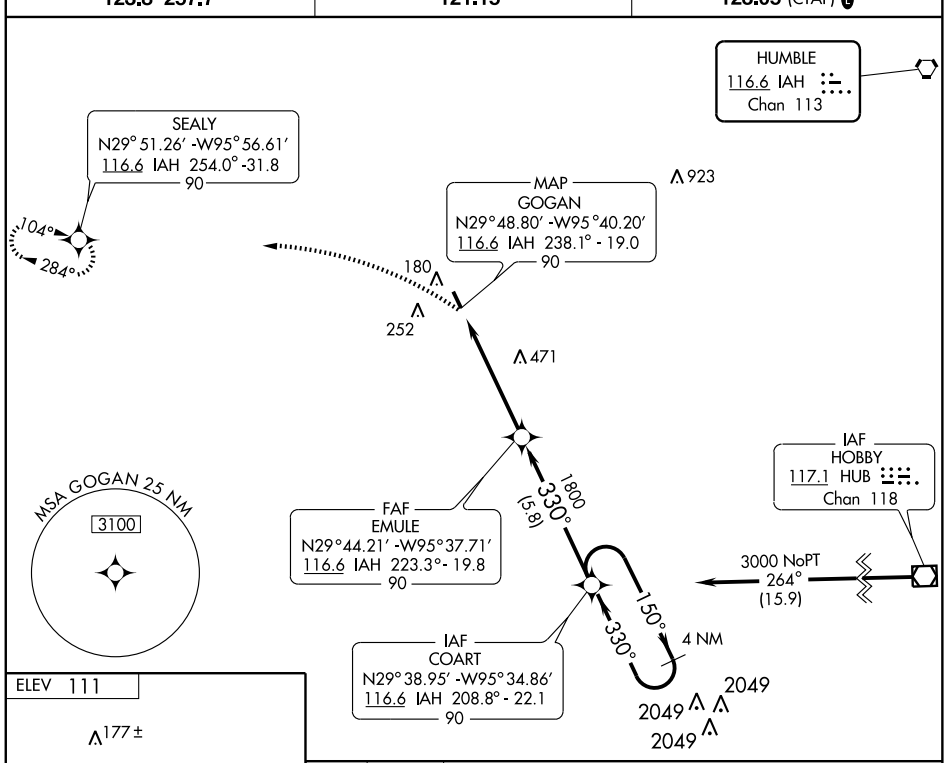
VOR/DME RNAV RWY 33

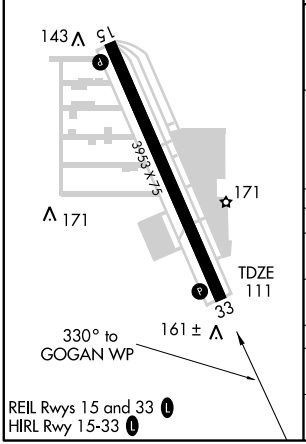
HOUSTON/ WEST HOUSTON (IWS)

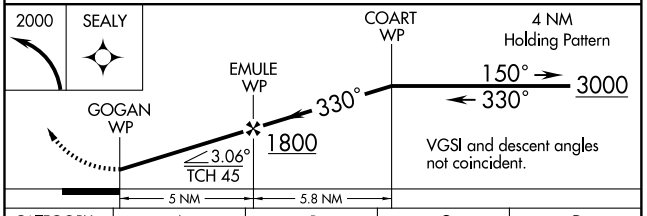
Obtain local altimeter setting on CTAF; when not received, use George Bush Intercontinental/Houston altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 direct SEALY and hold

HOUSTON APP CON	CLNC DEL	UNICOM
123.8 257.7	121.15	123.05 (CTAF) L

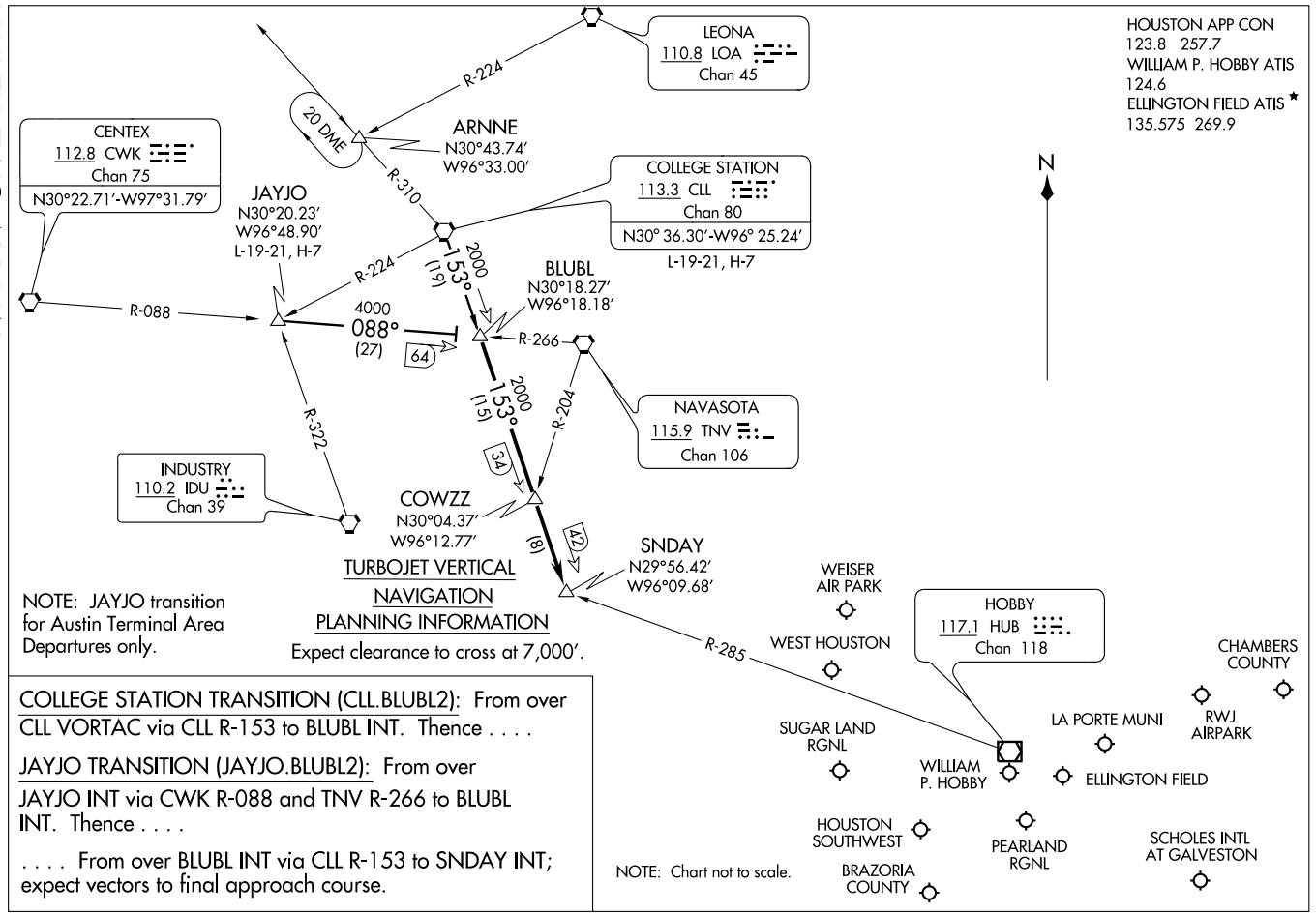






CATEGORY	A	B	C	D
S-33	860-1 749 (800-1)	860-1¼ 749 (800-1¼)	860-2¼ 749 (800-2¼)	NA
CIRCLING	860-1 749 (800-1)	860-1¼ 749 (800-1¼)	860-2¼ 749 (800-2¼)	NA
GEORGE BUSH INTERCONTINENTAL/HOUSTON ALTIMETER SETTING MINIMUMS				
S-33	900-1 789 (800-1)	900-1¼ 789 (800-1¼)	900-2¼ 789 (800-2¼)	NA
CIRCLING	900-1 789 (800-1)	900-1¼ 789 (800-1¼)	900-2¼ 789 (800-2¼)	NA

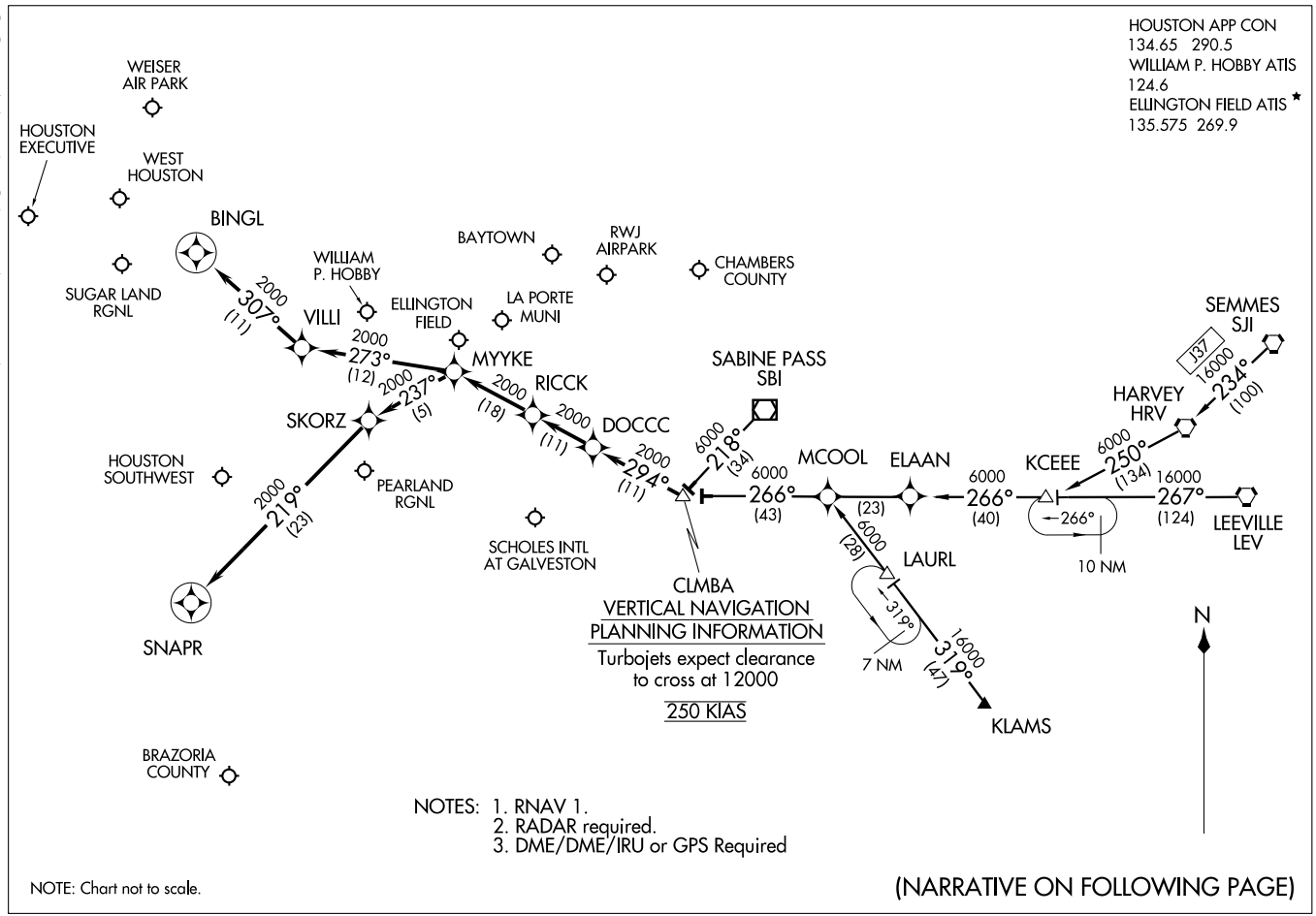
SC-5, 08 APR 2010 to 06 MAY 2010



COLLEGE STATION TRANSITION (CLL.BLUBL2): From over CLL VORTAC via CLL R-153 to BLUBL INT. Thence . . . .

JAYJO TRANSITION (JAYJO.BLUBL2): From over JAYJO INT via CWK R-088 and TNV R-266 to BLUBL INT. Thence . . . .

. . . . From over BLUBL INT via CLL R-153 to SNDAY INT; expect vectors to final approach course.



COLUMBIA ONE ARRIVAL (RNAV)

(CLMBA.CLMBA1) 09239

ST-198 (FAA)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)
KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF, and VUH must be operational.)
LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)
SABINE PASS TRANSITION (SBI.CLMBA1):
SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK . . . .

WILLIAM P. HOBBY/HOUSTON (HOU):

LANDING RUNWAY 4: . . . . From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

LANDING RUNWAY 12R: . . . . From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

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DAISETTA EIGHT ARRIVAL (DAS.DAS8)

HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS *
135.575 269.9

NOTE: For all conventional navigation aircraft landing in the Houston terminal area. For all turboprops/pistons landing IAH. ATC assigned only for all others.

NOTE: For RNAV equipped aircraft landing IAH runways 8L/R and 9 from over DAETN INT direct JOESZ INT, expect vectors to final approach course prior to JOESZ INT, if not received by JOESZ INT fly present heading.

ELM GROVE
111.2 EMG
Chan 49
N32°24.01'-W93°35.71'
L-17, H-6

QUESO
N30°46.86'
W94°06.54'

BROWW
N30°54.22'
W93°52.20'

SAWMILL
113.75 SWB
Chan 84(Y)
N31°58.39' - W92°40.63'
L-22, H-6

LUFKIN
112.1 LFK
Chan 58
N31°09.74'
W94°43.02'
L-19-21, H-6

VIERA
N30°44.51'
W94°02.83'

TQELA
N30°32.39'
W93°46.23'

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40' -W92°30.06'
L-21-22, H-6

INDUSTRY
110.2 IDU
Chan 39

JOESZ
N30°06.40'
W95°46.72'

INNIS
N30°02.07'
W95°06.83'

REHAB
N29°59.59'
W95°14.25'

COMBS
N30°23.32'
W94°25.84'

DAETN
N30°06.31'
W94°54.07'

YAAOW
N29°53.12'
W95°10.69'

DRXLR
N29°45.59'
W95°13.92'

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

HUMBLE
116.6 IAH
Chan 113

HOBBY
117.1 HUB
Chan 118

DAISETTA
116.9 DAS
Chan 116
N30°11.38' -W94°38.70'

LAKE CHARLES
113.4 LCH
Chan 81
N30°08.49' -W93°06.33'
L-21-22, H-7

BEAUMONT
114.5 BPT
Chan 92
N29°56.76' -W94°00.97'

VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: 280K IAS
Expect clearance
to cross at 13,000'

RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

WEISER AIRPARK
WEST HOUSTON
HOUSTON EXECUTIVE
SUGAR LAND RGNL
LA PORTE MUNI
CHAMBERS COUNTY
WILLIAM P. HOBBY
BAYTOWN
RWJ AIRPARK
PEARLAND RGNL
ELLINGTON FIELD
HOUSTON-SOUTHWEST
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY

DAISETTA EIGHT ARRIVAL (DAS.DAS8)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence . . . .

SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

. . . . From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:

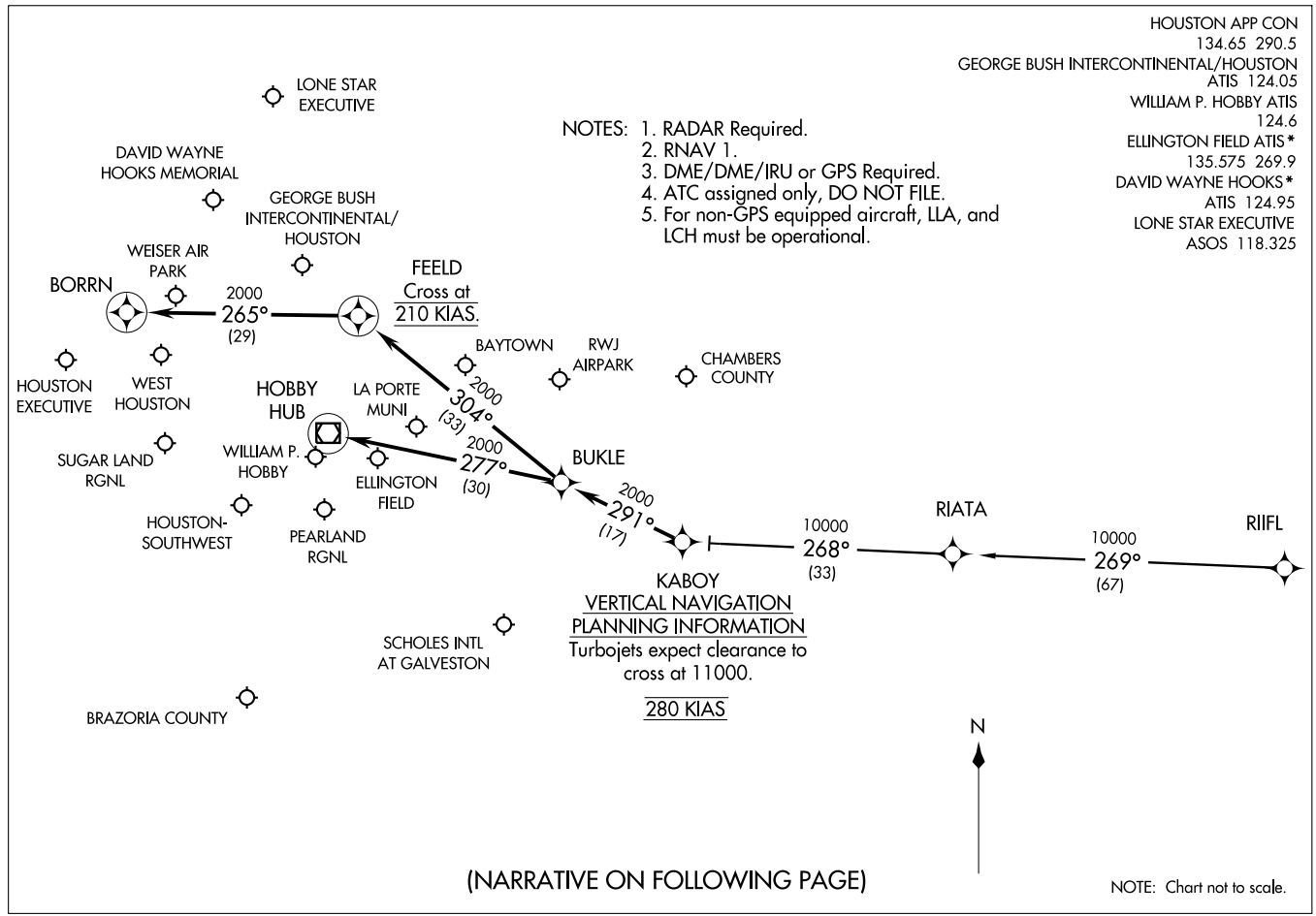
. . . . From DAETN INT fly heading 265° for vectors to final approach course.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

FOR ALL OTHER AIRPORTS:

. . . . From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.

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HOUSTON APP CON
134.65 290.5
GEORGE BUSH INTERCONTINENTAL/HOUSTON
ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS*
135.575 269.9
DAVID WAYNE HOOKS*
ATIS 124.95
LONE STAR EXECUTIVE
ASOS 118.325
(KABOY.KABOY1) 09071
KABOY ONE ARRIVAL (RNAV)
ST-5461(FAA)
HOUSTON, TEXAS
NOTES: 1. RADAR Required.
2. RNAV 1.
3. DME/DME/IRU or GPS Required.
4. ATC assigned only, DO NOT FILE.
5. For non-GPS equipped aircraft, LLA, and LCH must be operational.
LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIR PARK
BORRN
2000
265°
(29)
FEELD
Cross at
210 KIAS.
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
HOUSTON EXECUTIVE
WEST HOUSTON
HOBBY HUB
LA PORTE MUNI
2000
304°
(33)
SUGAR LAND RGNL
WILLIAM P. HOBBY
2000
277°
(30)
ELLINGTON FIELD
BUKLE
2000
291°
(17)
HOUSTON-SOUTHWEST
PEARLAND RGNL
10000
268°
(33)
RIATA
10000
269°
(67)
RIIFL
KABOY
VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets expect clearance to cross at 11000.
280 KIAS
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY
N
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY1)

From KABOY via 291° track to BUKLE . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/8R, OR 9: . . . . From BUKLE via 304° track to FEELD, thence as depicted to BORRN. Expect vectors to final approach course prior to BORRN, if not received by BORRN, fly present heading.

ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO): . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

ALL OTHER AIRPORTS: . . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course prior to HUB VOR/DME.

HOUSTON, TEXAS

AL-6460 (FAA)

APP CRS	Rwy Idg	4313
309°	TDZE	43
	Apt Elev	44

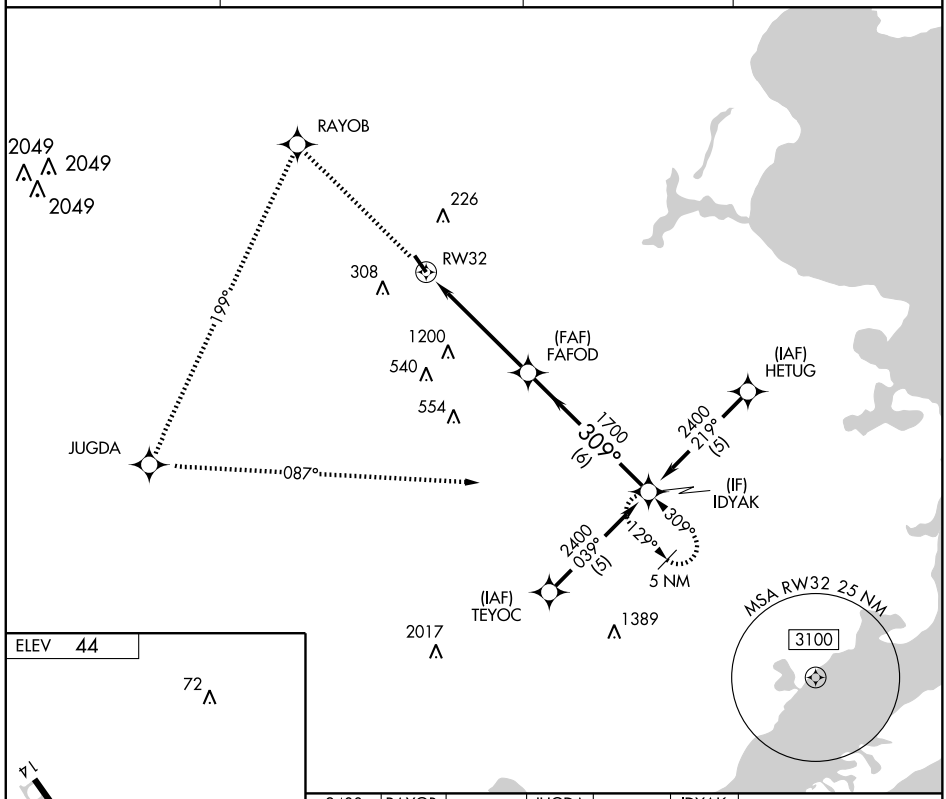
RNAV (GPS) RWY 32

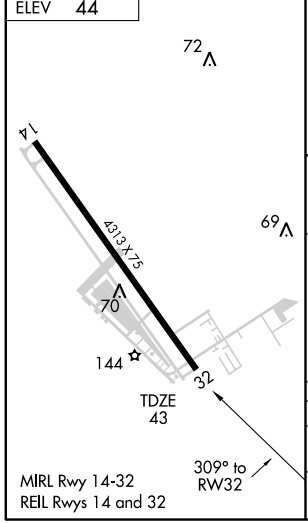
HOUSTON/ PEARLAND RGNL (LVJ)

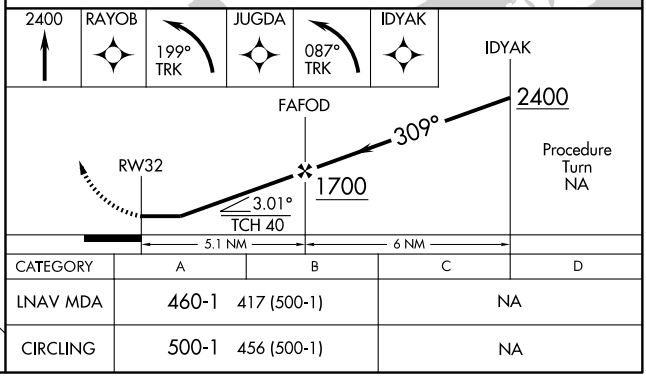
If local altimeter setting not received, use Houston/William P. Hobby altimeter setting and increase all MDAs 20 feet.
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2400 direct RAYOB and left turn via 199° track to JUGDA and left turn via 087° track to IDYAK and hold.

ASOS	HOUSTON APP CON	CLNC DEL	UNICOM
118.525	134.45 284.0	124.0	122.8 (CTAF)

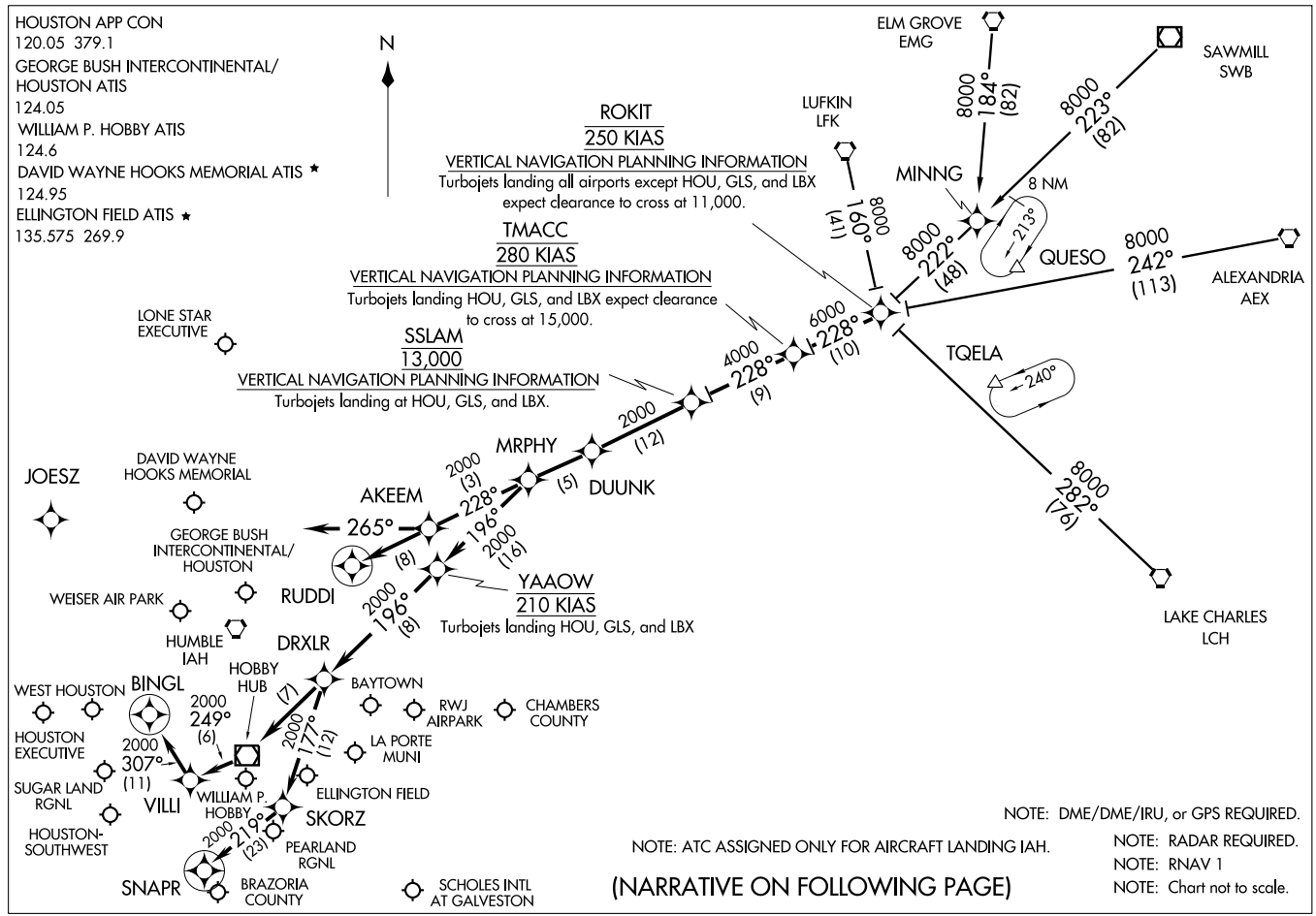






CATEGORY	A	B	C	D
LNAV MDA	460-1	417 (500-1)	NA	
CIRCLING	500-1	456 (500-1)	NA	

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(ROKIT.ROKIT1) 09127

ROKIT ONE ARRIVAL (RNAV)

ST-5461(FAA)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

SC-5, 08 APR 2010 to 06 MAY 2010

HOUSTON, TEXAS

AL-6460 (FAA)

VOR/DME MHF	APP CRS	Rwy Idg	N/A
113.6	260°	TDZE	N/A
Chan 83		Apt Elev	44

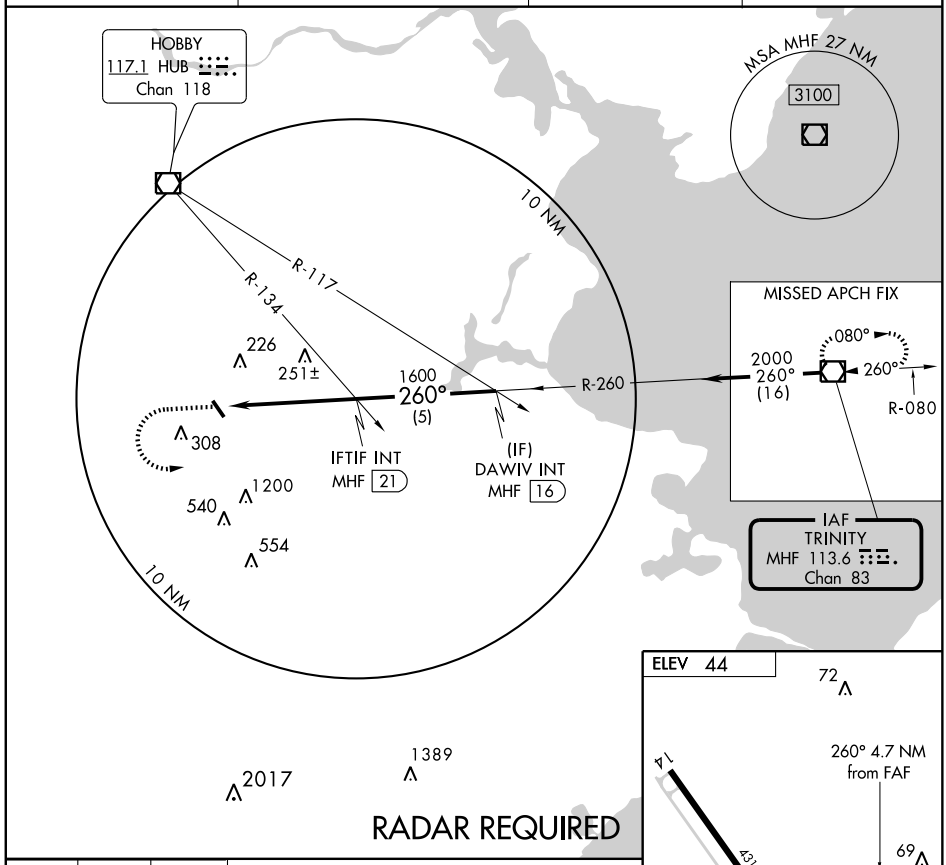
VOR-B

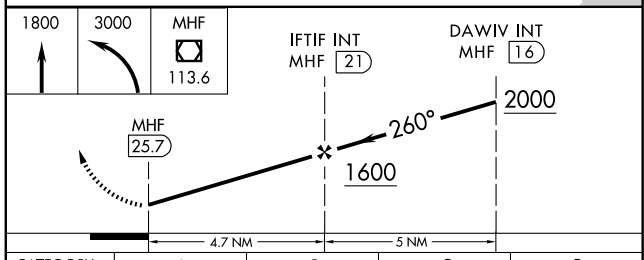
HOUSTON/ PEARLAND RGNL (LVJ)

If local altimeter setting not received, use Houston/William P. Hobby altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 direct MHF VOR/DME and hold.

ASOS	HOUSTON APP CON	CLNC DEL	UNICOM
118.525	134.45 284.0	124.0	122.8 (CTAF)





CATEGORY	A	B	C	D
CIRCLING	520-1 476 (500-1)	520-1¼ 476 (500-1¼)	NA	

FAF to MAP 4.7 NM

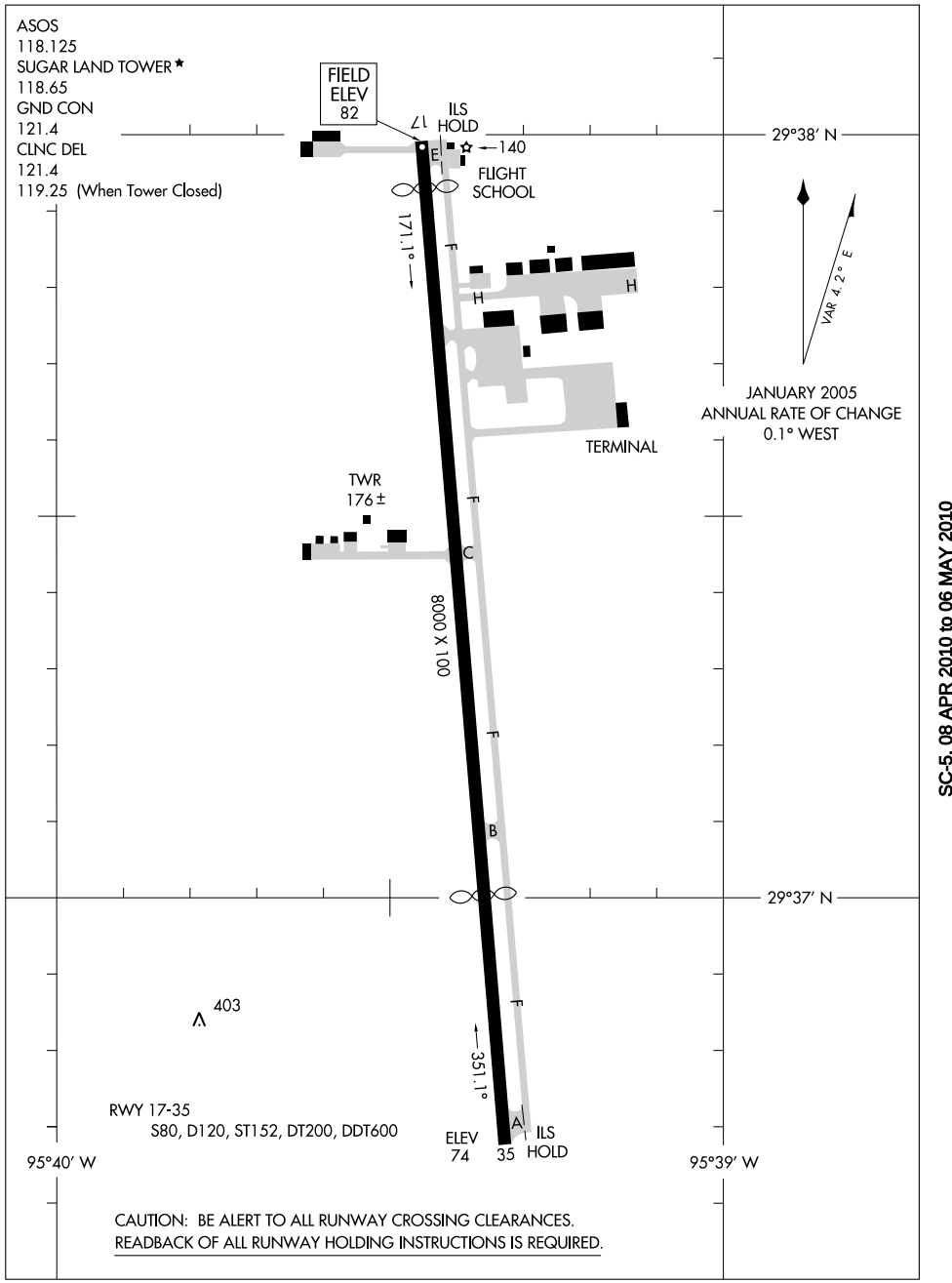
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

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AIRPORT DIAGRAM

AL-5537 (FAA)

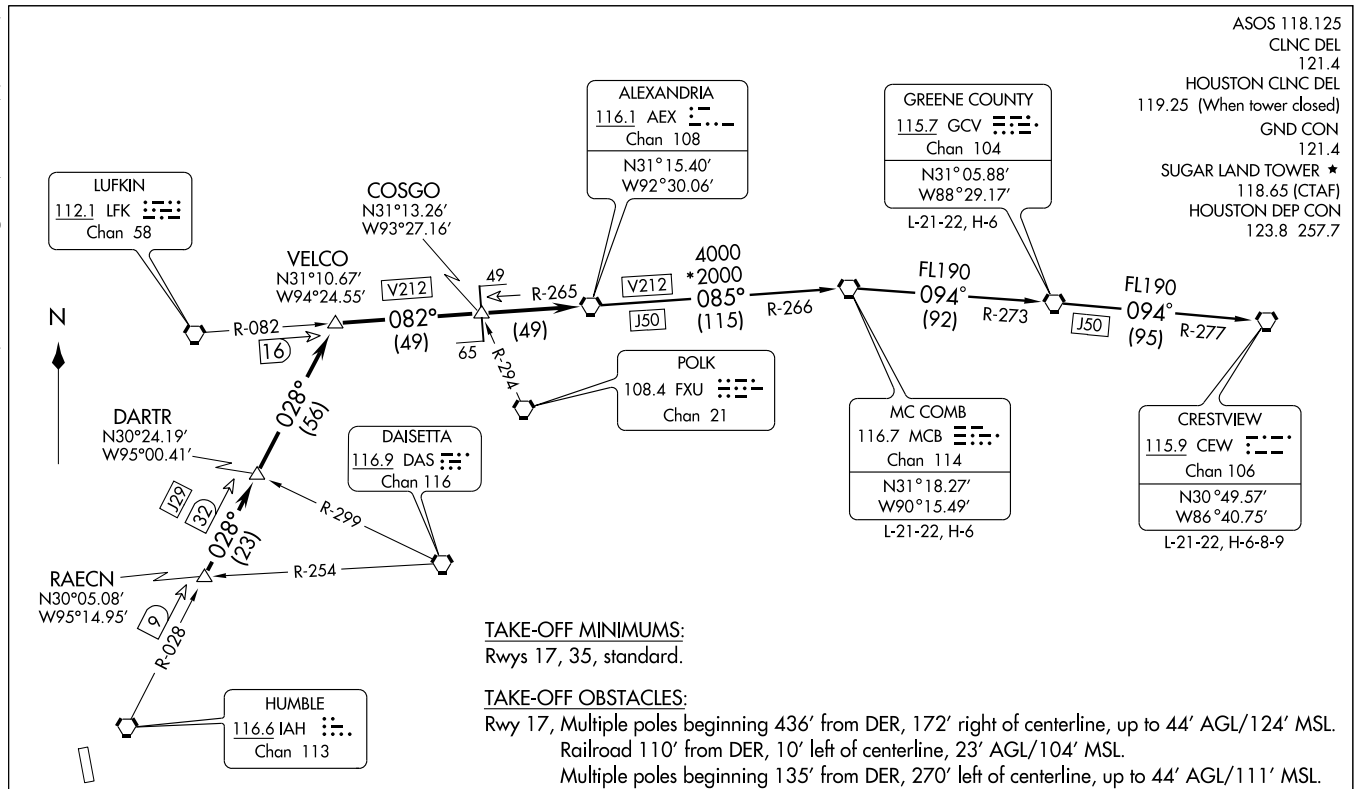
HOUSTON/ SUGAR LAND RGNL (SGR)
HOUSTON, TEXAS



CAUTION: BE ALERT TO ALL RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

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ASOS 118.125
CLNC DEL
121.4
HOUSTON CLNC DEL
119.25 (When tower closed)
GND CON
121.4
SUGAR LAND TOWER ★
118.65 (CTAF)
HOUSTON DEP CON
123.8 257.7



TAKE-OFF MINIMUMS:
Rwys 17, 35, standard.

TAKE-OFF OBSTACLES:
Rwy 17, Multiple poles beginning 436′ from DER, 172′ right of centerline, up to 44′ AGL/124′ MSL.
Railroad 110′ from DER, 10′ left of centerline, 23′ AGL/104′ MSL.
Multiple poles beginning 135′ from DER, 270′ left of centerline, up to 44′ AGL/111′ MSL.
Rwy 35, Vehicle and road 65′ from DER, 2′ right of centerline, 15′ AGL/96′ MSL.
Multiple trees beginning 37′ from DER, 275′ right of centerline, up to 81′ AGL/164′ MSL.
DME antenna 380′ from DER, 253′ right of centerline, 24′ AGL/100′ MSL.
Multiple trees beginning 83′ from DER, 65′ left of centerline, up to 81′ AGL/155′ MSL.

NOTE: Radar Required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000', expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 to VELCO INT, then right turn via LFK R-082 and AEX R-265 to AEX VORTAC.

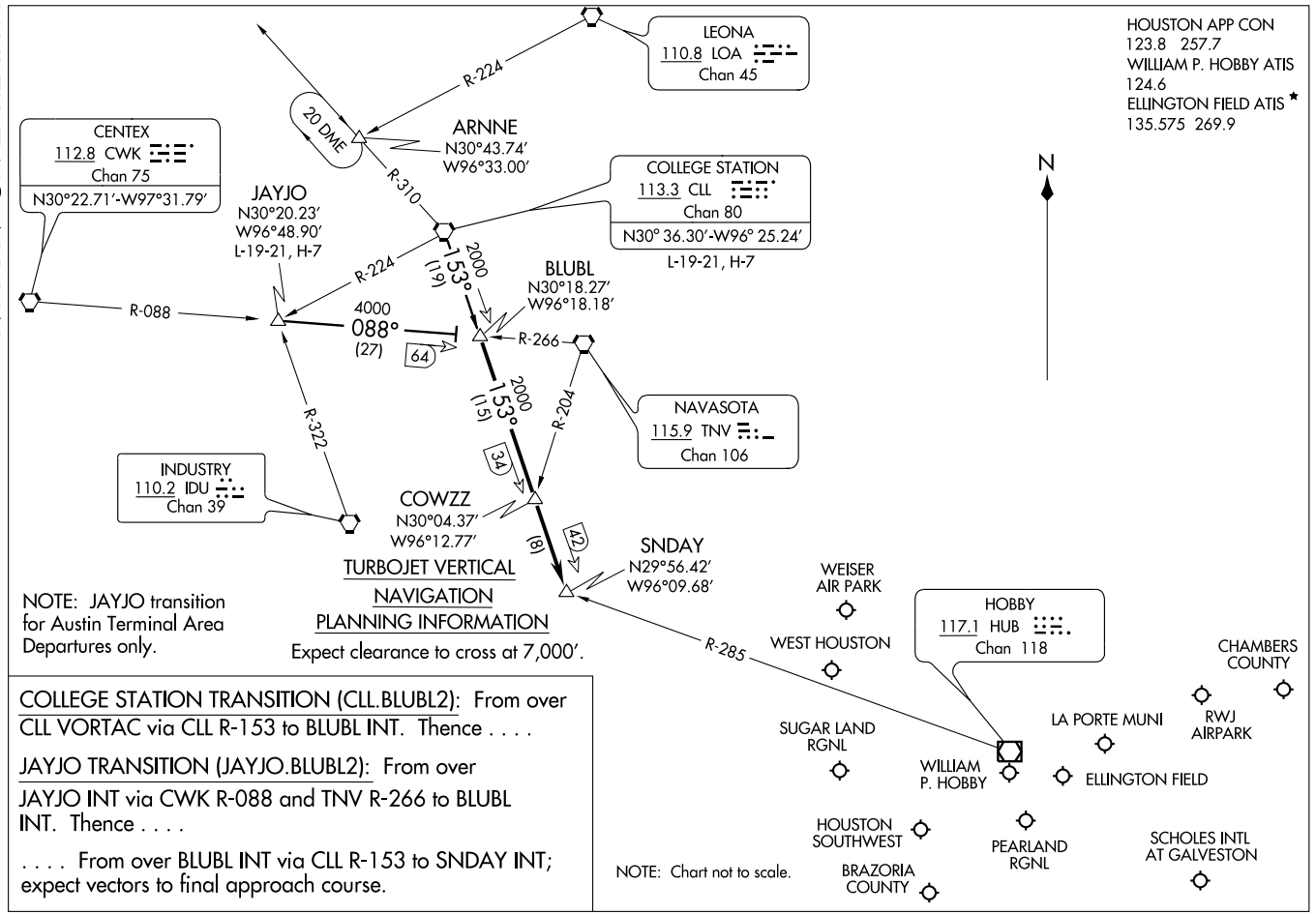
THE FOLLOWING TRANSITIONS ARE ATC ASSIGNED ONLY DO NOT FILE:

CRESTVIEW TRANSITION (AEX4.CEW): (For aircraft being weather rerouted to join a jet route off CEW VORTAC or overflying CEW VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC, then via GCV R-094 and CEW R-277 to CEW VORTAC.

GREENE COUNTY TRANSITION (AEX4.GCV): (For aircraft being weather rerouted to join a jet route off GCV VORTAC or overflying GCV VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC.

MC COMB TRANSITION (AEX4.MCB): (For aircraft being weather rerouted to join a jet route off MCB VORTAC or overflying MCB VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC.

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COLLEGE STATION TRANSITION (CLL.BLUBL2): From over CLL VORTAC via CLL R-153 to BLUBL INT. Thence . . . .

JAYJO TRANSITION (JAYJO.BLUBL2): From over JAYJO INT via CWK R-088 and TNV R-266 to BLUBL INT. Thence . . . .

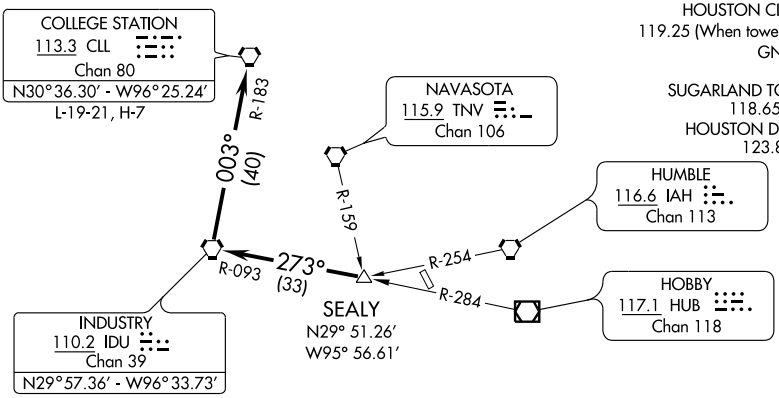
. . . . From over BLUBL INT via CLL R-153 to SNDAY INT; expect vectors to final approach course.

COLLEGE TWO DEPARTURE

SL-5537 (FAA)

HOUSTON/SUGAR LAND RGNL (SGR)
HOUSTON, TEXAS

ASOS
118.125
CLNC DEL
121.4
HOUSTON CLNC DEL
119.25 (When tower closed)
GND CON
121.4
SUGARLAND TOWER ★
118.65 (CTAF)
HOUSTON DEP CON
123.8 257.7



TAKE-OFF MINIMUMS:
Rwys 17, 35 standard.

TAKE-OFF OBSTACLES:
Rwy 17, Multiple poles beginning 436' from DER, 172' right of centerline, up to 44' AGL/124' MSL. Railroad 110' from DER, 10' left of centerline, 23' AGL/104' MSL. Multiple poles beginning 135' from DER, 270' left of centerline, up to 44' AGL/111' MSL.
Rwy 35, Vehicle and road 65' from DER, 2' right of centerline, 15' AGL/96' MSL. Multiple trees beginning 37' from DER, 275' right of centerline, up to 81' AGL/164' MSL. DME antenna 380' from DER, 253' right of centerline, 24' AGL/100' MSL. Multiple trees beginning 83' from DER, 65' left of centerline, up to 81' AGL/155' MSL.

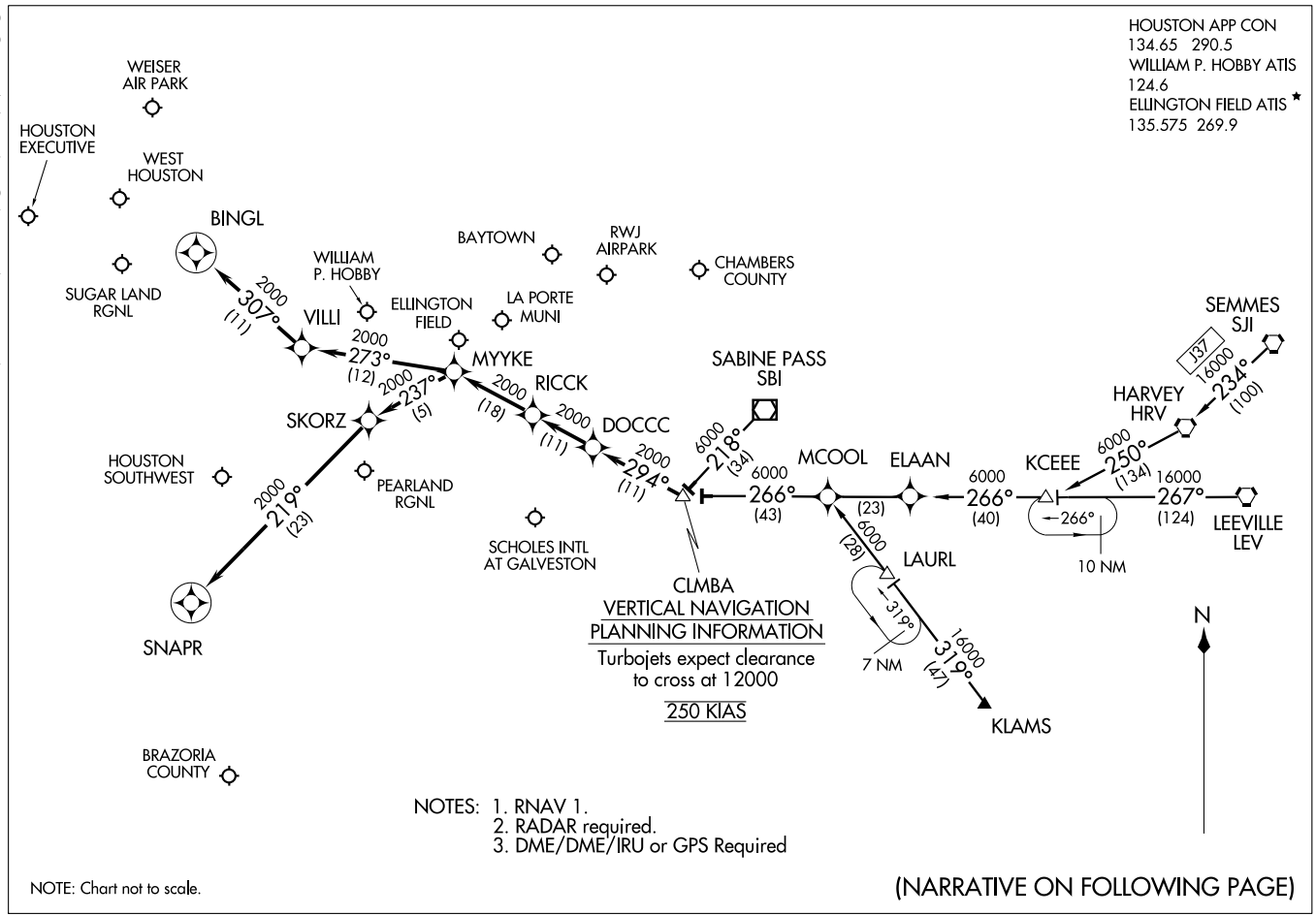
NOTE: Radar Required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to SEALY INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IDU R-093 to IDU VORTAC, then right turn via IDU R-003 and CLL R-183 to CLL VORTAC.



COLUMBIA ONE ARRIVAL (RNAV)

(CLMBA.CLMBA1) 09239

ST-198 (FAA)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)
KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF, and VUH must be operational.)
LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)
SABINE PASS TRANSITION (SBI.CLMBA1):
SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK . . . .

WILLIAM P. HOBBY/HOUSTON (HOU):

LANDING RUNWAY 4: . . . . From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

LANDING RUNWAY 12R: . . . . From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

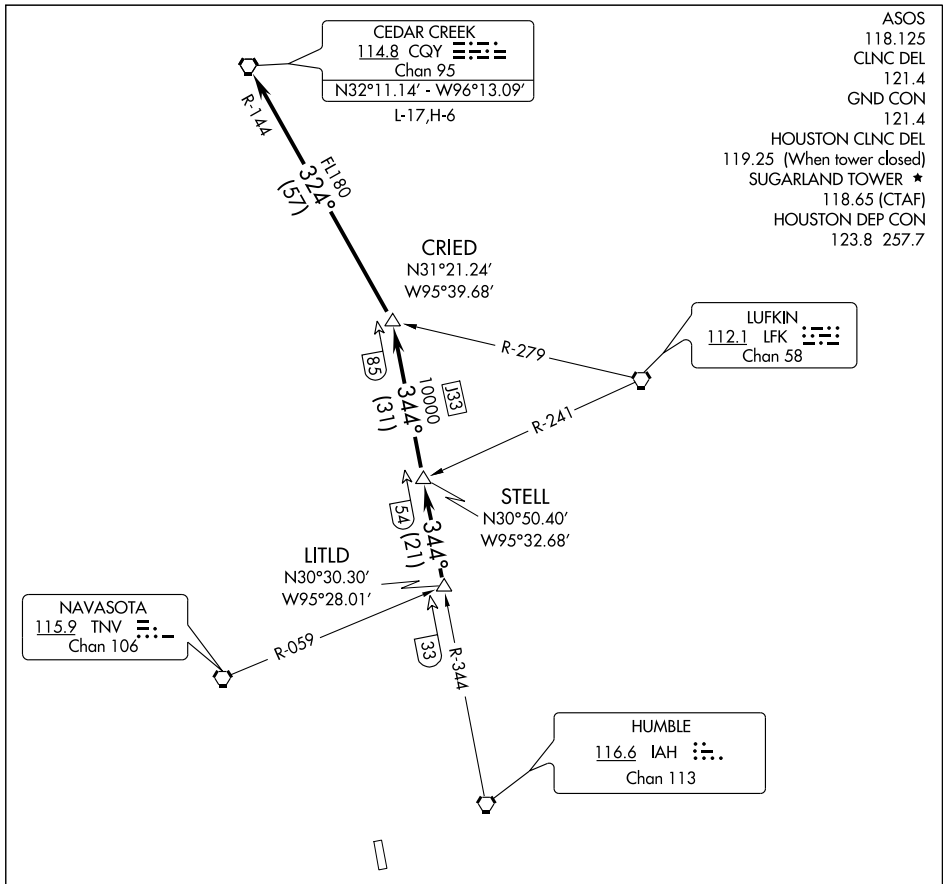
FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

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CRIED THREE DEPARTURE

SL-5537 (FAA)

HOUSTON/SUGAR LAND RGNL (SGR)
HOUSTON, TEXAS



TAKE-OFF MINIMUMS:
Rwy 17, 35, standard.

(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Radar Required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to LITLD INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-344 to STELL INT, then via IAH R-344 to CRIED INT, then left turn via CQY R-144 to CQY VORTAC.

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TAKE-OFF OBSTACLES:

Rwy 17, Multiple poles beginning 436′ from DER, 172 right of centerline, up to 44′ AGL/124′ MSL. Railroad 110′ from DER, 10′ left of centerline, 23′ AGL/104′ MSL. Multiple poles beginning 135′ from DER, 270′ left of centerline, up to 44′ AGL/111′ MSL.

Rwy 35, Vehicle and road 65′ from DER, 2′ right of centerline, 15′ AGL/96′ MSL. Multiple trees beginning 37′ from DER, 275′ right of centerline, up to 81′ AGL/164′ MSL. DME antenna 380′ from DER, 253′ right of centerline, 24′ AGL/100′ MSL. Multiple trees beginning 83′ from DER, 65′ left of centerline, up to 81′ AGL/155′ MSL.

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DAISETTA EIGHT ARRIVAL (DAS.DAS8)

HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS *
135.575 269.9

NOTE: For all conventional navigation aircraft landing in the Houston terminal area. For all turboprops/pistons landing IAH. ATC assigned only for all others.

NOTE: For RNAV equipped aircraft landing IAH runways 8L/R and 9 from over DAETN INT direct JOESZ INT, expect vectors to final approach course prior to JOESZ INT, if not received by JOESZ INT fly present heading.

ELM GROVE
111.2 EMG
Chan 49
N32°24.01'-W93°35.71'
L-17, H-6

QUESO
N30°46.86'
W94°06.54'

BROWW
N30°54.22'
W93°52.20'

SAWMILL
113.75 SWB
Chan 84(Y)
N31°58.39' - W92°40.63'
L-22, H-6

LUFKIN
112.1 LFK
Chan 58
N31°09.74'
W94°43.02'
L-19-21, H-6

VIERA
N30°44.51'
W94°02.83'

TQELA
N30°32.39'
W93°46.23'

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40' -W92°30.06'
L-21-22, H-6

INDUSTRY
110.2 IDU
Chan 39

JOESZ
N30°06.40'
W95°46.72'

INNIS
N30°02.07'
W95°06.83'

REHAB
N29°59.59'
W95°14.25'

COMBS
N30°23.32'
W94°25.84'

DAETN
N30°06.31'
W94°54.07'

YAAOW
N29°53.12'
W95°10.69'

DRXLR
N29°45.59'
W95°13.92'

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

HUMBLE
116.6 IAH
Chan 113

HOBBY
117.1 HUB
Chan 118

DAISETTA
116.9 DAS
Chan 116
N30°11.38' -W94°38.70'

LAKE CHARLES
113.4 LCH
Chan 81
N30°08.49' -W93°06.33'
L-21-22, H-7

BEAUMONT
114.5 BPT
Chan 92
N29°56.76' -W94°00.97'

VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: 280K IAS
Expect clearance
to cross at 13,000'

RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

WEISER AIRPARK
WEST HOUSTON
HOUSTON EXECUTIVE
SUGAR LAND RGNL
LA PORTE MUNI
CHAMBERS COUNTY
WILLIAM P. HOBBY
BAYTOWN
RWJ AIRPARK
PEARLAND RGNL
ELLINGTON FIELD
HOUSTON-SOUTHWEST
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY

DAISETTA EIGHT ARRIVAL (DAS.DAS8)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence . . . .

SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

. . . . From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:

. . . . From DAETN INT fly heading 265° for vectors to final approach course.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

FOR ALL OTHER AIRPORTS:

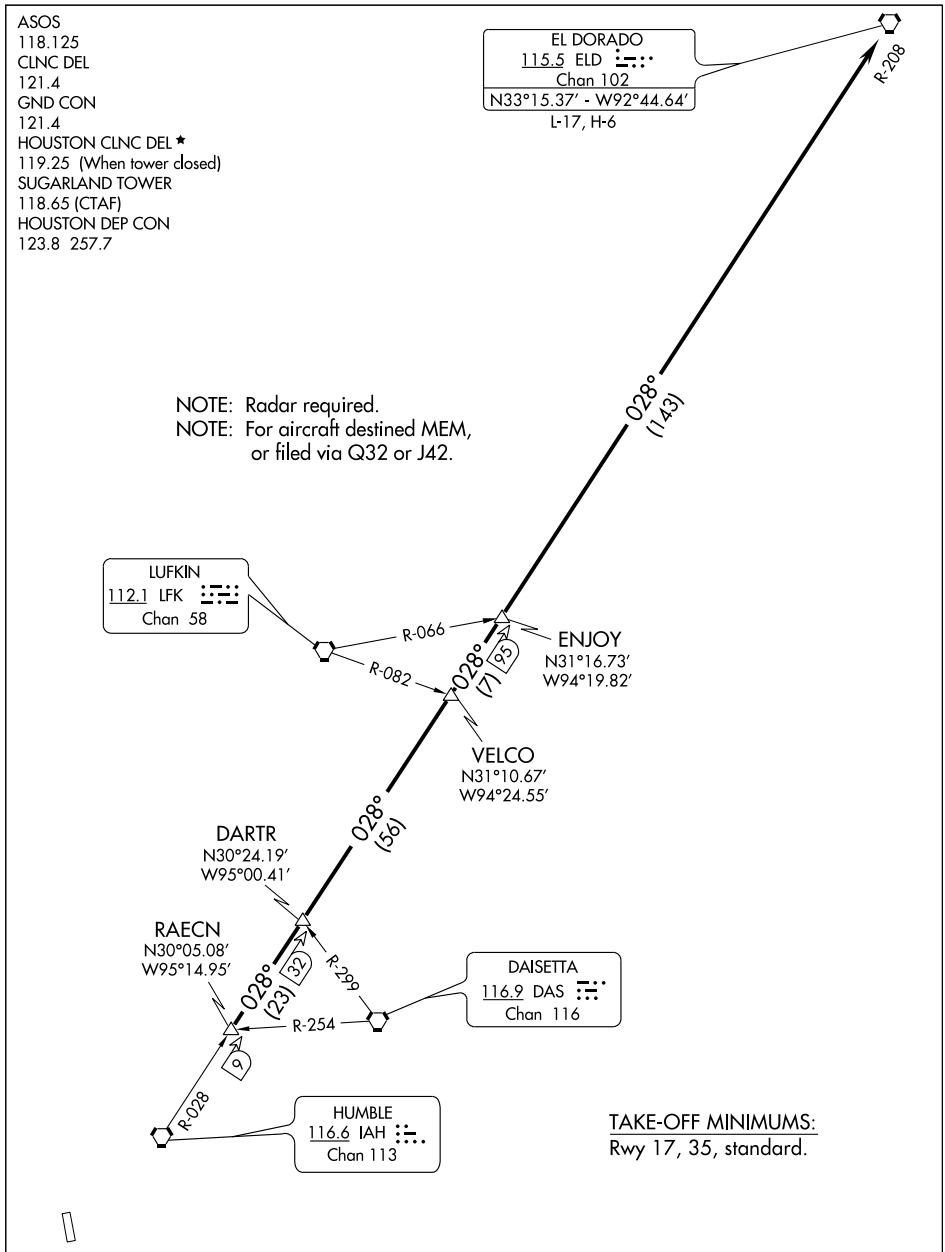
. . . . From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.

SC-5, 08 APR 2010 to 06 MAY 2010

EL DORADO ONE DEPARTURE

SL-5537 (FAA)

HOUSTON/SUGAR LAND RGNL (SGR)
HOUSTON, TEXAS



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 and the ELD R-208 to ELD VORTAC.

TAKE-OFF OBSTACLES

Rwy 17, Multiple poles beginning 436′ from DER, 172′ right of centerline, up to 44′ AGL/ 124′ MSL. Railroad 110′ from DER, 10′ left of centerline, 23′ AGL/104′ MSL. Multiple poles beginning 135′ from DER, 270′ left of centerline, up to 44′ AGL/111′ MSL.

Rwy 35, Vehicle and road 65′ from DER, 2′ right of centerline, 15′ AGL/96′ MSL. Multiple trees beginning 37′ from DER, 275′ right of centerlline, up to 81′ AGL/ 164′ MSL. DME antenna 380′ from DER, 253′ right of centerline, 24′ AGL/100′ MSL. Multiple trees beginning 83′ from DER, 65′ left of centerline, up to 81′ AGL/155′ MSL.

SC-5, 08 APR 2010 to 06 MAY 2010

GIFFA THREE DEPARTURE

SL-5537 (FAA)

HOUSTON/SUGAR LAND RGNL (SGR)
HOUSTON, TEXAS

ASOS
118.125
CLNC DEL
121.4
HOUSTON CLNC DEL
119.25 (When tower closed)
GND CON
121.4
SUGARLAND TOWER*
118.65 (CTAF)
HOUSTON DEP CON
123.8 257.7

CEDAR CREEK
114.8 CQY
Chan 95

R-128

LEONA
110.8 LOA
Chan 45

GIFFA
N31° 22.89′
W95° 15.10′
L-19-21, H-6

R-059

85

358°
(54)

MONNT
N30° 28.65′
W95° 18.70′

31

R-358

DAISETTA
116.9 DAS
Chan 116

R-292

HUMBLE
116.6 IAH
Chan 113

TAKE-OFF MINIMUMS:
Rwys 17, 35, standard.

NOTE: Radar Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to MONNT INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-358 to GIFFA INT.

TAKE-OFF OBSTACLES:

Rwy 17, Multiple poles beginning 436′ from DER, 172′ right of centerline, up to 44′ AGL/124′ MSL. Railroad 110′ from DER, 10′ left of centerline, 23′ AGL/104′ MSL.
Multiple poles beginning 135′ from DER, 270′ left of centerline, up to 44′ AGL/111′ MSL.

Rwy 35, Vehicle and road 65′ from DER, 2′ right of centerline, 15′ AGL/96′ MSL.
Multiple trees beginning 37′ from DER, 275′ right of centerline, up to 81′ AGL/164′ MSL.
DME antenna 380′ from DER, 253′ right of centerline, 24′ AGL/100′ MSL.
Multiple trees beginning 83′ from DER, 65′ left of centerline, up to 81′ AGL/155′ MSL.

LOC I-TXH	APP CRS	Rwy Idg	6016
110.7	350°	TDZE	79
Chan 44		Apt Elev	82

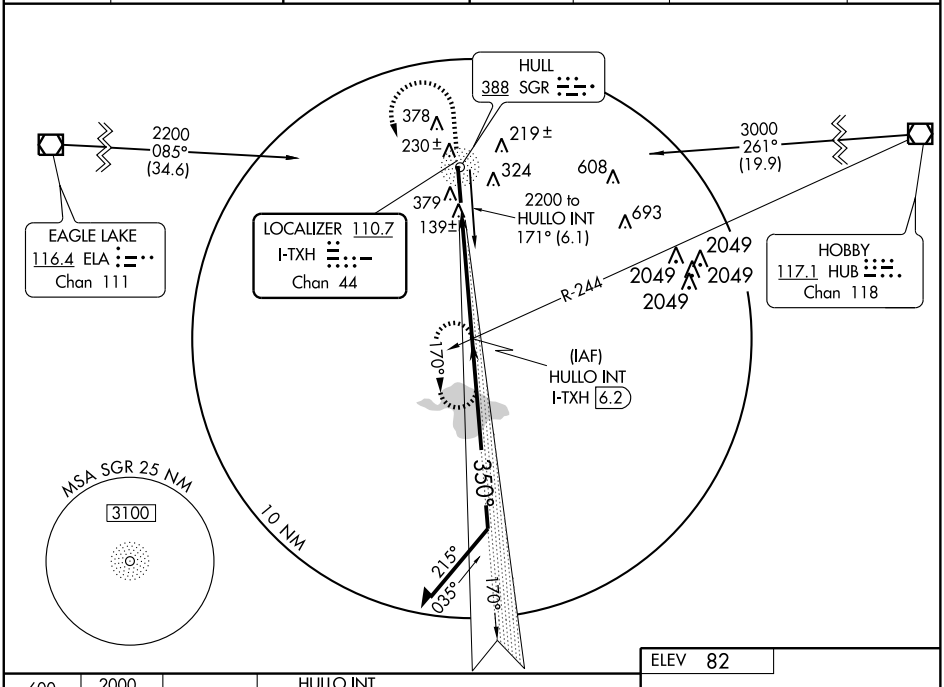
ILS RWY 35

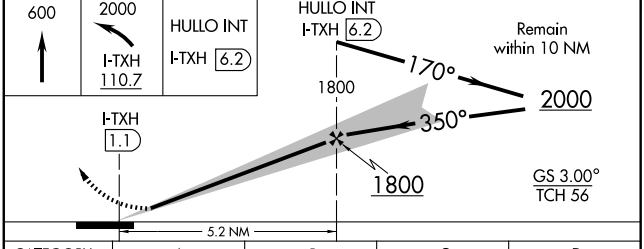
HOUSTON/ SUGAR LAND RGNL (SGR)

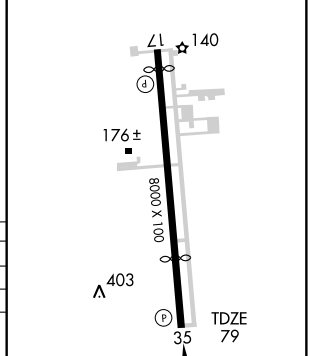
When local altimeter setting not received, use Houston, TX (William P. Hobby) altimeter setting.

MISSED APPROACH: Climb to 600 then climbing left turn to 2000 via I-TXH south course to HULLO Int/I-TXH 6.2 DME and hold.

ASOS	HOUSTON APP CON	SUGAR LAND TOWER ★	GND CON	CLNC DEL	HOUSTON CLNC DEL	UNICOM
118.125	123.8 257.7	118.65 (CTAF) L	121.4	121.4	119.25 (When tower closed)	122.95







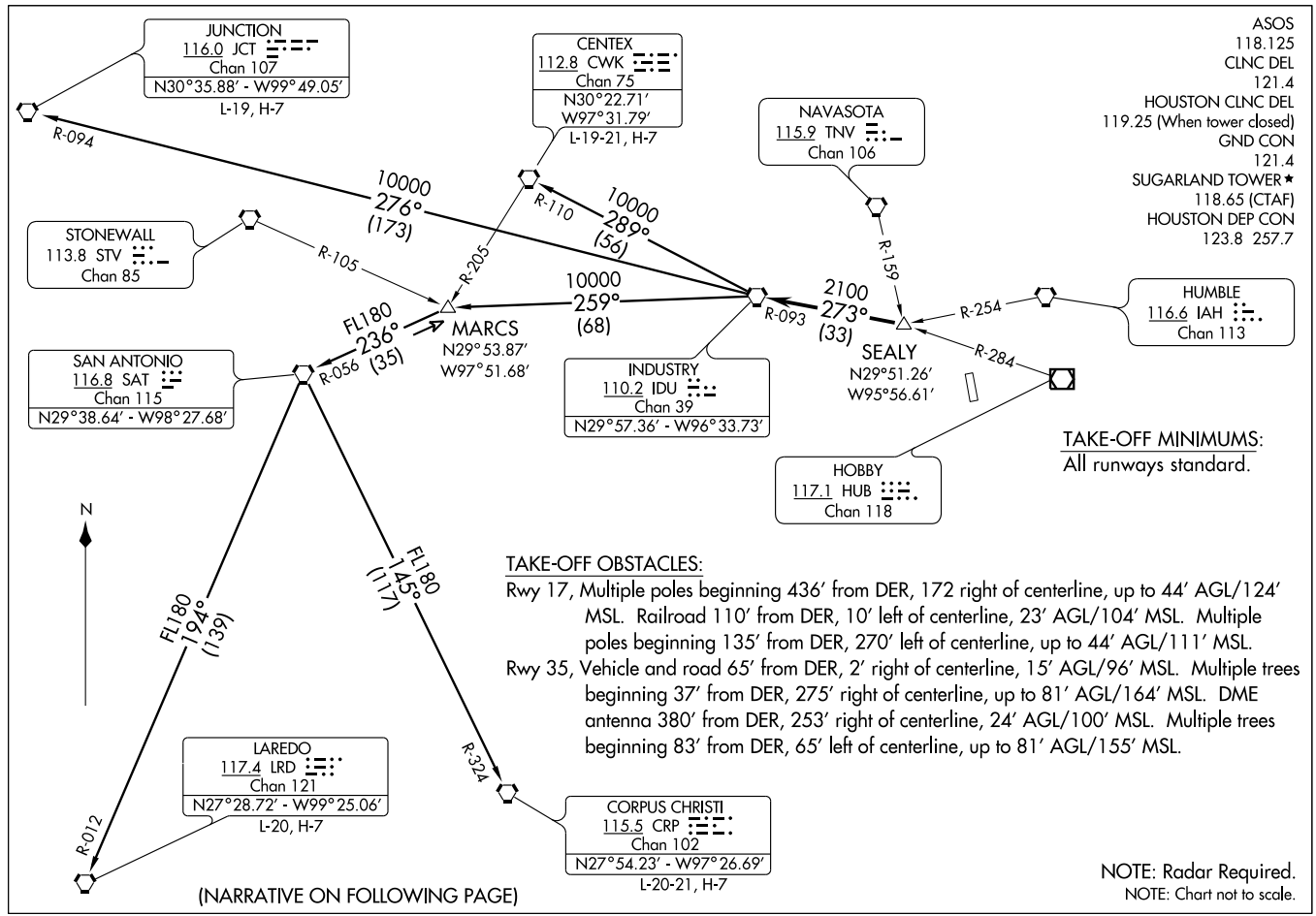
CATEGORY	A	B	C	D
S-ILS 35	279-¾ 200 (200-¾)			
S-LOC 35	400-1 321 (400-1)			
CIRCLING	720-1 638 (700-1)		720-2 638 (700-2)	
HOUSTON, TX (WILLIAM P. HOBBY) ALTIMETER SETTING MINIMUMS				
S-ILS 35	330-¾ 251 (300-¾)			
S-LOC 35	440-1 361 (400-1)			440-1¼ 361 (400-1¼)
CIRCLING	760-1 678 (700-1)		760-2 678 (700-2)	760-2¼ 678 (700-2¼)

REIL Rwys 17 and 35 L
HIRL Rwy 17-35 L

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

SC-5, 08 APR 2010 to 06 MAY 2010


JUNCTION
116.0 JCT
Chan 107
N30°35.88′ - W99°49.05′
L-19, H-7
CENTEX
112.8 CWK
Chan 75
N30°22.71′
W97°31.79′
L-19-21, H-7
NAVASOTA
115.9 TNV
Chan 106
ASOS
118.125
CLNC DEL
121.4
HOUSTON CLNC DEL
119.25 (When tower closed)
GND CON
121.4
SUGARLAND TOWER★
118.65 (CTAF)
HOUSTON DEP CON
123.8 257.7
R-094
10000
276°
(173)
R-110
10000
289°
(56)
STONEWALL
113.8 STV
Chan 85
R-105
R-205
10000
259°
(68)
R-159
2100
273°
(33)
R-093
HUMBLE
116.6 IAH
Chan 113
R-254
FL180
236°
(35)
MARCS
N29°53.87′
W97°51.68′
SEALY
N29°51.26′
W95°56.61′
R-284
SAN ANTONIO
116.8 SAT
Chan 115
N29°38.64′ - W98°27.68′
R-056
INDUSTRY
110.2 IDU
Chan 39
N29°57.36′ - W96°33.73′
TAKE-OFF MINIMUMS:
All runways standard.
HOBBY
117.1 HUB
Chan 118
N
FL180
194°
(139)
FL180
145°
(117)
TAKE-OFF OBSTACLES:
Rwy 17, Multiple poles beginning 436′ from DER, 172 right of centerline, up to 44′ AGL/124′ MSL. Railroad 110′ from DER, 10′ left of centerline, 23′ AGL/104′ MSL. Multiple poles beginning 135′ from DER, 270′ left of centerline, up to 44′ AGL/111′ MSL.
Rwy 35, Vehicle and road 65′ from DER, 2′ right of centerline, 15′ AGL/96′ MSL. Multiple trees beginning 37′ from DER, 275′ right of centerline, up to 81′ AGL/164′ MSL. DME antenna 380′ from DER, 253′ right of centerline, 24′ AGL/100′ MSL. Multiple trees beginning 83′ from DER, 65′ left of centerline, up to 81′ AGL/155′ MSL.
LAREDO
117.4 LRD
Chan 121
N27°28.72′ - W99°25.06′
L-20, H-7
R-324
CORPUS CHRISTI
115.5 CRP
Chan 102
N27°54.23′ - W97°26.69′
L-20-21, H-7
R-012
NOTE: Radar Required.
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to SEALY INT. Maintain 4000'. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . VIA IDU R-093 to IDU VORTAC.

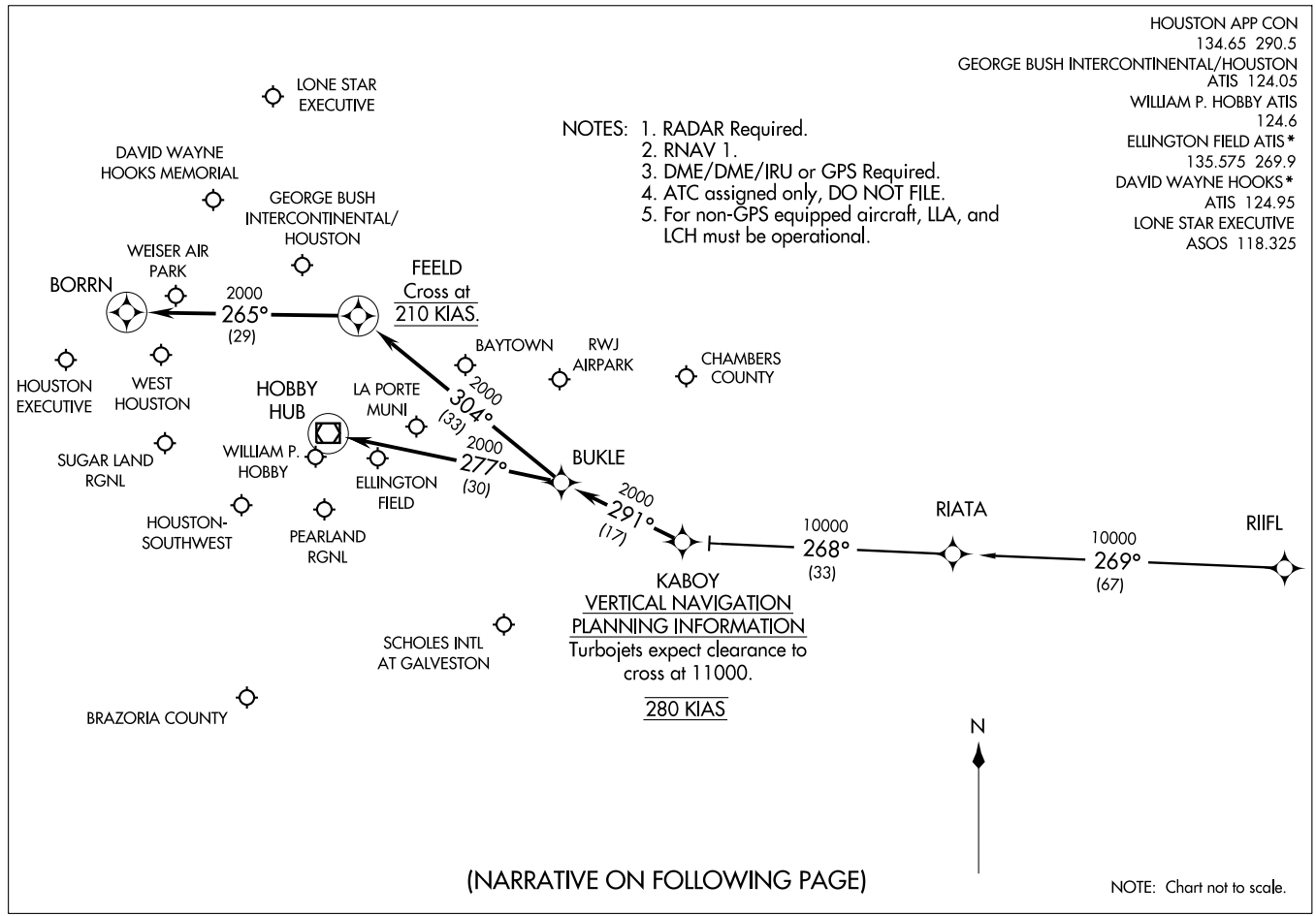
CENTEX TRANSITION (IDU3.CWK): (ATC assigned only. For aircraft inbound to the DFW Metroplex area that are being rerouted due to bad weather.) From over IDU VORTAC via IDU R-289 and CWK R-110 to CWK VORTAC.

CORPUS CHRISTI TRANSITION (IDU3.CRP): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-145 and CRP R-324 to CRP VORTAC.

JUNCTION TRANSITION (IDU3.JCT): (For aircraft overflying JCT VORTAC via J2, J15, or J86.) From over IDU VORTAC via IDU R-276 and JCT R-094 to JCT VORTAC.

LAREDO TRANSITION (IDU3.LRD): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-194 and LRD R-012 to LRD VORTAC.

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HOUSTON APP CON
134.65 290.5
GEORGE BUSH INTERCONTINENTAL/HOUSTON
ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS*
135.575 269.9
DAVID WAYNE HOOKS*
ATIS 124.95
LONE STAR EXECUTIVE
ASOS 118.325
(KABOY.KABOY1) 09071
KABOY ONE ARRIVAL (RNAV)
ST-5461(FAA)
HOUSTON, TEXAS
NOTES: 1. RADAR Required.
2. RNAV 1.
3. DME/DME/IRU or GPS Required.
4. ATC assigned only, DO NOT FILE.
5. For non-GPS equipped aircraft, LLA, and LCH must be operational.
LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIR PARK
BORRN
2000
265°
(29)
FEELD
Cross at
210 KIAS.
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
HOUSTON EXECUTIVE
WEST HOUSTON
HOBBY HUB
LA PORTE MUNI
2000
304°
(33)
SUGAR LAND RGNL
WILLIAM P. HOBBY
2000
277°
(30)
ELLINGTON FIELD
BUKLE
2000
291°
(17)
HOUSTON-SOUTHWEST
PEARLAND RGNL
10000
268°
(33)
RIATA
10000
269°
(67)
RIIFL
KABOY
VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets expect clearance to cross at 11000.
280 KIAS
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY
N
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY1)

From KABOY via 291° track to BUKLE . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

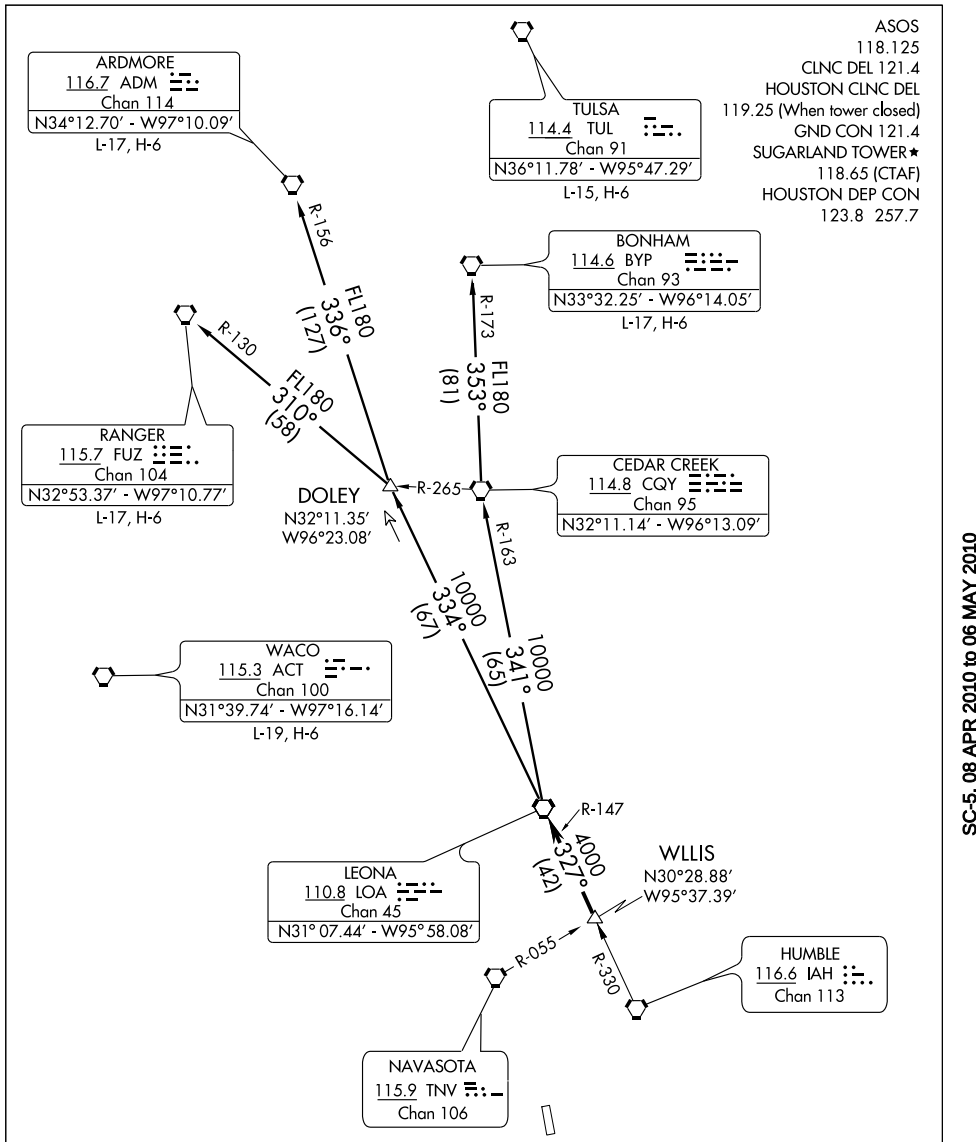
LANDING RUNWAYS 8L/8R, OR 9: . . . . From BUKLE via 304° track to FEELD, thence as depicted to BORRN. Expect vectors to final approach course prior to BORRN, if not received by BORRN, fly present heading.

ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO): . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

ALL OTHER AIRPORTS: . . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course prior to HUB VOR/DME.

LEONA SIX DEPARTURE



TAKE-OFF MINIMUMS:
Rwy 17, 35 standard.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar required.

SC-5, 08 APR 2010 to 06 MAY 2010

LEONA SIX DEPARTURE

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to WLLIS INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via LOA R-147 to LOA VORTAC.

ARDMORE TRANSITION (LOA6.ADM): (For aircraft overflying North/Northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via ADM R-156 to ADM VORTAC.

BONHAM TRANSITION (LOA6.BYP): (For aircraft overflying/landing TUL VORTAC FL240 and above.) From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-353 and BYP R-173 to BYP VORTAC.

RANGER TRANSITION (LOA6.FUZ): (For aircraft overflying west/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via FUZ R-130 to FUZ VORTAC.

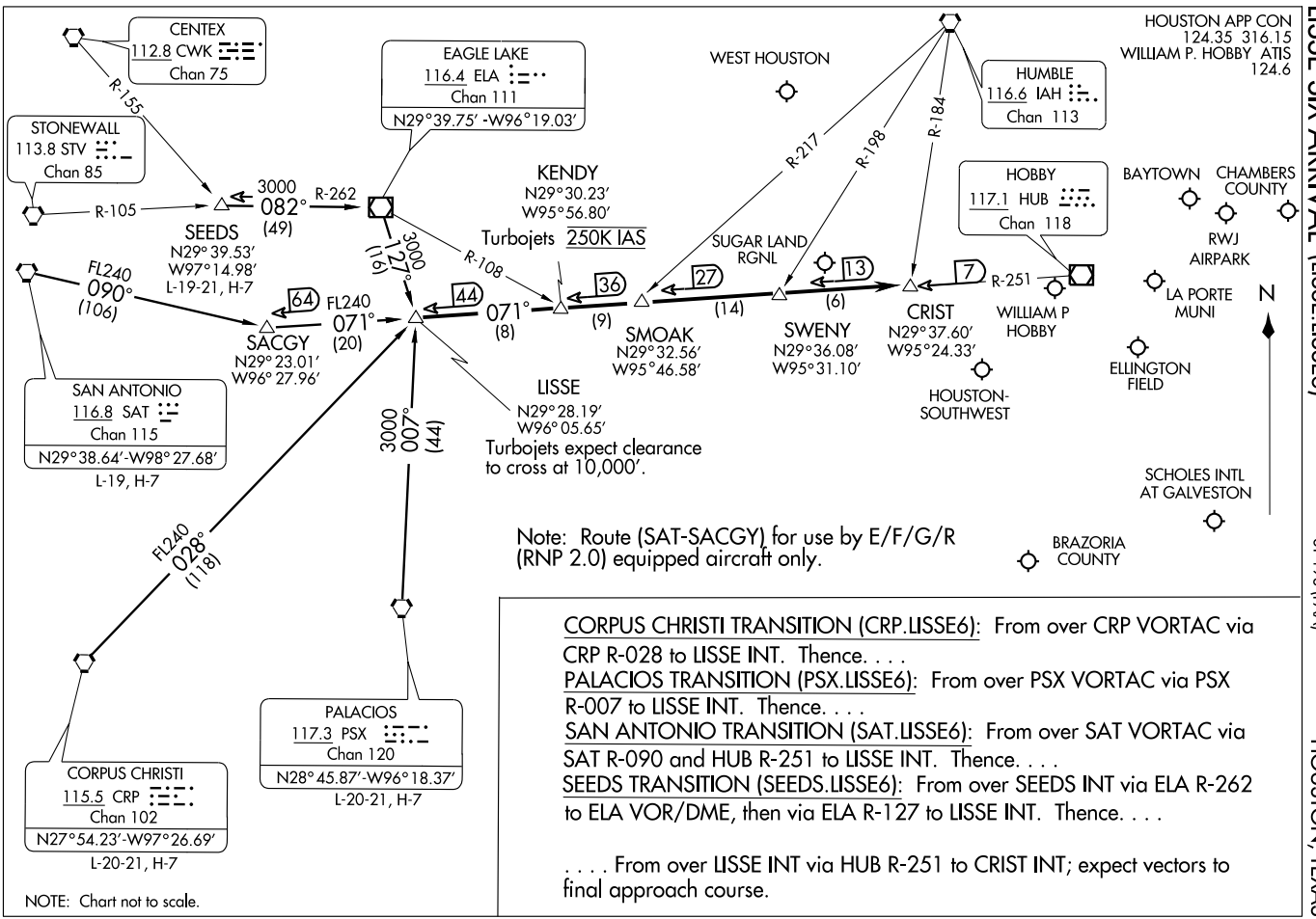
TAKE-OFF OBSTACLES

Rwy 17, Multiple poles 436′ from DER, 172′ right of centerline, up to 44′ AGL/124′ MSL. Railroad 110′ from DER, 10′ left of centerline, 23′ AGL/104′ MSL. Multiple poles beginning 135′ from DER, 270′ left of centerline, up to 44′ AGL/111′ MSL.
Rwy 35, Multiple trees beginning 37′ from DER, 275′ right of centerline, up to 81′ AGL/164′ MSL. Vehicle and road 65′ from DER, 2′ right of centerline, 15′ AGL/96′ MSL. DME antenna 380′ from DER, 253′ right of centerline, 24′ AGL/100′ MSL. Multiple trees beginning 83′ from DER, 65′ left of centerline, up to 81′ AGL/155′ MSL.

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LISSE SIX ARRIVAL (LISSE.LISSE6)

HOUSTON, TEXAS



CORPUS CHRISTI TRANSITION (CRP.LISSE6): From over CRP VORTAC via CRP R-028 to LISSE INT. Thence. . . .

PALACIOS TRANSITION (PSX.LISSE6): From over PSX VORTAC via PSX R-007 to LISSE INT. Thence. . . .

SAN ANTONIO TRANSITION (SAT.LISSE6): From over SAT VORTAC via SAT R-090 and HUB R-251 to LISSE INT. Thence. . . .

SEEDS TRANSITION (SEEDS.LISSE6): From over SEEDS INT via ELA R-262 to ELA VOR/DME, then via ELA R-127 to LISSE INT. Thence. . . .

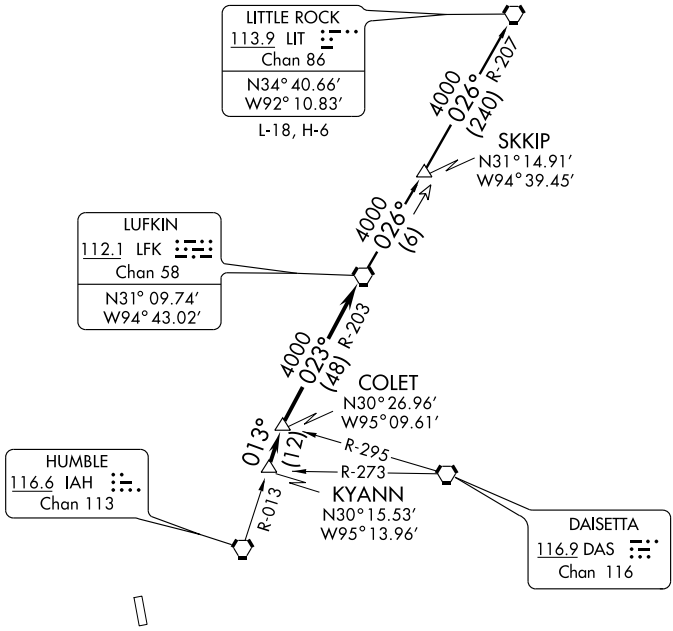
. . . . From over LISSE INT via HUB R-251 to CRIST INT; expect vectors to final approach course.

NOTE: Chart not to scale.

LUFKIN FIVE DEPARTURE

SL-5537 (FAA)

ASOS
118.125
CLNC DEL
121.4
HOUSTON CLNC DEL
119.25 (When tower closed)
GND CON
121.4
SUGAR LAND TOWER ★
118.65 (CTAF)
HOUSTON DEP CON
123.8 257.7



TAKE-OFF MINIMUMS:

Rwy 17, 35, standard.

NOTE: Radar Required.

NOTE: For aircraft destined LIT, or overflying LIT or PXV.

TAKE-OFF OBSTACLES:

Rwy 17, Multiple poles beginning 436′ from DER, 172′ right of centerline, up to 44′ AGL/124′ MSL. Railroad 110′ from DER, 10′ left of centerline, 23′ AGL/104′ MSL. Multiple poles beginning 135′ from DER, 270′ left of centerline, up to 44′ AGL/111′ MSL.

Rwy 35, Vehicle and road 65′ from DER, 2′ right of centerline, 15′ AGL/96′ MSL. Multiple trees beginning 37′ from DER, 275′ right of centerline, up to 81′ AGL/164′ MSL. DME antenna 380′ from DER, 253′ right of centerline, 24′ AGL/100′ MSL. Multiple trees beginning 83′ from DER, 65′ left of centerline, up to 81′ AGL/155′ MSL.

NOTE: Chart not to scale.

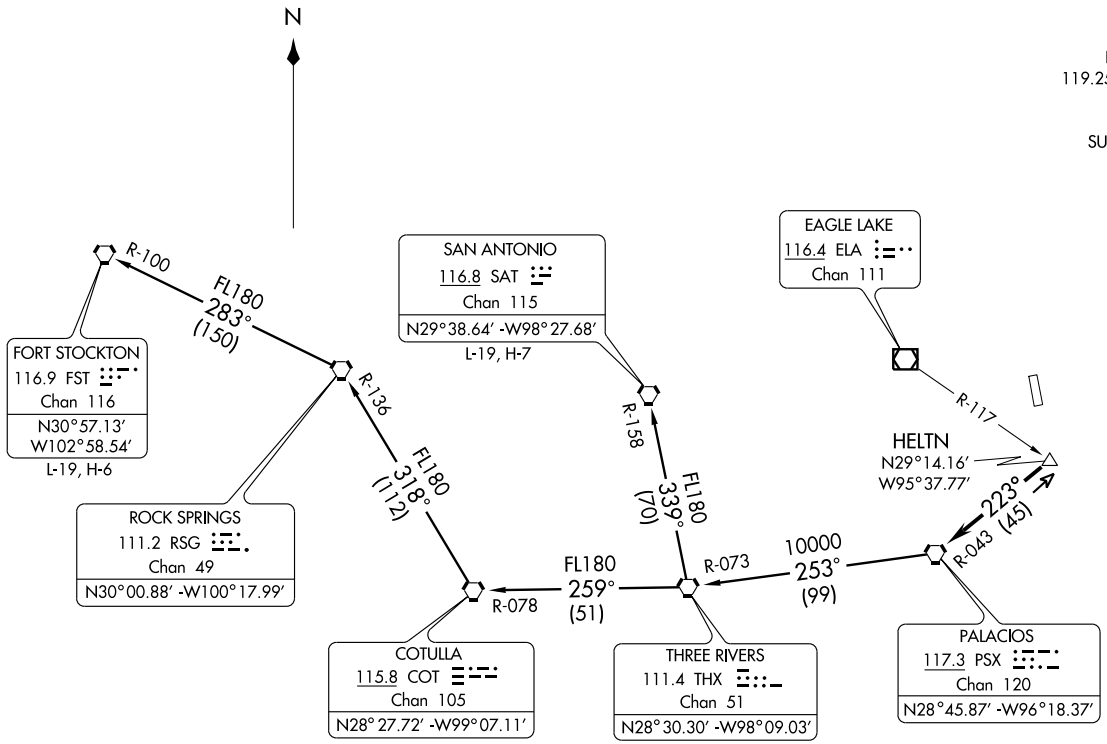
DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to KYANN INT, maintain 4000′, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-013 to COLET INT, then right turn via LFK R-203 to LFK VORTAC.

LITTLE ROCK TRANSITION (LFK5.LIT): From over LFK VORTAC via LFK R-026 to SKKIP INT, then via LIT R-207 to LIT VORTAC.

PALACIOS THREE DEPARTURE (PSX3.PSX) 08157



TAKE-OFF MINIMUMS:
Rwys 17, 35, standard.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar Required
NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to HELTN INT, maintain 4000'. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via PSX R-043 to PSX VORTAC.

FORT STOCKTON TRANSITION (PSX3.FST): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-259 and COT R-078 to COT VORTAC, then via COT R-318 and RSG R-136 to RSG VORTAC, then via RSG R-283 and FST R-100 to FST VORTAC.

SAN ANTONIO TRANSITION (PSX3.SAT): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-339 and SAT R-158 to SAT VORTAC.

TAKE-OFF OBSTACLES:

Rwy 17, Multiple poles beginning 436' from DER, 172' right of centerline, up to 44' AGL/124' MSL.
Railroad 110' from DER, 10' left of centerline, 23' AGL/104' MSL.
Multiple poles beginning 135' from DER, 270' left of centerline, up to 44' AGL/111' MSL.
Rwy 35, Vehicle and road 65' from DER, 2' right of centerline, 15' AGL/96' MSL.
Multiple trees beginning 37' from DER, 275' right of centerline, up to 81' AGL/164' MSL.
DME antenna 380' from DER, 253' right of centerline, 24' AGL/100' MSL.
Multiple trees beginning 83' from DER, 65' left of centerline, up to 81' AGL/155' MSL.

WAAS	APP CRS	Rwy Idg	7620
CH 82513	170°	TDZE	82
W17A		Apt Elev	82

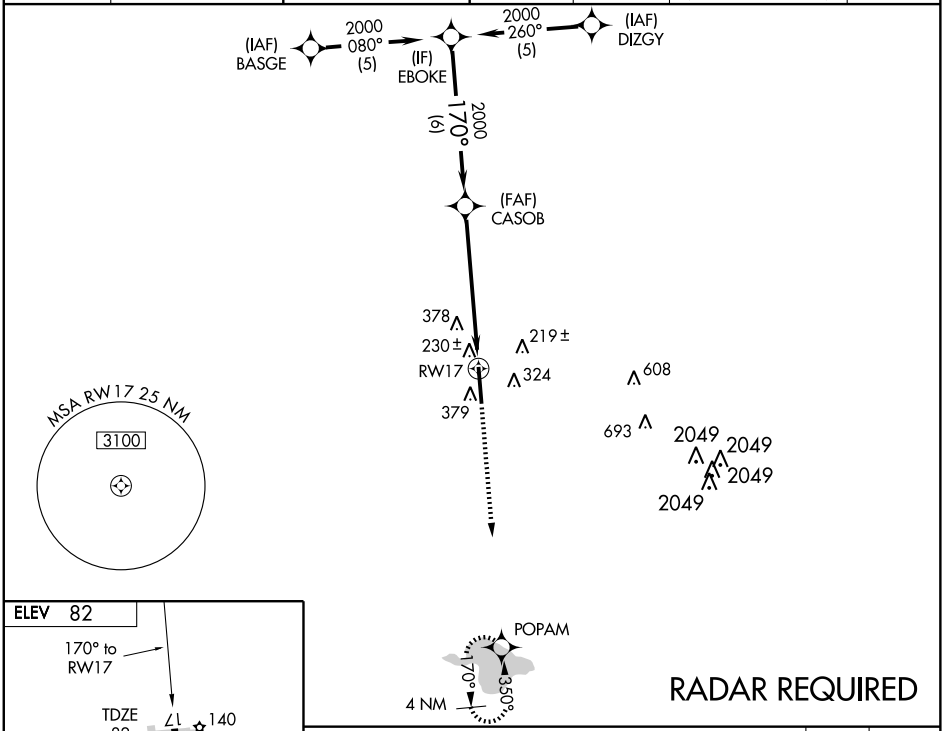
RNAV (GPS) RWY 17

HOUSTON/ SUGAR LAND RGNL (SGR)

Baro-VNAV NA when using Houston (William P. Hobby) altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Houston (William P. Hobby) altimeter setting and increase all DA/MDA 60 feet, increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C/D and Circling Cats C/D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct POPAM and hold.

ASOS	HOUSTON APP CON	SUGAR LAND TOWER *	GND CON	CLNC DEL	HOUSTON CLNC DEL	UNICOM
118.125	123.8 257.7	118.65 (CTAF) L	121.4	121.4	119.25 (When tower closed)	122.95



CATEGORY	A	B	C	D
LPV DA	398-1 316 (400-1)			
LNAV/VNAV DA	696-2 614 (700-2)			
LNAV MDA	640-1 558 (600-1)		640-1½ 558 (600-1½)	640-1¾ 558 (600-1¾)
CIRCLING	720-1 638 (700-1)		720-1¾ 638 (700-1¾)	720-2 638 (700-2)

REIL Rwys 17 and 35 L
HIRL Rwy 17-35 L

SC-5. 08 APR 2010 to 06 MAY 2010

WAAS CH 56219 W35A	APP CRS 350°	Rwy Idg 6016 TDZE 79 Apt Elev 82

RNAV (GPS) RWY 35

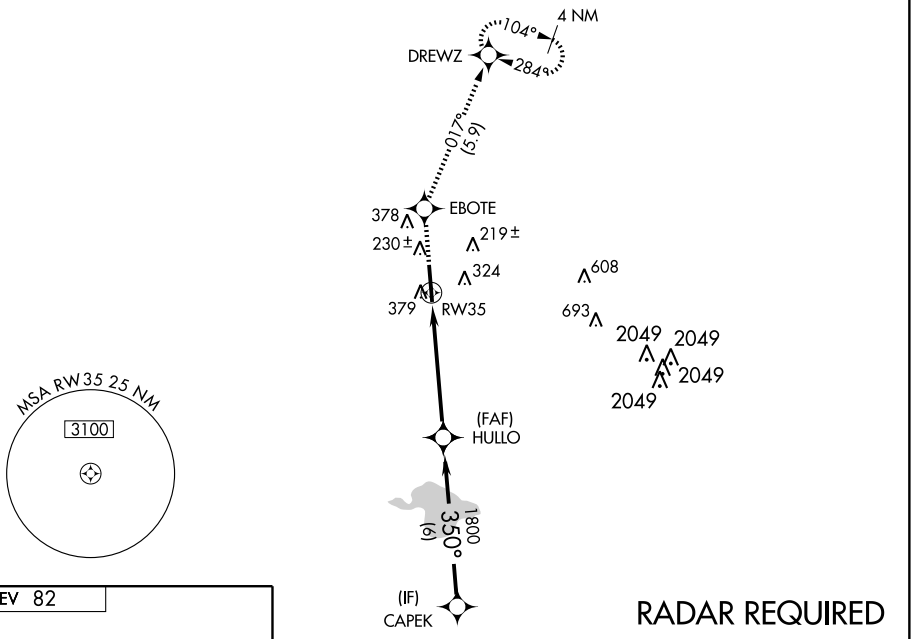
HOUSTON/ SUGAR LAND RGNL (SGR)

DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Houston (William P. Hobby) altimeter setting and increase all DAs/MDAs 60 feet.
Baro-VNAV NA below -15°C (5°F).
Baro-VNAV and VDP NA when using Houston (William P. Hobby) altimeter setting.

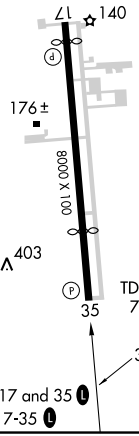
NA

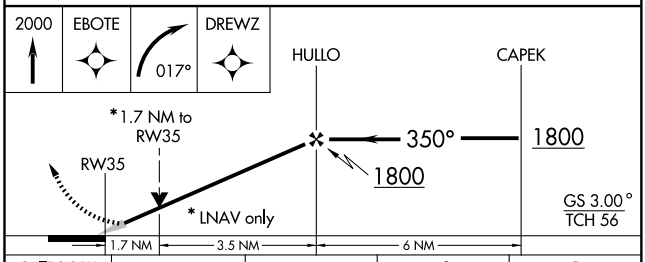
MISSED APPROACH: Climb to 2000 direct EBOTE and right turn via 017° track to DREWZ and hold.

ASOS	HOUSTON APP CON	SUGAR LAND TOWER*	GND CON	CLNC DEL	HOUSTON CLNC DEL	UNICOM
118.125	123.8 257.7	118.65 (CTAF) L	121.4	121.4	119.25 (When tower closed)	122.95



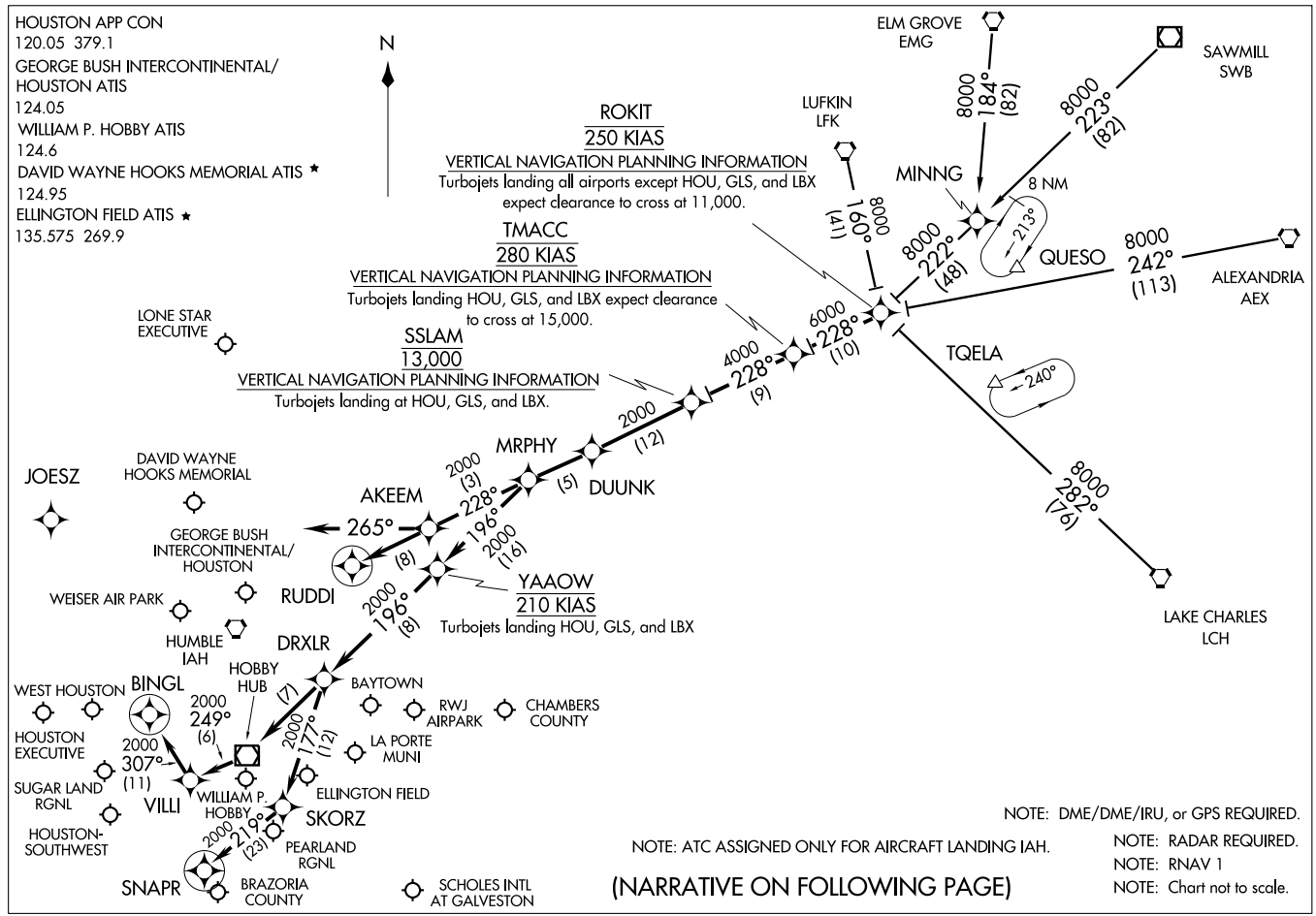
ELEV 82





CATEGORY	A	B	C	D
LPV DA	330-¾ 251 (300-¾)			
LNAV/ VNAV DA	660-2 581 (600-2)			
LNAV MDA	660-1 581 (600-1)		660-1½ 581 (600-1½)	660-1¾ 581 (600-1¾)
CIRCLING	720-2 638 (700-2)			

SC-5, 08 APR 2010 to 06 MAY 2010



(ROKIT.ROKIT1) 09127

ROKIT ONE ARRIVAL (RNAV)

ST-5461(FAA)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

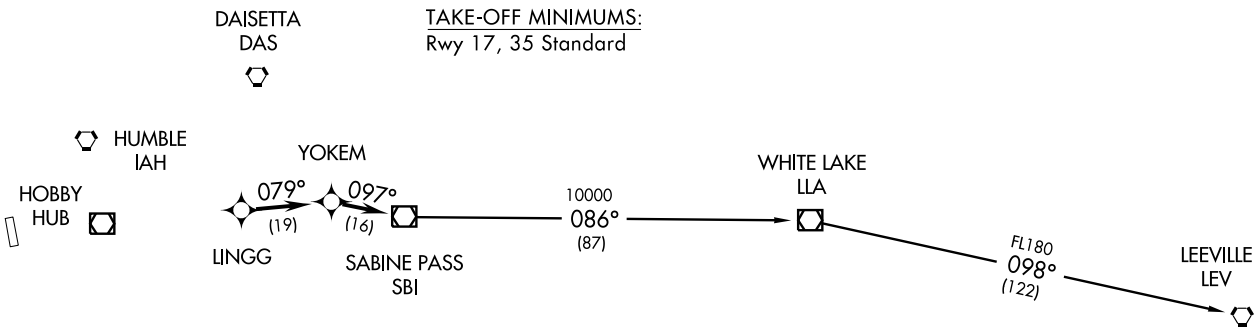
FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

SC-5, 08 APR 2010 to 06 MAY 2010

Note: RADAR Required.
Note: RNAV 1.
Note: DME/DME/IRU or GPS Required.
Note: For non-GPS equipped aircraft, BPT and LCH must be operational.

ASOS 118.125
CLNC DEL 121.4
GND CON 121.4
HOUSTON CLNC DEL 119.25 (When tower closed)
SUGARLAND TOWER ★ 118.65 (CTAF)
HOUSTON DEP CON 123.8 257.7

TAKE-OFF MINIMUMS:
Rwy 17, 35 Standard



DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to LINGG, maintain 4000, then via depicted route to SBI VOR/DME, thence. . . .

. . . .via (transition). Expect clearance to filed altitude/flight level 10 minutes after departure.

LEEVILLE TRANSITION: (SBI1.LEV)
WHITE LAKE TRANSITION: (SBI1.LLA)

TAKE-OFF OBSTACLES:
Rwy 17, Multiple poles beginning 436' from DER, 172' right of centerline, up to 44' AGL/124' MSL. Railroad 110' from DER, 10' left of centerline, 23' AGL/104' MSL. Multiple poles beginning 135' from DER, 270' left of centerline, up to 44' AGL/111' MSL.
Rwy 35, Vehicle and road 65' from DER, 2' right of centerline, 15' AGL/96' MSL. Multiple trees beginning 37' from DER, 275' right of centerline, up to 81' AGL/164' MSL. DME antenna 380' from DER, 253' right of centerline, 24' AGL/100' MSL. Multiple trees beginning 83' from DER, 65' left of centerline, up to 81' AGL/155' MSL.

NOTE: Chart not to scale.

SABINE PASS ONE DEPARTURE (RNAV)

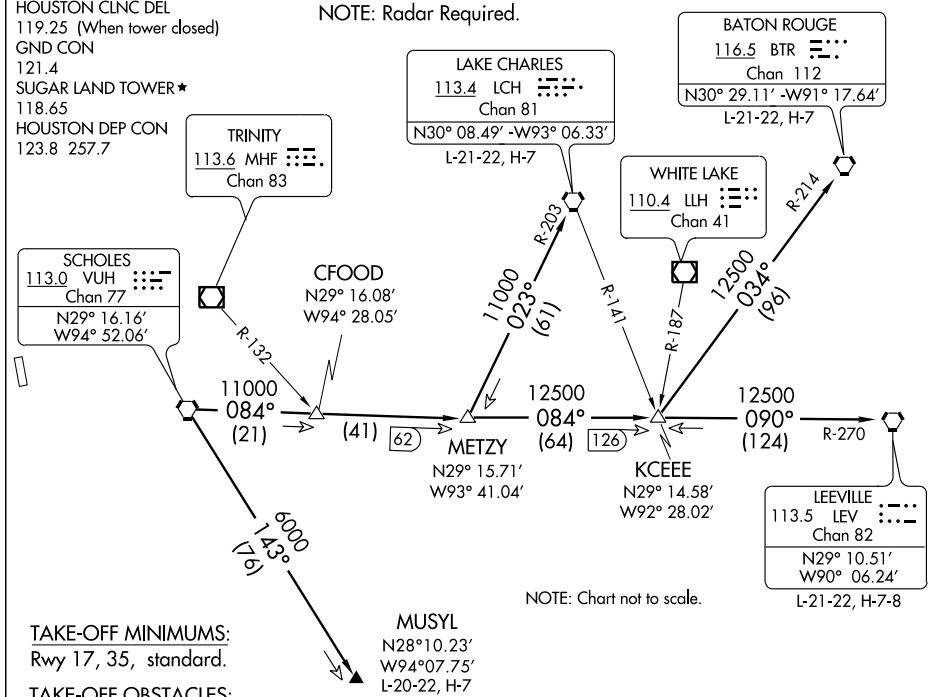
(SBI1.SBI) 09071
SI-5537 (FAA)
HOUSTON/SUGAR LAND RGNL (SGR)
HOUSTON, TEXAS

SCHOLES THREE DEPARTURE

SL-5537 (FAA)

ASOS
118.125
CLNC DEL
121.4
HOUSTON CLNC DEL
119.25 (When tower closed)
GND CON
121.4
SUGAR LAND TOWER★
118.65
HOUSTON DEP CON
123.8 257.7

NOTE: LCH, BTR, and LEV transitions are ATC assigned only, do not file.
NOTE: For LCH, BTR, LEV transitions, this procedure requires over water flight not to exceed 35 miles from nearest shoreline.
NOTE: Radar Required.



NOTE: Chart not to scale.

TAKE-OFF MINIMUMS:
Rwy 17, 35, standard.

TAKE-OFF OBSTACLES:
Rwy 17, Multiple poles beginning 436′ from DER, 172′ right of centerline, up to 44′ AGL/124′ MSL. Railroad 110′ from DER, 10′ left of centerline, 23′ AGL/104′ MSL. Multiple poles beginning 135′ from DER, 270′ left of centerline, up to 44′ AGL/111′ MSL.
Rwy 35, Vehicle and road 65′ from DER, 2′ right of centerline, 15′ AGL/96′ MSL. Multiple trees beginning 37′ from DER, 275′ right of centerline, up to 81′ AGL/164′ MSL. DME antenna 380′ from DER, 253′ right of centerline, 24′ AGL/100′ MSL. Multiple trees beginning 83′ from DER, 65′ left of centerline, up to 81′ AGL/155′ MSL.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to VUH VORTAC, maintain 4000′, expect filed altitude 10 minutes after departure.

BATON ROUGE TRANSITION (VUH3.BTR): From over VUH VORTAC via VUH R-084 to KCEEE INT, then via BTR R-214 to BTR VORTAC.

LAKE CHARLES TRANSITION (VUH3.LCH): From over VUH VORTAC via VUH R-084 to METZY INT, then via LCH R-203 to LCH VORTAC.

LEEVILLE TRANSITION (VUH3.LEV): From over VUH VORTAC via VUH R-084 to KCEEE INT, then via LEV R-270 to LEV VORTAC.

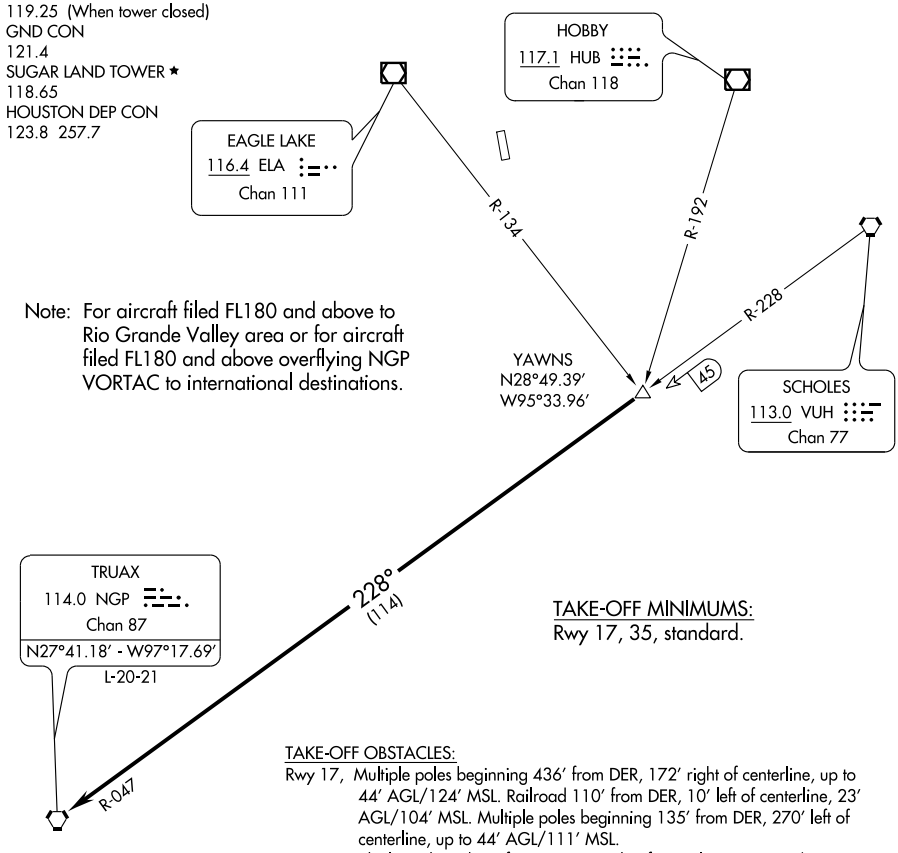
MUSYL TRANSITION (VUH3.MUSYL): From over VUH VORTAC via VUH R-143 to MUSYL.

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TRUAX TWO DEPARTURE

SL-5537 (FAA)

ASOS
118.125
CLNC DEL
121.4
HOUSTON CLNC DEL
119.25 (When tower closed)
GND CON
121.4
SUGAR LAND TOWER ★
118.65
HOUSTON DEP CON
123.8 257.7



Note: For aircraft filed FL180 and above to Rio Grande Valley area or for aircraft filed FL180 and above overflying NGP VORTAC to international destinations.

TAKE-OFF MINIMUMS:
Rwy 17, 35, standard.

TAKE-OFF OBSTACLES:
Rwy 17, Multiple poles beginning 436' from DER, 172' right of centerline, up to 44' AGL/124' MSL. Railroad 110' from DER, 10' left of centerline, 23' AGL/104' MSL. Multiple poles beginning 135' from DER, 270' left of centerline, up to 44' AGL/111' MSL.
Rwy 35, Vehicle and road 65' from DER, 2' right of centerline, 15' AGL/96' MSL. Multiple trees beginning 37' from DER, 275' right of centerline, up to 81' AGL/164' MSL. DME antenna 380' from DER, 253' right of centerline, 24' AGL/100' MSL. Multiple trees beginning 83' from DER, 65' left of centerline, up to 81' AGL/155' MSL.

NOTE: Chart not to scale.

NOTE: Radar Required.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to YAWNS INT, maintain 4000', expect filed altitude 10 minutes after departure. Thence....

. . . . via VUH R-228 and NGP R-047 to NGP VORTAC.

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VOR/DME HUB	APP CRS	Rwy Idg	N/A
117.1	080°	TDZE	N/A
Chan 118		Apt Elev	82

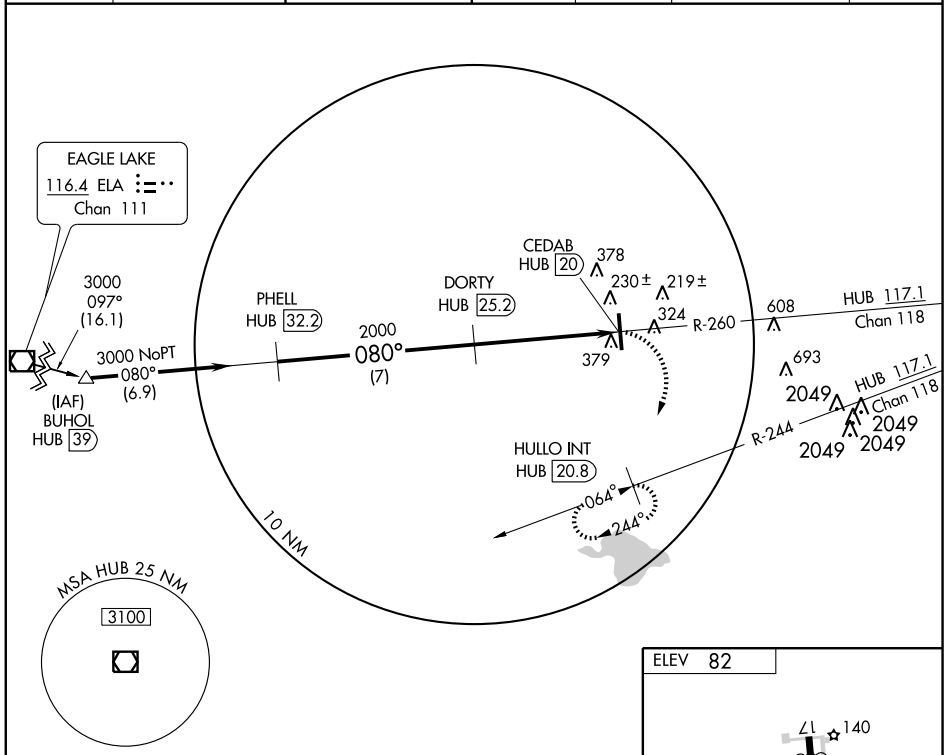
VOR/DME-A

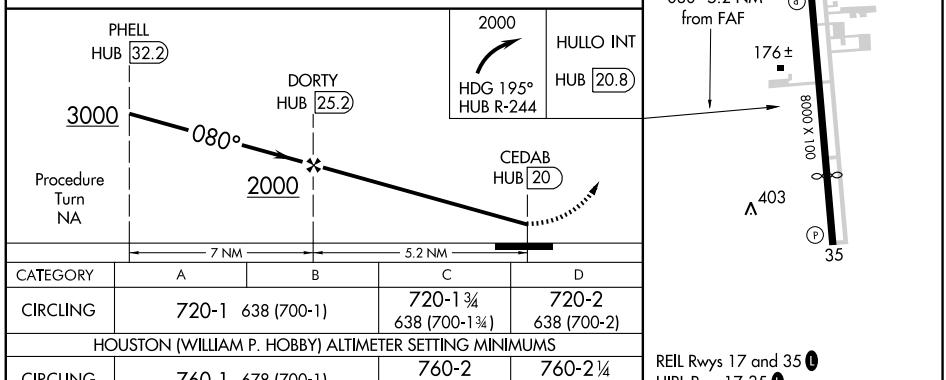
HOUSTON/ SUGAR LAND RGNL (SGR)

▼ NA — When local altimeter setting not received, use Houston, TX (William P. Hobby) altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 via heading 195° and HUB R-244 to HULLO Int/HUB 20.8 DME and hold.

ASOS	HOUSTON APP CON	SUGAR LAND TOWER*	GND CON	CLNC DEL	HOUSTON CLNC DEL	UNICOM
118.125	123.8 257.7	118.65 (CTAF) L	121.4	121.4	119.25 (When tower closed)	122.95





CATEGORY	A	B	C	D
CIRCLING	720-1 638 (700-1)		720-1¾ 638 (700-1¾)	720-2 638 (700-2)
HOUSTON (WILLIAM P. HOBBY) ALTIMETER SETTING MINIMUMS				
CIRCLING	760-1 678 (700-1)		760-2 678 (700-2)	760-2¼ 678 (700-2¼)

REIL Rwys 17 and 35 L
HIRL Rwy 17-35 L

SC-5, 08 APR 2010 to 06 MAY 2010

VORTAC TNV	APP CRS	Rwy Idg	N/A
115.9	118°	TDZE	N/A
Chan 106		Apt Elev	166

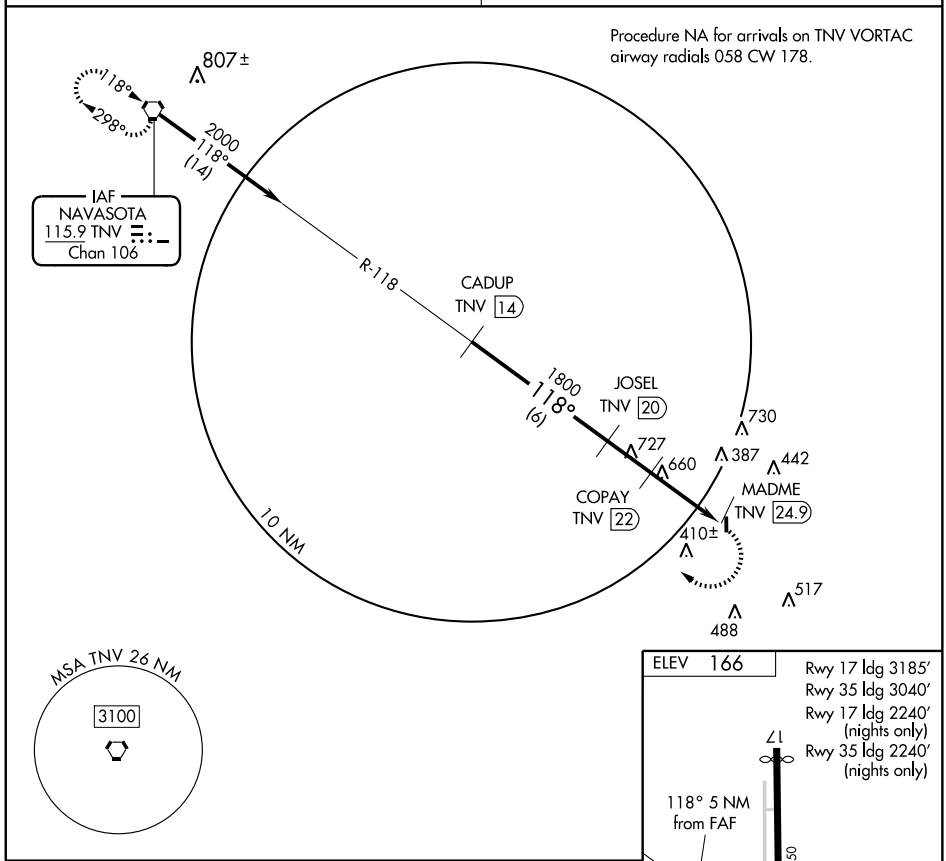
VOR/DME-C

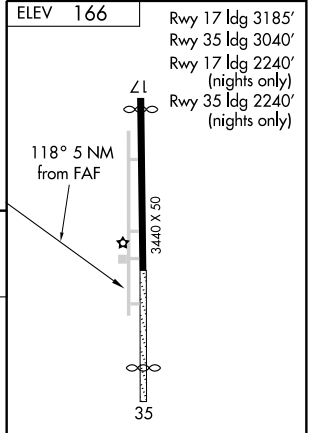
HOUSTON/DAN JONES INTL (T51)

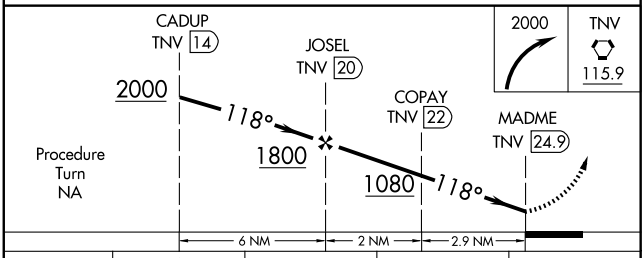
NA Use George Bush Intercontinental/Houston altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 direct to TNV VORTAC and hold.

HOUSTON APP CON	UNICOM
119.7 281.4	122.8 (CTAF)



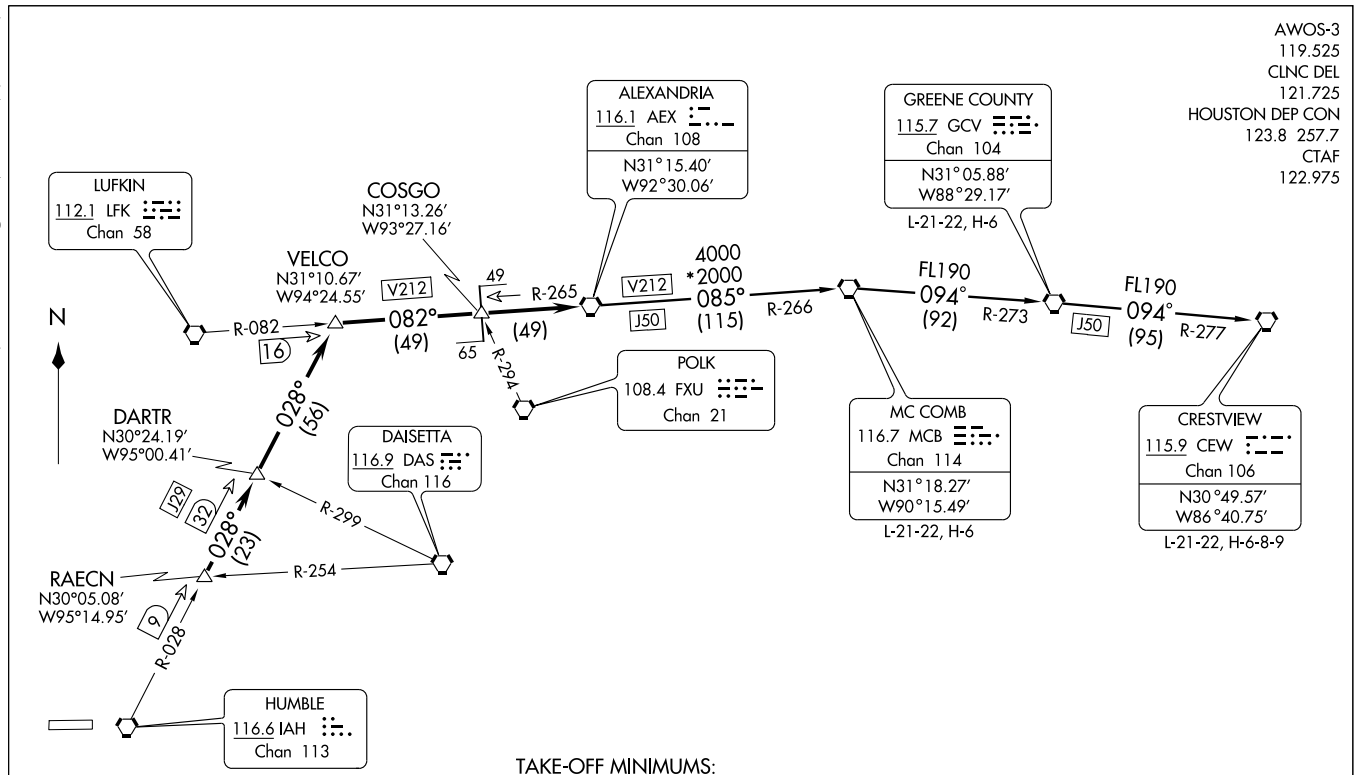




CATEGORY	A	B	C	D
CIRCLING	960-1 794 (800-1)	960-1¼ 794 (800-1¼)	NA	

Knots	60	90	120	150	180
Min:Sec					

SC-5, 08 APR 2010 to 06 MAY 2010



TAKE-OFF MINIMUMS:
Rwys 18, 36, standard.

TAKE-OFF OBSTACLE:
Rwy 36, Power poles from left to right beginning 703′ from DER, 623′ left to 685′ right of centerline, up to 32′ AGL/196′ MSL.

NOTE: Radar Required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000', expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 to VELCO INT, then right turn via LFK R-082 and AEX R-265 to AEX VORTAC.

THE FOLLOWING TRANSITIONS ARE ATC ASSIGNED ONLY DO NOT FILE:

CRESTVIEW TRANSITION (AEX4.CEW): (For aircraft being weather rerouted to join a jet route off CEW VORTAC or overflying CEW VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC, then via GCV R-094 and CEW R-277 to CEW VORTAC.

GREENE COUNTY TRANSITION (AEX4.GCV): (For aircraft being weather rerouted to join a jet route off GCV VORTAC or overflying GCV VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC.

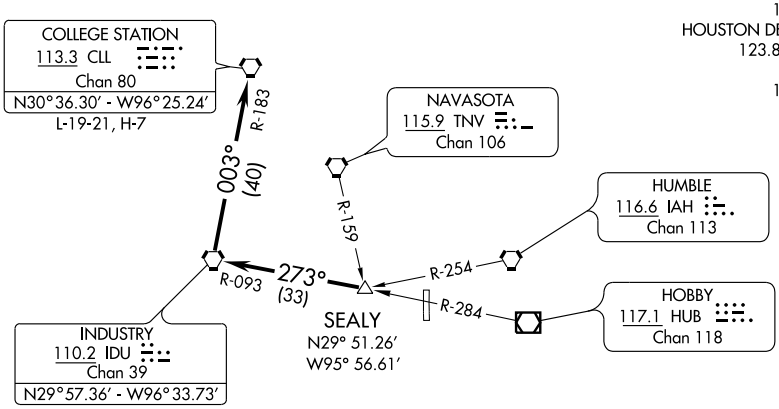
MC COMB TRANSITION (AEX4.MCB): (For aircraft being weather rerouted to join a jet route off MCB VORTAC or overflying MCB VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC.

COLLEGE TWO DEPARTURE

SL-10328 (FAA)

HOUSTON EXECUTIVE (TME)
HOUSTON, TEXAS

AWOS-3
119.525
CLNC DEL
121.725
HOUSTON DEP CON
123.8 257.7
CTAF
122.975



TAKE-OFF MINIMUMS:
Rwy 18, 36 standard.

TAKE-OFF OBSTACLES:
Rwy 36, Power poles from left to right beginning 703' from DER, 623' left to 685' right of centerline, up to 32' AGL/196' MSL.

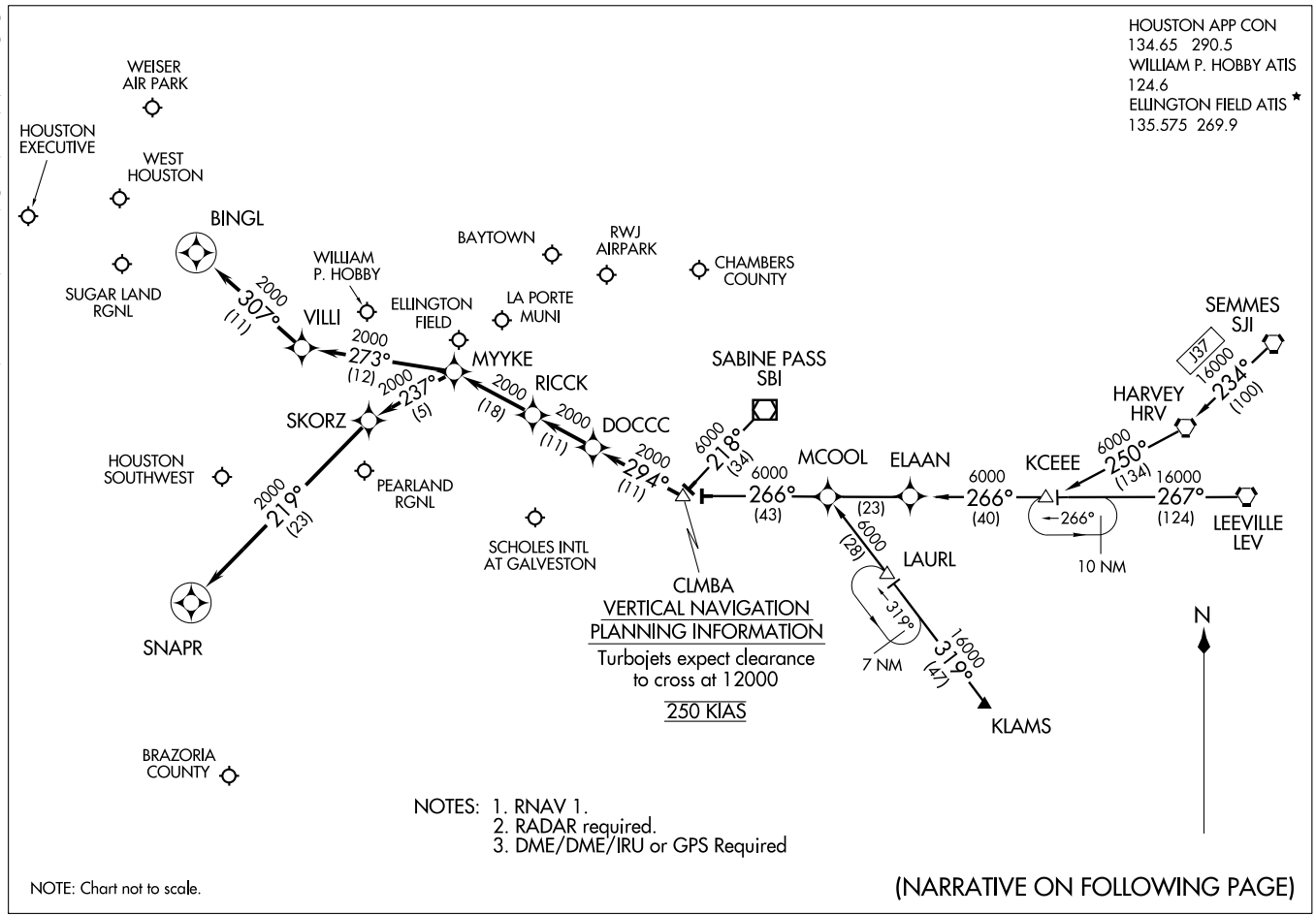
NOTE: Radar Required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to SEALY INT, maintain 4000, expect filed altitude 10 minutes after departure, Thence . . . .

. . . . via IDU R-093 to IDU VORTAC, then right turn via IDU R-003 and CLL R-183 to CLL VORTAC.



COLUMBIA ONE ARRIVAL (RNAV)

(CLMBA.CLMBA1) 09239

ST-198 (FAA)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)
KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF, and VUH must be operational.)
LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)
SABINE PASS TRANSITION (SBI.CLMBA1):
SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK . . . .

WILLIAM P. HOBBY/HOUSTON (HOU):

LANDING RUNWAY 4: . . . . From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

LANDING RUNWAY 12R: . . . . From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

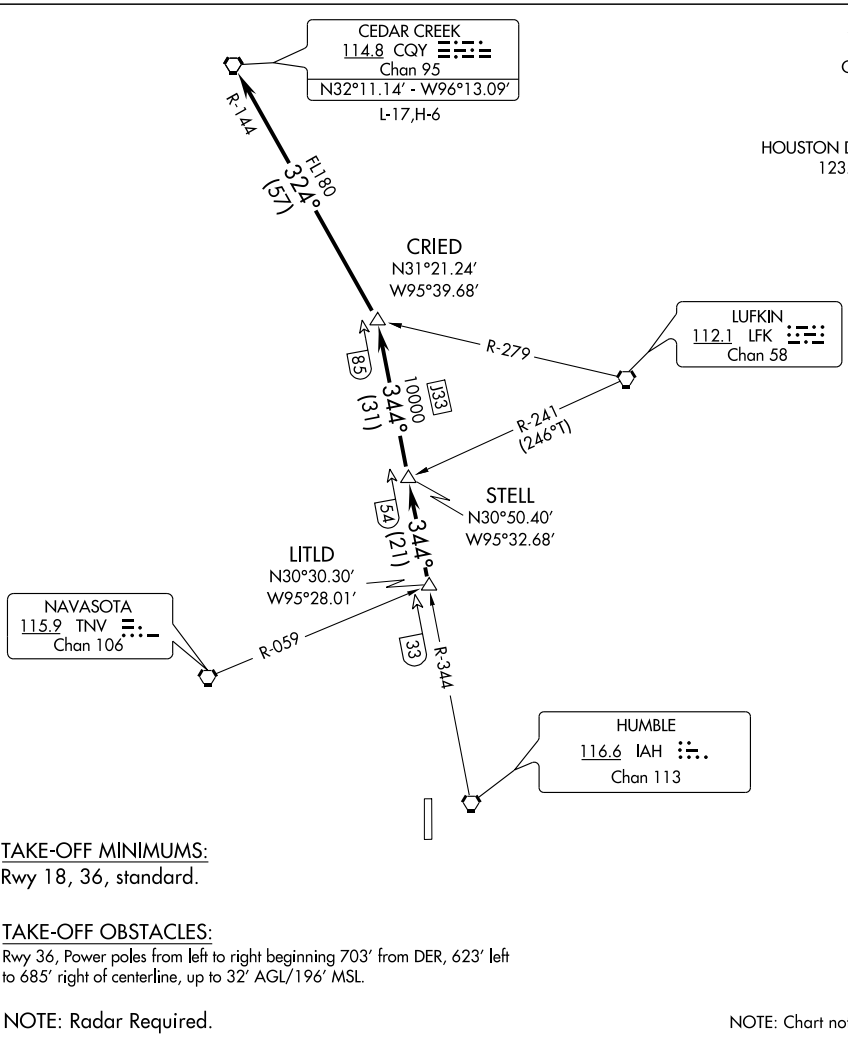
FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

SC-5, 08 APR 2010 to 06 MAY 2010

CRIED THREE DEPARTURE

SL-10328 (FAA)

HOUSTON EXECUTIVE (TME)
HOUSTON, TEXAS



TAKE-OFF MINIMUMS:
Rwy 18, 36, standard.

TAKE-OFF OBSTACLES:
Rwy 36, Power poles from left to right beginning 703' from DER, 623' left to 685' right of centerline, up to 32' AGL/196' MSL.

NOTE: Radar Required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to LITLD INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-344 to STELL INT, then via IAH R-344 to CRIED INT, then left turn via CQY R-144 to CQY VORTAC.

SC-5, 08 APR 2010 to 06 MAY 2010

DAISETTA EIGHT ARRIVAL (DAS.DAS8)

HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS *
135.575 269.9

NOTE: For all conventional navigation aircraft landing in the Houston terminal area. For all turboprops/pistons landing IAH. ATC assigned only for all others.

NOTE: For RNAV equipped aircraft landing IAH runways 8L/R and 9 from over DAETN INT direct JOESZ INT, expect vectors to final approach course prior to JOESZ INT, if not received by JOESZ INT fly present heading.

ELM GROVE
111.2 EMG
Chan 49
N32°24.01'-W93°35.71'
L-17, H-6

QUESO
N30°46.86'
W94°06.54'

BROWW
N30°54.22'
W93°52.20'

SAWMILL
113.75 SWB
Chan 84(Y)
N31°58.39' - W92°40.63'
L-22, H-6

LUFKIN
112.1 LFK
Chan 58
N31°09.74'
W94°43.02'
L-19-21, H-6

VIERA
N30°44.51'
W94°02.83'

TQELA
N30°32.39'
W93°46.23'

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40' -W92°30.06'
L-21-22, H-6

INDUSTRY
110.2 IDU
Chan 39

JOESZ
N30°06.40'
W95°46.72'

INNIS
N30°02.07'
W95°06.83'

REHAB
N29°59.59'
W95°14.25'

COMBS
N30°23.32'
W94°25.84'

DAETN
N30°06.31'
W94°54.07'

YAAOW
N29°53.12'
W95°10.69'

DRXLR
N29°45.59'
W95°13.92'

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

HUMBLE
116.6 IAH
Chan 113

HOBBY
117.1 HUB
Chan 118

DAISETTA
116.9 DAS
Chan 116
N30°11.38' -W94°38.70'

LAKE CHARLES
113.4 LCH
Chan 81
N30°08.49' -W93°06.33'
L-21-22, H-7

BEAUMONT
114.5 BPT
Chan 92
N29°56.76' -W94°00.97'

VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: 280K IAS
Expect clearance
to cross at 13,000'

RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

WEISER AIRPARK
WEST HOUSTON
HOUSTON EXECUTIVE
SUGAR LAND RGNL
LA PORTE MUNI
CHAMBERS COUNTY
WILLIAM P. HOBBY
BAYTOWN
RWJ AIRPARK
PEARLAND RGNL
ELLINGTON FIELD
HOUSTON-SOUTHWEST
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY

DAISETTA EIGHT ARRIVAL (DAS.DAS8)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence . . . .

SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

. . . . From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:

. . . . From DAETN INT fly heading 265° for vectors to final approach course.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

FOR ALL OTHER AIRPORTS:

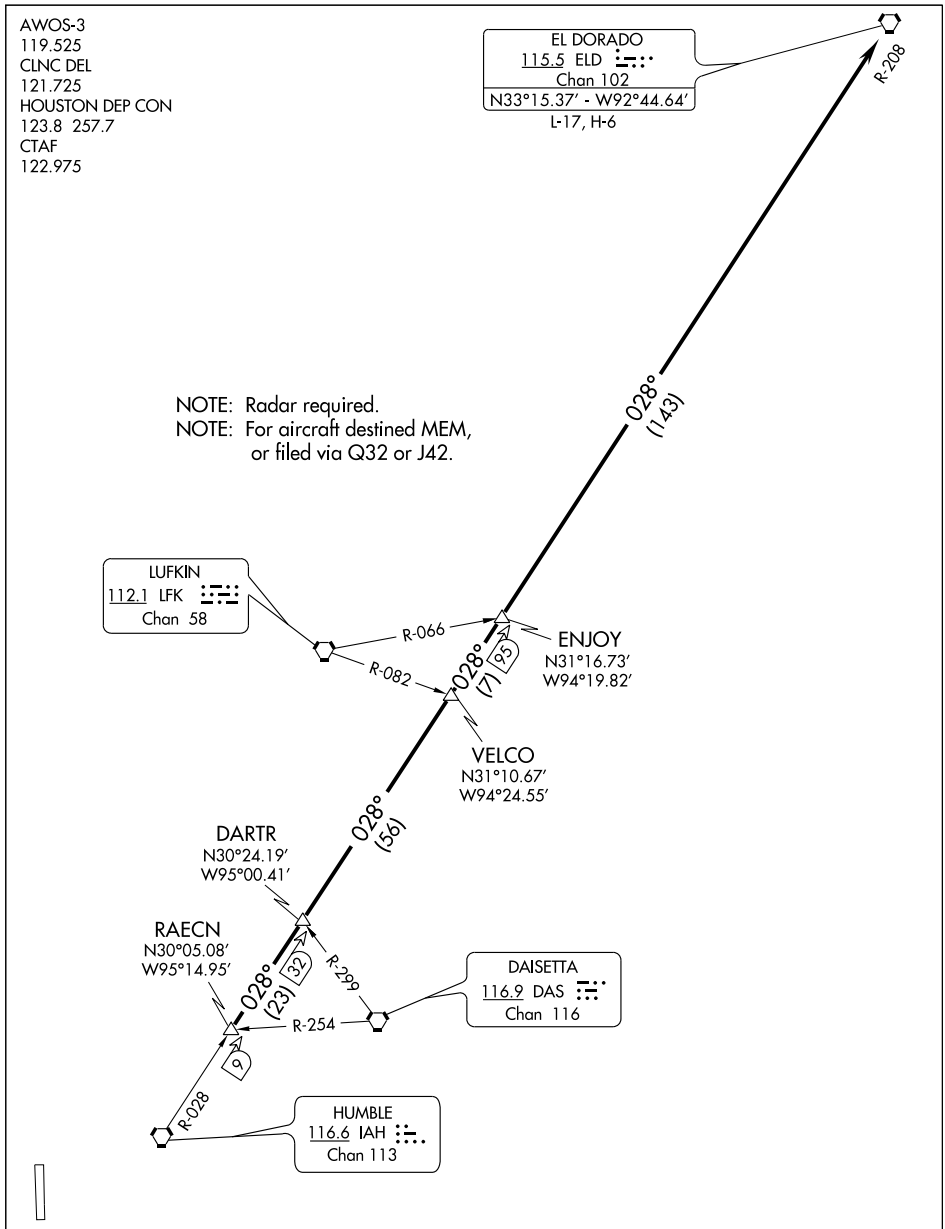
. . . . From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.

SC-5, 08 APR 2010 to 06 MAY 2010

(ELD1.ELD) 10098

EL DORADO ONE DEPARTURE SL-10328 (FAA)

HOUSTON EXECUTIVE (TME)
HOUSTON, TEXAS



NOTE: Chart not to scale.

TAKE-OFF MINIMUMS:
Rwy 18, 36, standard.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 08 APR 2010 to 06 MAY 2010

EL DORADO ONE DEPARTURE SL-10328 (FAA)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 and the ELD R-208 to ELD VORTAC.

TAKE-OFF OBSTACLES

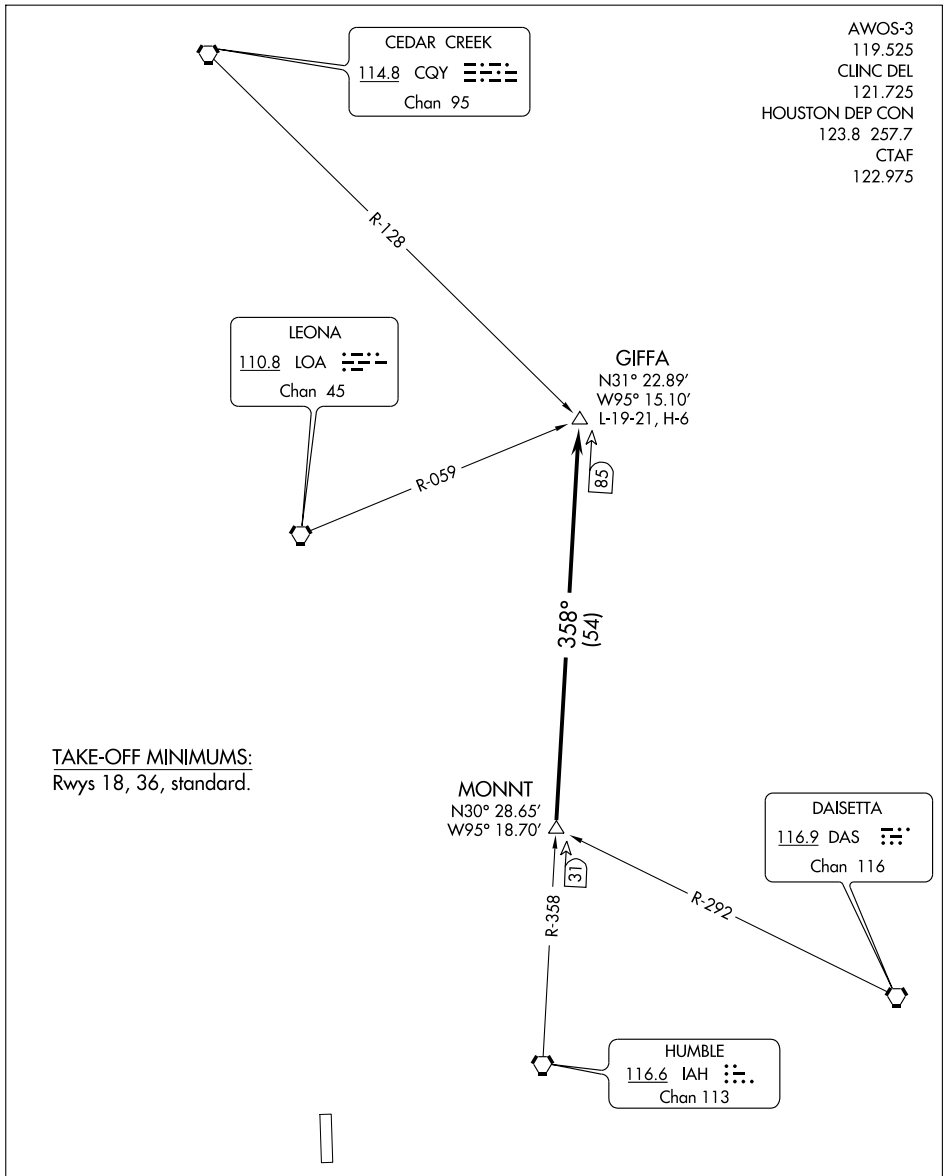
Rwy 36, Power poles from left to right beginning 703' from DER, 623' left to 685' right of centerline, up to 32' AGL/196' MSL.

SC-5, 08 APR 2010 to 06 MAY 2010

GIFFA THREE DEPARTURE

SL-10328 (FAA)

HOUSTON EXECUTIVE (TME)
HOUSTON, TEXAS



TAKE-OFF MINIMUMS:
Rwys 18, 36, standard.

NOTE: Radar Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 08 APR 2010 to 06 MAY 2010

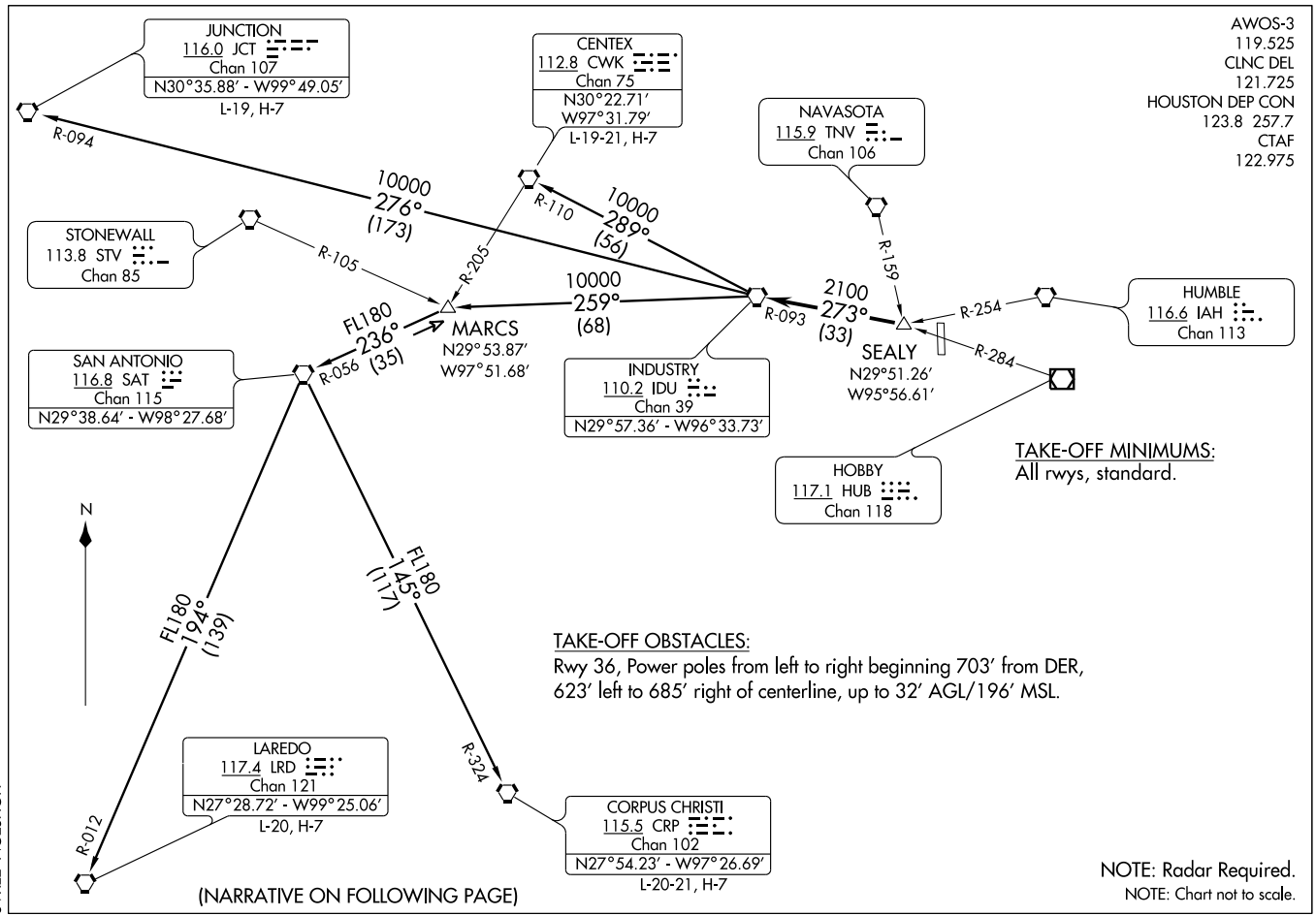
DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to MONNT INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-358 to GIFFA INT.

TAKE-OFF OBSTACLES:
Rwy 36, Power poles from left to right beginning 703' from DER, 623' left to 685' right of centerline, up to 32' AGL/196' MSL.

SC-5, 08 APR 2010 to 06 MAY 2010



(IDU3.IDU) 10098

INDUSTRY THREE DEPARTURE

SI-10328 (FAA)

HOUSTON EXECUTIVE (TME)
HOUSTON, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to SEALY INT. Maintain 4000'. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . VIA IDU R-093 to IDU VORTAC.

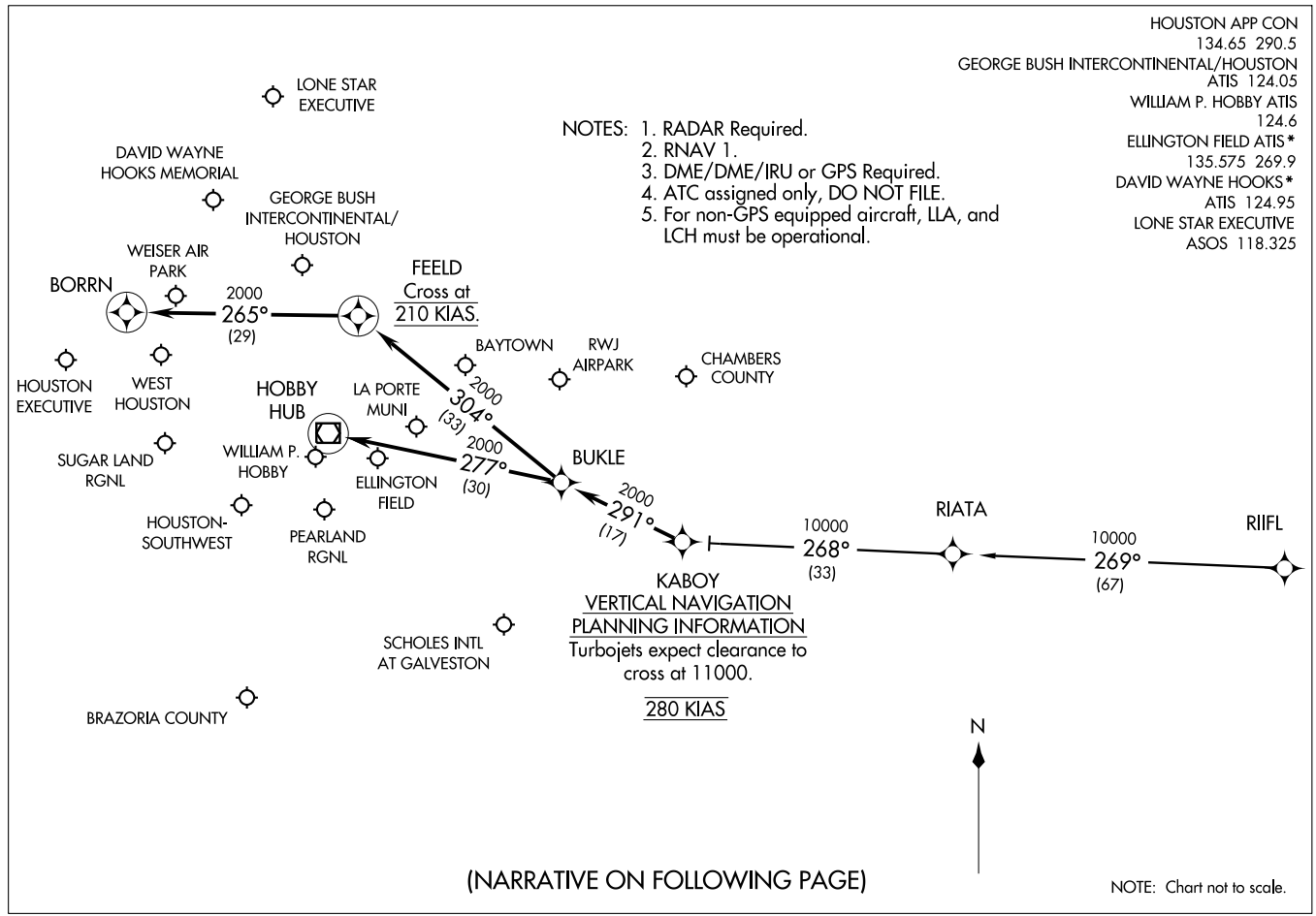
CENTEX TRANSITION (IDU3.CWK): (ATC assigned only. For aircraft inbound to the DFW Metroplex area that are being rerouted due to bad weather.) From over IDU VORTAC via IDU R-289 and CWK R-110 to CWK VORTAC.

CORPUS CHRISTI TRANSITION (IDU3.CRP): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-145 and CRP R-324 to CRP VORTAC.

JUNCTION TRANSITION (IDU3.JCT): (For aircraft overflying JCT VORTAC via J2, J15, or J86.) From over IDU VORTAC via IDU R-276 and JCT R-094 to JCT VORTAC.

LAREDO TRANSITION (IDU3.LRD): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-194 and LRD R-012 to LRD VORTAC.

SC-5, 08 APR 2010 to 06 MAY 2010


HOUSTON APP CON
134.65 290.5
GEORGE BUSH INTERCONTINENTAL/HOUSTON
ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS*
135.575 269.9
DAVID WAYNE HOOKS*
ATIS 124.95
LONE STAR EXECUTIVE
ASOS 118.325
(KABOY.KABOY1) 09071
KABOY ONE ARRIVAL (RNAV)
ST-5461(FAA)
HOUSTON, TEXAS
NOTES: 1. RADAR Required.
2. RNAV 1.
3. DME/DME/IRU or GPS Required.
4. ATC assigned only, DO NOT FILE.
5. For non-GPS equipped aircraft, LLA, and LCH must be operational.
LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIR PARK
BORRN
2000
265°
(29)
FEELD
Cross at
210 KIAS.
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
HOUSTON EXECUTIVE
WEST HOUSTON
HOBBY HUB
LA PORTE MUNI
2000
304°
(33)
SUGAR LAND RGNL
WILLIAM P. HOBBY
2000
277°
(30)
ELLINGTON FIELD
BUKLE
2000
291°
(17)
HOUSTON-SOUTHWEST
PEARLAND RGNL
10000
268°
(33)
RIATA
10000
269°
(67)
RIIFL
KABOY
VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets expect clearance to cross at 11000.
280 KIAS
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY
N
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY1)

From KABOY via 291° track to BUKLE . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/8R, OR 9: . . . . From BUKLE via 304° track to FEELD, thence as depicted to BORRN. Expect vectors to final approach course prior to BORRN, if not received by BORRN, fly present heading.

ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

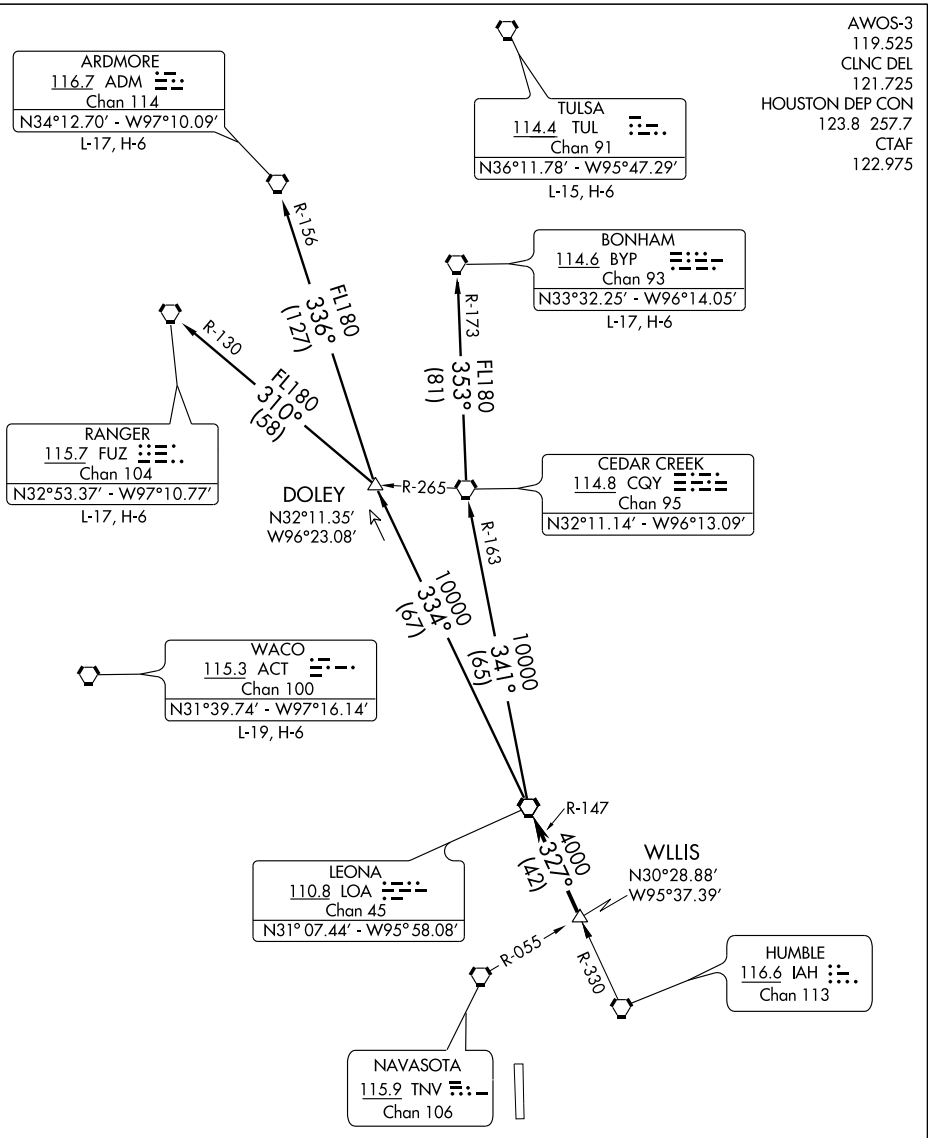
DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO): . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

ALL OTHER AIRPORTS: . . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course prior to HUB VOR/DME.

LEONA SIX DEPARTURE

SL-10328 (FAA)

HOUSTON EXECUTIVE (TME)
HOUSTON, TEXAS



TAKE-OFF MINIMUMS:
Rwy 18, 36 standard.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar required.

SC-5, 08 APR 2010 to 06 MAY 2010

LEONA SIX DEPARTURE

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to WLLIS INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via LOA R-147 to LOA VORTAC.

ARDMORE TRANSITION (LOA6.ADM): (For aircraft overflying North/Northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via ADM R-156 to ADM VORTAC.

BONHAM TRANSITION (LOA6.BYP): (For aircraft overflying/landing TUL VORTAC FL240 and above.) From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-353 and BYP R-173 to BYP VORTAC.

RANGER TRANSITION (LOA6.FUZ): (For aircraft overflying west/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via FUZ R-130 to FUZ VORTAC.

TAKE-OFF OBSTACLES

Rwy 36, Power poles from left to right beginning 703' from DER, 623' left to 685' right of centerline, up to 32' AGL/196' MSL.

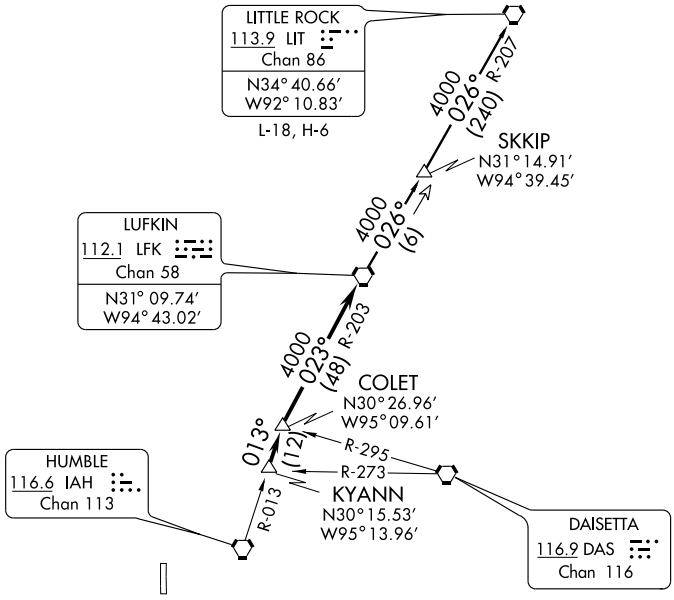
SC-5, 08 APR 2010 to 06 MAY 2010

LUFKIN FIVE DEPARTURE

SL-10328 (FAA)

HOUSTON EXECUTIVE (TME)
HOUSTON, TEXAS

AWOS-3
119.525
CLNC DEL
121.725
HOUSTON DEP CON
123.8 257.7
CTAF
122.975



TAKE-OFF MINIMUMS:
Rwy 18, 36 standard.

TAKE-OFF OBSTACLES:
Rwy 36, Power poles from left to right beginning 703′ from DER, 623′ left to 685′ right of centerline, up to 32′ AGl/196′ MSL.

NOTE: Radar Required.
NOTE: For aircraft destined LIT, or overflying LIT or PXV.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to KYANN INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-013 to COLET INT, then right turn via LFK R-203 to LFK VORTAC.

LITTLE ROCK TRANSITION (LFK5.LIT): From over LFK VORTAC via LFK R-026 to SKKIP INT, then via LIT R-207 to LIT VORTAC.

SC-5, 08 APR 2010 to 06 MAY 2010

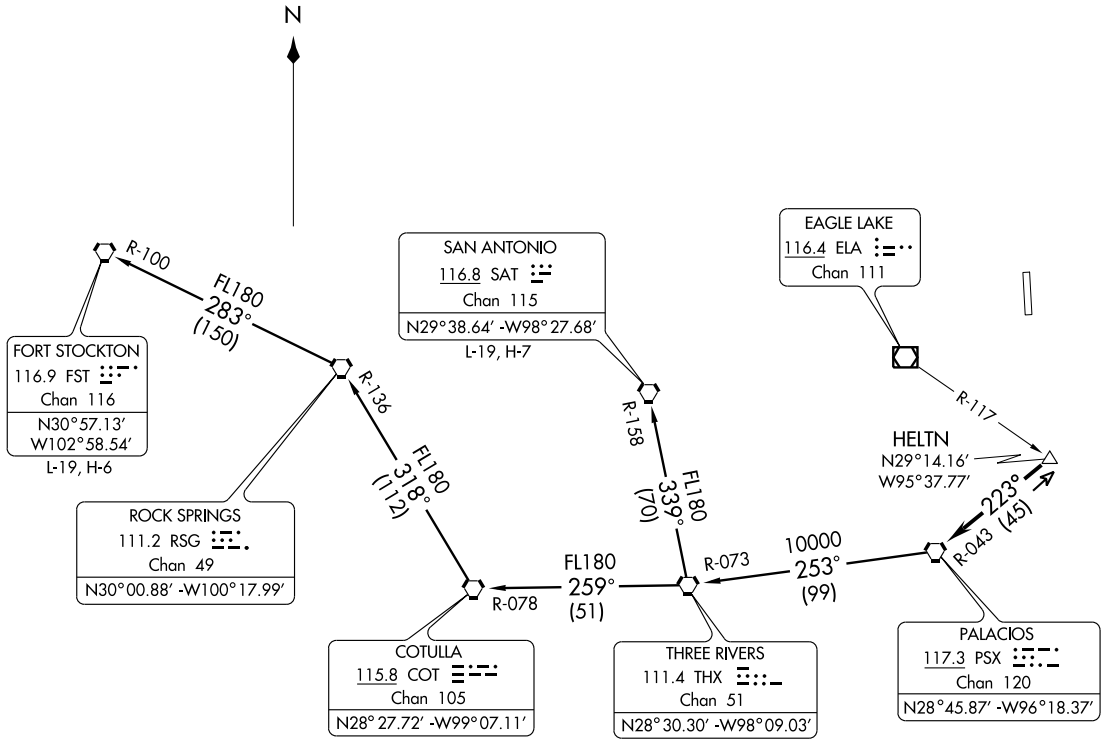
PALACIOS THREE DEPARTURE

(PSX3.PSX) 10098

SL-10328 (FAA)

HOUSTON EXECUTIVE (TME)

HOUSTON, TEXAS



TAKE-OFF MINIMUMS:
Rwy 18, 36, standard.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar Required

NOTE: Chart not to scale

PALACIOS THREE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to HELTN INT, maintain 4000'. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via PSX R-043 to PSX VORTAC.

FORT STOCKTON TRANSITION (PSX3.FST): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-259 and COT R-078 to COT VORTAC, then via COT R-318 and RSG R-136 to RSG VORTAC, then via RSG R-283 and FST R-100 to FST VORTAC.

SAN ANTONIO TRANSITION (PSX3.SAT): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-339 and SAT R-158 to SAT VORTAC.

TAKE-OFF OBSTACLES:

Rwy 36, Power poles from left to right beginning 703' from DER, 623' left to 685' right of centerline, up to 32' AGL/196' MSL.

WAAS CH 49004 W18A	APP CRS 175°	Rwy Idg 6610 TDZE 168 Apt Elev 168

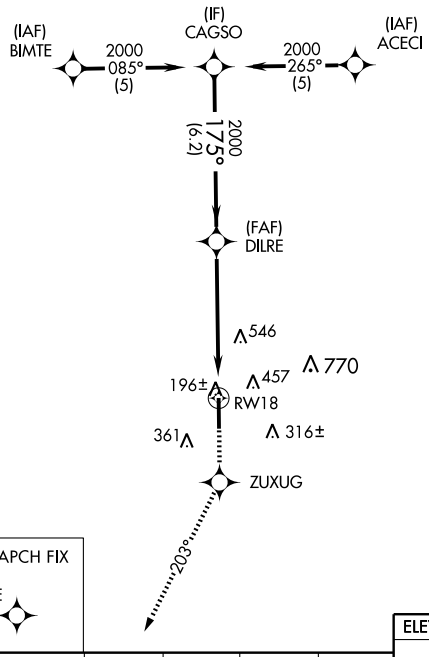
RNAV (GPS) RWY 18
HOUSTON EXECUTIVE (TME)

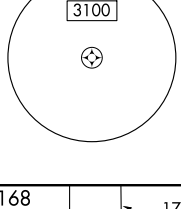
▼ NA

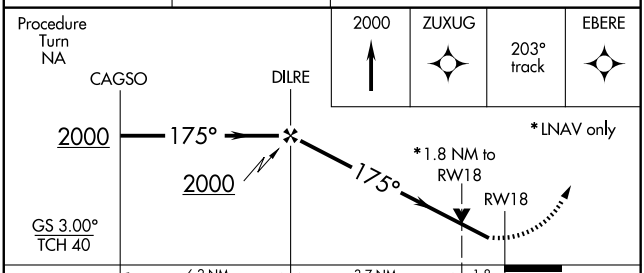
Baro-VNAV NA when using David Wayne Hooks Memorial altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using David Wayne Hooks Memorial altimeter setting. If local altimeter setting not received, use David Wayne Hooks Memorial altimeter setting and increase LPV DA to 475 feet, LNAV/VNAV DA to 950 feet; increase all MDAs 60 feet.

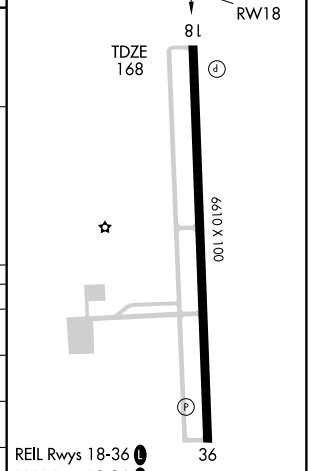
MISSED APPROACH: Climb to 2000 direct ZUXUG and via 203° track to EBERE and hold.

AWOS-3	HOUSTON APP CON	UNICOM	GCO
119.525	123.8 257.7	122.975 (CTAF) L	121.725









CATEGORY	A	B	C	D
LPV DA	418-1 250 (300-1)			
LNAV/VNAV DA	708-2 540 (600-2)			
LNAV MDA	780-1 612 (700-1)		780-1¾ 612 (700-1¾)	780-2 612 (700-2)
CIRCLING	820-1 652 (700-1)		820-1¾ 652 (700-1¾)	860-2¼ 692 (700-2¼)

SC-5, 08 APR 2010 to 06 MAY 2010

WAAS CH 97504 W36A	APP CRS 355°	Rwy Idg 6610 TDZE 164 Apt Elev 166

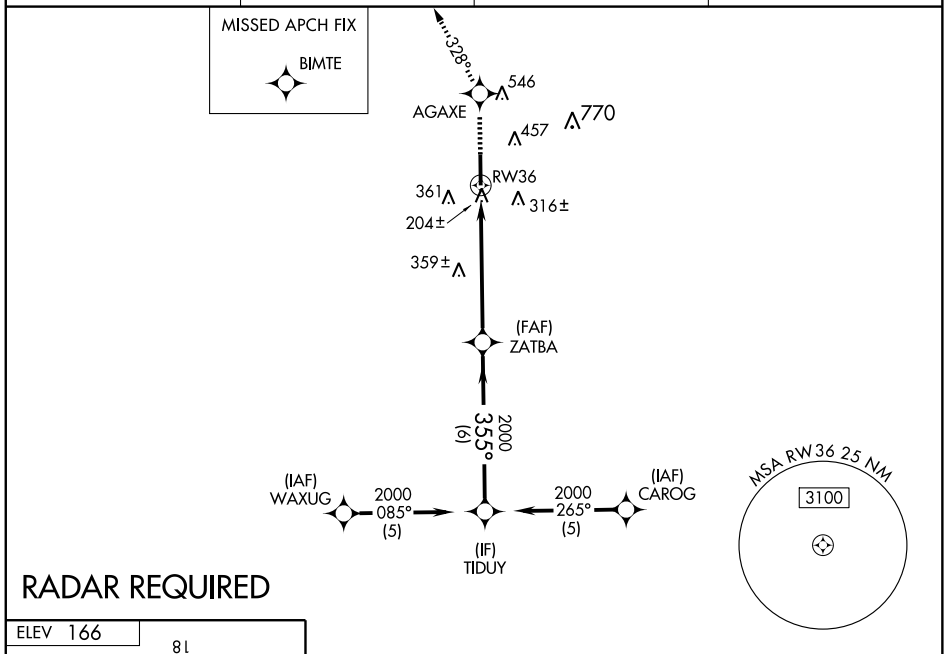
RNAV (GPS) RWY 36
HOUSTON EXECUTIVE (TME)

Baro-VNAV NA when using David Wayne Hooks Memorial altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. VDP NA when using David Wayne Hooks Memorial altimeter setting. When local altimeter setting not received, use David Wayne Hooks Memorial altimeter setting and increase LPV DA to 471 feet, LNAV/VNAV DA to 719 feet; increase all MDA 60 feet. Increase LNAV/VNAV visibility ¼ mile all Cats and LNAV and circling Cat C/D ¼ mile.

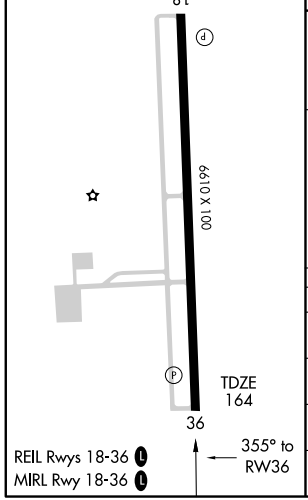
NA

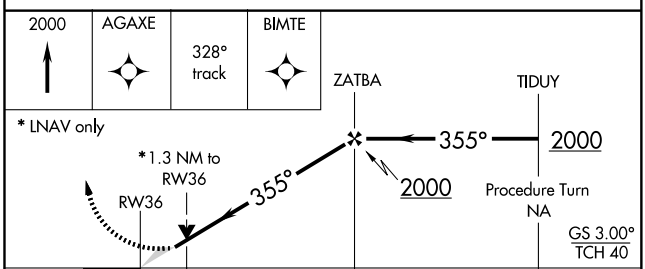
MISSED APPROACH: Climb to 2000 direct AGAXE and via 328° track to BIMTE and hold.

AWOS-3	HOUSTON APP CON	UNICOM	GCO
119.525	123.8 257.7	122.975 (CTAF) L	121.725



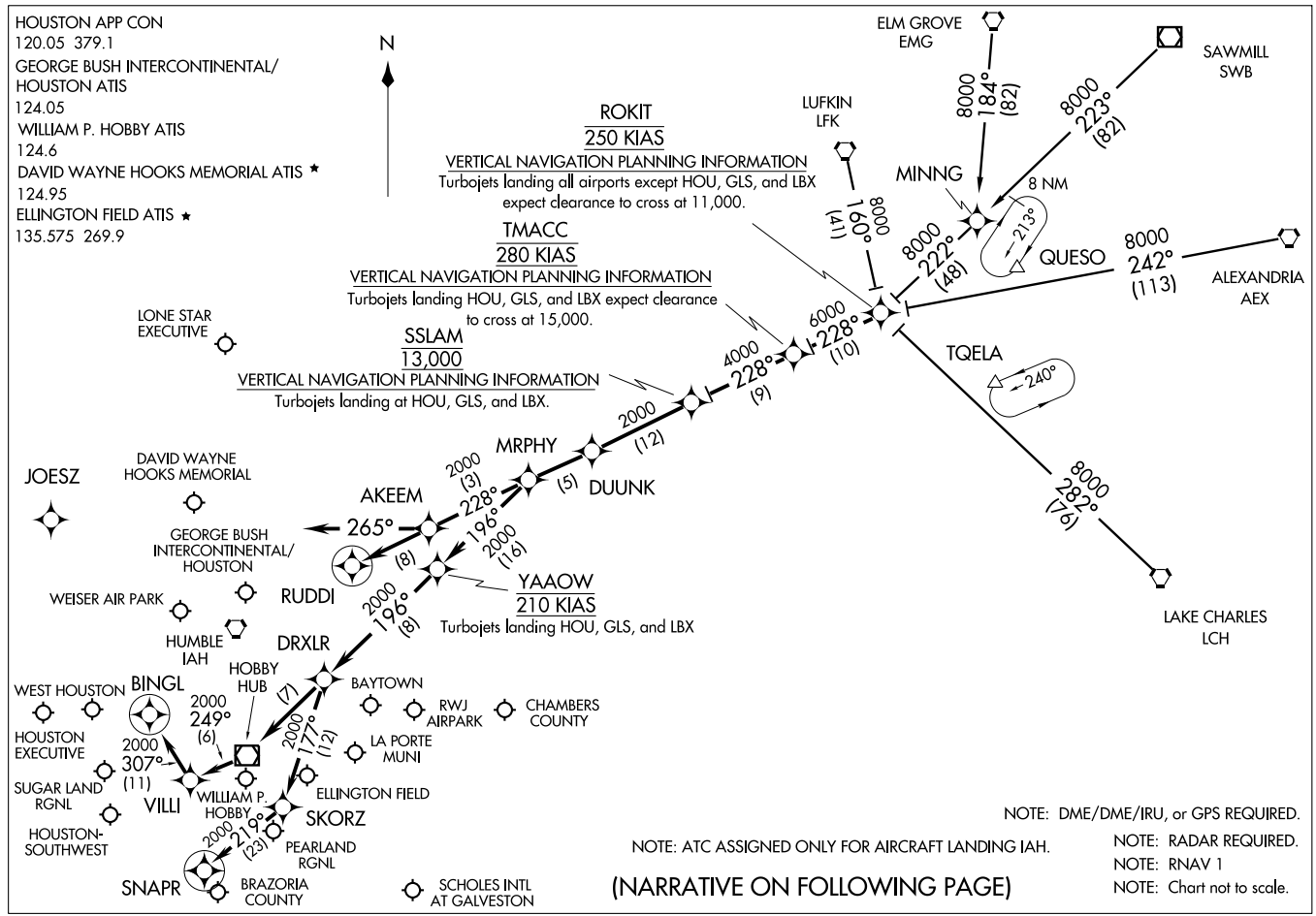
RADAR REQUIRED





CATEGORY	A	B	C	D
LPV DA	414-1 250 (300-1)			
LNAV/VNAV DA	662-1¾ 498 (500-1¾)			
LNAV MDA	620-1 456 (500-1)		620-1¼ 456 (500-1¼)	620-1½ 456 (500-1½)
CIRCLING	820-1 654 (700-1)		820-1¾ 654 (700-1¾)	860-2¼ 694 (700-2¼)

SC-5, 08 APR 2010 to 06 MAY 2010



(ROKIT.ROKIT1) 09127

ROKIT ONE ARRIVAL (RNAV)

ST-5461(FAA)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

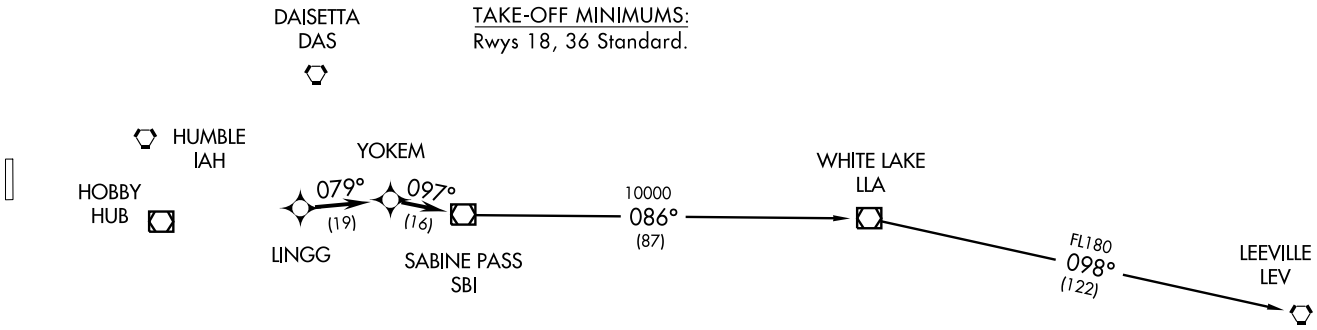
SC-5, 08 APR 2010 to 06 MAY 2010

SABINE PASS ONE DEPARTURE (RNAV)

Note: RADAR Required.
Note: RNAV 1.
Note: DME/DME/IRU or GPS Required.
Note: For non-GPS equipped aircraft, BPT and LCH must be operational.

AWOS-3
119.525
CLNC DEL
121.725
HOUSTON DEP CON
123.8 257.7
CTAF
122.975

TAKE-OFF MINIMUMS:
Rwys 18, 36 Standard.



DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to LINGG, maintain 4000, then via depicted route to SBI VOR/DME, thence. . . .

. . . .via (transition). Expect clearance to filed altitude/flight level 10 minutes after departure.

LEEVILLE TRANSITION: (SBI1.LEV)
WHITE LAKE TRANSITION: (SBI1.LLA)

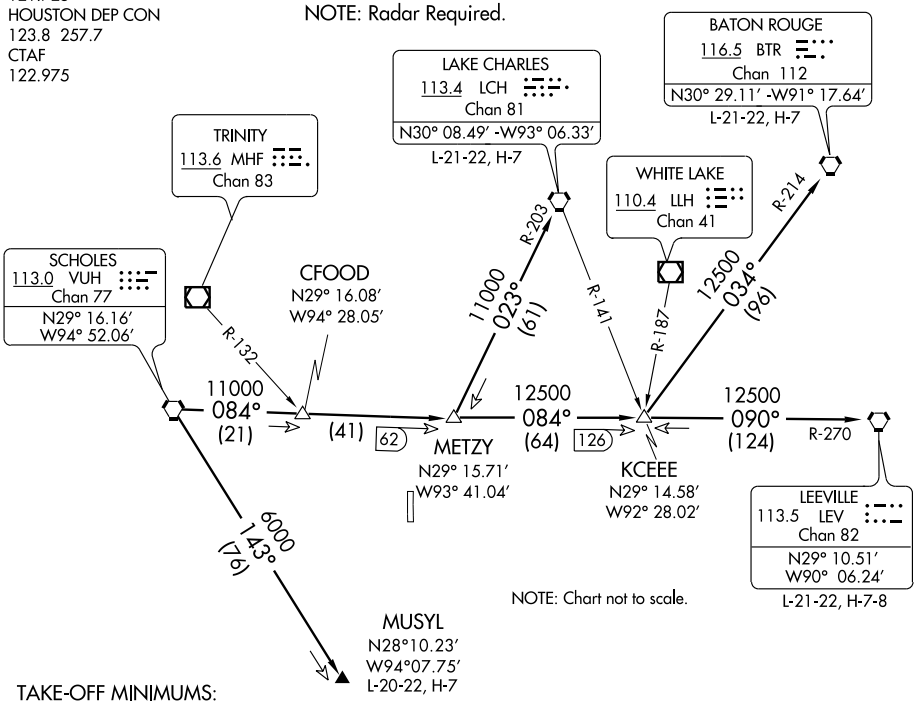
TAKE-OFF OBSTACLES:
Rwy 36, Power poles from left to right beginning 703' from DER, 623' left to 685' right of centerline, up to 32' AGL/196' MSL.

NOTE: Chart not to scale.

SCHOLES THREE DEPARTURE

AWOS-3
119.525
CLNC DEL
121.725
HOUSTON DEP CON
123.8 257.7
CTAF
122.975

NOTE: LCH, BTR, and LEV transitions are ATC assigned only, do not file.
NOTE: For LCH, BTR, LEV transitions, this procedure requires over water flight not to exceed 35 miles from nearest shoreline.
NOTE: Radar Required.



TAKE-OFF MINIMUMS:
Rwy 18, 36 standard.

TAKE-OFF OBSTACLES:
Rwy 36, Power poles from left to right beginning 703′ from DER, 623′ left to 685′ right of centerline, up to 32′ AGL/196′ MSL.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to VUH VORTAC, maintain 4000′, expect filed altitude 10 minutes after departure.

BATON ROUGE TRANSITION (VUH3.BTR): From over VUH VORTAC via VUH R-084 to KCEEE INT, then via BTR R-214 to BTR VORTAC.

LAKE CHARLES TRANSITION (VUH3.LCH): From over VUH VORTAC via VUH R-084 to METZY INT, then via LCH R-203 to LCH VORTAC.

LEEVILLE TRANSITION (VUH3.LEV): From over VUH VORTAC via VUH R-084 to KCEEE INT, then via LEV R-270 to LEV VORTAC.

MUSYL TRANSITION (VUH3.MUSYL): From over VUH VORTAC via VUH R-143 to MUSYL.

NDB UTS 308	APP CRS 187°	Rwy Idg 5005 TDZE 338 Apt Elev 363

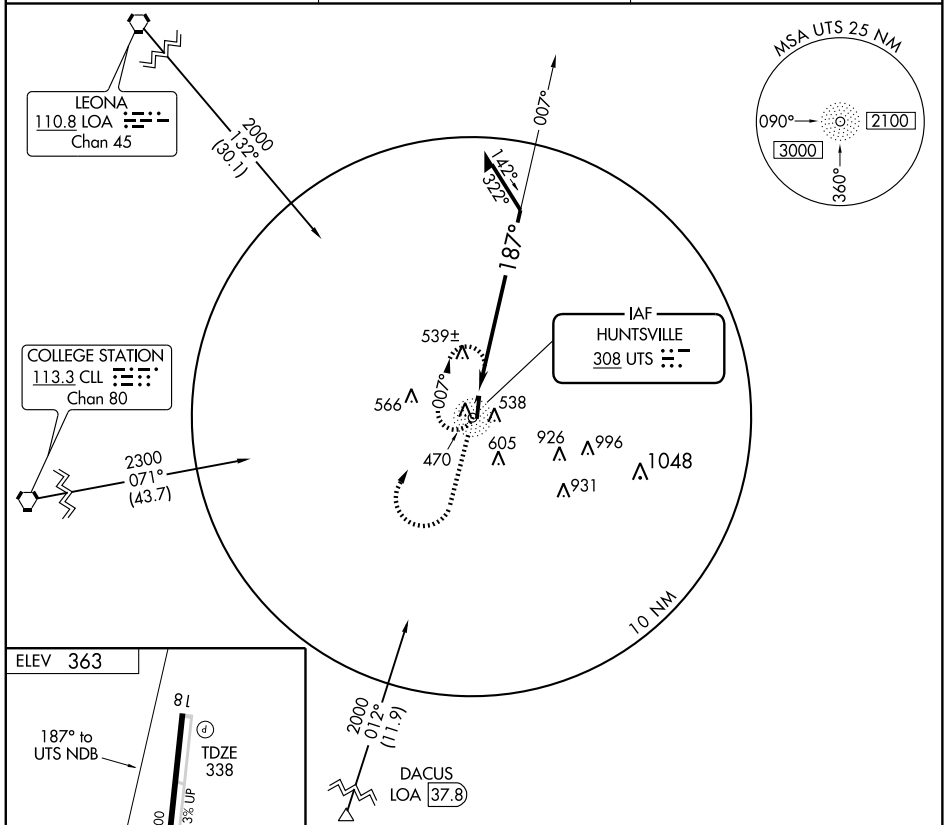
NDB RWY 18
HUNTSVILLE MUNI (UTS)

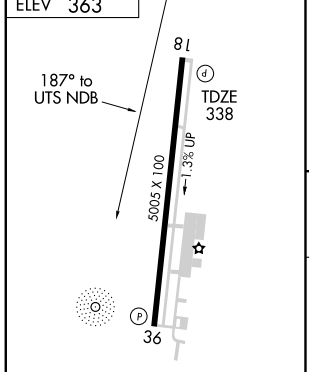
Visibility reduction by helicopters NA. When local altimeter setting not received use Lone Star Executive altimeter setting and increase all MDA 80 feet, increase S-18 and Circling Cat C visibility ¼ mile.

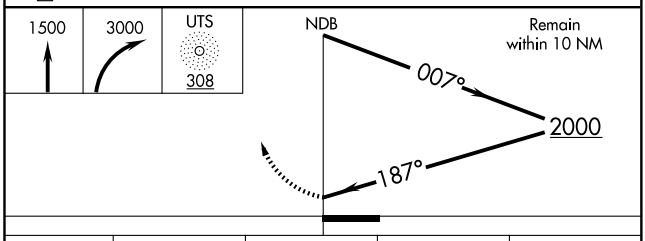
NA

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct UTS NDB and hold, continue climb-in-hold to 3000.

ASOS	HOUSTON CENTER	UNICOM
119.425	134.8 269.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-18	960-1	622 (700-1)	960-1¾ 622 (700-1¾)	NA
CIRCLING	960-1	597 (600-1)	960-1¾ 597 (600-1¾)	NA

REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L

SC-5. 08 APR 2010 to 06 MAY 2010

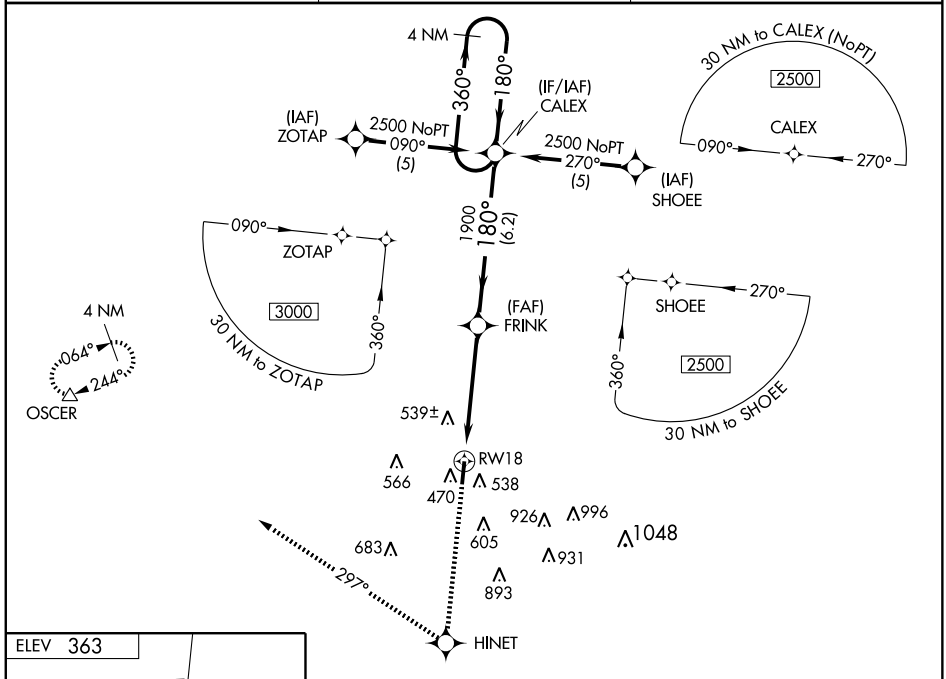
WAAS	APP CRS	Rwy Idg	5005
CH 72811	180°	TDZE	338
W18A		Apt Elev	363

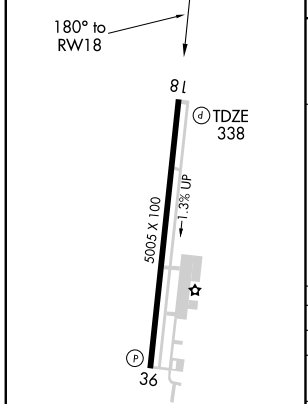
RNAV (GPS) RWY 18
HUNTSVILLE MUNI (UTS)

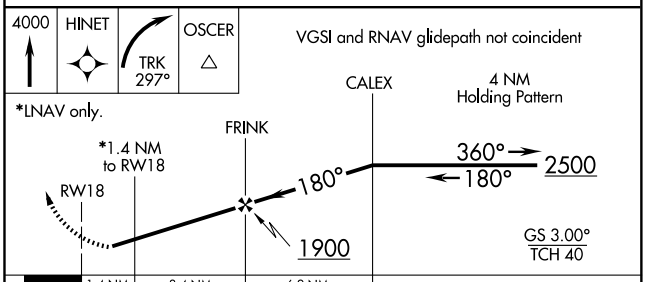
Baro-VNAV NA when using Lone Star Executive altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Lone Star Executive altimeter setting. When local altimeter setting not received, use Lone Star Executive altimeter setting and increase all DA 75 feet and all MDA 80 feet; increase LPV and LNAV/VNAV all Cats and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct HINET and right turn via track 297° to OSCER and hold.

ASOS	HOUSTON CENTER	UNICOM
119.425	134.8 269.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	588-1 250 (300-1)			NA
LNAV/VNAV DA	886-2 548 (600-2)			NA
LNAV MDA	840-1 502 (500-1)		840-1½ 502 (500-1½)	NA
CIRCLING	900-1 537 (600-1)		900-1½ 537 (600-1½)	NA

SC-5, 08 APR 2010 to 06 MAY 2010

VOR LOA 110.8 Chan 45	APP CRS 131°	Rwy Idg NA TDZE NA Apt Elev 363

VOR/DME-A
HUNTSVILLE MUNI (UTS)

When local altimeter setting not received, use Lone Star Executive altimeter setting and increase MDA 80 feet, increase circling Cat C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2000 via LOA VORTAC R-131 to KASHE/25 DME and hold.

ASOS	HOUSTON CENTER	UNICOM
119.425	134.8 269.6	122.8 (CTAF) L

1044

Procedure NA for arrivals at LOA VORTAC via V477 northwest bound.

IAF LEONA 110.8 LOA Chan 45

2000 131° (19)

10 NM

R-177

R-131

(IF) AMBEE LOA 19

2000 131° (6)

KASHE LOA 25

(IAF) OXITY LOA 19

2000 LOA 19 Arc

311°

131°

539±

596

MAFAP LOA 29.7

566

470

538

926

996

683

605

931

MSA LOA 25 NM

2100

ELEV 363

18

36

5005 X 100

1.3% UP

131° 4.7 NM from FAF

REIL Rwys 18 and 36 L

MIRL Rwy 18-36 L

AMBEE LOA 19

KASHE LOA 25

2000

131°

2000

2000 LOA R-131

KASHE LOA 25

MAFAP LOA 29.7

Procedure Turn NA

6 NM

4.7 NM

CATEGORY	A	B	C	D
CIRCLING	1000-1 637 (700-1)	1000-1¼ 637 (700-1¼)	1000-1¾ 637 (700-1¾)	NA

SC-5, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5000
Ch 78301	133°	TDZE	18
W13A		Apt Elev	18

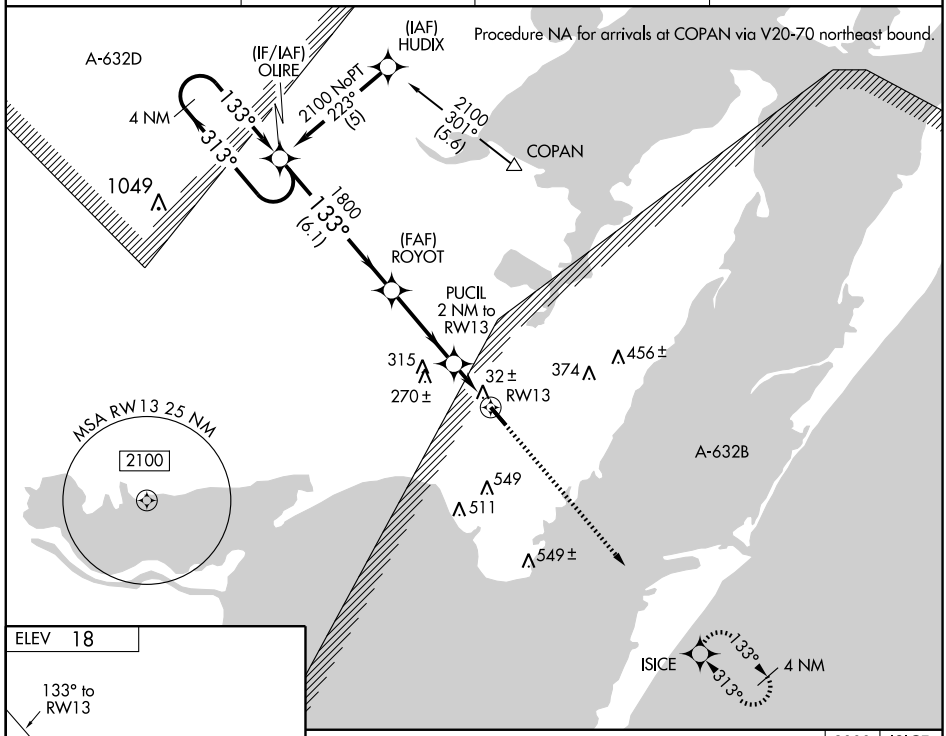
RNAV (GPS) RWY 13

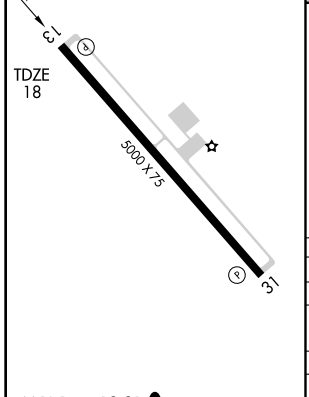
INGLESIDE/ T P MC CAMPBELL (TFP)

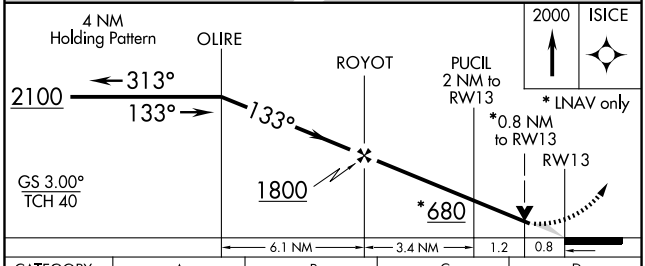
A W BARO-VNAV NA when using Mustang Beach altimeter setting. DME/DME RNP-0.3 NA. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). When local altimeter setting not received, use Mustang Beach altimeter setting and increase LPV DA 291 feet; LNAV/VNAV DA to 309 feet; and all MDAs 40 feet. VDP NA when using Mustang Beach altimeter setting.

MISSED APPROACH: Climb to 2000 direct ISICE and hold.

AWOS-3	CORPUS APP CON	UNICOM	
118.775	120.9 348.725	122.7 (CTAF)	123.0 L







CATEGORY	A	B	C	D
LPV DA	268-1		250 (300-1)	
LNAV/VNAV DA	286-1		268 (300-1)	
LNAV MDA	300-1		282 (300-1)	
CIRCLING	520-1 502 (600-1)		520-1½ 502 (600-1½)	580-2 562 (600-2)

SC-3. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg 5000
Ch 82601	313°	TDZE 18
W31A		Apt Elev 18

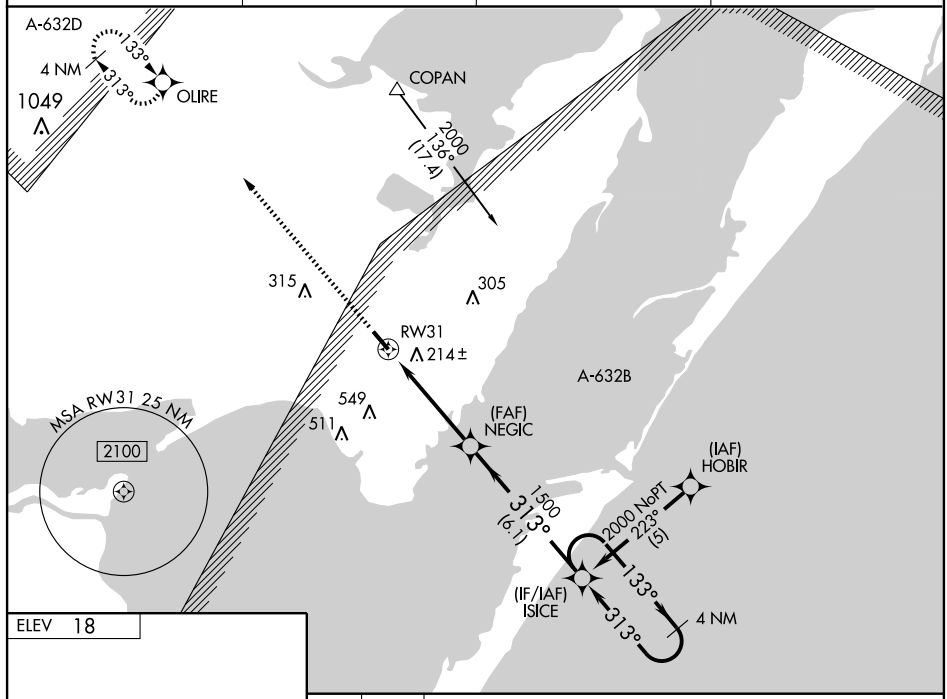
RNAV (GPS) RWY 31

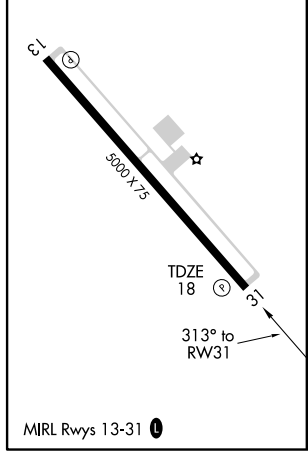
INGLESIDE/ T P MC CAMPBELL (TFP)

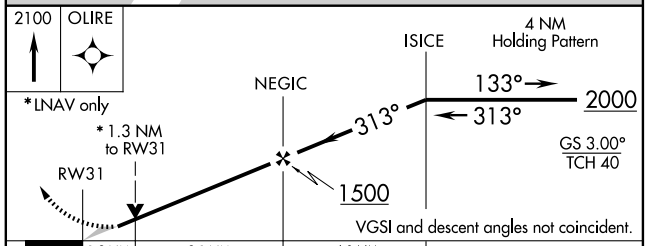
A BARO-VNAV NA when using Mustang Beach altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
W When local altimeter setting not received, use Mustang Beach altimeter setting and increase LPV DA to 291 feet; LNAV/VNAV DA to 533 feet; and all MDAs 40 feet; increase LNAV Cat C visibility ¼ mile. VDP NA when using Mustang Beach altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2100 direct OLIRE and hold.

AWOS-3	CORPUS APP CON	UNICOM	
118.775	120.9 348.725	122.7 (CTAF)	123.0 L







CATEGORY	A	B	C	D
LPV DA	268-1 250 (300-1)			
LNAV/ VNAV DA	510-1¾ 492 (500-1¾)			
LNAV MDA	480-1 462 (500-1)		480-1¼ 462 (500-1¼)	480-1½ 462 (500-1½)
CIRCLING	520-1 502 (600-1)		520-1½ 502 (600-1½)	580-2 562 (600-2)

SC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5011
135°	TDZE	677
	Apt Elev	677

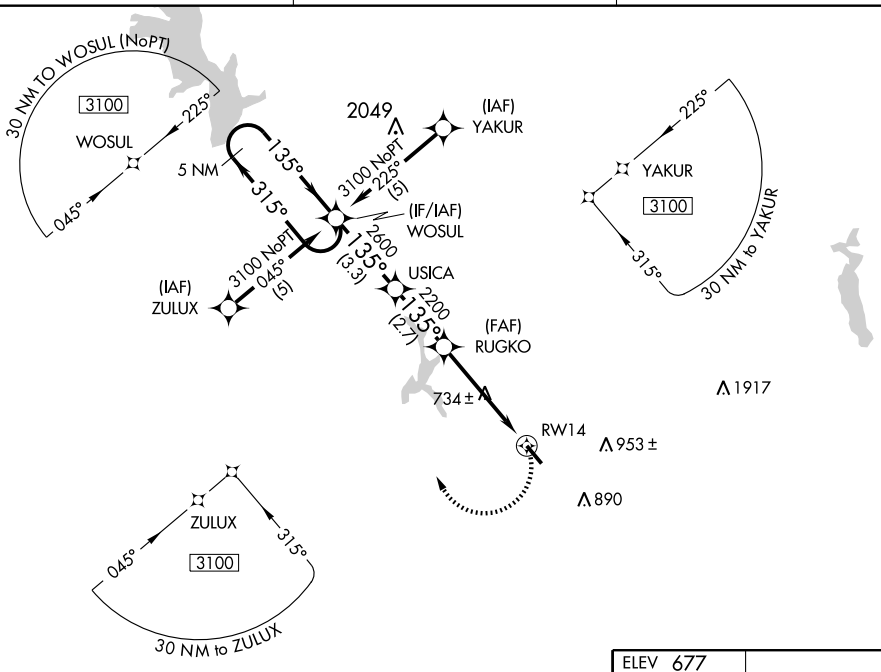
RNAV (GPS) RWY 14

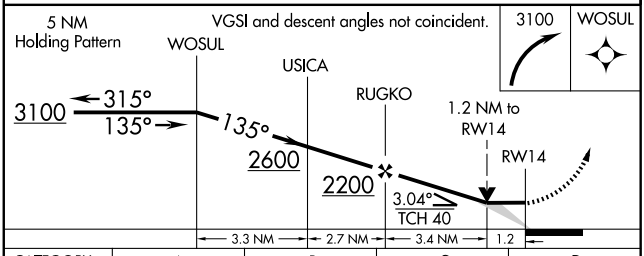
JACKSONVILLE/ CHEROKEE COUNTY (JSO)

If local altimeter setting not received, use Palestine Muni altimeter setting and increase all MDAs 100 feet. VDP NA when using Palestine Muni altimeter setting. DME/DME RNP-0.3 NA.

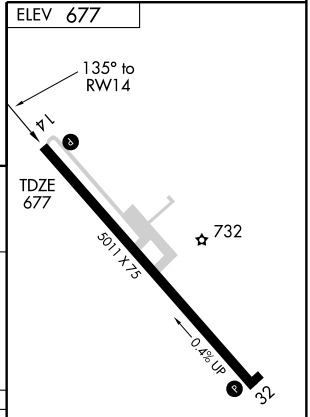
MISSED APPROACH: Climbing right turn to 3100 direct WOSUL and hold.

AWOS-3	LONGVIEW APP CON ★	UNICOM
119.075	128.75 379.15	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1080-1 403 (500-1)		1080-1¼ 403 (500-1¼)	NA
CIRCLING	1080-1 403 (500-1)	1140-1 463 (500-1)	1140-1½ 463 (500-1½)	NA



SC-5, 08 APR 2010 to 06 MAY 2010

VOR FZT 111.4 Chan 51	APP CRS 121°	Rwy Idg 5011 TDZE 677 Apt Elev 677

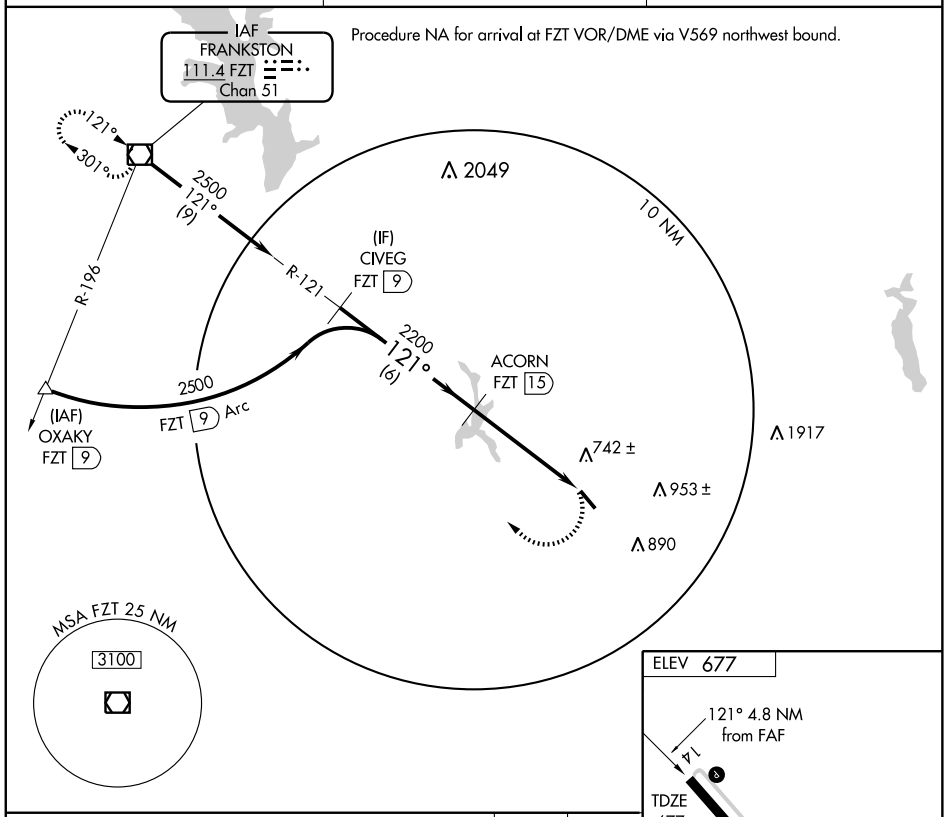
VOR/DME RWY 14

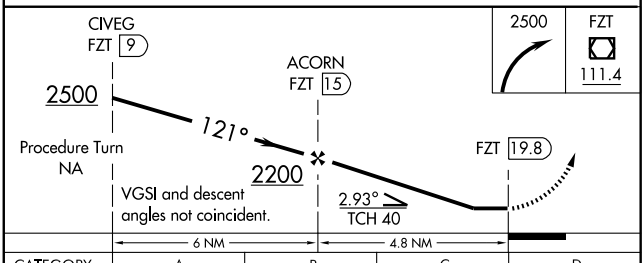
JACKSONVILLE/CHEROKEE COUNTY (JSO)

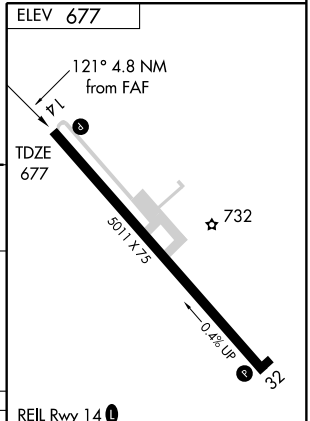
If local altimeter setting not received, use Palestine Muni altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climbing right turn to 2500 direct FZT VOR/DME and hold.

AWOS-3	LONGVIEW APP CON★	UNICOM
119.075	128.75 379.15	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-14	1080-1 403 (500-1)		1080-1¼ 403 (500-1¼)	NA
CIRCLING	1080-1 403 (500-1)	1140-1 463 (500-1)	1140-1½ 463 (500-1½)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-5, 08 APR 2010 to 06 MAY 2010

NDB JAS 344	APP CRS 177°	Rwy Idg 5500
		TDZE 213
		Apt Elev 213

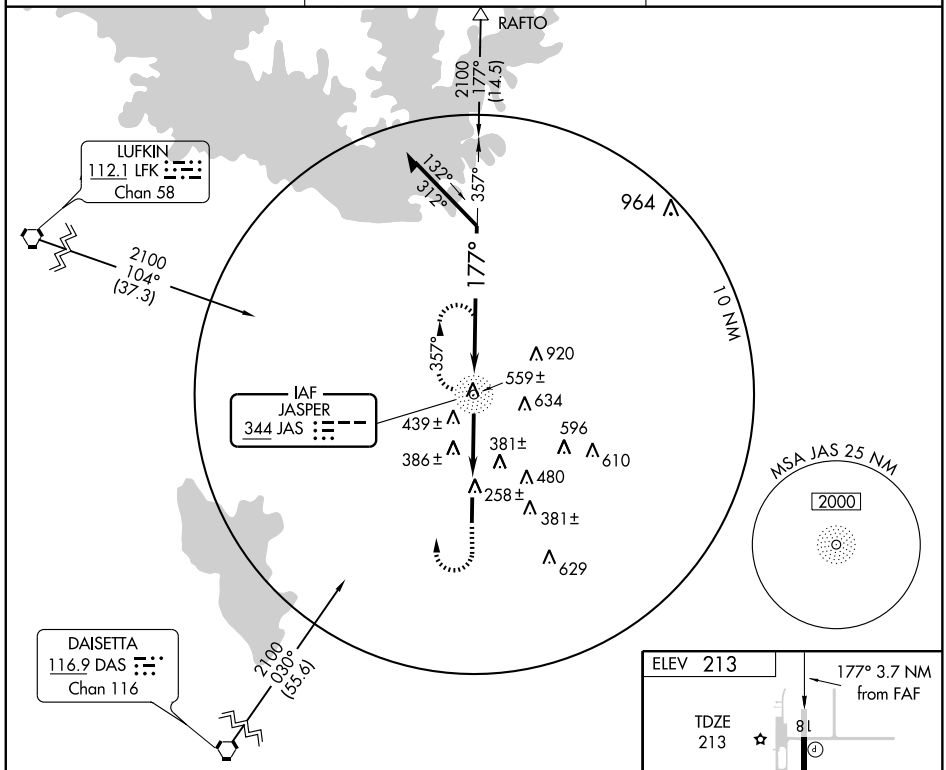
NDB RWY 18

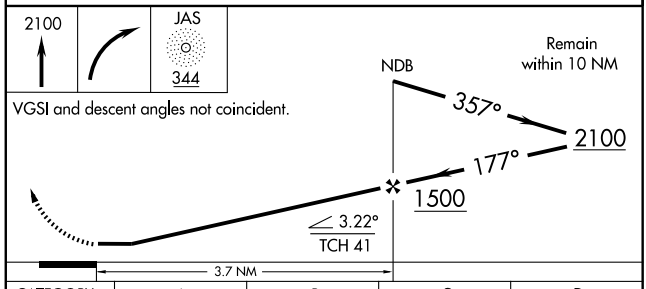
JASPER COUNTY-BELL FIELD (JAS)

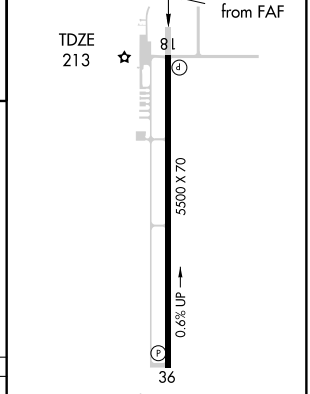
Visibility reduction by helicopters NA. When local altimeter setting not received, use De Ridder altimeter setting and increase all MDA 100 feet, increase S-18 and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2100, then right turn direct JAS NDB and hold.

AWOS-3	HOUSTON CENTER	UNICOM
118.375	126.95 363.05	122.8 (CTAF) L







MIRL Rwy 18-36 L

CATEGORY	A	B	C	D
S-18	740-1	527 (600-1)	740-1½ 527 (600-1½)	NA
CIRCLING	740-1	527 (600-1)	740-1½ 527 (600-1½)	NA

FAF to MAP 3.7 NM

Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

SC-5, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5500
CH 87013	177°	TDZE	213
W18A		Apt Elev	213

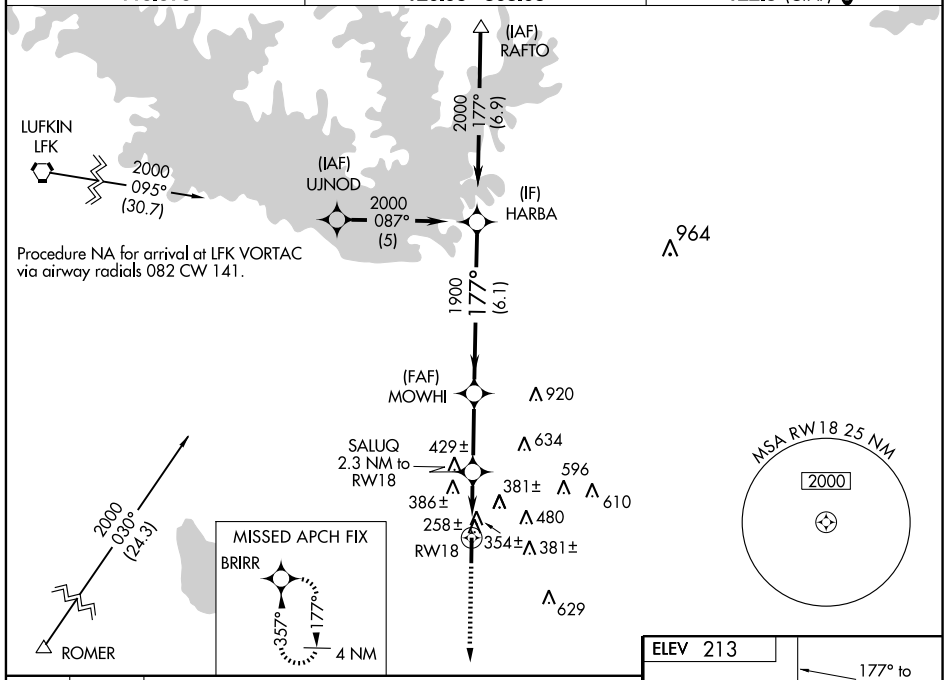
RNAV (GPS) RWY 18

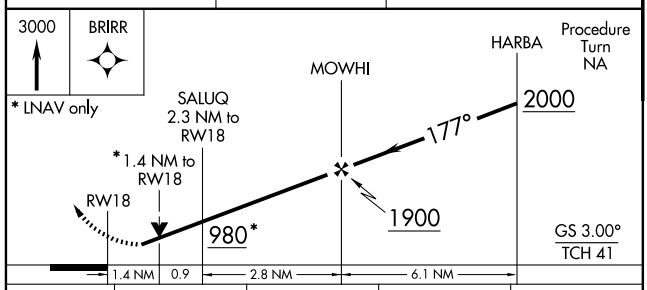
JASPER COUNTY-BELL FIELD (JAS)

Baro-VNAV NA when using De Ridder altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using De Ridder altimeter setting. When local altimeter setting not received, use De Ridder altimeter setting and increase all DA 85 feet, all MDA 100 feet, increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile, LNAV Cat C visibility ¼ mile, Circling Cat C ¼ mile.

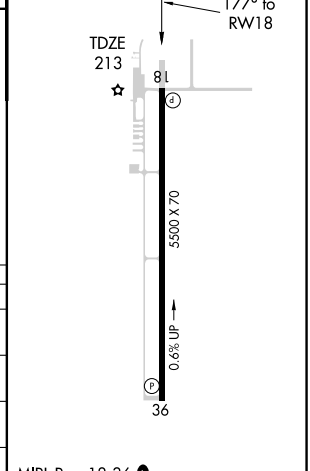
MISSED APPROACH: Climb to 3000 direct BRIRR and hold.

AWOS-3	HOUSTON CENTER	UNICOM
118.375	126.95 363.05	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	567-1¼ 354 (400-1¼)			NA
LNAV/VNAV DA	730-1¾ 517 (600-1¾)			NA
LNAV MDA	700-1 487 (500-1)		700-1¼ 487 (500-1¼)	NA
CIRCLING	740-1 527 (600-1)		740-1½ 527 (600-1½)	NA



MIRL Rwy 18-36 L

SC-5, 08 APR 2010 to 06 MAY 2010

WAAS CH 42813 W36A	APP CRS 357°	Rwy Idg 5500 TDZE 192 Apt Elev 213

RNAV (GPS) RWY 36

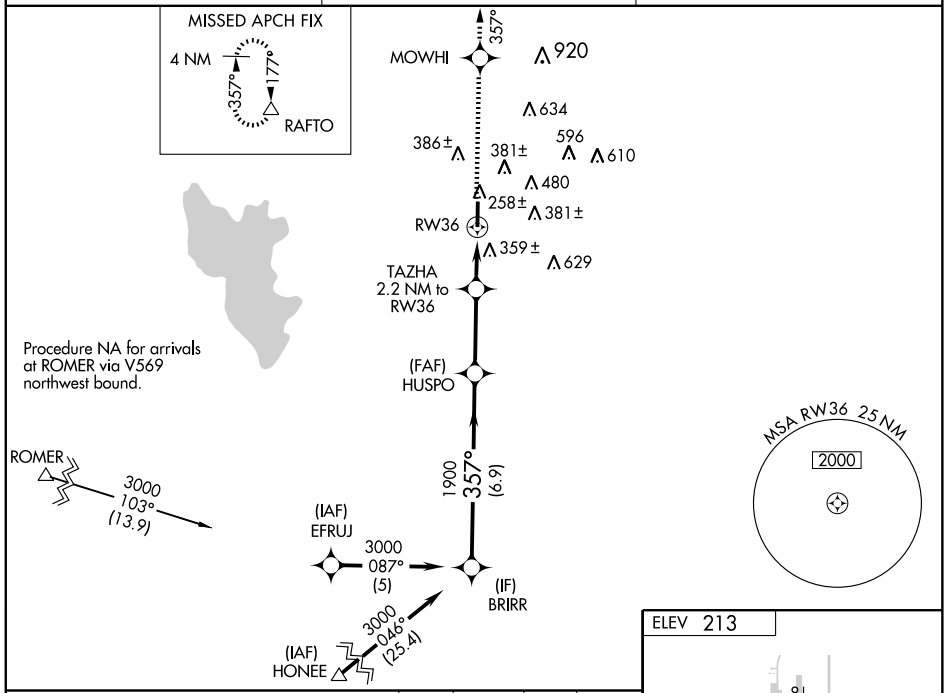
JASPER COUNTY-BELL FIELD (JAS)

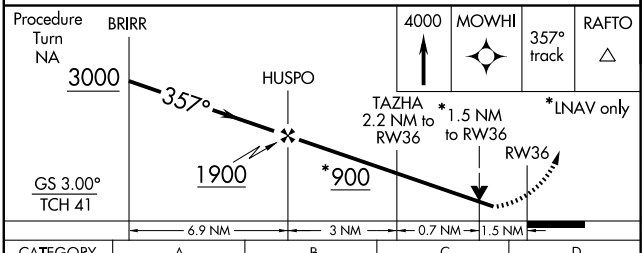
Baro-VNAV NA when using De Ridder altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

Visibility reduction by helicopters NA. VDP NA when using De Ridder altimeter setting. When local altimeter setting not received, use De Ridder altimeter setting and increase all DA 85 feet, all MDA 100 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV Cat C visibility ¼ mile, Circling Cat C ¼ mile.

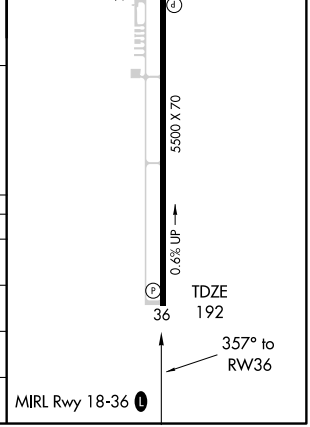
MISSED APPROACH: Climb to 4000 direct MOWHI and via track 357° to RAFTO and hold.

AWOS-3	HOUSTON CENTER	UNICOM
118.375	126.95 363.05	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	581-1½ 389 (400-1½)			NA
LNAV/VNAV DA	675-1¾ 483 (500-1¾)			NA
LNAV MDA	680-1 488 (500-1)		680-1¼ 488 (500-1¼)	NA
CIRCLING	740-1 527 (600-1)		740-1½ 527 (600-1½)	NA



SC-5, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5000
172°	TDZE	1751
	Apt Elev	1751

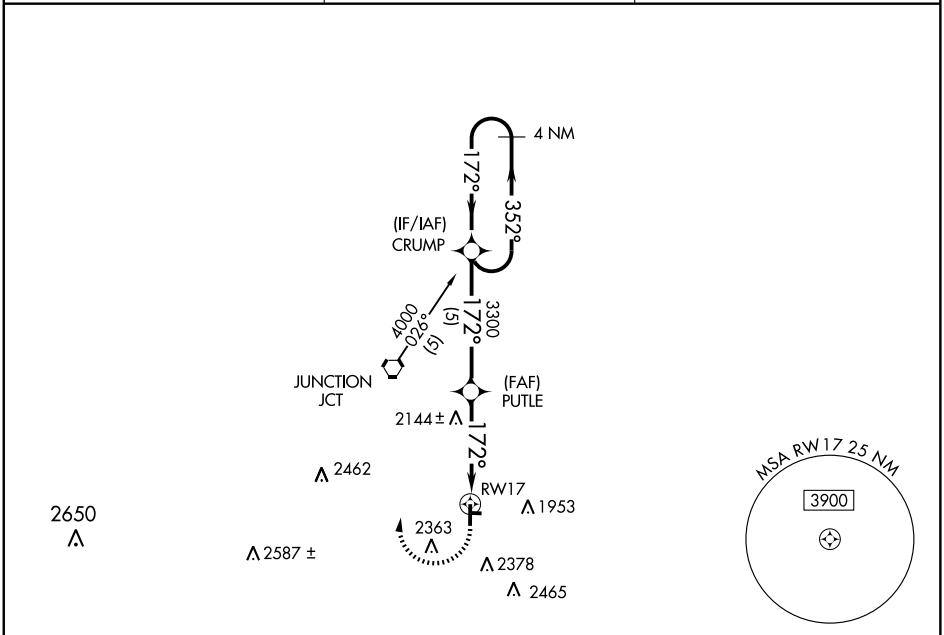
RNAV (GPS) RWY 17

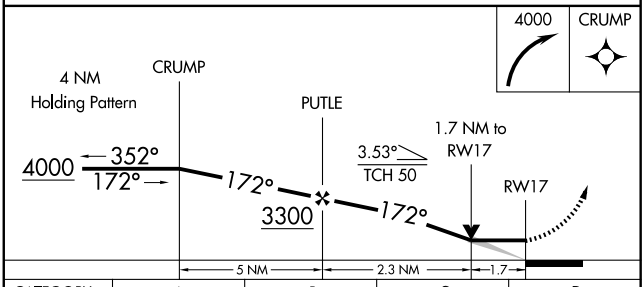
JUNCTION/ KIMBLE COUNTY (JCT)

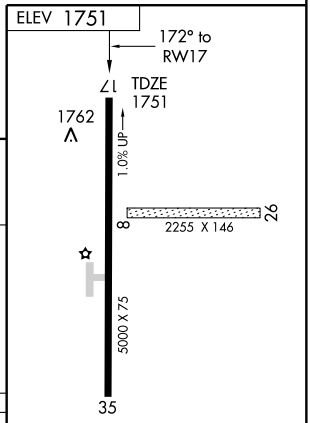
Circling NA to Rwy 8-26. GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 4000 direct CRUMP WP and hold.

ASOS	HOUSTON CENTER	UNICOM
119.275	125.75 346.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2420-1	669 (700-1)	2420-1¾ 669 (700-1¾)	NA
CIRCLING	2420-1	669 (700-1)	2740-3 989 (1000-3)	NA

MIRL Rwy 17-35 L

SC-3. 08 APR 2010 to 06 MAY 2010

VORTAC JCT	APP CRS	Rwy Idg	N/A
116.0	144°	TDZE	N/A
Chan 107		Apt Elev	1751

VOR-A

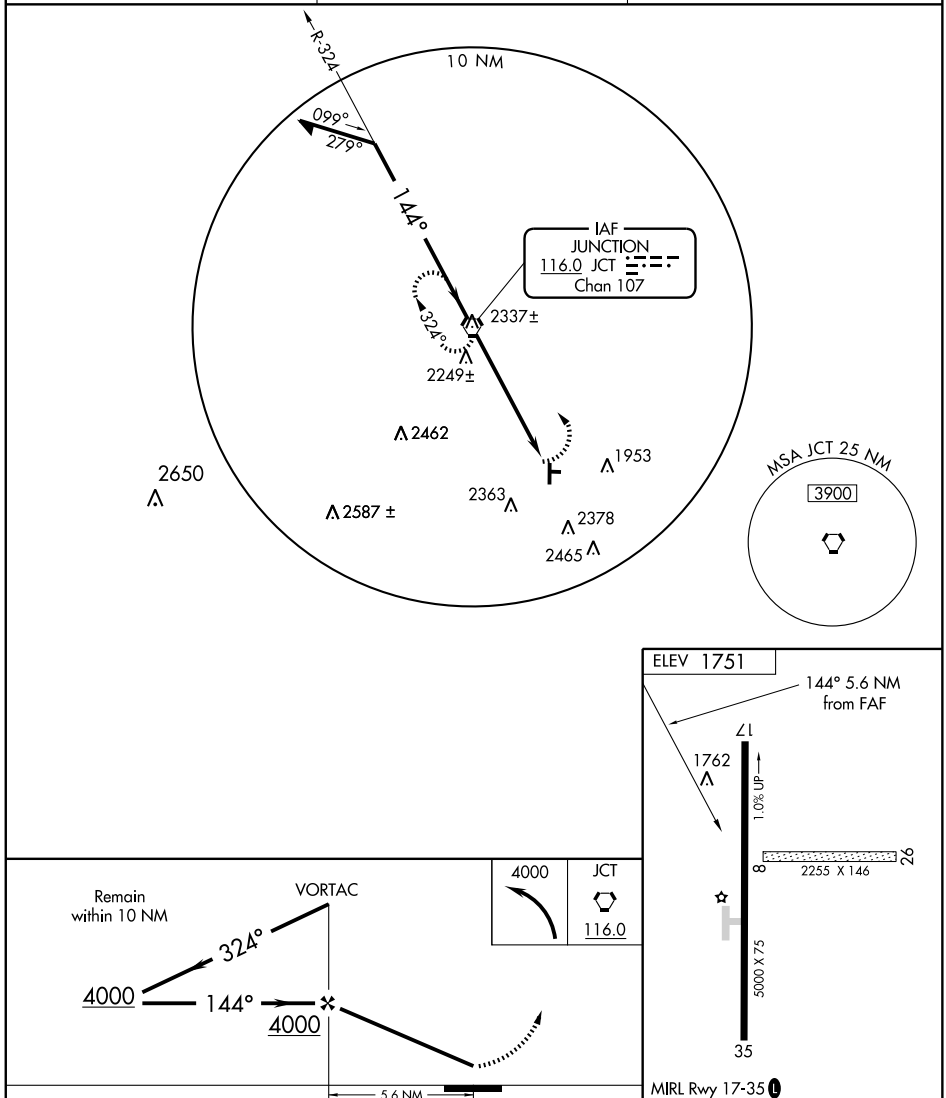
JUNCTION/KIMBLE COUNTY (JCT)

NA

Circling NA to Rwy 8-26.

MISSED APPROACH: Climbing left turn to 4000 direct to JCT VORTAC and hold.

ASOS	HOUSTON CENTER	UNICOM
119.275	125.75 346.4	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	2560-1 809(900-1)	2560-1¼ 809 (900-1¼)	2740-3 989 (1000-3)	NA

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

SC-3, 08 APR 2010 to 06 MAY 2010

KENEDY, TEXAS

AL-5975 (FAA)

VORTAC THX	APP CRS	Rwy Idg	N/A
111.4	030°	TDZE	N/A
Chan 51		Apt Elev	291

VOR/DME or GPS-A

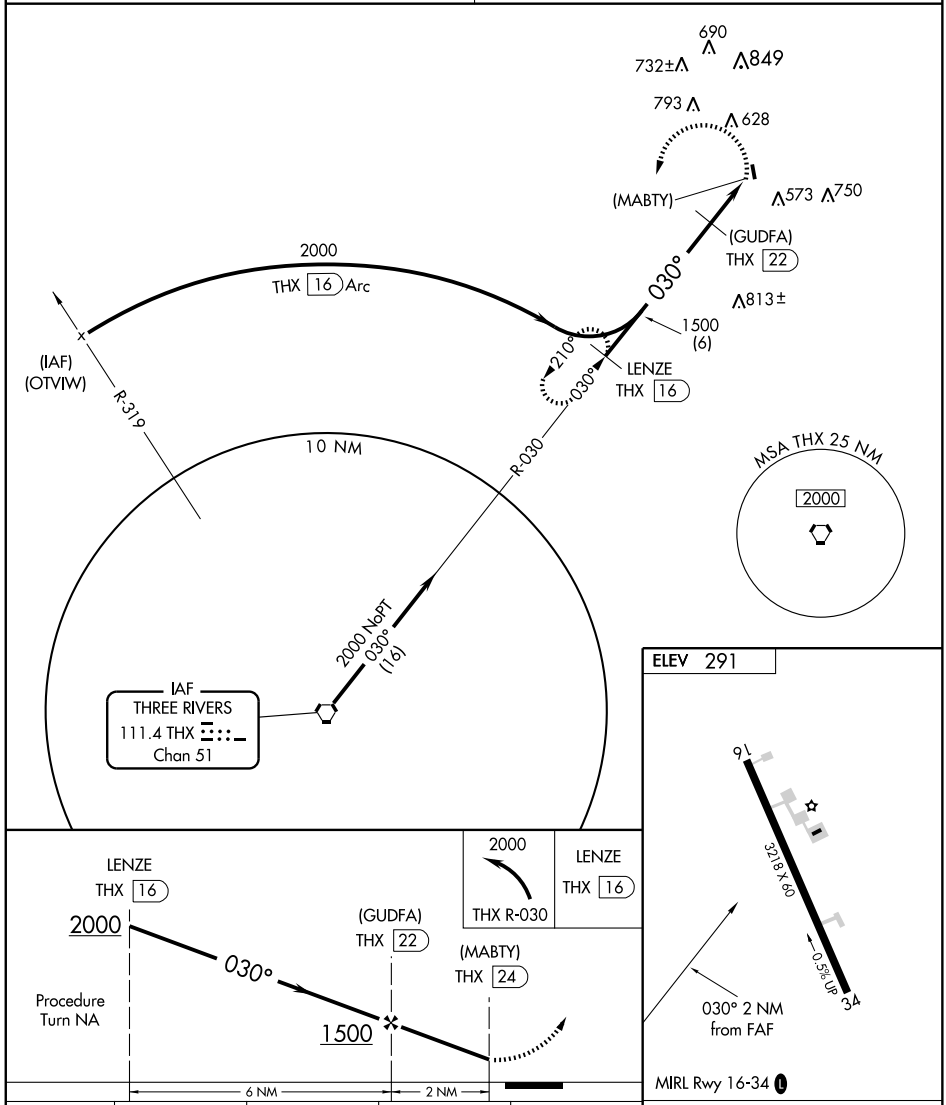
KENEDY/ KARNES COUNTY (2R9)

NA

Use Victoria Rgnl altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 via THX R-030 to LENZE/16 DME and hold.

HOUSTON CENTER	UNICOM
134.6 322.5	123.0 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1100-1 809 (900-1)	1100-1¼ 809 (900-1¼)	NA	

Knots	60	90	120	150	180
Min:Sec					

SC-3. 08 APR 2010 to 06 MAY 2010

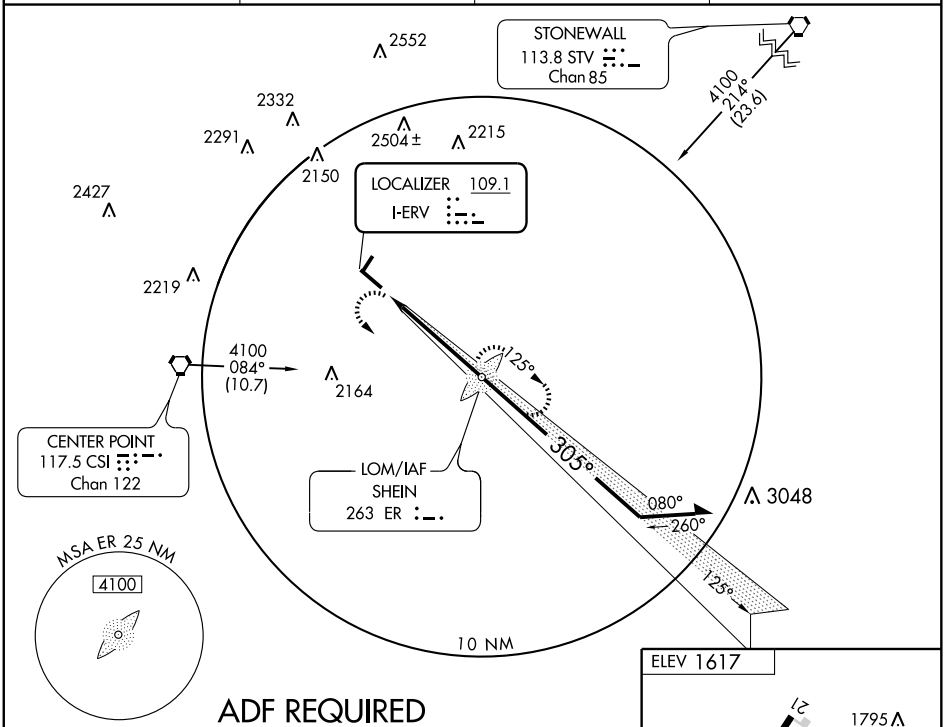
LOC I-ERV	APP CRS	Rwy Idg	6000
109.1	305°	TDZE	1589
		Apt Elev	1617

LOC RWY 30

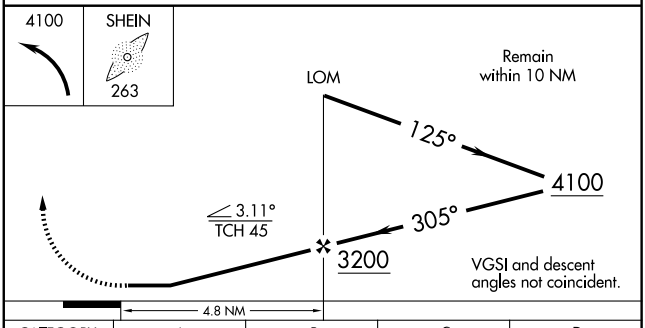
KERRVILLE MUNI/ LOUIS SCHREINER FIELD (ERV)

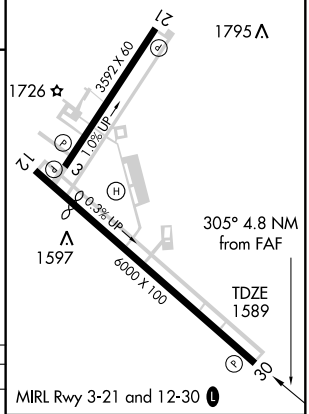
MISSED APPROACH: Climbing left turn to 4100 direct SHEIN LOM and hold.

AWOS-3	HOUSTON CENTER	CLNC DEL	UNICOM
118.125	134.95 269.4	134.95	122.7 (CTAF)



ADF REQUIRED





CATEGORY	A	B	C	D
S-30	2060-1 471 (500-1)		2060-1¼ 471 (500-1¼)	NA
CIRCLING	2320-1 703 (800-1)	2340-1 723 (800-1)	2380-2¼ 763 (800-2¼)	NA

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SC-3, 08 APR 2010 to 06 MAY 2010

LOM ER	APP CRS	Rwy Idg	6000
263	306°	TDZE	1589
		Apt Elev	1617

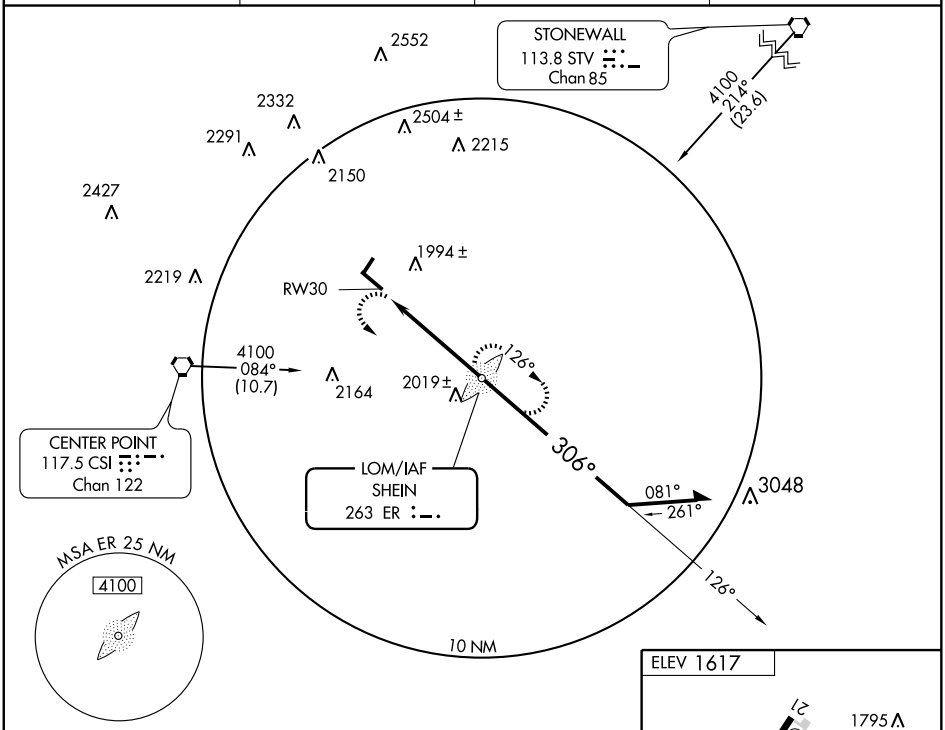
NDB RWY 30

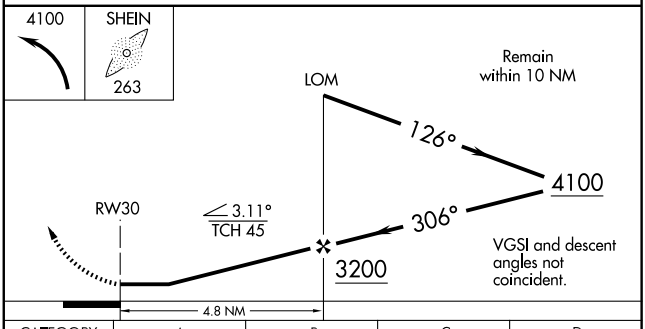
KERRVILLE MUNI/ LOUIS SCHREINER FIELD (ERV)

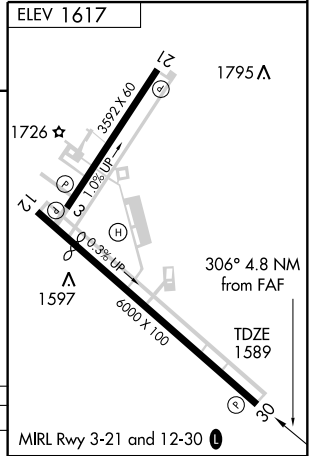
NA

MISSED APPROACH: Climbing left turn to 4100 direct SHEIN LOM and hold.

AWOS-3	HOUSTON CENTER	CLNC DEL	UNICOM
118.125	134.95 269.4	134.95	122.7 (CTAF)







CATEGORY	A	B	C	D
S-30	2300-1	711 (700-1)	2300-2 711 (700-2)	NA
CIRCLING	2320-1 703 (800-1)	2340-1 723 (800-1)	2380-2¼ 763 (800-2¼)	NA

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5310
124°	TDZE	1584
	Apt Elev	1617

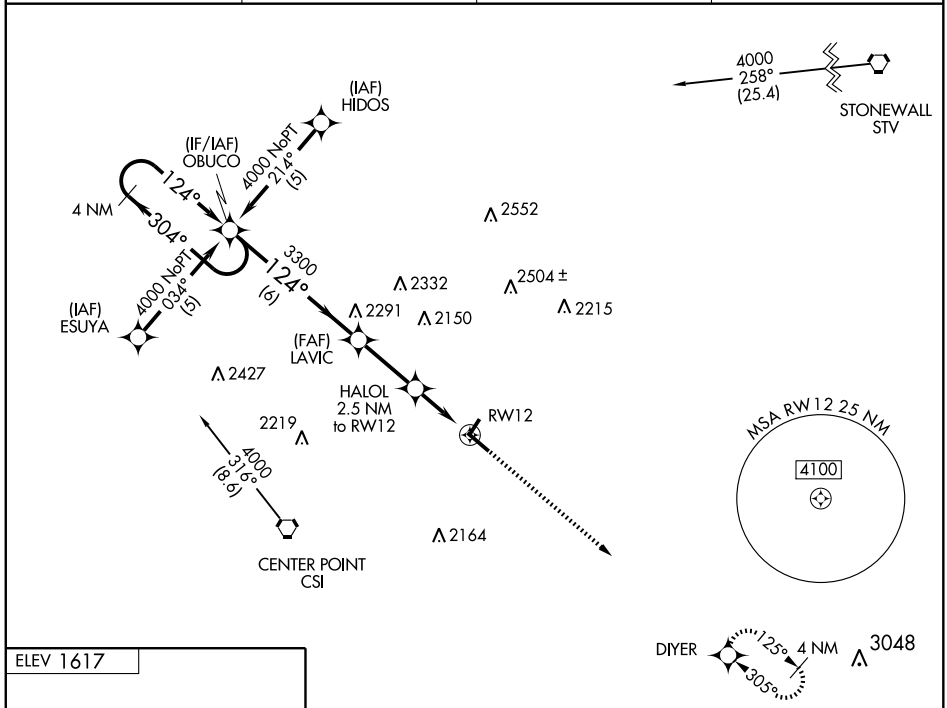
RNAV (GPS) RWY 12

KERRVILLE MUNI/ LOUIS SCHREINER FIELD (ERV)

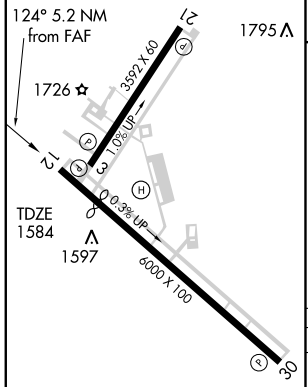
DME/DME RNP-0.3 NA.
When VGSI inoperative, procedure NA at night.

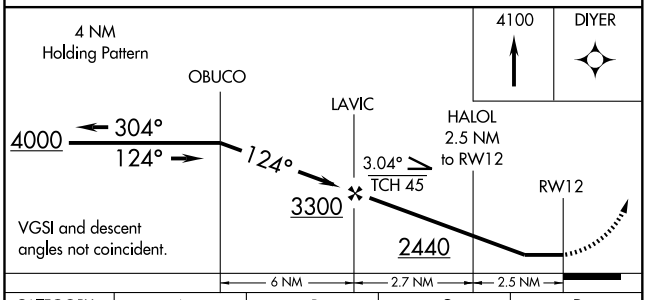
MISSED APPROACH: Climb to 4100 direct DIYER and hold.

AWOS-3	HOUSTON CENTER	CLNC DEL	UNICOM
118.125	134.95 269.4	134.95	122.7 (CTAF) L



Procedure NA for arrivals at CSI VORTAC on airway radials 314 CW 015 and at STV VORTAC on airway radial 284.





CATEGORY	A	B	C	D
LNAV MDA	2160-1	576 (600-1)	2160-1½ 576 (600-1½)	NA
CIRCLING	2320-1 703 (800-1)	2340-1 723 (800-1)	2380-2¼ 763 (800-2¼)	NA

SC-3, 08 APR 2010 to 06 MAY 2010

WAAS Ch 77527 W30A	APP CRS 305°	Rwy Idg 6000 TDZE 1589 Apt Elev 1617

RNAV (GPS) RWY 30

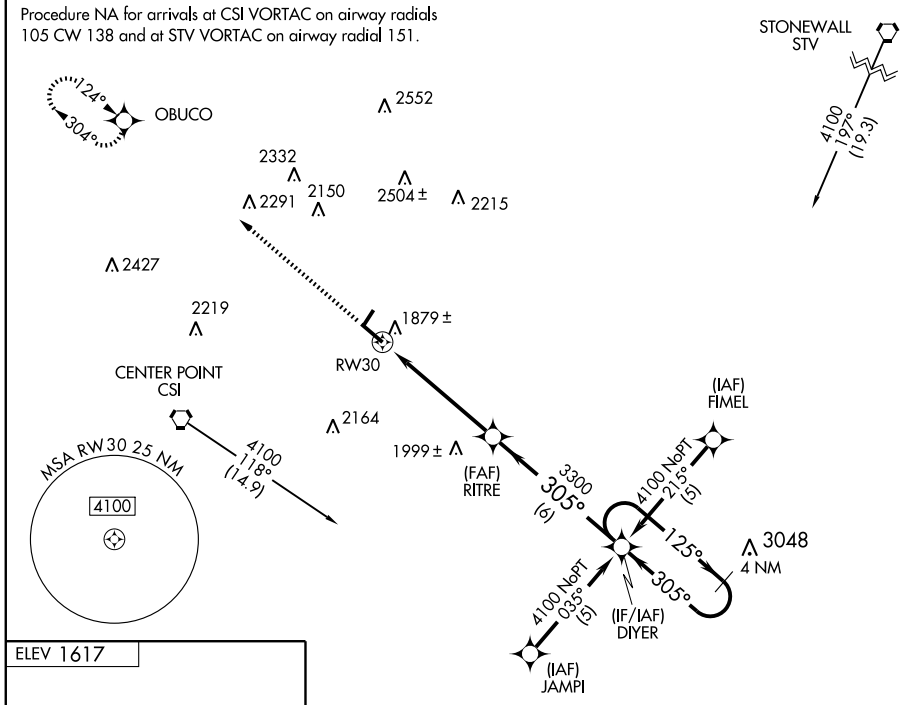
KERRVILLE MUNI/ LOUIS SCHREINER FIELD (ERV)

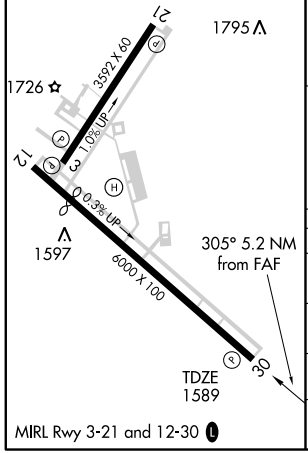
DME/DME RNP-0.3 NA.
When VGSI inoperative, procedure NA at night.

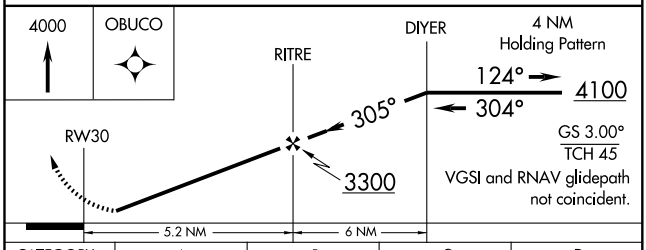
MISSED APPROACH: Climb to 4000 direct OBUCO and hold.

AWOS-3	HOUSTON CENTER	CLNC DEL	UNICOM
118.125	134.95 269.4	134.95	122.7 (CTAF) L

Procedure NA for arrivals at CSI VORTAC on airway radials 105 CW 138 and at STV VORTAC on airway radial 151.







CATEGORY	A	B	C	D
LPV DA	1860-1 271 (300-1)			NA
LNAV/ VNAV DA	NA			
LNAV MDA	2140-1 551 (600-1)		2140-1½ 551 (600-1½)	NA
CIRCLING	2320-1 703 (800-1)	2340-1 723 (800-1)	2380-2¼ 763 (800-2¼)	NA

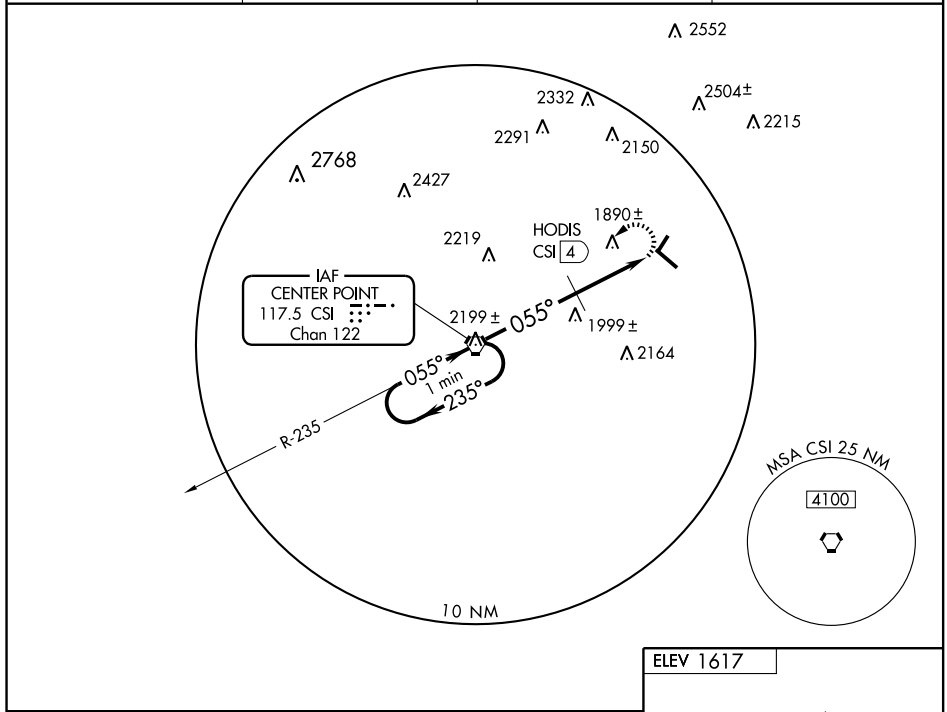
VORTAC CSI 117.5 Chan 122	APP CRS 055°	Rwy Idg N/A TDZE N/A Apt Elev 1617

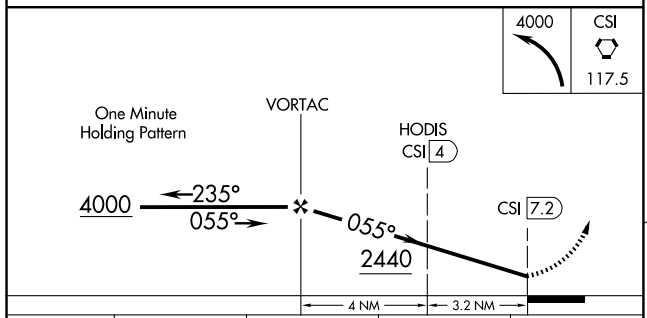
VOR-A

KERRVILLE MUNI/ LOUIS SCHREINER FIELD (ERV)

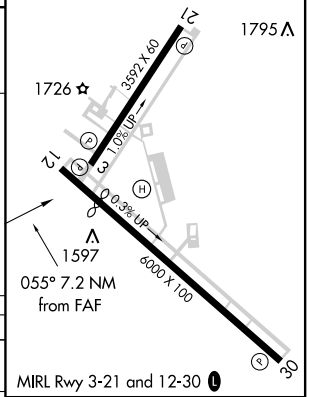
MISSED APPROACH: Climbing left turn to 4000 direct CSI VORTAC.

AWOS-3	HOUSTON CENTER	CLNC DEL	UNICOM
118.125	134.95 269.4	134.95	122.7 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	2440-1 823 (900-1)	2440-1¼ 823 (900-1¼)	2440-2½ 823 (900-2½)	NA
HODIS FIX MINIMUMS				
CIRCLING	2320-1 703 (800-1)	2340-1 723 (800-1)	2380-2¼ 763 (800-2¼)	NA



MIRL Rwy 3-21 and 12-30 L

FAF to MAP 7.2 NM

Knots	60	90	120	150	180
Min:Sec	7:12	4:48	3:36	2:53	2:24

SC-3, 08 APR 2010 to 06 MAY 2010

LOC I-ILE	APP CRS	Rwy Idg	4651
108.3	012°	TDZE	844
		Apt Elev	848

ILS or LOC RWY 1

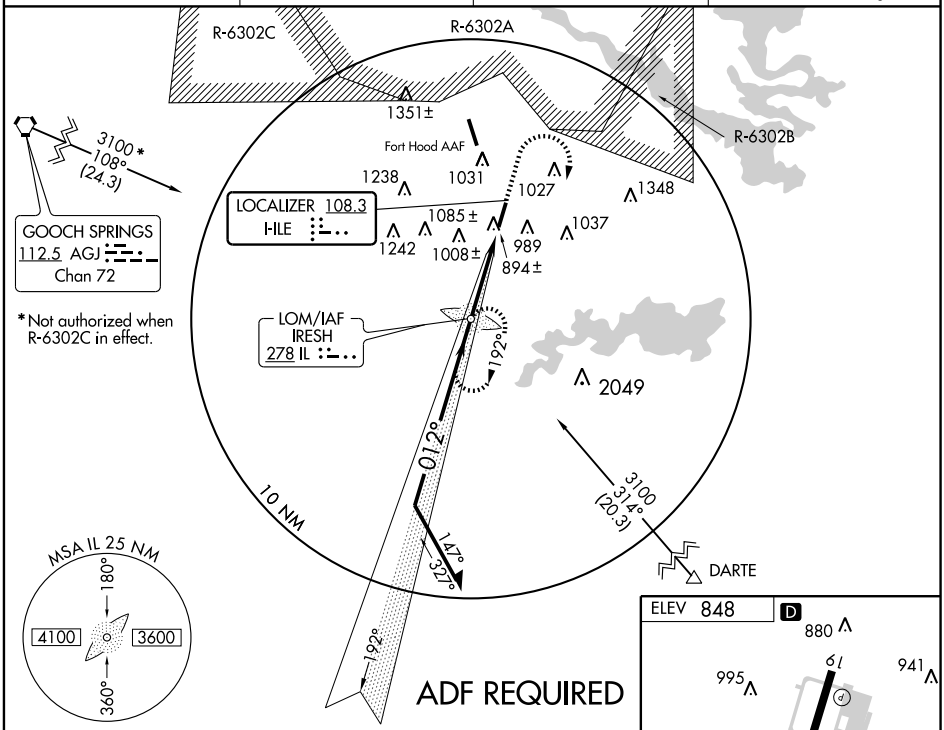
KILLEEN/SKYLARK FIELD (ILE)

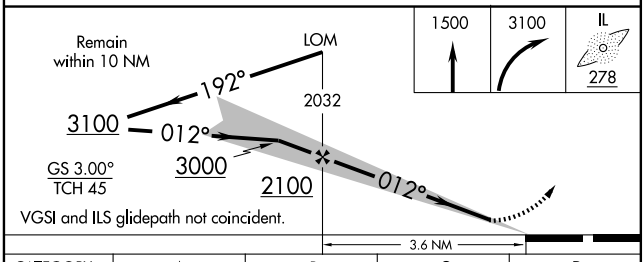
T ANA Inoperative table does not apply. For inoperative MALSR, increase S-LOC 1 Cats A, B and C visibility to 1 mile. ADF required. When local altimeter setting not received, use Robert Gray AAF altimeter setting and increase all DA 41 feet and all MDA 60 feet. For inoperative MALSR when using Robert Gray AAF altimeter setting, increase S-LOC 1 Cats A, B, and C visibility to 1 mile. Visibility reduction by helicopters NA.

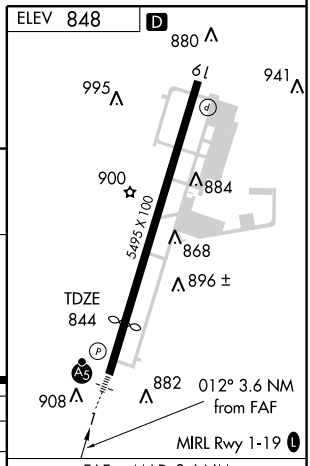
MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 3100 direct IRESH LOM and hold, continue climb in hold to 3100.

AWOS-3	GRAY APP CON	CLNC DEL	UNICOM
128.575	120.075 323.15	121.7	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 1	1094-¾ 250 (300-¾)			NA
S-LOC 1	1180-¾ 336 (400-¾)			NA
CIRCLING	1320-1 472 (500-1)	1360-1 512 (600-1)	1360-1½ 512 (600-1½)	NA

FAF to MAP 3.6 NM

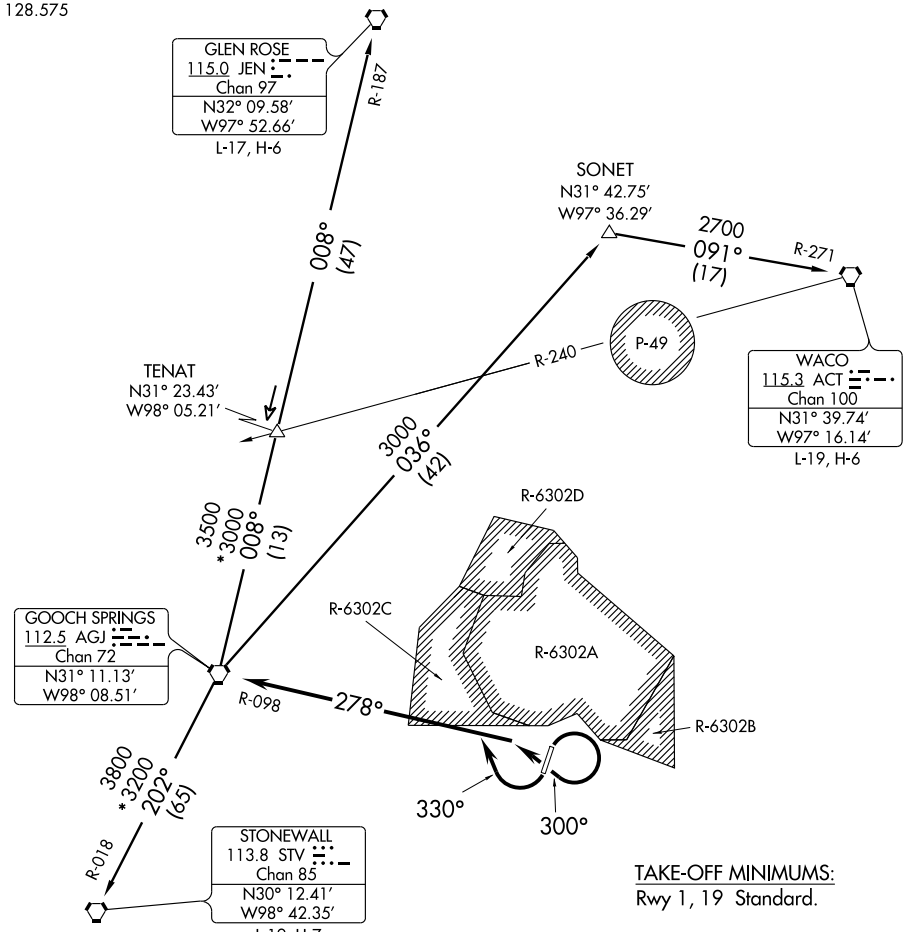
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

SC-3. 08 APR 2010 to 06 MAY 2010

LAMPS FOUR DEPARTURE

CLNC DEL
121.7
GRAY DEP CON
120.075 323.15
AWOS-3
128.575

NOTE: RADAR Required.
NOTE: MRA at TENAT Int 4000 for Non-DME aircraft.



TAKE-OFF MINIMUMS:
Rwy 1, 19 Standard.

TAKE-OFF OBSTACLES:

Rwy 1: Multiple poles beginning 317' from DER, 384' left of centerline, up to 27' AGL/868' MSL.
Tree, 973' from DER, 100' left of centerline, 28' AGL/876' MSL.
Building, 486' from DER, 9' right of centerline, 13' AGL/854' MSL.
Antenna, 351' from DER, 277' right of centerline, 11' AGL/852' MSL.

Rwy 19: Pole, 288' from DER, 588' right of centerline, 32' AGL/880' MSL.
Building, 102' from DER, 411' right of centerline, 8' AGL/856' MSL.
Vehicle on road, 232' from DER, 499' right of centerline, 15' AGL/867' MSL.
Pole, 256' from DER, 497' left of centerline, 32' AGL/873' MSL.
Building, 276' from DER, 342' left of centerline, 11' AGL/859' MSL.
Building, 298' from DER, 83' left of centerline, 9' AGL/857' MSL.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SC-3, 08 APR 2010 to 06 MAY 2010

LAMPS FOUR DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 1: Climbing right turn heading 300° (to assigned altitude), to intercept and proceed via AGJ R-098. Thence . . . .
TAKE-OFF RWY 19: Climbing right turn heading 330° (to assigned altitude), to intercept and proceed via AGJ R-098. Thence . . . .

. . . . via (transition) or (assigned route).

GLEN ROSE TRANSITION (LAMPS4.JEN): (For aircraft inbound to Dallas/Fort Worth terminal area airports.) From over AGJ VORTAC via AGJ R-008 and JEN R-187 to JEN VORTAC.
STONEWALL TRANSITION (LAMPS4.STV): From over AGJ VORTAC via AGJ R-202 and STV R-018 to STV VORTAC.
WACO TRANSITION (LAMPS4.ACT): (For aircraft inbound to terminal area airports.) From over AGJ VORTAC via AGJ R-036 to SONET INT, then via ACT R-271 to ACT VORTAC.

SC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4651
012°	TDZE	844
	Apt Elev	848

RNAV (GPS) RWY 1

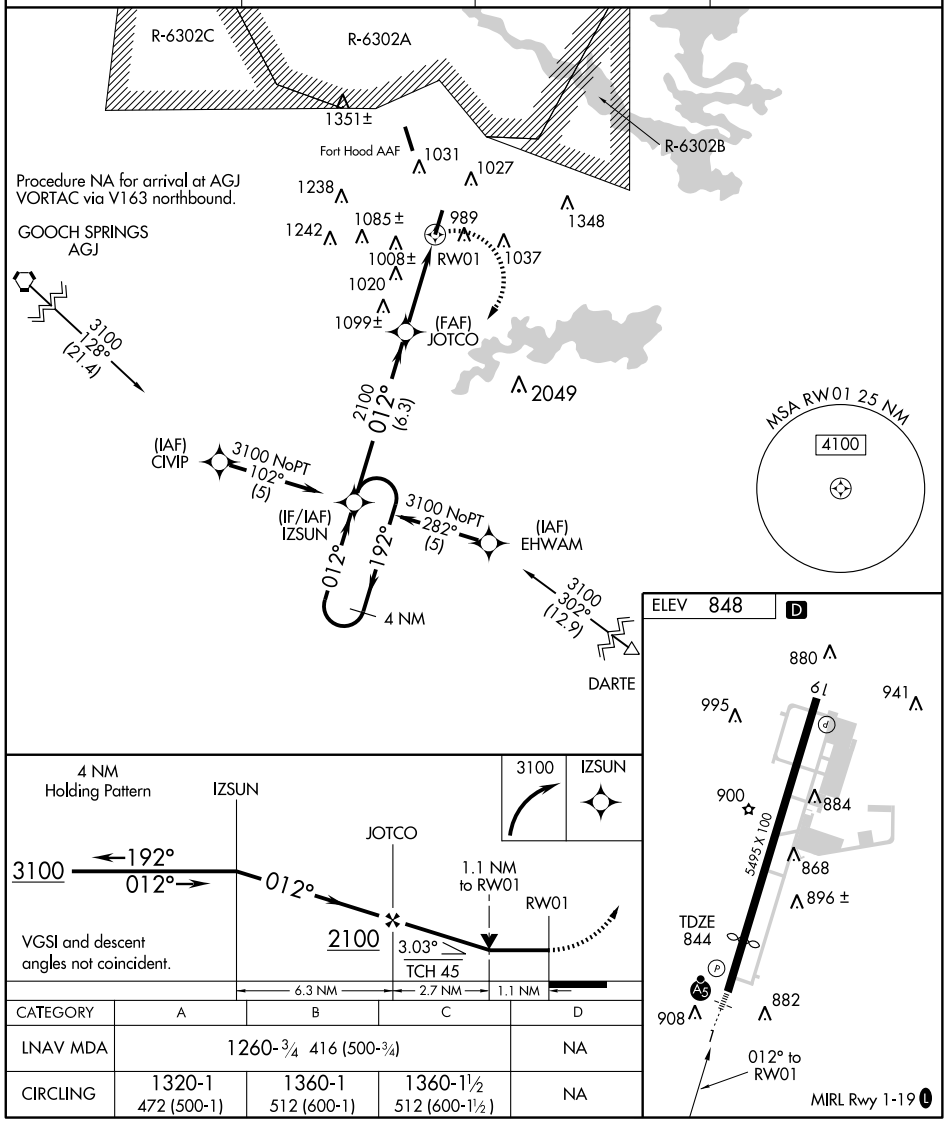
KILLEEN/ SKYLARK FIELD (ILE)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Robert Gray AAF altimeter setting and increase all MDA 60 feet. For inoperative MALSR, increase LNAV Cat A and B visibility to 1 mile. For inoperative MALSR when using Robert Gray AAF altimeter setting, increase LNAV Cat A and B visibility to 1 mile. VDP NA when using Robert Gray AAF altimeter setting.

MALSR

MISSED APPROACH: Climbing right turn to 3100 direct IZSUN and hold.

AWOS-3	GRAY APP CON	CLNC DEL	UNICOM
128.575	120.075 323.15	121.7	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1260-¾ 416 (500-¾)			NA
CIRCLING	1320-1 472 (500-1)	1360-1 512 (600-1)	1360-1½ 512 (600-1½)	NA

SC-3. 08 APR 2010 to 06 MAY 2010

VOR/DME GRK 111.8 Chan 55	APP CRS 057°	Rwy Idg N/A TDZE N/A Apt Elev 848

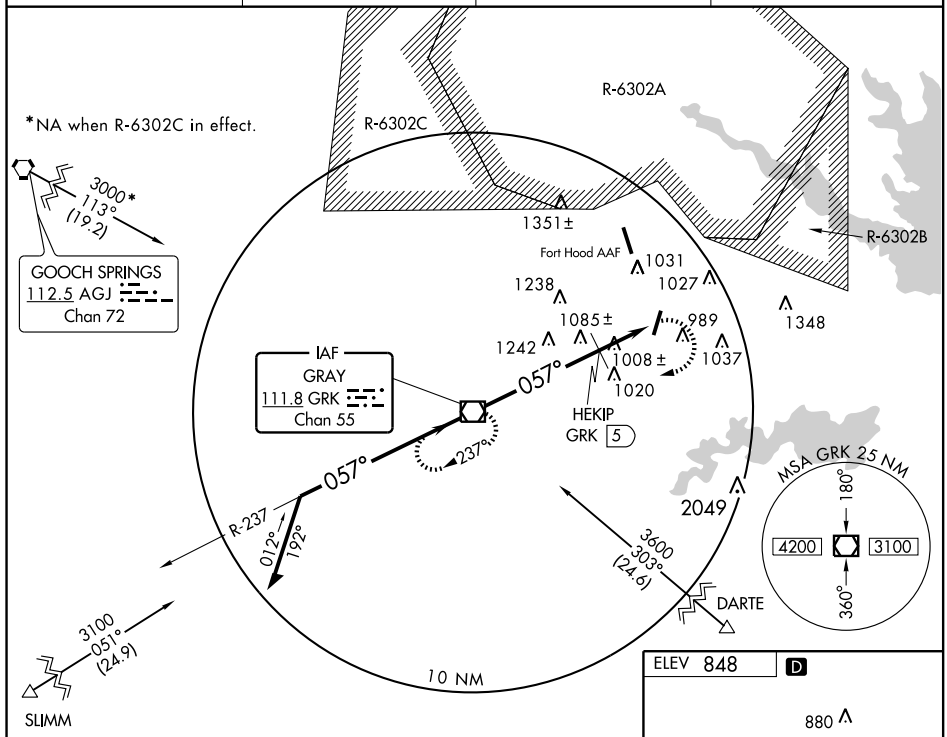
VOR-A

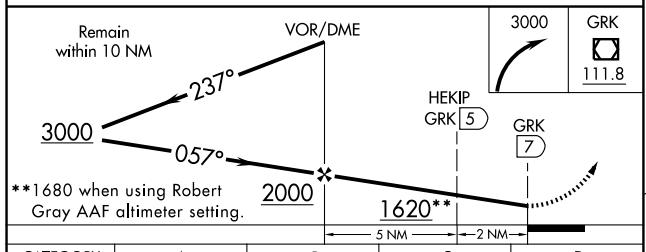
KILLEEN/ SKYLARK FIELD (ILE)

When local altimeter setting not received, use Robert Gray AAF altimeter setting and increase all MDA 60 feet.

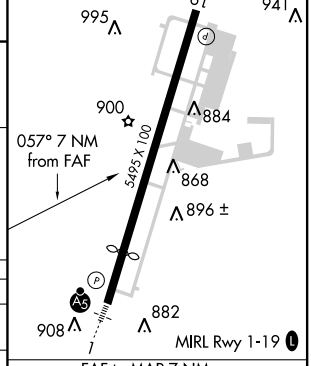
MISSED APPROACH: Climbing right turn to 3000 direct GRK VOR/DME and hold.

AWOS-3	GRAY APP CON	CLNC DEL	UNICOM
128.575	120.075 323.15	121.7	122.7 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	1620-1 772 (800-1)	1620-1¼ 772 (800-1¼)	1620-2¼ 772 (800-2¼)	NA
HEKIP FIX MINIMUMS				
CIRCLING	1320-1 472 (500-1)	1360-1 512 (600-1)	1360-1½ 512 (600-1½)	NA



FAF to MAP 7 NM					
Knots	60	90	120	150	180
Min:Sec	7:00	4:40	3:30	2:48	2:20

SC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	6000
134°	TDZE	131
	Apt Elev	131

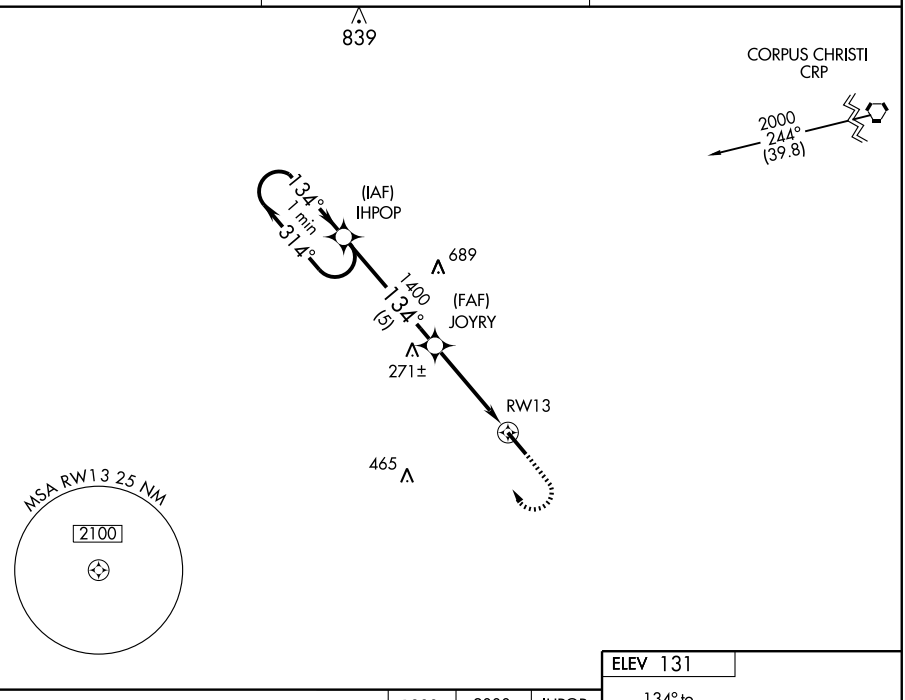
GPS RWY 13

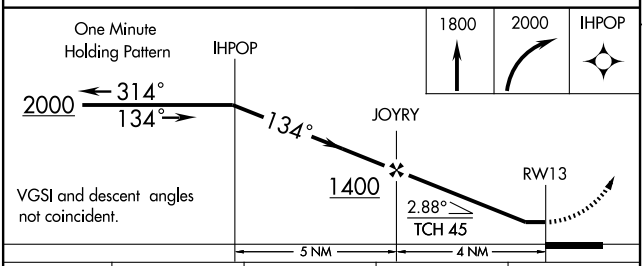
KINGSVILLE/KLEBERG COUNTY (IKG)

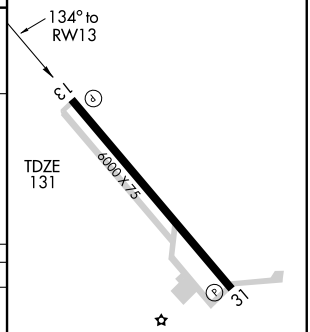
NA Use Navy Kingsville altimeter setting, when not received use Corpus Christi altimeter setting.

MISSED APPROACH: Climb to 1800 then climbing right turn to 2000 direct IHPOP and hold.

AWOS-3	KINGSVILLE APP CON ★	UNICOM
119.075	119.9 290.45	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-13	540-1 409 (500-1)		540-1¼ 409 (500-1¼)	
CIRCLING	580-1 449 (500-1)	600-1 469 (500-1)	600-1½ 469 (500-1½)	700-2 569 (600-2)
CORPUS CHRISTI ALTIMETER SETTING MINIMUMS				
S-13	600-1 469 (500-1)		600-1¼ 469 (500-1¼)	600-1½ 469 (500-1½)
CIRCLING	640-1 509 (600-1)	660-1 529 (600-1)	660-1½ 529 (600-1½)	700-2 569 (600-2)

REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

SC-3. 08 APR 2010 to 06 MAY 2010

NDB TKB	APP CRS	Rwy Idg	6000
347	132°	TDZE	131
		Apt Elev	131

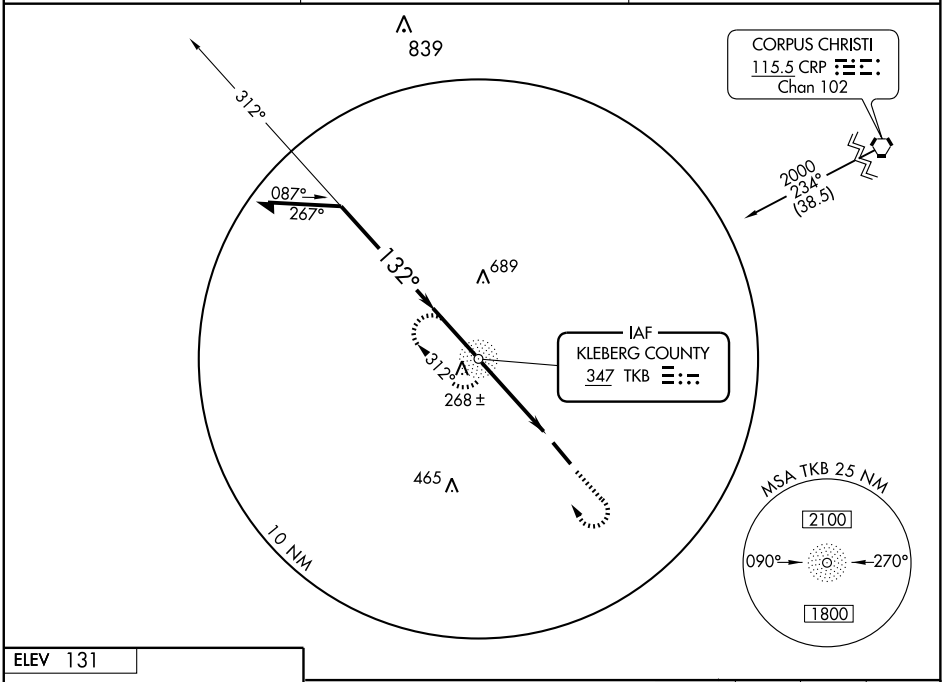
NDB RWY 13

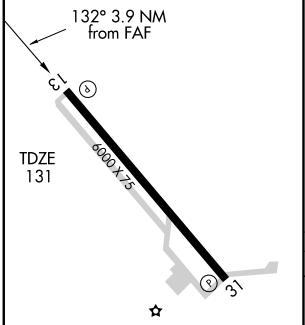
KINGSVILLE/KLEBERG COUNTY (IKG)

NA Use Navy Kingsville altimeter setting, when not received use Corpus Christi altimeter setting.

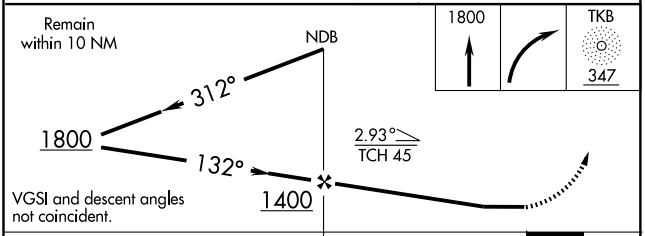
MISSED APPROACH: Climb to 1800 then right turn direct TKB NDB and hold.

AWOS-3	KINGSVILLE APP CON ★	UNICOM
119.075	119.9 290.45	122.7 (CTAF) L



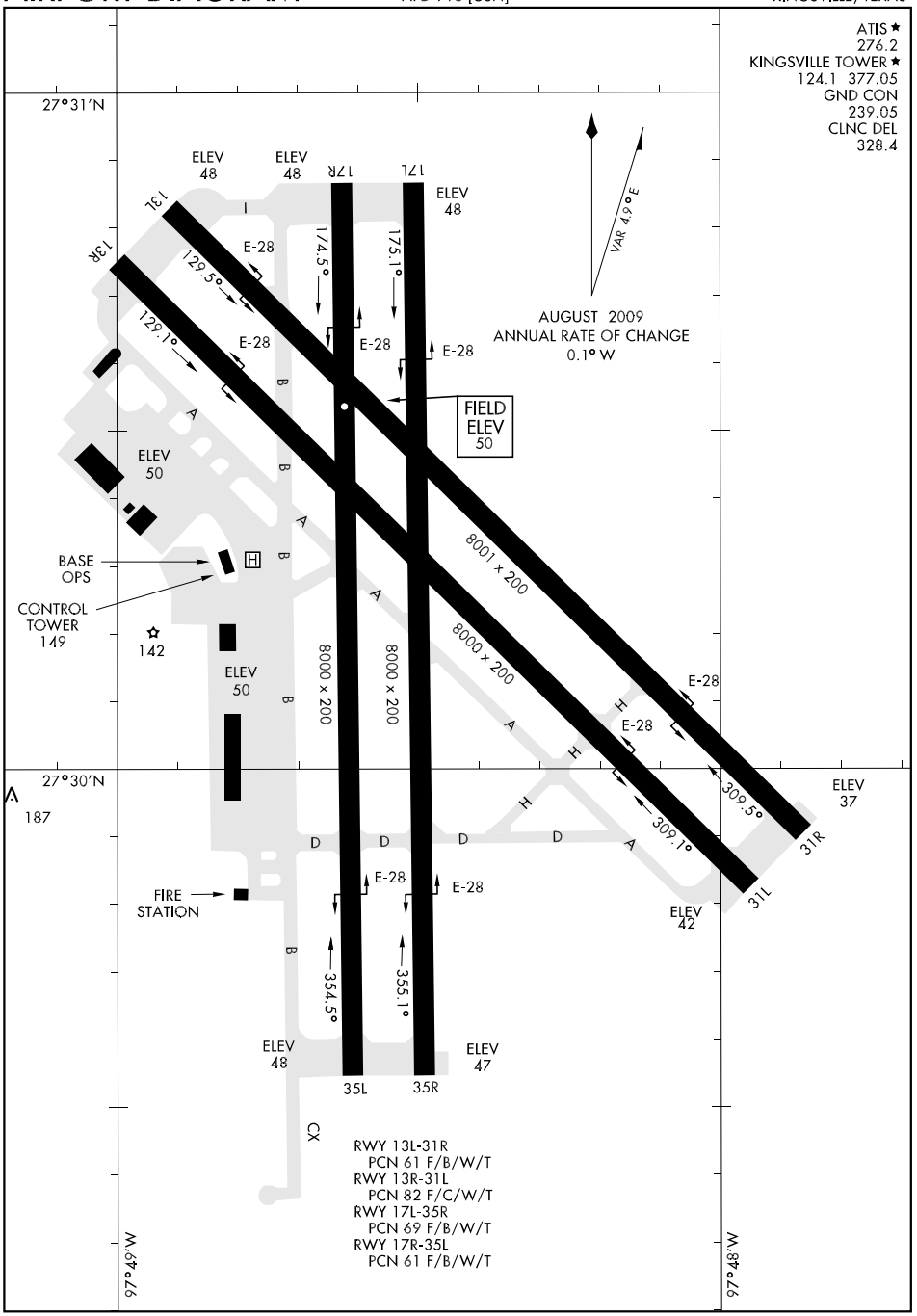


FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18



CATEGORY	A	B	C	D
S-13	600-1	469 (500-1)	600-1¼ 469 (500-1¼)	600-1½ 469 (500-1½)
CIRCLING	600-1	469 (500-1)	600-1½ 469 (500-1½)	700-2 569 (600-2)
CORPUS CHRISTI ALTIMETER SETTING MINIMUMS				
S-13	660-1	529 (600-1)	660-1½ 529 (600-1½)	660-1¾ 529 (600-1¾)
CIRCLING	660-1	529 (600-1)	660-1½ 529 (600-1½)	700-2 569 (600-2)

SC-3, 08 APR 2010 to 06 MAY 2010



SC-3, 08 APR 2010 to 06 MAY 2010

HI-ILS or LOC/DME RWY 13R

LOC I-NQI	APCH CRS	Rwy ldg 8000 TDZE 50 Arpt Elev 50
110.9	130°	

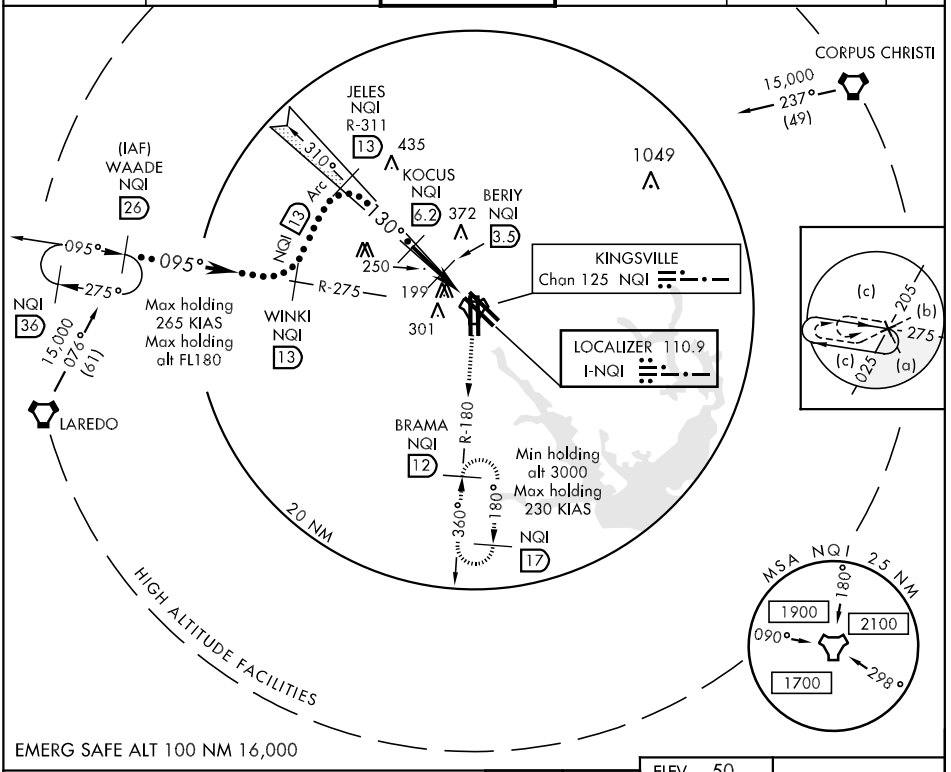
JAL-918 [USN]

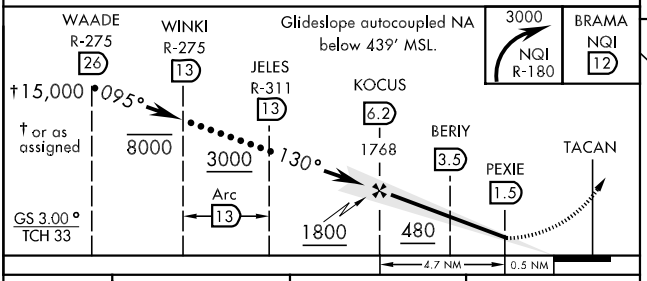
KINGSVILLE NAS (KNQI)

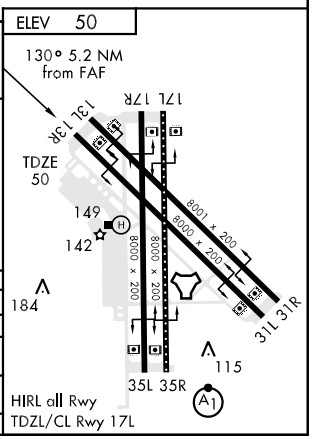
* CAT E circling not authorized SW of Rwy 13-31.

MISSED APPROACH: Climbing right turn to 3000 via NQI TACAN R-180 to BRAMA and hold.

ATIS ★	KINGSVILLE APP CON	KINGSVILLE TOWER★	GND CON	CLNC DEL	ASR/ PAR
276.2	119.9 290.45	124.1 377.05	239.05	328.4	







CATEGORY	C	D	E
S-ILS 13R	250-¾ 200 (200-¾)		
S-LOC/ DME 13R	400-1 350 (400-1)	400-1¼ 350 (400-1¼)	
CIRCLING *	500-1½ 450 (500-1½)	620-2 570 (600-2)	680-2¼ 630 (700-2¼)
S-PAR 13R	150-½	100 (100-½)	GS 3.00°

SC-3, 08 APR 2010 to 06 MAY 2010

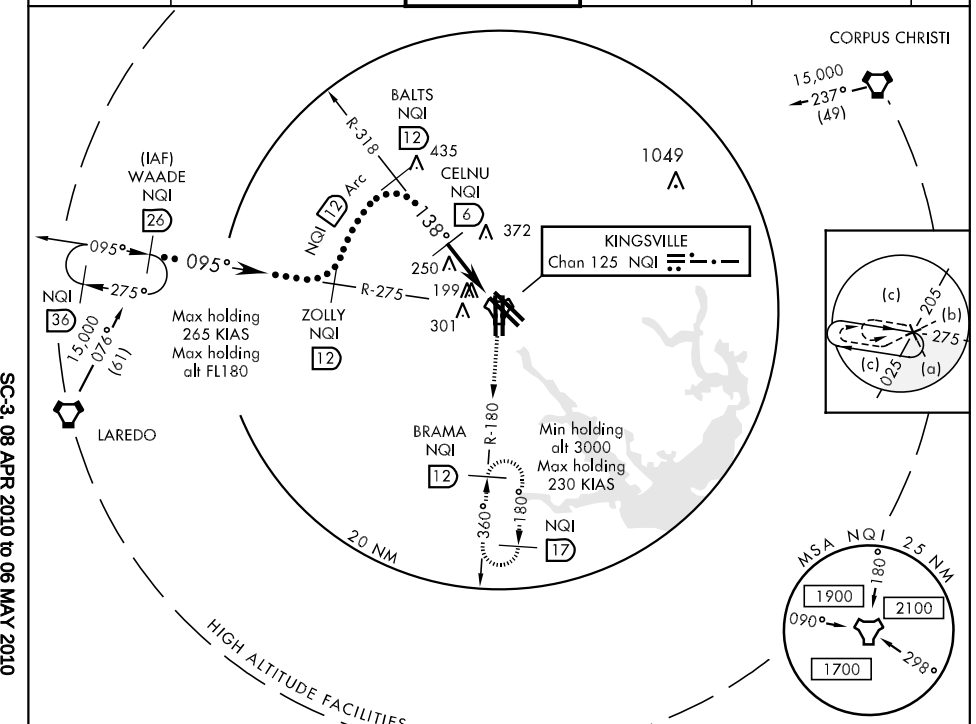
HI-TACAN RWY 13R

TACAN NQI Chan 125	APCH CRS 138°	Rwy ldg 8000 TDZE 50 Arpt Elev 50	JAL-918 [USN]	KINGSVILLE NAS (KNQI)

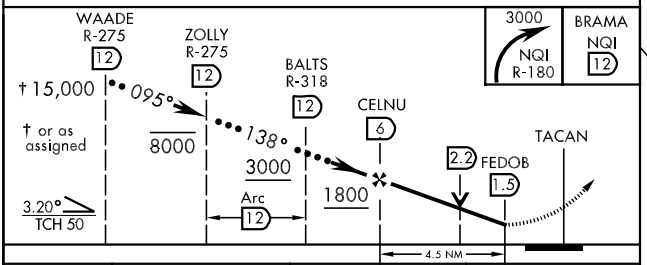
* CAT E circling not authorized SW of Rwy 13-31.

MISSED APPROACH: Climbing right turn to 3000 via NQI TACAN R-180 to BRAMA and hold.

ATIS ★	KINGSVILLE APP CON	KINGSVILLE TOWER★	GND CON	CLNC DEL	ASR/ PAR
276.2	119.9 290.45	124.1 377.05	239.05	328.4	



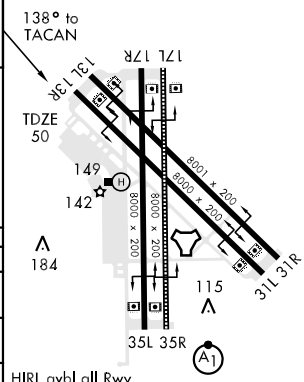
EMERG SAFE ALT 100 NM 16,000



CATEGORY	C	D	E
S-13R	500-1¼ 450 (500-1¼)	500-1½ 450 (500-1½)	
CIRCLING *	500-1½ 450 (500-1½)	620-2 570 (600.2)	680-2¼ 630 (700-2¼)
S-PAR 13R	150- ½ 100 (100-½)	GS 3.00°	

ELEV 50

TDZL/CL Rwy 17L



HIRL avbl all Rwy

KINGSVILLE, TEXAS

HI-TACAN RWY 35R

TACAN	APCH CRS	Rwy ldg	8000
NQI Chan 125	360°	TDZE	48
		Arpt Elev	50

JAL-918 [USN]

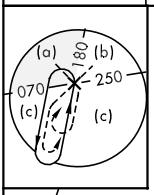
KINGSVILLE NAS (KNQI)

* When ALS inop, increase CAT C vis to 1 mile, CAT DE vis to 1¼ miles
** CAT E circling not authorized SW of Rwy 13-31.
*** When ALS inop, increase CAT CDE vis to ½ mile.

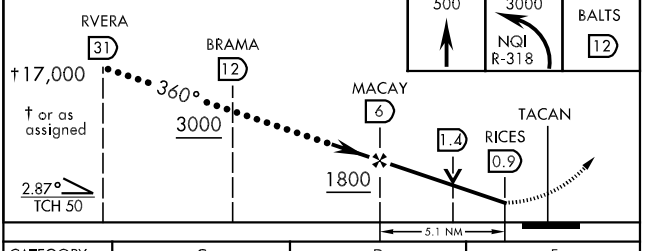
ALSF-1

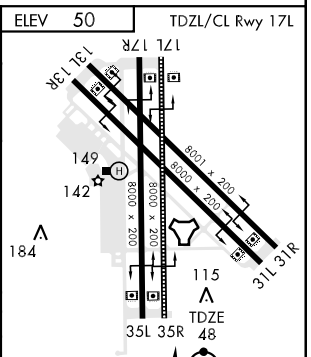
MISSED APPROACH: Climb to 500, then climbing left turn to 3000 via NQI TACAN R-318 to BALTS and hold.

ATIS ★	KINGSVILLE APP CON	KINGSVILLE TOWER★	GND CON	CLNC DEL	ASR/PAR
276.2	119.9 290.45	124.1 377.05	239.05	328.4	



EMERG SAFE ALT 100 NM 16,000





CATEGORY	C	D	E
S-35R *	400-¾	352 (400-¾)	
CIRCLING **	500-1½ 450 (500-1½)	620-2 570 (600-2)	680-2¼ 630 (700-2¼)
S-PAR 35R***	148-¼	100 (100-¼)	GS 3.00°

KINGSVILLE, TEXAS 27°30'N-97°49'W KINGSVILLE NAS (KNQI)

Orig 09043

HI-TACAN RWY 35R

SC-3, 08 APR 2010 to 06 MAY 2010

ILS Z or LOC/DME RWY 13R

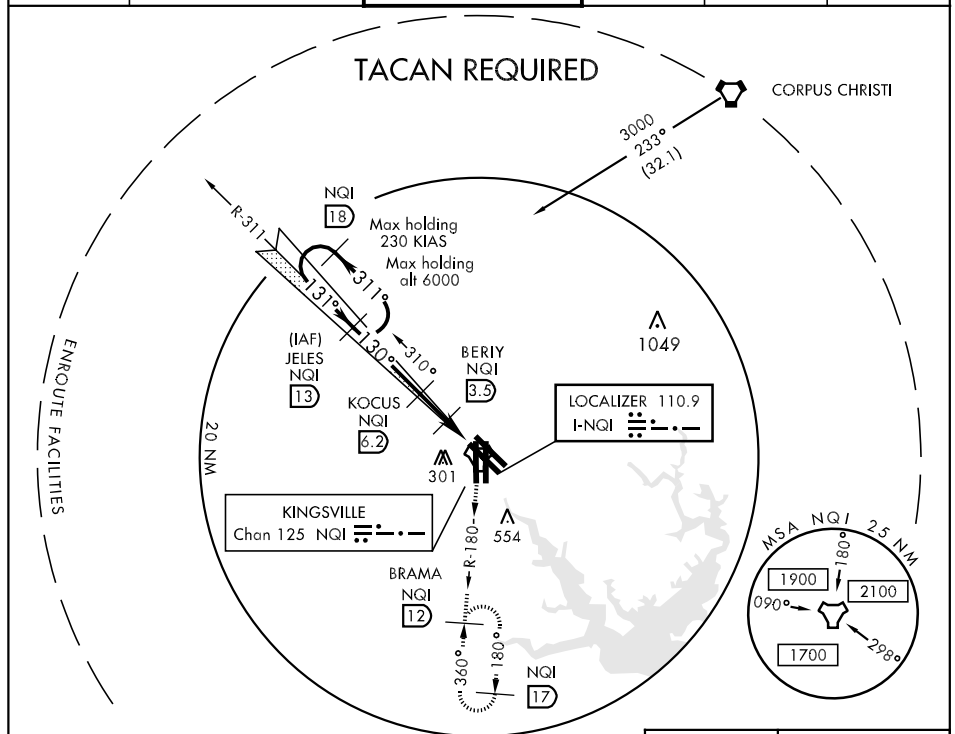
LOC I-NQI	APCH CRS	Rwy ldg 8000 TDZE 50 Arpt Elev 50
110.9	130°	

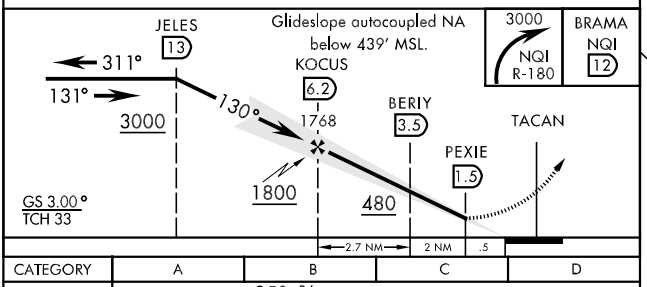
AL-918 [USN]

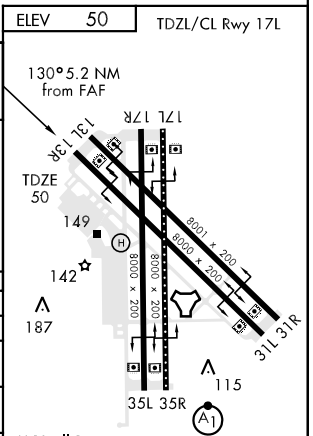
KINGSVILLE NAS (KNQI)

MISSED APPROACH: Climbing right turn to 3000 via NQI TACAN R-180 to BRAMA and hold.

ATIS ★	KINGSVILLE APP CON	KINGSVILLE TOWER ★	GND CON	CLNC DEL	ASR/PAR
276.2	119.9 290.45	124.1 377.05	239.05	328.4	







CATEGORY	A	B	C	D
S-ILS 13R	250-¾	200	(200-¾)	
S-LOC 13R	400-1	350	(400-1)	400-1¼ 350 (400-1¼)
CIRCLING	500-1	450	(500-1)	500-1½ 450 (500-1½) 620-2 570 (600-2)
S-PAR 13R	150-½	100	(100-½)	GS 3.00°

KINGSVILLE-TWO DEPARTURE (NQI2 • NQI)

SHL-918 [USN]

KINGSVILLE, TEXAS

Rwy	Knots	60	120	180	240	300	360
13L/R ⓐ	V/V(fpm)	380	760	1140	1520	1900	2280
17L/R ⓐ	V/V(fpm)	310	620	930	1240	1550	1860
31L/R ⓐ	V/V(fpm)	400	800	1200	1600	2000	2400
35L/R ⓐ	V/V(fpm)	585	1170	1755	2340	2925	3510

ATC Minimum Climb Rate

ⓐ CORPUS CHRISTI transition to 8000

ATIS★ 276.2
CLNC DEL
328.4
GND CON
239.05
KINGSVILLE TOWER ★
124.1 377.05
KINGSVILLE DEP CON
266.8

CORPUS CHRISTI
115.5 CRP
Chan 102
L-20, L-21, H-7

HOBOZ

R-339

HOBOZ TRANSITION
339°

CORPUS CHRISTI TRANSITION
038°
(21)

8000
JERIR

R-038

1049

NQI 7 Arc

355°
310°
130°
175°

KINGSVILLE
Chan 125 NQI

RICTO TRANSITION
225°

* RICTO

R-225

JUBAK TRANSITION
125°

M.S.A. NQI 2.5 NM
180°
1900
2100
090°
298°
1700

* Local Military Use only
for Special Use Airspace entry

* JUBAK

R-125

EMERG SAFE ALT 100 NM 16,000

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 13L/R: Climb via heading 130° to join NQI TACAN 7 DME Arc, thence....

TAKE-OFF RWY 17L/R: Climb via heading 175° to join NQI TACAN 7 DME Arc, thence....

TAKE-OFF RWY 31L/R: Climb via heading 310° to join NQI TACAN 7 DME Arc, thence....

TAKE-OFF RWY 35L/R: Climb via heading 355° to join NQI TACAN 7 DME Arc, thence....

CORPUS CHRISTI TRANSITION (NQI2 • CRP):

Rwys 13L/R and 17L/R: Turn left to join and arc SE on the NQI 7 DME arc to join and fly NQI R-038 to CRP VORTAC. Cross JERIR (NQI R-038/10) at 8000 min.

Rwys 31L/R and 35L/R: Turn right to join and arc N on the NQI 7 DME arc to join and fly NQI R-038 to CRP VORTAC. Cross JERIR (NQI R-038/10) at 8000 min. Departure Rwy 35L/R military use only.

(Continued on next page)

KINGSVILLE-TWO DEPARTURE (NQI2 • NQI)

SC-3, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION
(Continued)

HOBOZ TRANSITION (NQI2 • HOBOZ):

Rwys 13L/R and 35L/R: Turn left to join and arc NE on the NQI 7 DME arc to join and fly NQI R-339 to HOBOZ.

Rwys 17L/R and 31L/R: Turn right to join and arc W on the NQI 7 DME arc to join and fly NQI R-339 to HOBOZ.

JUBAK TRANSITION (NQI2 • JUBAK): *

Rwys 13L/R and 17L/R: Turn left to join and arc SE on the NQI 7 DME arc to join and fly NQI R-125 to JUBAK.

Rwys 31L/R and 35L/R: Turn right to join and arc NE on the NQI 7 DME arc to join and fly NQI R-125 to JUBAK.

RICTO TRANSITION (NQI2 • RICTO): *

Rwys 13L/R and 17L/R: Turn right to join and arc S on the NQI 7 DME arc to join and fly NQI R-225 to RICTO.

Rwys 31L/R and 35L/R: Turn left to join and arc W on the NQI 7 DME arc to join and fly NQI R-225 to RICTO.

* RICTO and JUBAK transitions are for local use for Special Use Airspace entry only.

LOST COMMUNICATIONS: If no transmissions are received one minute after departure, climb to assigned altitude, proceed direct assigned navaid or intercept NQI TACAN 7 DME arc, arc to respective departure radial then via departure radial to assigned departure fix. Then via assigned transition or route. Once established on departure radial climb to filed altitude.

SC-3, 08 APR 2010 to 06 MAY 2010

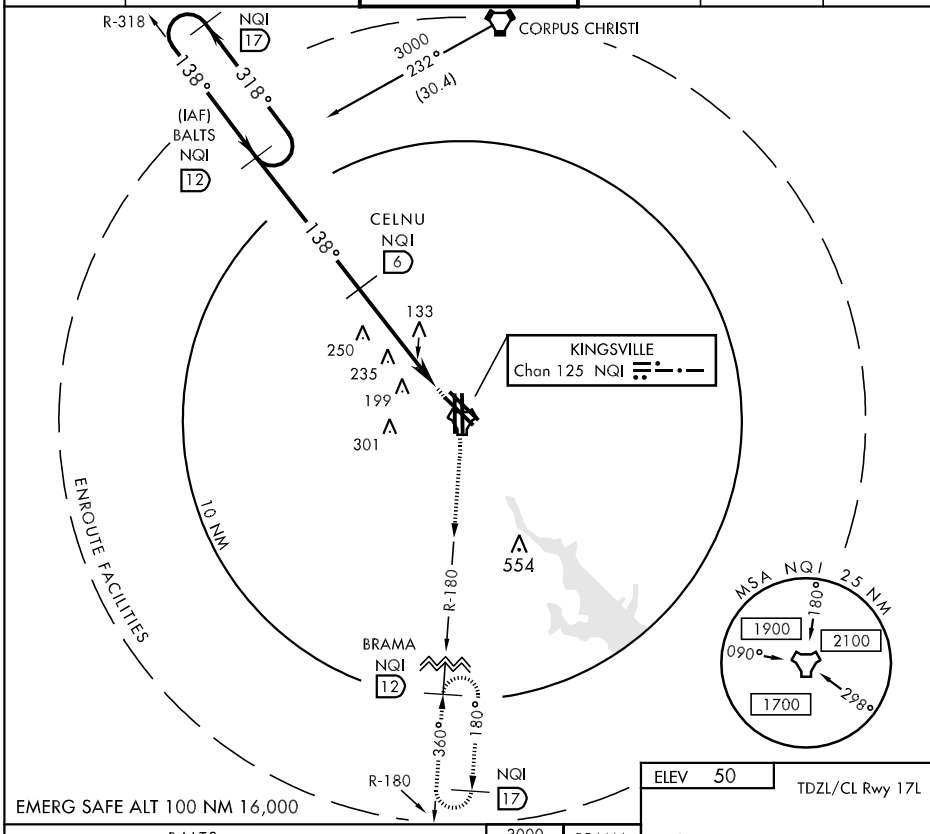
TACAN RWY 13L/R

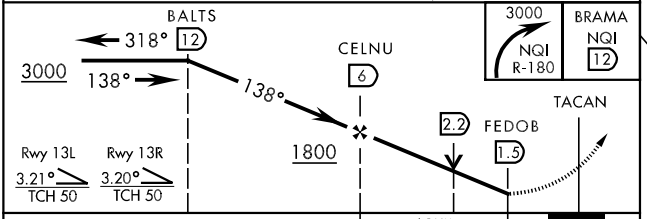
TACAN NQI Chan 125	APCH CRS 138°	Rwy 13L ldg 8001 TDZE 49 Arpt Elev 50	Rwy 13R ldg 8000 TDZE 50 Arpt Elev 50

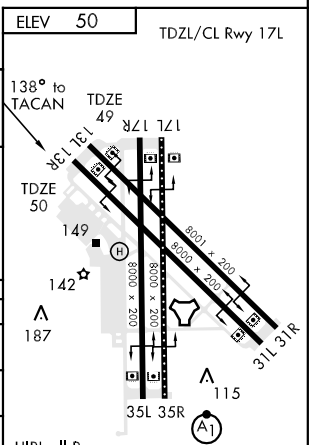
AL-918 [USN] KINGSVILLE NAS (KNQI)

MISSED APPROACH: Climbing right turn to 3000 via NQI R-180 to BRAMA and hold.

ATIS ★ 276.2	KINGSVILLE APP CON 119.9 290.45	KINGSVILLE TOWER ★ 124.1 377.05	GND CON 239.05	CLNC DEL 328.4	ASR/PAR







CATEGORY	A		B	C	D
S-13L	500-1	451	(500-1)	500-1¼ 451 (500-1¼)	500-1½ 451 (500-1½)
S-13R	500-1	450	(500-1)	500-1¼ 450 (500-1¼)	500-1½ 450 (500-1½)
CIRCLING	500-1	450	(500-1)	500-1½ 450 (500-1½)	620-2 570 (600-2)

TACAN RWY 17L

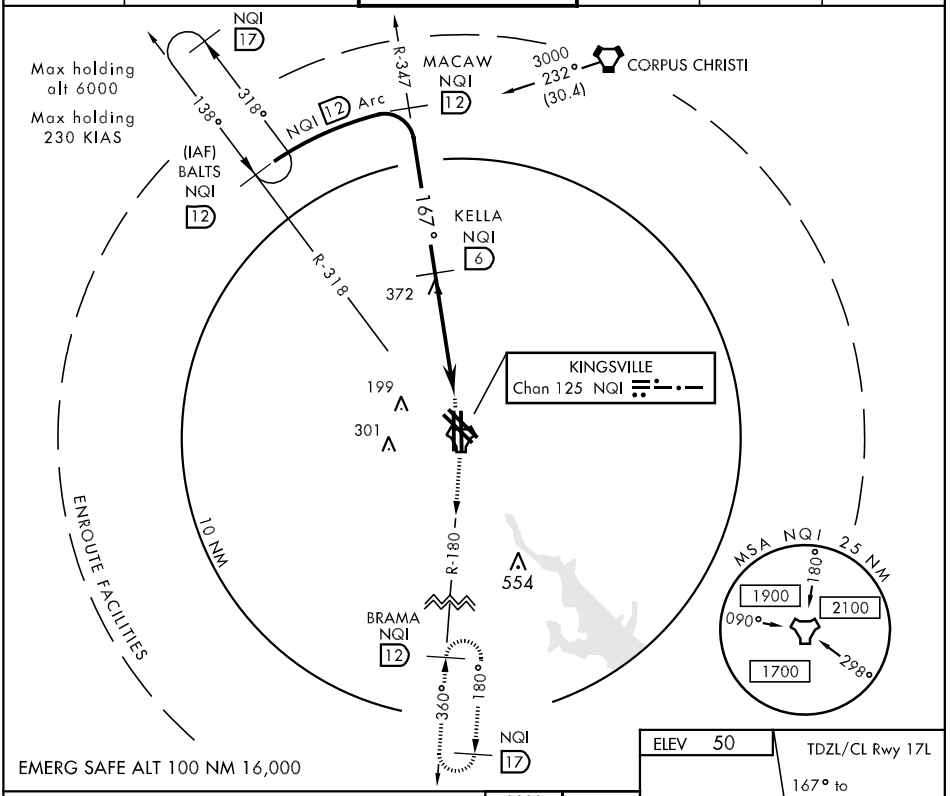
TACAN	APCH CRS	Rwy Idg	8000
NQI Chan **125**	**167°**	TDZE	**50**
		Arpt Elev	**50**

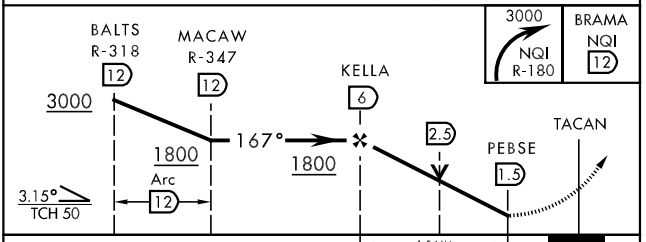
AL-918 [USN]

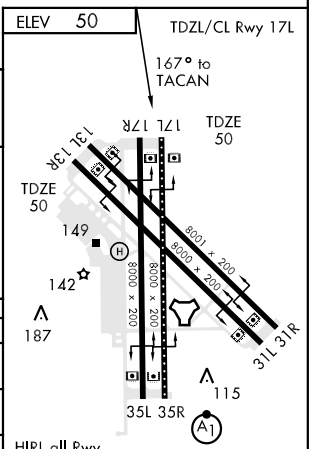
KINGSVILLE NAS (KNQI)

MISSED APPROACH: Climbing right turn to 3000 via NQI R-180 to BRAMA and hold.

ATIS ★	KINGSVILLE APP CON	KINGSVILLE TOWER ★	GND CON	CLNC DEL	ASR/PAR
276.2	**119.9 290.45**	**124.1 377.05**	**239.05**	**328.4**	







CATEGORY	A	B	C	D
S-17L	640-1 590	(600-1)	640-1½ 590 (600-1½)	640-1¾ 590 (600-1¾)
CIRCLING	640-1 590	(600-1)	640-1½ 590 (600-1½)	640-1¾ 590 (600-1¾)
S-PAR-17L	150-½ 100	(100-½)	GS 3.00°	

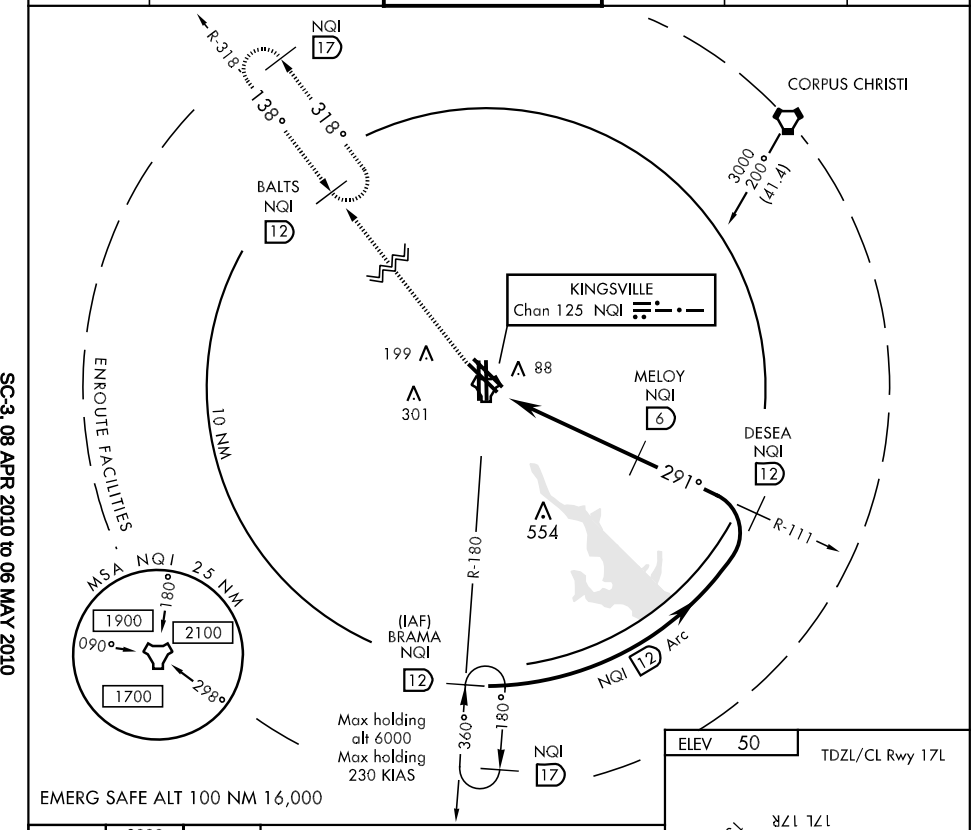
TACAN RWY 31L/R

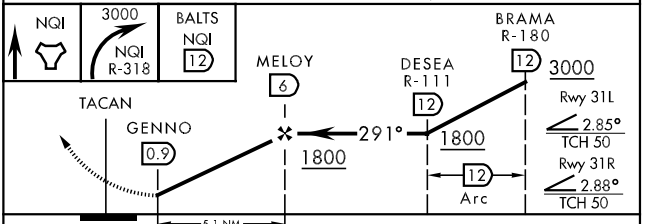
TACAN NQI Chan 125	APCH CRS 291°	Rwy 31L ldg 8000 TDZE 44 Arpt Elev 50	Rwy 31R ldg 8001 TDZE 45 Arpt Elev 50

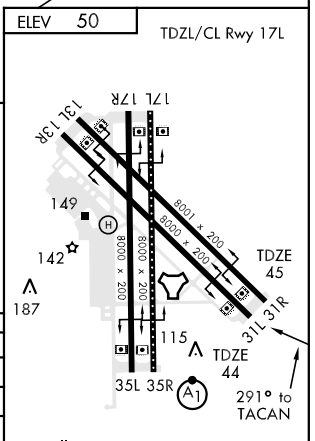
AL-918 [USN] KINGSVILLE NAS (KNQI)

MISSED APPROACH: Climb to NQI TACAN via R-111, then climb to 3000 via R-318 to BALTS and hold.

ATIS ★	KINGSVILLE APP CON	KINGSVILLE TOWER ★	GND CON	CLNC DEL	ASR/PAR
276.2	119.9 290.45	124.1 377.05	239.05	328.4	







CATEGORY	A	B	C	D
S-31L	340-1		296 (300-1)	
S-31R	340-1		295 (300-1)	
CIRCLING	500-1 450 (500-1)		500-1½ 450 (500-1½)	620-2 570 (600-2)

TACAN RWY 35R

TACAN NQI Chan 125	APCH CRS 360°	Rwy ldg 8000 TDZE 48 Arpt Elev 50

AL-918 [USN]

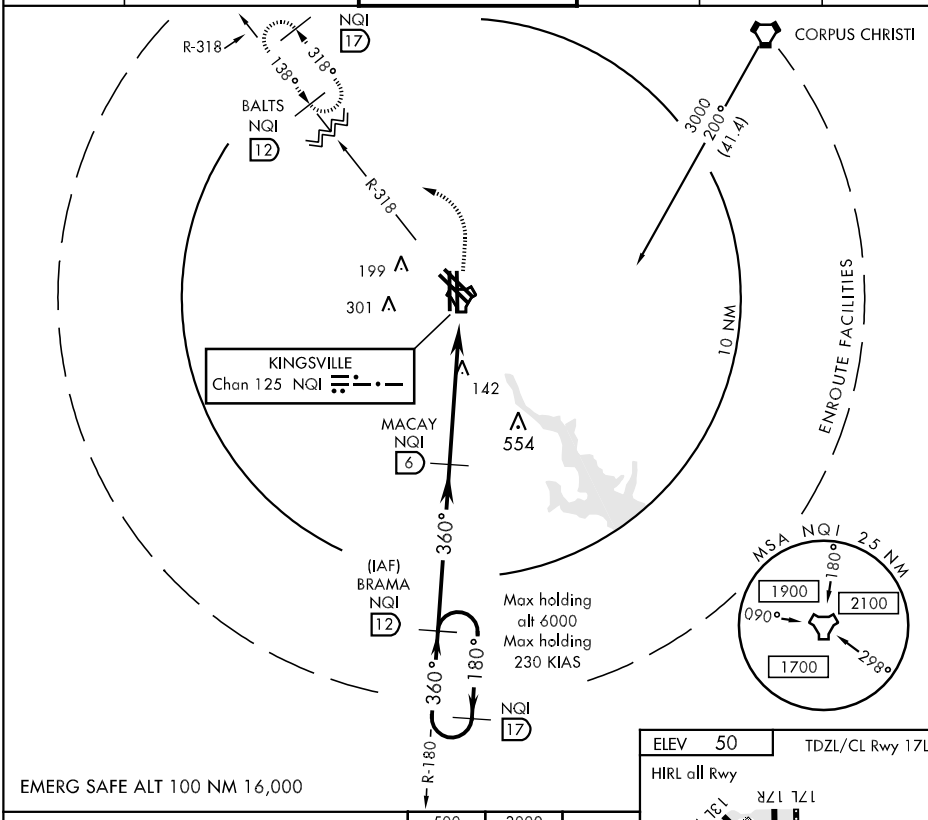
KINGSVILLE NAS (KNQI)

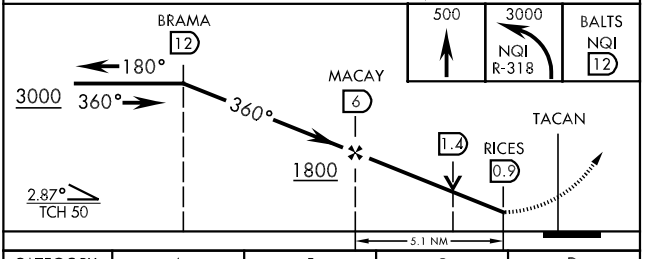
* When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles.
** When ALS inop, increase vis CAT ABCD to ½ mile.

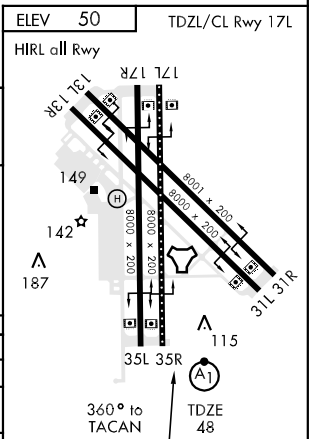
ALSF-1 (A1)

MISSED APPROACH: Climb to 500, then climbing left turn to 3000 via NQI TACAN R-318 to BALTS and hold.

ATIS ★	KINGSVILLE APP CON	KINGSVILLE TOWER ★	GND CON	CLNC DEL	ASR/PAR
276.2	119.9 290.45	124.1 377.05	239.05	328.4	







CATEGORY	A	B	C	D
S-35R *	400- ½ 352 (400-½)		400- ¾ 352 (400-¾)	
CIRCLING	500-1 450 (500-1)		500-1½ 450 (500-1½)	620-2 570 (600-2)
S-PAR 35R **	148- ¼ 100	(100-¼)	GS 3.00°	

TACAN Y RWY 17R

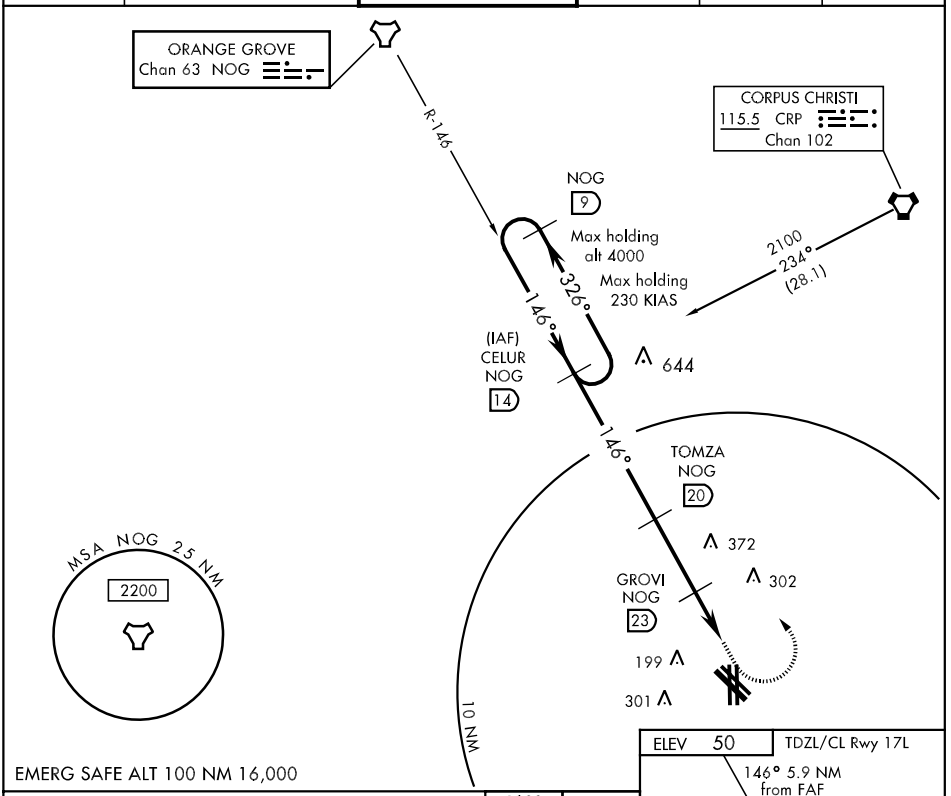
TACAN	APCH CRS	Rwy Idg	8000
Chan 63 NOG	146°	TDZE	50
		Arpt Elev	50

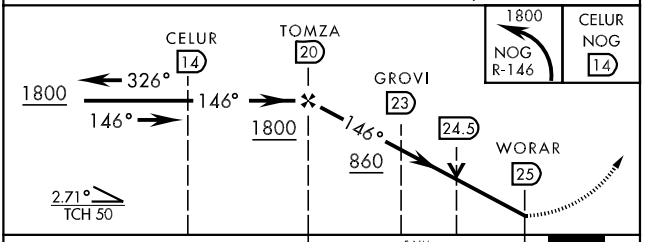
AL-918 [USN]

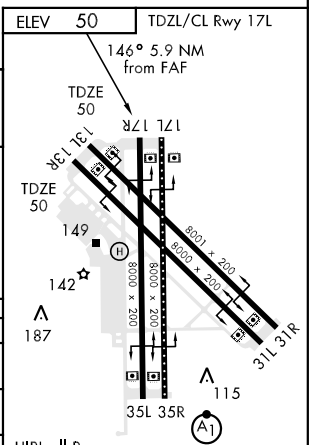
KINGSVILLE NAS (KNQI)

MISSED APPROACH: Climbing left turn to 1800, intercept NOG TACAN R-146 to CELUR and hold.

ATIS ★	KINGSVILLE APP CON	KINGSVILLE TOWER ★	GND CON	CLNC DEL	ASR/PAR
276.2	119.9 290.45	124.1 377.05	239.05	328.4	







CATEGORY	A	B	C	D
S-17R	560-1¼ 510	(600-1¼)	560-1½ 510 (600-1½)	560-1¾ 510 (600-1¾)
CIRCLING	560-1¼ 510	(600-1¼)	560-1½ 510 (600-1½)	620-2 570 (600-2)
S-PAR-17R	150-½	100	(100-½)	GS 3.00°

TACAN Z RWY 17R

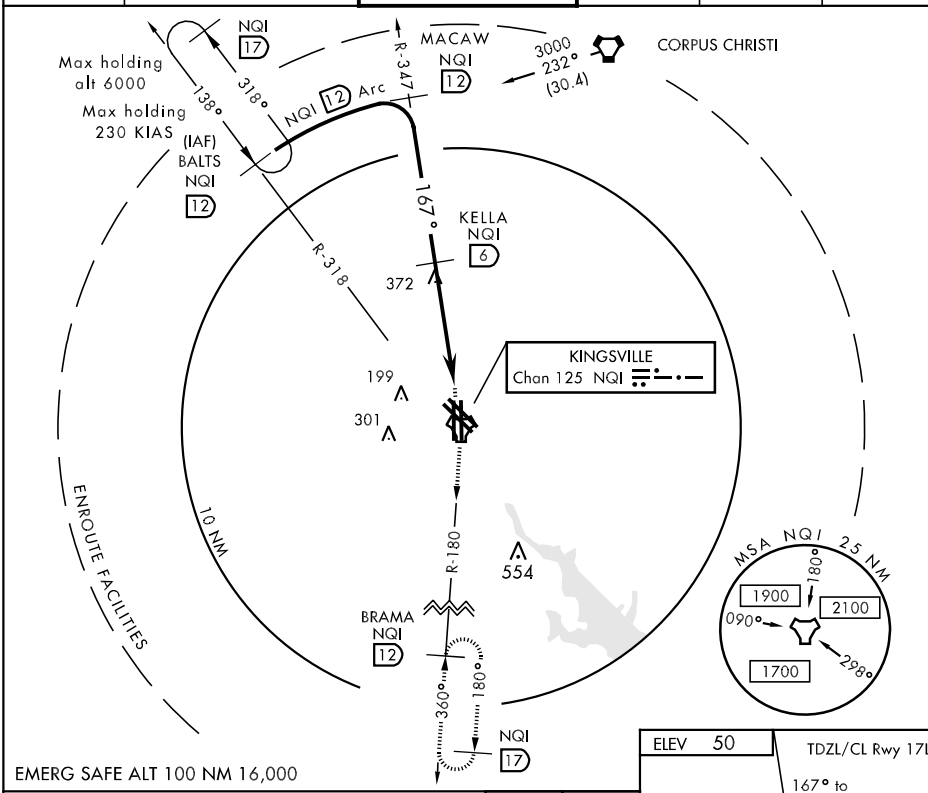
TACAN	APCH CRS	Rwy ldg	8000
Chan 125	167°	TDZE	50
		Arpt Elev	50

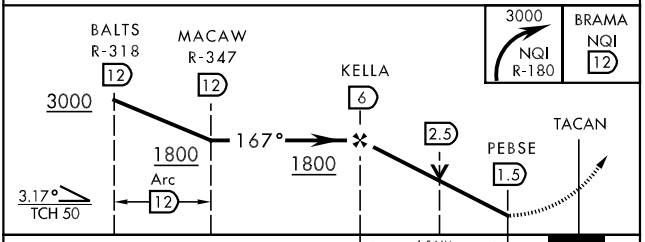
AL-918 [USN]

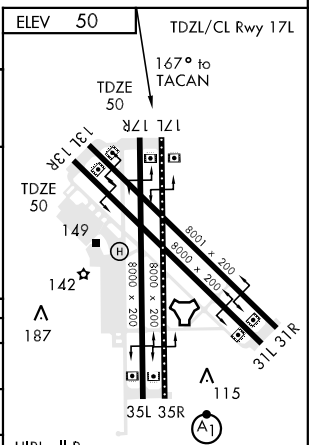
KINGSVILLE NAS (KNQI)

MISSED APPROACH: Climbing right turn to 3000 via NQI R-180 to BRAMA and hold.

ATIS ★	KINGSVILLE APP CON	KINGSVILLE TOWER ★	GND CON	CLNC DEL	ASR/PAR
276.2	119.9 290.45	124.1 377.05	239.05	328.4	







CATEGORY	A	B	C	D
S-17R	640-1 590	(600-1)	640-1½ 590 (600-1½)	640-1¾ 590 (600-1¾)
CIRCLING	640-1 590	(600-1)	640-1½ 590 (600-1½)	640-1¾ 590 (600-1¾)
S-PAR-17R	150-½ 100		(100- ½)	GS 3.00°

NDB HRD	APP CRS		
524	141°	Rwy Idg	4303
		TDZE	71
		Apt Elev	71

NDB RWY 13

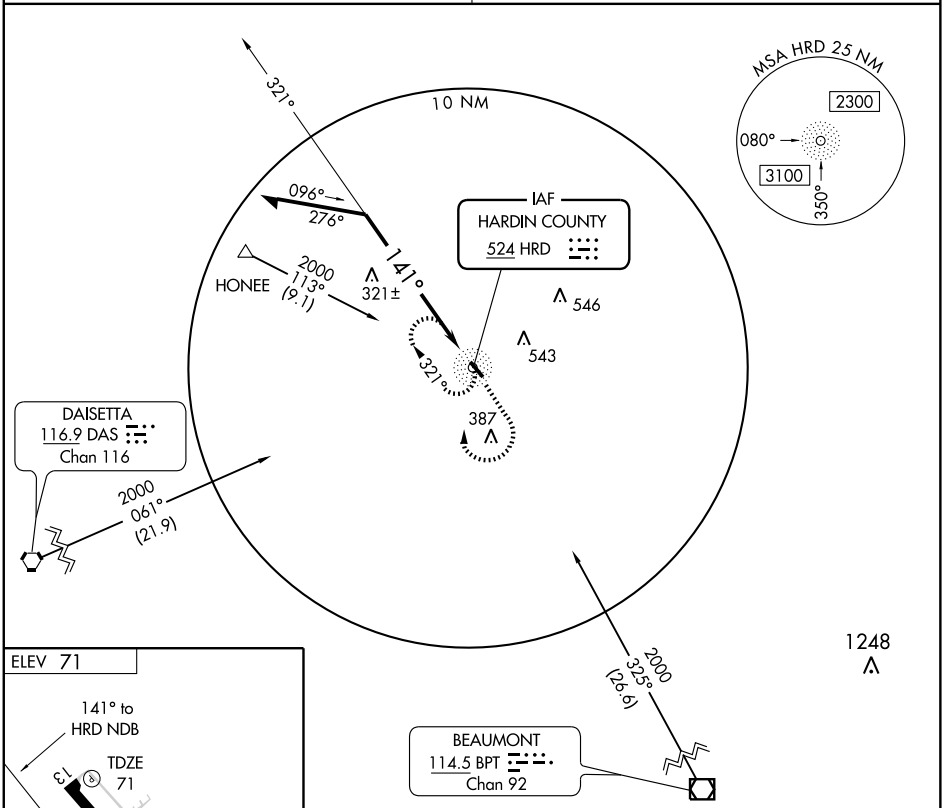
KOUNTZE/SILSBEE/ HAWTHORNE FIELD (45R)

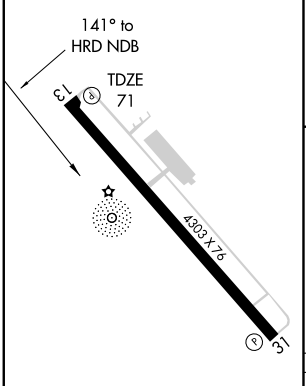
Use Southeast Texas Rgnl altimeter setting; when not received, use Orange altimeter setting. Visibility reduction by helicopters NA.

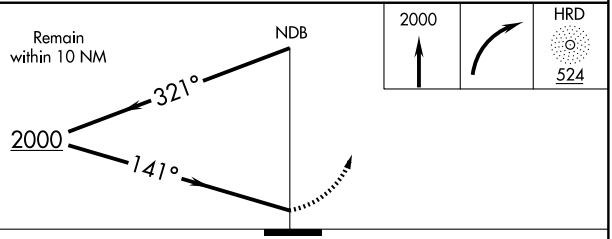
NA

MISSED APPROACH: Climb to 2000 then right turn direct HRD NDB and hold.

HOUSTON APP CON	UNICOM
121.3 377.1	122.8 (CTAF)







Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-13	800-1 729 (800-1)		800-2 729 (800-2)	NA
CIRCLING	800-1 729 (800-1)		800-2 729 (800-2)	NA

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KOUNTZE/SILSBEE, TEXAS AL-6577 (FAA)

APP CRS	Rwy Idg	4303
136°	TDZE	71
	Apt Elev	71

RNAV (GPS) RWY 13

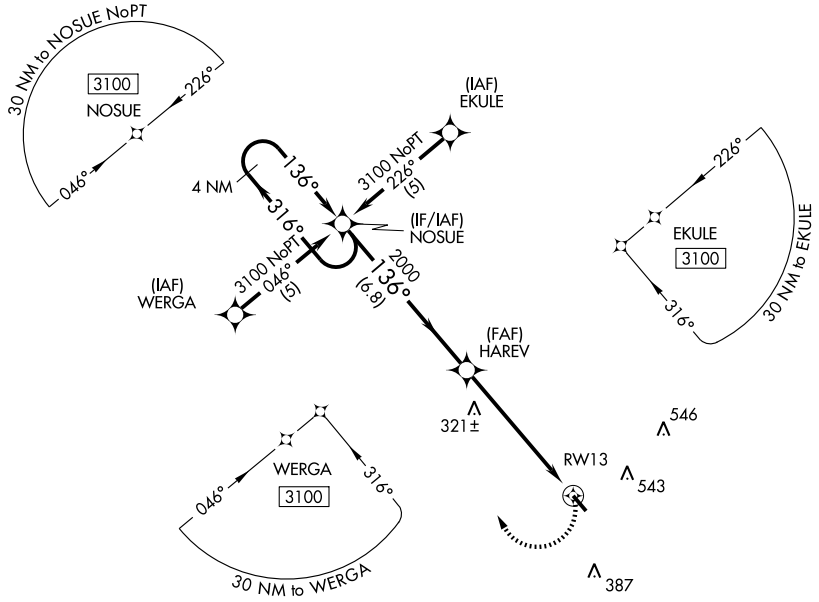
KOUNTZE/SILSBEE/ HAWTHORNE FIELD (45R)

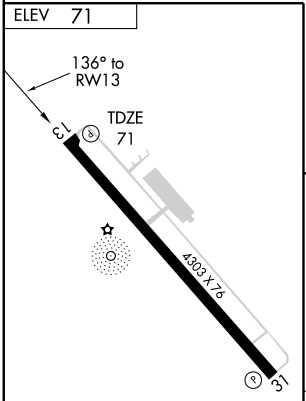
▼ NA

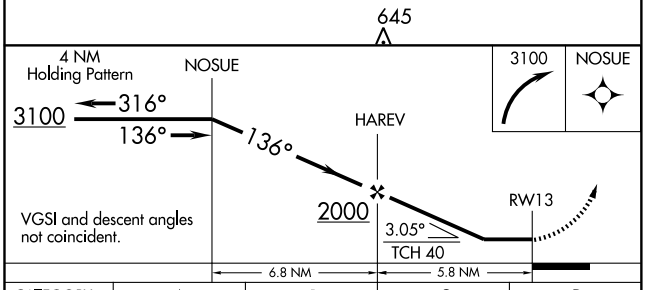
Use Southeast Texas Rgnl altimeter setting; when not received, use Orange altimeter setting. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 3100 direct NOSUE and hold.

HOUSTON APP CON	UNICOM
121.3 377.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	700-1 629 (700-1)		700-1¾ 629 (700-1¾)	NA
CIRCLING	700-1 629 (700-1)		700-1¾ 629 (700-1¾)	NA

MIRL Rwy 13-31 L

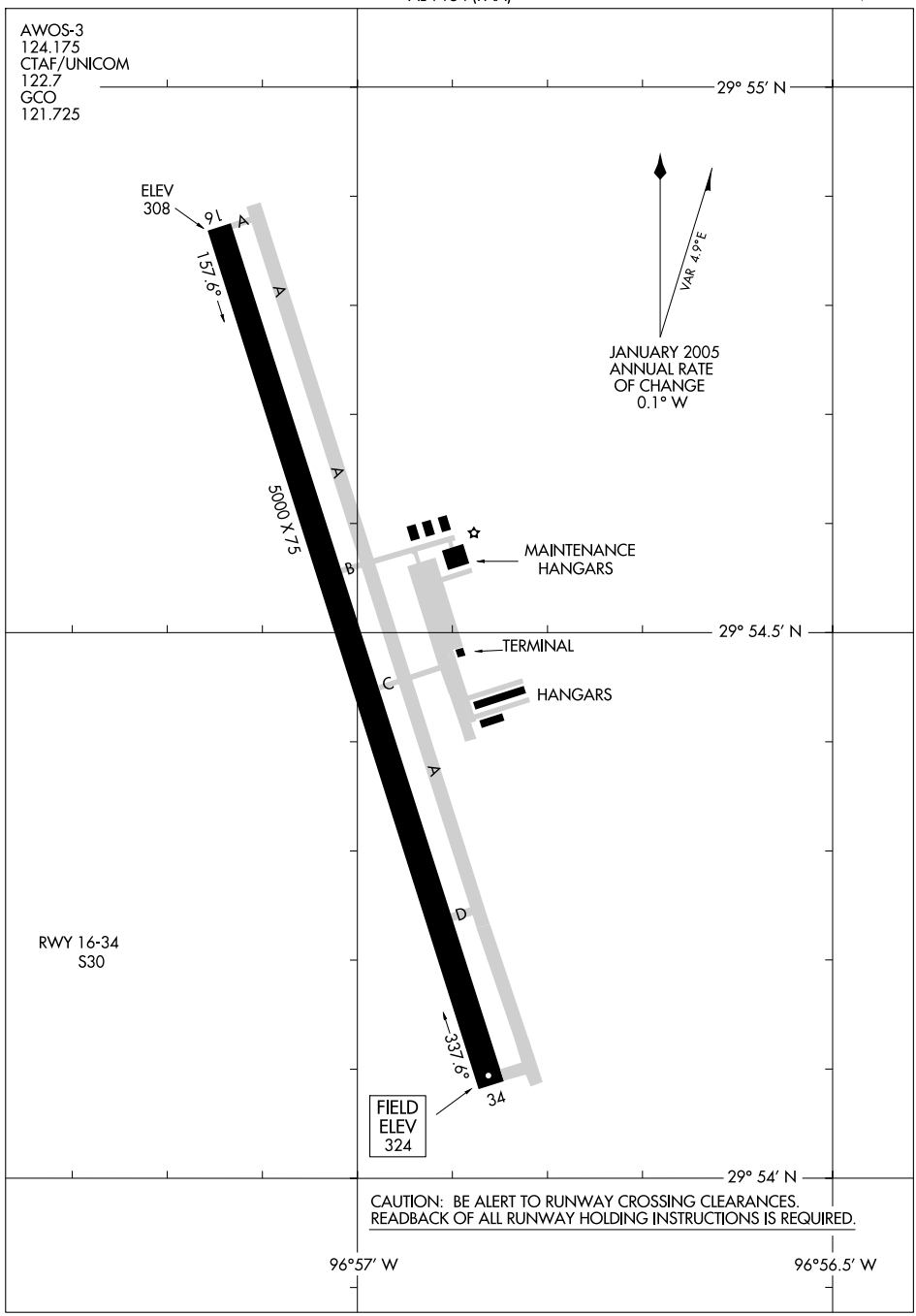
SC-5, 08 APR 2010 to 06 MAY 2010

09239

AIRPORT DIAGRAM

LA GRANGE/ FAYETTE RGNL AIR CENTER (3T5)
LA GRANGE, TEXAS

AL-9154 (FAA)



SC-5, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5001
156°	TDZE	318
	Apt Elev	324

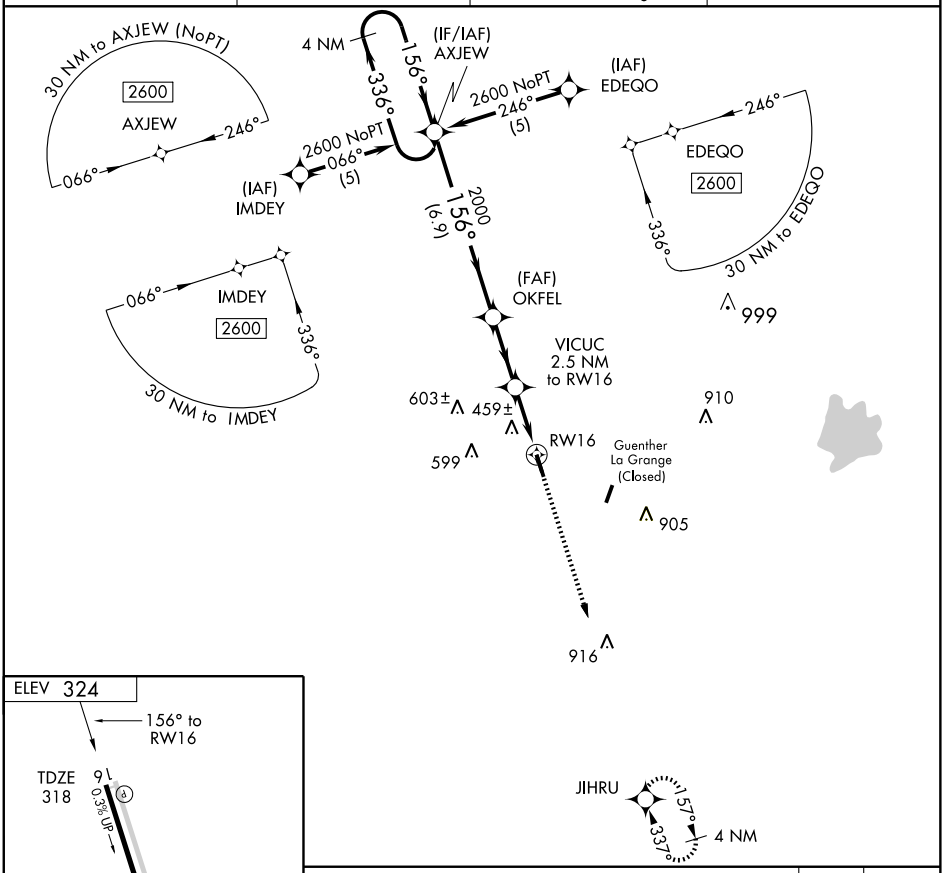
RNAV (GPS) RWY 16

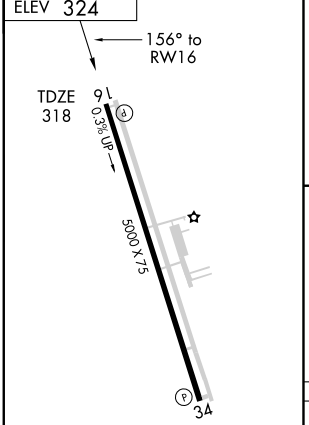
LA GRANGE/FAYETTE RGNL AIR CENTER (3T5)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Giddings-Lee County altimeter settings and increase all MDA 60 feet.

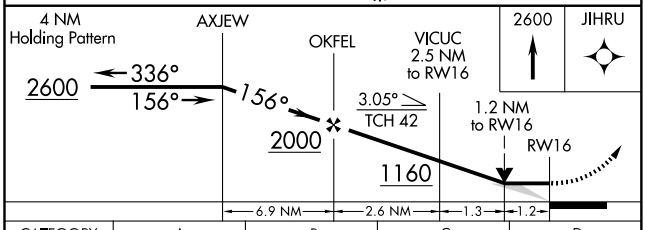
MISSED APPROACH: Climb to 2600 direct JIHRU and hold.

AWOS-3	HOUSTON CENTER	UNICOM	GCO
124.175	132.15 279.6	122.7 (CTAF) L	121.725





REIL Rwy 16 and 34
MIRL Rwy 16-34 L



CATEGORY	A	B	C	D
LNAV MDA	720-1	402 (400-1)	720-1¼ 402 (400-1¼)	NA
CIRCLING	780-1	456 (500-1)	780-1½ 456 (500-1½)	NA

SC-5, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5001
336°	TDZE	324
	Apt Elev	324

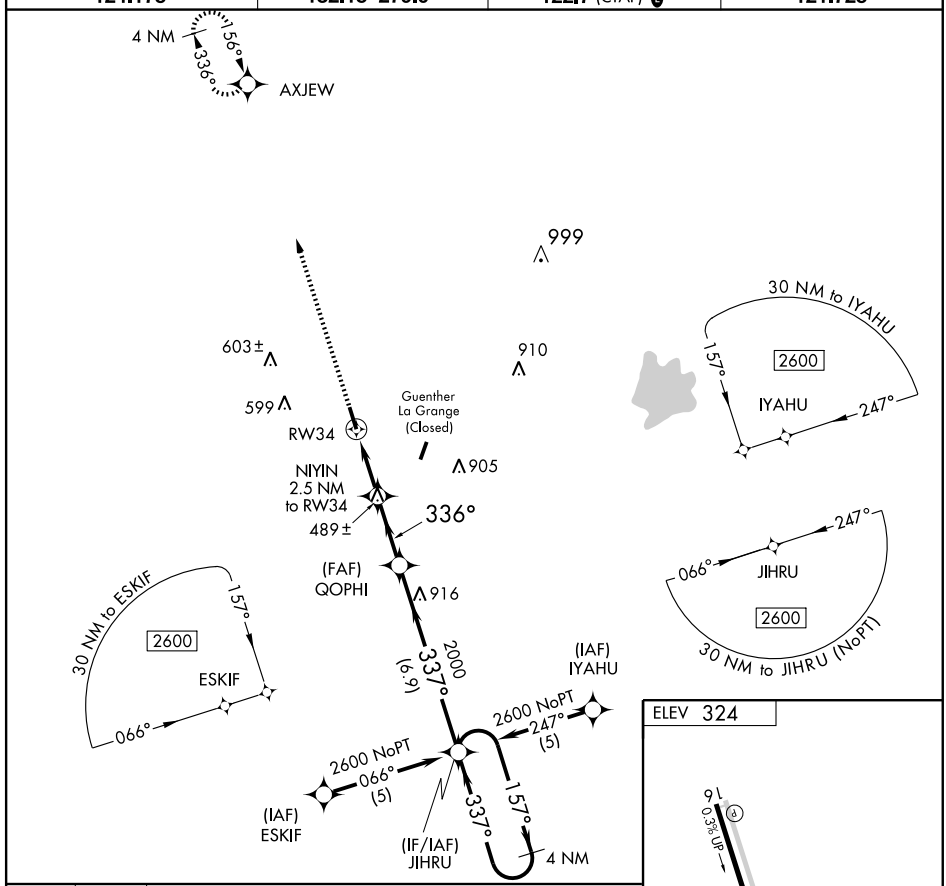
RNAV (GPS) RWY 34

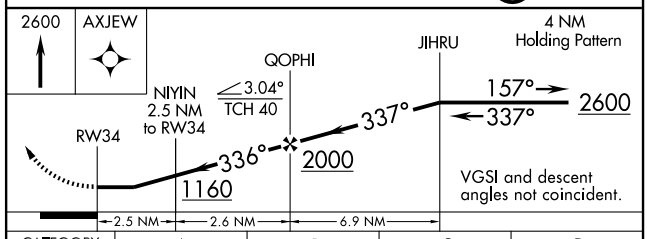
LA GRANGE/ FAYETTE RGNL AIR CENTER (3T5)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Giddings-Lee County altimeter setting and increase all MDA 60 feet.

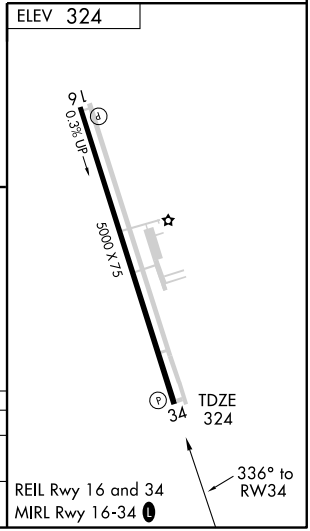
MISSED APPROACH: Climb to 2600 direct AXJEW and hold.

AWOS-3	HOUSTON CENTER	UNICOM	GCO
124.175	132.15 279.6	122.7 (CTAF) L	121.725





CATEGORY	A	B	C	D
LNAV MDA	740-1 416 (500-1)		740-1¼ 416 (500-1¼)	NA
CIRCLING	780-1 456 (500-1)		780-1½ 456 (500-1½)	NA



SC-5, 08 APR 2010 to 06 MAY 2010

VORTAC IDU	APP CRS	Rwy Idg	N/A
110.2	254°	TDZE	N/A
Chan 39		Apt Elev	322

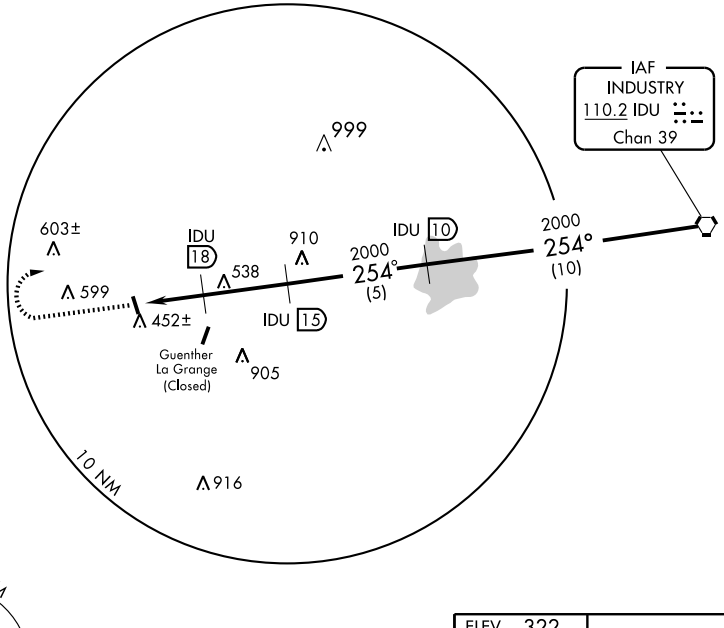
VOR/DME-A

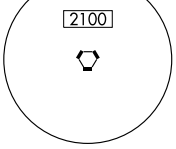
LA GRANGE/ FAYETTE RGNL AIR CENTER (3T5)

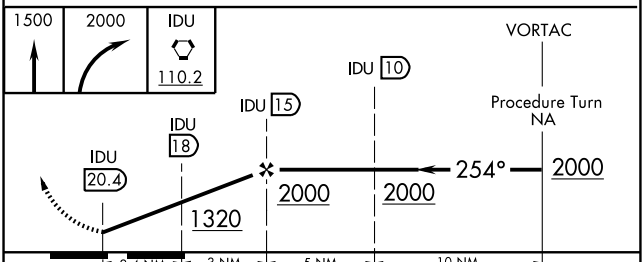
T
NA

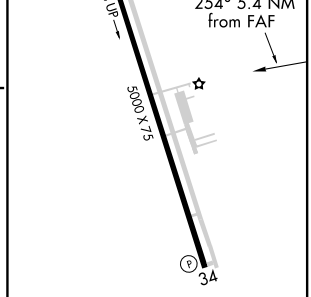
MISSED APPROACH: CLIMB to 1500 then climb right turn to 2000 direct IDU VORTAC.

AWOS-3	HOUSTON CENTER	UNICOM	GCO
124.175	132.15 279.6	122.7 (CTAF) L	121.725









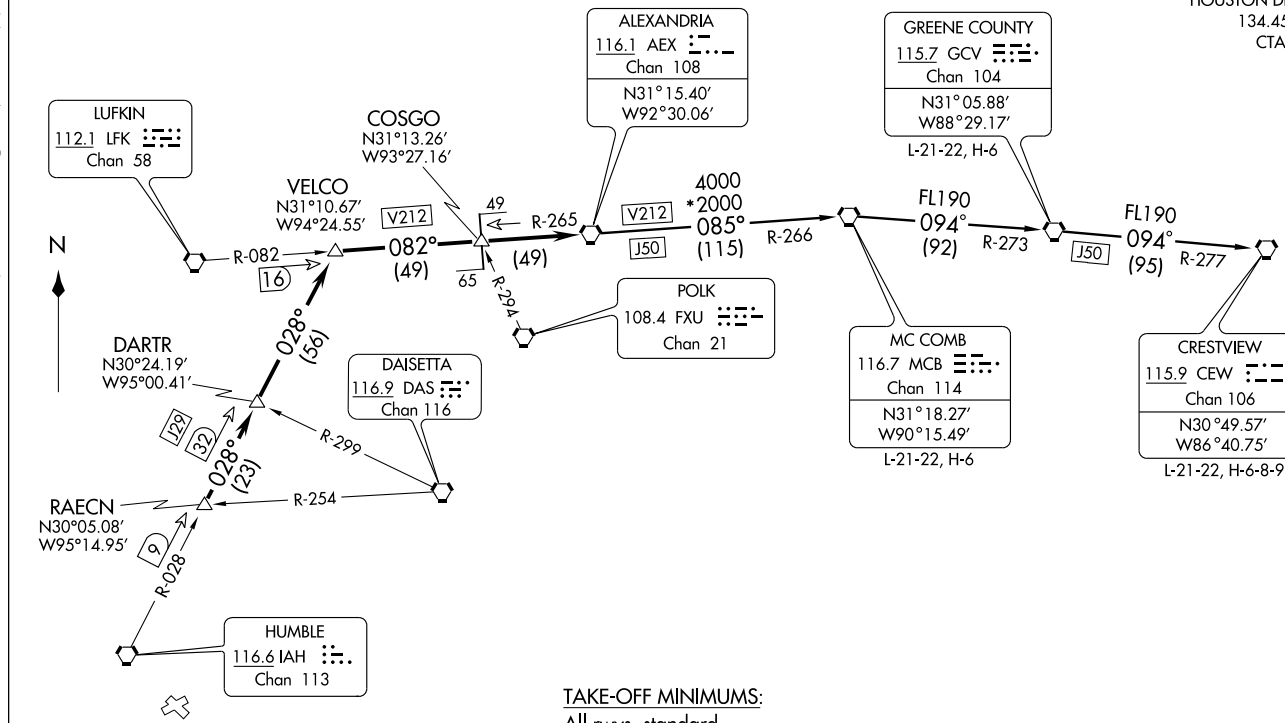
CATEGORY	A	B	C	D
CIRCLING	780-1 458 (500-1)	780-1¼ 458 (500-1¼)	780-1½ 458 (500-1½)	NA

REIL Rwy 16 and 34
MIRL Rwy 16-34 L

SC-5, 08 APR 2010 to 06 MAY 2010

ALEXANDRIA FOUR DEPARTURE

CLNC DEL
125.6
HOUSTON DEP CON
134.45 284.0
CTAF 122.7



TAKE-OFF MINIMUMS:
All rwys, standard.

TAKE-OFF OBSTACLES:
Rwy 5, Stack 2.1 NM from DER, 3297′ left of centerline, 330′ AGL/334′ MSL.
Rwy 12, Pole 131′ from DER, 261′ right of centerline, 14′ AGL/38′ MSL.
Stack 2.2 NM from DER, 1.6 NM right of centerline, 479′ AGL/499′ MSL.

NOTE: Radar Required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000', expect filed altitude 10 minutes after departure. Thence . . . .

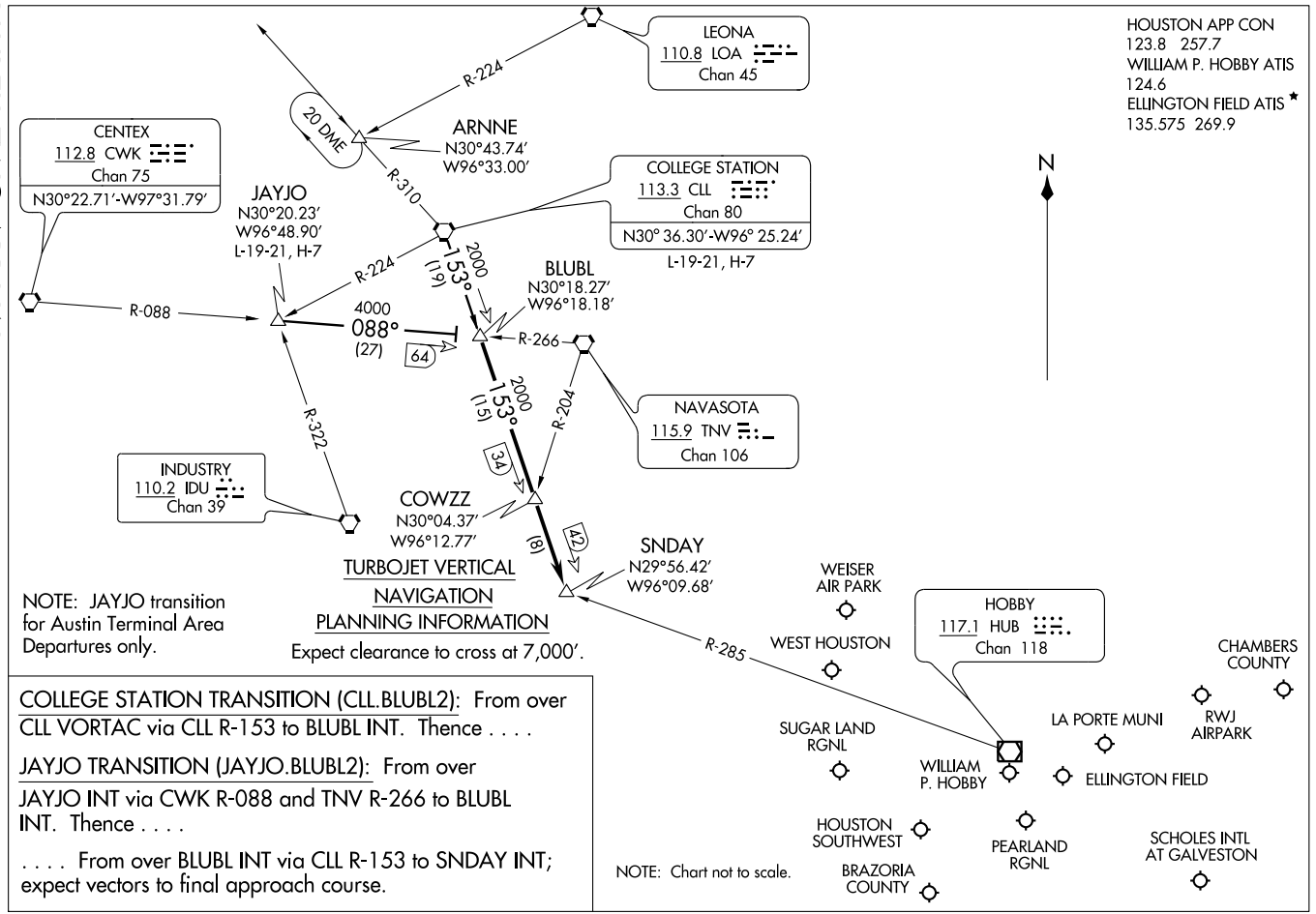
. . . . via IAH R-028 to VELCO INT, then right turn via LFK R-082 and AEX R-265 to AEX VORTAC.

THE FOLLOWING TRANSITIONS ARE ATC ASSIGNED ONLY DO NOT FILE:

CRESTVIEW TRANSITION (AEX4.CEW): (For aircraft being weather rerouted to join a jet route off CEW VORTAC or overflying CEW VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC, then via GCV R-094 and CEW R-277 to CEW VORTAC.

GREENE COUNTY TRANSITION (AEX4.GCV): (For aircraft being weather rerouted to join a jet route off GCV VORTAC or overflying GCV VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC.

MC COMB TRANSITION (AEX4.MCB): (For aircraft being weather rerouted to join a jet route off MCB VORTAC or overflying MCB VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC.



COLLEGE STATION TRANSITION (CLL.BLUBL2): From over CLL VORTAC via CLL R-153 to BLUBL INT. Thence . . . .

JAYJO TRANSITION (JAYJO.BLUBL2): From over JAYJO INT via CWK R-088 and TNV R-266 to BLUBL INT. Thence . . . .

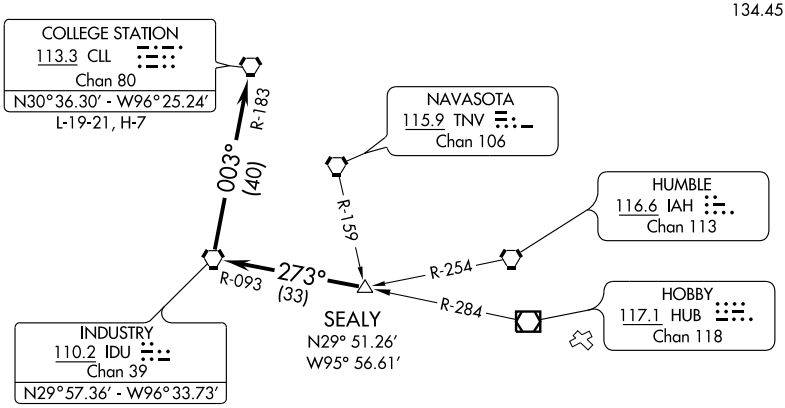
. . . . From over BLUBL INT via CLL R-153 to SNDAY INT; expect vectors to final approach course.

COLLEGE TWO DEPARTURE

SL-5433 (FAA)

LA PORTE MUNI (T41)
LA PORTE, TEXAS

CLNC DEL
125.6
HOUSTON DEP CON
134.45 284.0
CTAF
122.7



TAKE-OFF OBSTACLES:
Rwy 5, Stack 2.1 NM from DER, 3297' left of centerline, 330' AGL/334' MSL.
Rwy 12, Pole 131' from DER, 261' right of centerline, 14' AGL/38' MSL. Stack 2.2 NM from DER, 1.6 NM right of centerline, 479' AGL/499' MSL.

TAKE-OFF MINIMUMS:
Rwys 5,12, 23, 30 standard.

NOTE: Radar Required.

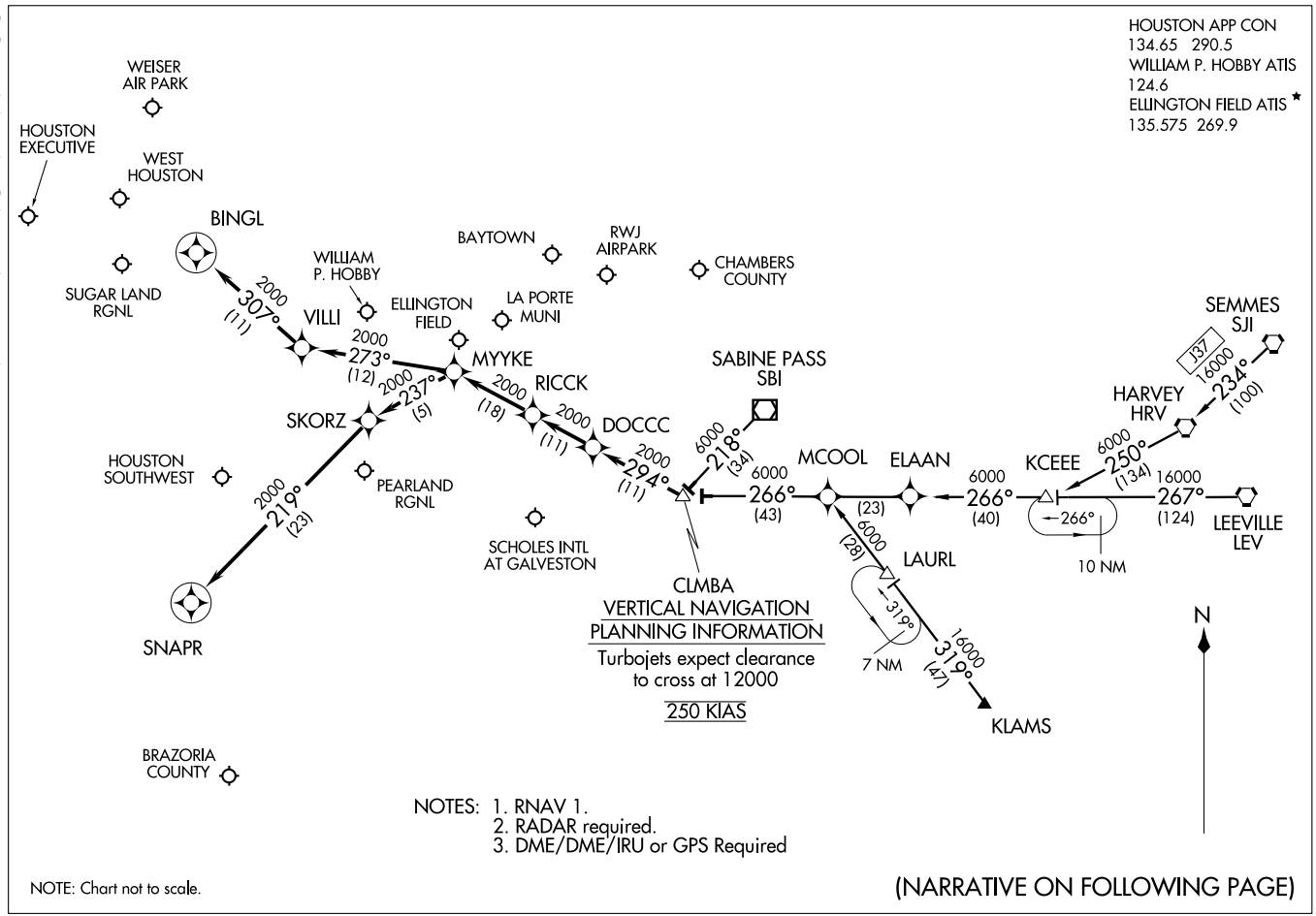
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to SEALY INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IDU R-093 to IDU VORTAC, then right turn via IDU R-003 and CLL R-183 to CLL VORTAC.

SC-5, 08 APR 2010 to 06 MAY 2010



COLUMBIA ONE ARRIVAL (RNAV)

(CLMBA.CLMBA1) 09239

ST-198 (FAA)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)
KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF, and VUH must be operational.)
LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)
SABINE PASS TRANSITION (SBI.CLMBA1):
SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK . . . .

WILLIAM P. HOBBY/HOUSTON (HOU):

LANDING RUNWAY 4: . . . . From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

LANDING RUNWAY 12R: . . . . From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

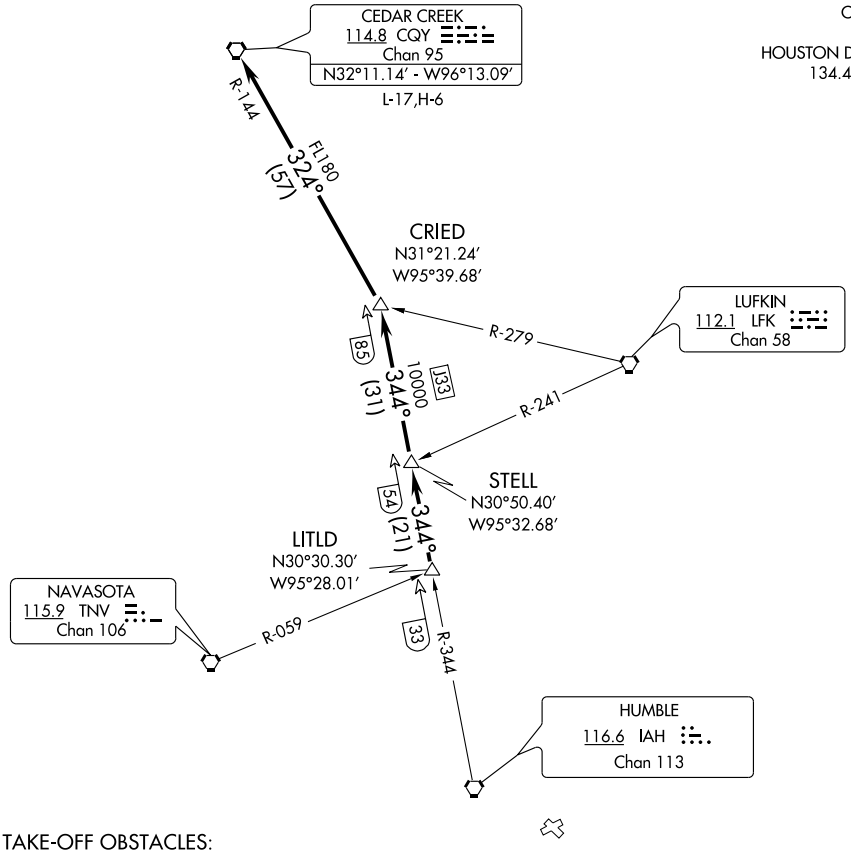
FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

SC-5, 08 APR 2010 to 06 MAY 2010

CRIED THREE DEPARTURE

SL-5433 (FAA)

CLNC DEL
125.6
HOUSTON DEP CON
134.45 284.0
CTAF
122.7



TAKE-OFF OBSTACLES:

Rwy 5, Stack 2.1 NM from DER, 3297' left of centerline, 330' AGL/334' MSL.

Rwy 12, Pole 131' from DER, 261' right of centerline, 14' AGL/38' MSL. Stack, 2.2 NM from DER, 1.6 NM right of centerline, 479' AGL/499' MSL.

TAKE-OFF MINIMUMS:

All rwys, standard.

NOTE: Radar Required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to LITLD INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-344 to STELL INT, then via IAH R-344 to CRIED INT, then left turn via CQY R-144 to CQY VORTAC.

SC-5, 08 APR 2010 to 06 MAY 2010

DAISETTA EIGHT ARRIVAL (DAS.DAS8)

HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS *
135.575 269.9

NOTE: For all conventional navigation aircraft landing in the Houston terminal area. For all turboprops/pistons landing IAH. ATC assigned only for all others.

NOTE: For RNAV equipped aircraft landing IAH runways 8L/R and 9 from over DAETN INT direct JOESZ INT, expect vectors to final approach course prior to JOESZ INT, if not received by JOESZ INT fly present heading.

ELM GROVE
111.2 EMG
Chan 49
N32°24.01'-W93°35.71'
L-17, H-6

QUESO
N30°46.86'
W94°06.54'

BROWW
N30°54.22'
W93°52.20'

SAWMILL
113.75 SWB
Chan 84(Y)
N31°58.39' - W92°40.63'
L-22, H-6

LUFKIN
112.1 LFK
Chan 58
N31°09.74'
W94°43.02'
L-19-21, H-6

VIERA
N30°44.51'
W94°02.83'

TQELA
N30°32.39'
W93°46.23'

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40' -W92°30.06'
L-21-22, H-6

INDUSTRY
110.2 IDU
Chan 39

JOESZ
N30°06.40'
W95°46.72'

INNIS
N30°02.07'
W95°06.83'

REHAB
N29°59.59'
W95°14.25'

COMBS
N30°23.32'
W94°25.84'

DAETN
N30°06.31'
W94°54.07'

YAAOW
N29°53.12'
W95°10.69'

DRXLR
N29°45.59'
W95°13.92'

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

HUMBLE
116.6 IAH
Chan 113

HOBBY
117.1 HUB
Chan 118

DAISETTA
116.9 DAS
Chan 116
N30°11.38' -W94°38.70'

LAKE CHARLES
113.4 LCH
Chan 81
N30°08.49' -W93°06.33'
L-21-22, H-7

BEAUMONT
114.5 BPT
Chan 92
N29°56.76' -W94°00.97'

VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: 280K IAS
Expect clearance
to cross at 13,000'

RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

WEISER AIRPARK
WEST HOUSTON
HOUSTON EXECUTIVE
SUGAR LAND RGNL
LA PORTE MUNI
CHAMBERS COUNTY
WILLIAM P. HOBBY
BAYTOWN
RWJ AIRPARK
PEARLAND RGNL
ELLINGTON FIELD
HOUSTON-SOUTHWEST
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY

DAISETTA EIGHT ARRIVAL (DAS.DAS8)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence . . . .

SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

. . . . From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:

. . . . From DAETN INT fly heading 265° for vectors to final approach course.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

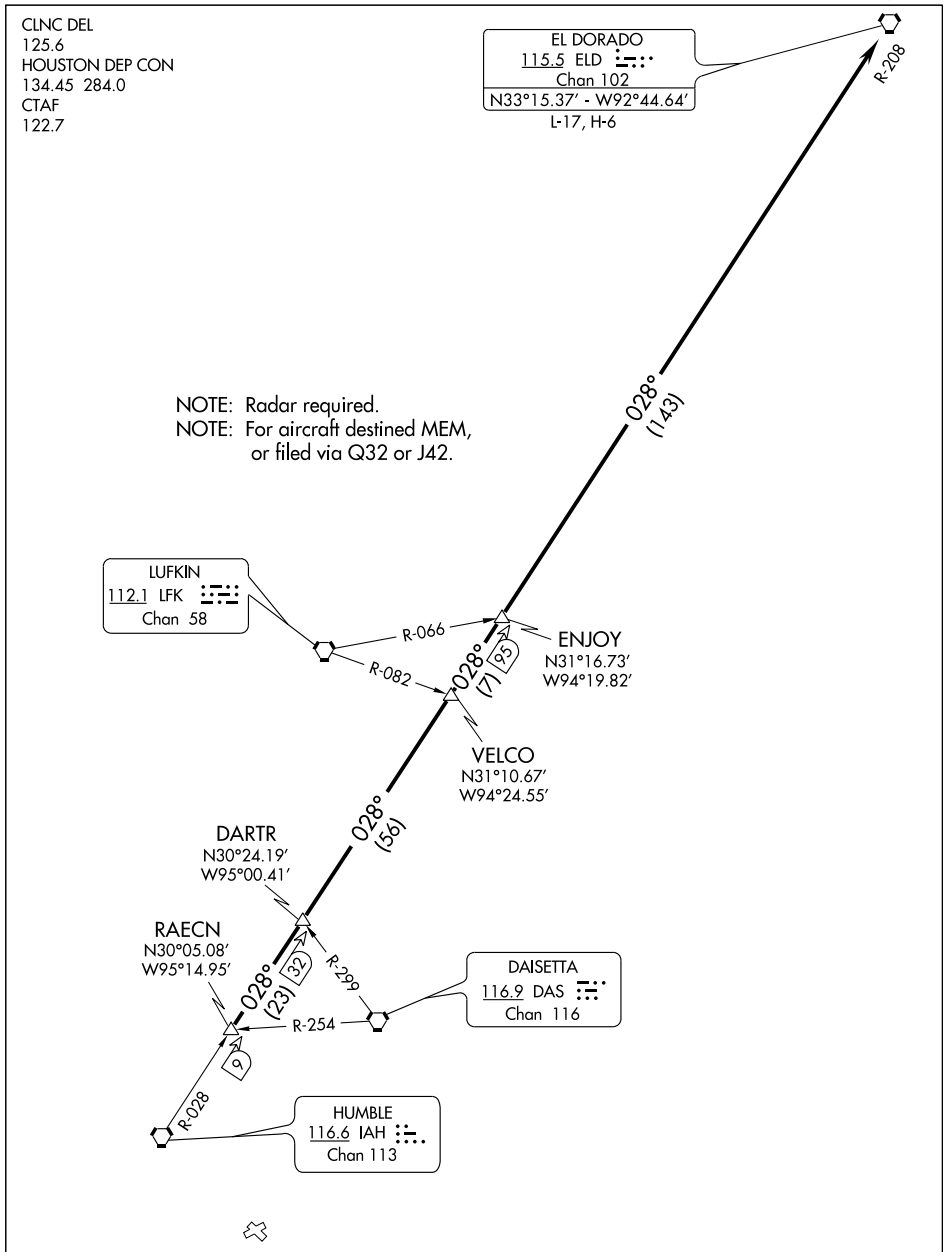
FOR ALL OTHER AIRPORTS:

. . . . From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.

SC-5, 08 APR 2010 to 06 MAY 2010

EL DORADO ONE DEPARTURE

SL-5433 (FAA)



TAKE-OFF MINIMUMS:
All rwys, standard.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 and the ELD R-208 to ELD VORTAC.

TAKE-OFF OBSTACLES

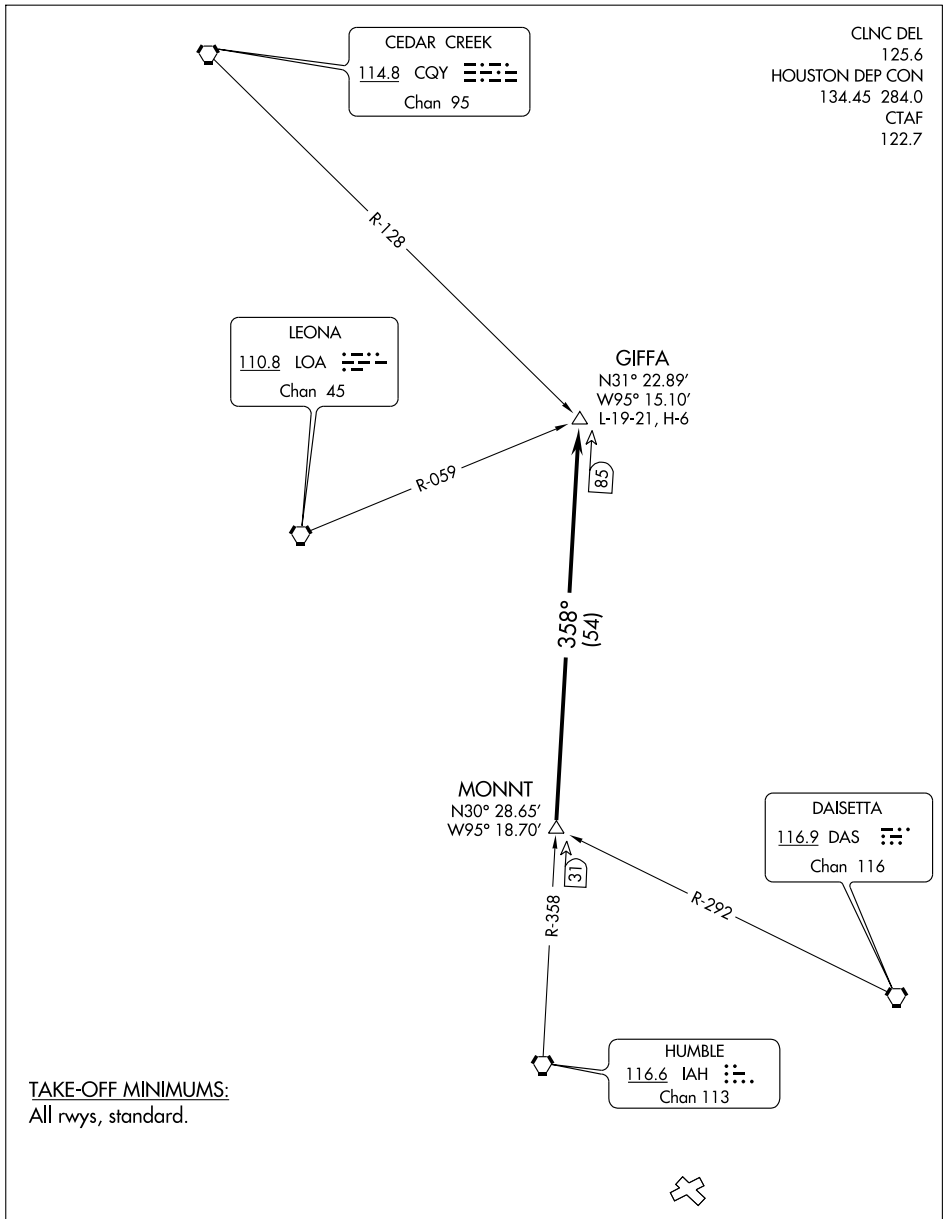
Rwy 5, Stack 2.1 NM from DER, 3297′ left of centerline, 330′ AGL/334′ MSL.
Rwy 12, Pole 131′ from DER, 261′ right of centerline, 14′ AGL/38′ MSL. Stack 2.2 NM from DER, 1.6 NM right of centerline, 479′ AGL/499′ MSL.

SC-5, 08 APR 2010 to 06 MAY 2010

GIFFA THREE DEPARTURE

SL-5433 (FAA)

LA PORTE MUNI (T41)
LA PORTE, TEXAS



TAKE-OFF MINIMUMS:
All rwys, standard.

NOTE: Radar Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 08 APR 2010 to 06 MAY 2010

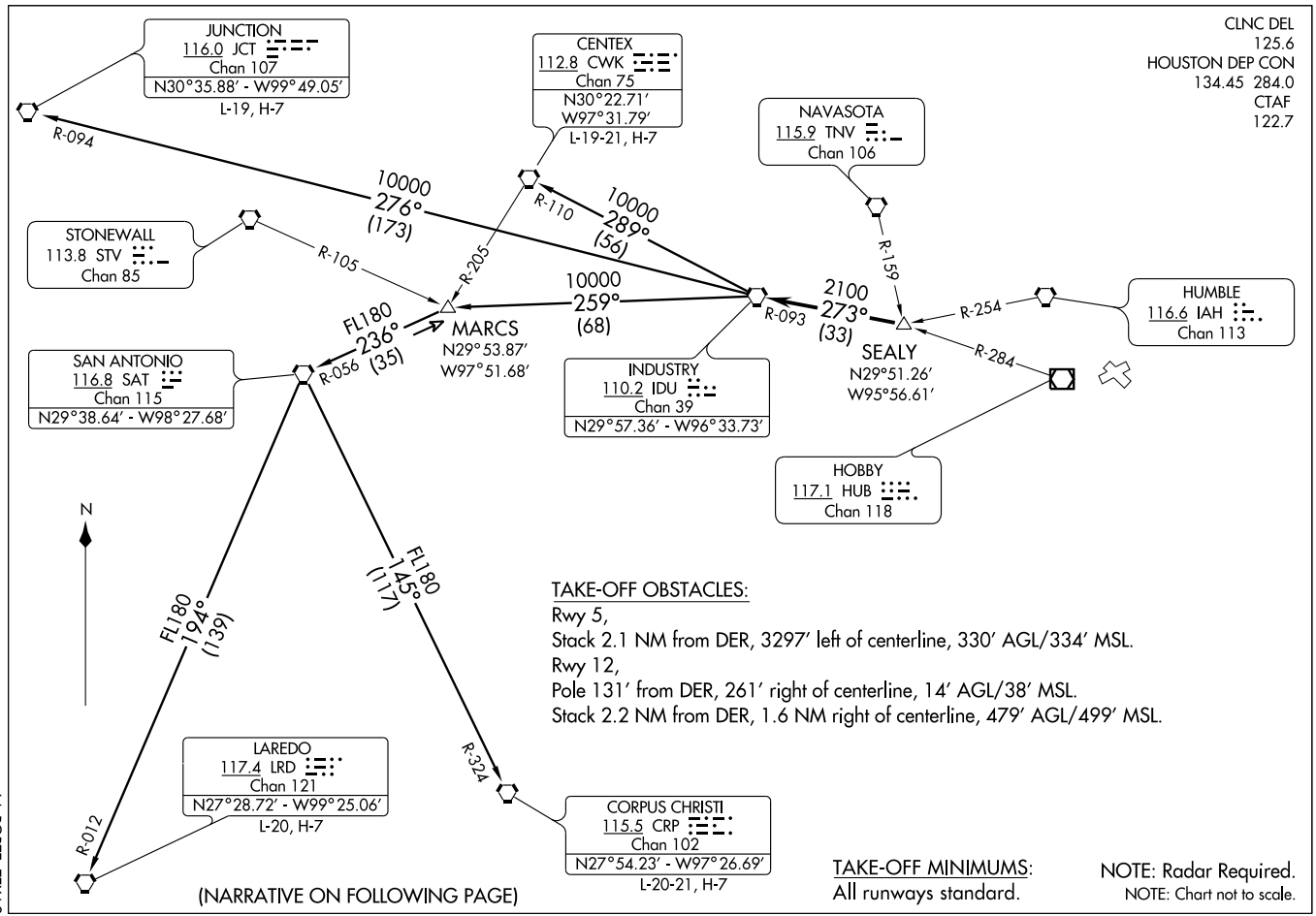
DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to MONNT INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-358 to GIFFA INT.

TAKE-OFF OBSTACLES:
Rwy 5, Stack 2.1 NM from DER, 3297′ left of centerline, 330′ AGL/334′ MSL.
Rwy 12, Pole 131′ from DER, 261′ right of centerline, 14′ AGL/38′ MSL.
Stack 2.2 NM from DER, 1.6 NM right of centerline, 479′ AGL/499′ MSL.

SC-5, 08 APR 2010 to 06 MAY 2010


JUNCTION
116.0 JCT
Chan 107
N30°35.88′ - W99°49.05′
L-19, H-7
CENTEX
112.8 CWK
Chan 75
N30°22.71′
W97°31.79′
L-19-21, H-7
NAVASOTA
115.9 TNV
Chan 106
CLNC DEL
125.6
HOUSTON DEP CON
134.45 284.0
CTAF
122.7
R-094
10000
276°
(173)
R-110
10000
289°
(56)
R-159
STONEWALL
113.8 STV
Chan 85
R-105
R-205
10000
259°
(68)
2100
273°
(33)
R-093
R-254
HUMBLE
116.6 IAH
Chan 113
FL180
236°
(35)
MARCS
N29°53.87′
W97°51.68′
SEALY
N29°51.26′
W95°56.61′
R-284
SAN ANTONIO
116.8 SAT
Chan 115
N29°38.64′ - W98°27.68′
R-056
INDUSTRY
110.2 IDU
Chan 39
N29°57.36′ - W96°33.73′
HOBBY
117.1 HUB
Chan 118
N
FL180
194°
(139)
FL180
145°
(117)
TAKE-OFF OBSTACLES:
Rwy 5,
Stack 2.1 NM from DER, 3297′ left of centerline, 330′ AGL/334′ MSL.
Rwy 12,
Pole 131′ from DER, 261′ right of centerline, 14′ AGL/38′ MSL.
Stack 2.2 NM from DER, 1.6 NM right of centerline, 479′ AGL/499′ MSL.
LAREDO
117.4 LRD
Chan 121
N27°28.72′ - W99°25.06′
L-20, H-7
R-324
CORPUS CHRISTI
115.5 CRP
Chan 102
N27°54.23′ - W97°26.69′
L-20-21, H-7
R-012
(NARRATIVE ON FOLLOWING PAGE)
TAKE-OFF MINIMUMS:
All runways standard.
NOTE: Radar Required.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to SEALY INT. Maintain 4000'. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . VIA IDU R-093 to IDU VORTAC.

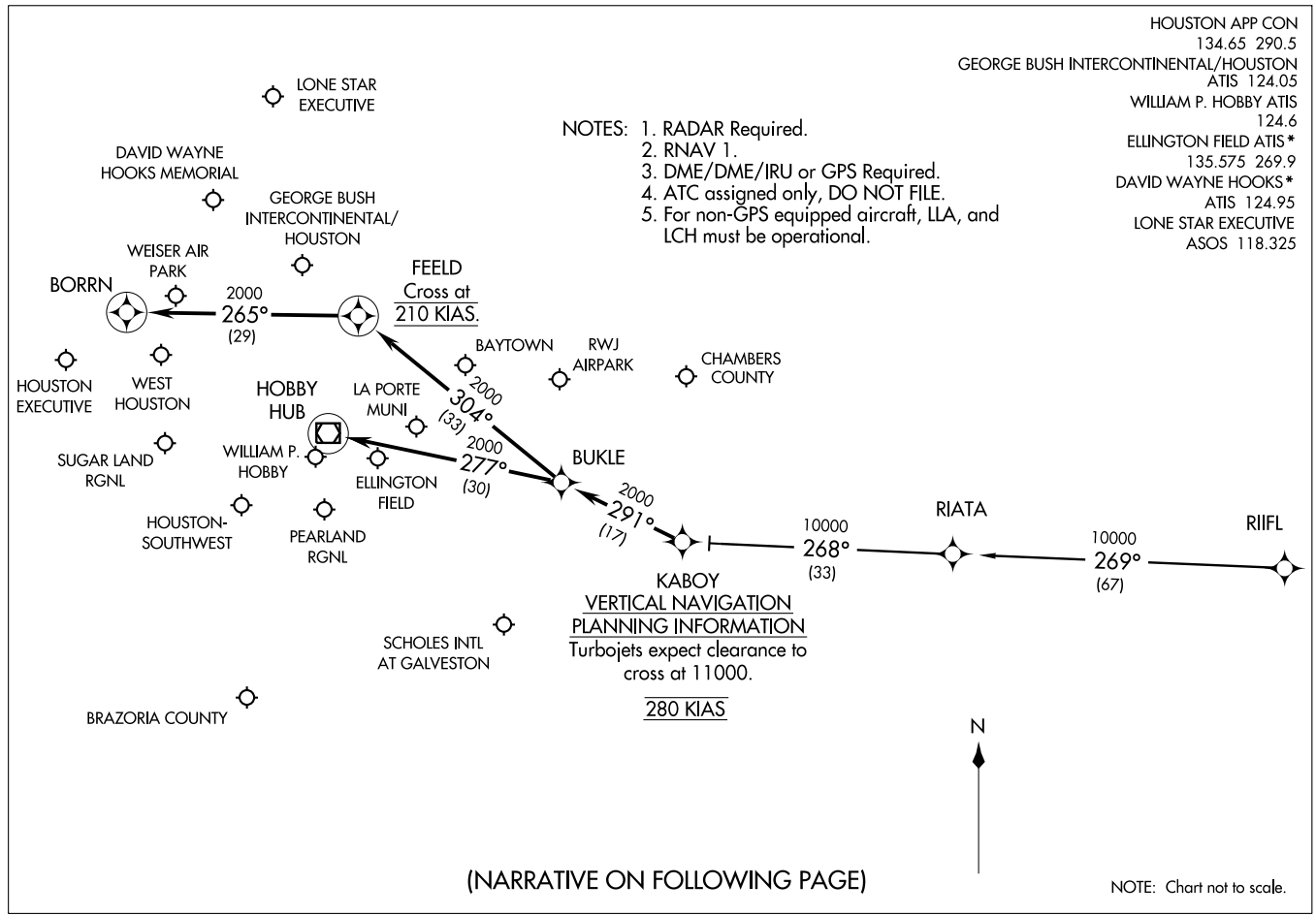
CENTEX TRANSITION (IDU3.CWK): (ATC assigned only. For aircraft inbound to the DFW Metroplex area that are being rerouted due to bad weather.) From over IDU VORTAC via IDU R-289 and CWK R-110 to CWK VORTAC.

CORPUS CHRISTI TRANSITION (IDU3.CRP): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-145 and CRP R-324 to CRP VORTAC.

JUNCTION TRANSITION (IDU3.JCT): (For aircraft overflying JCT VORTAC via J2, J15, or J86.) From over IDU VORTAC via IDU R-276 and JCT R-094 to JCT VORTAC.

LAREDO TRANSITION (IDU3.LRD): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-194 and LRD R-012 to LRD VORTAC.

SC-5, 08 APR 2010 to 06 MAY 2010


HOUSTON APP CON
134.65 290.5
GEORGE BUSH INTERCONTINENTAL/HOUSTON
ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS*
135.575 269.9
DAVID WAYNE HOOKS*
ATIS 124.95
LONE STAR EXECUTIVE
ASOS 118.325
(KABOY.KABOY1) 09071
KABOY ONE ARRIVAL (RNAV)
ST-5461(FAA)
HOUSTON, TEXAS
NOTES: 1. RADAR Required.
2. RNAV 1.
3. DME/DME/IRU or GPS Required.
4. ATC assigned only, DO NOT FILE.
5. For non-GPS equipped aircraft, LLA, and LCH must be operational.
LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIR PARK
BORRN
2000
265°
(29)
FEELD
Cross at
210 KIAS.
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
HOUSTON EXECUTIVE
WEST HOUSTON
HOBBY HUB
LA PORTE MUNI
2000
304°
(33)
SUGAR LAND RGNL
WILLIAM P. HOBBY
2000
277°
(30)
ELLINGTON FIELD
BUKLE
2000
291°
(17)
HOUSTON-SOUTHWEST
PEARLAND RGNL
10000
268°
(33)
RIATA
10000
269°
(67)
RIIFL
KABOY
VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets expect clearance to cross at 11000.
280 KIAS
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY
N
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY1)

From KABOY via 291° track to BUKLE . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/8R, OR 9: . . . . From BUKLE via 304° track to FEELD, thence as depicted to BORRN. Expect vectors to final approach course prior to BORRN, if not received by BORRN, fly present heading.

ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

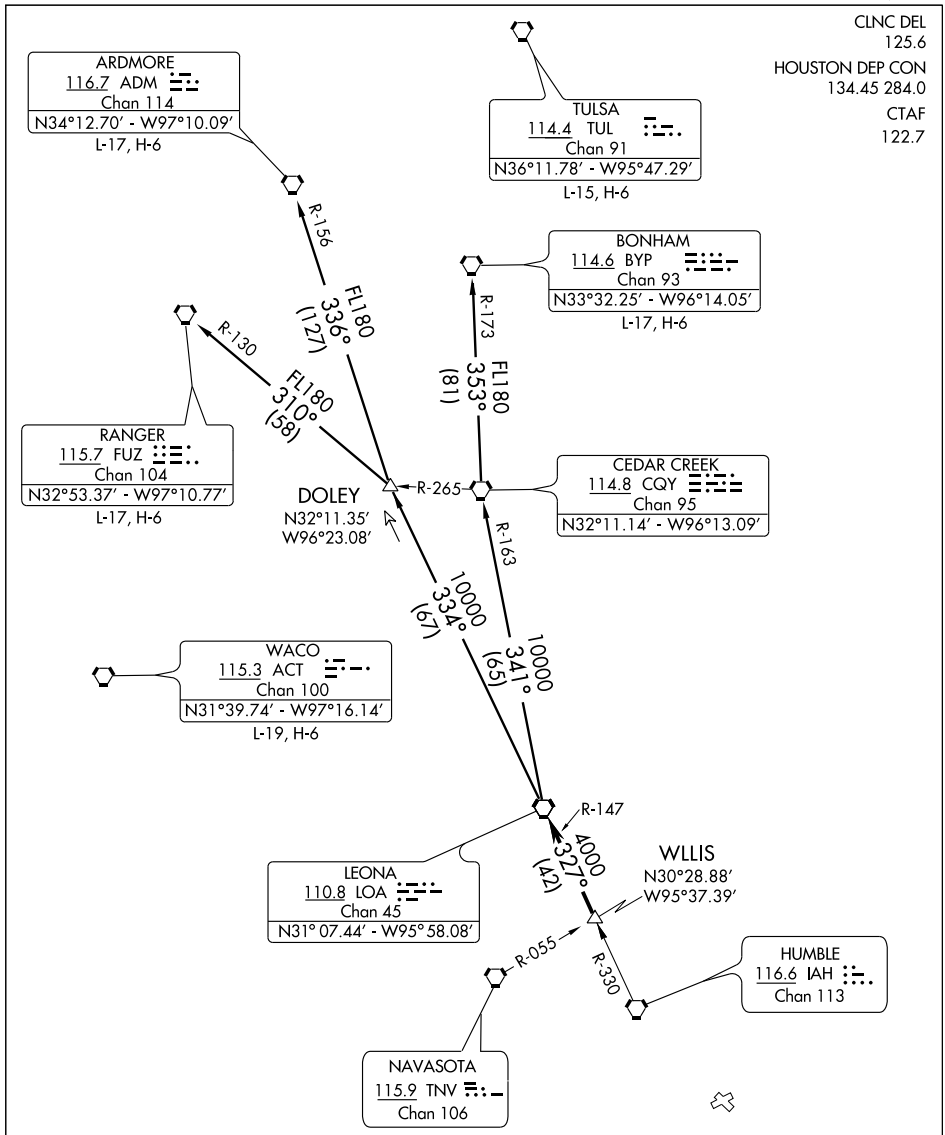
DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO): . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

ALL OTHER AIRPORTS: . . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course prior to HUB VOR/DME.

LEONA SIX DEPARTURE

SL-5433 (FAA)

LA PORTE MUNI (T41)
LA PORTE, TEXAS



TAKE-OFF MINIMUMS:
Rwy 5, 12, 23, 30 standard.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar required.

SC-5, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to WLLIS INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via LOA R-147 to LOA VORTAC.

ARDMORE TRANSITION (LOA6.ADM): (For aircraft overflying North/Northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via ADM R-156 to ADM VORTAC.

BONHAM TRANSITION (LOA6.BYP): (For aircraft overflying/landing TUL VORTAC FL240 and above.) From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-353 and BYP R-173 to BYP VORTAC.

RANGER TRANSITION (LOA6.FUZ): (For aircraft overflying west/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via FUZ R-130 to FUZ VORTAC.

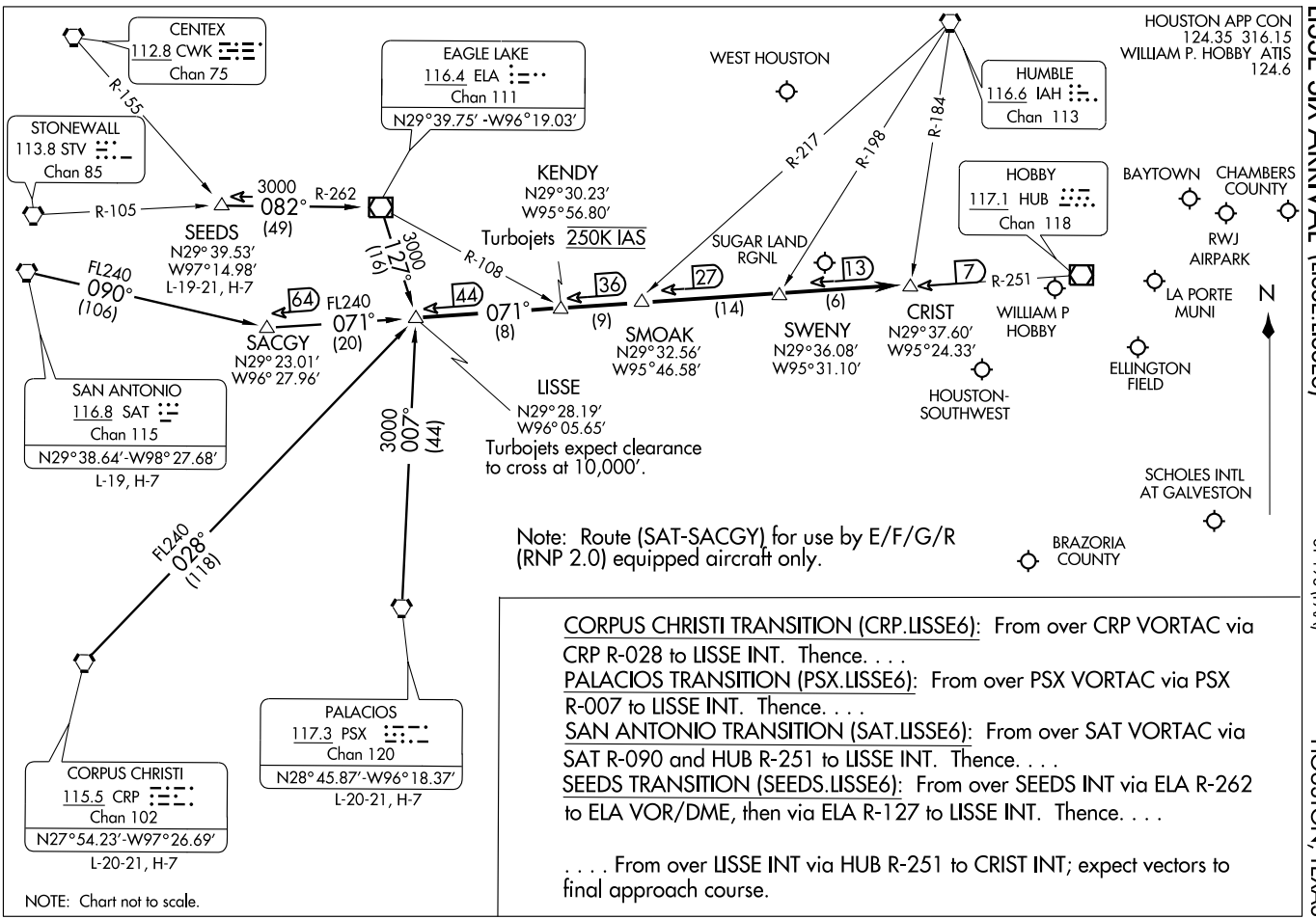
TAKE-OFF OBSTACLES

Rwy 5, Stack 2.1 NM from DER, 3297′ left of centerline, 330′ AGL/334′ MSL.
Rwy 12, Pole 131′ from DER, 261′ right of centerline, 14′ AGL/38′ MSL. Stack 2.2 NM from DER, 1.6 NM right of centerline, 479′ AGL/499′ MSL.

SC-5, 08 APR 2010 to 06 MAY 2010

LISSE SIX ARRIVAL (LISSE.LISSE6)

HOUSTON, TEXAS



CORPUS CHRISTI TRANSITION (CRP.LISSE6): From over CRP VORTAC via CRP R-028 to LISSE INT. Thence. . . .

PALACIOS TRANSITION (PSX.LISSE6): From over PSX VORTAC via PSX R-007 to LISSE INT. Thence. . . .

SAN ANTONIO TRANSITION (SAT.LISSE6): From over SAT VORTAC via SAT R-090 and HUB R-251 to LISSE INT. Thence. . . .

SEEDS TRANSITION (SEEDS.LISSE6): From over SEEDS INT via ELA R-262 to ELA VOR/DME, then via ELA R-127 to LISSE INT. Thence. . . .

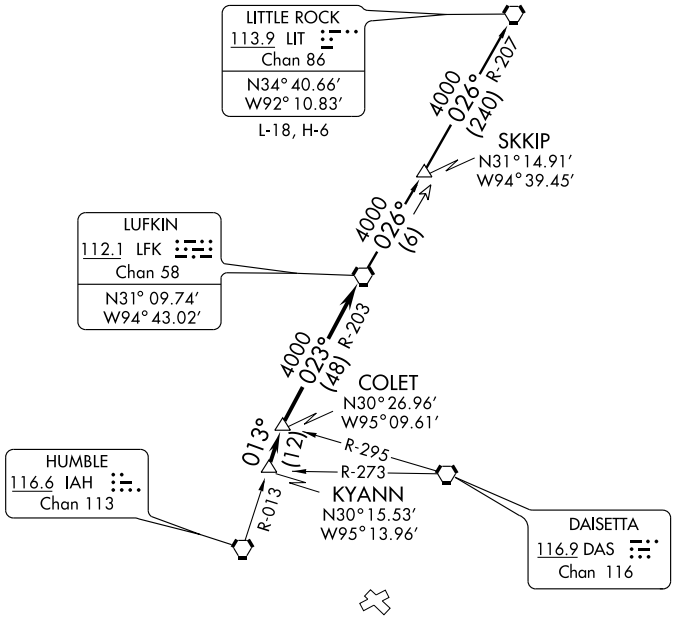
. . . . From over LISSE INT via HUB R-251 to CRIST INT; expect vectors to final approach course.

NOTE: Chart not to scale.

LUFKIN FIVE DEPARTURE

SL-5433 (FAA)

CLNC DEL
125.6
HOUSTON DEP CON
134.45 284.0
CTAF
122.7



TAKE-OFF MINIMUMS:
All rwys, standard.

NOTE: Chart not to scale.

NOTE: Radar Required.
NOTE: For aircraft destined LIT, or overflying LIT or PXV.

TAKE-OFF OBSTACLES:
Rwy 5, Stack 2.1 NM from DER, 3297′ left of centerline, 330′ AGL/334′ MSL.
Rwy 12, Pole 131′ from DER, 261′ right of centerline, 14′ AGL/38′ MSL. Stack 2.2 NM from DER, 1.6 NM right of centerline, 479′ AGL/499′ MSL.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to KYANN INT, maintain 4000′, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-013 to COLET INT, then right turn via LFK R-203 to LFK VORTAC.

LITTLE ROCK TRANSITION (LFK5.LIT): From over LFK VORTAC via LFK R-026 to SKKIP INT, then via LIT R-207 to LIT VORTAC.

SC-5, 08 APR 2010 to 06 MAY 2010

NDB JPA 347	APP CRS 289°	Rwy Idg 3763 / TDZE 24 / Apt Elev 25

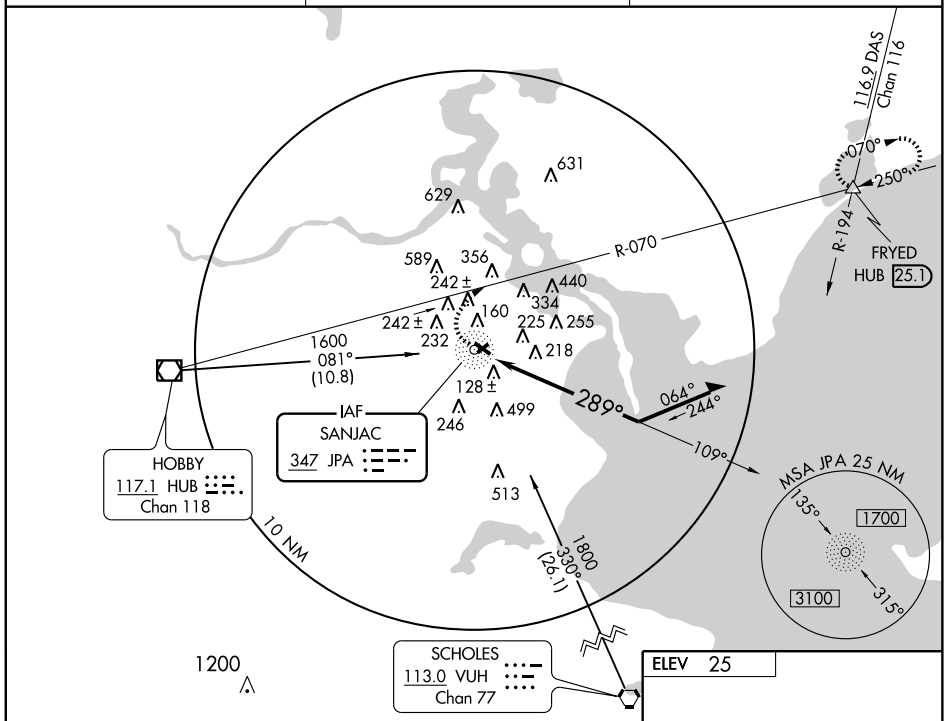
NDB RWY 30
LA PORTE MUNI (T41)

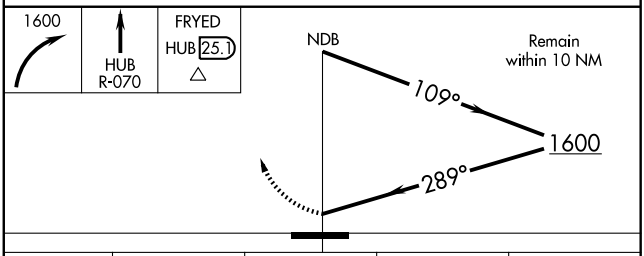
Use Ellington Field altimeter setting.

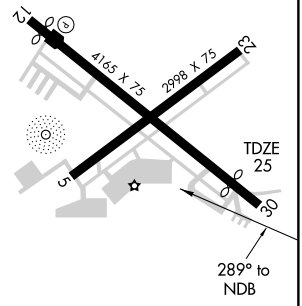
NA

MISSED APPROACH: Climbing right turn to 1600 via HUB R-070 to FRYED Int and hold.

HOUSTON APP CON	CLNC DEL	UNICOM
134.45 284.0	125.6	122.7 (CTAF)







CATEGORY	A	B	C	D
S-30	740-1	715 (800-1)	740-2 715 (800-2)	NA
CIRCLING	740-1	715 (800-1)	740-2 715 (800-2)	NA

REIL Rwy 12
MIRL Rwys 5-23 and 12-30

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PALACIOS THREE DEPARTURE

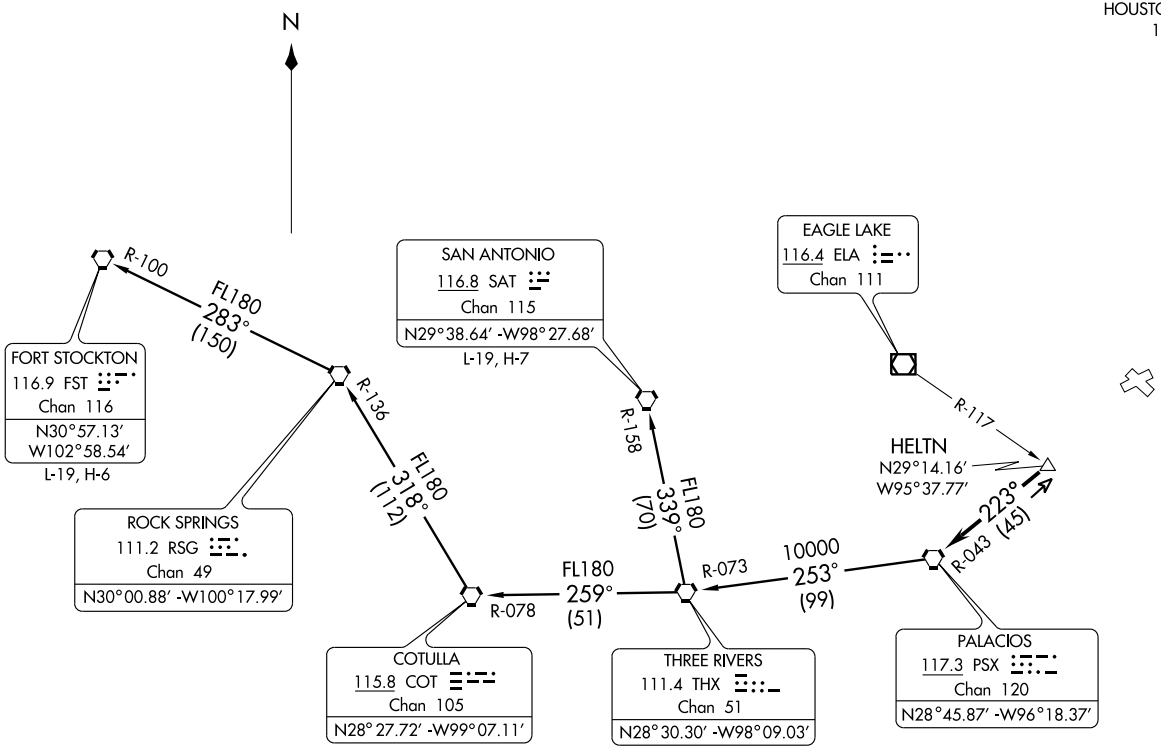
(PSX3.PSX) 08157

SL-5433 (FAA)

LA PORTE MUNI (T41)

LA PORTE, TEXAS

CLNC DEL
125.6
HOUSTON DEP CON
134.45 284.0
CTAF 122.7



TAKE-OFF MINIMUMS:
All runways standard.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar Required
NOTE: Chart not to scale

PALACIOS THREE DEPARTURE

SL-5433 (FAA)

LA PORTE, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to HELTN INT, maintain 4000'. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via PSX R-043 to PSX VORTAC.

FORT STOCKTON TRANSITION (PSX3.FST): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-259 and COT R-078 to COT VORTAC, then via COT R-318 and RSG R-136 to RSG VORTAC, then via RSG R-283 and FST R-100 to FST VORTAC.

SAN ANTONIO TRANSITION (PSX3.SAT): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-339 and SAT R-158 to SAT VORTAC.

TAKE-OFF OBSTACLES:

Rwy 5, Stack 2.1 NM from DER, 3297' left of centerline, 330' AGL/334' MSL.
Rwy 12, Pole 131' from DER, 261' right of centerline, 14' AGL/38' MSL.
Stack 2.2 NM from DER, 1.6 NM right of centerline, 479' AGL/499' MSL.

SC-5, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3763
301°	TDZE	25
	Apt Elev	25

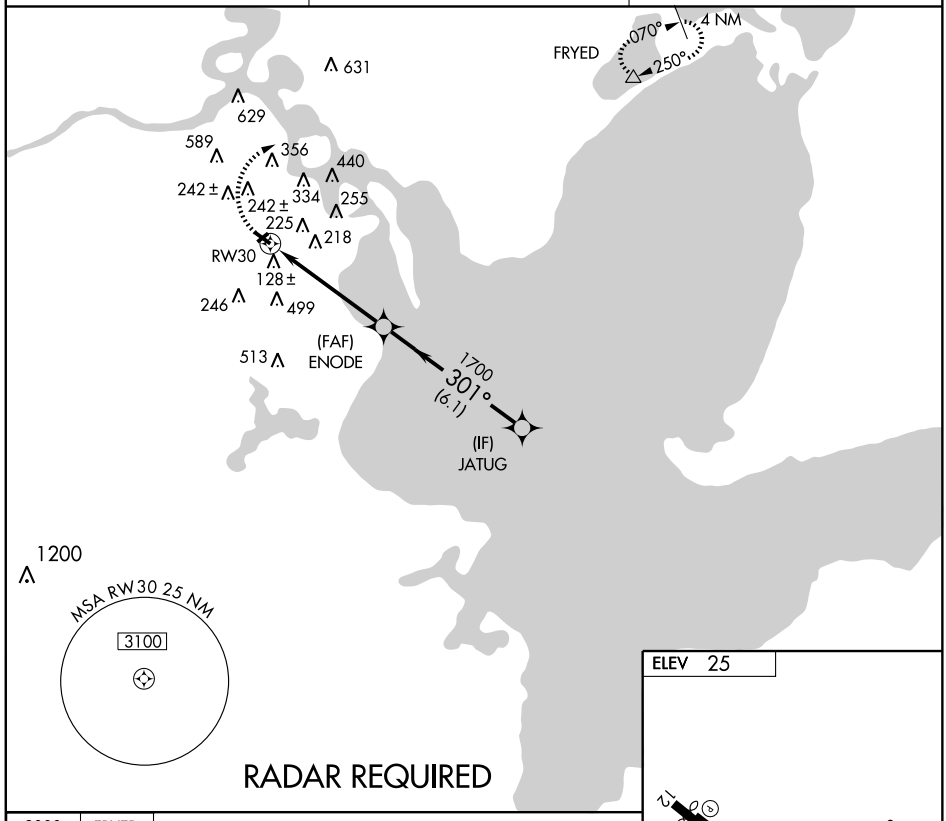
RNAV (GPS) RWY 30
LA PORTE MUNI (T41)

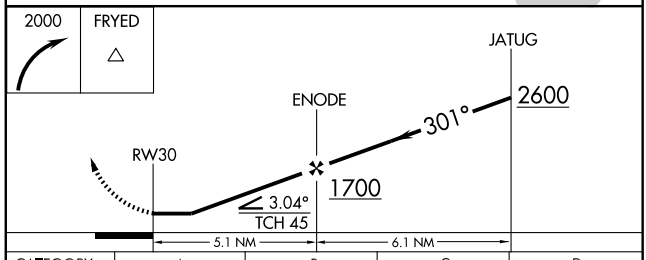
Use Ellington Field altimeter setting.
DME/DME RNP-0.3 NA.

NA

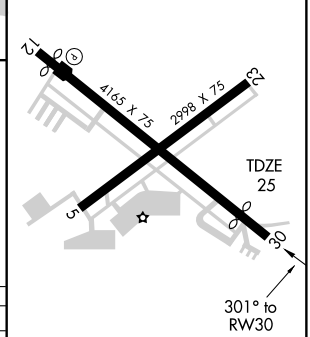
MISSED APPROACH: Climbing right turn to 2000 direct FRYED and hold.

HOUSTON APP CON	CLNC DEL	UNICOM
134.45 284.0	125.6	122.7 (CTAF)



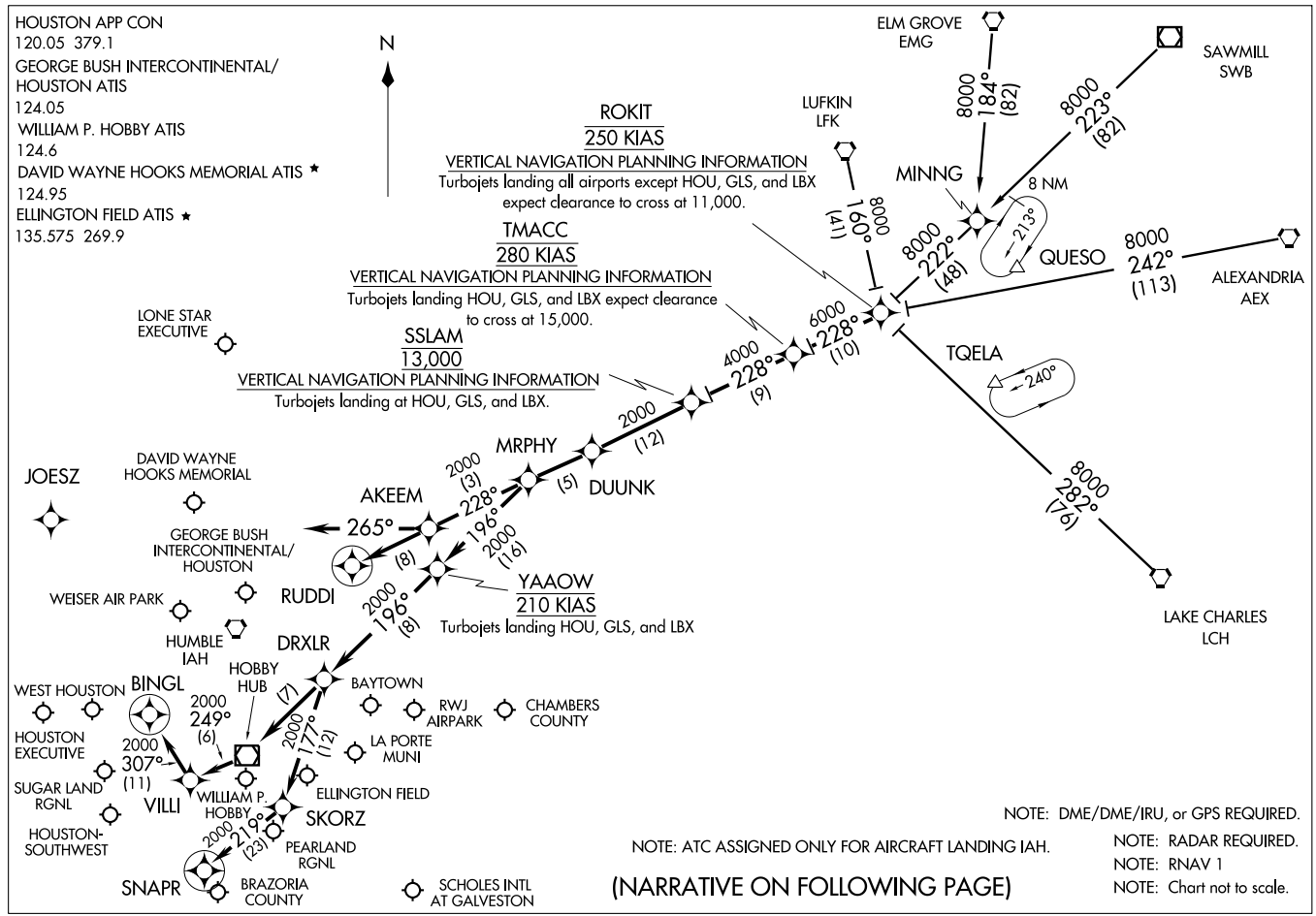


CATEGORY	A	B	C	D
LNAV MDA	520-1 495 (500-1)		520-1¼ 495 (500-1¼)	NA
CIRCLING	600-1 575 (600-1)	620-1 595 (600-1)	620-1½ 595 (600-1½)	NA



REIL Rwy 12
MIRL Rwys 5-23 and 12-30

SC-5, 08 APR 2010 to 06 MAY 2010



(ROKIT.ROKIT1) 09127

ROKIT ONE ARRIVAL (RNAV)

ST-5461(FAA)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

SC-5, 08 APR 2010 to 06 MAY 2010

SABINE PASS ONE DEPARTURE (RNAV)

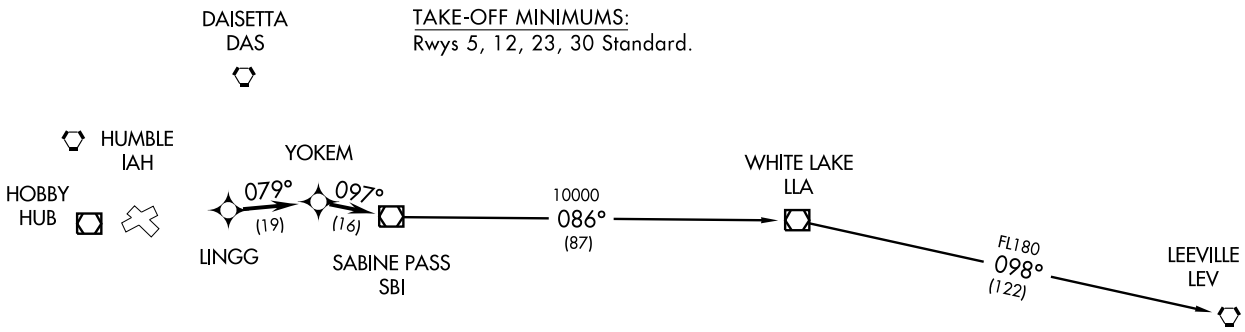
(SBI1.SBI) 09071

SL-5433 (FAA)

Note: RADAR Required.
Note: RNAV 1.
Note: DME/DME/IRU or GPS Required.
Note: For non-GPS equipped aircraft, BPT and LCH must be operational.

CLNC DEL
125.6
HOUSTON DEP CON
134.45 284.0
CTAF
122.7

TAKE-OFF MINIMUMS:
Rwys 5, 12, 23, 30 Standard.



DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to LINGG, maintain 4000, then via depicted route to SBI VOR/DME, thence. . . .

. . . .via (transition). Expect clearance to filed altitude/flight level 10 minutes after departure.

LEEVILLE TRANSITION: (SBI1.LEV)
WHITE LAKE TRANSITION: (SBI1.LLA)

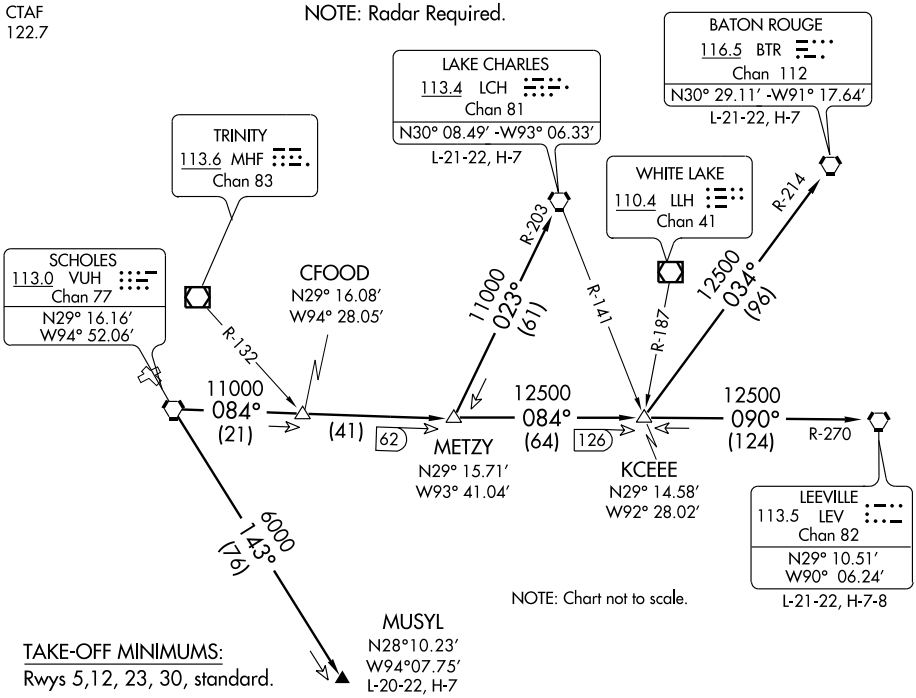
TAKE-OFF OBSTACLES:
Rwy 5,
Stack 2.1 NM from DER, 3297' left of centerline, 330' AGL/334' MSL.
Rwy 12,
Pole 131' from DER, 261' right of centerline, 14' AGL/ 38' MSL.
Stack 2.2 NM from DER, 1.6 NM right of centerline, 479' AGL/499' MSL.

NOTE: Chart not to scale.

LA PORTE MUNI (T41)
LA PORTE, TEXAS

CLNC DEL
125.6
HOUSTON DEP CON
134.45 284.0
CTAF
122.7

NOTE: LCH, BTR, and LEV transitions are ATC assigned only, do not file.
NOTE: For LCH, BTR, LEV transitions, this procedure requires over water flight not to exceed 35 miles from nearest shoreline.
NOTE: Radar Required.



NOTE: Chart not to scale.

TAKE-OFF MINIMUMS:
Rwys 5,12, 23, 30, standard.

TAKE-OFF OBSTACLES:
Rwy 5, Stack 2.1 NM from DER, 3297′ left of centerline, 330′ AGL/334′ MSL.
Rwy 12, Pole 131′ from DER, 261′ right of centerline, 14′ AGL/38′ MSL. Stack 2.2 NM from DER, 1.6 NM right of centerline, 479′ AGL/499′ MSL.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to VUH VORTAC, maintain 4000′, expect filed altitude 10 minutes after departure.

BATON ROUGE TRANSITION (VUH3.BTR): From over VUH VORTAC via VUH R-084 to KCEEE INT, then via BTR R-214 to BTR VORTAC.

LAKE CHARLES TRANSITION (VUH3.LCH): From over VUH VORTAC via VUH R-084 to METZY INT, then via LCH R-203 to LCH VORTAC.

LEEVILLE TRANSITION (VUH3.LEV): From over VUH VORTAC via VUH R-084 to KCEEE INT, then via LEV R-270 to LEV VORTAC.

MUSYL TRANSITION (VUH3.MUSYL): From over VUH VORTAC via VUH R-143 to MUSYL.

SC-5, 08 APR 2010 to 06 MAY 2010

VOR/DME HUB	APP CRS	Rwy Idg	N/A
117.1	261°	TDZE	N/A
Chan 118		Apt Elev	25

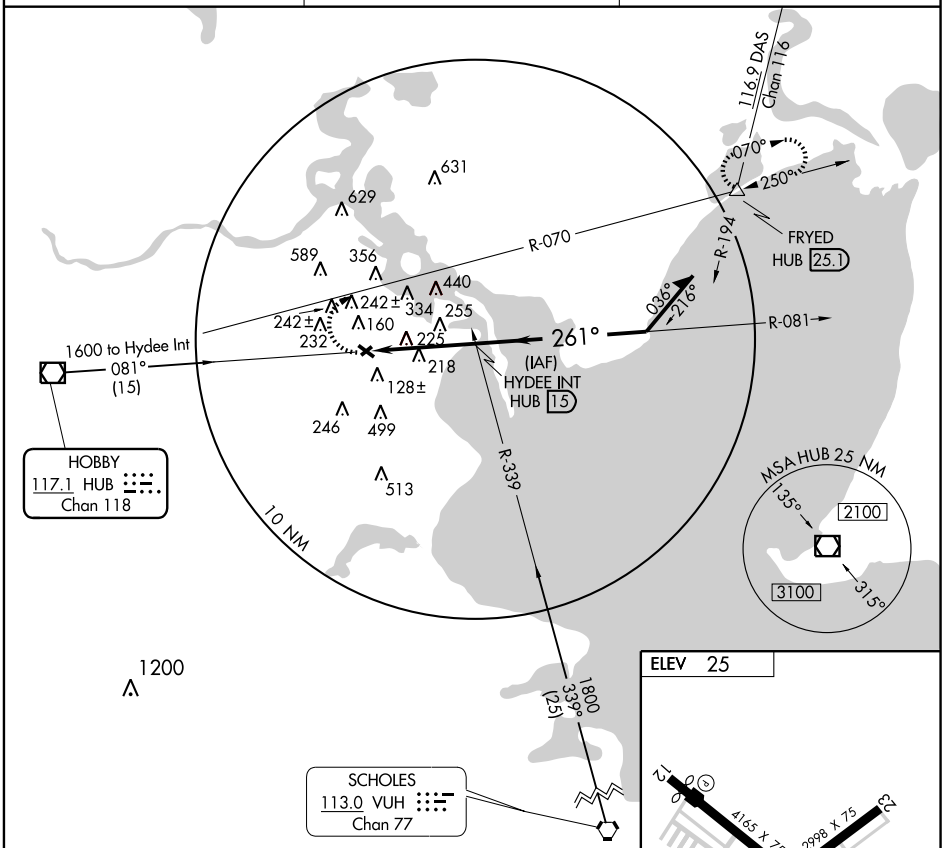
VOR-A

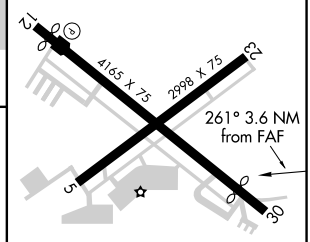
LA PORTE MUNI (T41)

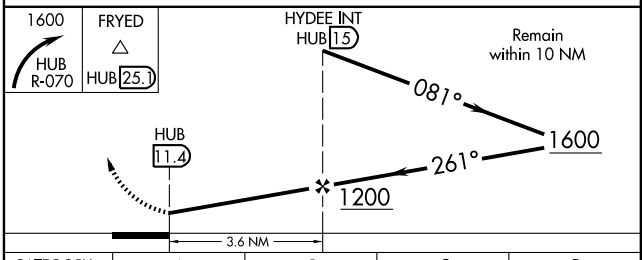
Use Ellington Field altimeter setting.
NA

MISSED APPROACH: Climbing right turn to 1600 via HUB R-070 to FRYED Int and hold.

HOUSTON APP CON	CLNC DEL	UNICOM
134.45 284.0	125.6	122.7 (CTAF)







REIL Rwy 12
MIRL Rwys 5-23 and 12-30

CATEGORY	A	B	C	D
CIRCLING	660-1	635 (700-1)	660-1¾ 635 (700-1¾)	NA

FAF to MAP 3.6 NM

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

SC-5, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3808
154°	TDZE	1231
	Apt Elev	1231

GPS RWY 15

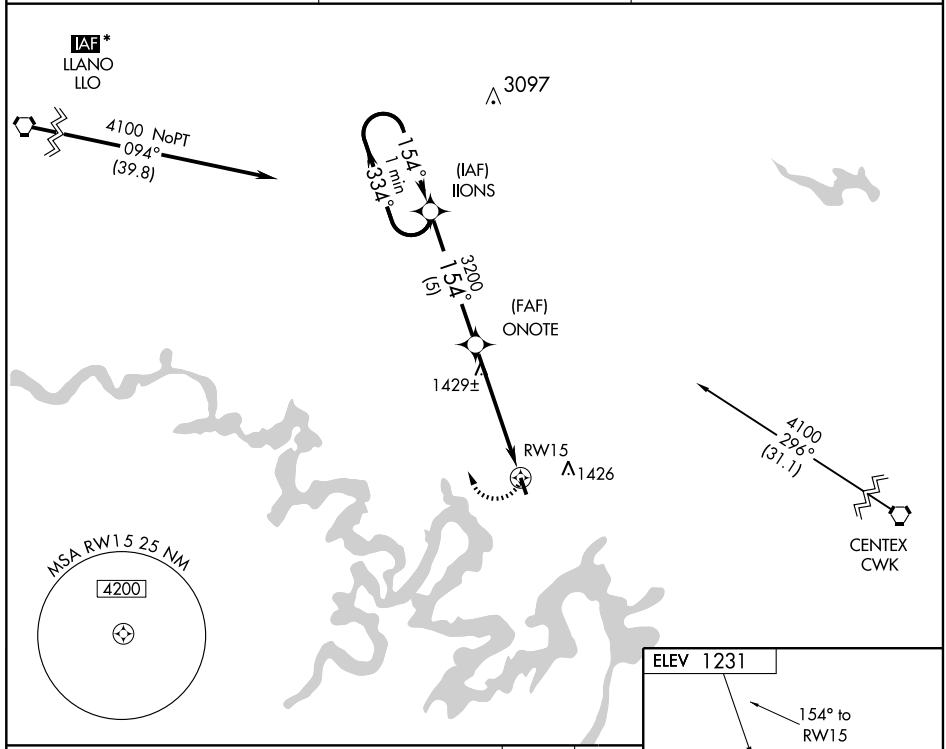
LAGO VISTA TX-RUSTY ALLEN (RYW)

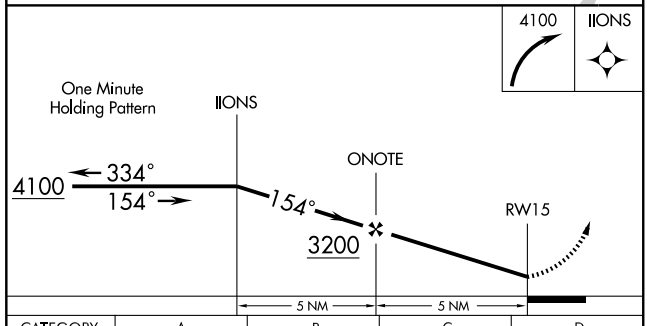
IAF
NA

Use Austin-Bergstrom Intl altimeter setting.
ARM APPROACH MODE 30 NM PRIOR TO IAF.*

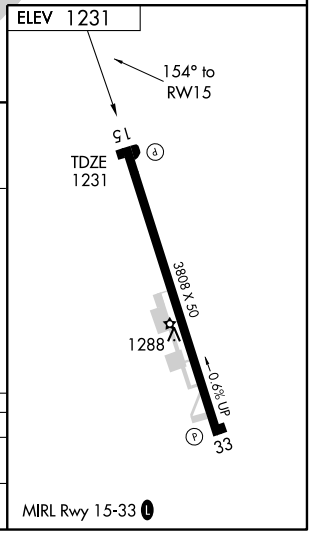
MISSED APPROACH: Climbing right turn to 4100 direct IIONS WP and hold.

AWOS-3	AUSTIN APP CON	UNICOM
119.375	119.0 370.85	122.725 (CTAF) L





CATEGORY	A	B	C	D
S-15	1880-1 649- (700-1)		1880-1¾ 649 (700-1¾)	NA
CIRCLING	1880-1 649 (700-1)		1940-2 709 (800-2)	NA



MIRL Rwy 15-33 L

NDB LSA	APP CRS	Rwy Idg	5000
338	155°	TDZE	2990
		Apt Elev	2998

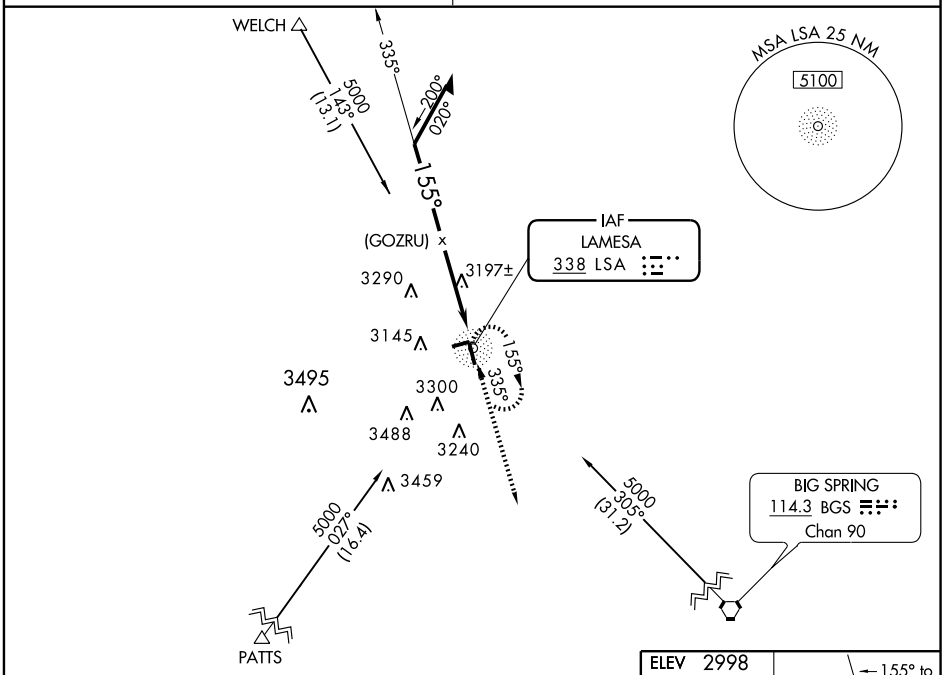
NDB or GPS RWY 16
LAMESA MUNI (2F5)

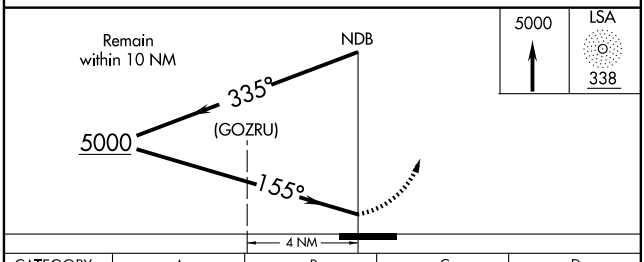
Obtain local altimeter setting on CTAF when not received, use Midland Intl. altimeter setting.
⚠ NA

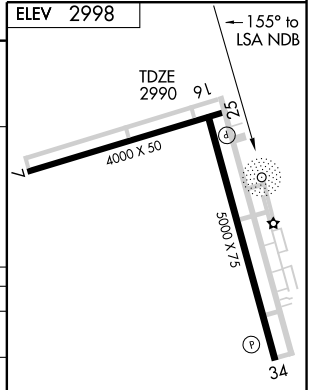
MISSED APPROACH: Climb to 5000 then direct LSA NDB and hold.

FORT WORTH CENTER
132.6 269.05

UNICOM
122.8 (CTAF) L







MIRL Rwys 7-25 and 16-34 L

CATEGORY	A	B	C	D
S-16	3640-1	650 (700-1)	3640-1¾ 650 (700-1¾)	3640-2 650 (700-2)
CIRCLING	3640-1	642 (700-1)	3640-1¾ 642 (700-1¾)	3660-2 662 (700-2)
MIDLAND INTL ALTIMETER SETTING MINIMUMS				
S-16	3780-1 790 (800-1)	3780-1¼ 790 (800-1¼)	3780-2¼ 790 (800-2¼)	3780-2½ 790 (800-2½)
CIRCLING	3780-1 782 (800-1)	3780-1¼ 782 (800-1¼)	3780-2¼ 782 (800-2¼)	3800-2½ 802 (800-2½)

Knots	60	90	120	150	180
Min:Sec					

SC-2, 08 APR 2010 to 06 MAY 2010

NDB LSA	APP CRS	Rwy Idg	5000
338	339°	TDZE	2995
		Apt Elev	2998

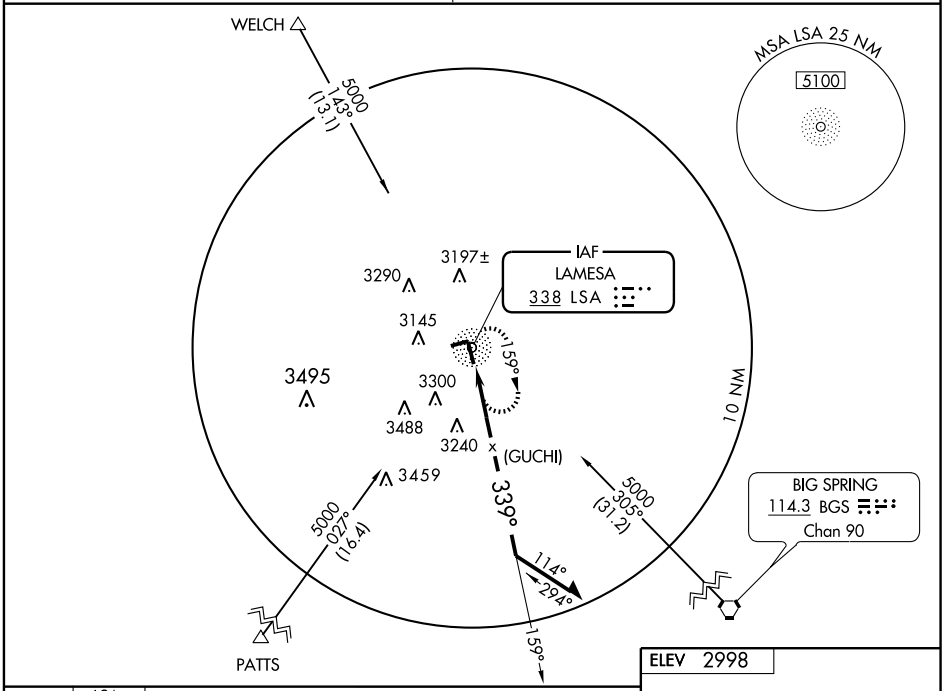
NDB or GPS RWY 34
LAMESA MUNI (2F5)

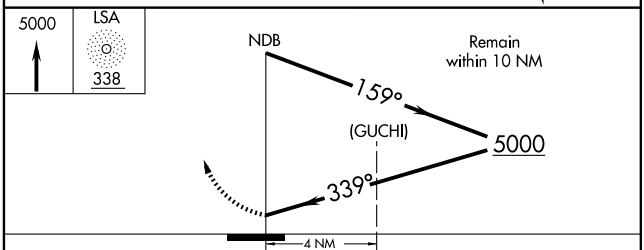
Obtain local altimeter setting on CTAF when not received, use Midland Intl. altimeter setting.
⚠ NA

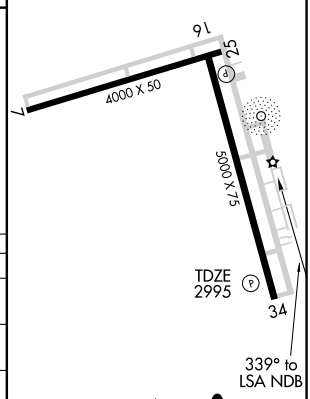
MISSED APPROACH: Climb to 5000 then direct LSA NDB and hold.

FORT WORTH CENTER
132.6 269.05

UNICOM
122.8 (CTAF) L







MIRL Rwys 7-25 and 16-34 L

CATEGORY	A	B	C	D
S-34	3600-1	605 (700-1)	3600-1¾ 605 (700-1¾)	3600-2 605 (700-2)
CIRCLING	3600-1	602 (700-1)	3600-1¾ 602 (700-1¾)	3660-2 662 (700-2)
MIDLAND INTL ALTIMETER SETTING MINIMUMS				
S-34	3740-1 745 (800-1)	3740-1¼ 745 (800-1¼)	3740-2¼ 745 (800-2¼)	3740-2½ 745 (800-2½)
CIRCLING	3740-1 742 (800-1)	3740-1¼ 742 (800-1¼)	3740-2¼ 742 (800-2¼)	3800-2½ 802 (800-2½)

Knots	60	90	120	150	180
Min:Sec					

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RNAV (GPS) RWY 34

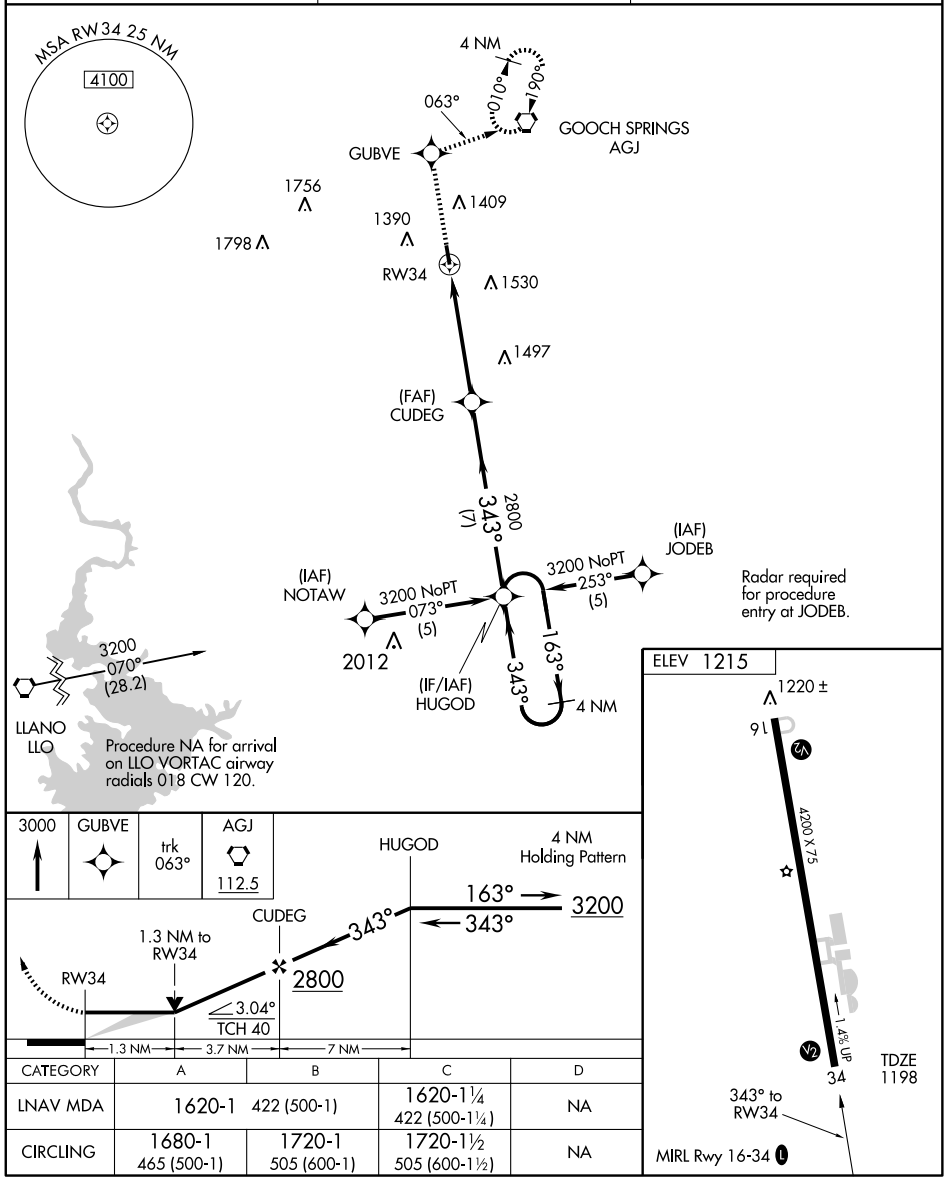
LAMPASAS (LZZ)

APP CRS	Rwy Idg	4200
343°	TDZE	1198
	Apt Elev	1215

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Robert Gray AAF altimeter setting and increase all MDA 80 feet and LNAV Cat C visibility ¼ mile. VDP NA when using Robert Gray AAF altimeter setting.

MISSED APPROACH: Climb to 3000 direct GUBVE and via track 063° to AGJ VORTAC and hold.

AWOS-3	GRAY APP CON	UNICOM
119.075	120.075 323.15	122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1620-1 422 (500-1)		1620-1¼ 422 (500-1¼)	NA
CIRCLING	1680-1 465 (500-1)	1720-1 505 (600-1)	1720-1½ 505 (600-1½)	NA

SC-3, 08 APR 2010 to 06 MAY 2010

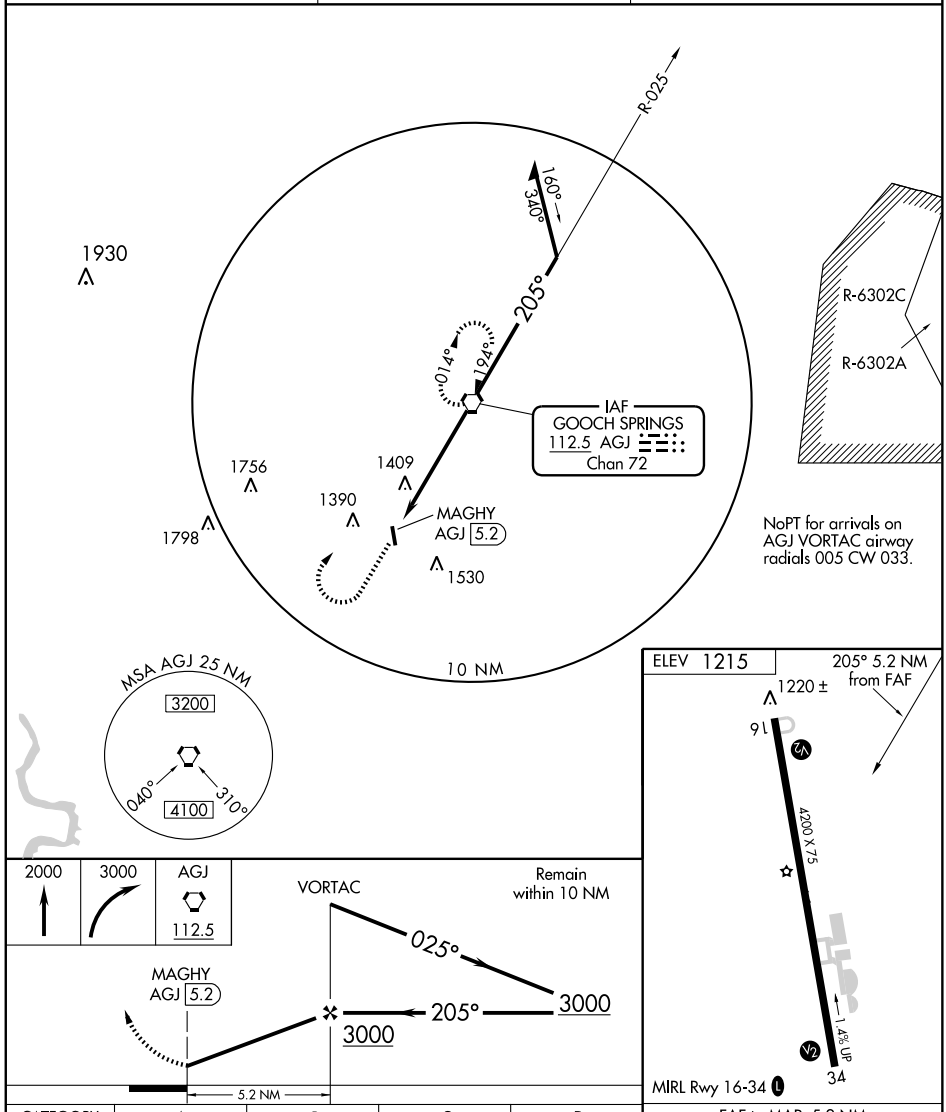
VORTAC AGJ 112.5 Chan 72	APP CRS 205°	Rwy Idg N/A TDZE N/A Apt Elev 1215

VOR-A
LAMPASAS (LZZ)

When local altimeter setting not received, use Robert Gray AAF altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct AGJ VORTAC and hold.

AWOS-3	GRAY APP CON	UNICOM
119.075	120.075 323.15	122.8 (CTAF) L

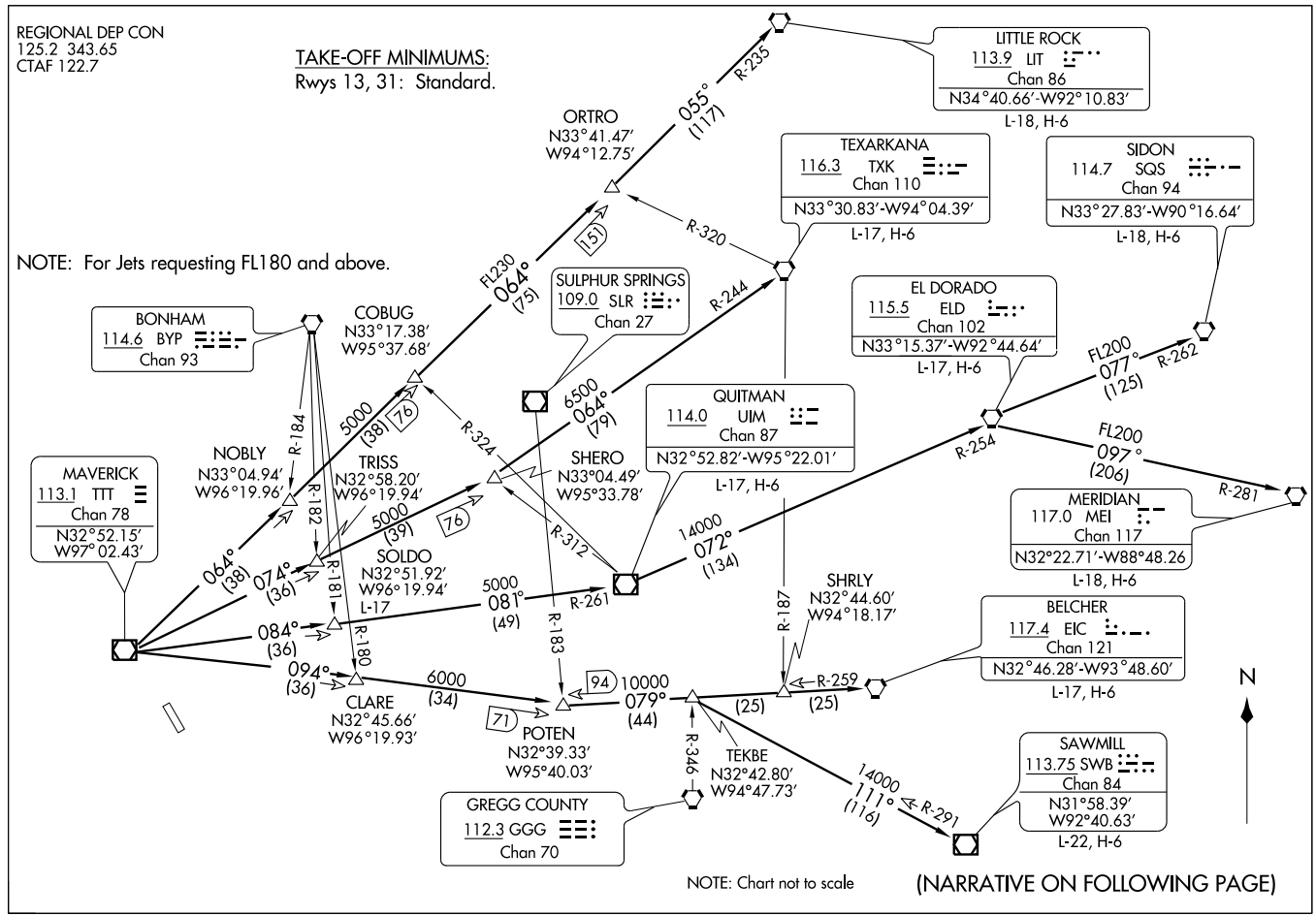


CATEGORY	A	B	C	D
CIRCLING	1680-1 465 (500-1)	1720-1 505 (600-1)	1720-1½ 505 (600-1½)	NA

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

SC-3, 08 APR 2010 to 06 MAY 2010



(DAL9.TTT) 09351

DALLAS NINE DEPARTURE

SL-5936 (FAA)

LANCASTER (LNC)

LANCASTER, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

JETS

Jets requesting 17,000 and below expect GARLAND Departure.

BELCHER TRANSITION (DALL9.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (DALL9.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.

LITTLE ROCK TRANSITION (DALL9.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO INT, then via LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (DALL9.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (DALL9.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.

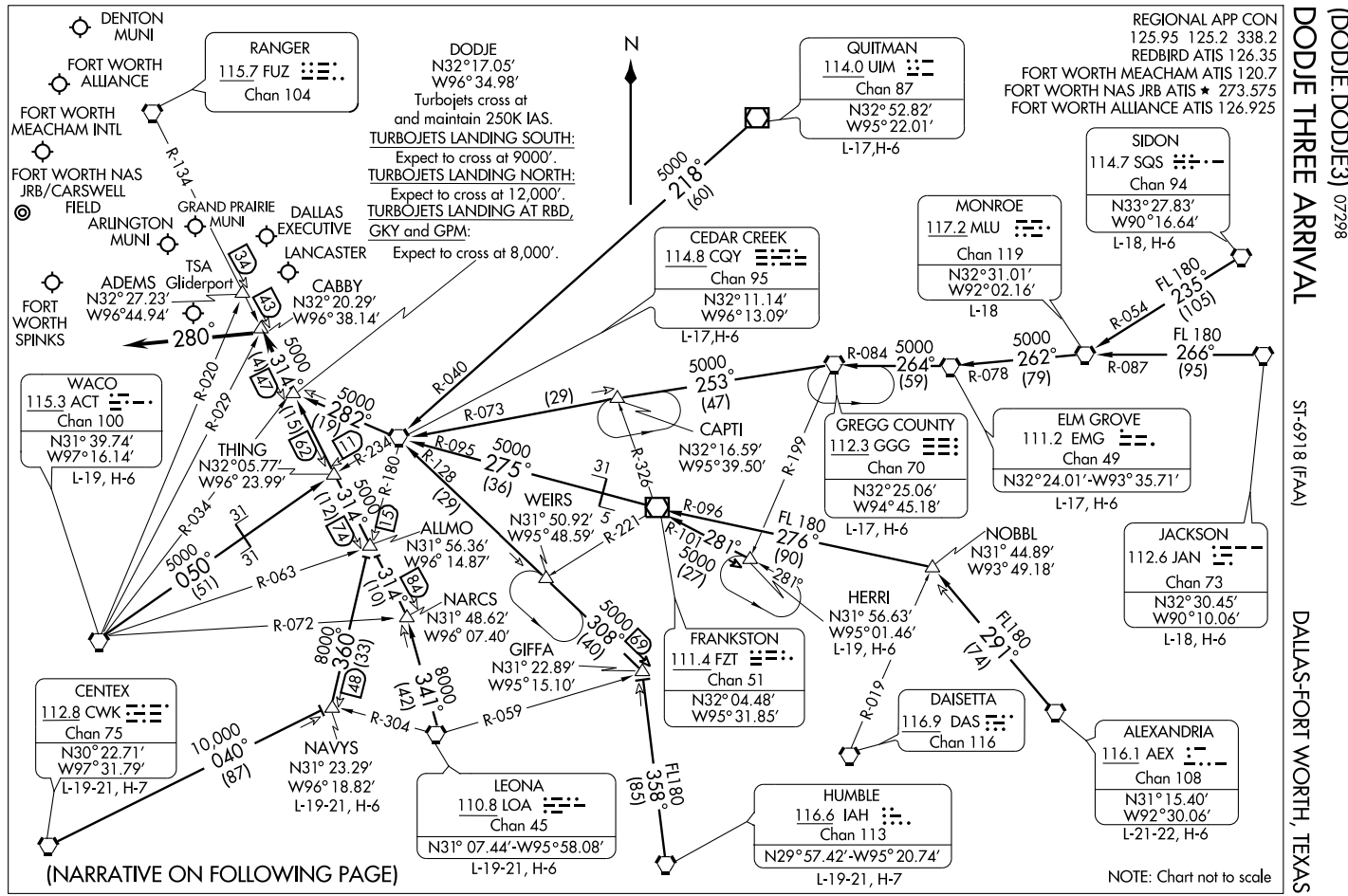
SAWMILL TRANSITION (DALL9.SWB): From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (DALL9.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.

SOLDO TRANSITION (DALL9.SOLDO): From over TTT VOR/DME via TTT R-084 to SOLDO INT.

TEXARKANA TRANSITION (DALL9.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.

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DODGE THREE ARRIVAL
(DODJE.DODJE3) 07298
ST-6918 (FAA)
DALLAS-FORT WORTH, TEXAS
REGIONAL APP CON
125.95 125.2 338.2
REDBIRD ATIS 126.35
FORT WORTH MEACHAM ATIS 120.7
FORT WORTH NAS JRB ATIS ★ 273.575
FORT WORTH ALLIANCE ATIS 126.925
DENTON MUNI
FORT WORTH ALLIANCE
FORT WORTH MEACHAM INTL
FORT WORTH NAS JRB/CARSWELL FIELD
ARLINGTON MUNI
GRAND PRAIRIE MUNI
DALLAS EXECUTIVE
LANCASTER
TSA
ADEMS Gliderport
N32°27.23′
W96°44.94′
CABBY
N32°20.29′
W96°38.14′
FORT WORTH SPINKS
RANGER
115.7 FUZ
Chan 104
R-134
DODJE
N32°17.05′
W96°34.98′
Turbojets cross at and maintain 250K IAS.
TURBOJETS LANDING SOUTH:
Expect to cross at 9000′.
TURBOJETS LANDING NORTH:
Expect to cross at 12,000′.
TURBOJETS LANDING AT RBD, GKY and GPM:
Expect to cross at 8,000′.
N
QUITMAN
114.0 UIM
Chan 87
N32°52.82′
W95°22.01′
L-17,H-6
5000
218°
(60)
CEDAR CREEK
114.8 CQY
Chan 95
N32°11.14′
W96°13.09′
L-17,H-6
MONROE
117.2 MLU
Chan 119
N32°31.01′
W92°02.16′
L-18
SIDON
114.7 SQS
Chan 94
N33°27.83′
W90°16.64′
L-18, H-6
FL 180
235°
(105)
R-054
R-087
5000
262°
(79)
R-078
R-084
5000
264°
(59)
FL 180
266°
(95)
WACO
115.3 ACT
Chan 100
N31° 39.74′
W97°16.14′
L-19, H-6
THING
N32°05.77′
W96° 23.99′
CAPTI
N32°16.59′
W95°39.50′
GREGG COUNTY
112.3 GGG
Chan 70
N32°25.06′
W94°45.18′
L-17, H-6
ELM GROVE
111.2 EMG
Chan 49
N32°24.01′-W93°35.71′
L-17, H-6
JACKSON
112.6 JAN
Chan 73
N32°30.45′
W90°10.06′
L-18, H-6
WEIRS
N31° 50.92′
W95° 48.59′
ALLMO
N31° 56.36′
W96° 14.87′
NARCS
N31° 48.62′
W96° 07.40′
GIFFA
N31° 22.89′
W95° 15.10′
NOBBL
N31° 44.89′
W93° 49.18′
HERRI
N31° 56.63′
W95° 01.46′
L-19, H-6
FRANKSTON
111.4 FZT
Chan 51
N32° 04.48′
W95° 31.85′
DAISETTA
116.9 DAS
Chan 116
CENTEX
112.8 CWK
Chan 75
N30° 22.71′
W97° 31.79′
L-19-21, H-7
NAVYS
N31° 23.29′
W96° 18.82′
L-19-21, H-6
LEONA
110.8 LOA
Chan 45
N31° 07.44′-W95° 58.08′
L-19-21, H-6
HUMBLE
116.6 IAH
Chan 113
N29° 57.42′-W95° 20.74′
L-19-21, H-7
ALEXANDRIA
116.1 AEX
Chan 108
N31° 15.40′
W92° 30.06′
L-21-22, H-6
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale

DODJE THREE ARRIVAL (DODJE.DODJE3)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DODJE3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

CEDAR CREEK TRANSITION (CQY.DODJE3): From over CQY VORTAC via CQY R-282 to DODJE INT. Thence. . . .

CENTEX TRANSITION (CWK.DODJE3): From over CWK VORTAC via CWK R-040 to NAVYS INT, then via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

ELM GROVE TRANSITION (EMG.DODJE3): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

GREGG COUNTY TRANSITION (GGG.DODJE3): From over GGG VORTAC via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HERRI TRANSITION (HERRI.DODJE3): (Assigned by ATC) From over HERRI INT via FZT R-101 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HUMBLE TRANSITION (IAH.DODJE3): From over IAH VORTAC via IAH R-355 to GIFFA INT, then via CQY R-128 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

JACKSON TRANSITION (JAN.DODJE3): From over JAN VORTAC via JAN R-266 and MLU R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

LEONA TRANSITION (LOA.DODJE3): From over LOA VORTAC via LOA R-341 to NARCS INT, then via FUZ R-134 to DODJE INT. Thence. . . .

MONROE TRANSITION (MLU.DODJE3): From over MLU VORTAC via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

NAVYS TRANSITION (NAVYS.DODJE3): From over NAVYS INT via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

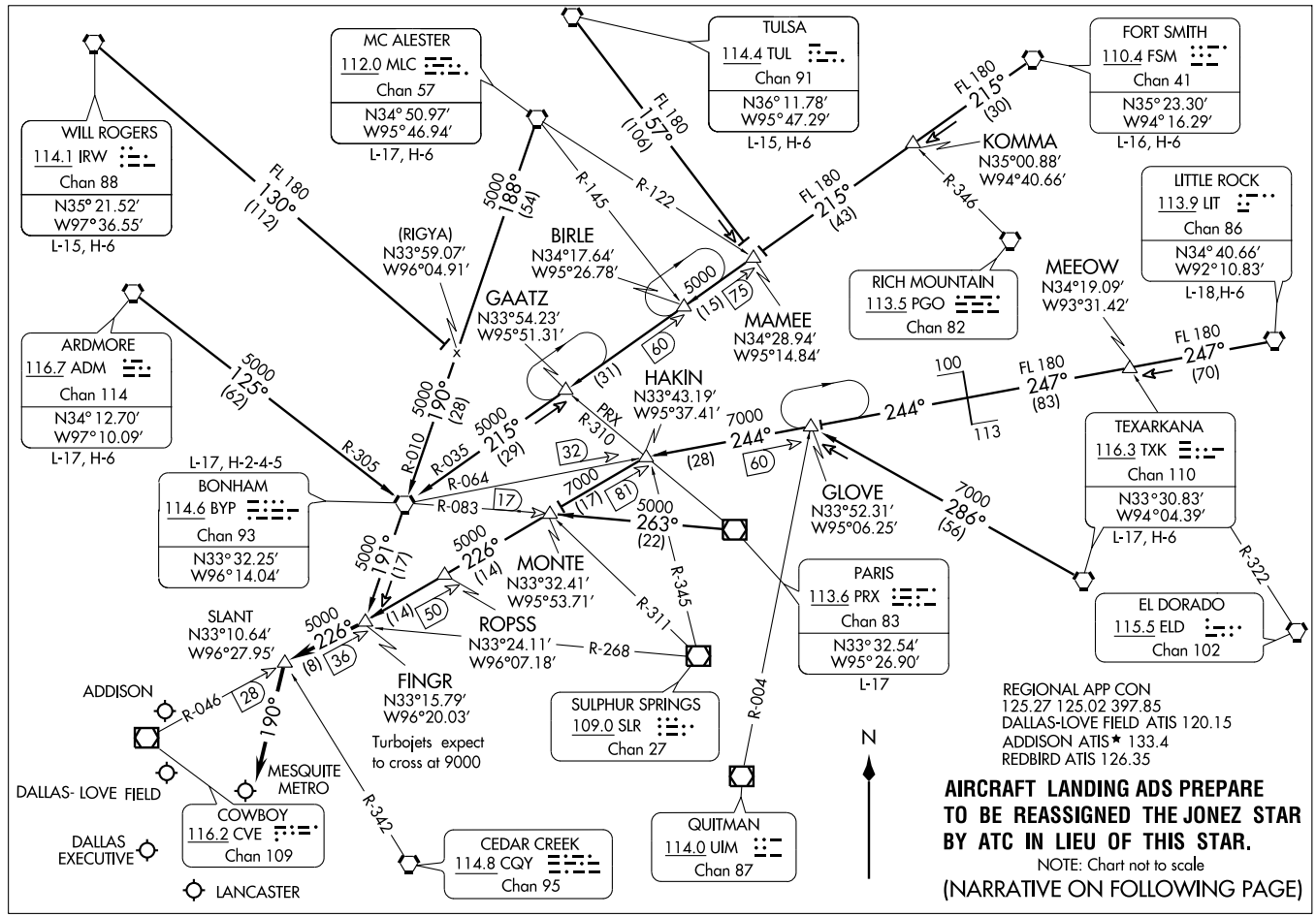
QUITMAN TRANSITION (UIM.DODJE3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

SIDON TRANSITION (SQS.DODJE3): From over SQS VORTAC via SQS R-235 and MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

WACO TRANSITION (ACT.DODJE3): From over ACT VORTAC via ACT R-050 and CQY R-234 to THING INT, then via FUZ R-134 to DODJE INT. Thence. . . .

. . . .From over DODJE INT via FUZ R-134 to CABBY INT or ADEMS INT (when directed by ATC). Depart CABBY INT heading 280°. Expect radar vectors to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010


MC ALESTER
112.0 MLC
Chan 57
N34° 50.97′
W95° 46.94′
L-17, H-6
TULSA
114.4 TUL
Chan 91
N36° 11.78′
W95° 47.29′
L-15, H-6
FORT SMITH
110.4 FSM
Chan 41
N35° 23.30′
W94° 16.29′
L-16, H-6
WILL ROGERS
114.1 IRW
Chan 88
N35° 21.52′
W97° 36.55′
L-15, H-6
KOMMA
N35°00.88′
W94°40.66′
LITTLE ROCK
113.9 LIT
Chan 86
N34° 40.66′
W92° 10.83′
L-18,H-6
(RIGYA)
N33°59.07′
W96°04.91′
BIRLE
N34°17.64′
W95°26.78′
GAATZ
N33°54.23′
W95°51.31′
MAMEE
N34°28.94′
W95°14.84′
RICH MOUNTAIN
113.5 PGO
Chan 82
MEEOW
N34°19.09′
W93°31.42′
ARDMORE
116.7 ADM
Chan 114
N34° 12.70′
W97° 10.09′
L-17, H-6
HAKIN
N33°43.19′
W95°37.41′
TEXARKANA
116.3 TXK
Chan 110
N33°30.83′
W94°04.39′
L-17, H-6
L-17, H-2-4-5
BONHAM
114.6 BYP
Chan 93
N33° 32.25′
W96° 14.04′
GLOVE
N33°52.31′
W95°06.25′
MONTE
N33°32.41′
W95°53.71′
PARIS
113.6 PRX
Chan 83
N33° 32.54′
W95° 26.90′
L-17
EL DORADO
115.5 ELD
Chan 102
SLANT
N33°10.64′
W96°27.95′
ROPSS
N33°24.11′
W96°07.18′
FINGR
N33°15.79′
W96°20.03′
Turbojets expect
to cross at 9000
SULPHUR SPRINGS
109.0 SLR
Chan 27
ADDISON
MESQUITE
METRO
DALLAS- LOVE FIELD
COWBOY
116.2 CVE
Chan 109
DALLAS
EXECUTIVE
LANCASTER
CEDAR CREEK
114.8 CQY
Chan 95
QUITMAN
114.0 UIM
Chan 87
N
REGIONAL APP CON
125.27 125.02 397.85
DALLAS-LOVE FIELD ATIS 120.15
ADDISON ATIS★ 133.4
REDBIRD ATIS 126.35
AIRCRAFT LANDING ADS PREPARE
TO BE REASSIGNED THE JONEZ STAR
BY ATC IN LIEU OF THIS STAR.
NOTE: Chart not to scale
(NARRATIVE ON FOLLOWING PAGE)

FINGR THREE ARRIVAL (FINGR.FINGR3)

ARRIVAL DESCRIPTION

ARDMORE TRANSITION (ADM.FINGR3): From over ADM VORTAC via ADM R-125 and BYP R-305 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
BONHAM TRANSITION (BYP.FINGR3): From over BYP VORTAC via BYP R-191 to to FINGR INT. Thence . . . .
FORT SMITH TRANSITION (FSM.FINGR3): From over FSM VORTAC via FSM R-215 to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
LITTLE ROCK TRANSITION (LIT.FINGR3): From over LIT VORTAC via LIT R-247 and BYP R-064 to HAKIN INT, then via CVE R-046 to FINGR INT. Thence . . . .
MC ALESTER TRANSITION (MLC.FINGR3): From over MLC VORTAC via MLC R-188 and BYP R-010 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
PARIS TRANSITION (PRX.FINGR3): From over PRX VOR/DME via PRX R-263 to MONTE INT, then via CVE R-046 to FINGR INT. Thence . . . .
TEXARKANA TRANSITION (TXK.FINGR3): From over TXK VORTAC via TXK R-286 to GLOVE INT, then via BYP R-064 to HAKIN INT, then via CVE R-046 to FINGR INT. Thence . . . .
TULSA TRANSITION (TUL.FINGR3): From over TUL VORTAC via TUL R-157 to to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
WILL ROGERS TRANSITION (IRW.FINGR3): From over IRW VORTAC via IRW R-130 and BYP R-010 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . . From over FINGR INT via CVE R-046 to SLANT INT.
AIRCRAFT LANDING NORTH: Depart SLANT INT heading 190° for vectors to final approach course.
AIRCRAFT LANDING SOUTH: Expect vectors to final approach course.

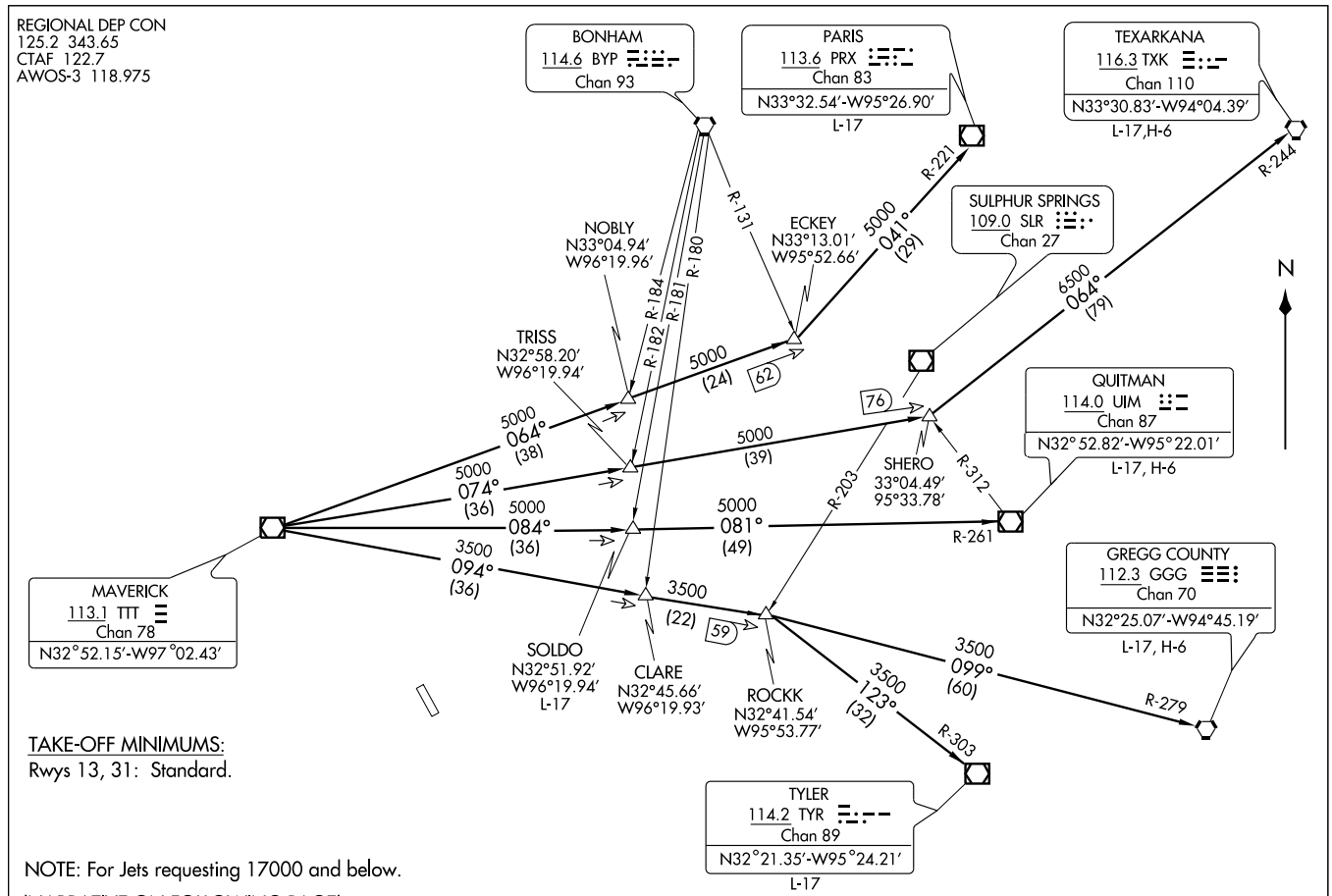
SC-2, 08 APR 2010 to 06 MAY 2010

GARLAND THREE DEPARTURE

SL-5936 (FAA)

LANCASTER (LNC)

LANCASTER, TEXAS



TAKE-OFF MINIMUMS:

Rwys 13, 31: Standard.

NOTE: For Jets requesting 17000 and below.

(NARRATIVE ON FOLLOWING PAGE)

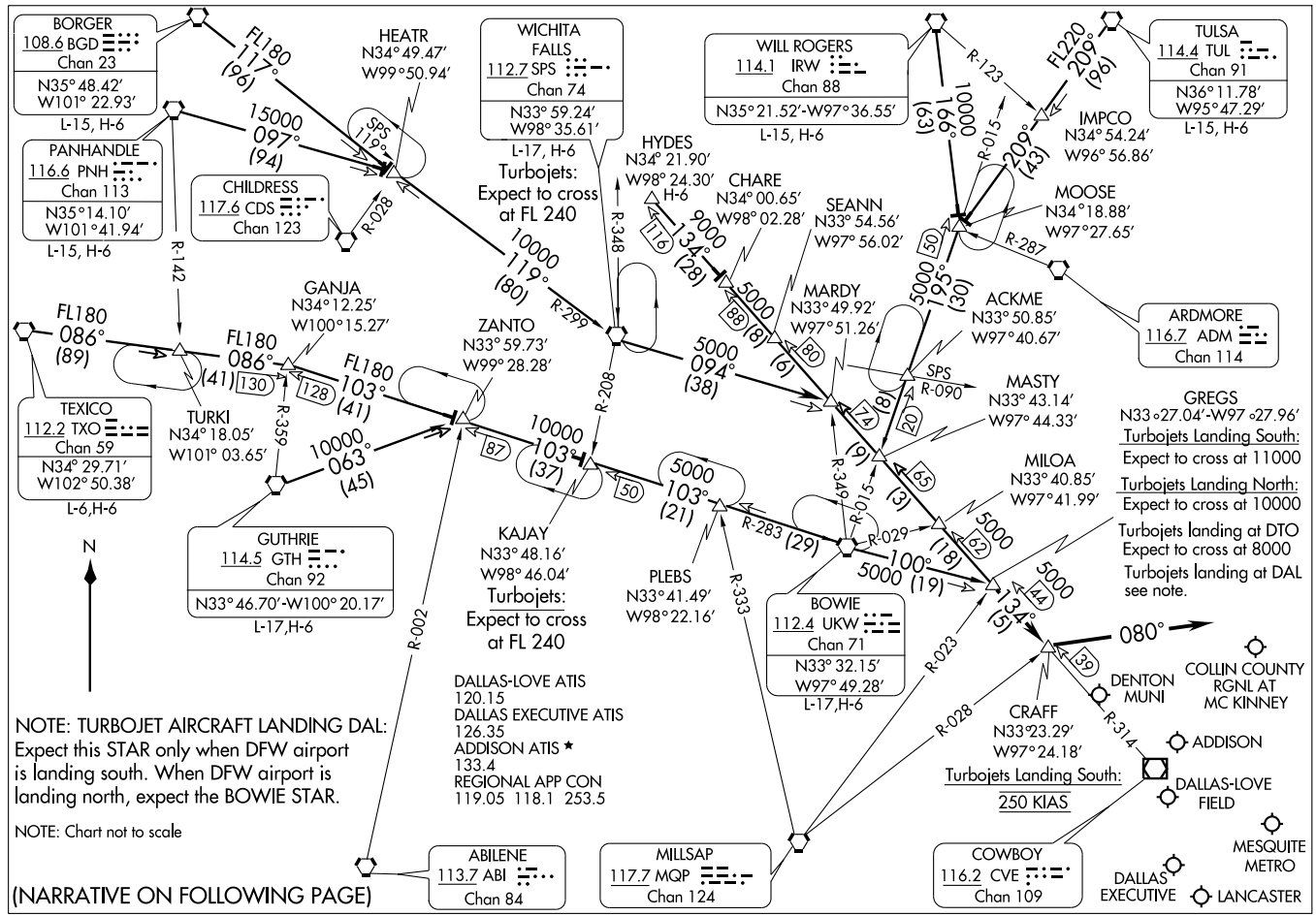
NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading to appropriate route.

LONGVIEW TRANSITION (GARL3.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL3.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (GARL3.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (GARL3.SOLDO): (ATC assigned) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (GARL3.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL3.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

SC-2, 08 APR 2010 to 06 MAY 2010


BORGER
108.6 BGD
Chan 23
N35° 48.42'
W101° 22.93'
L-15, H-6
PANHANDLE
116.6 PNH
Chan 113
N35° 14.10'
W101° 41.94'
L-15, H-6
CHILDRESS
117.6 CDS
Chan 123
HEATR
N34° 49.47'
W99° 50.94'
WICHITA FALLS
112.7 SPS
Chan 74
N33° 59.24'
W98° 35.61'
L-17, H-6
Turbojets: Expect to cross at FL 240
WILL ROGERS
114.1 IRW
Chan 88
N35° 21.52'-W97° 36.55'
L-15, H-6
TULSA
114.4 TUL
Chan 91
N36° 11.78'
W95° 47.29'
L-15, H-6
IMPCO
N34° 54.24'
W96° 56.86'
MOOSE
N34° 18.88'
W97° 27.65'
ARDMORE
116.7 ADM
Chan 114
HYDES
N34° 21.90'
W98° 24.30'
H-6
CHARE
N34° 00.65'
W98° 02.28'
SEANN
N33° 54.56'
W97° 56.02'
MARDY
N33° 49.92'
W97° 51.26'
ACKME
N33° 50.85'
W97° 40.67'
MASTY
N33° 43.14'
W97° 44.33'
GREGS
N33°27.04'-W97°27.96'
Turbojets Landing South:
Expect to cross at 11000
Turbojets Landing North:
Expect to cross at 10000
Turbojets landing at DTO
Expect to cross at 8000
Turbojets landing at DAL
see note.
MILOA
N33° 40.85'
W97° 41.99'
GANJA
N34° 12.25'
W100° 15.27'
ZANTO
N33° 59.73'
W99° 28.28'
TEXICO
112.2 TXO
Chan 59
N34° 29.71'
W102° 50.38'
L-6,H-6
TURKI
N34° 18.05'
W101° 03.65'
GUTHRIE
114.5 GTH
Chan 92
N33° 46.70'-W100° 20.17'
L-17,H-6
KAJAY
N33° 48.16'
W98° 46.04'
Turbojets: Expect to cross at FL 240
PLEBS
N33° 41.49'
W98° 22.16'
BOWIE
112.4 UKW
Chan 71
N33° 32.15'
W97° 49.28'
L-17,H-6
CRAFF
N33° 23.29'
W97° 24.18'
Turbojets Landing South:
250 KIAS
DENTON MUNI
COLLIN COUNTY RGNL AT MC KINNEY
ADDISON
DALLAS-LOVE FIELD
MESQUITE METRO
DALLAS EXECUTIVE
LANCASTER
ABILENE
113.7 ABI
Chan 84
MILLSAP
117.7 MQP
Chan 124
COWBOY
116.2 CVE
Chan 109
DALLAS-LOVE ATIS
120.15
DALLAS EXECUTIVE ATIS
126.35
ADDISON ATIS ★
133.4
REGIONAL APP CON
119.05 118.1 253.5
NOTE: TURBOJET AIRCRAFT LANDING DAL:
Expect this STAR only when DFW airport is landing south. When DFW airport is landing north, expect the BOWIE STAR.
NOTE: Chart not to scale
(NARRATIVE ON FOLLOWING PAGE)
N
FL180 117° (96)
15000 097° (94)
SPS 119°
R-028
R-142
FL180 086° (89)
FL180 086° (41)
130
128
FL180 103° (41)
R-359
10000° 063° (45)
10000 119° (80)
R-299
R-348
R-208
10000 103° (37)
87
50
5000 103° (21)
R-283 (29)
R-002
R-333
9000 134° (28)
116
5000 088° (8)
80
6
5000 094° (38)
74
8
20
9
R-349
R-015
65
3
R-029
5000 100° (19)
5000 062 (18)
5000 134° (5)
44
39
080°
R-023
R-028
R-314
R-123
10000 166° (63)
FL220 209° (96)
R-015
209° (43)
50
5000 195° (30)
R-287
SPS R-090

ARRIVAL DESCRIPTION

BORGER TRANSITION (BGD.GREGS6): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence . . . .

BOWIE TRANSITION (UKW.GREGS6): From over UKW VORTAC via UKW R-100 to GREGS INT. Thence . . . .

GUTHRIE TRANSITION (GTH.GREGS6): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to GREGS INT. Thence . . . .

HYDES TRANSITION (HYDES.GREGS6): From over HYDES INT via CVE R-314 to GREGS INT. Thence . . . .

PANHANDLE TRANSITION (PNH.GREGS6): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence. . . .

TEXICO TRANSITION (TXO.GREGS6): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to GREGS INT. Thence . . . .

TULSA TRANSITION (TUL.GREGS6): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to MASTY INT, then via CVE R-314 to GREGS INT. Thence . . . .

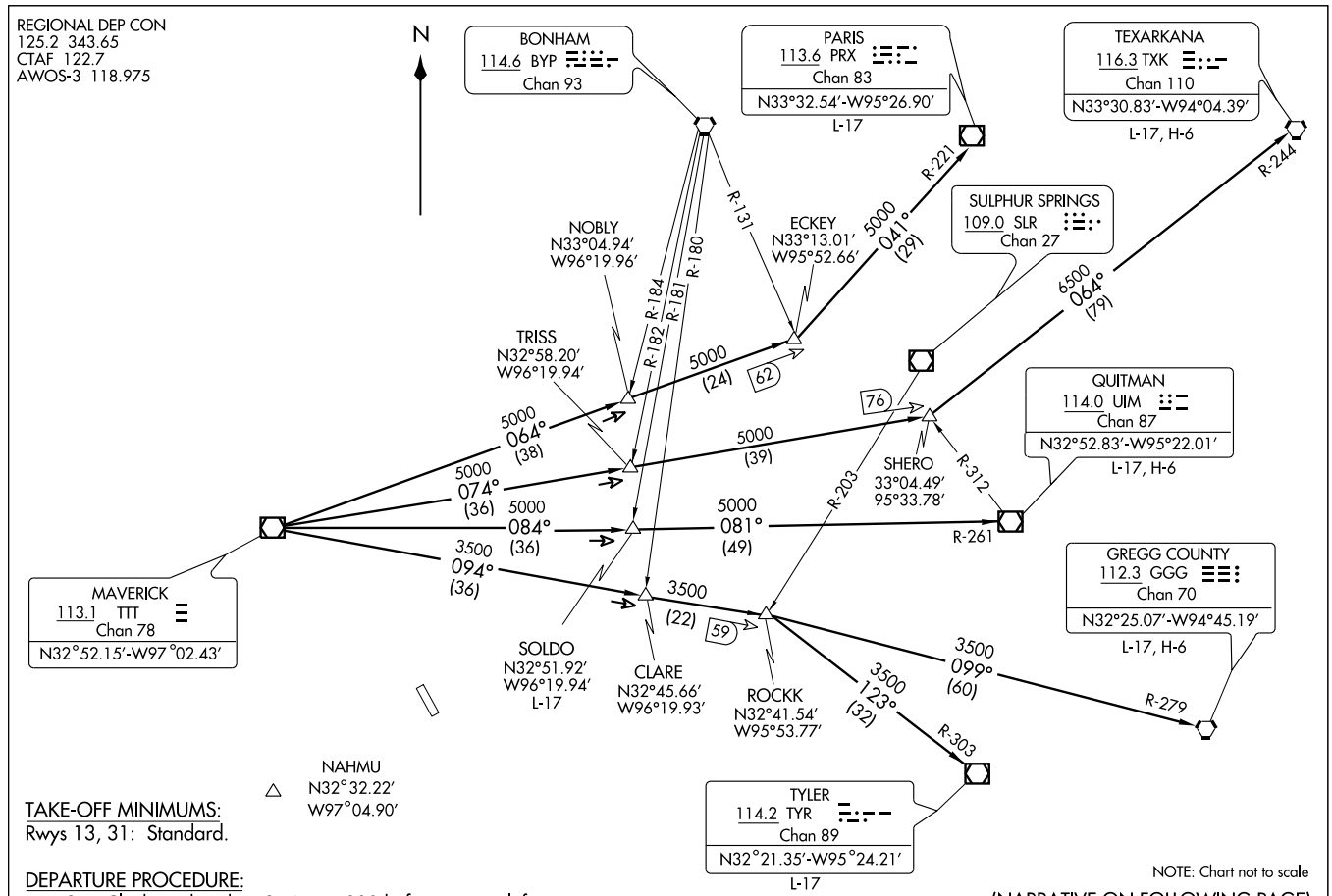
WICHITA FALLS TRANSITION (SPS.GREGS6): From over SPS VORTAC via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence. . . .

WILL ROGERS TRANSITION (IRW.GREGS6): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to MASTY INT, then via CVE R-314 to GREGS INT. Thence . . . .

. . . . From over GREGS INT via CVE R-314 to CRAFF INT thence heading 080° for vector to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010

HUBBARD SIX DEPARTURE



TAKE-OFF MINIMUMS:
Rwys 13, 31: Standard.

DEPARTURE PROCEDURE:
Rwy 31: Climb via heading 314° to 1900 before turning left.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES:
Rwy 31:
Multiple trees beginning 1,133' from departure end of runway, 479' left of centerline, up to 40' AGL/541' MSL.
Trees 886' from departure end of runway, 637' right of centerline, 35' AGL/536' MSL.
Multiple poles beginning 5,613' from departure end of runway, 1,171' right of centerline, up to 101' AGL/661' MSL.

SC-2, 08 APR 2010 to 06 MAY 2010

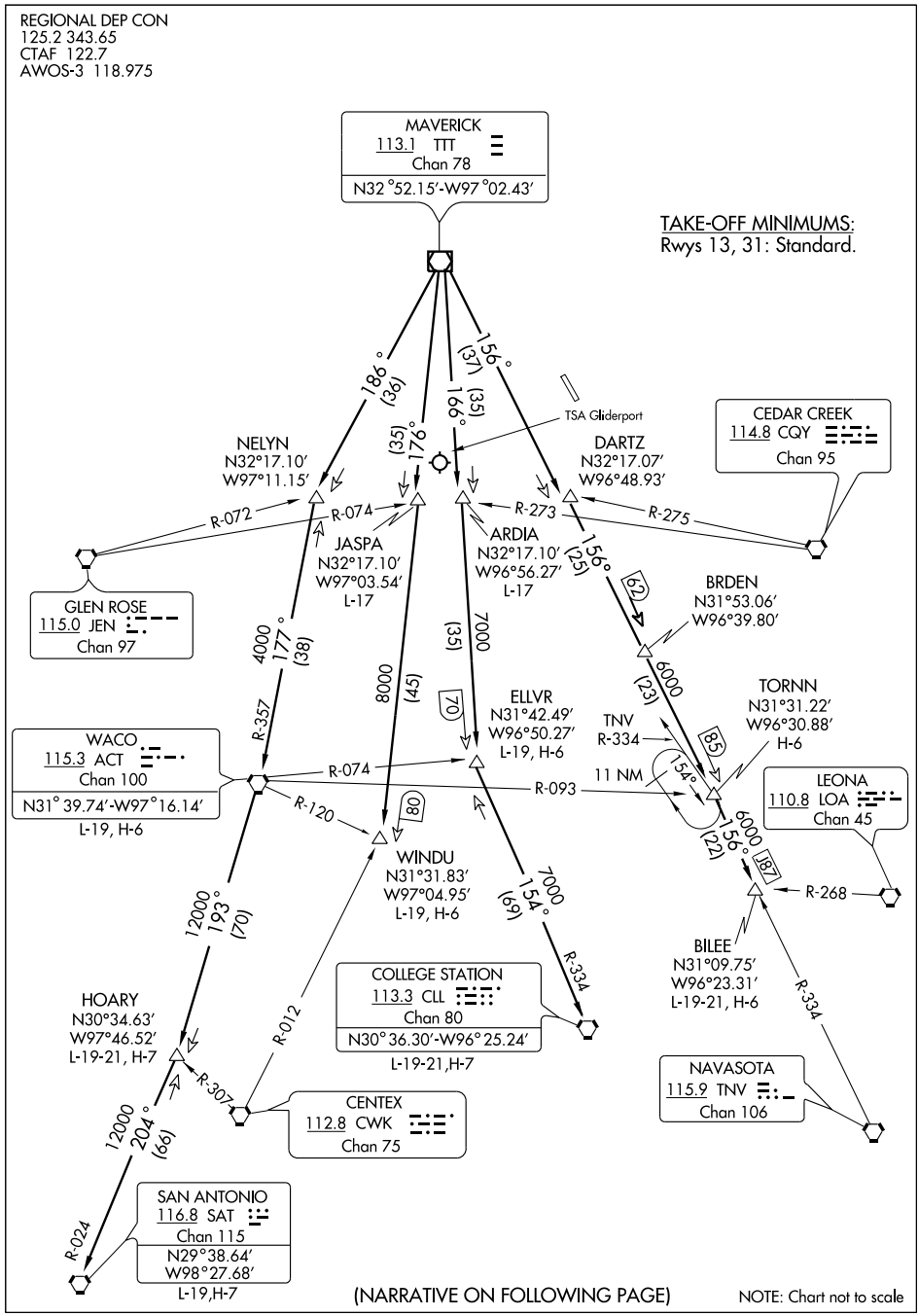
(JPOOL4.TTT) 09351

JOE POOL FOUR DEPARTURE

SL-5936 (FAA)

LANCASTER (LNC)
LANCASTER, TEXAS

REGIONAL DEP CON
125.2 343.65
CTAF 122.7
AWOS-3 118.975



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude, expect vector to appropriate route.

ARDIA TRANSITION (JPOOL4.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.
BILEE TRANSITION (JPOOL4.BILEE): (For aircraft overflying the BILEE intersection, thence via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to overfly the TNV VORTAC.) From over TTT VOR/DME via TTT R-156 to BILEE INT.
BRDEN TRANSITION (JPOOL4.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.
COLLEGE STATION TRANSITION (JPOOL4.CLL): (For piston aircraft inbound to Houston Hobby and all aircraft inbound to West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.
ELLVR TRANSITION (JPOOL4.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT VOR/DME via TTT R-166 to ELLVR INT.
HOARY TRANSITION (JPOOL4.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.
JASPA TRANSITION (JPOOL4.JASPA): (ATC assigned.) From over TTT VOR/DME via TTT R-176 to JASPA INT.
SAN ANTONIO TRANSITION (JPOOL4.SAT): (For aircraft overflying Centex and San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.
TORNN TRANSITION (JPOOL4.TORNN): (For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT R-156 to TORNN INT.
WACO TRANSITION (JPOOL4.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.
WINDU TRANSITION (JPOOL4.WINDU): (For aircraft inbound to Austin or San Antonio terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU.) From over TTT VOR/DME via TTT R-176 to WINDU INT.

SC-2, 08 APR 2010 to 06 MAY 2010

KINGDOM SEVEN DEPARTURE SL-5936 (FAA)

REGIONAL DEP CON
125.2 343.65
CTAF 122.7
AWOS-3 118.975

TAKE-OFF OBSTACLES:
Note: Rwy 31, Multiple trees beginning 1133' from DER, 479' left of centerline, up to 40' AGL/541' MSL. Trees 886' from DER, 637' right of centerline, 35' AGL/536' MSL. Multiple poles beginning 5613' from DER, 1171' right of centerline, up to 101' AGL/661' MSL.

N

WICHITA FALLS
112.7 SPS
Chan 74
N33°59.24'-W98°35.61'
L-17, H-6

R-148 (25) V568

KARYN
N33°35.82'
W98°24.42'

R-271

BOWIE
112.4 UKW
Chan 71

R-146

GUTHRIE
114.5 GTH
Chan 92
N33°46.70'
W100°20.17'
L-17, H-6

6000 326° (63) V18

4000 328° (22)

R-225

R-165

FERRA
N33° 05.47'
W97°44.00'

RANGER
115.7 FUZ
Chan 104
N32°53.37'
W97°10.77'

MUZZO
N33°15.10'
W98°14.61'

65 34

4000 (27)

2300 285° (37)

2100 274° (7)

CEOLA
N32°51.98'
W97°44.00'

MAVERICK
113.1 TTT
Chan 78
N32°52.15'-W97°02.43'

RUWLO
N32°47.28'
W99°07.77'

R-330

2500 261° (28)

2800 250° (36)

8000 (71)

99

8000 265° (36) V18

93

BEKLE
N32°49.27'
W99°49.92'

R-265

4000 261° (13)

R-081

PODDE
N32°43.58'
W97°44.00'
L-17

R-006

R-004

R-343

BROWNWOOD
108.6 BWD
Chan 23

MILLSAP
117.7 MQP
Chan 124
N32°43.57'
W97°59.85'
L-17, H-6

GLEN ROSE
115.0 JEN
Chan 97

TAKE-OFF MINIMUMS:
Rwy 13, standard.
Rwy 21, 200-1 1/2 or standard with minimum climb of 222' per NM to 800'.
DEPARTURE PROCEDURES:
Rwy 31 Climb heading 314° to 1900' before turning left.

NOTE: Chart not to scale

NOTE: For all aircraft requesting 17,000' and below.

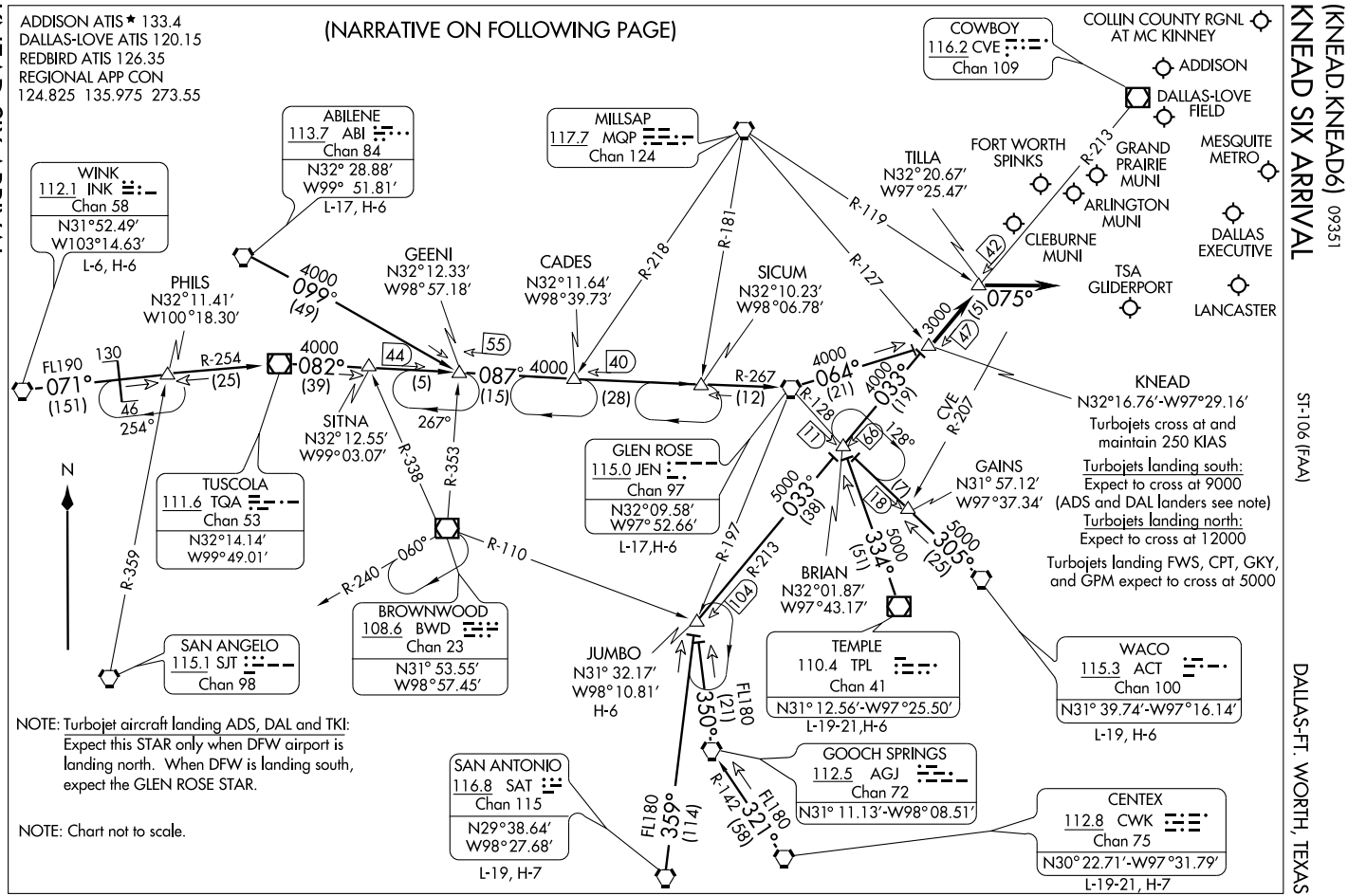
(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock terminal area or proceeding westbound via V-18 to GTH VORTAC). From over TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT, then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC.
MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC westbound via V-18 or direct). From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.
PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.
WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VORTAC). From over TTT VOR/DME via TTT R-285 to MUZZO INT, then via SPS R-148 to SPS VORTAC.

SC-2, 08 APR 2010 to 06 MAY 2010



(KNEAD.KNEAD6) 09351

KNEAD SIX ARRIVAL

ST-106 (FAA)

DALLAS-FT. WORTH, TEXAS

ARRIVAL DESCRIPTION

ABILENE TRANSITION (ABI.KNEAD6): From over ABI VORTAC via ABI R-099 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

CENTEX TRANSITION (CWK.KNEAD6): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

GLEN ROSE TRANSITION (JEN.KNEAD6): From over JEN VORTAC via JEN R-064 to KNEAD INT. Thence . . . .

JUMBO TRANSITION (JUMBO.KNEAD6): From over JUMBO INT via CVE R-213 to KNEAD INT. Thence . . . .

SAN ANTONIO TRANSITION (SAT.KNEAD6): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

TEMPLE TRANSITION (TPL.KNEAD6): From over TPL VOR/DME via TPL R-334 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WACO TRANSITION (ACT.KNEAD6): From over ACT VORTAC via ACT R-305 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WINK TRANSITION (INK.KNEAD6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

. . . . From over KNEAD INT via CVE R-213 to TILLA INT, thence via heading 075° for vectors to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010

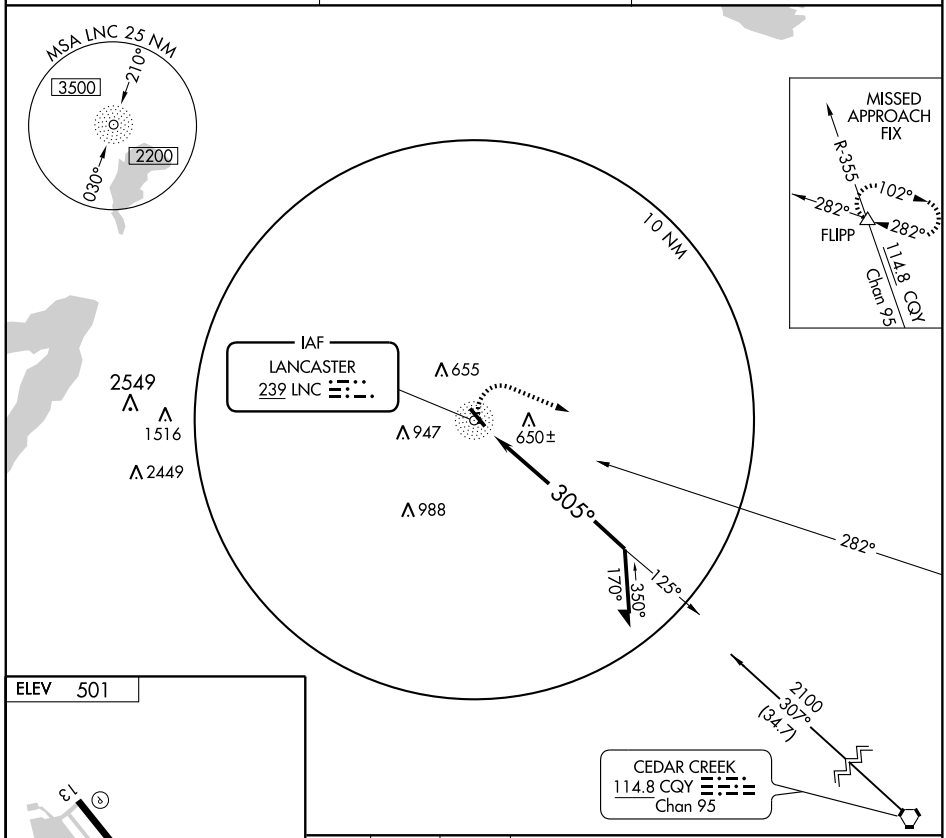
NDB LNC	APP CRS	Rwy Idg	4999
239	305°	TDZE	492
		Apt Elev	501

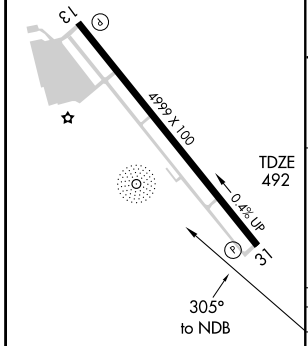
NDB RWY 31
LANCASTER (LNC)

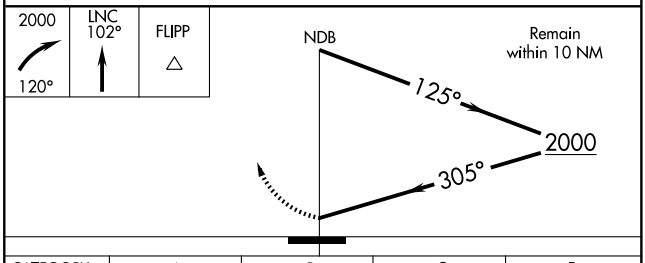
If local altimeter setting not received, use Dallas-Love Field altimeter setting and increase all MDA's 60 feet.

MISSED APPROACH: Climbing right turn to 2000 via heading 120° and 102° bearing from LNC NDB to FLIPP Int and hold.

AWOS-3	REGIONAL APP CON	UNICOM
118.975	125.2 343.65	122.7 (CTAF)







CATEGORY	A	B	C	D
S-31	1080-1	588 (600-1)	NA	
CIRCLING	1080-1	579 (600-1)	NA	

REIL Rwy 31
MIRL Rwy 13-31

SC-2, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	4999
Chan 97305	314°	TDZE	492
W31A		Apt Elev	501

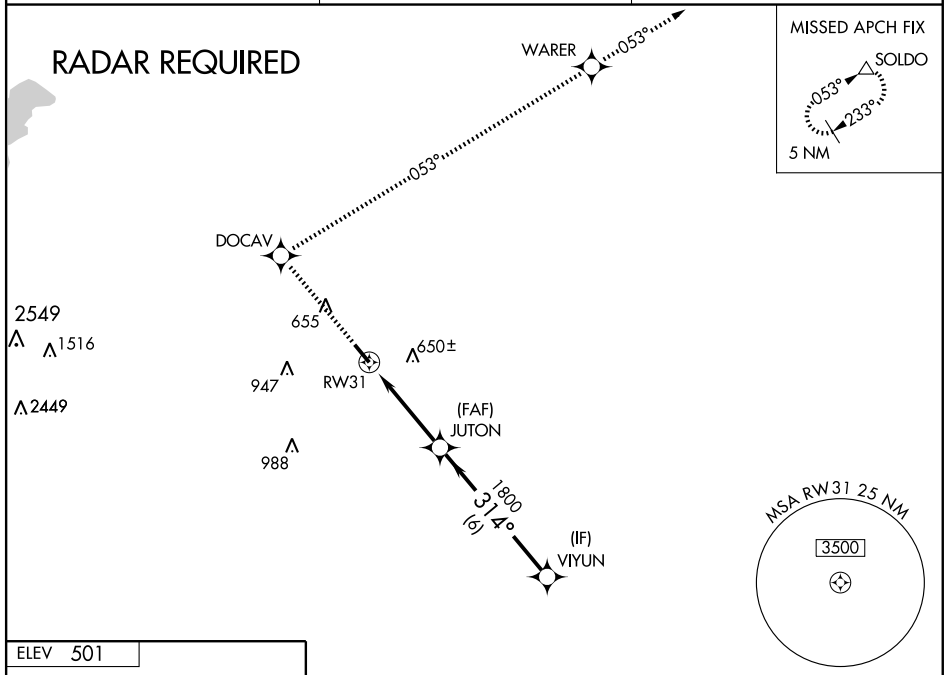
RNAV (GPS) RWY 31
LANCASTER (LNC)

If local altimeter setting not received, use Dallas-Love Field altimeter setting and increase all DAs/MDAs 60 feet. VDP and Baro-VNAV NA when using Dallas-Love Field altimeter setting. Baro-VNAV NA below -16°C (4°F). DME/DME RNP-0.3 NA.

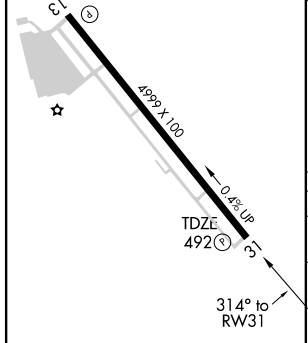
MISSED APPROACH: Climb to 2000 direct DOCAV and turn right via 053° track to WARER, then climb to 3000 via 053° track to SOLDO and hold.

AWOS-3	REGIONAL APP CON	UNICOM
118.975	125.2 343.65	122.7 (CTAF)

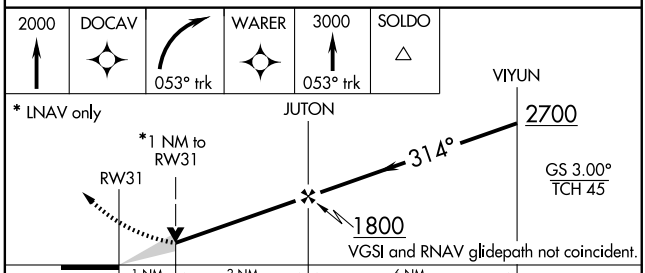
RADAR REQUIRED



ELEV 501



REIL Rwy 31
MIRL Rwy 13-31



CATEGORY	A	B	C	D
LPV DA	750-1 258 (300-1)		NA	
LNAV/VNAV DA	820-1¼ 328 (400-1¼)		NA	
LNAV MDA	840-1 348 (400-1)		NA	
CIRCLING	980-1¼ 479 (500-1¼)		NA	

SC-2, 08 APR 2010 to 06 MAY 2010

TEXOMA ONE DEPARTURE

SL-5936 (FAA)

LANCASTER, TEXAS

REGIONAL DEP CON
125.2 343.65
CTAF 122.7
AWOS-3 118.975

TULSA
114.4 TUL
Chan 91
N36°11.78′
W95°47.29′
L-15, H-6

OKMULGEE
114.9 OKM
Chan 96
N35°41.59′
W95°51.96′
L-15, H-6

ROLLS
N35°43.36′
W99°28.24′
L-15, H-6

WILL ROGERS
114.1 IRW
Chan 88
N35°21.52′
W97°36.55′
L-15, H-6

MC ALESTER
112.0 MLC
Chan 57
N34°50.97′
W95°46.94′
L-17, H-6

ZEMMA
N34°23.03′
W96°59.40′
L-17, H-6

MRMAC
N34°50.48′
W98°06.57′

EAKER
N34°19.05′
W96°37.19′
L-17,H-6

TIKYS
N34°04.00′
W96°25.56′

ARDMORE
116.7 ADM
Chan 114
N34°12.70′-W97°10.09
L-17, H-6

TEXOMA
114.3 URH
Chan 90

BLECO
N33°27.05′
W97°06.54′
L-17

GRABE
N33°27.09′
W96°57.69′
L-17

BOWIE
112.4 UKW
Chan 71

LOWGN
N33°27.05′
W97°14.99′

AKUNA
N33°27.04′
W96°49.39′

BONHAM
114.6 BYP
Chan 93

RANGER
115.7 FUZ
Chan 104
N32°53.37′-W97°10.77′

TAKE-OFF MINIMUMS:
Rwys 13, 31: STANDARD.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to BLECO INT.

EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC via FUZ R-012 to EAKER INT.

GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT, then via MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to OKM VOR/DME.

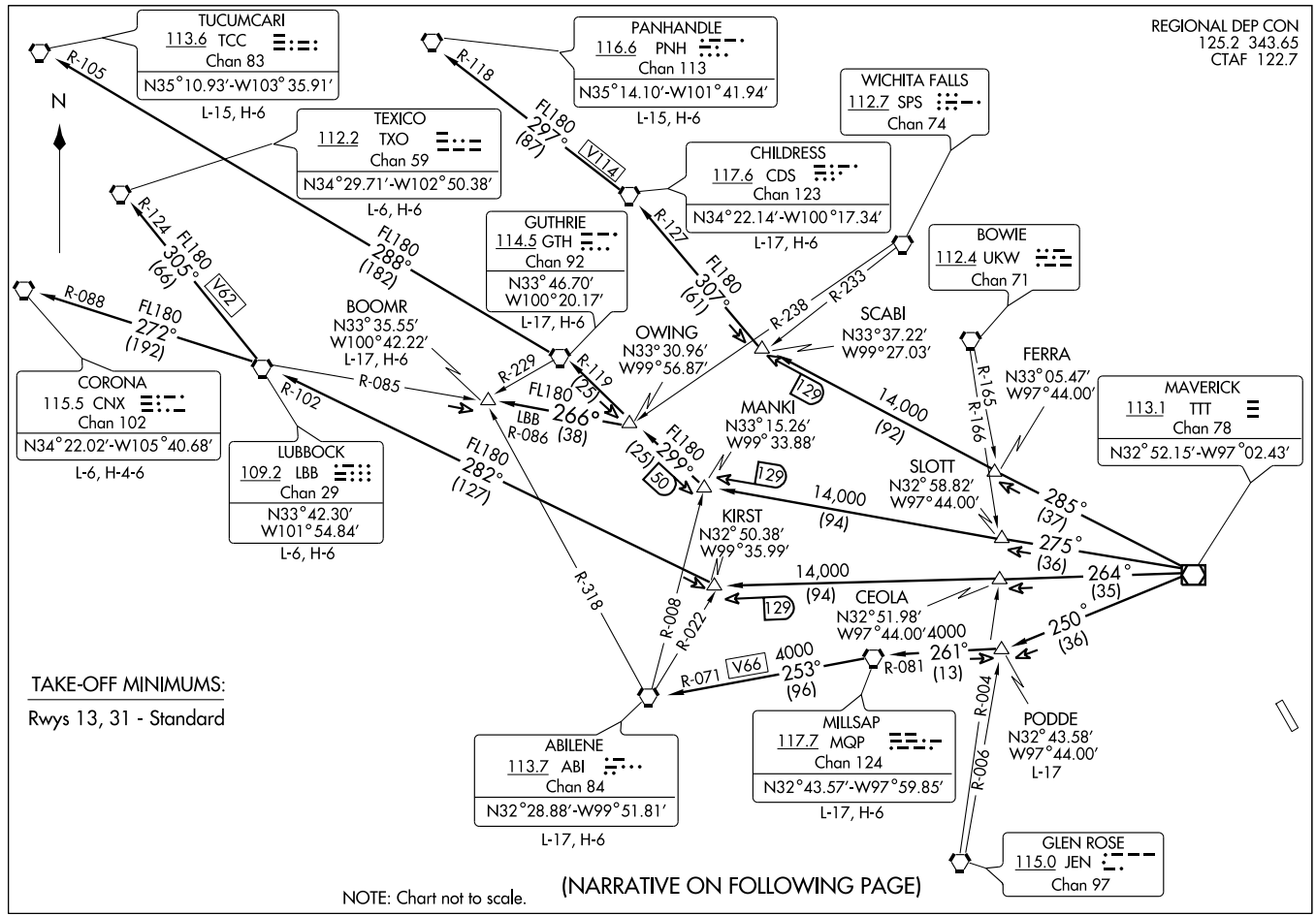
ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.

TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (TEX1.IRW): (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT.

SC-2, 08 APR 2010 to 06 MAY 2010



(WORTH5.1111) 08269

WORTH FIVE DEPARTURE

SL-5936 (FAA)

LANCASTER (LNC)

LANCASTER, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

BOOMR TRANSITION (WORTH5.BOOMR): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT.

CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

PANHANDLE TRANSITION (WORTH5.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via TTT R-250 to PODDE INT.

TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

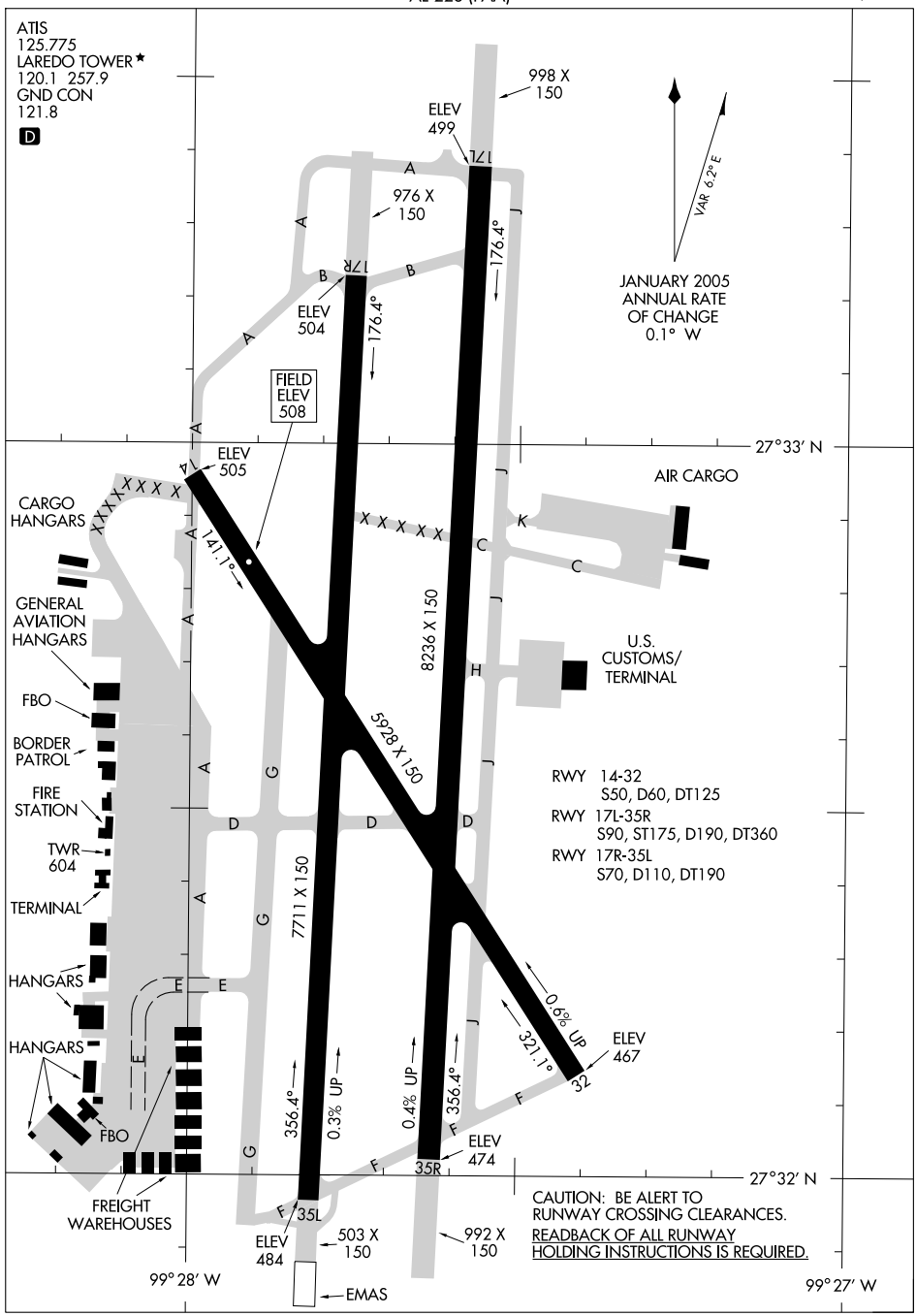
SC-2, 08 APR 2010 to 06 MAY 2010

10098

AIRPORT DIAGRAM

AL-226 (FAA)

LAREDO INTL (LRD)
LAREDO, TEXAS



SC-3, 08 APR 2010 to 06 MAY 2010

LOC/DME I-LRD	APP CRS	Rwy Idg	7711
111.9	175°	TDZE	504
Chan 56		Apt Elev	508

ILS or LOC/DME RWY 17R

LAREDO INTL (LRD)

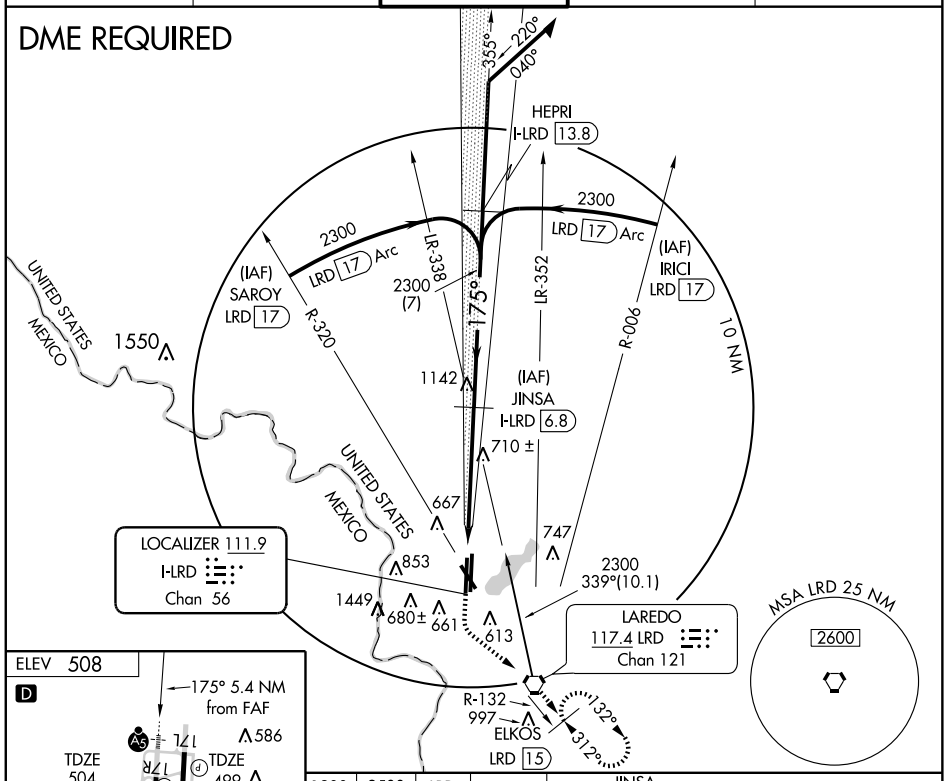
Circling NA west of Rwys 14 and 35L.
For inoperative MALSR, increase S-ILS CAT E visibility to ¾ , and S-LOC CAT E to 1¾ .

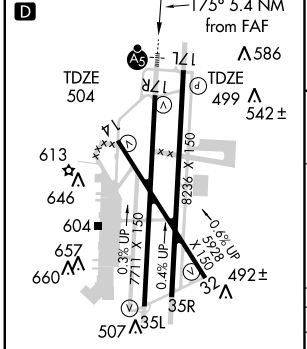
MALSR

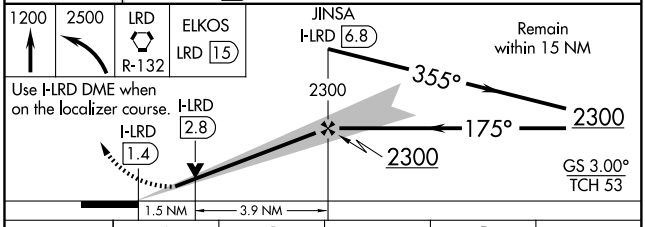
MISSED APPROACH: Climb to 1200 then climbing left turn to 2500 direct LRD VORTAC and LRD R-132 to ELKOS/LRD 15 DME and hold.

ATIS	HOUSTON CENTER	LAREDO TOWER ★	GND CON	UNICOM
125.775	127.8 307.2	120.1 (CTAF) 257.9	121.8	122.95

DME REQUIRED







CATEGORY	A	B	C	D	E
S-ILS 17R	704-½ 200 (200-½)				
S-LOC 17R	1020-½ 516 (600-½)		1020-1 516 (600-1)	1020-1¼ 516 (600-1¼)	
SIDESTEP 17L	1020-1 521 (600-1)		1020-1½ 521 (600-1½)	1020-2 521 (600-2)	
CIRCLING	1020-1 512 (600-1)		1020-1½ 512 (600-1½)	1060-2 552 (600-2)	1240-2½ 732 (800-2½)

MIRL Rwy 14-32
HIRL Rwys 17R-35L and 17L-35R

SC-3, 08 APR 2010 to 06 MAY 2010

LOC/DME I-LRD	APP CRS	Rwy Idg	7711
111.9	355°	TDZE	497
Chan 56		Apt Elev	508

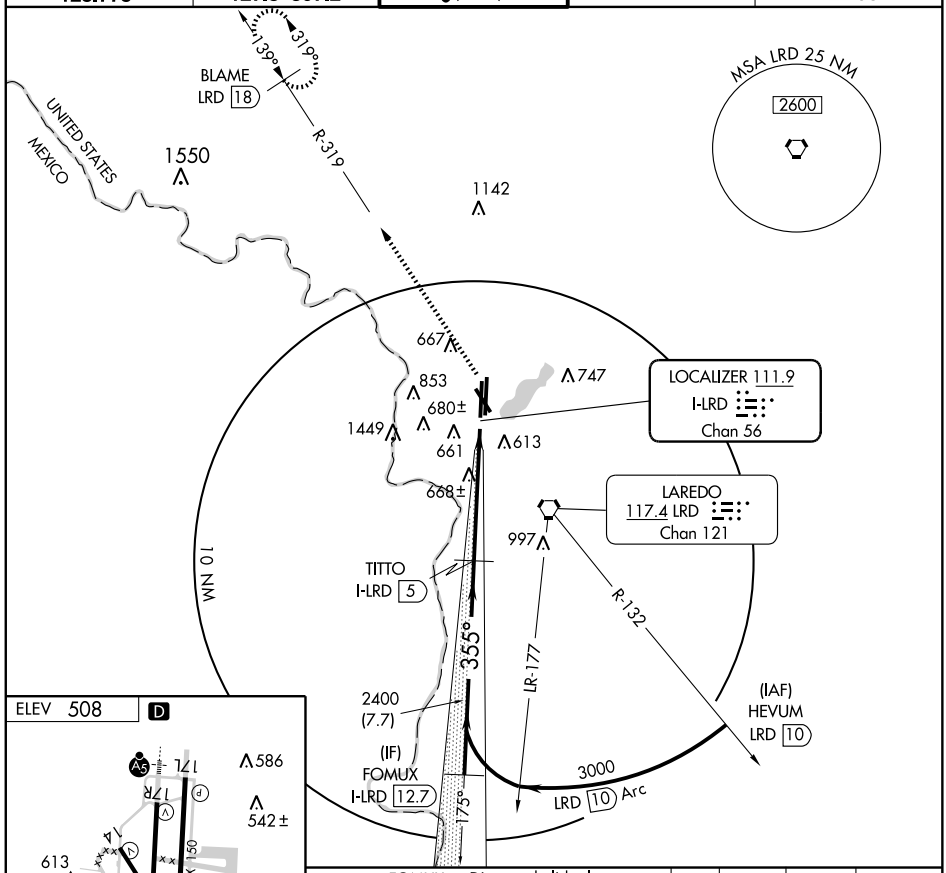
LOC/DME BC RWY 35L

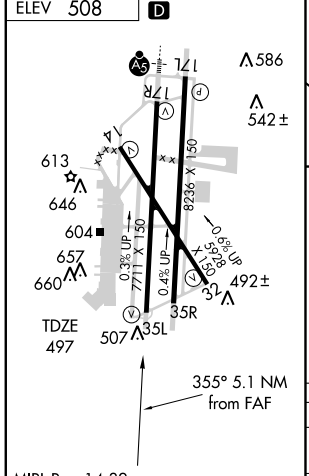
LAREDO INTL (LRD)

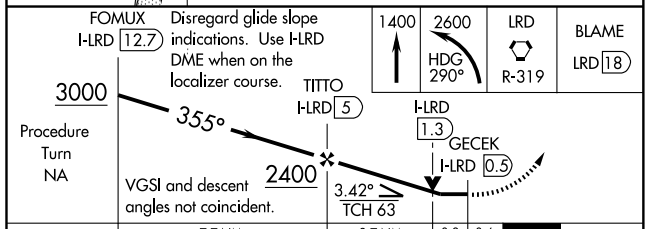
Circling NA west of Rwys 14 and 35L.

MISSED APPROACH: Climb to 1400, then climbing left turn to 2600 via heading 290° and LRD VORTAC R-319 to BLAME/LRD 18 DME and hold.

ATIS	HOUSTON CENTER	LAREDO TOWER ★	GND CON	UNICOM
125.775	127.8 307.2	120.1 (CTAF) 257.9	121.8	122.95







CATEGORY	A	B	C	D	E
S-35L	980-1	483 (500-1)	980-1¼ 483 (500-1¼)	980-1½ 483 (500-1½)	980-1¾ 483 (500-1¾)
CIRCLING	980-1	472 (500-1)	980-1½ 472 (500-1½)	1060-2 552 (600-2)	1240-2½ 732 (800-2½)

SC-3, 08 APR 2010 to 06 MAY 2010

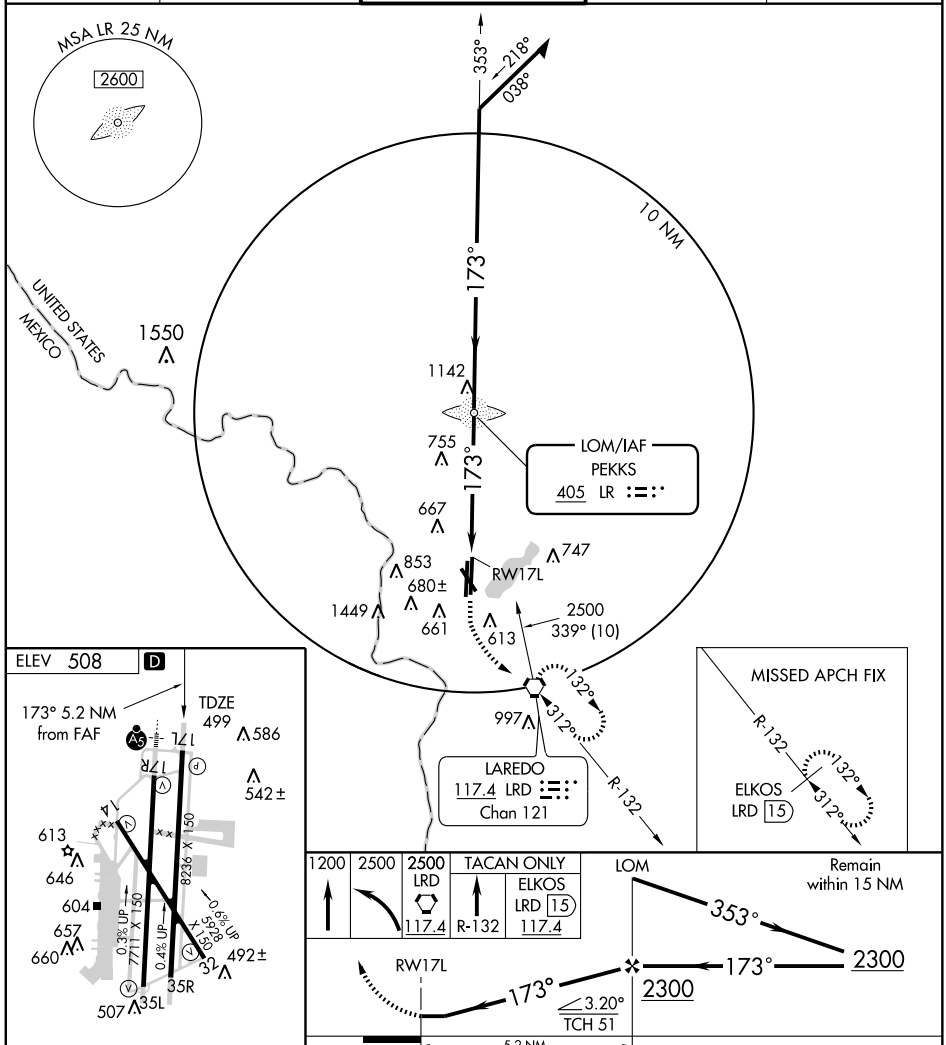
LOM LR	APP CRS	Rwy Idg	8236
405	173°	TDZE	499
		Apt Elev	508

NDB RWY 17L
LAREDO INTL (LRD)

Circling not authorized west of Rwys 14 and 35L.

MISSED APPROACH: Climb to 1200 then climbing left turn to 2500 direct LRD VORTAC and hold, continue climb-in-hold to 2500. (TACAN aircraft continue via LRD R-132 to ELKOS/LRD 15 DME and hold SE, right turn, 312° inbound.)

ATIS	HOUSTON CENTER	LAREDO TOWER ★	GND CON	UNICOM
125.775	127.8 307.2	120.1 C (CTAF) 257.9	121.8	122.95



MIRL Rwy 14-32
HIRL Rwys 17R-35L and 17L-35R

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

CATEGORY	A	B	C	D	E
S-17L	1060-1	561 (600-1)	1060-1½ 561 (600-1½)	1060-1¾ 561 (600-1¾)	1060-2 561 (600-2)
CIRCLING	1060-1	552 (600-1)	1060-1½ 552 (600-1½)	1060-2 552 (600-2)	1240-2½ 732 (800-2½)

SC-3, 08 APR 2010 to 06 MAY 2010

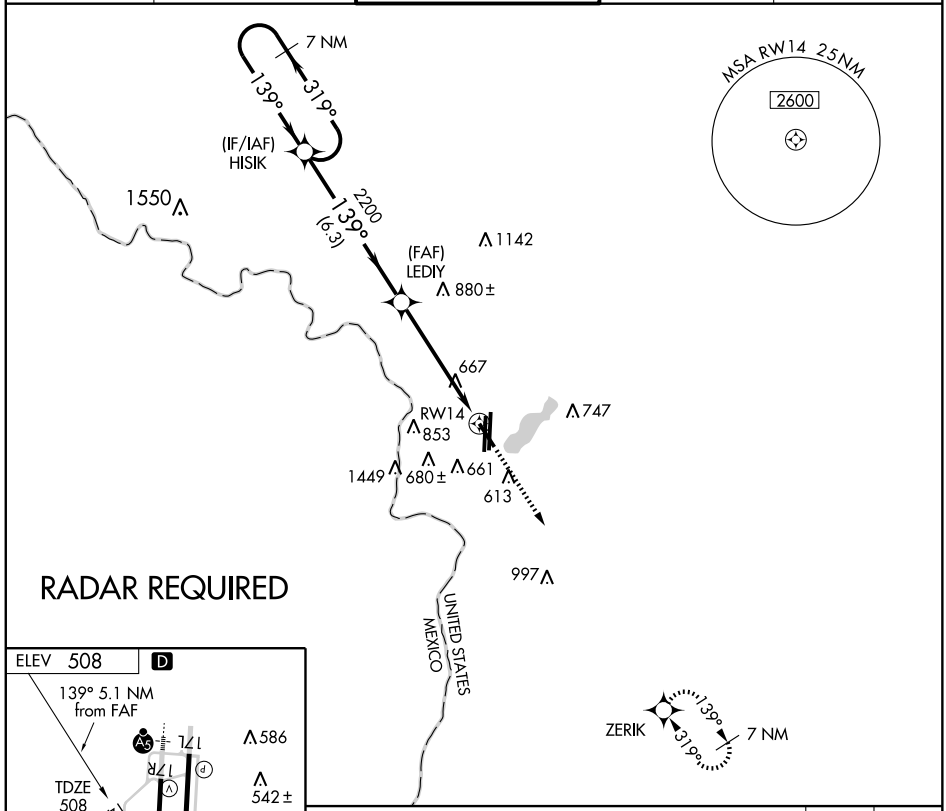
APP CRS	Rwy Idg	5928
139°	TDZE	508
	Apt Elev	508

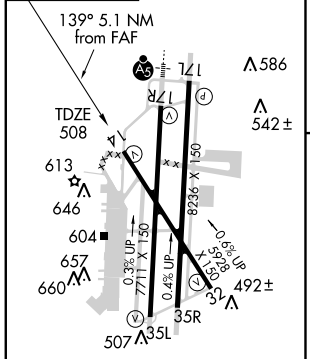
RNAV (GPS) RWY 14
LAREDO INTL (LRD)

DME/DME RNP-0.3 NA. Circling not authorized west of Rwys 14 and 35L.

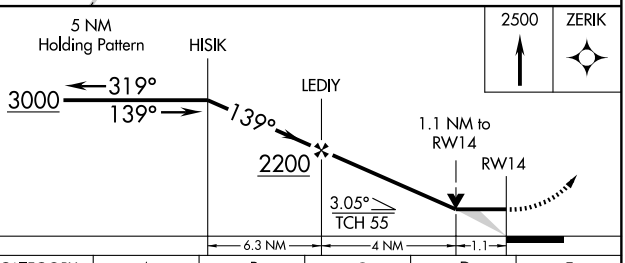
MISSED APPROACH: Climb to 2500 direct ZERIK and hold.

ATIS	HOUSTON CENTER	LAREDO TOWER ★	GND CON	UNICOM
125.775	127.8 307.2	120.1 (L) (CTAF) 257.9	121.8	122.95





MIRL Rwy 14-32
HIRL Rwys 17R-35L and 17L-35R



CATEGORY	A	B	C	D	E
LNAV MDA	920-1 412 (500-1)		920-1¼ 412 (500-1¼)		920-1½ 412 (500-1½)
CIRCLING	960-1 452 (500-1)	980-1 472 (500-1)	980-1½ 472 (500-1½)	1060-2 552 (600-2)	1240-2½ 732 (800-2½)

SC-3. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	8236
Ch 77899	175°	TDZE	499
W17B		Apt Elev	508

RNAV (GPS) RWY 17L
LAREDO INTL (LRD)

T A W

DME/DME RNP-0.3 NA. BARO-VNAV NA below -16°C (4°F). Circling NA west of runways 14 and 35L.

MISSED APPROACH: Climb to 2500 direct YANGU and via 130° track to ELKOS and hold.

ATIS	HOUSTON CENTER	LAREDO TOWER ★	GND CON	UNICOM
125.775	127.8 307.2	120.1 (CTAF) 257.9	121.8	122.95

Procedure NA for arrivals at KAHAN via V17 northbound.

5 NM
355°
175°
(IF/IAF) PUCIK
3000 NoPT
255° (6.5)
(IAF) KAHAN
2300
175° (6.8)
1550
1142
(FAF) HOLOV
710±
667
853
680±
1449
661
RW17L
747
613
YANGU
997
MSA RW17L 25 NM
2600

MISSED APCH FIX
133°
313°
5 NM
ELKOS

ELEV 508
D
175° to RW17L
17L
17R
14
TDZE 499
542±
586
613
646
604
657
660
492±
507
35L
35R
8236 X 150
7711 X 150
5528 X 150
0.3% UP
0.4% UP
0.6% UP

2500	YANGU	130° TRK	ELKOS

* LNAV only
*1.3 NM to RW17L
HOLOV
175°
PUCIK
5 NM Holding Pattern
355°
175°
3000
2300
RW17L
GS 3.00°
TCH 51
1.3 NM
4.1 NM
6.8 NM

CATEGORY	A	B	C	D	E
LPV DA	749-¾ 250 (300-¾)				
LNAV/VNAV DA	954-1½ 455 (500-1½)				
LNAV MDA	960-1 461 (500-1)		960-1¼ 461 (500-1¼)	960-1½ 461 (500-1½)	960-1¾ 461 (500-1¾)
CIRCLING	960-1½ 452 (500-1½)	980-1½ 472 (500-1½)		1060-2 552 (600-2)	1240-2½ 732 (800-2½)

MIRL Rwy 14-32
HIRL Rwys 17R-35L and 17L-35R

SC-3, 08 APR 2010 to 06 MAY 2010

WAAS Ch 82599 W17A	APP CRS 175°	Rwy Idg 7711 TDZE 504 Apt Elev 508

RNAV (GPS) RWY 17R

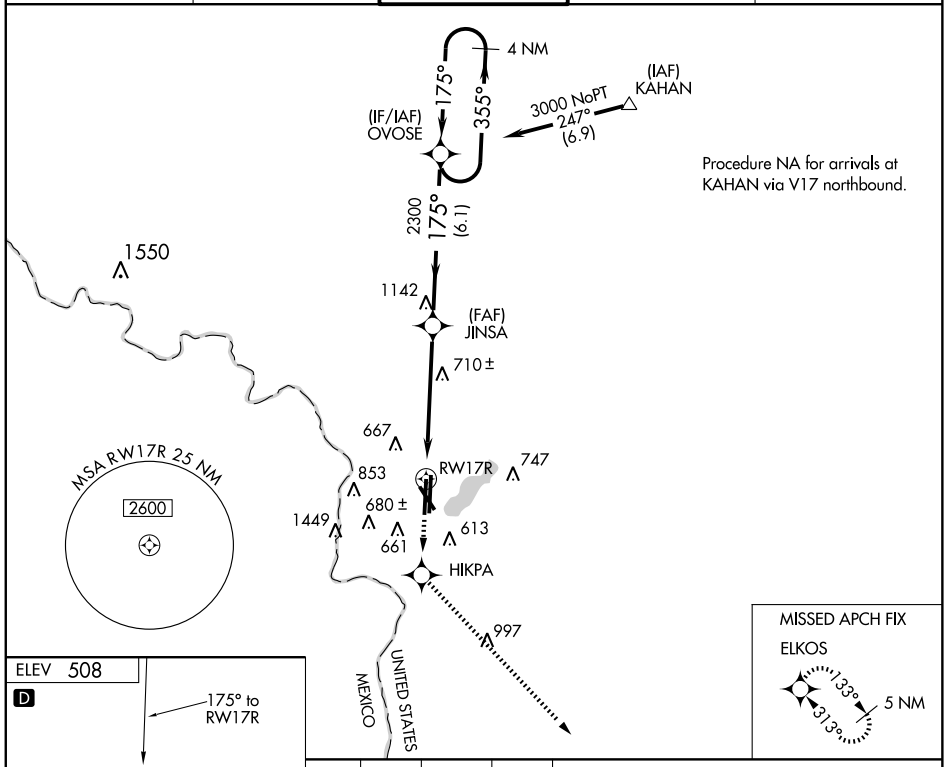
LAREDO INTL (LRD)

T DME/DME RNP-0.3 NA. BARO-VNAV NA below -16°C (4°F).
A For inoperative MALSR, increase LPV all Cats visibility to ¾, LNAV/VNAV Cat E visibility to 1½ mile, LNAV Cat E visibility to 1½ mile.
W Circling NA west of runways 14 and 35L.

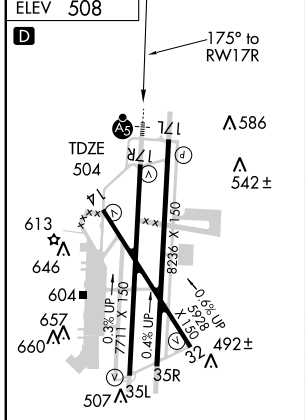
MALSR

MISSED APPROACH: Climb to 2500 direct HIKPA and via 129° track to ELKOS and hold.

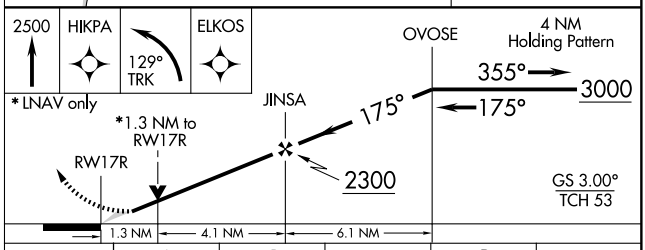
ATIS	HOUSTON CENTER	LAREDO TOWER ★	GND CON	UNICOM
125.775	127.8 307.2	120.1 (CTAF) 257.9	121.8	122.95



MISSED APCH FIX
ELKOS
133°
313°
5 NM



MIRL Rwy 14-32
HIRL Rwys 17R-35L and 17L-35R



CATEGORY	A	B	C	D	E
LPV DA	754-½ 250 (300-½)				
LNAV/ VNAV DA	953-1 449 (500-1)				
LNAV MDA	960-½ 456 (500-½)		960-¾ 456 (500-¾)	960-1 456 (500-1)	
CIRCLING	960-1½ 452 (500-1½)	980-1½ 472 (500-1½)		1060-2 552 (600-2)	1240-2½ 732 (800-2½)

SC-3. 08 APR 2010 to 06 MAY 2010

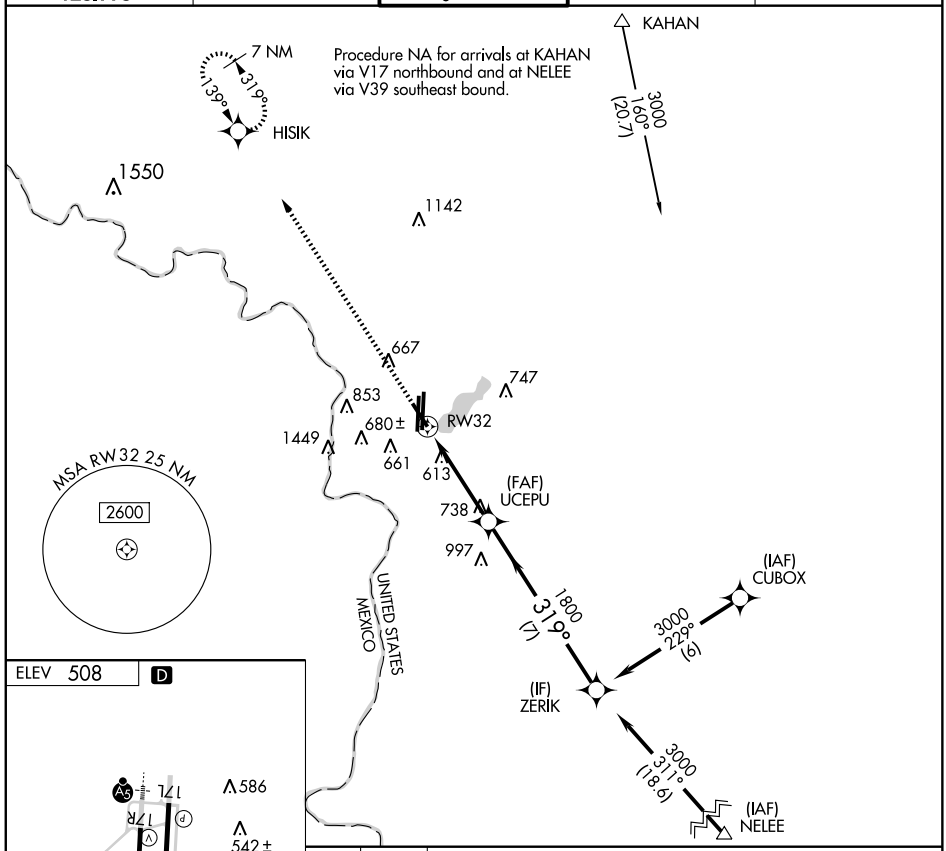
APP CRS	Rwy Idg	5928
319°	TDZE	494
	Apt Elev	508

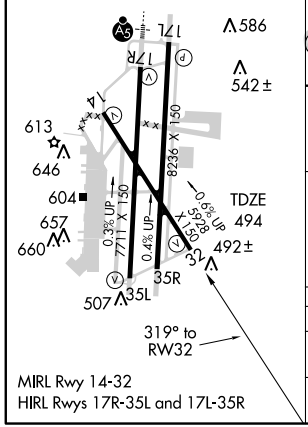
RNAV (GPS) RWY 32
LAREDO INTL (LRD)

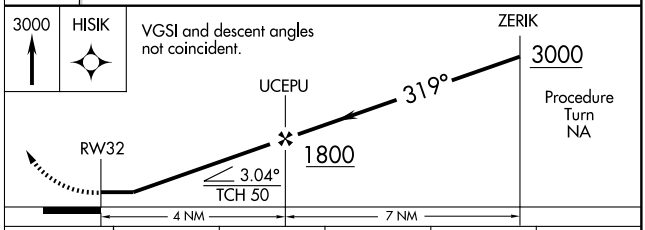
If local altimeter setting not received, use Hebbronville altimeter setting and increase all MDAs 120 feet. Circling NA west of Rwys 14 and 35L. DME/DME RNP-0.3 NA. Visiblity reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct HISIK and hold.

ATIS	HOUSTON CENTER	LAREDO TOWER ★	GND CON	UNICOM
125.775	127.8 307.2	120.1 (CTAF) 257.9	121.8	122.95







CATEGORY	A	B	C	D	E
LNAV MDA	900-1 406 (400-1)		900-1¼ 406 (400-1¼)		900-1½ 406 (400-1½)
CIRCLING	960-1 452 (500-1)	980-1 472 (500-1)	980-1½ 472 (500-1½)	1060-2 552 (600-2)	1240-2½ 732 (800-2½)

SC-3. 08 APR 2010 to 06 MAY 2010

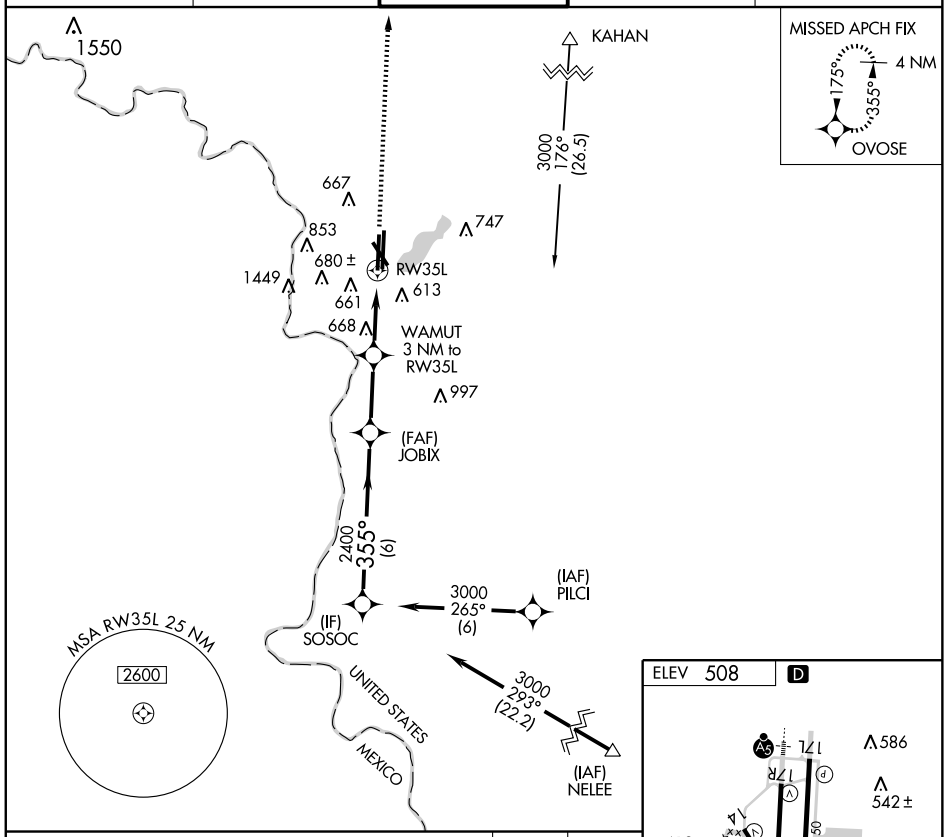
APP CRS	Rwy Idg	7711
355°	TDZE	497
	Apt Elev	508

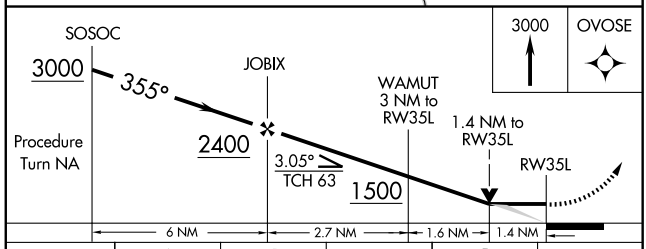
RNAV (GPS) RWY 35L
LAREDO INTL (LRD)

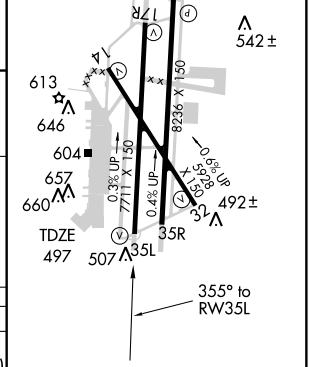
DME/DME RNP-0.3 NA.
Circling NA west of runways 14 and 35L.

MISSED APPROACH: Climb to 3000 direct OVOSE and hold.

ATIS	HOUSTON CENTER	LAREDO TOWER ★	GND CON	UNICOM
125.775	127.8 307.2	120.1 (CTAF) 257.9	121.8	122.95







MIRL Rwy 14-32
HIRL Rwys 17R-35L and 17L-35R

CATEGORY	A	B	C	D	E
LNAV MDA	980-1	483 (500-1)	980-1¼ 483 (500-1¼)	980-1½ 483 (500-1½)	980-1¾ 483 (500-1¾)
CIRCLING	980-1	472 (500-1)	980-1½ 472 (500-1½)	1060-2 552 (600-2)	1240-2½ 732 (800-2½)

SC-3, 08 APR 2010 to 06 MAY 2010

VORTAC LRD 117.4 Chan 121	APP CRS 139°	Rwy Idg 5928 TDZE 508 Apt Elev 508

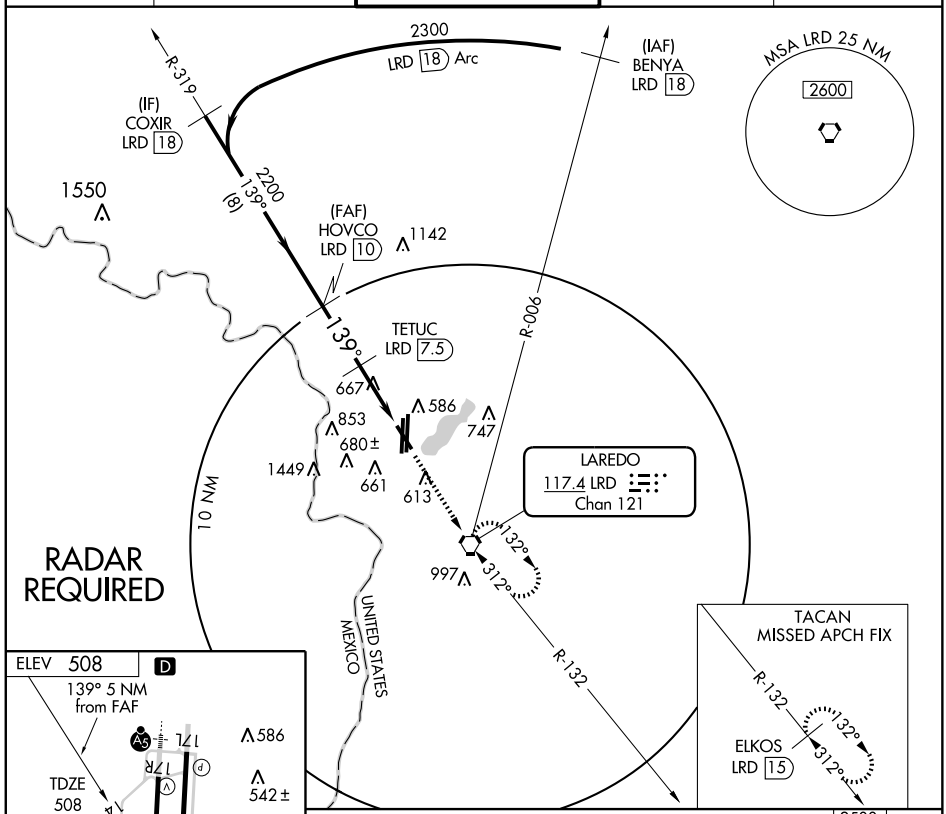
VOR/DME or TACAN RWY 14

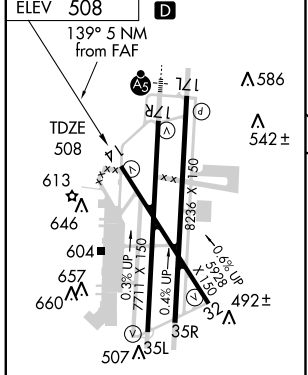
LAREDO INTL (LRD)

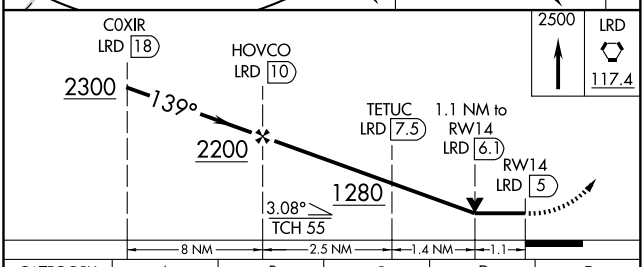
Circling not authorized west of Rwys 14 and 35L.

MISSED APPROACH: Climb to 2500 direct LRD VORTAC and hold, continue climb-in-hold to 2500. (TACAN aircraft continue via LRD R-132 to ELKOS/LRD 15 DME and hold SE, right turn, 312° inbound.)

ATIS	HOUSTON CENTER	LAREDO TOWER ★	GND CON	UNICOM
125.775	127.8 307.2	120.1 (CTAF) 257.9	121.8	122.95







CATEGORY	A	B	C	D	E
S-14	920-1 412 (500-1)		920-1¼ 412 (500-1¼)		920-1½ 412 (500-1½)
CIRCLING	960-1 452 (500-1)	980-1 472 (500-1)	980-1½ 472 (500-1½)	1060-2 552 (600-2)	1240-2½ 732 (800-2½)

MIRL Rwy 14-32
HIRL Rwys 17R-35L and 17L-35R

SC-3, 08 APR 2010 to 06 MAY 2010

VORTAC LRD 117.4 Chan 121	APP CRS 320°	Rwy Idg 5928 TDZE 494 Apt Elev 508

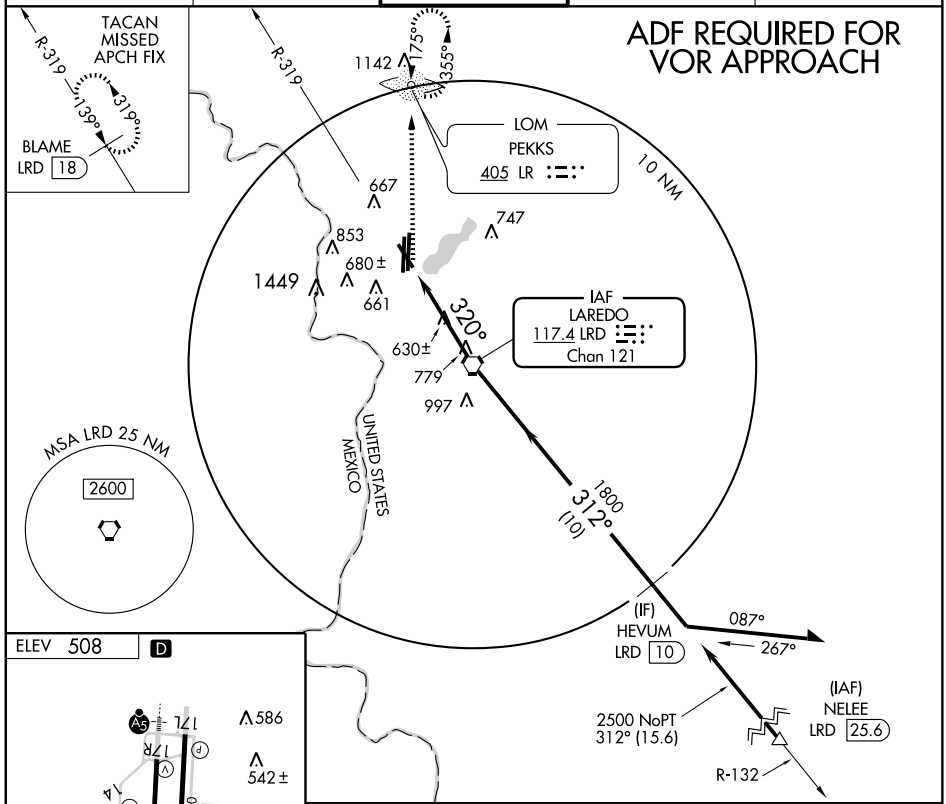
VOR or TACAN RWY 32

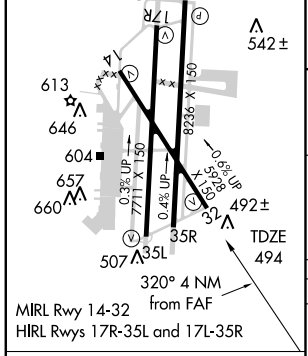
LAREDO INTL (LRD)

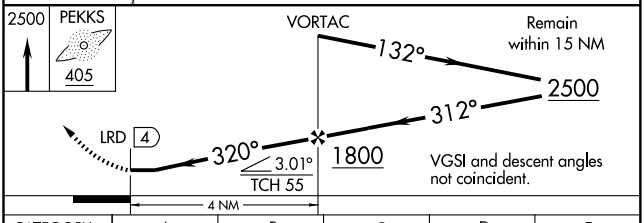
When local altimeter setting not received, use Hebbronville altimeter setting and increase all MDAs 120 feet, Cat C and E visibility ¼ mile, Cat D ½ mile and circling Cat D visibility ¼ mile and Cat E ½ mile. Circling NA west of Rwys 14 and 35L. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 direct LR NDB and hold. (TACAN aircraft climb to 2600 via LRD VORTAC R-319 to BLAME/18 DME and hold NW, left turn, 139° inbound.)

ATIS	HOUSTON CENTER	LAREDO TOWER ★	GND CON	UNICOM
125.775	127.8 307.2	120.1 (CTAF) 257.9	121.8	122.95







FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

CATEGORY	A	B	C	D	E
S-32	900-1 406 (400-1)		900-1¼ 406 (400-1¼)		900-1½ 406 (400-1½)
CIRCLING	960-1 452 (500-1)	980-1 472 (500-1)	980-1½ 472 (500-1½)	1060-2 552 (600-2)	1240-2½ 732 (800-2½)

SC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	6110
173°	TDZE	3508
	Apt Elev	3514

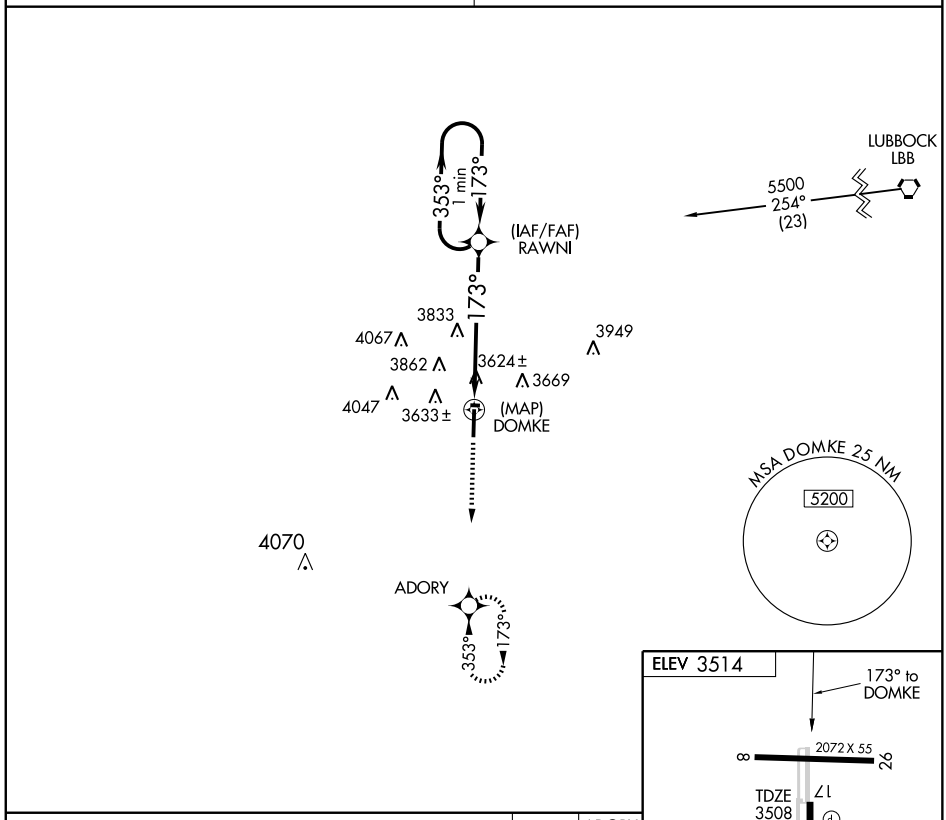
GPS RWY 17
LEVELLAND MUNI (LLN)

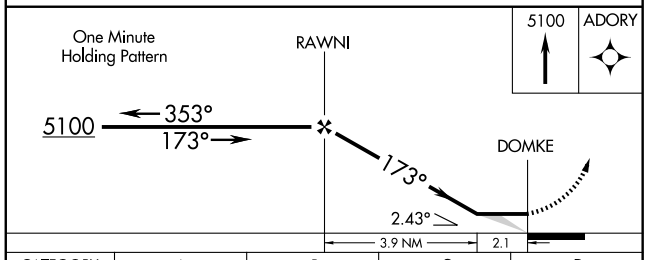
Use Lubbock Preston Smith Intl altimeter setting.

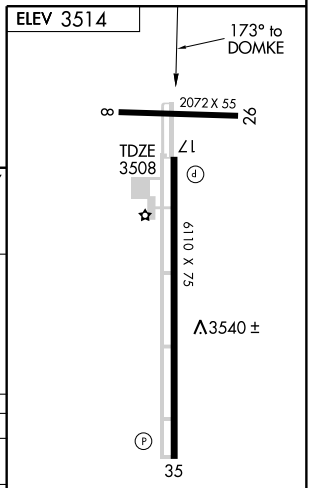
NA

MISSED APPROACH: Climb to 5100 direct ADORY WP and hold.

LUBBOCK APP CON	UNICOM
119.9 335.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-17	4240-1	732 (800-1)	4240-2 732 (800-2)	4240-2¼ 732 (800-2¼)
CIRCLING	4240-1	726 (800-1)	4320-2¼ 806 (900-2¼)	4320-2½ 806 (900-2½)

REIL Rwy 35
MIRL Rwy 17-35 L

SC-2, 08 APR 2010 to 06 MAY 2010

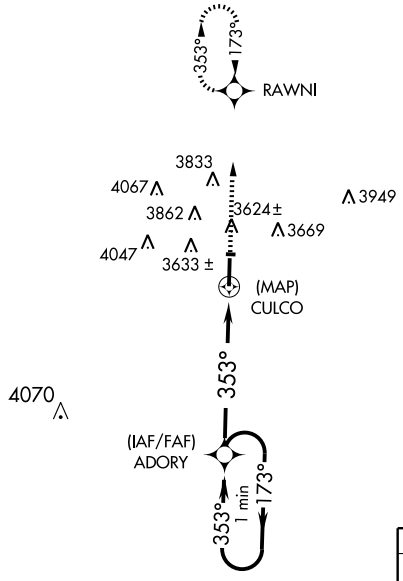
APP CRS	Rwy Idg	6110
353°	TDZE	3514
	Apt Elev	3514

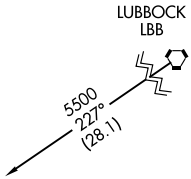
GPS RWY 35
LEVELLAND MUNI (LLN)

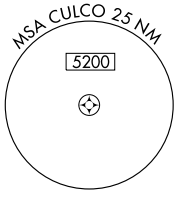
Use Lubbock Preston Smith Intl altimeter setting.
NA

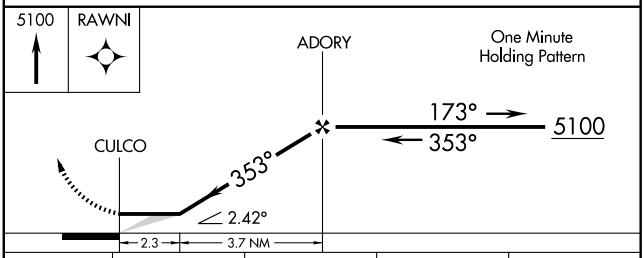
MISSED APPROACH: Climb to 5100 direct RAWNI WP and hold.

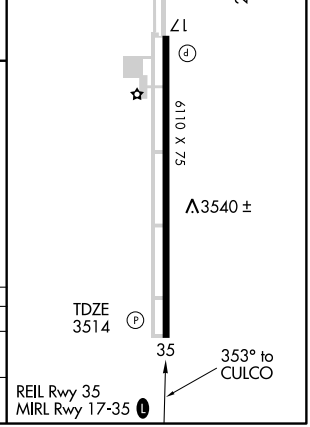
LUBBOCK APP CON	UNICOM
119.9 335.6	122.8 (CTAF) L











CATEGORY	A	B	C	D
S-35	3980-1	466 (500-1)	3980-1¼ 466 (500-1¼)	3980-1½ 466 (500-1½)
CIRCLING	4100-1	586 (600-1)	4320-2¼ 806 (900-2¼)	4320-2½ 806 (900-2½)

SC-2, 08 APR 2010 to 06 MAY 2010

NDB LLN	APP CRS	Rwy Idg	6110
266	185°	TDZE	3508
		Apt Elev	3514

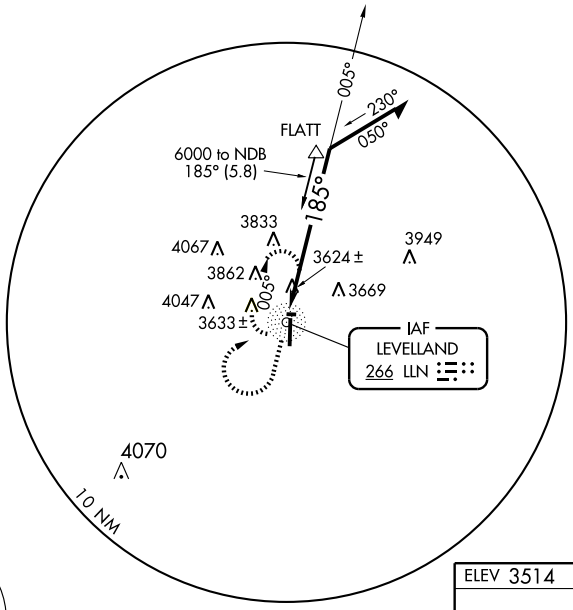
NDB RWY 17
LEVELLAND MUNI (LLN)

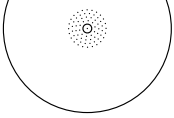
Use Lubbock Preston Smith Intl altimeter setting.

NA

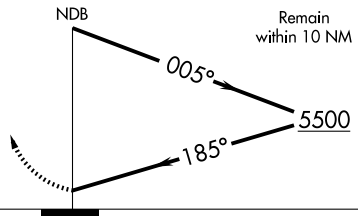
MISSED APPROACH: Climb to 5500 then right turn direct LLN NDB and hold.

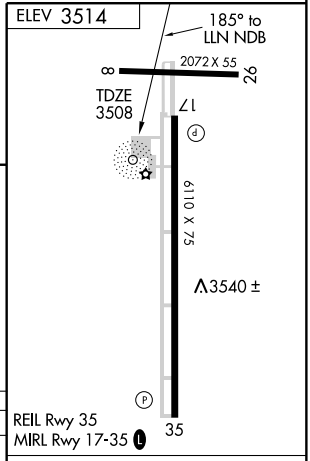
LUBBOCK APP CON	UNICOM
119.9 335.6	122.8 (CTAF) L











CATEGORY	A	B	C	D
S-17	4360-1 852 (900-1)	4360-1¼ 852 (900-1¼)	4360-2½ 852 (900-2½)	4360-2¾ 852 (900-2¾)
CIRCLING	4360-1 846 (900-1)	4360-1¼ 846 (900-1¼)	4360-2½ 846 (900-2½)	4360-2¾ 846 (900-2¾)

Knots	60	90	120	150	180
Min:Sec					

SC-2, 08 APR 2010 to 06 MAY 2010

NDB LLN	APP CRS	Rwy Idg	6110
266	345°	TDZE	3514
		Apt Elev	3514

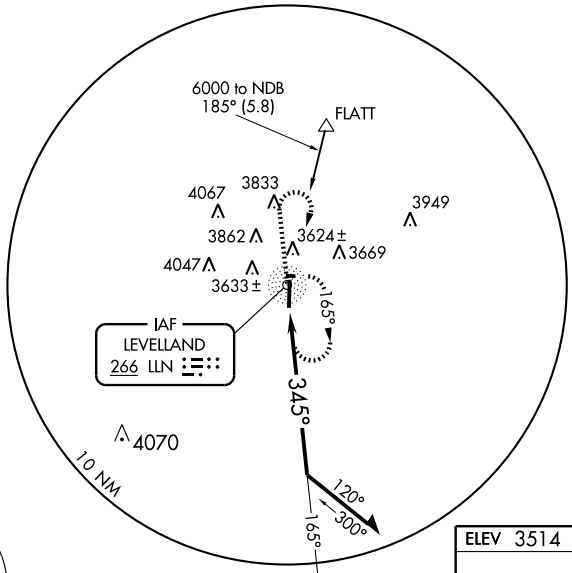
NDB RWY 35
LEVELLAND MUNI (LLN)

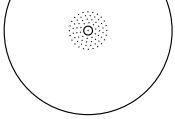
Use Lubbock Preston Smith Intl altimeter setting.

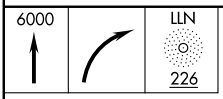
NA

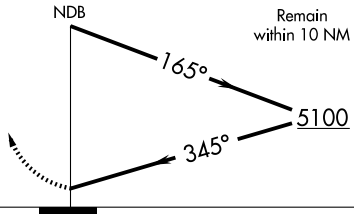
MISSED APPROACH: Climb to 6000, then right turn direct LLN NDB and hold.

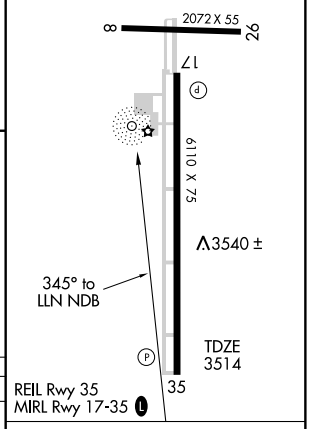
LUBBOCK APP CON	UNICOM
119.9 335.6	122.8 (CTAF) L











CATEGORY	A	B	C	D
S-35	4140-1	626 (700-1)	4140-1½ 626 (700-1½)	4140-1¾ 626 (700-1¾)
CIRCLING	4140-1	626 (700-1)	4320-2¼ 806 (900-2¼)	4320-2½ 806 (900-2½)

Knots	60	90	120	150	180
Min:Sec					

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy ldg	3801
162°	TDZE	70
	Apt Elev	70

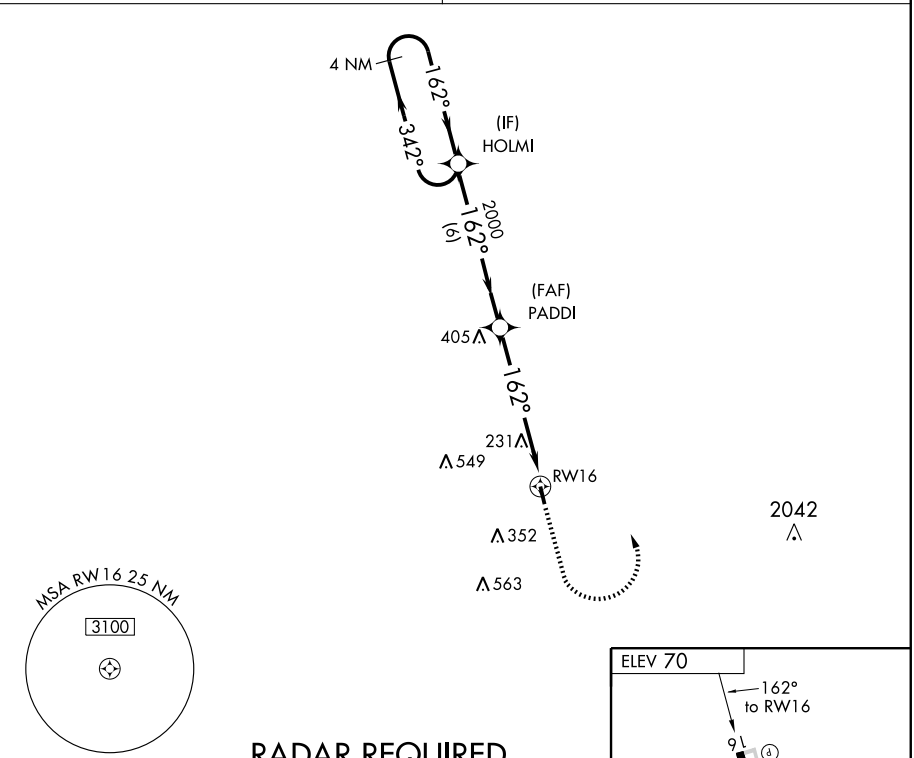
RNAV (GPS) RWY 16

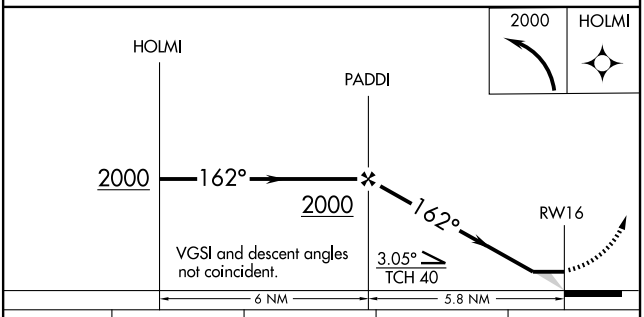
LIBERTY MUNI (T78)

Use George Bush Intercontinental/Houston altimeter setting. DME/DME RNP-0.3 NA.

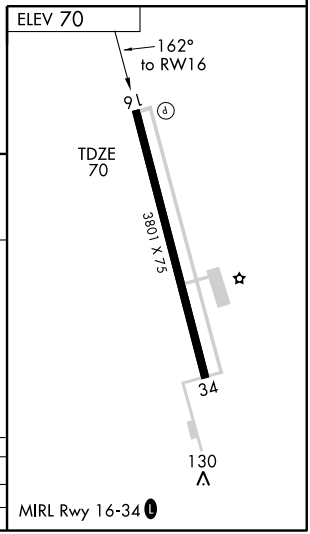
MISSED APPROACH: Climbing left turn to 2000 direct HOLMI and hold.

HOUSTON APP CON	CTAF
119.7 281.4	122.9 L





CATEGORY	A	B	C	D
LNAV MDA	620-1	550 (600-1)	NA	
CIRCLING	620-1	550 (600-1)	NA	



SC-5, 08 APR 2010 to 06 MAY 2010

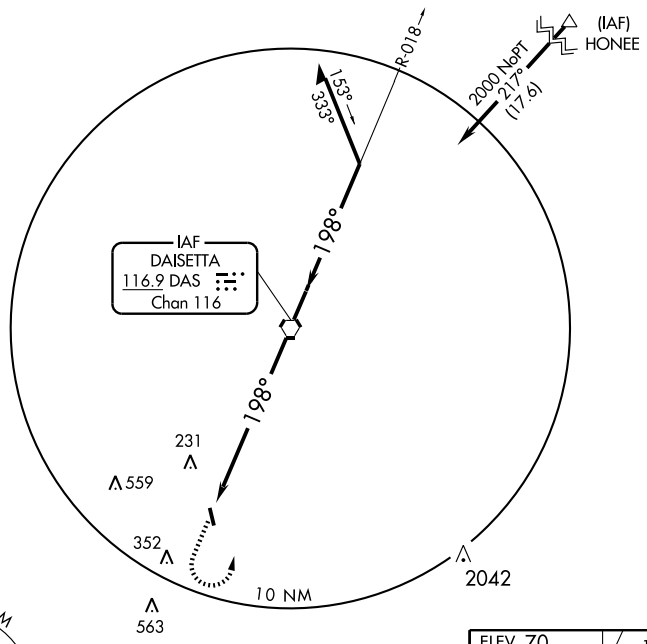
VORTAC DAS 116.9 Chan 116	APP CRS 198°	Rwy Idg 3801 TDZE N/A Apt Elev 70

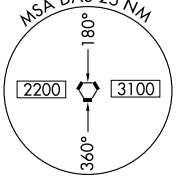
VOR-A
LIBERTY MUNI (T78)

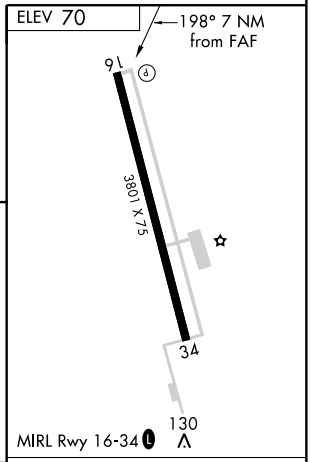
Use Houston (George Bush Intercontinental/ Houston) altimeter setting.

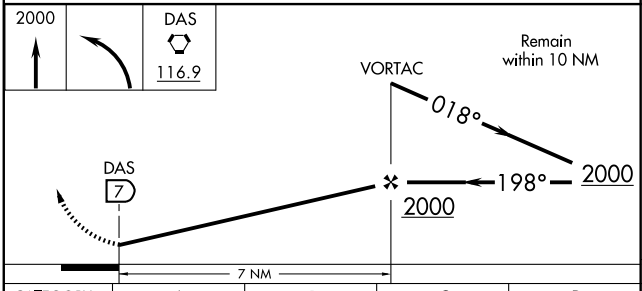
MISSED APPROACH: Climb to 2000, then left turn direct DAS VORTAC.

HOUSTON APP CON	CTAF
119.7 281.4	122.9 L









FAF to MAP 7 NM

CATEGORY	A	B	C	D
CIRCLING	600-1	530 (600-1)	NA	

Knots	60	90	120	150	180
Min:Sec	7:00	4:40	3:30	2:48	2:20

SC-5, 08 APR 2010 to 06 MAY 2010

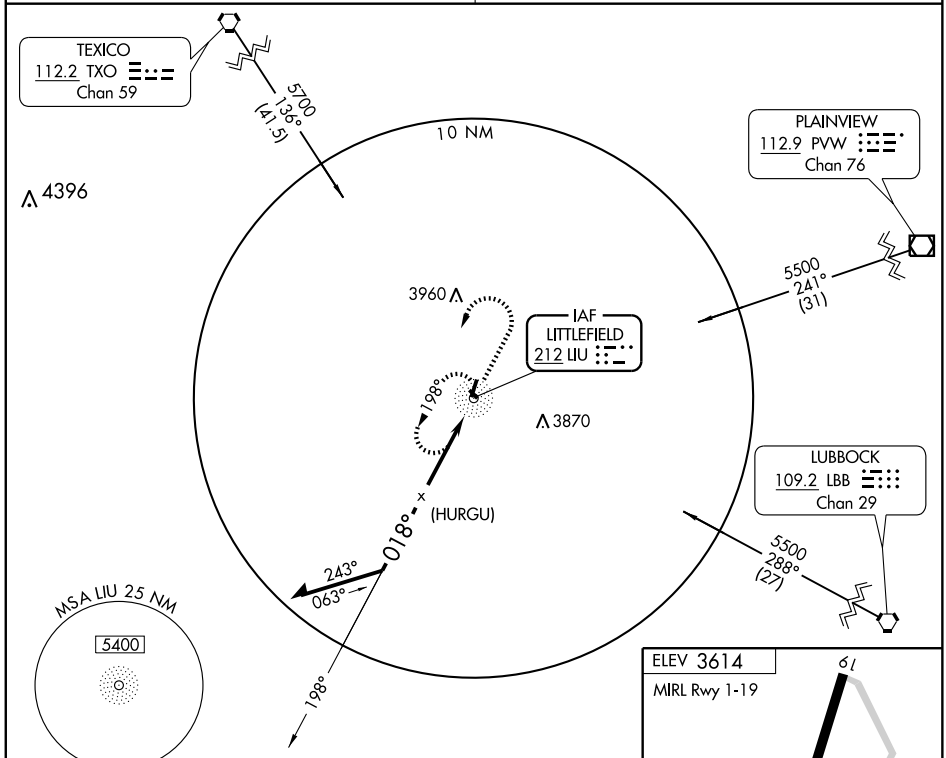
NDB LIU 212	APP CRS 018°	Rwy Idg 4021 TDZE 3614 Apt Elev 3614

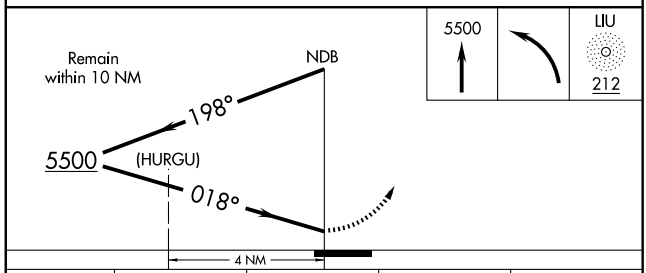
NDB or GPS RWY 1
LITTLEFIELD MUNI (LIU)

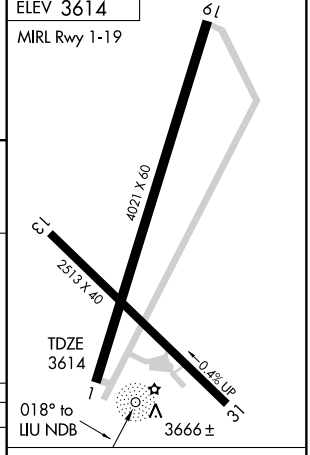
NA Use Lubbock altimeter setting.

MISSED APPROACH: Climb to 5500, then left turn direct LIU NDB and hold.

LUBBOCK APP CON	UNICOM
119.9 335.6	122.8 (CTAF)







CATEGORY	A	B	C	D
S-1	4160-1	546 (600-1)	4160-1½ 546 (600-1½)	NA
CIRCLING	4160-1	546 (600-1)	4160-1½ 546 (600-1½)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-2. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3700
305°	TDZE	151
	Apt Elev	151

RNAV (GPS) RWY 30

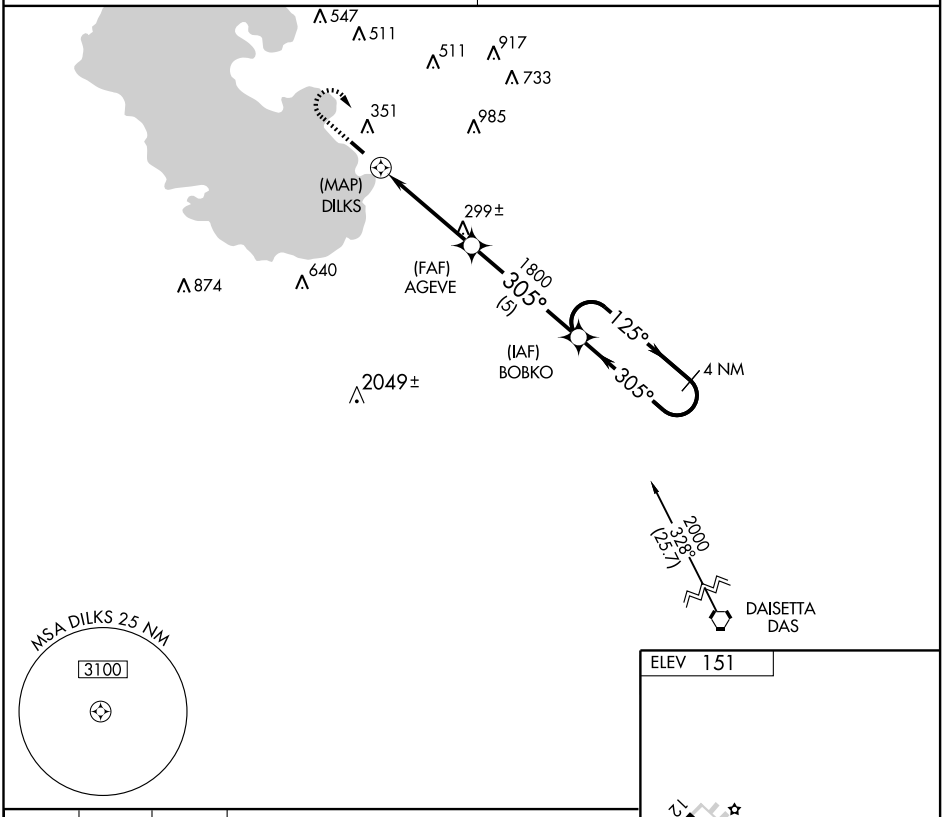
LIVINGSTON MUNI (ØØR)

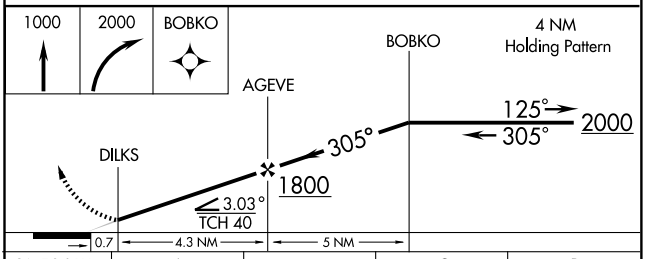
Use Houston/Lone Star Executive altimeter setting.
DME/DME RNP-0.3 NA

NA

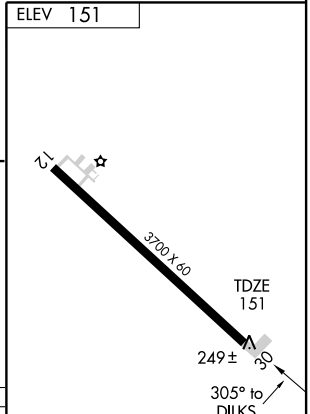
MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct BOBKO WP and hold.

HOUSTON CENTER	UNICOM
125.17 285.57	122.7 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	580-1	429 (500-1)	580-1¼ 429 (500-1¼)	NA
CIRCLING	800-1	649 (700-1)	800-1¾ 649 (700-1¾)	NA



MIRL Rwy 12-30

SC-5, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4202
174°	TDZE	1102
	Apt Elev	1102

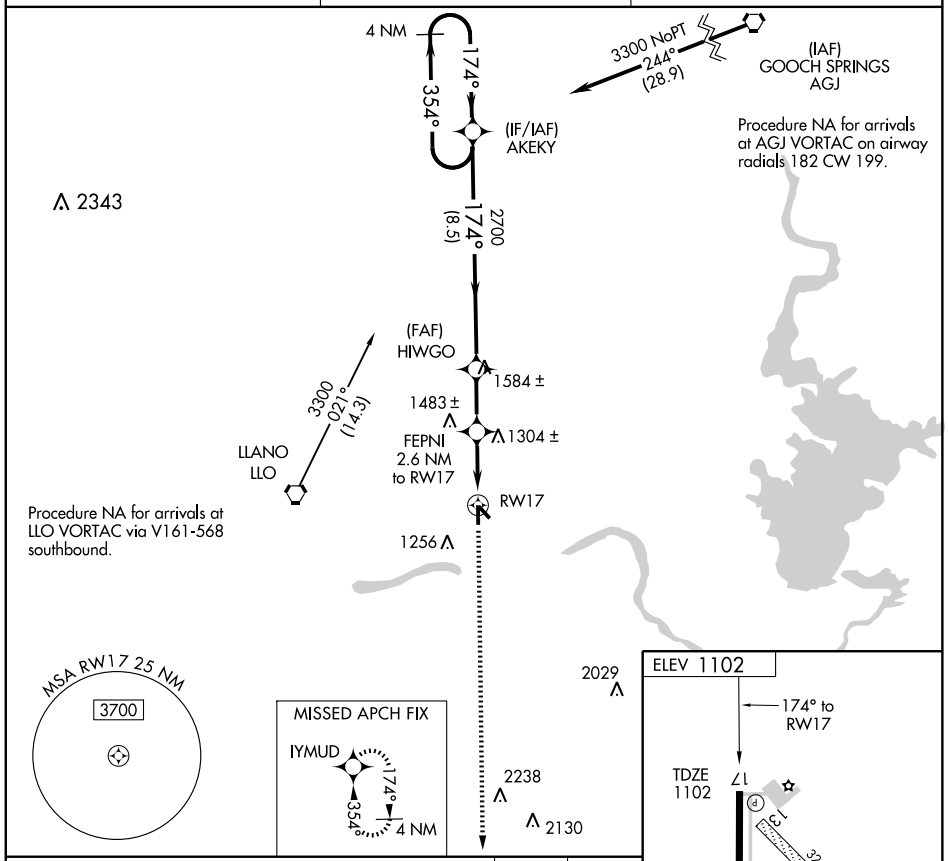
RNAV (GPS) RWY 17

LLANO MUNI (AQO)

DME/DME RNP-0.3 NA. Circling NA to Rwy 13-31. When local altimeter setting not received, use Burnet altimeter setting and increase all MDA 80 feet. VDP NA when using Burnet altimeter setting.

MISSED APPROACH: Climb to 3500 direct IYMUD and hold.

AWOS-3	HOUSTON CENTER	UNICOM
119.425	132.35 317.5	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1560-1	458 (500-1)	NA	
CIRCLING	1660-1	558 (600-1)	NA	

MIRL Rwy 17-35 L

SC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4202
354°	TDZE	1102
	Apt Elev	1102

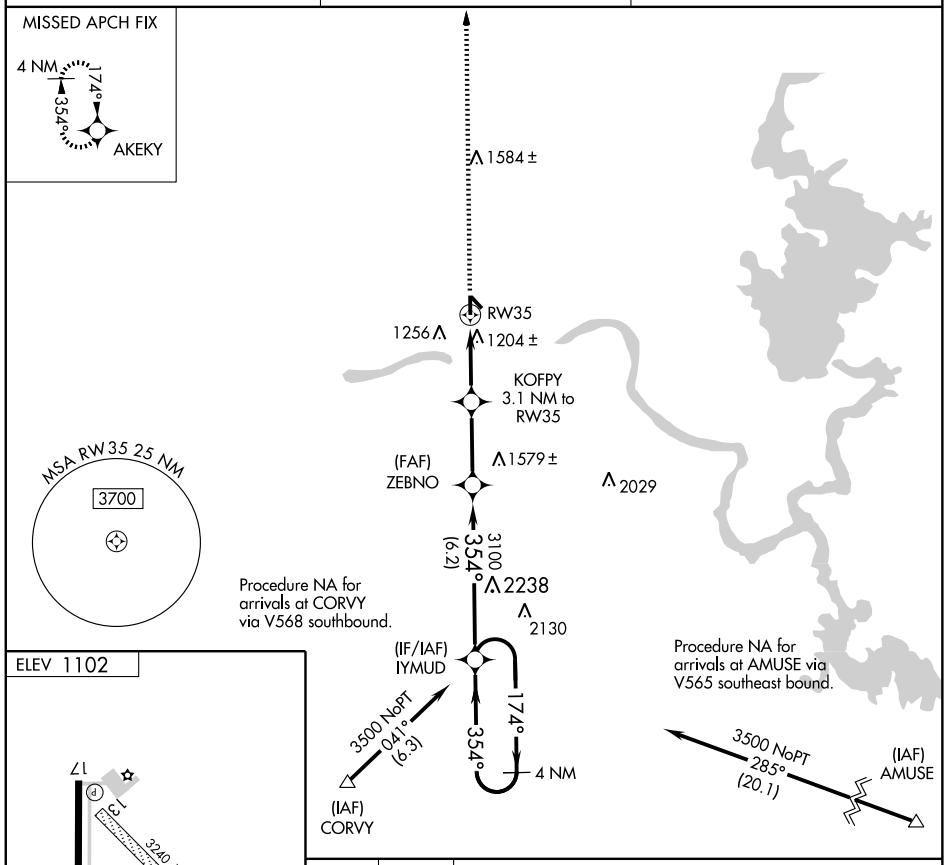
RNAV (GPS) RWY 35

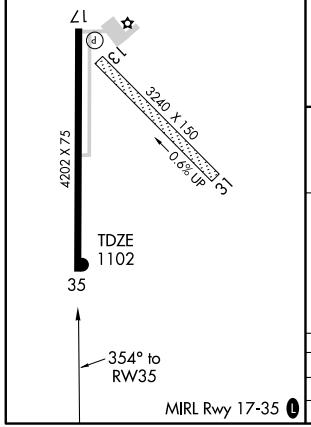
LLANO MUNI (AQO)

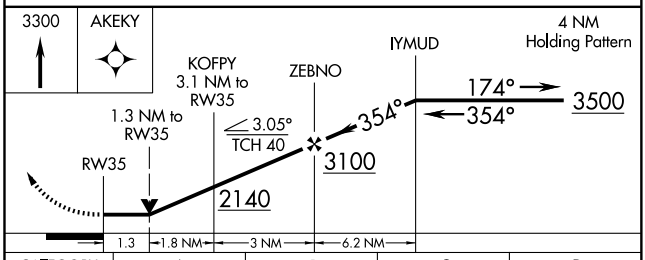
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling NA to Rwy 13-31. When local altimeter setting not received, use Burnet altimeter setting and increase all MDA 80 feet. VDP NA when using Burnet altimeter setting.

MISSED APPROACH: Climb to 3300 direct AKEKY and hold.

AWOS-3	HOUSTON CENTER	UNICOM
119.425	132.35 317.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1560-1	458 (500-1)	NA	
CIRCLING	1660-1	558 (600-1)	NA	

SC-3. 08 APR 2010 to 06 MAY 2010

VORTAC LLO 108.2 Chan 19	APP CRS 089°	Rwy Idg N/A TDZE N/A Apt Elev 1102

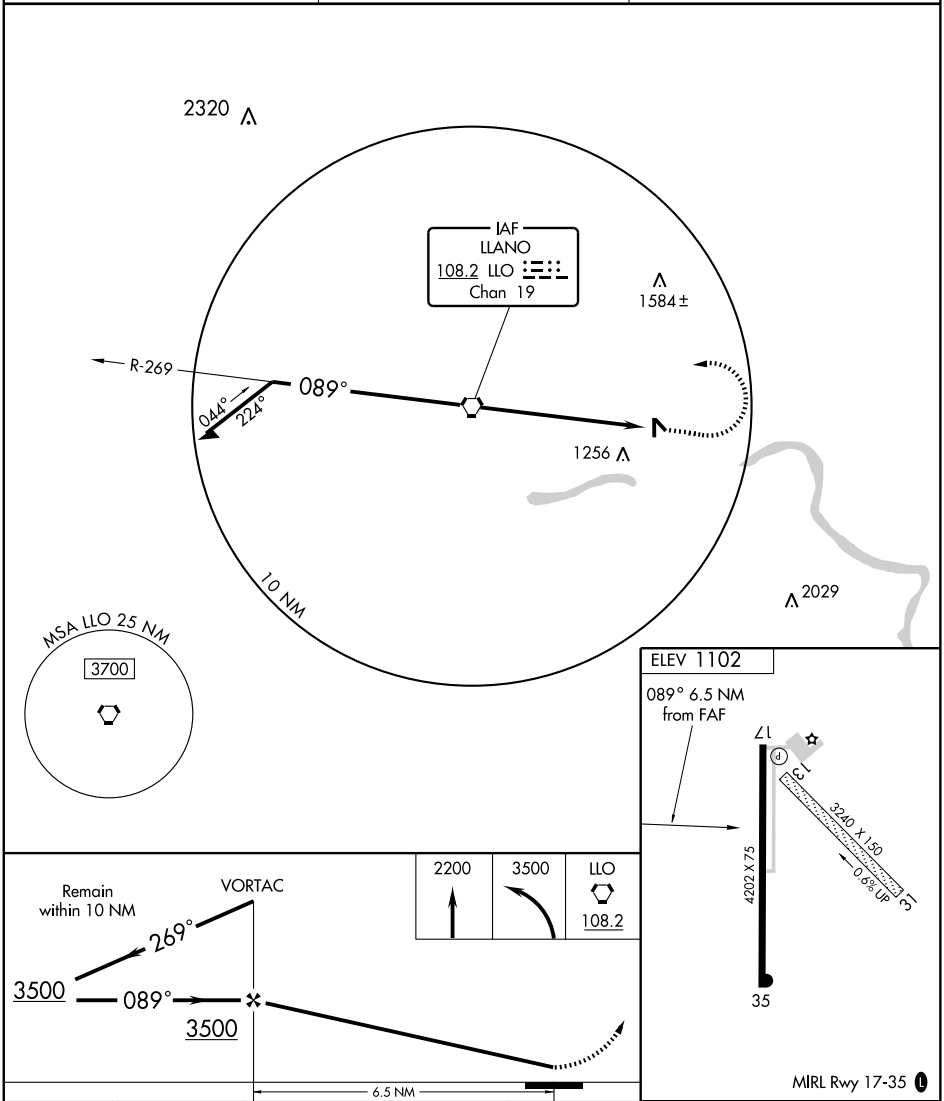
VOR-A

LLANO MUNI (AQO)

When local altimeter setting not received, use Burnet altimeter setting and increase all MDA 80 feet, and Circling Cat B visibility ¼ mile.

MISSED APPROACH: Climb to 2200 then climbing left turn to 3500 direct LLO VORTAC.

AWOS-3	HOUSTON CENTER	UNICOM
119.425	132.35 317.5	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1800-1 698 (700-1)		NA	

FAF to MAP 6.5 NM					
Knots	60	90	120	150	180
Min:Sec	6:30	4:20	3:15	2:36	2:10

SC-3. 08 APR 2010 to 06 MAY 2010

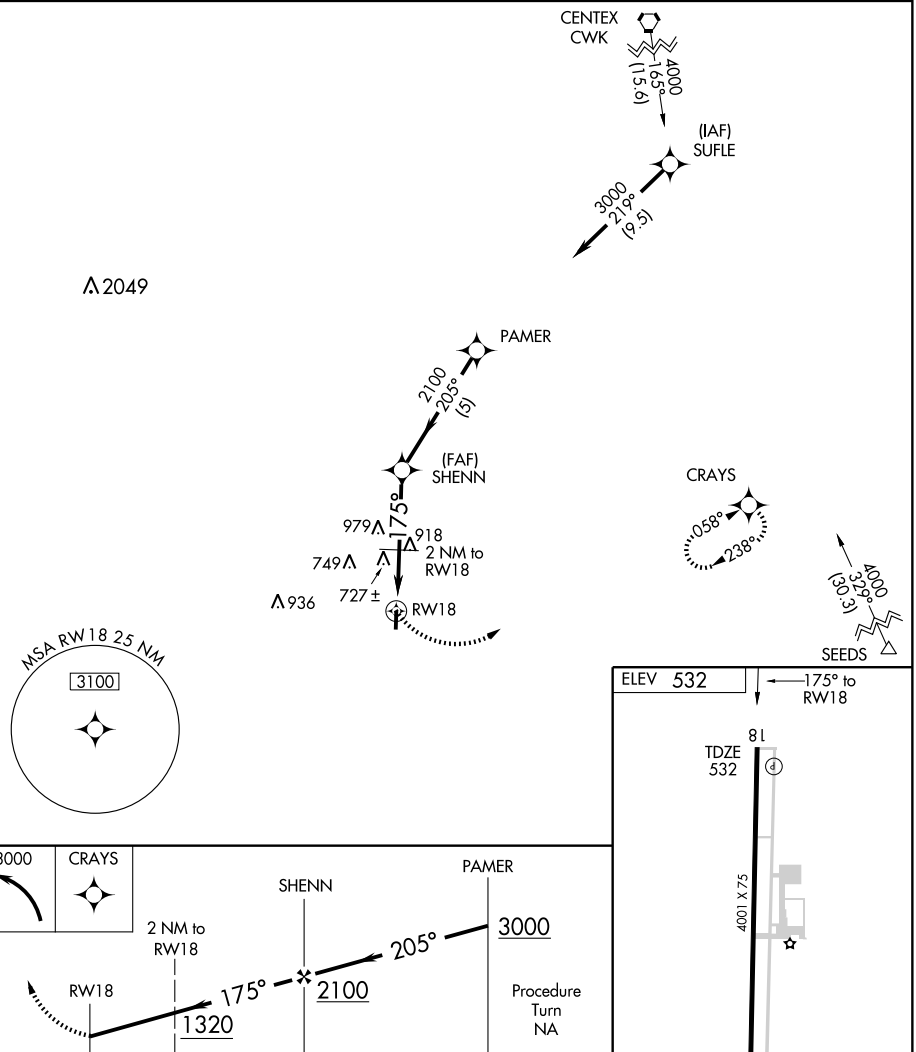
APP CRS	Rwy Idg	4001
175°	TDZE	532
	Apt Elev	532

GPS RWY 18
LOCKHART MUNI (5ØR)

⚠ NA Use San Marcos Muni (HYI) altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 direct CRAYS and hold.

AUSTIN APP CON	UNICOM
127.225 317.65	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-18	1060-1	528 (600-1)	1060-1½ 528 (600-1½)	NA
CIRCLING	1060-1	528 (600-1)	1060-1½ 528 (600-1½)	NA

MIRL Rwy 18-36 L

SC-3, 08 APR 2010 to 06 MAY 2010

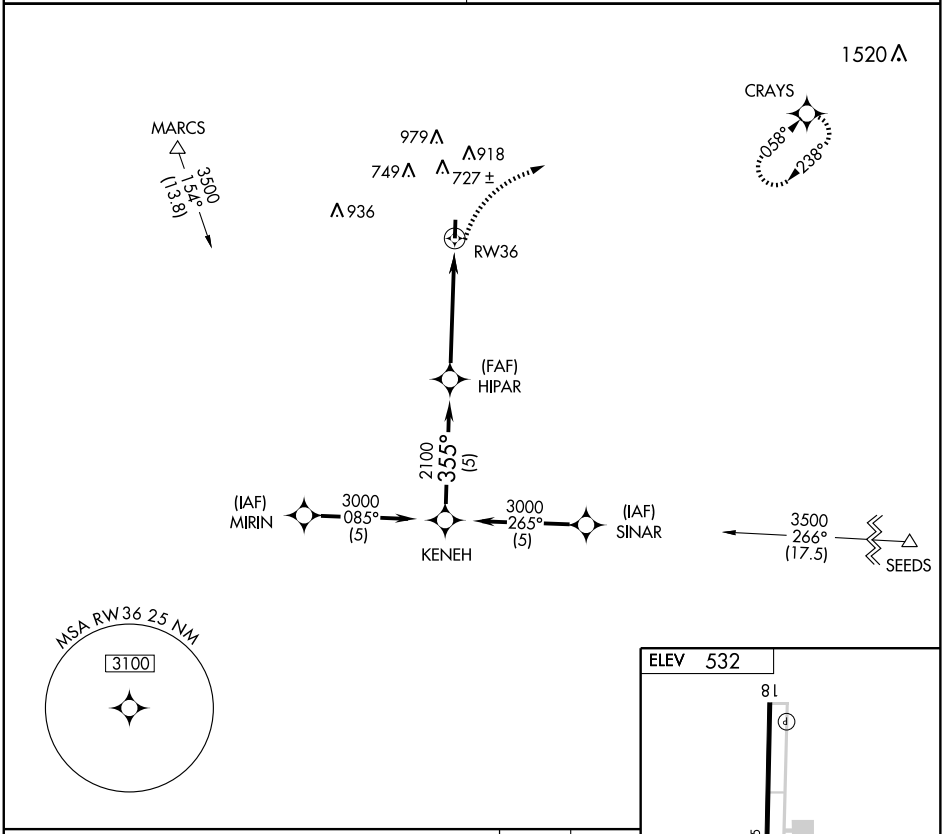
APP CRS	Rwy Idg	4001
355°	TDZE	530
	Apt Elev	532

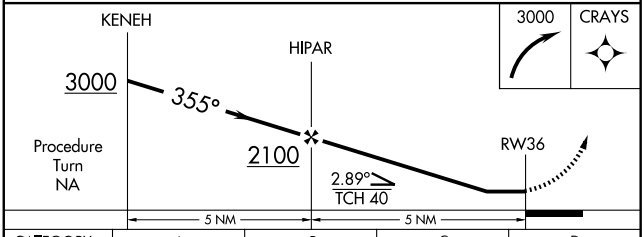
GPS RWY 36
LOCKHART MUNI (5ØR)

⚠ NA Use San Marcos Muni altimeter setting.

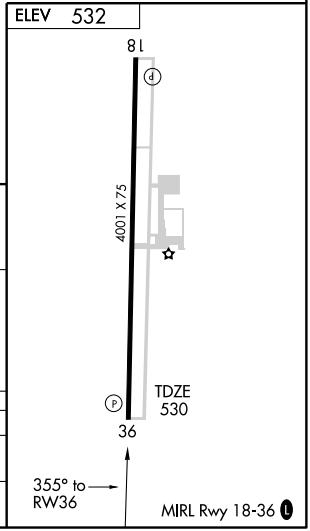
MISSED APPROACH: Climbing right turn to 3000 direct CRAYS WP and hold.

AUSTIN APP CON	UNICOM
127.225 317.65	122.8 (CTAF)





CATEGORY	A	B	C	D
S-36	1020-1	490 (500-1)	1020-1¼ 490 (500-1¼)	NA
CIRCLING	1040-1	508 (600-1)	1060-1½ 528 (600-1½)	NA

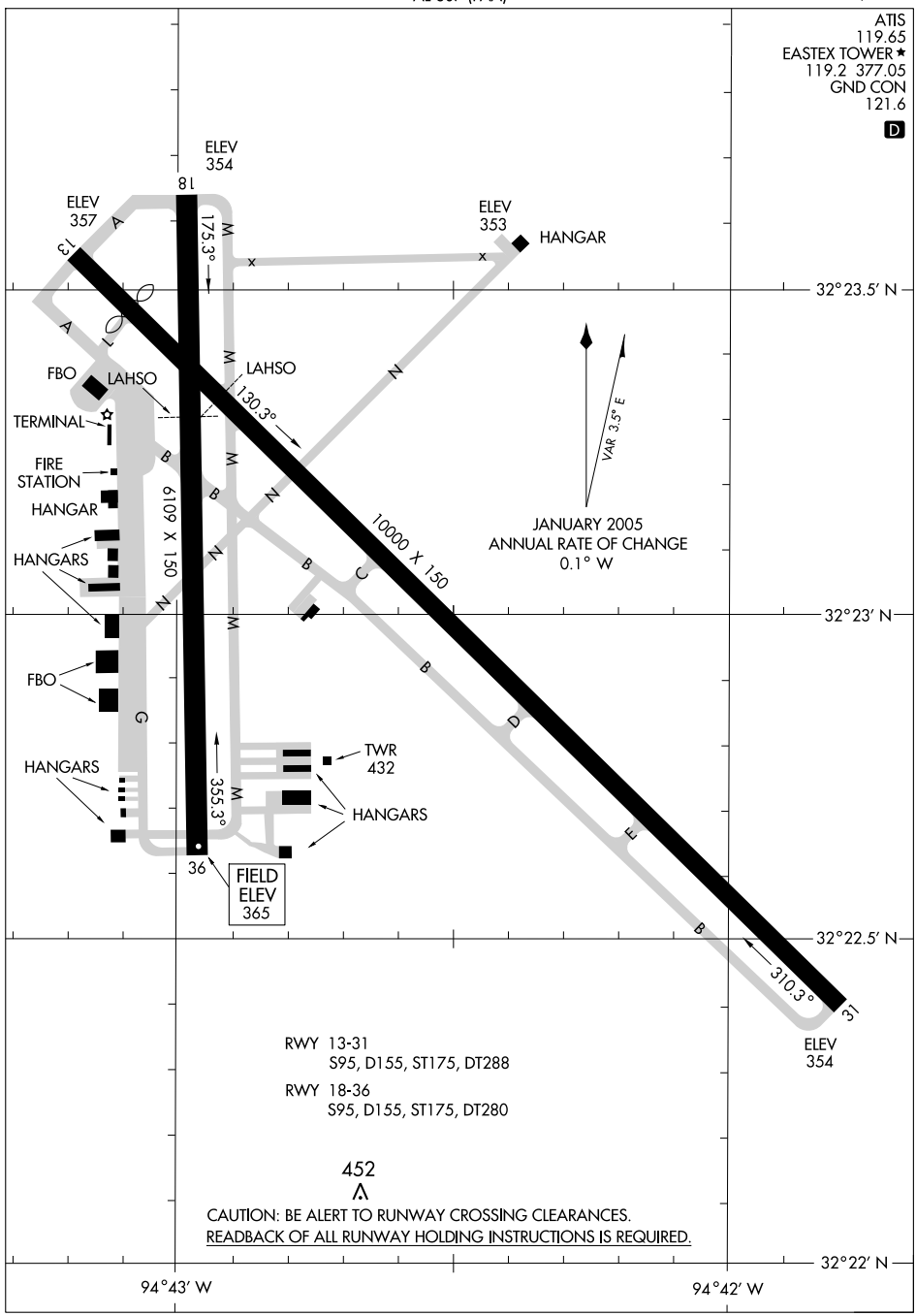


SC-3, 08 APR 2010 to 06 MAY 2010

AIRPORT DIAGRAM

AL-807 (FAA)

LONGVIEW/EAST TEXAS RGNL (GGG)
LONGVIEW, TEXAS



SC-2, 08 APR 2010 to 06 MAY 2010

LOC I-GGG	APP CRS	Rwy Idg	9200
109.5	131°	TDZE	358
		Apt Elev	365

ILS or LOC RWY 13

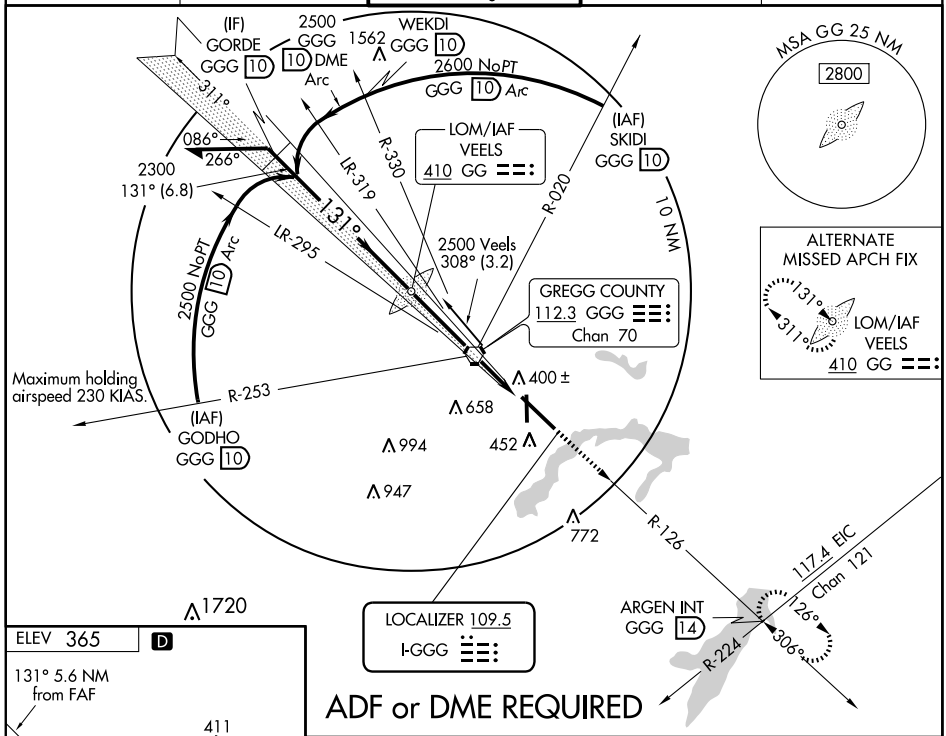
LONGVIEW/ EAST TEXAS RGNL (GGG)

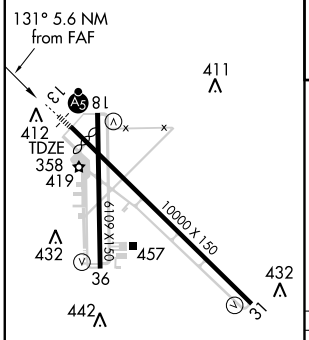
For inoperative MALSR, increase S-ILS-13 Cat E visibility to RVR 4000, S-LOC-13 Cat E visibility to 1¾. When local altimeter setting not received, use Gilmer altimeter setting and increase all DA 59 feet, all MDA 60 feet and visibility S-LOC 13 and circling Cat D, E ¼ mile. For inoperative MALSR when using Gilmer altimeter setting, increase visibility S-ILS 13 all Cats to RVR 5000 and S-LOC 13 Cat E to 2. * RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 3000 via GGG VORTAC R-126 to ARGEN Int/GGG 14 DME and hold.

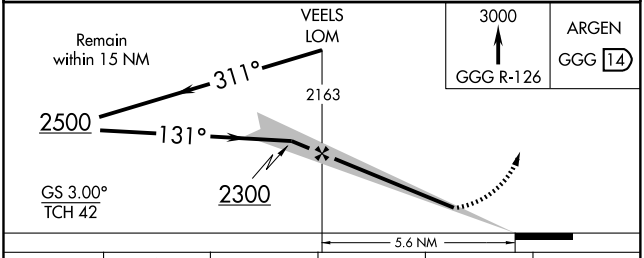
ATIS	LONGVIEW APP CON *	EASTEX TOWER *	GND CON	UNICOM
119.65	118.25 270.3	119.2 (CTAF) 377.05	121.6	122.95





HIRL Rwy 13-31
MIRL Rwy 18-36

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52



CATEGORY	A	B	C	D	E
S-ILS 13	*558/24 200 (200-½)				558/24 200 (200-½)
S-LOC 13	860/24 502 (500-½)		860/50 502 (500-1)		860/60 502 (500-1¼)
CIRCLING	860-1 495 (500-1)		860-1½ 495 (500-1½)	920-2 555 (600-2)	1080-2½ 715 (800-2½)

SC-2, 08 APR 2010 to 06 MAY 2010

LOM GG	APP CRS	Rwy Idg	9200
410	131°	TDZE	358
		Apt Elev	365

NDB RWY 13

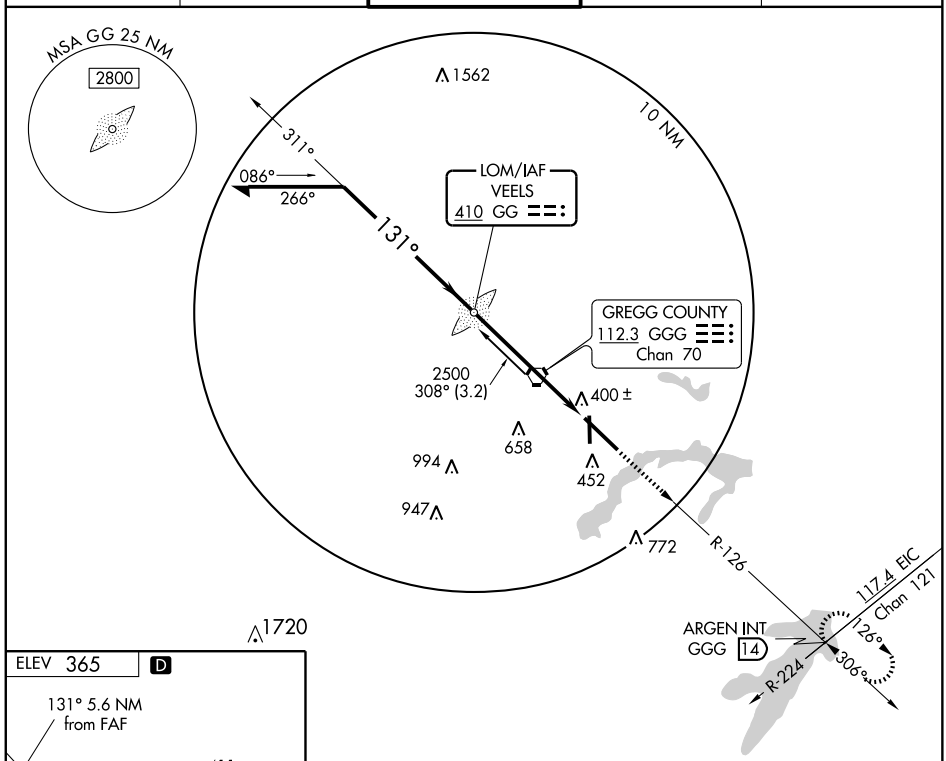
LONGVIEW/ EAST TEXAS RGNL (GGG)

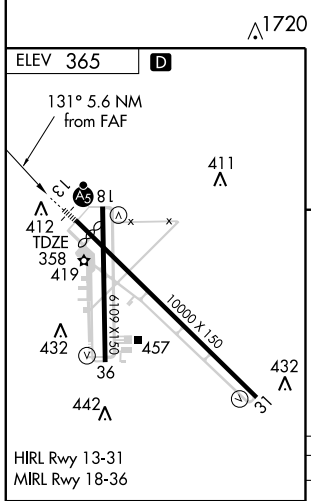
▼ When local altimeter setting not received use Gilmer altimeter setting and increase all MDA 60 feet.

MALSR

MISSED APPROACH: Climb to 3000 via GGG VORTAC R-126 to ARGEN Int and hold.

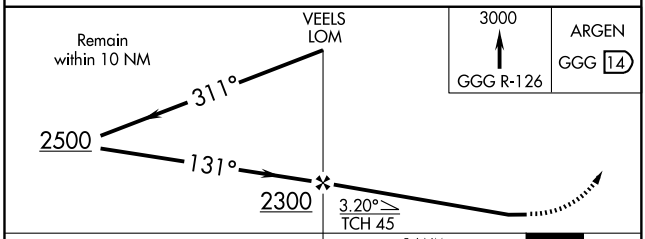
ATIS	LONGVIEW APP CON★	EASTEX TOWER★	GND CON	UNICOM
119.65	118.25 270.3	119.2 (CTAF) ⓘ 377.05	121.6	122.95





HIRL Rwy 13-31
MIRL Rwy 18-36

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52



CATEGORY	A	B	C	D
S-13	960/40	602 (600-¾)	960/60 602 (600-1¼)	960-1¾ 602 (600-1¾)
CIRCLING	960-1	595 (600-1)	960-1¾ 595 (600-1¾)	960-2 595 (600-2)

SC-2, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	9200
CH 61100	131°	TDZE	358
W13A		Apt Elev	365

RNAV (GPS) RWY 13

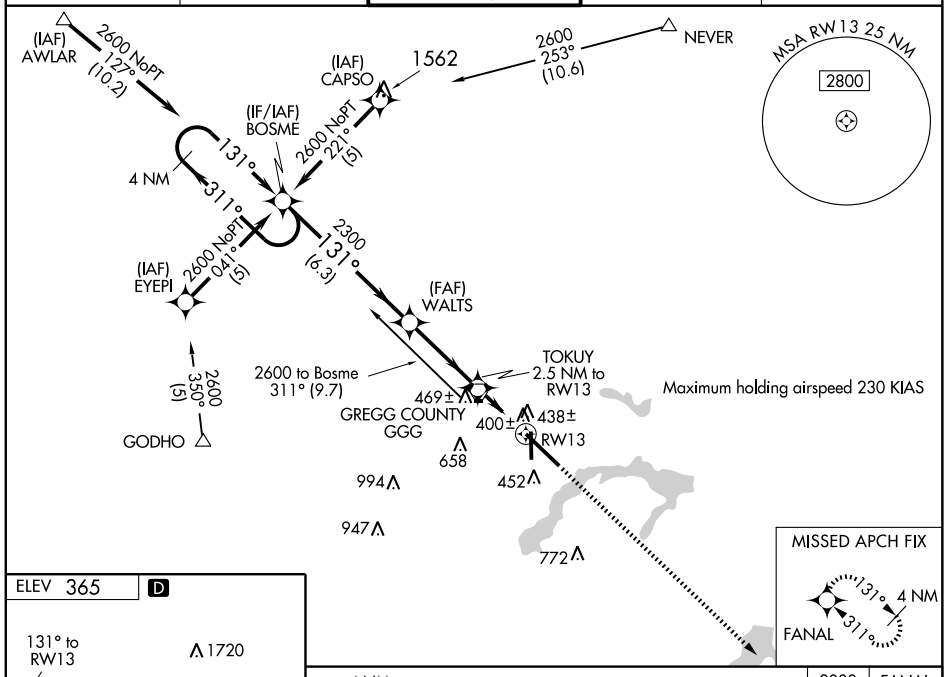
LONGVIEW/ EAST TEXAS RGNL (GGG)

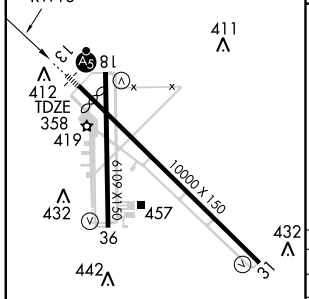
For inoperative MALSR, increase LPV all Cats visibility to RVR 5000, LNAV/VNAV Cat E visibility to RVR 6000, LNAV Cat D visibility to RVR 6000, and LNAV Cat E visibility to 1½. Baro-VNAV NA when using Gilmer altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. VDP NA when using Gilmer altimeter setting. When local altimeter setting not received use Gilmer altimeter setting and increase all DA 59 feet, all MDA 60 feet, increase visibility LNAV/VNAV all Cats, LNAV Cat E and circling Cat E ¼ mile. For inoperative MALSR when using Gilmer altimeter setting, increase LPV all Cats visibility to RVR 5000, LNAV/VNAV Cat E visibility to RVR 6000, and LNAV Cat E visibility to 1¾.

MALSR

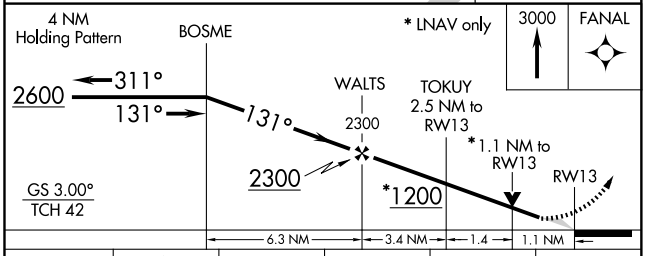
MISSED APPROACH: Climb to 3000 direct FANAL and hold.

ATIS	LONGVIEW APP CON ★	EASTEX TOWER ★	GND CON	UNICOM
119.65	118.25 270.3	119.2 (CTAF) 377.05	121.6	122.95





HIRL Rwy 13-31
MIRL Rwy 18-36



CATEGORY	A	B	C	D	E
LPV DA	612/24 254 (300-½)				
LNAV/VNAV DA	726/40 368 (400-¾)				
LNAV MDA	760/24 402 (400-½)		760/40 402 (400-¾)	760/50 402 (400-1)	
CIRCLING	860-1 495 (500-1)		860-1½ 495 (500-1½)	920-2 555 (600-2)	1080-2½ 715 (800-2½)

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	6109
176°	TDZE	356
	Apt Elev	365

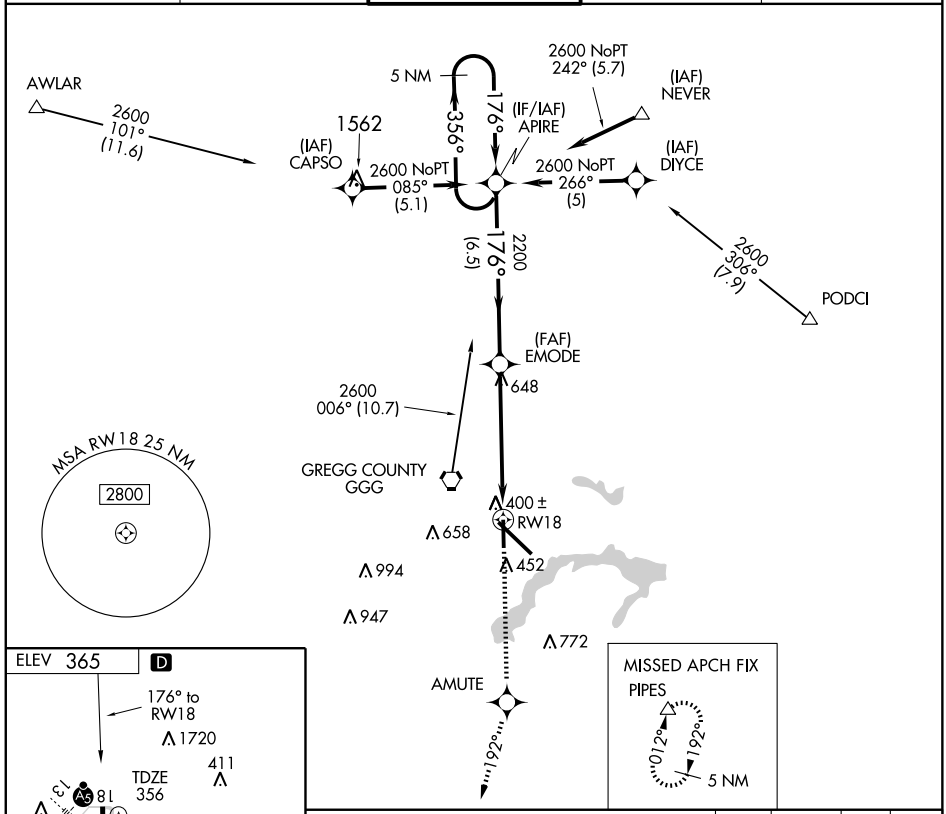
RNAV (GPS) RWY 18

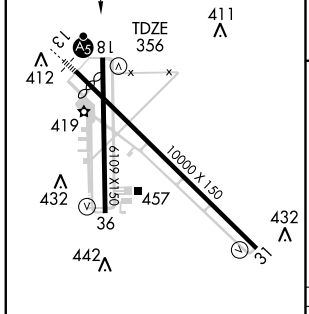
LONGVIEW/ EAST TEXAS RGNL (GGG)

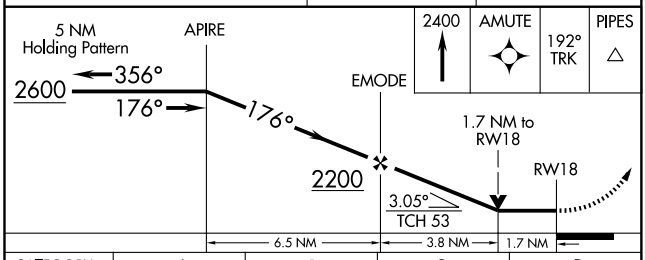
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
VDP NA when using Gilmer altimeter setting. When local altimeter setting not received, use Gilmer altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 2400 direct AMUTE and via 192° track to PIPES and hold.

ATIS	LONGVIEW APP CON★	EASTEX TOWER★	GND CON	UNICOM
119.65	118.25 270.3	119.2 (CTAF) Ⓘ 377.05	121.6	122.95







CATEGORY	A	B	C	D
LNAV MDA	960-1 604 (600-1)		960-1¾ 604 (600-1¾)	960-2 604 (600-2)
CIRCLING	960-1 595 (600-1)		960-1¾ 595 (600-1¾)	960-2 595 (600-2)

HIRL Rwy 13-31
MIRL Rwy 18-36

SC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 53504 W31A	APP CRS 311°	Rwy Idg 9200 TDZE 354 Apt Elev 365

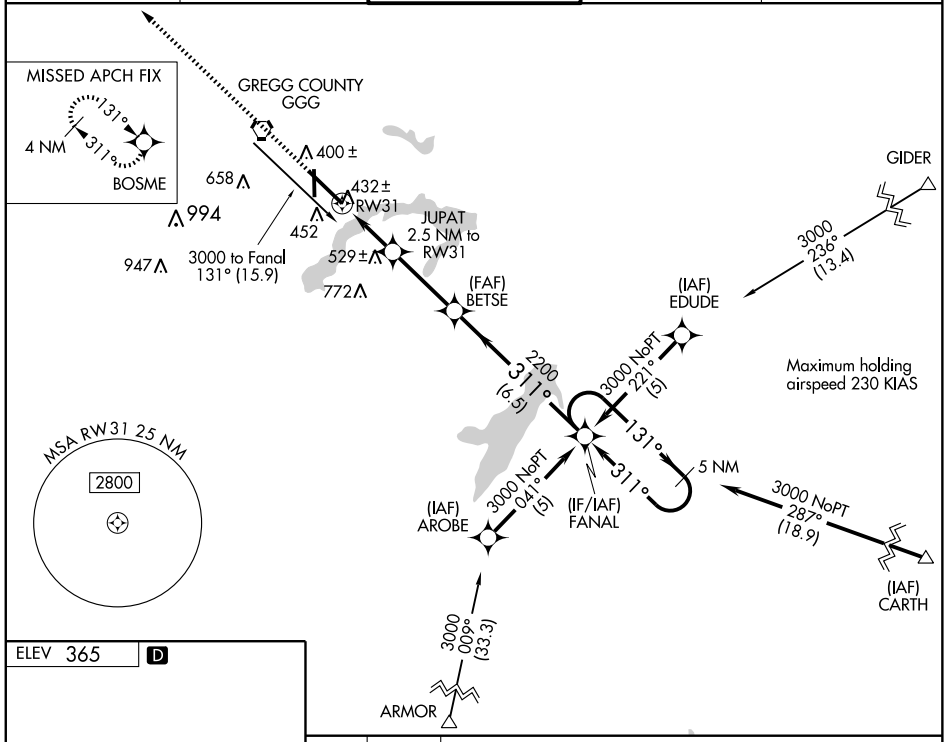
RNAV (GPS) RWY 31

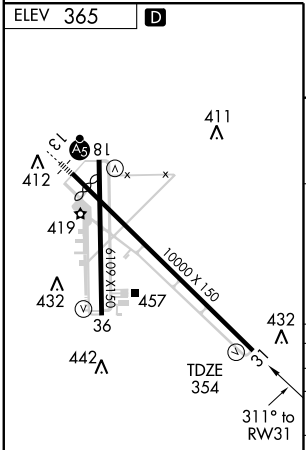
LONGVIEW/ EAST TEXAS RGNL (GGG)

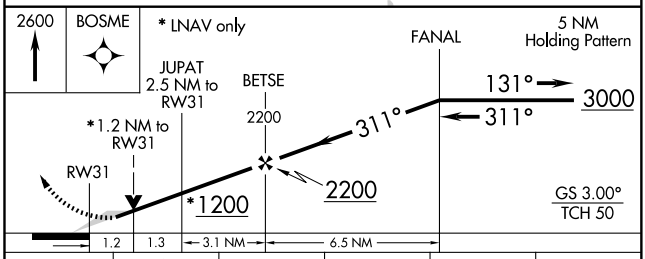
Baro-VNAV NA when using Gilmer altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. VDP NA when using Gilmer altimeter setting. When local altimeter setting not received, use Gilmer altimeter setting and increase all DA 59 feet, all MDA 60 feet and all visibilities ¼ mile.

MISSED APPROACH: Climb to 2600 direct BOSME and hold.

ATIS	LONGVIEW APP CON★	EASTEX TOWER★	GND CON	UNICOM
119.65	118.25 270.3	119.2 (CTAF) L 377.05	121.6	122.95







CATEGORY	A	B	C	D	E
LPV DA	604-¾ 250 (300-¾)				
LNAV/VNAV DA	682-1¼ 328 (400-1¼)				
LNAV MDA	800-1 446 (500-1)		800-1¼ 446 (500-1¼)	800-1½ 446 (500-1½)	
CIRCLING	860-1 495 (500-1)		860-1½ 495 (500-1½)	920-2 555 (600-2)	1080-2½ 715 (800-2½)

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS		
356°	Rwy Idg	6109
	TDZE	365
	Apt Elev	365

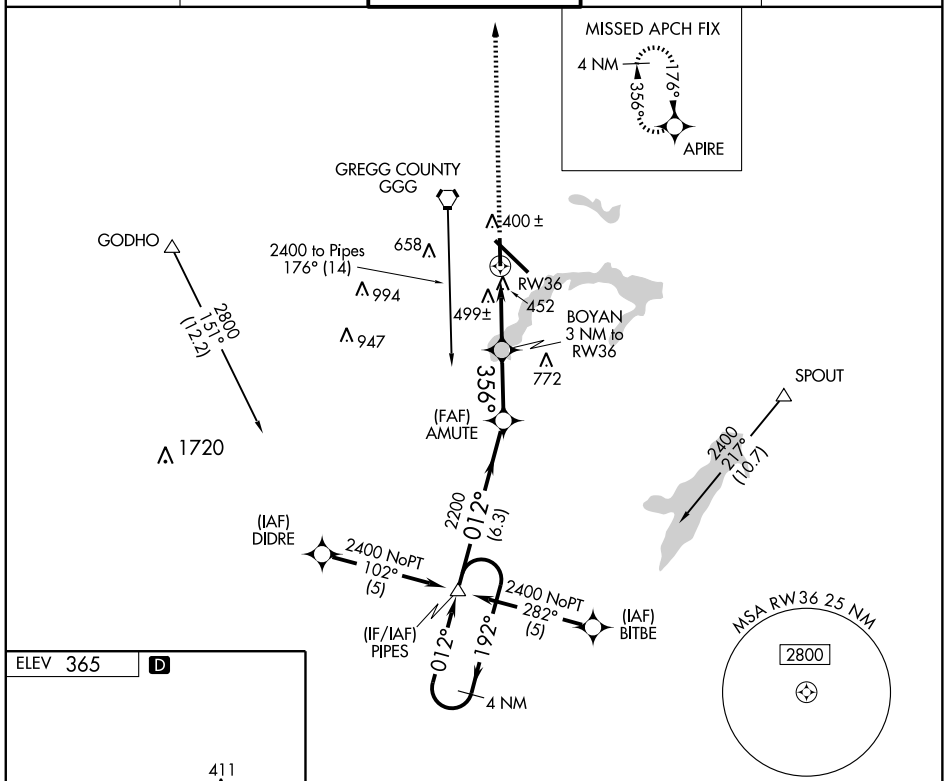
RNAV (GPS) RWY 36

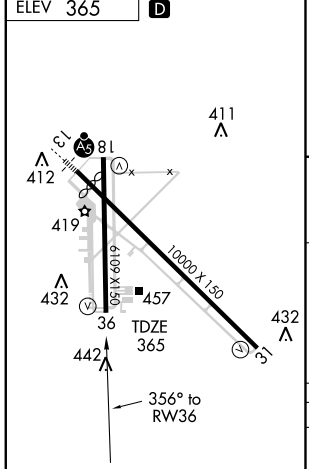
LONGVIEW/ EAST TEXAS RGNL (GGG)

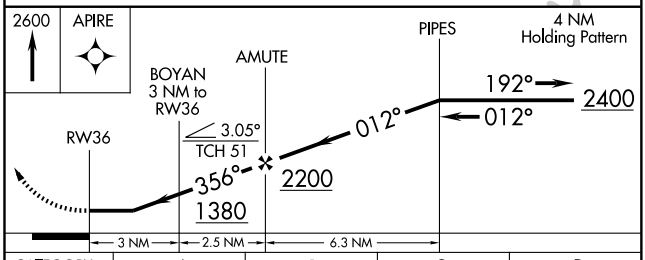
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Gilmer altimeter setting and increase all MDA 60 feet and LNAV Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2600 direct APIRE and hold.

ATIS	LONGVIEW APP CON★	EASTEX TOWER★	GND CON	UNICOM
119.65	118.25 270.3	119.2 (CTAF) Ⓘ 377.05	121.6	122.95







CATEGORY	A	B	C	D
LNAV MDA	760-1 395 (400-1)			760-1¼ 395 (400-1¼)
CIRCLING	860-1 495 (500-1)		860-1½ 495 (500-1½)	920-2 555 (600-2)

SC-2, 08 APR 2010 to 06 MAY 2010

VORTAC GGG 112.3 Chan 70	APP CRS 125°	Rwy Idg N/A TDZE N/A Apt Elev 365

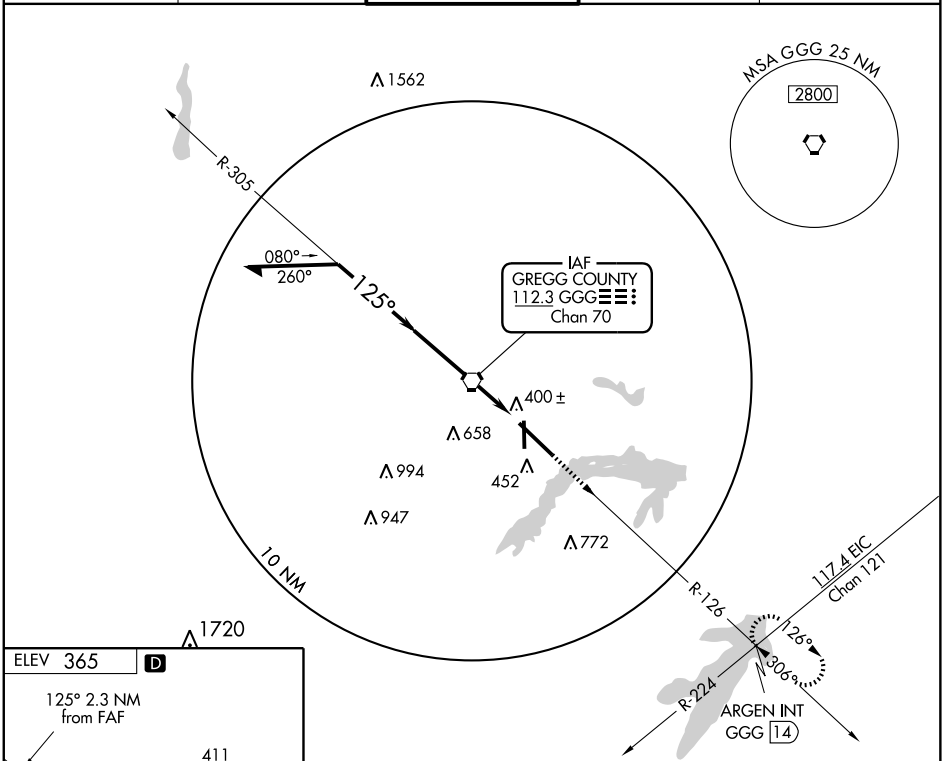
VOR-A

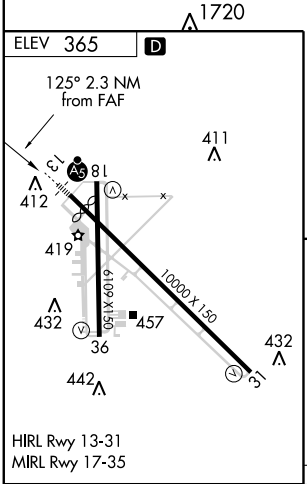
LONGVIEW/EAST TEXAS RGNL (GGG)

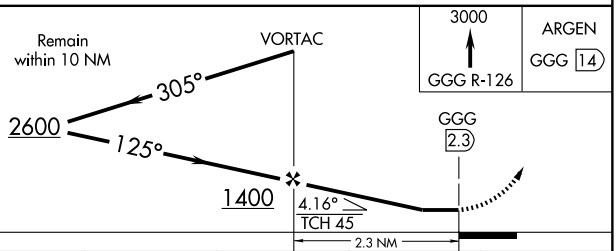
When local altimeter setting not received, use Gilmer altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 3000 via GGG VORTAC R-126 to ARGEN Int/GGG 14 DME and hold.

ATIS	LONGVIEW APP CON ★	EASTEX TOWER ★	GND CON	UNICOM
119.65	118.25 270.3	119.2 (CTAF) 377.05	121.6	122.95







FAF to MAP 2.3 NM					
Knots	60	90	120	150	180
Min:Sec	2:18	1:32	1:09	0:55	0:46

CATEGORY	A	B	C	D
CIRCLING	860-1 495 (500-1)		860-1½ 495 (500-1½)	920-2 555 (600-2)

SC-2. 08 APR 2010 to 06 MAY 2010

VORTAC GGG	APP CRS	Rwy Idg	9200
112.3	125°	TDZE	358
Chan 70		Apt Elev	365

VOR/DME or TACAN RWY 13

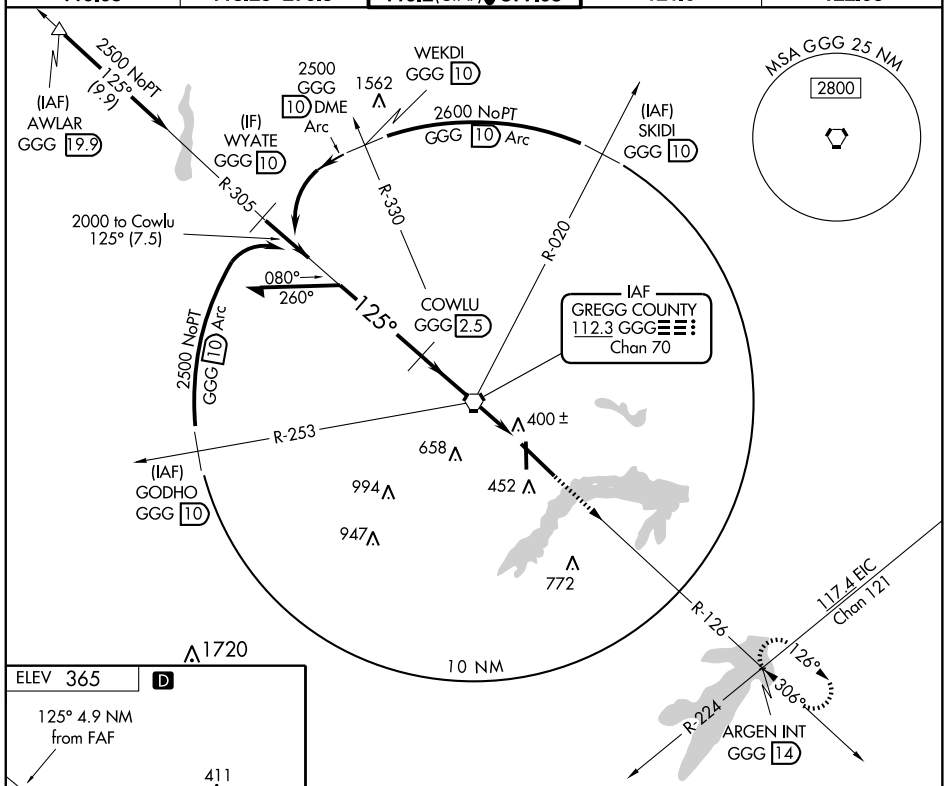
LONGVIEW/ EAST TEXAS RGNL (GGG)

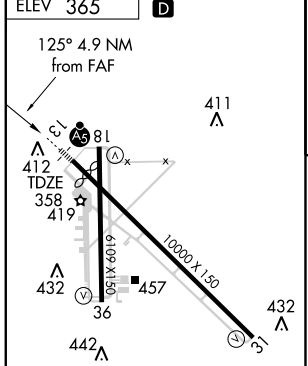
T For inoperative MALSR, increase S-13 Cat E visibility to 1¾. When local altimeter setting not received, use Gilmer altimeter setting and increase all MDA 60 feet and visibility Cat D and E ¼ mile. VDP NA when using Gilmer altimeter setting. For inoperative MALSR when using Gilmer altimeter setting increase S-13 Cat E visibility to 2 miles.

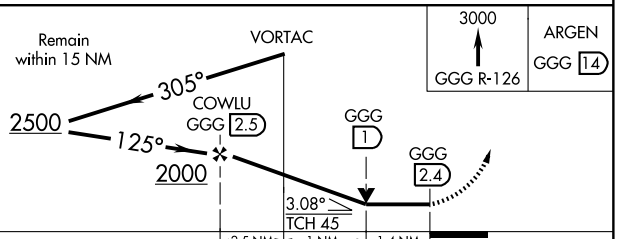
MALSR

MISSED APPROACH: Climb to 3000 via GGG R-126 to ARGEN Int/GGG 14 DME and hold.

ATIS	LONGVIEW APP CON★	EASTEX TOWER★	GND CON	UNICOM
119.65	118.25 270.3	119.2 (CTAF) Ⓛ 377.05	121.6	122.95







CATEGORY	A	B	C	D	E
S-13	860/24 502 (500-½)		860/50 502 (500-1)		860-60 502 (500-1¼)
CIRCLING	860-1 495 (500-1)		860-1½ 495 (500-1½)	920-2 555 (600-2)	1080-2½ 715 (800-2½)

HIRL Rwy 13-31
MIRL Rwy 18-36

SC-2, 08 APR 2010 to 06 MAY 2010

VORTAC GGG	APP CRS	Rwy Idg	9200
112.3	306°	TDZE	354
Chan 70		Apt Elev	365

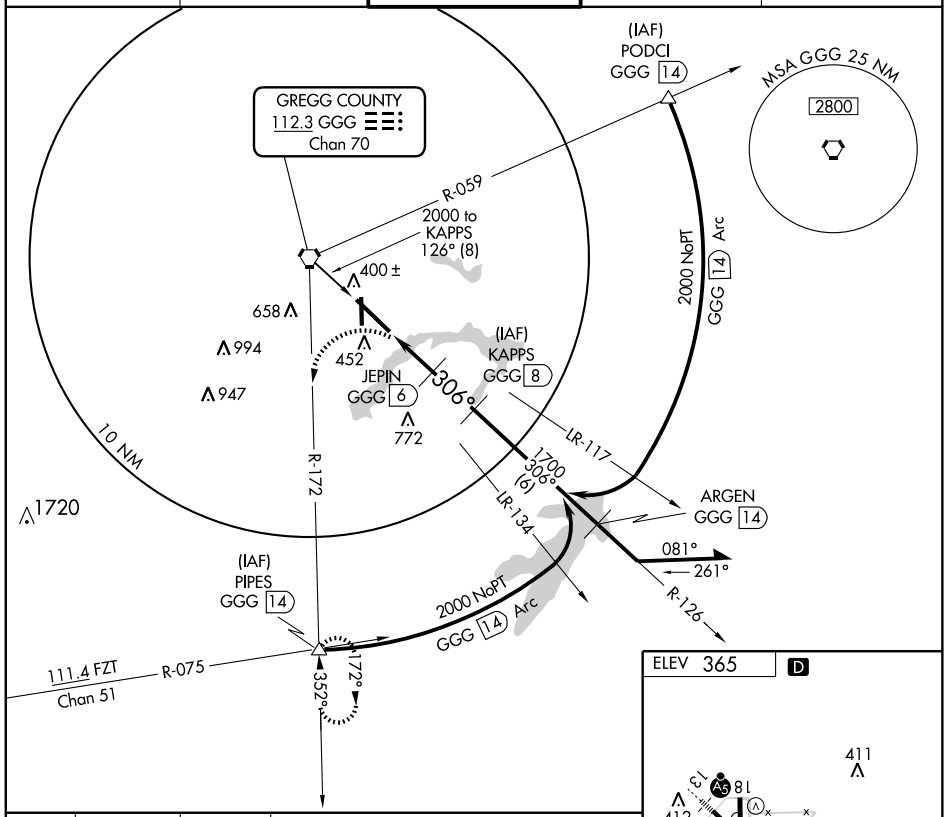
VOR/DME or TACAN RWY 31

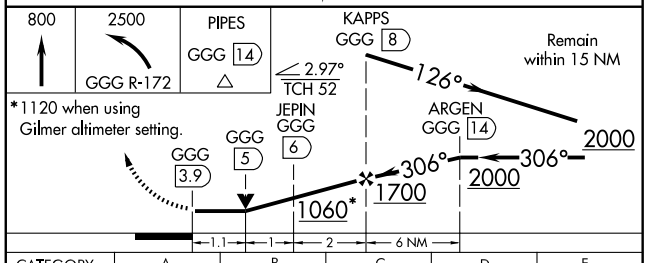
LONGVIEW/ EAST TEXAS RGNL (GGG)

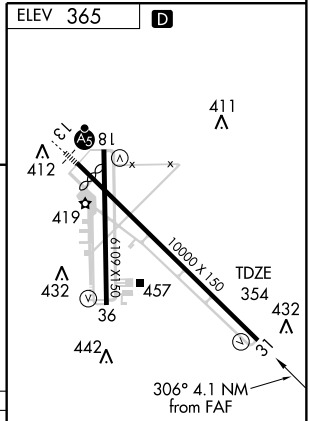
When local altimeter setting not received, use Gilmer altimeter setting and increase all MDA 60 feet and increase S-31 Cats C/D/E and Circling Cat E visibility ¼ mile. VDP NA when using Gilmer altimeter setting.

MISSED APPROACH: Climb to 800, then climbing left turn to 2500 via GGG R-172 to PIPES Int and hold.

ATIS	LONGVIEW APP CON ★	EASTEX TOWER ★	GND CON	UNICOM
119.65	118.25 270.3	119.2 (CTAF) Ⓛ 377.05	121.6	122.95







CATEGORY	A	B	C	D	E
S-31	740-1 386 (400-1)			740-1¼ 386 (400-1¼)	
CIRCLING	860-1 495 (500-1)		860-1½ 495 (500-1½)	920-2 555 (600-2)	1080-2½ 715 (800-2½)

HIRL Rwy 13-31
MIRL Rwy 17-35

SC-2, 08 APR 2010 to 06 MAY 2010

AIRPORT DIAGRAM

AL-241 (FAA)

LUBBOCK PRESTON SMITH INTL (LBB)
LUBBOCK, TEXAS

ATIS
125.3
LUBBOCK TOWER
120.5 239.3
GND CON
121.9 348.6
CLNC DEL
125.8 281.55

D

FIELD ELEV 3282

17R

0.4% DOWN

172.1°

11500 X 150

35L

352.1°

0.4% UP

NOTE: Ramps are uncontrolled. Do not call for push/power back. Advise GND CON when ready to taxi.

VAR 7.6° E

JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W

AIR CARGO

CONTROL TOWER

ELEV 3257

ELEV 3255

082.1°

8001 X 150

262.1°

26

FBO

MILITARY AND GENERAL AVIATION PARKING

FSDO

TERMINAL

ELEV 3255

17L

172.0°

2891 X 75

352.0°

35R

ELEV 3262

FBO

FIRE STATION

U.S. CUSTOMS

GENERAL AVIATION PARKING

3414

ELEV 3243

33° 41′ N

33° 40′ N

33° 39′ N

101° 50′ W

101° 49′ W

101° 48′ W

RWY 8-26
S100, D170, ST175, DT350
RWY 17L-35R
S12.5
RWY 17R-35L
S100, D170, ST175, DT350

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SC-2, 08 APR 2010 to 06 MAY 2010

HI-ILS or LOC RWY 17R

LOC I-LBB 109.5 Chan 32	APCH CRS 171°	Rwy ldg 11,500 TDZE 3282 Arpt Elev 3282

JAL-241 [USAF]

LUBBOCK PRESTON SMITH INTL (KLBB)

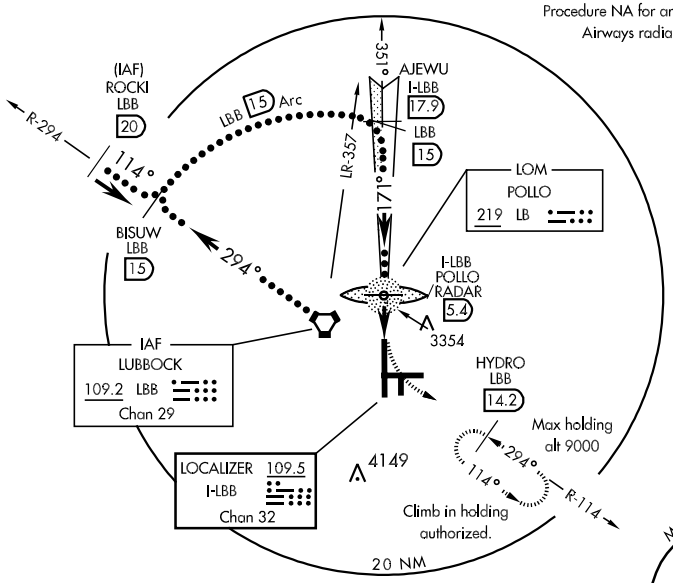
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT CD RVR to 50 and vis to 1 mile, CAT E RVR to 60 and vis to 1¼ miles.

MALSR

MISSED APPROACH: Climb to 3700, then climbing left turn to 6000 via LBB VORTAC R-114 to HYDRO (LBB 14.2 DME) and hold, continue climb in hold to 6000.

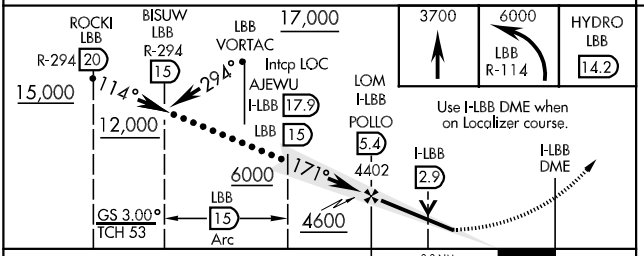
ATIS	LUBBOCK APP CON	LUBBOCK TOWER	GND CON	CLNC DEL	ASR
125.3	119.2 351.8	120.5 239.3	121.9 348.6	125.8 281.55	

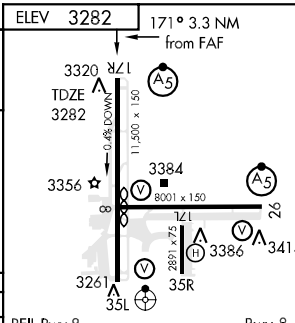
Procedure NA for arrivals on LBB VORTAC Airways radials 251 CW 305.



RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 7300





CATEGORY	C	D	E
S-ILS 17R *	3482/24 200 (200-½)		
S-LOC 17R**	3620/24 338 (400-½)	3620/40 338 (400-¾)	
CIRCLING	3740-1½ 458 (500-1½)	3840-2 558 (600-2)	3980-2½ 698 (700-2½)

FAF to MAP 3.3 NM

Knots	120	140	160	180	200
Min:Sec	1:39	1:25	1:14	1:06	0:59

HI-LOC/DME BC RWY 35L

LOC I-LBB 109.5 Chan 32	APCH CRS 351°	Rwy ldg 11,500 TDZE 3253 Arpt Elev 3282

JAL-241 [USAF] LUBBOCK PRESTON SMITH INTL (KLBB)

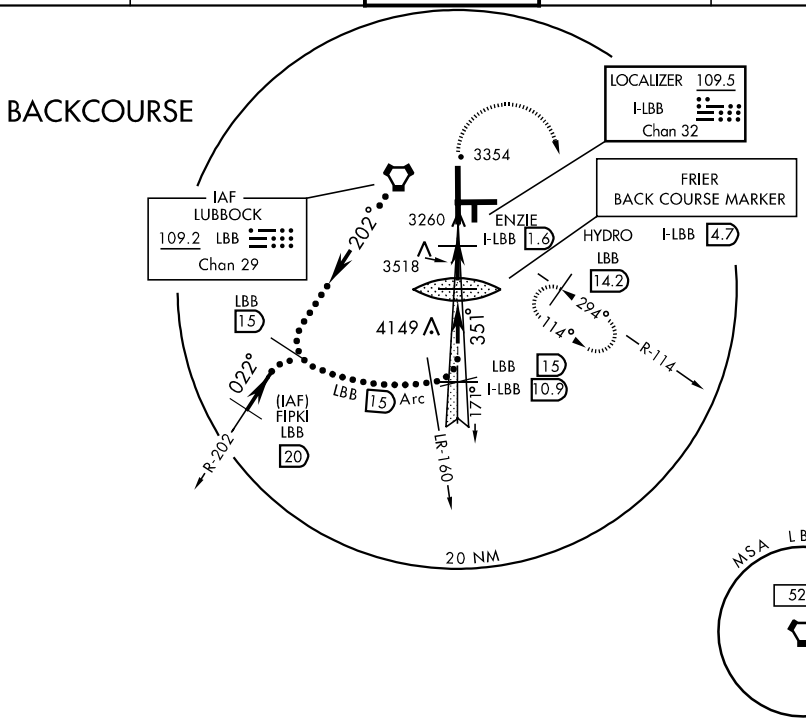
* When ODALS inop, increase CAT C vis to 1 mile.

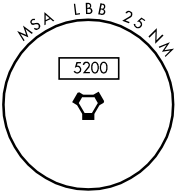
Use I-LBB DME when on Localizer course

ODALS

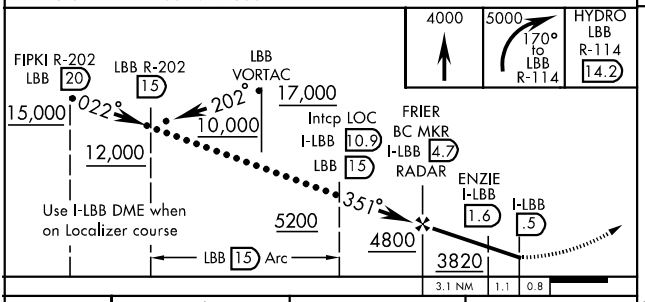
MISSED APPROACH: Climb to 4000, then climbing right turn to 5000 via Hdg 170° and LBB R-114 to HYDRO INT (LBB 14.2 DME) and hold.

ATIS	LUBBOCK APP CON	LUBBOCK TOWER	GND CON	CLNC DEL	ASR
125.3	119.2 351.8	120.5 239.3	121.9 348.6	125.8 281.55	

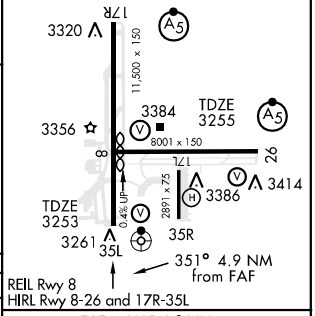




EMERG SAFE ALT 100 NM 7300



ELEV 3282 Rwy 8 ldg 7801′



FAF to MAP 4.2 NM

Knots	120	140	160	180	200
Min:Sec	2:06	1:48	1:35	1:24	1:16

CATEGORY	C	D	E
S-35L *	3560-¾ 307 (300-¾)	3560-1 307 (300-1)	
CIRCLING	3740-1½ 459 (500-1½)	3840-2 559 (600-2)	3980-2½ 699 (700-2½)

SC-2, 08 APR 2010 to 06 MAY 2010

HI-VOR/DME or TACAN RWY 26

VORTAC LBB 109.2 Chan 29	APCH CRS 282°	Rwy Idg 8001 TDZE 3255 Arpt Elev 3282

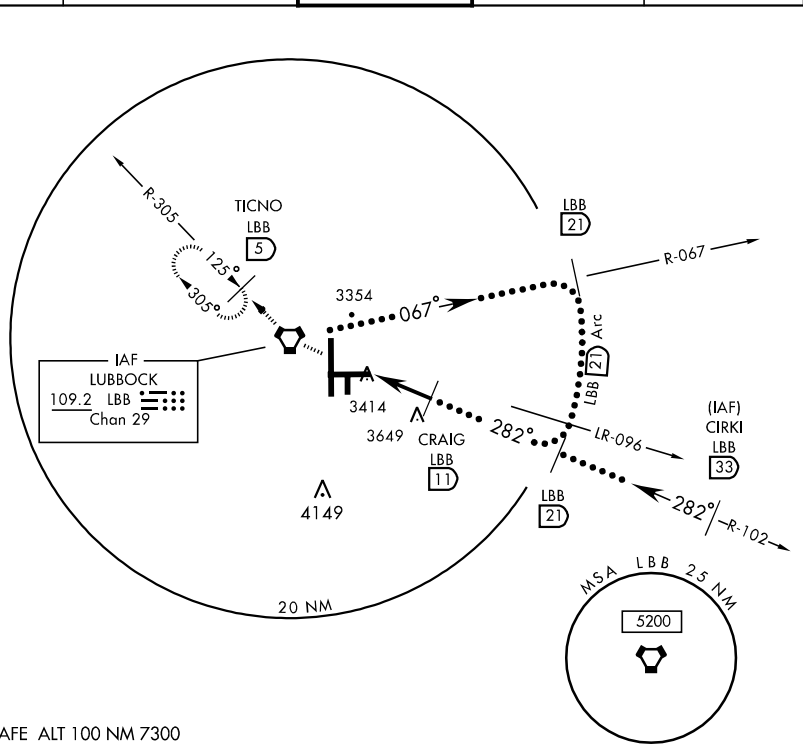
JAL-241 [USAF] LUBBOCK PRESTON SMITH INTL (KLBB)

* Inoperative Table does not apply.

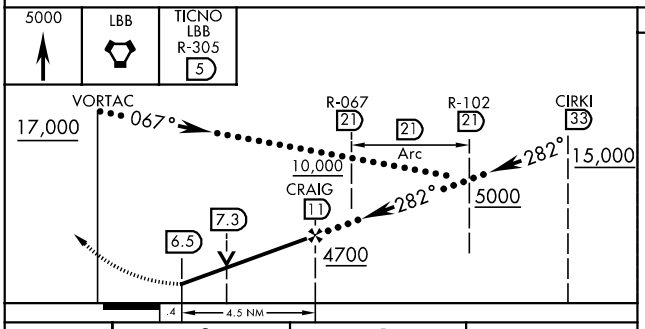
MALSR (A5)

MISSED APPROACH: Climb to 5000 direct LBB VORTAC and via LBB R-305 to TICNO (LBB 5 DME) and hold.

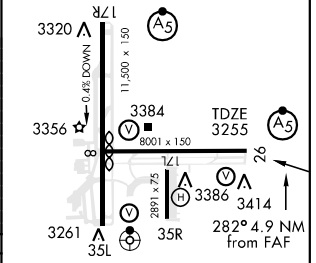
ATIS	LUBBOCK APP CON	LUBBOCK TOWER	GND CON	CLNC DEL	ASR
125.3	119.2 351.8	120.5 239.3	121.9 348.6	125.8 281.55	



EMERG SAFE ALT 100 NM 7300



ELEV 3282 Rwy 8 Idg 7801'



CATEGORY	C	D	E
S-26 *	3680-1¼ 425 (400-1¼)		3680-1½ 425 (400-1½)
CIRCLING	3740-1½ 459 (500-1½)	3840-2 559 (600-2)	3980-2½ 699 (700-2½)

REIL Rwy 8
HIRL Rwy 8-26 and 17R-35L

SC-2, 08 APR 2010 to 06 MAY 2010

HI-VOR/DME or TACAN RWY 26

LOC/DME I-LBB	APP CRS	Rwy Idg	11500
109.5	171°	TDZE	3282
Chan 32		Apt Elev	3282

ILS or LOC RWY 17R

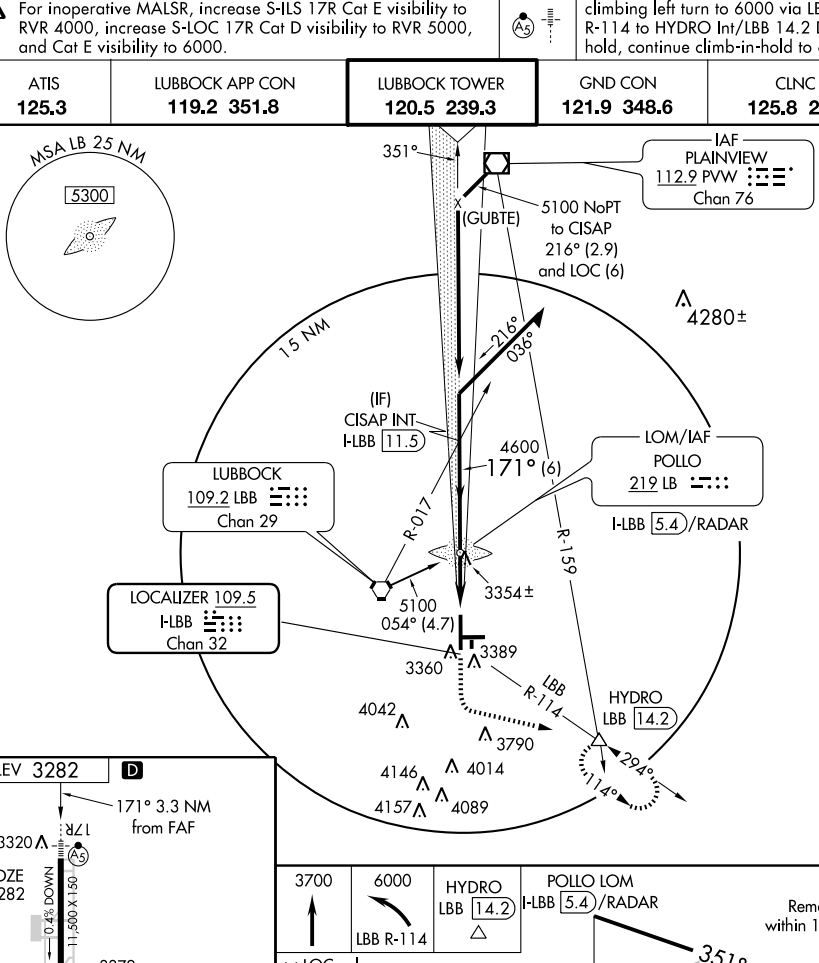
LUBBOCK PRESTON SMITH INTL (LBB)

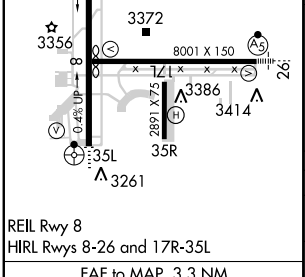
* RVR 1800 authorized with the use of FD or AP or HUD to DA. For inoperative MALSR, increase S-ILS 17R Cat E visibility to RVR 4000, increase S-LOC 17R Cat D visibility to RVR 5000, and Cat E visibility to 6000.

MALSR

MISSED APPROACH: Climb to 3700 then climbing left turn to 6000 via LBB VORTAC R-114 to HYDRO Int/LBB 14.2 DME and hold, continue climb-in-hold to 6000.

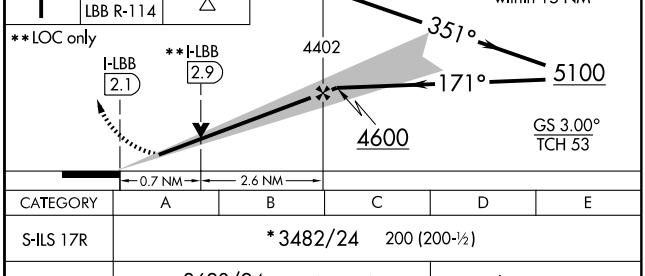
ATIS	LUBBOCK APP CON	LUBBOCK TOWER	GND CON	CLNC DEL
125.3	119.2 351.8	120.5 239.3	121.9 348.6	125.8 281.55





REIL Rwy 8
HIRL Rwys 8-26 and 17R-35L

FAF to MAP 3.3 NM					
Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06



CATEGORY	A	B	C	D	E
S-ILS 17R	*3482/24 200 (200-½)				
S-LOC 17R	3620/24 338 (400-½)			3620/40 338 (400-¾)	
CIRCLING	3720-1 438 (500-1)	3740-1 458 (500-1)	3740-1½ 458 (500-1½)	3840-2 558 (600-2)	3980-2½ 698 (700-2½)

SC-2, 08 APR 2010 to 06 MAY 2010

LOC I-LDT	APP CRS	Rwy Idg	8001
111.9	261°	TDZE	3256
		Apt Elev	3282

ILS or LOC RWY 26

LUBBOCK PRESTON SMITH INTL (LBB)

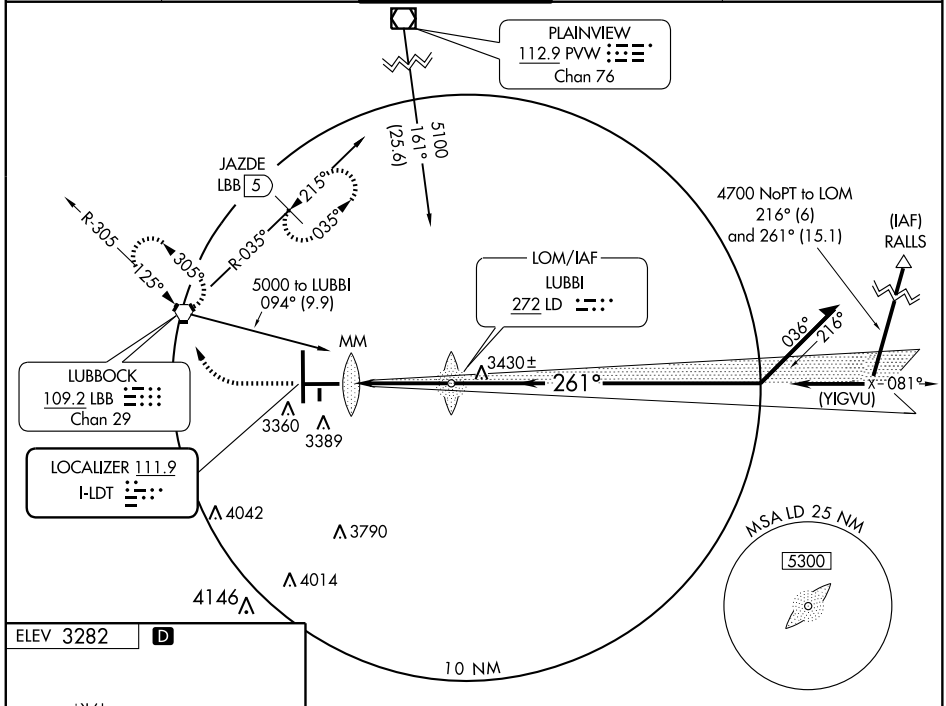
ASR

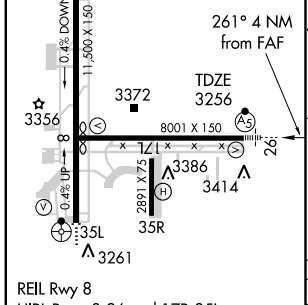
For inoperative MALSR increase S-LOC Cat D and E visibility to RVR 5000, S-ILS Cat E to RVR 4000.
* Vis Cat A/B/C/D RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 3800, then climbing right turn to 4800 direct LBB VORTAC and hold. (TACAN aircraft climb to 3800, then climbing right turn to 5100 via heading 300° and LBB R-035 to JAZDE Int / 5 DME and hold NE, left turn, 215° inbound).

ATIS	LUBBOCK APP CON	LUBBOCK TOWER	GND CON	CLNC DEL
125.3	119.2 351.8	120.5 239.3	121.9 348.6	125.8 281.55

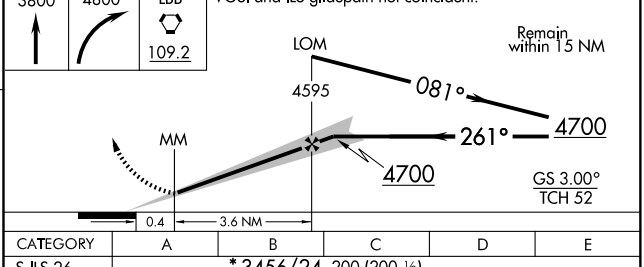




REIL Rwy 8
HIRL Rwys 8-26 and 17R-35L

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20



CATEGORY	A	B	C	D	E
S-ILS 26	* 3456/24 200 (200-½)				
S-LOC 26	3560/24 304 (300-½)			3560/40 304 (300-¾)	
CIRCLING	3720-1 438 (500-1)	3740-1 458 (500-1)	3740-1½ 458 (500-1½)	3840-2 558 (600-2)	3980-2½ 698 (700-2½)

SC-2, 08 APR 2010 to 06 MAY 2010

LOC I-LBB	APP CRS	Rwy Idg	11500
109.5	351°	TDZE	3254
Chan 32		Apt Elev	3282

LOC BC RWY 35L

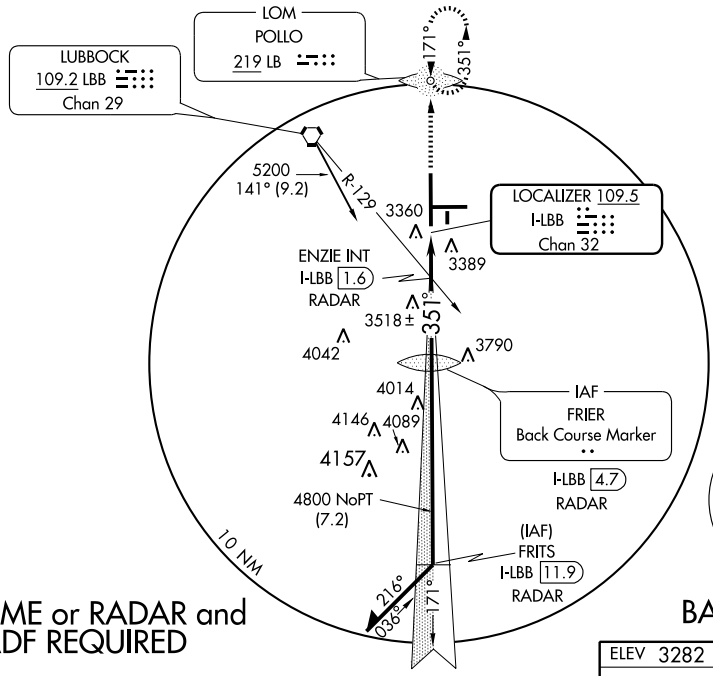
LUBBOCK PRESTON SMITH INTL (LBB)

ASR

ODALS

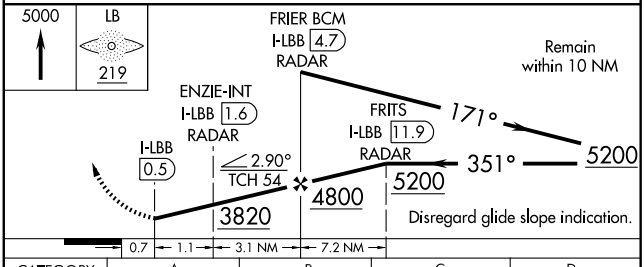
MISSED APPROACH: Climb to 5000 direct POLLO LOM and hold.

ATIS	LUBBOCK APP CON	LUBBOCK TOWER	GND CON	CLNC DEL
125.3	119.2 351.8	120.5 239.3	121.9 348.6	125.8 281.55



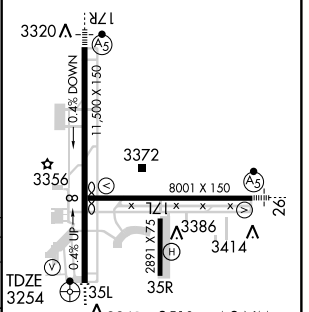
DME or RADAR and ADF REQUIRED

BACK COURSE



CATEGORY	A	B	C	D
S-LOC 35L	3820-¾ 566 (600-¾)		3820-1½ 566 (600-1½)	3820-1¾ 566 (600-1¾)
CIRCLING	3820-1 538 (600-1)		3820-1½ 538 (600-1½)	3840-2 558 (600-2)
ENZIE FIX MINIMUMS				
S-LOC 35L	3560-¾ 306 (300-¾)			3560-1 306 (300-1)
CIRCLING	3720-1 438 (500-1)	3740-1 458 (500-1)	3740-1½ 458 (500-1½)	3840-2 558 (600-2)

ELEV 3282 D



REIL Rwy 8
HIRL Rwys 8-26 and 17R-35L

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

SC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 97327 W08A	APP CRS 081°	Rwy Idg 7801 TDZE 3256 Apt Elev 3282

RNAV (GPS) RWY 8

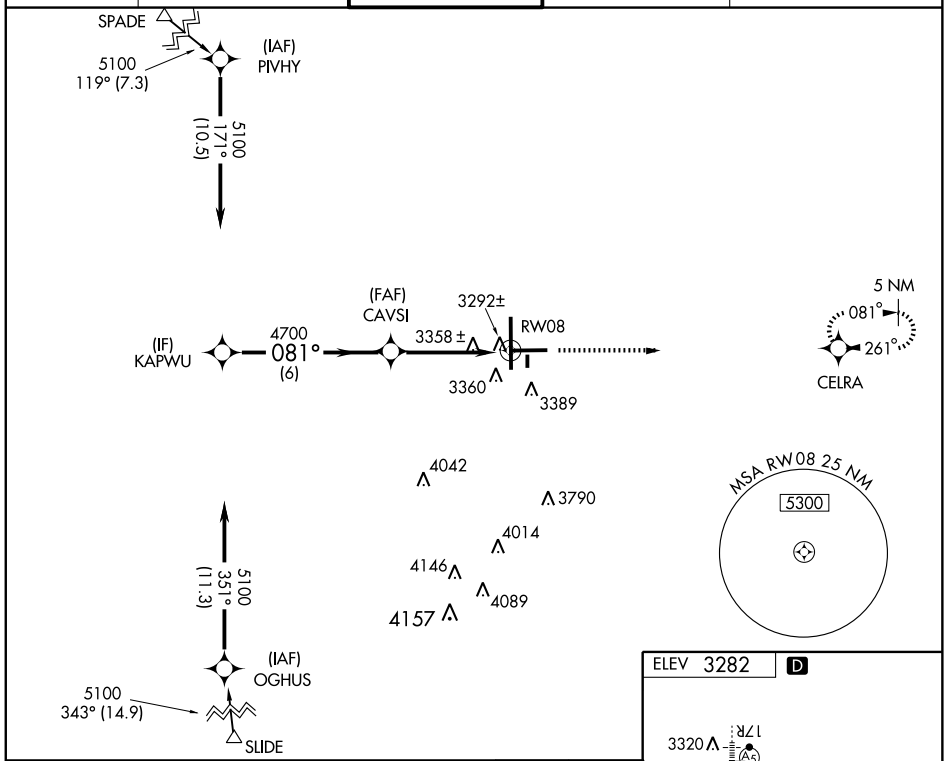
LUBBOCK PRESTON SMITH INTL (LBB)

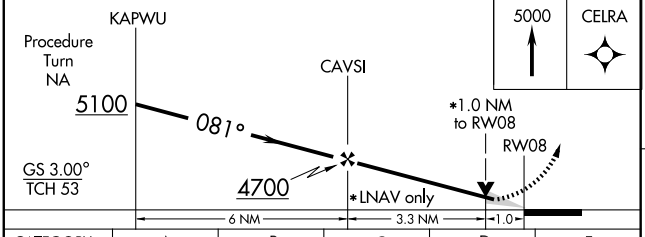
ASR

DME/DME RNP-0.3 NA.
Baro-VNAV NA below -21°C (-5°F).

MISSED APPROACH: Climb to 5000 direct CELRA and hold.

ATIS	LUBBOCK APP CON	LUBBOCK TOWER	GND CON	CLNC DEL
125.3	119.2 351.8	120.5 239.3	121.9 348.6	125.8 281.55





CATEGORY	A	B	C	D	E
LPV DA	3507-¾ 250 (300-¾)				
LNAV/VNAV DA	3633-1¼ 376 (400-1¼)				
LNAV MDA	3620-1 363 (400-1)			3620-1¼ 363 (400-1¼)	
CIRCLING	3720-1¼ 438 (500-1¼)	3740-1¼ 458 (500-1¼)	3740-1½ 458 (500-1½)	3840-2 558 (600-2)	3980-2½ 698 (700-2½)

REIL Rwy 8
HIRL Rwys 8-26 and 17R-35L

SC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 40028 W17A	APP CRS 171°	Rwy Idg 11500 TDZE 3282 Apt Elev 3282

RNAV (GPS) RWY 17R

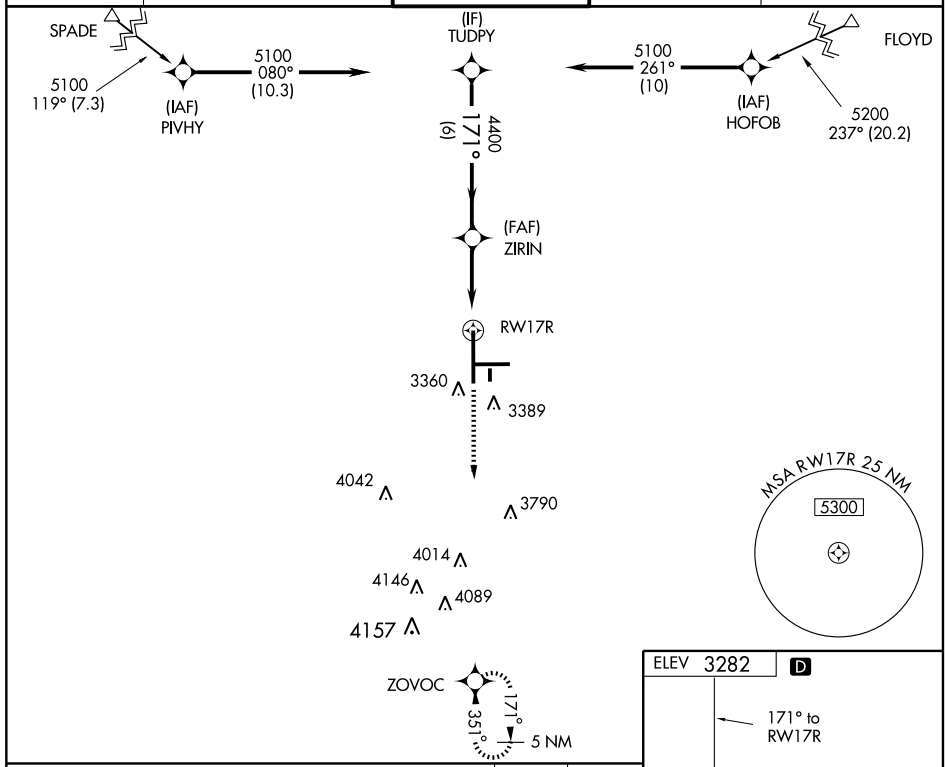
LUBBOCK PRESTON SMITH INTL (LBB)

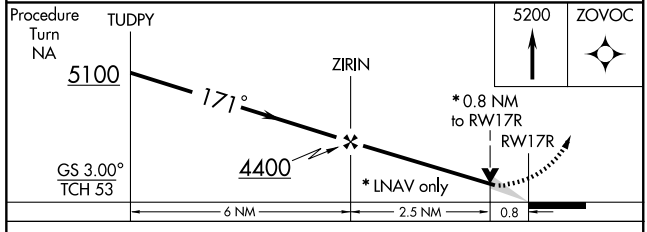
T A ASR — Baro-VNAV NA below -21°C (-6°F). DME/DME RNP-0.3 NA. For inoperative MALSR increase LPV visibility to RVR 4000 all Cats, LNAV/VNAV Cats A,B to RVR 5000. Inoperative table does not apply to LNAV Cats D,E.

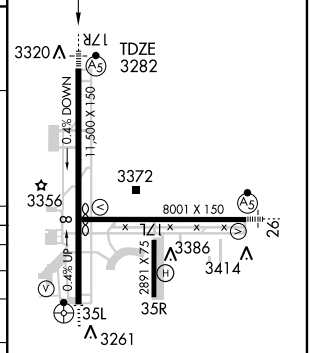
MALSR

MISSED APPROACH: Climb to 5200 direct ZOVOC and hold.

ATIS	LUBBOCK APP CON	LUBBOCK TOWER	GND CON	CLNC DEL
125.3	119.2 351.8	120.5 239.3	121.9 348.6	125.8 281.55







CATEGORY	A	B	C	D	E
LPV DA	3532/24 250 (300-½)				
LNAV/VNAV DA	3570/24 288 (300-½)			3570/40 288 (300-¾)	
LNAV MDA	3580/24 298 (300-½)			3580/50 298 (300-1)	
CIRCLING	3720-1 438 (500-1)	3740-1 458 (500-1)	3740-1½ 458 (500-1½)	3840-2 558 (600-2)	3980-2½ 698 (700-2½)

REIL Rwy 8
HIRL Rwys 8-26 and 17R-35L

SC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 45528 W26A	APP CRS 261°	Rwy Idg 8001 TDZE 3256 Apt Elev 3282

RNAV (GPS) RWY 26

LUBBOCK PRESTON SMITH INTL (LBB)

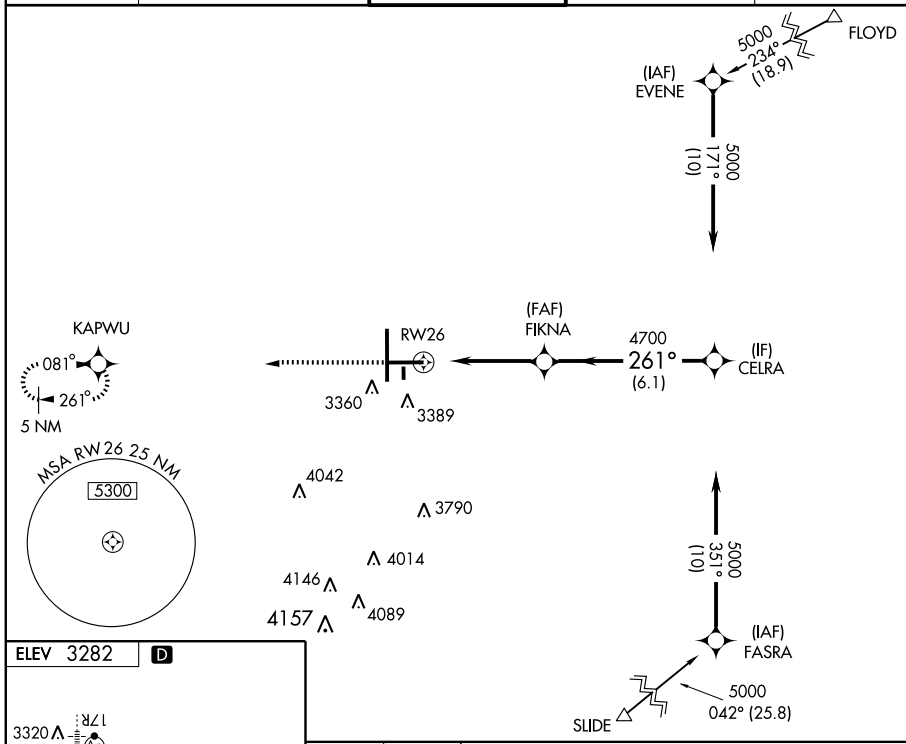
ASR

Baro-VNAV NA below -21°C (-5°F). DME/DME RNP-0.3 NA. For inoperative MALSR increase LPV visibility to RVR 4000 all Cats, LNAV/VNAV Cat E to RVR 6000 and LNAV Cat D visibility to RVR 6000 and Cat E to 1½.

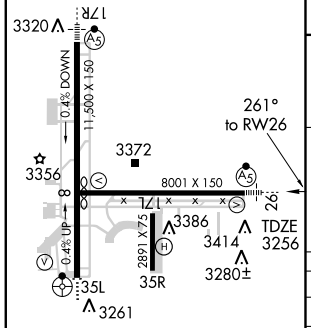
MALSR

MISSED APPROACH: Climb to 5100 direct KAPWU and hold.

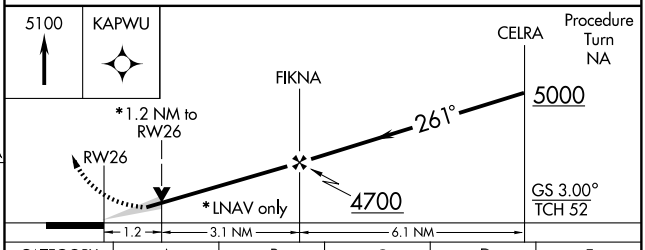
ATIS	LUBBOCK APP CON	LUBBOCK TOWER	GND CON	CLNC DEL
125.3	119.2 351.8	120.5 239.3	121.9 348.6	125.8 281.55



ELEV 3282 D



REIL Rwy 8
HIRL Rwys 8-26 and 17R-35L



CATEGORY	A	B	C	D	E
LPV DA	3506/24 250 (300-½)				
LNAV/VNAV DA	3609/40 353 (400-¾)				
LNAV MDA	3680/24 424 (500-½)		3680/40 424 (500-¾)	3680/50 424 (500-1)	
CIRCLING	3720-1¼ 438 (500-1¼)	3740-1¼ 458 (500-1¼)	3740-1½ 458 (500-1½)	3840-2 558 (600-2)	3980-2½ 698 (700-2½)

SC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 50128 W35A	APP CRS 351°	Rwy Idg 11500 TDZE 3254 Apt Elev 3282

RNAV (GPS) RWY 35L

LUBBOCK PRESTON SMITH INTL (LBB)

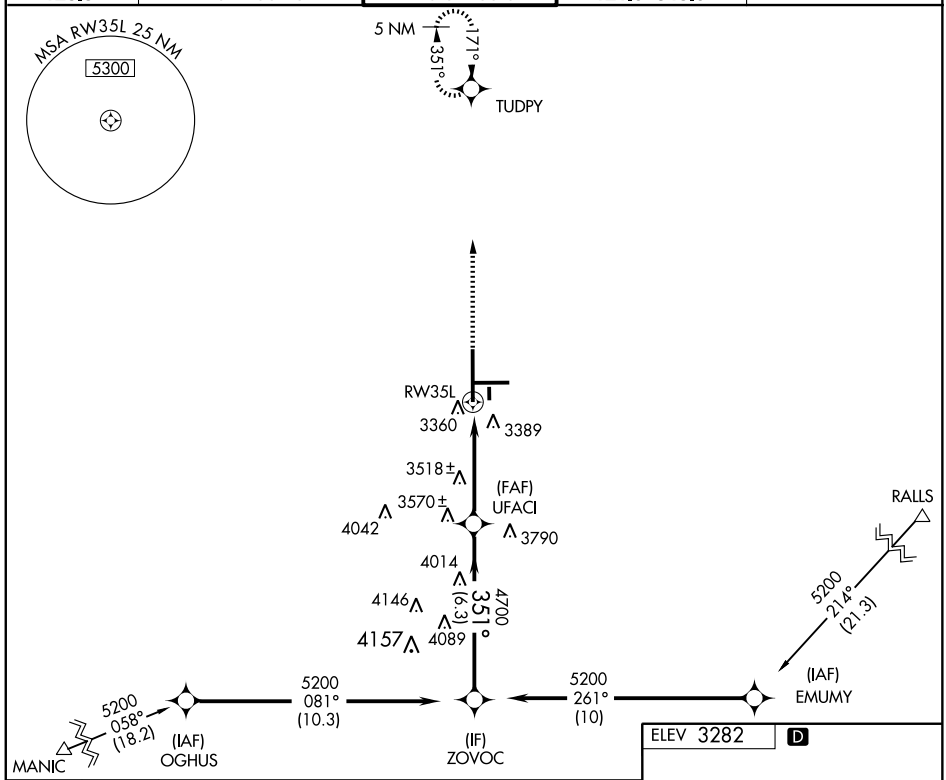
Baro-VNAV NA below -21°C (-5°F). DME/DME RNP-0.3 NA. Inoperative table does not apply to LPV, LNAV/VNAV all Cats and LNAV Cat C.

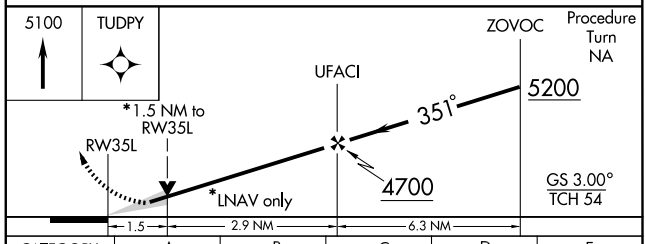
ASR

ODALS

MISSED APPROACH: Climb to 5100 direct TUDPY and hold.

ATIS	LUBBOCK APP CON	LUBBOCK TOWER	GND CON	CLNC DEL
125.3	119.2 351.8	120.5 239.3	121.9 348.6	125.8 281.55





CATEGORY	A	B	C	D	E
LPV DA	3504-¾ 250 (300-¾)				
LNAV/VNAV DA	3672-1½ 418 (500-1½)				
LNAV MDA	3780-¾ 526 (600-¾)		3780-1½ 526 (600-1½)	3780-1¾ 526 (600-1¾)	
CIRCLING	3780-1½ 498 (500-1½)			3840-2 558 (600-2)	3980-2½ 698 (700-2½)

SC-2, 08 APR 2010 to 06 MAY 2010

VOR LBB 109.2 Chan 29	APP CRS 112°	Rwy Idg N/A TDZE N/A Apt Elev 3282

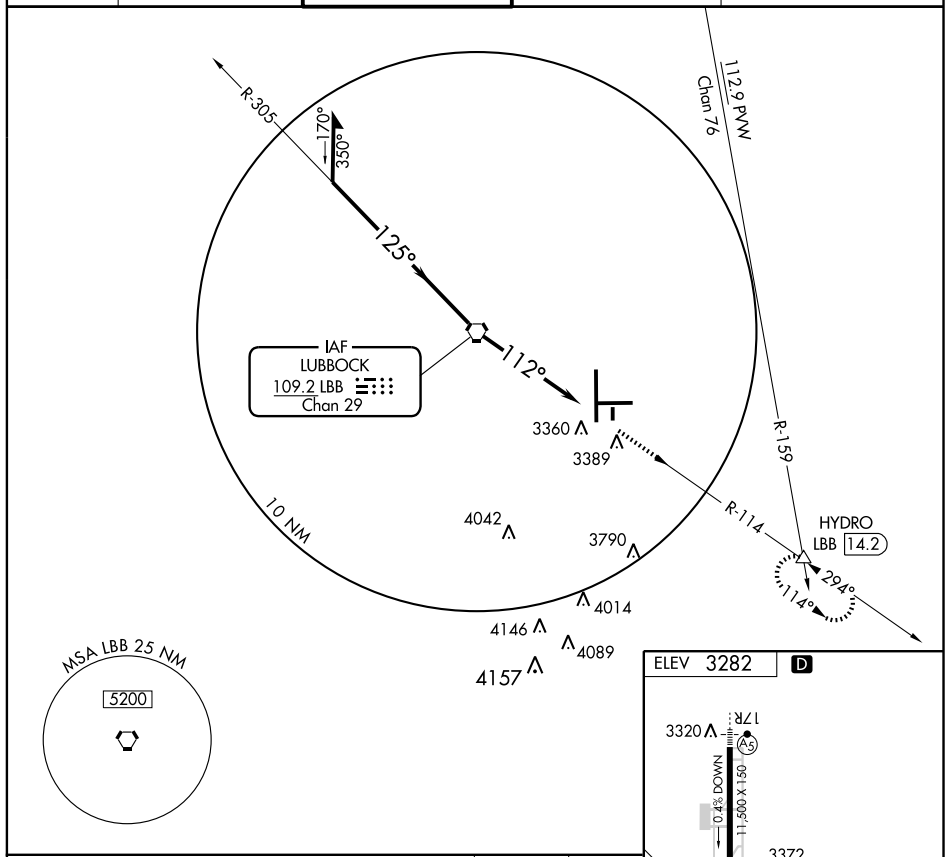
VOR-A

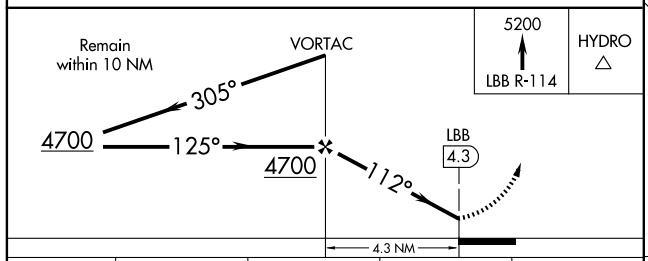
LUBBOCK PRESTON SMITH INTL (LBB)

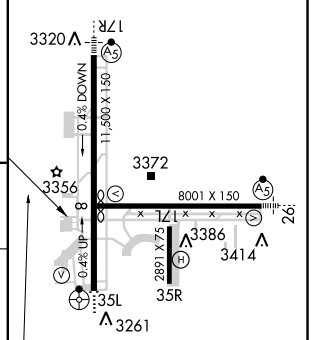
ASR

MISSED APPROACH: Climb to 5200 via LBB R-114 to HYDRO Int and hold.

ATIS	LUBBOCK APP CON	LUBBOCK TOWER	GND CON	CLNC DEL
125.3	119.2 351.8	120.5 239.3	121.9 348.6	125.8 281.55







CATEGORY	A	B	C	D
CIRCLING	3720-1 438 (500-1)	3740-1 458 (500-1)	3740-1½ 458 (500-1½)	3840-2 558 (600-2)

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

SC-2, 08 APR 2010 to 06 MAY 2010

VOR LBB 109.2 Chan 29	APP CRS 282°	Rwy Idg 8001 TDZE 3256 Apt Elev 3282

VOR/DME or TACAN RWY 26

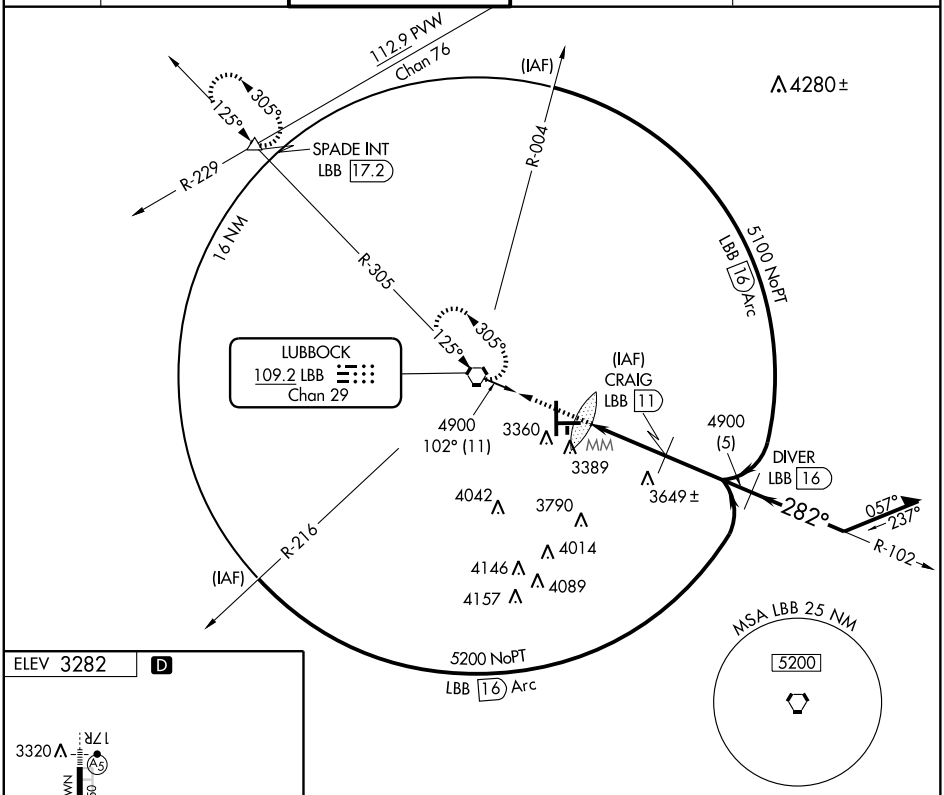
LUBBOCK PRESTON SMITH INTL (LBB)

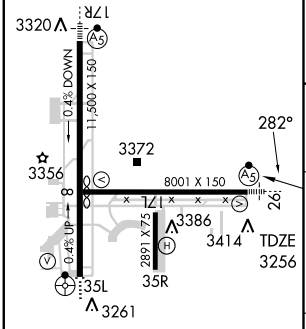
ASR — Inoperative table does not apply.

MALSR

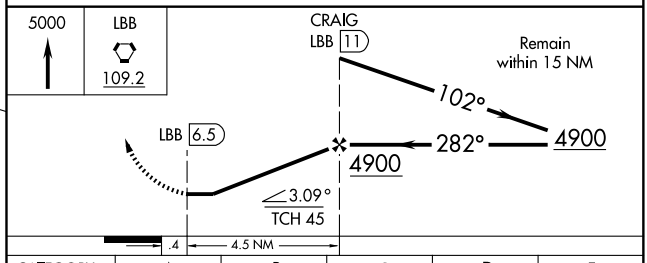
MISSED APPROACH: Climb to 5000 direct LBB VORTAC and hold. (TACAN equipped aircraft continue via R-305 to SPADE and hold. Hold NW, left turns 125° inbound.)

ATIS	LUBBOCK APP CON	LUBBOCK TOWER	GND CON	CLNC DEL
125.3	119.2 351.8	120.5 239.3	121.9 348.6	125.8 281.55





REIL Rwy 8
HIRL Rwys 8-26 and 17R-35L



CATEGORY	A	B	C	D	E
S-26	3680-1 424 (400-1)		3680-1¼ 424 (400-1¼)		3680-1½ 424 (400-1½)
CIRCLING	3720-1 438 (500-1)	3740-1 458 (500-1)	3740-1½ 458 (500-1½)	3840-2 558 (600-2)	3980-2½ 698 (700-2½)

SC-2, 08 APR 2010 to 06 MAY 2010

LOC I-LFK	APP CRS	Rwy Idg	5398
111.3	070°	TDZE	286
		Apt Elev	296

ILS or LOC RWY 7

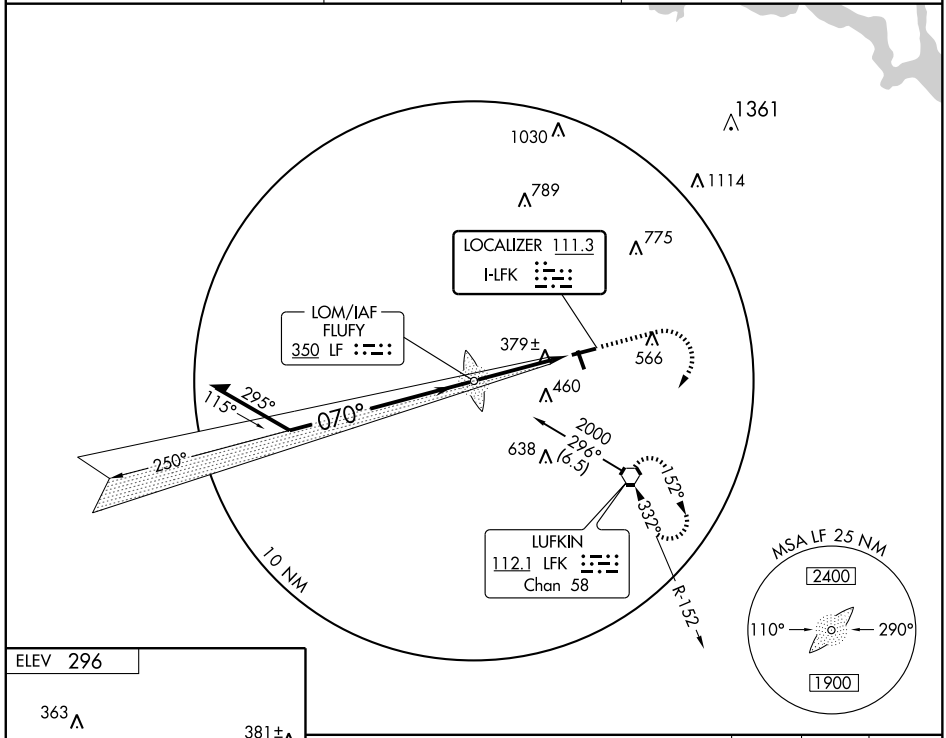
LUFKIN/ANGELINA COUNTY (LFK)

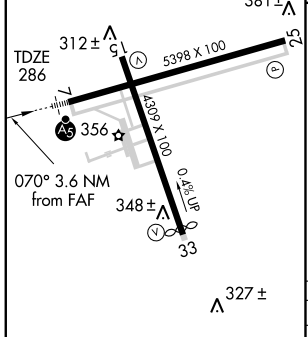
NA Circling NA for Cat D to Rwys 15 and 33. Inoperative table does not apply to S-ILS 7. For inoperative MALSR, increase S-LOC 7 Cats A/B/C visibility to 1. Visibility reduction by helicopters NA.

MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 direct LFK VORTAC and hold.

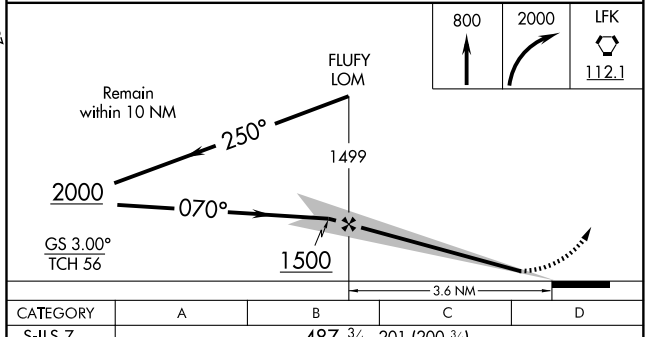
ASOS	HOUSTON CENTER	UNICOM
120.625	125.17 285.57	123.0 (CTAF) L





MIRL Rwys 7-25 and 15-33 L

FAF to MAP 3.6 NM					
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12



CATEGORY	A	B	C	D
S-ILS 7	487-¾ 201 (200-¾)			
S-LOC 7	640-¾ 354 (400-¾)			
CIRCLING	740-1 444 (500-1)	760-1 464 (500-1)	760-1½ 464 (500-1½)	880-2 584 (600-2)

SC-5, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5398
CH 50105	070°	TDZE	286
W07A		Apt Elev	296

RNAV (GPS) RWY 7

LUFKIN/ANGELINA COUNTY (LFK)

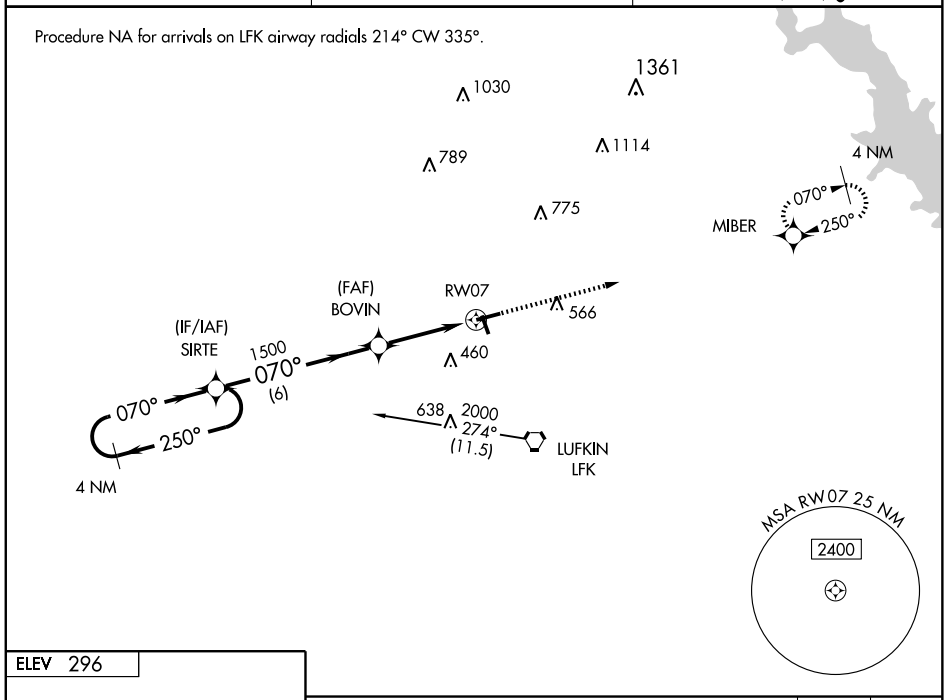
Baro-VNAV NA below -17°C (2°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV Cats A/B/C visibility to 1 and Cat D visibility to 1¼. Circling NA for Cat D to Rwys 15-33. Visibility reduction by helicopters NA.

MALSR

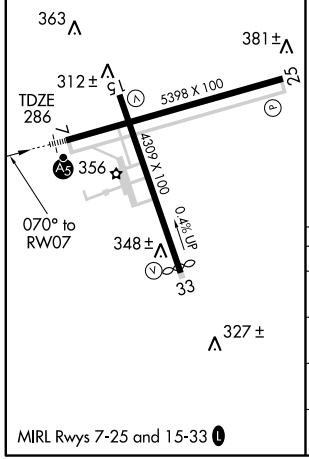
MISSED APPROACH: Climb to 2000 direct MIBER and hold.

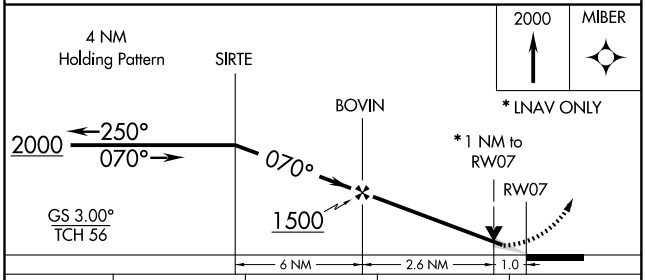
ASOS	HOUSTON CENTER	UNICOM
120.625	125.17 285.57	123.0 (CTAF) L

Procedure NA for arrivals on LFK airway radials 214° CW 335°.



ELEV 296





CATEGORY	A	B	C	D
LPV DA	583-¾ 297 (300-¾)			
LNAV/VNAV DA	654-¾ 368 (400-¾)			
LNAV MDA	660-¾ 374 (400-¾)			660-1 374 (400-1)
CIRCLING	740-1 444 (500-1)	760-1 464 (500-1)	760-1½ 464 (500-1½)	880-2 584 (600-2)

MIRL Rwys 7-25 and 15-33 L

SC-5, 08 APR 2010 to 06 MAY 2010

LUFKIN, TEXAS

AL-870 (FAA)

APP CRS	Rwy Idg	4309
155°	TDZE	289
	Apt Elev	296

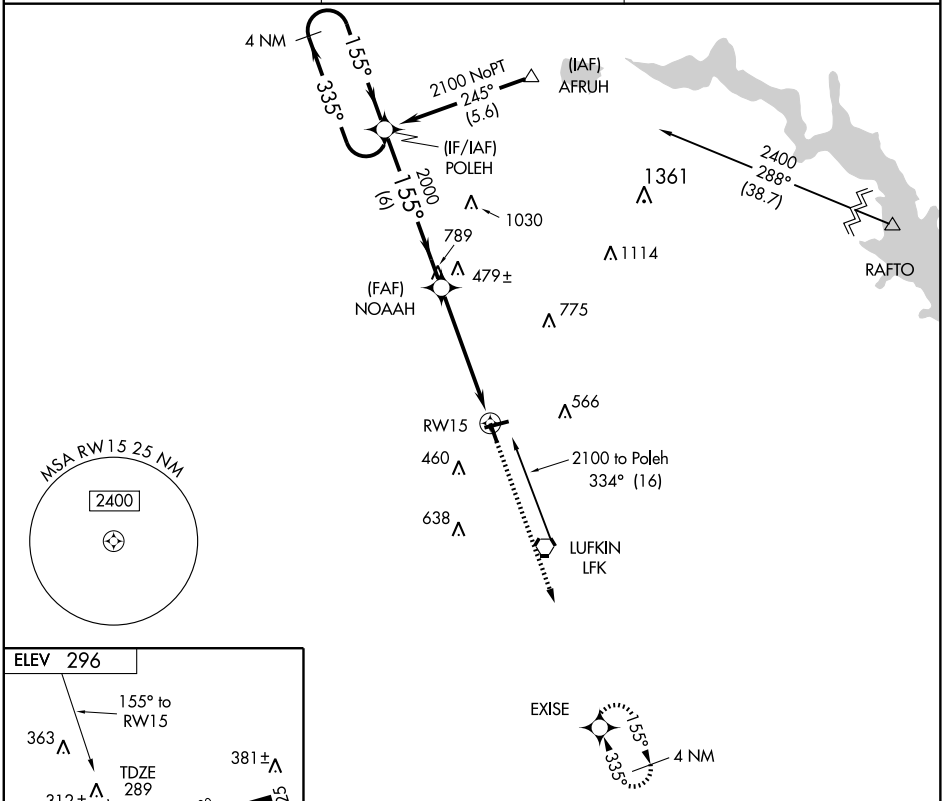
RNAV (GPS) RWY 15

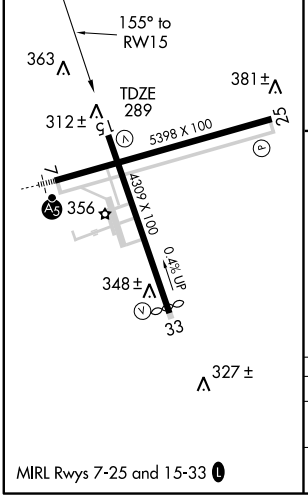
LUFKIN/ANGELINA COUNTY (LFK)

DME/DME RNP-0.3 NA.

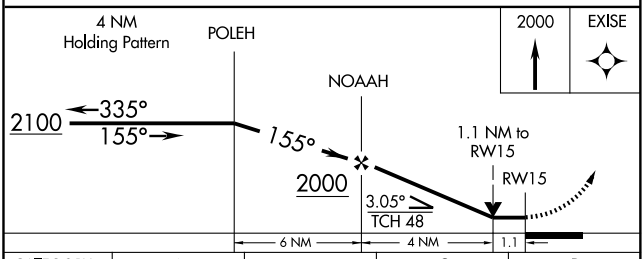
MISSED APPROACH: Climb to 2000 direct EXISE and hold.

ASOS	HOUSTON CENTER	UNICOM
120.625	125.17 285.57	123.0 (CTAF) L





MIRL Rwys 7-25 and 15-33 L



CATEGORY	A	B	C	D
LNAV MDA	700-1 411 (500-1)		700-1¼ 411 (500-1¼)	NA
CIRCLING	740-1 444 (500-1)	760-1 464 (500-1)	760-1½ 464 (500-1½)	NA

SC-5, 08 APR 2010 to 06 MAY 2010

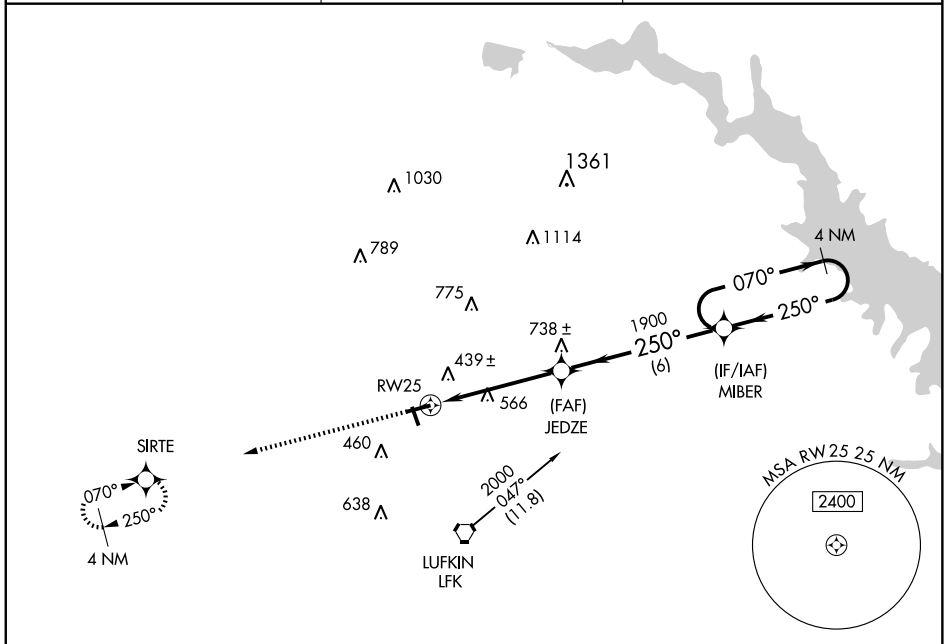
APP CRS	Rwy Idg	5398
250°	TDZE	296
	Apt Elev	296

RNAV (GPS) RWY 25
LUFKIN/ANGELINA COUNTY (LFK)

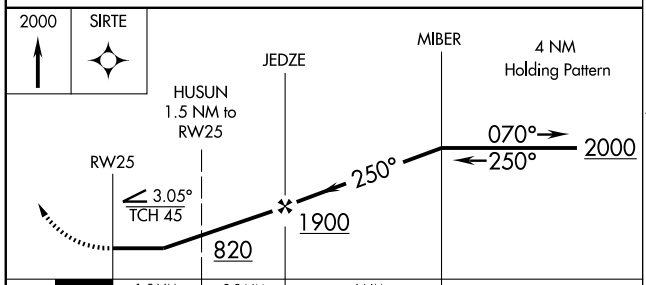
DME/DME RNP- 0.3 NA.
Circling NA for Cat D to Rwys 15-33.

MISSED APPROACH: Climb to 2000 direct SIRTE and hold.

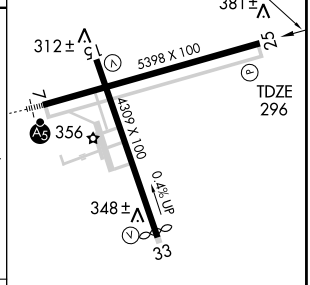
ASOS	HOUSTON CENTER	UNICOM
120.625	125.17 285.57	123.0 (CTAF) L



Procedure NA for arrival on LFK VORTAC airway radials 346 CW 107.



CATEGORY	A	B	C	D
LNAV MDA	660-1 364 (400-1)			660-1¼ 364 (400-1¼)
CIRCLING	740-1 444 (500-1)	760-1 464 (500-1)	760-1½ 464 (500-1½)	880-2 584 (600-2)



MIRL Rwys 7-25 and 15-33 L

SC-5, 08 APR 2010 to 06 MAY 2010

LUFKIN, TEXAS

AL-870 (FAA)

APP CRS	Rwy Idg	4204
335°	TDZE	286
	Apt Elev	296

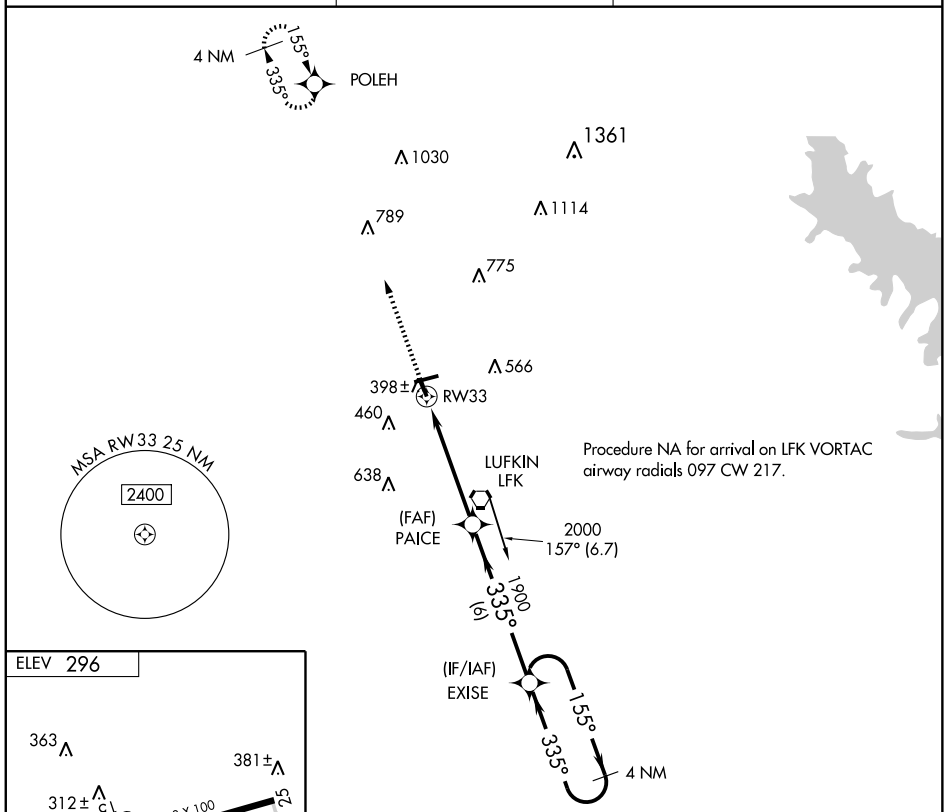
RNAV (GPS) RWY 33

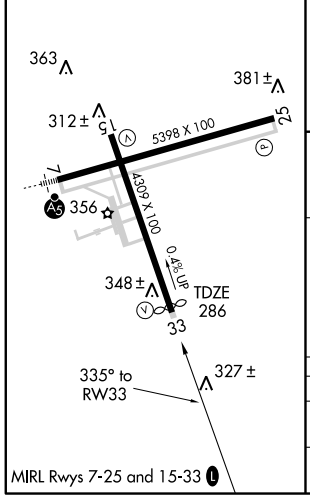
LUFKIN/ ANGELINA COUNTY (LFK)

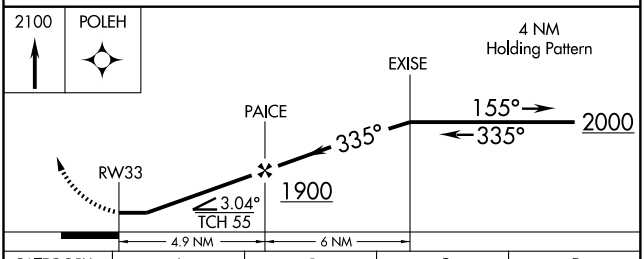
DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2100 direct POLEH and hold.

ASOS	HOUSTON CENTER	UNICOM
120.625	125.17 285.57	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	660-1 374 (400-1)			NA
CIRCLING	740-1 444 (500-1)	760-1 464 (500-1)	760-1½ 464 (500-1½)	NA

SC-5, 08 APR 2010 to 06 MAY 2010

VORTAC LFK 112.1 Chan 58	APP CRS 152°	Rwy Idg 4309 TDZE 289 Apt Elev 296

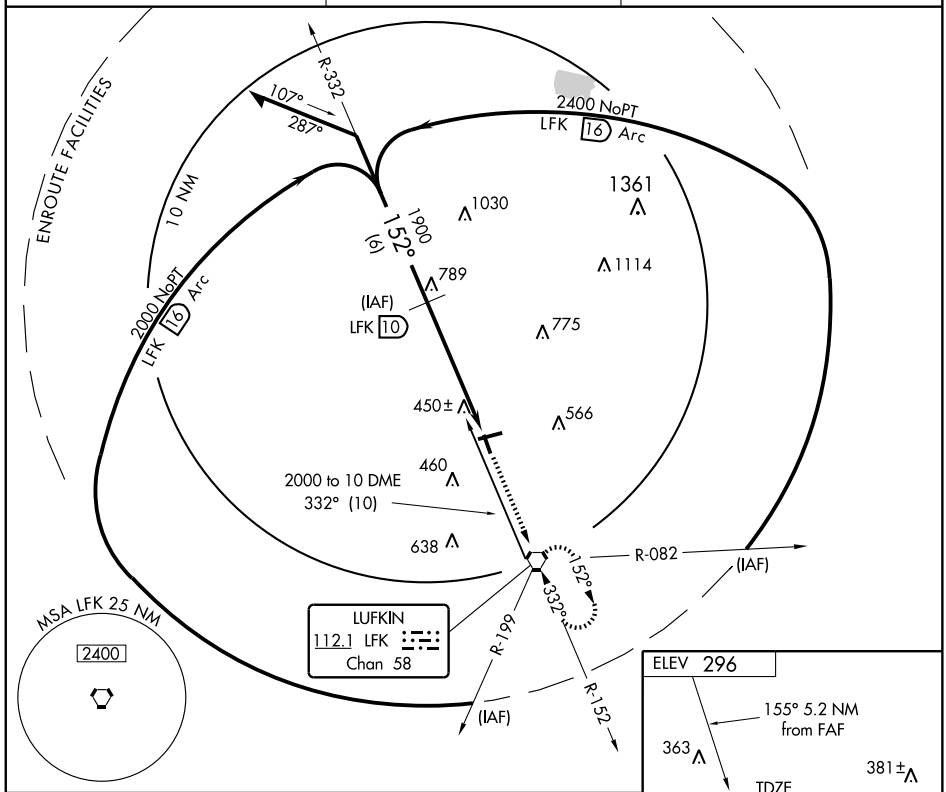
VOR/DME RWY 15

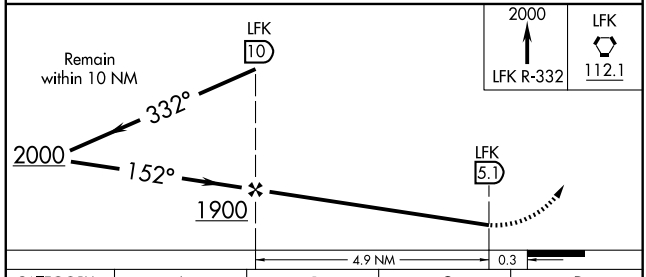
LUFKIN/ANGELINA COUNTY (LFK)

Straight-in minimums NA at night.

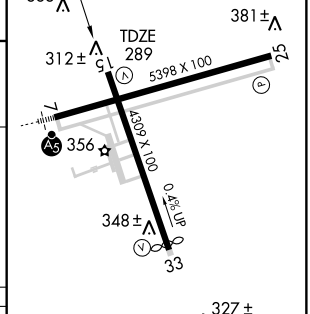
MISSED APPROACH: Climb to 2000 via LFK R-332 to LFK VORTAC and hold.

ASOS	HOUSTON CENTER	UNICOM
120.625	125.17 285.57	123.0 (CTAF) L





2000 LFK R-332	LFK 112.1



CATEGORY	A	B	C	D
S-15	700-1 411 (500-1)		700-1¼ 411 (500-1¼)	NA
CIRCLING	760-1 464 (500-1)		760-1½ 464 (500-1½)	NA

MIRL Rwys 7-25 and 15-33 L

SC-5, 08 APR 2010 to 06 MAY 2010

VORTAC LFK	APP CRS	Rwy Idg	4204
112.1	332°	TDZE	286
Chan 58		Apt Elev	296

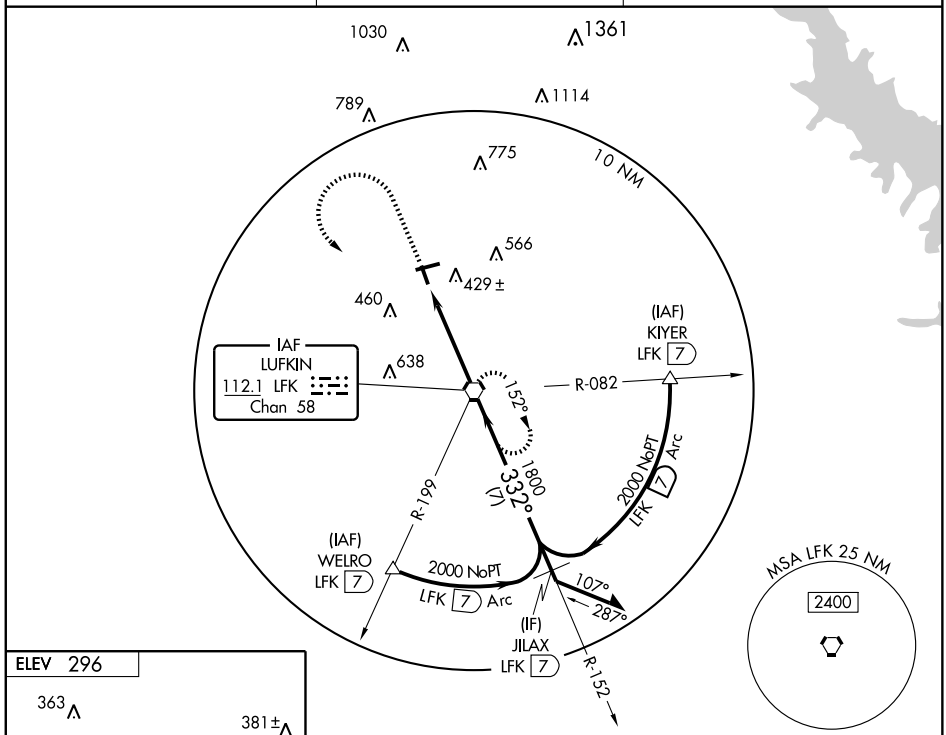
VOR RWY 33

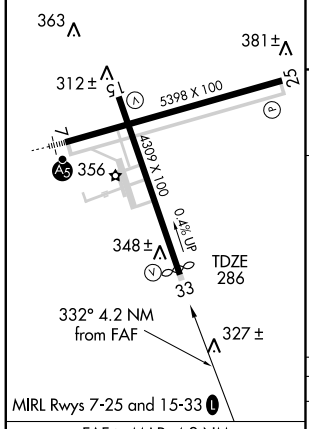
LUFKIN/ANGELINA COUNTY (LFK)

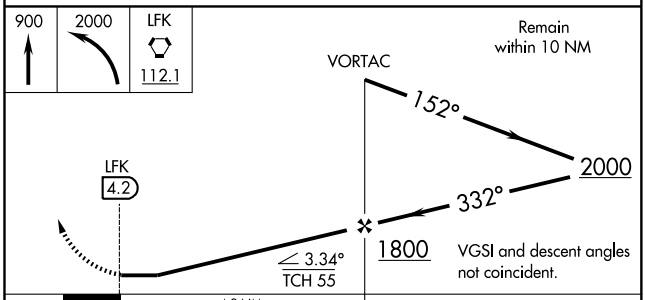
If local altimeter setting not received, use A L Mangham Jr. Rgnl altimeter setting and increase all MDAs 60 feet.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 900 then climbing left turn to 2000 direct LFK VORTAC and hold.

ASOS	HOUSTON CENTER	UNICOM
120.625	125.17 285.57	123.0 (CTAF) L







FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

CATEGORY	A	B	C	D
S-33	680-1 394 (400-1)			680-1¼ 394 (400-1¼)
CIRCLING	760-1 464 (500-1)		760-1½ 464 (500-1½)	880-2 584 (600-2)

SC-5, 08 APR 2010 to 06 MAY 2010

MADISONVILLE, TEXAS AL-6843 (FAA)

APP CRS	Rwy Idg	3202
183°	TDZE	287
	Apt Elev	287

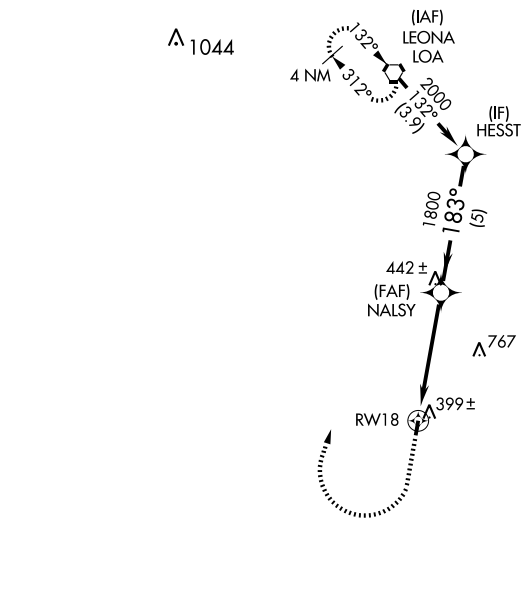
RNAV (GPS) RWY 18

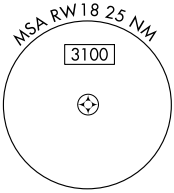
MADISONVILLE MUNI (51R)

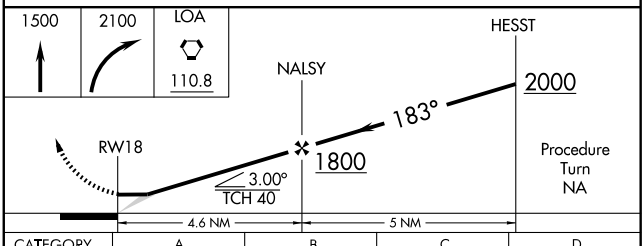
NA Use Huntsville Muni altimeter setting.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1500, then climbing right turn to 2100 direct LOA VORTAC and hold.

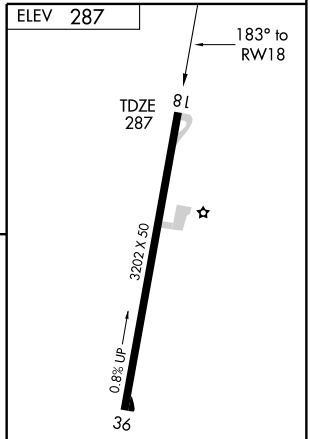
HUNTSVILLE ASOS	HOUSTON CENTER	CTAF
119.425	134.8 269.6	122.9







CATEGORY	A	B	C	D
LNAV MDA	720-1	433 (500-1)	NA	
CIRCLING	780-1	493 (500-1)	NA	



MIRL Rwy 18-36

SC-5, 08 APR 2010 to 06 MAY 2010

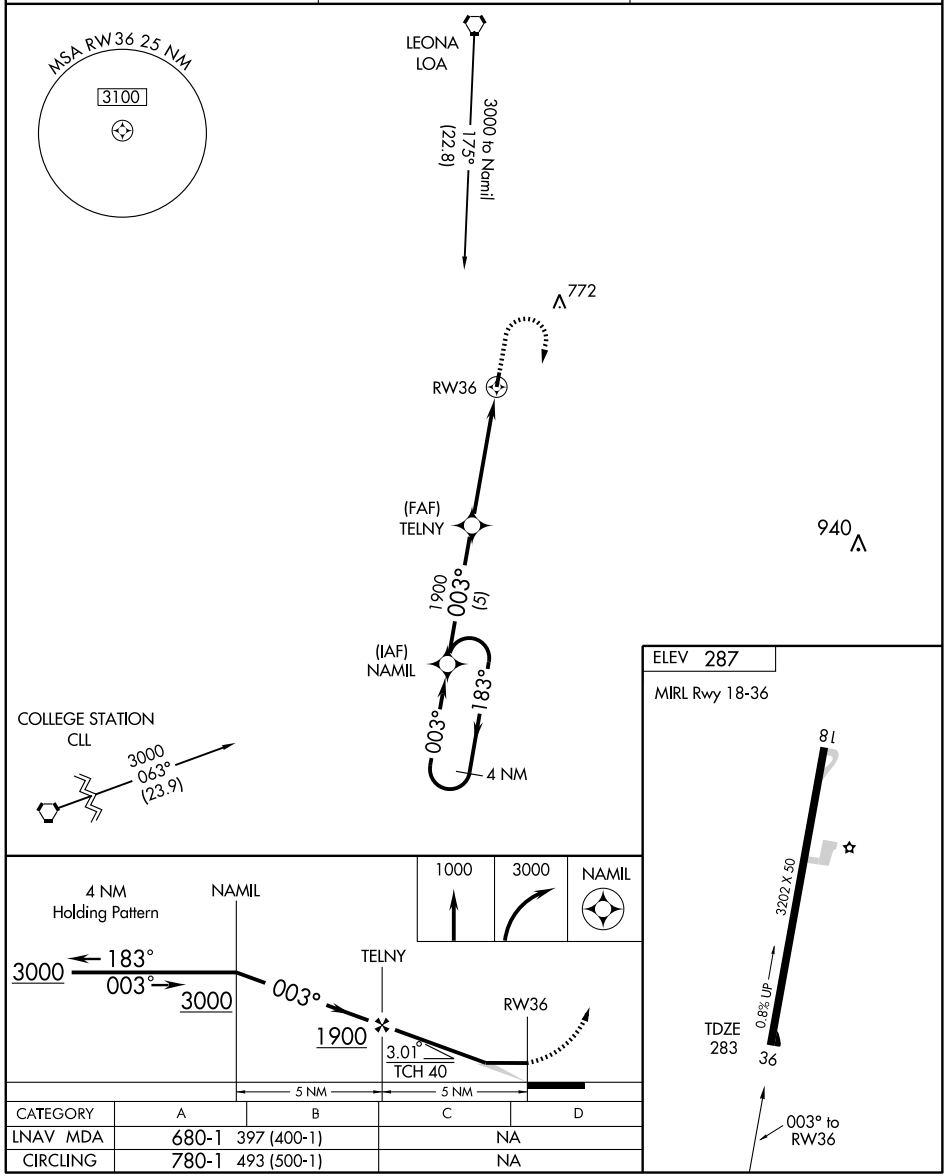
APP CRS	Rwy Idg	3202
003°	TDZE	283
	Apt Elev	287

RNAV (GPS) RWY 36
MADISONVILLE MUNI (51R)

NA — Use Huntsville Muni altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct NAMIL WP and hold.

HUNTSVILLE ASOS	HOUSTON CENTER	CTAF
119.425	134.8 269.6	122.9



CATEGORY	A	B	C	D
LNAV MDA	680-1	397 (400-1)	NA	
CIRCLING	780-1	493 (500-1)	NA	

SC-5, 08 APR 2010 to 06 MAY 2010

VORTAC LOA	APP CRS	Rwy Idg	3202
110.8	168°	TDZE	287
Chan 45		Apt Elev	287

VOR/DME RWY 18

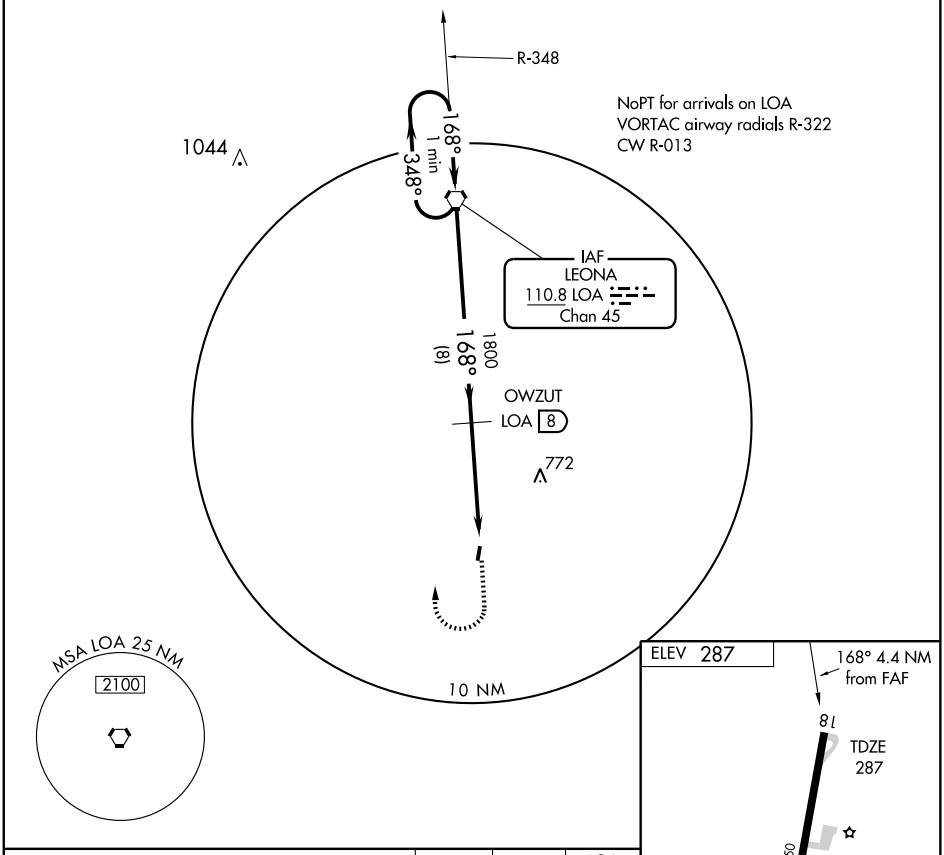
MADISONVILLE MUNI (51R)

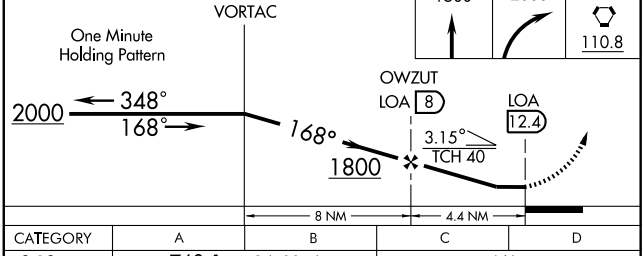
Use Huntsville Muni altimeter setting.

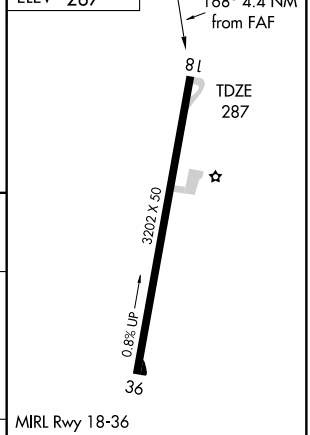
NA

MISSED APPROACH: Climb to 1500, then climbing right turn to 2000 direct LOA VORTAC and hold.

HUNTSVILLE ASOS	HOUSTON CENTER	CTAF
119.425	134.8 269.6	122.9







MIRL Rwy 18-36

CATEGORY	A	B	C	D
S-18	760-1	473 (500-1)	NA	
CIRCLING	780-1	493 (500-1)	NA	

Knots	60	90	120	150	180
Min:Sec					

SC-5, 08 APR 2010 to 06 MAY 2010

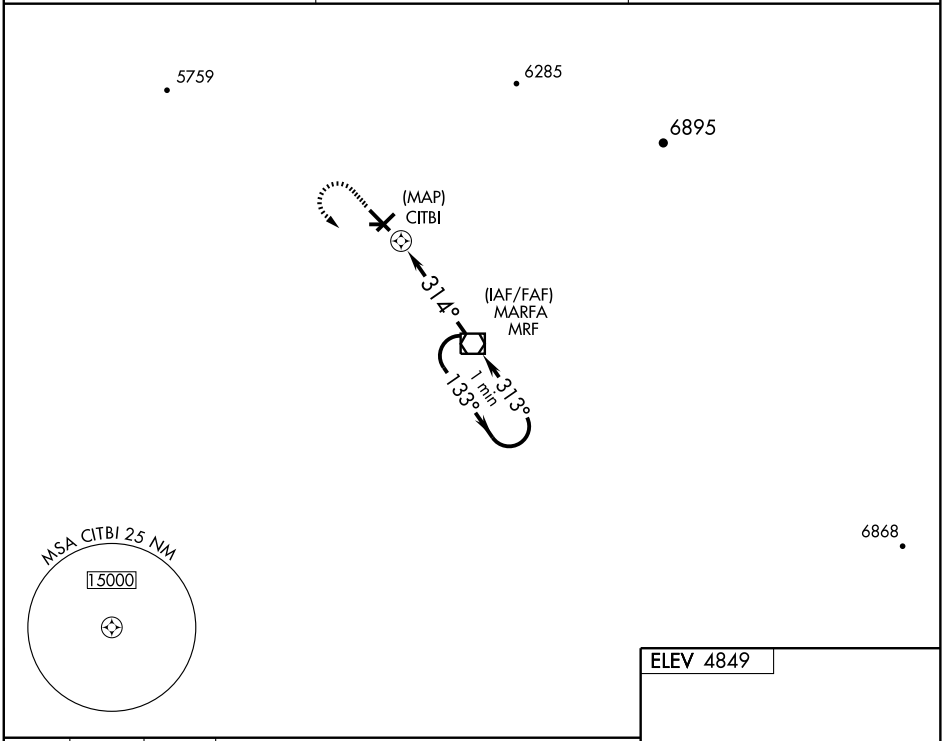
APP CRS	Rwy Idg	6214
314°	TDZE	4840
	Apt Elev	4849

GPS RWY 30
MARFA MUNI (MRF)

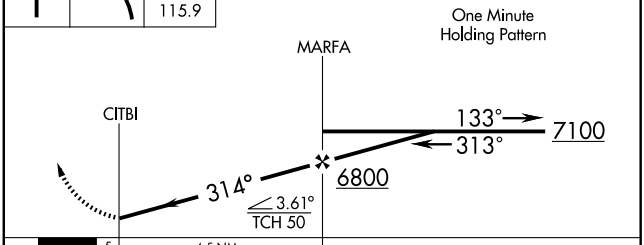
▼ If local altimeter setting not received, procedure not authorized.
▲ NA

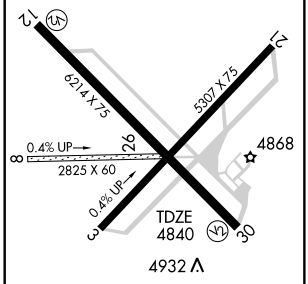
MISSED APPROACH: Climb to 5500 then climbing left turn to 7100 direct MRF VOR/DME and hold.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
134.025	135.875 292.15	122.8 (CTAF) L



5500	7100	MRF
↑	↰	⬡ 115.9





CATEGORY	A	B	C	D
S-30	5200-1 360 (400-1)			5200-1¼ 360 (400-1¼)
CIRCLING	5260-1 411 (500-1)	5300-1 451 (500-1)	5300-1½ 451 (500-1½)	5400-2 551 (600-2)

MIRL Rwy 12-30 L

SC-3, 08 APR 2010 to 06 MAY 2010

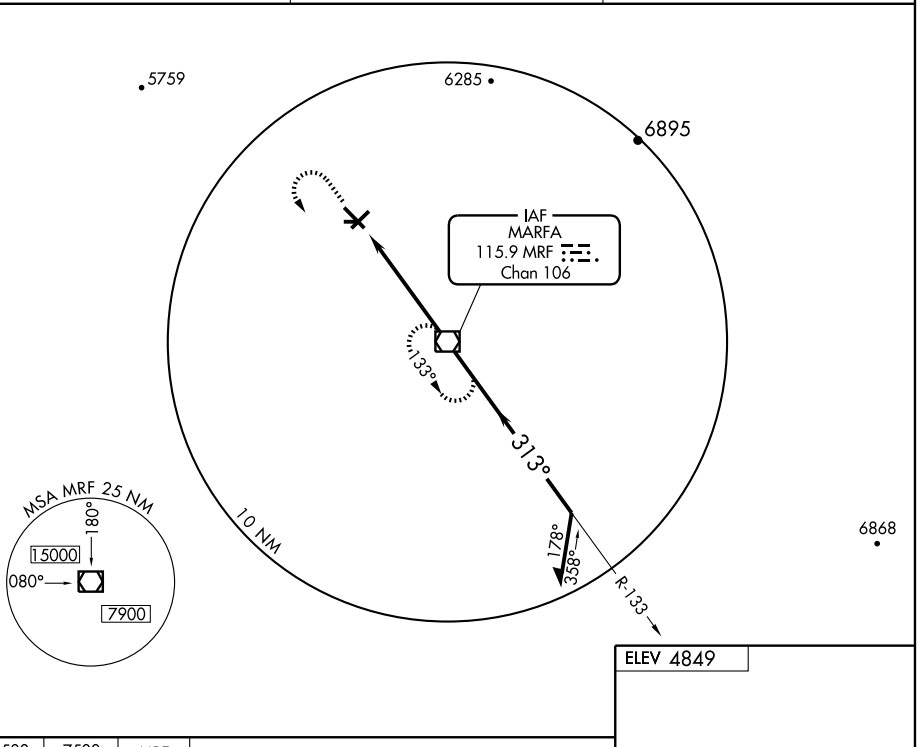
VOR/DME MRF	APP CRS	Rwy Idg	6214
115.9	313°	TDZE	4840
Chan 106		Apt Elev	4849

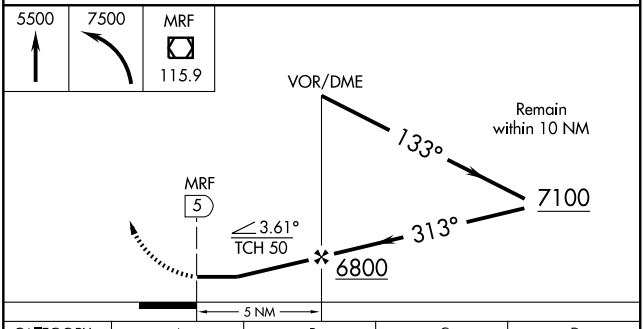
VOR RWY 30
MARFA MUNI (MRF)

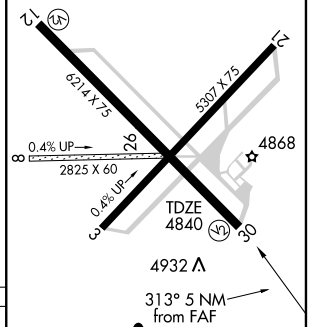
▼ If local altimeter setting not received, procedure not authorized.
▲ NA

MISSED APPROACH: Climb to 5500 then climbing left turn to 7500 direct MRF VOR/DME and hold.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
134.025	135.875 292.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-30	5200-1 360 (400-1)			5200-1¼ 360 (400-1¼)
CIRCLING	5260-1 411 (500-1)	5300-1 451 (500-1)	5300-1½ 451 (500-1½)	5400-2 551 (600-2)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SC-3. 08 APR 2010 to 06 MAY 2010

VOR ACT	APP CRS	Rwy Idg	N/A
115.3	123°	TDZE	N/A
Chan 100		Apt Elev	411

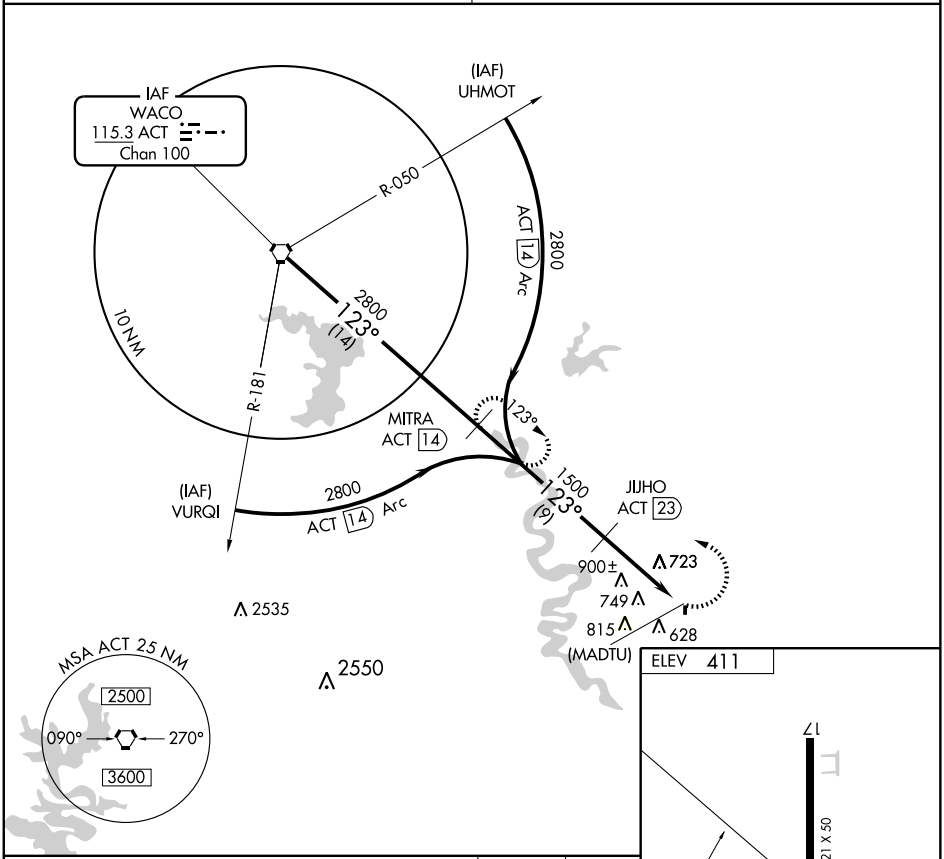
VOR/DME or GPS-A

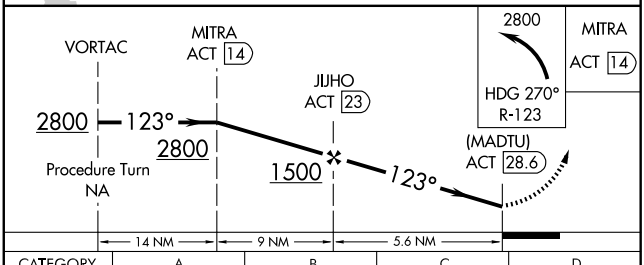
MARLIN (T15)

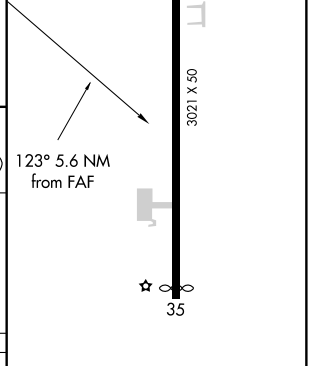
⚠ NA Use Waco Rgnl altimeter setting.

MISSED APPROACH: Climbing left turn to 2800 via heading 270° and R-123 to MITRA/14 DME and hold.

WACO APP CON ★	CTAF
127.65 352.0	120.0







CATEGORY	A	B	C	D
CIRCLING	1280-1 869 (900-1)	1280-1¼ 869 (900-1¼)	NA	

LIRL Rwy 17-35

SC-5, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5000
330°	TDZE	346
	Apt Elev	356

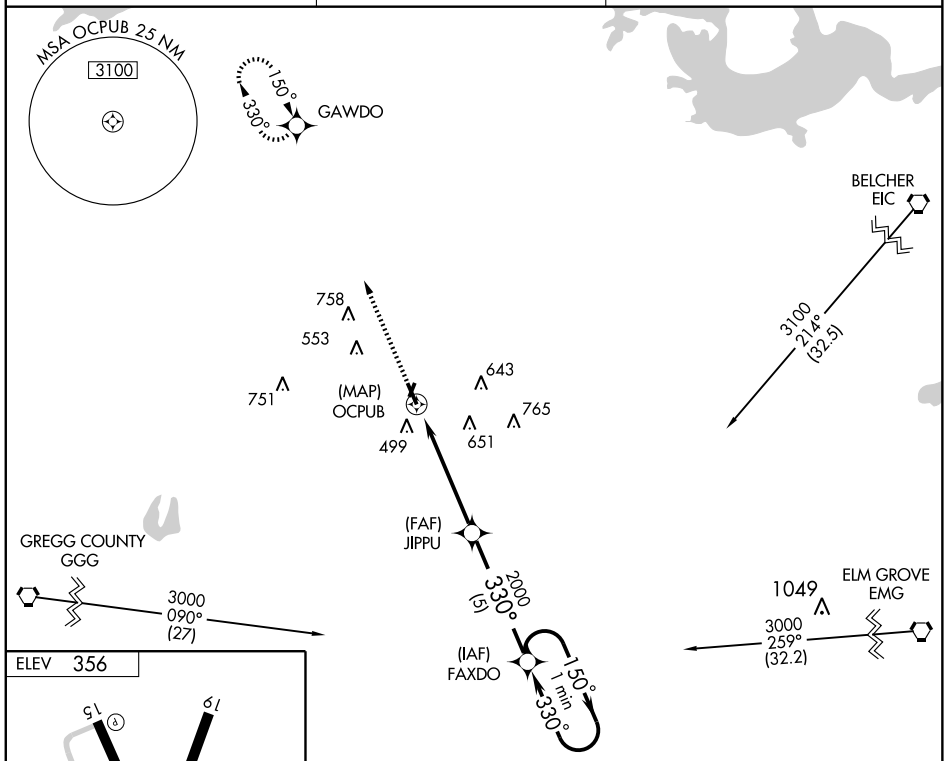
GPS RWY 33

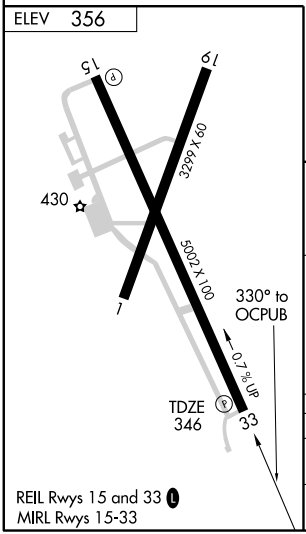
MARSHALL/ HARRISON COUNTY (ASL)

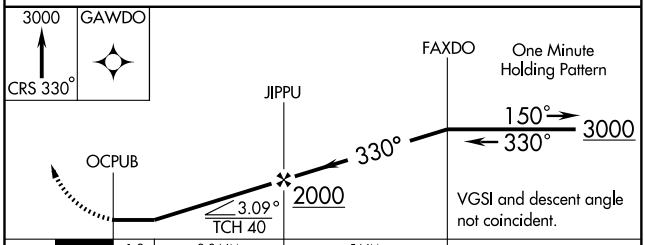
NA

MISSED APPROACH: Climb to 3000 via 330° course to GAWDO and hold.

AWOS-3	SHREVEPORT APP CON ★	UNICOM
118.675	119.9 335.55	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-33	780-1 434 (500-1)		780-1¼ 434 (500-1¼)	NA
CIRCLING	900-1 544 (600-1)		900-1½ 544 (600-1½)	NA

SC-2, 08 APR 2010 to 06 MAY 2010

VORTAC GGG	APP CRS	Rwy Idg	N/A
112.3	068°	TDZE	N/A
Chan 70		Apt Elev	356

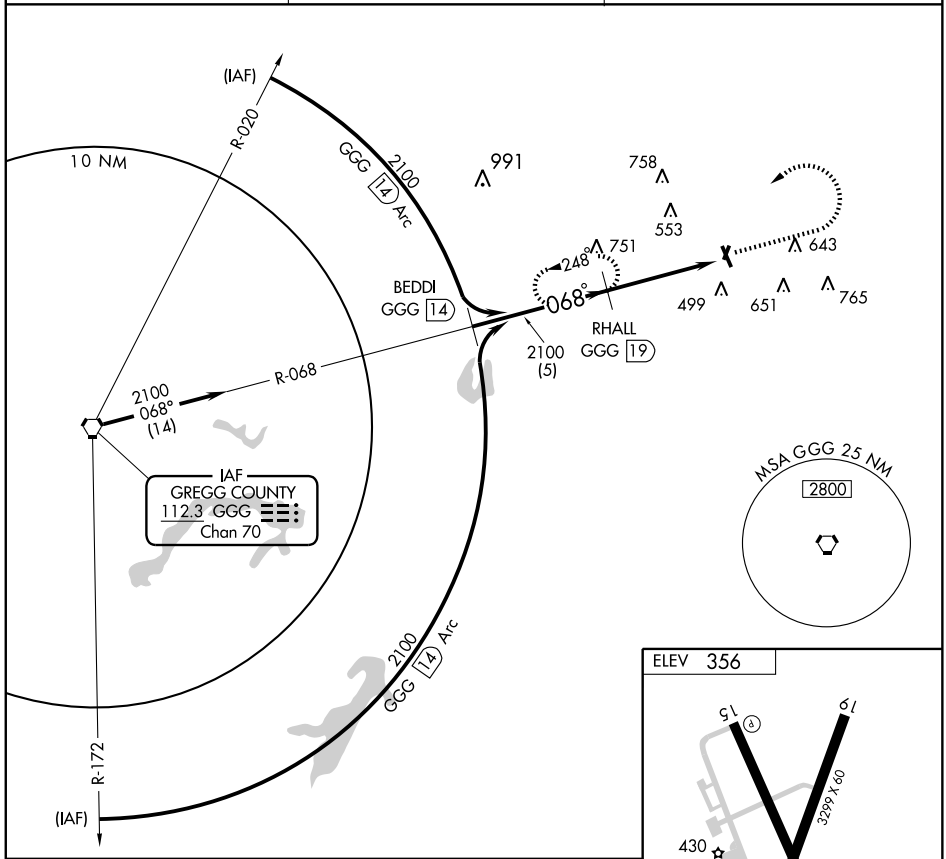
VOR/DME-A

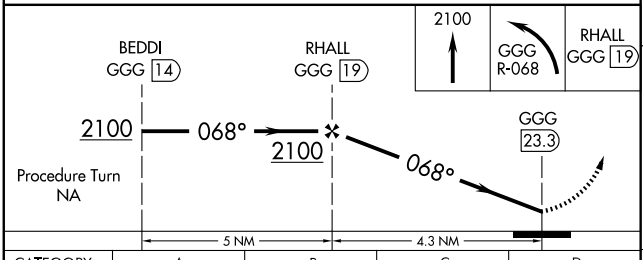
MARSHALL/ HARRISON COUNTY (ASL)

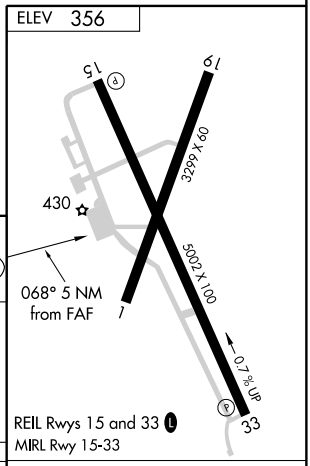
NA

MISSED APPROACH: Climb to 2100 then left turn via GGG R-068 to RHALL/GGG 19 DME and hold.

AWOS-3	SHREVEPORT APP CON ★	UNICOM
118.675	119.9 335.55	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1300-1¼ 944 (1000-1¼)		NA	

Knots	60	90	120	150	180
Min:Sec					

SC-2, 08 APR 2010 to 06 MAY 2010

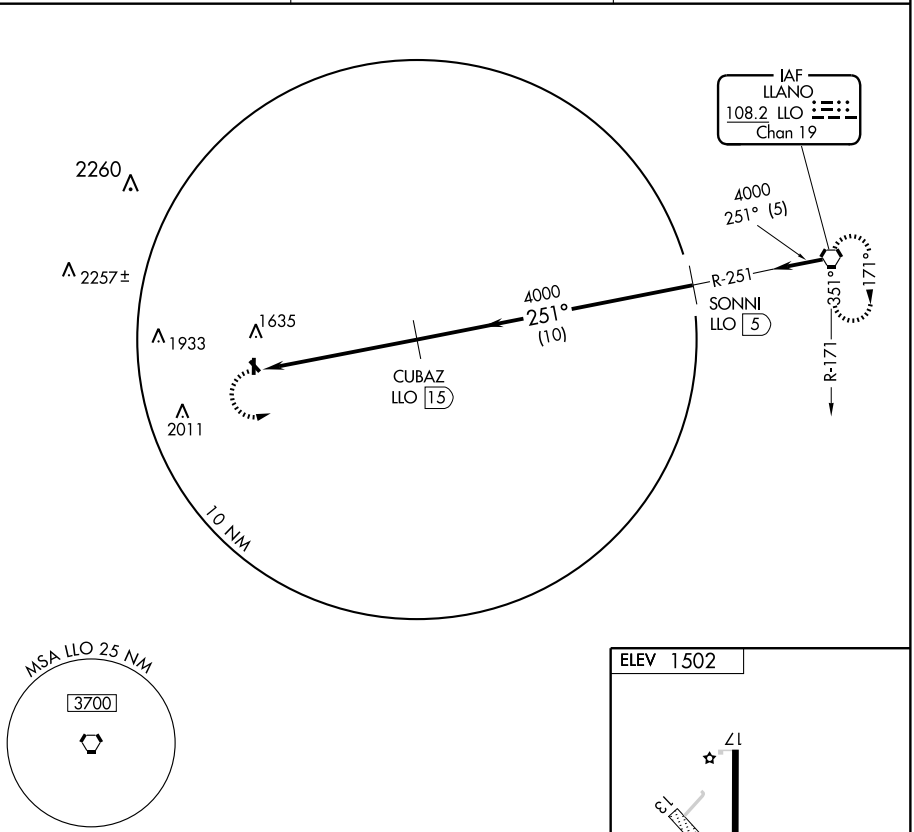
VORTAC LLO 108.2 Chan 19	APP CRS 251°	Rwy Idg N/A TDZE N/A Apt Elev 1502

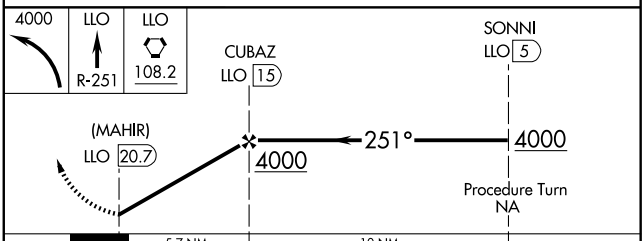
VOR/DME or GPS-A
MASON COUNTY (T92)

Use Curtis Field altimeter setting.
NA

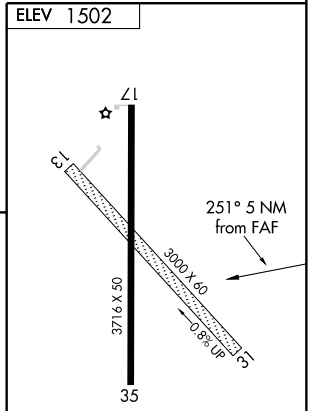
MISSED APPROACH: Climbing left turn to 4000. Return to LLO VORTAC via R-251 and hold.

HOUSTON CENTER	CTAF	
132.35 317.5	122.9	123.3 L





CATEGORY	A	B	C	D
CIRCLING	2100-1 598 (600-1)	2100-1¼ 598 (600-1¼)	2100-1½ 598 (600-1½)	NA



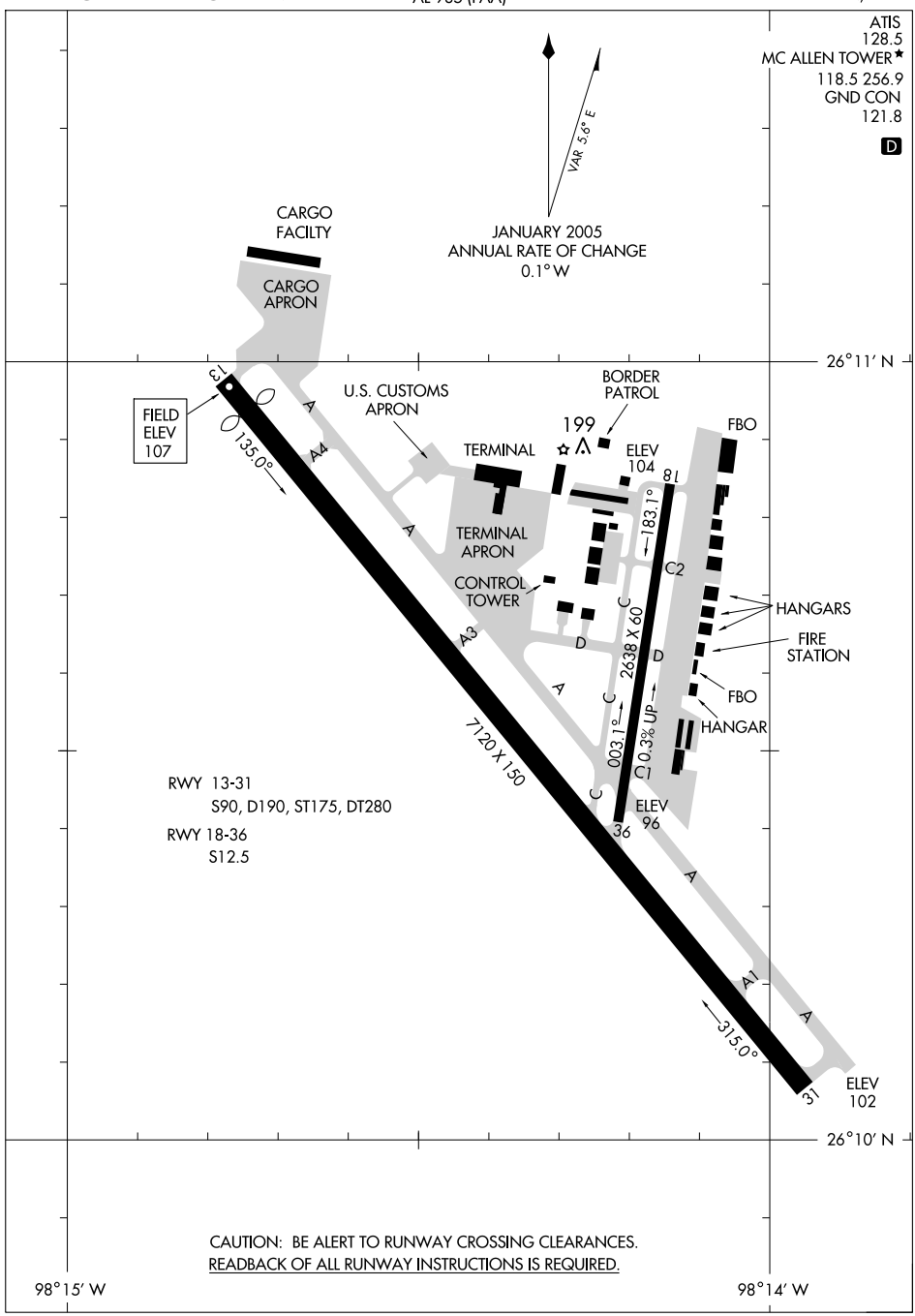
LIRL Rwy 17-35 L

SC-3, 08 APR 2010 to 06 MAY 2010

AIRPORT DIAGRAM

AL-985 (FAA)

MC ALLEN MILLER INTL (MFE)
MC ALLEN, TEXAS



LOC I-MFE	APP CRS	Rwy Idg	6983
111.7	134°	TDZE	107
Chan 54		Apt Elev	107

ILS or LOC RWY 13

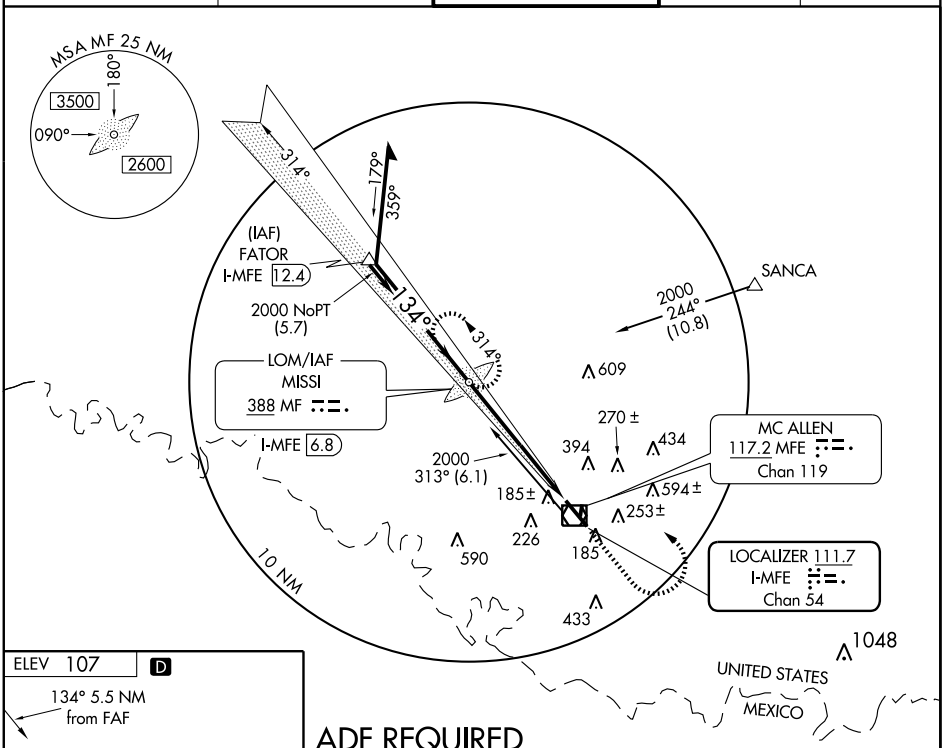
MC ALLEN MILLER INTL (MFE)

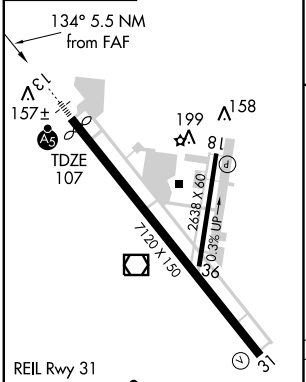
Circling not authorized Northeast of Rwy 13-31. ADF required.

MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2000 direct to MISSI LOM and hold.

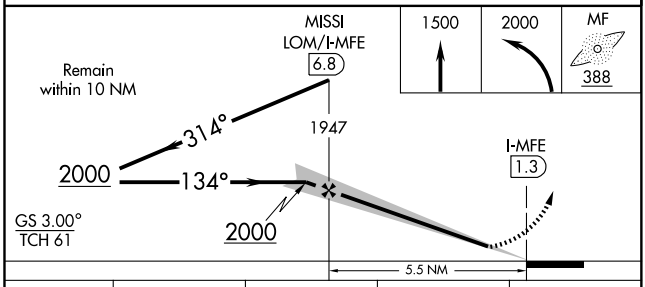
ATIS	VALLEY APP CON	MC ALLEN TOWER★	GND CON	UNICOM
128.5	121.0 377.2	118.5 (CTAF) L 256.9	121.8	122.95





FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

ADF REQUIRED



CATEGORY	A	B	C	D
S-ILS 13	307-½ 200 (200-½)			
S-LOC 13	540-½ 433 (500-½)		540-¾ 433 (500-¾)	540-1 433 (500-1)
CIRCLING	580-1 473 (500-1)		580-1½ 473 (500-1½)	660-2 553 (600-2)

SC-3. 08 APR 2010 to 06 MAY 2010

MC ALLEN, TEXAS

AL-985 (FAA)

LOC/DME I-LLM	APP CRS	Rwy Idg	7120
111.7	315°	TDZE	102
Ch 54		Apt Elev	107

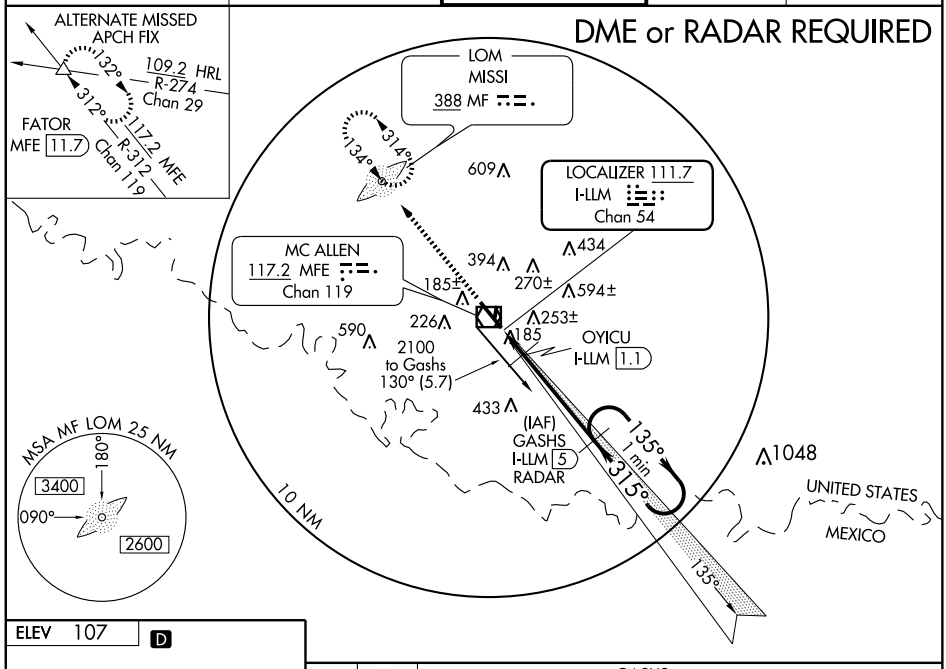
ILS or LOC RWY 31

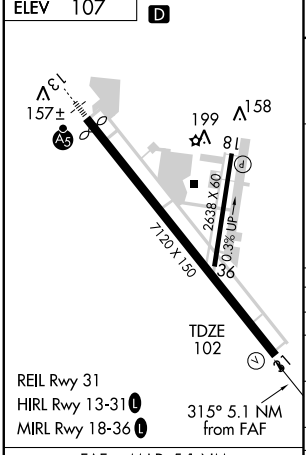
MC ALLEN MILLER INTL (MFE)

Circling NA northest of Rwys 13 and 31. Visibility reduction by helicopters NA. ADF and DME or Radar required. OYICU DME minimums NA when using Valley Intl altimeter. When local altimeter setting not received, use Valley Intl altimeter setting and increase all DA 83 feet and all MDA 100 feet, S-ILS 31 all Cats visibility ¼ mile, S-LOC 31 Cat C visibility ¼ and Cat D ½ mile.

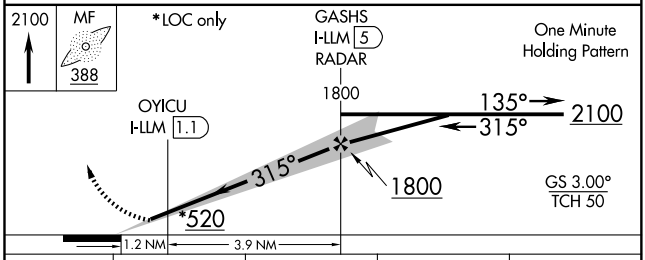
MISSED APPROACH: Climb to 2100 direct MF LOM and hold

ATIS	VALLEY APP CON	MC ALLEN TOWER *	GND CON	UNICOM
128.5	121.0 377.2	118.5 (CTAF) L 256.9	121.8	122.95





FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



CATEGORY	A	B	C	D
S-ILS 31	302-¾ 200 (200-¾)			
S-LOC 31	520-1 418 (500-1)		520-1¼ 418 (500-1¼)	
CIRCLING	580-1 473 (500-1)		580-1½ 473 (500-1½)	660-2 553 (600-2)
OYICU DME MINIMUMS				
S-LOC 31	440-1 338 (400-1)			
CIRCLING	580-1 473 (500-1)		580-1½ 473 (500-1½)	660-2 553 (600-2)

SC-3, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS		
CH 78400 W13A	134°	Rwy Idg	6983
		TDZE	107
		Apt Elev	107

RNAV (GPS) RWY 13

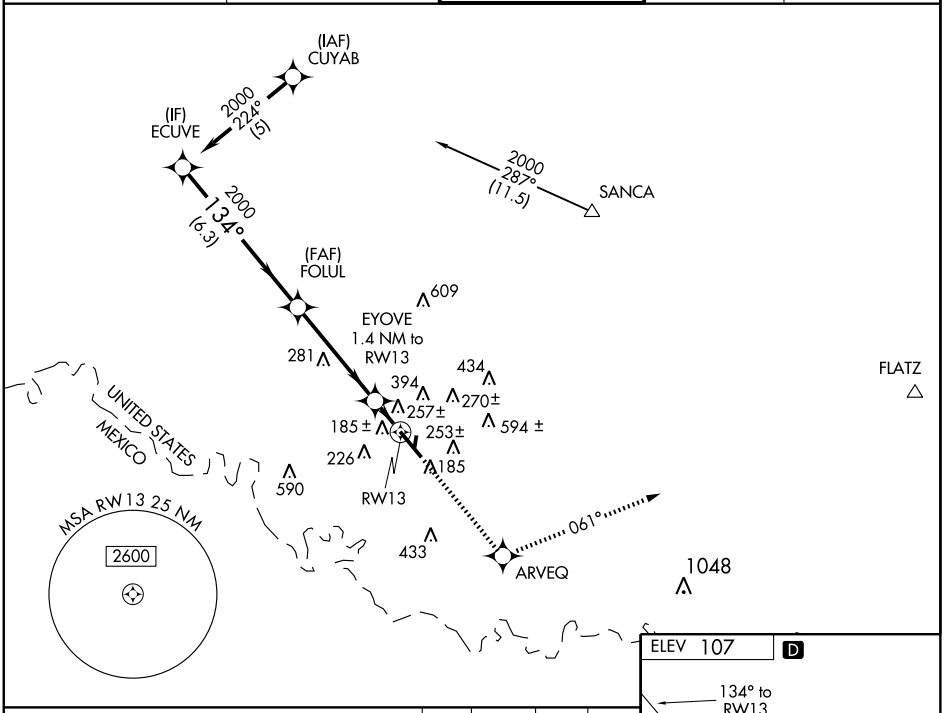
MC ALLEN MILLER INTL (MFE)

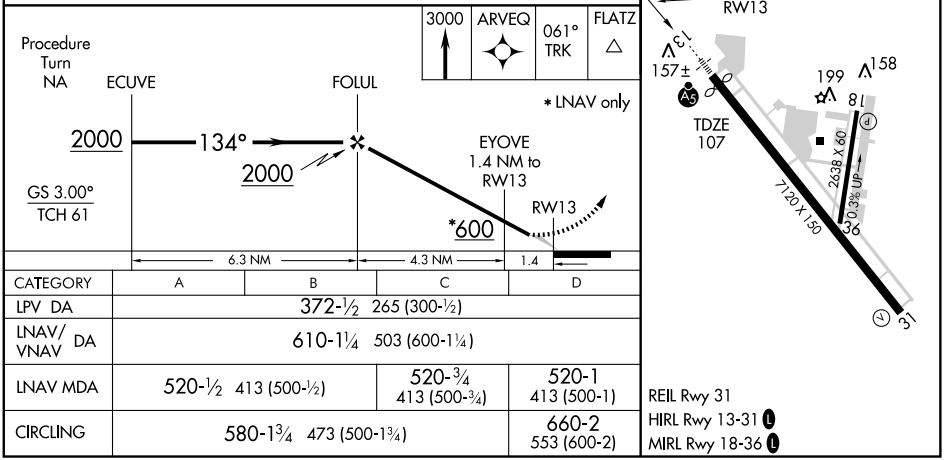
DME/DME RNP-0.3 NA. Circling not authorized northeast of Rwy 13-31. For inoperative MALSR, increase LPV all Cats visibility to ¾ and LNAV Cat D visibility to 1¼. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F).

MALSR

MISSED APPROACH: Climb to 3000 direct ARVEQ and via 061° track to FLATZ.

ATIS	VALLEY APP CON	MC ALLEN TOWER ★	GND CON	UNICOM
128.5	121.0 377.2	118.5 (CTAF) L 256.9	121.8	122.95





CATEGORY	A	B	C	D
LPV DA	372-½ 265 (300-½)			
LNAV/VNAV DA	610-1¼ 503 (600-1¼)			
LNAV MDA	520-½ 413 (500-½)		520-¾ 413 (500-¾)	520-1 413 (500-1)
CIRCLING	580-1¾ 473 (500-1¾)			660-2 553 (600-2)

REIL Rwy 31
HIRL Rwy 13-31 L
MIRL Rwy 18-36 L

MC ALLEN, TEXAS

AL-985 (FAA)

WAAS CH 78001 W31A	APP CRS 314°	Rwy Idg 7120 TDZE 102 Apt Elev 107

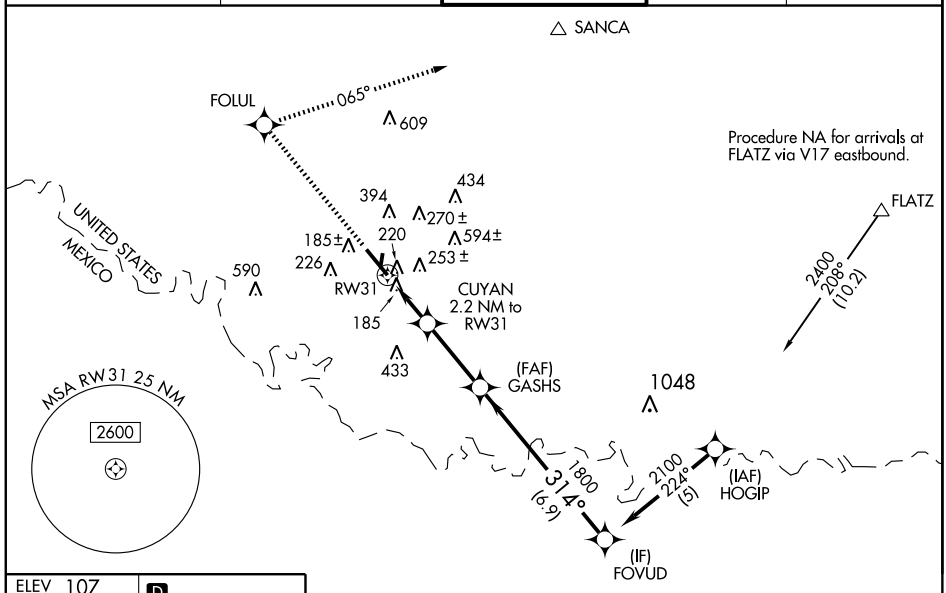
RNAV (GPS) RWY 31

MC ALLEN MILLER INTL (MFE)

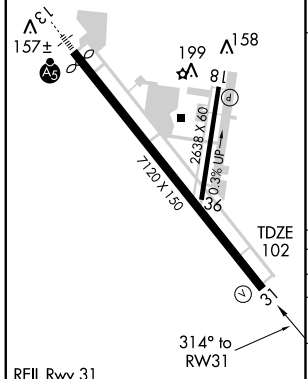
DME/DME RNP-0.3 NA. Circling NA northeast of Rwy 13-31. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV NA when using Valley Intl altimeter setting. When local altimeter setting not received, use Valley Intl altimeter setting and increase all DA 83 feet and all MDA 100 feet, LPV and LNAV/VNAV all Cats visibility ½ mile, LNAV Cats C and D visibility ¼ mile. VDP NA when using Valley Intl altimeter setting.

MISSED APPROACH: Climb to 2000 direct FOLUL and right turn via 065° track to SANCA.

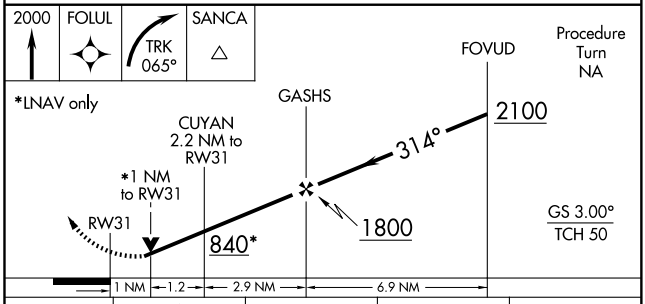
ATIS	VALLEY APP CON	MC ALLEN TOWER *	GND CON	UNICOM
128.5	121.0 377.2	118.5 (CTAF) L 256.9	121.8	122.95



ELEV 107 D



REIL Rwy 31
HIRL Rwy 13-31 L
MIRL Rwy 18-36 L



CATEGORY	A	B	C	D
LPV DA	424-1 322 (400-1)			
LNAV/VNAV DA	562-1½ 460 (500-1½)			
LNAV MDA	480-1 378 (400-1)			480-1¼ 378 (400-1¼)
CIRCLING	580-1 473 (500-1)		580-1½ 473 (500-1½)	660-2 553 (600-2)

SC-3, 08 APR 2010 to 06 MAY 2010

VOR/DME MFE	APP CRS	Rwy Idg	6983
117.2	134°	TDZE	107
Chan 119		Apt Elev	107

VOR RWY 13

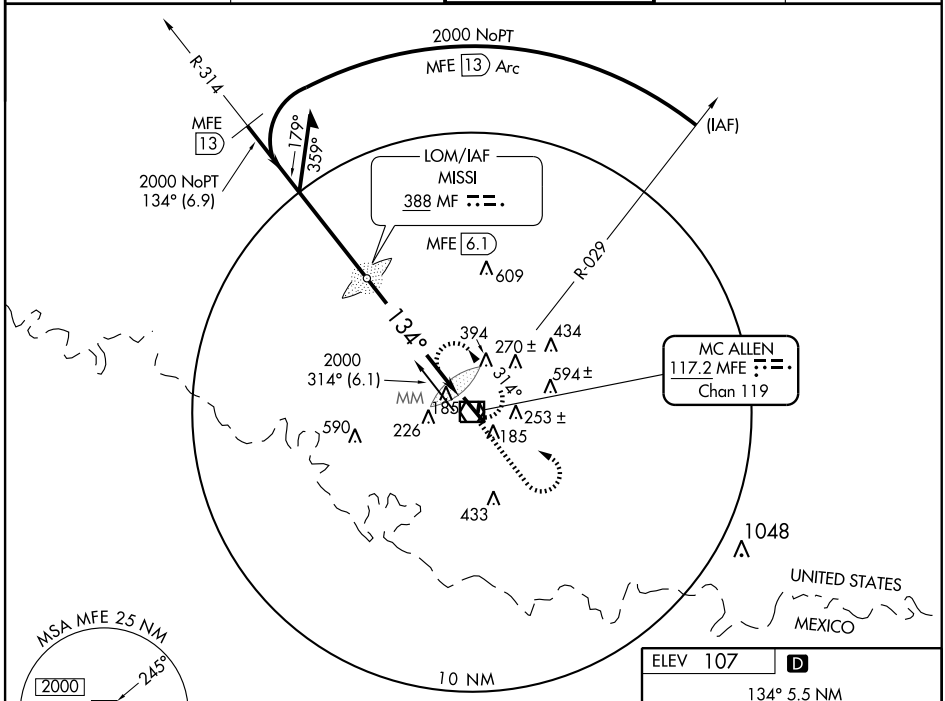
MC ALLEN MILLER INTL (MFE)

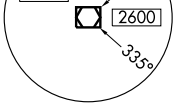
Circling not authorized Northeast of Rwy 13-31.

MALSR

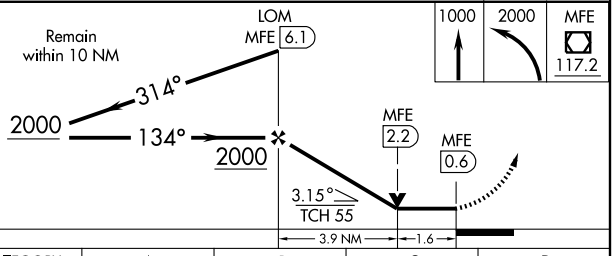
MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct MFE VOR/DME and hold.

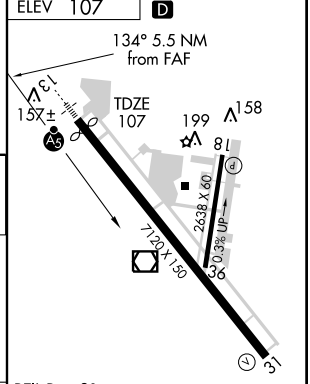
ATIS	VALLEY APP CON	MC ALLEN TOWER★	GND CON	UNICOM
128.5	121.0 377.2	118.5 (CTAF) L 256.9	121.8	122.95





ADF or DME REQUIRED





REIL Rwy 31
HIRL Rwy 13-31 L
MIRL Rwy 18-36 L

CATEGORY	A	B	C	D
S-13	600-½ 493 (500-½)		600-¾ 493 (500-¾)	600-1 493 (500-1)
CIRCLING	600-1 493 (500-1)		600-1½ 493 (500-1½)	660-2 553 (600-2)

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SC-3, 08 APR 2010 to 06 MAY 2010

VOR/DME MFE	APP CRS	Rwy Idg	7120
117.2	305°	TDZE	102
Chan 119		Apt Elev	107

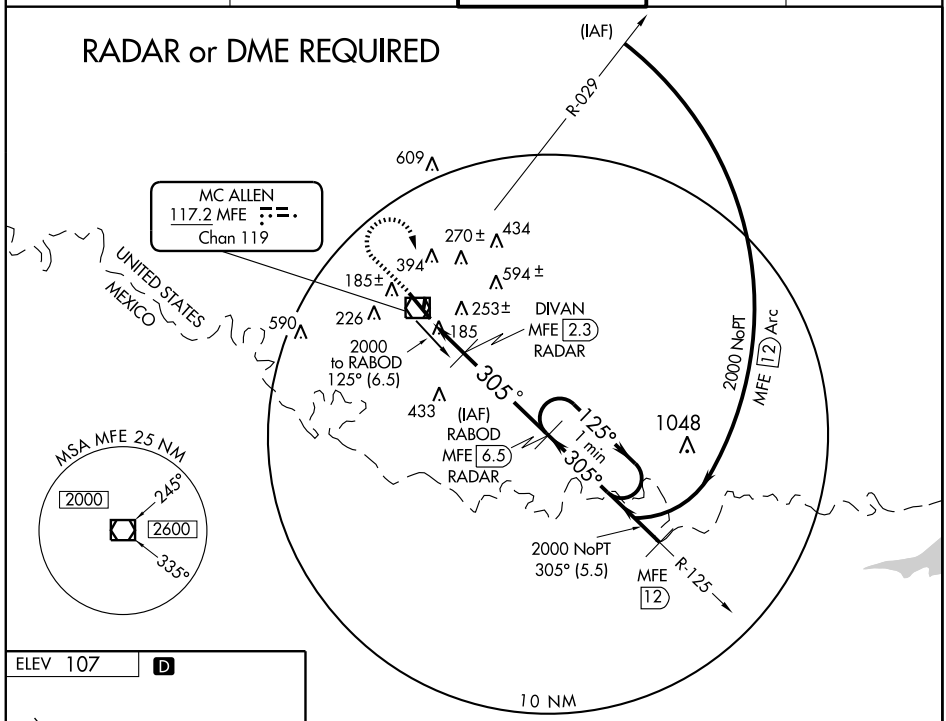
VOR RWY 31

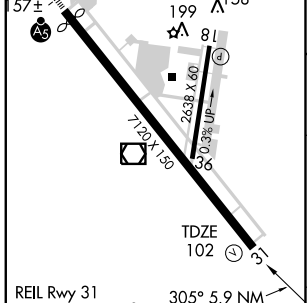
MC ALLEN MILLER INTL (MFE)

Circling not authorized Northeast of Rwy 13-31.

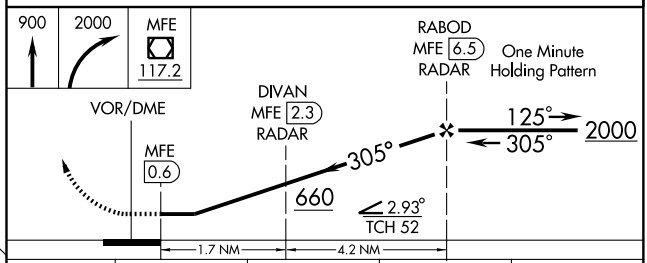
MISSED APPROACH: Climb to 900 then climbing right turn to 2000 direct MFE VOR/DME.

ATIS	VALLEY APP CON	MC ALLEN TOWER*	GND CON	UNICOM
128.5	121.0 377.2	118.5 (CTAF) L 256.9	121.8	122.95



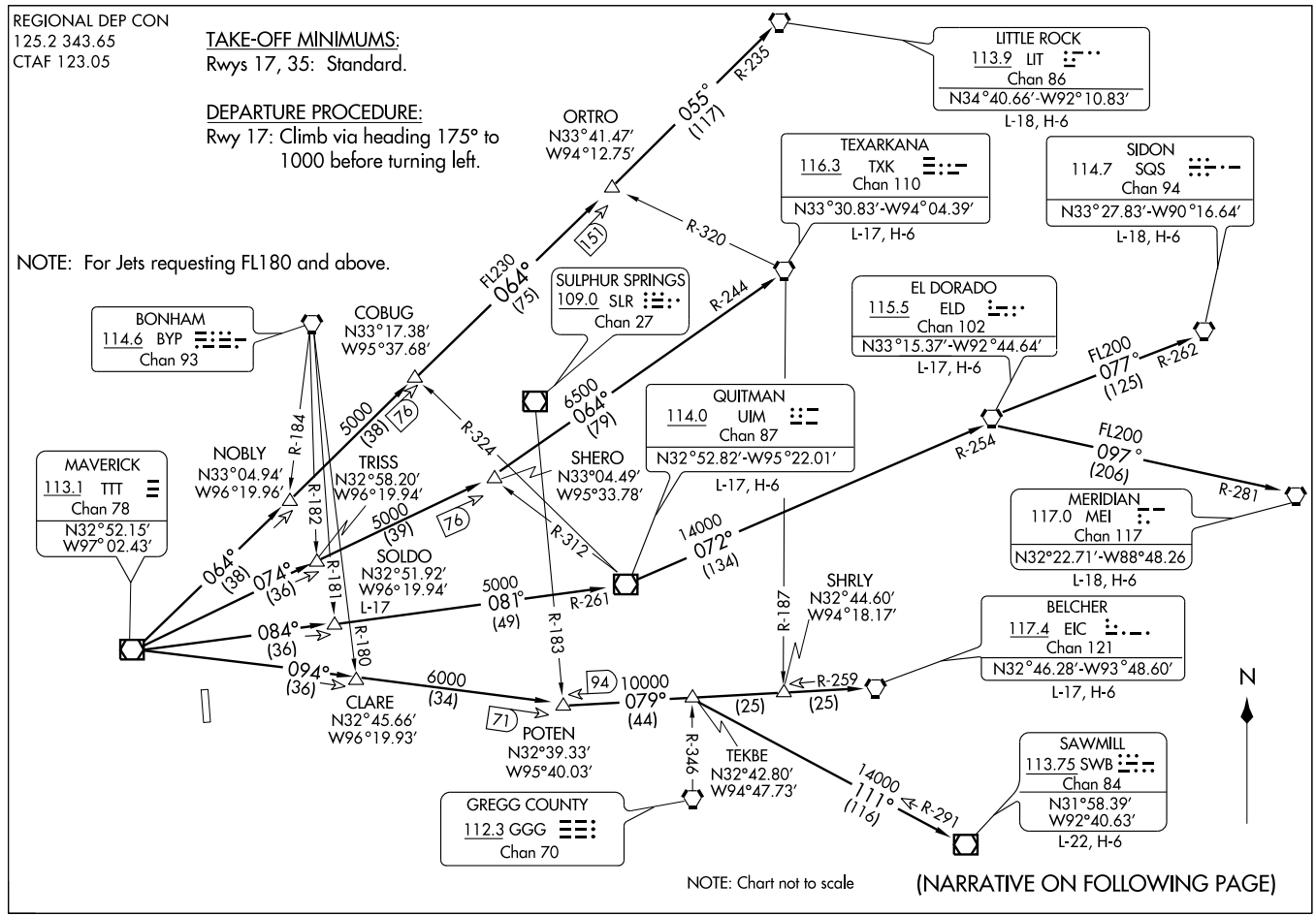


FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58



CATEGORY	A	B	C	D
S-31	480-1 378 (400-1)			480-1¼ 378 (400-1¼)
CIRCLING	580-1 473 (500-1)		580-1½ 473 (500-1½)	660-2 553 (600-2)

SC-3, 08 APR 2010 to 06 MAY 2010



(DAL9.TTT) 09351

DALLAS NINE DEPARTURE

SL-6444 (FAA)

MESQUITE METRO (HQZ)

MESQUITE, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

JETS

Jets requesting 17,000 and below expect GARLAND Departure.

BELCHER TRANSITION (DALL9.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (DALL9.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.

LITTLE ROCK TRANSITION (DALL9.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO INT, then via LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (DALL9.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (DALL9.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.

SAWMILL TRANSITION (DALL9.SWB): From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME.

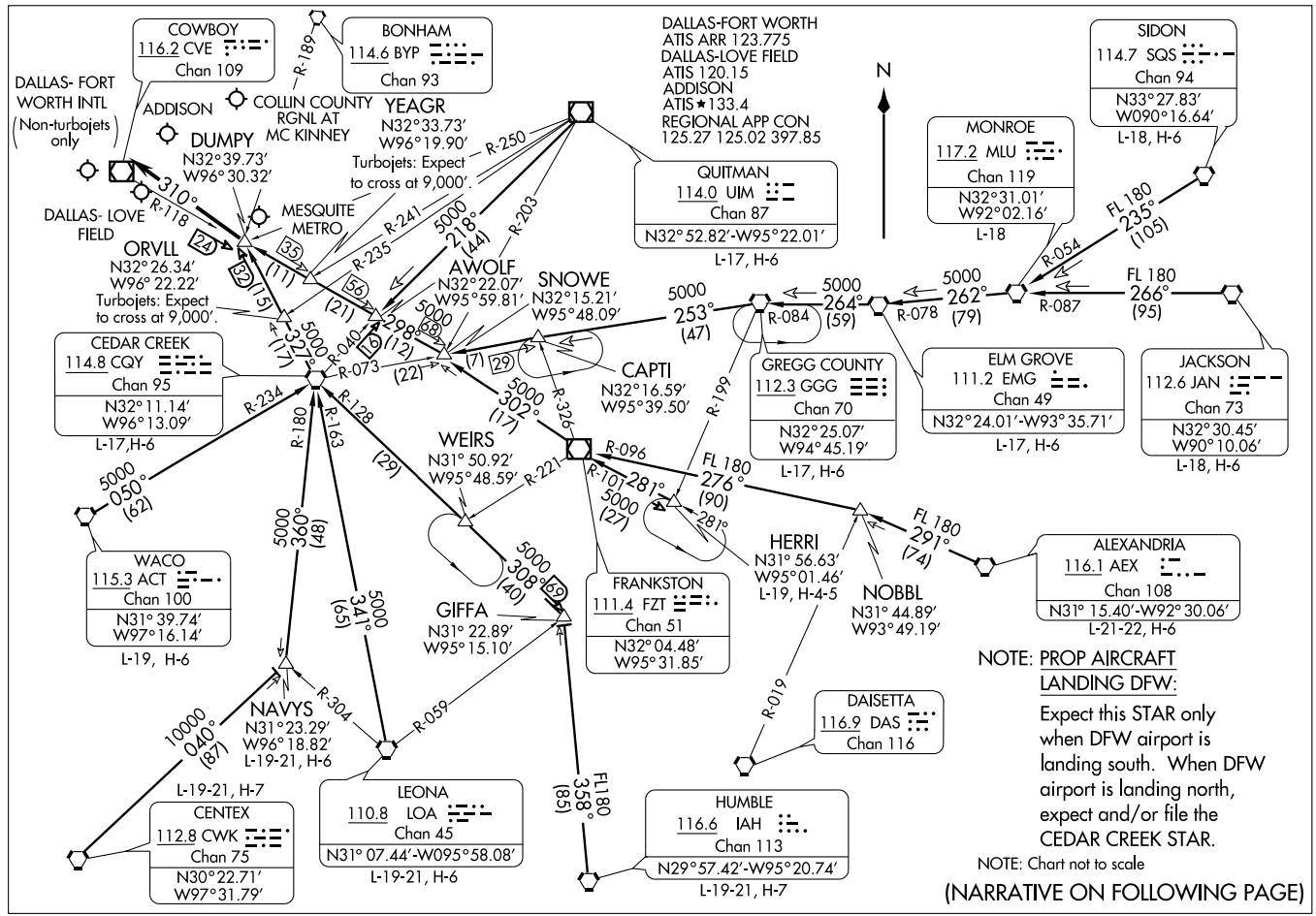
SIDON TRANSITION (DALL9.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.

SOLDO TRANSITION (DALL9.SOLDO): From over TTT VOR/DME via TTT R-084 to SOLDO INT.

TEXARKANA TRANSITION (DALL9.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.

TAKE-OFF OBSTACLES:
Rwy 17: Tower 2.0 NM from DER, 1.8 left of centerline, 456' AGL/944' MSL.

SC-2, 08 APR 2010 to 06 MAY 2010


DUMPY THREE ARRIVAL
(DUMPY.DUMPY3) 09351
ST-6039 (FAA)
DALLAS-FT. WORTH, TEXAS
COWBOY
116.2 CVE
Chan 109
BONHAM
114.6 BYP
Chan 93
DALLAS-FORT WORTH
ATIS ARR 123.775
DALLAS-LOVE FIELD
ATIS 120.15
ADDISON
ATIS ★133.4
REGIONAL APP CON
125.27 125.02 397.85
N
SIDON
114.7 SQS
Chan 94
N33°27.83′
W090°16.64′
L-18, H-6
DALLAS- FORT
WORTH INTL
(Non-turbojets
only)
ADDISON
COLLIN COUNTY
RGNL AT
MC KINNEY
YEAGR
N32°33.73′
W96°19.90′
DUMPY
N32°39.73′
W96°30.32′
Turbojets: Expect
to cross at 9,000′.
QUITMAN
114.0 UIM
Chan 87
N32°52.82′-W95°22.01′
L-17, H-6
MONROE
117.2 MLU
Chan 119
N32°31.01′
W92°02.16′
L-18
DALLAS- LOVE
FIELD
MESQUITE
METRO
ORVLL
N32°26.34′
W96° 22.22′
Turbojets: Expect
to cross at 9,000′.
AWOLF
N32°22.07′
W95°59.81′
SNOWE
N32°15.21′
W95°48.09′
CEDAR CREEK
114.8 CQY
Chan 95
N32°11.14′
W96°13.09′
L-17,H-6
CAPTI
N32°16.59′
W95°39.50′
GREGG COUNTY
112.3 GGG
Chan 70
N32°25.07′
W94°45.19′
L-17, H-6
ELM GROVE
111.2 EMG
Chan 49
N32°24.01′-W93° 35.71′
L-17, H-6
JACKSON
112.6 JAN
Chan 73
N32°30.45′
W90°10.06′
L-18, H-6
WEIRS
N31° 50.92′
W95°48.59′
HERRI
N31° 56.63′
W95°01.46′
L-19, H-4-5
NOBBL
N31° 44.89′
W93°49.19′
ALEXANDRIA
116.1 AEX
Chan 108
N31° 15.40′-W92° 30.06′
L-21-22, H-6
WACO
115.3 ACT
Chan 100
N31° 39.74′
W97° 16.14′
L-19, H-6
FRANKSTON
111.4 FZT
Chan 51
N32° 04.48′
W95° 31.85′
GIFFA
N31° 22.89′
W95° 15.10′
NAVYS
N31° 23.29′
W96° 18.82′
L-19-21, H-6
L-19-21, H-7
DAISETTA
116.9 DAS
Chan 116
CENTEX
112.8 CWK
Chan 75
N30° 22.71′
W97° 31.79′
LEONA
110.8 LOA
Chan 45
N31° 07.44′-W095° 58.08′
L-19-21, H-6
HUMBLE
116.6 IAH
Chan 113
N29° 57.42′-W95° 20.74′
L-19-21, H-7
NOTE: PROP AIRCRAFT
LANDING DFW:
Expect this STAR only
when DFW airport is
landing south. When DFW
airport is landing north,
expect and/or file the
CEDAR CREEK STAR.
NOTE: Chart not to scale
(NARRATIVE ON FOLLOWING PAGE)

DUMPY THREE ARRIVAL

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DUMPY3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-302 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

CEDAR CREEK TRANSITION (CQY.DUMPY3): From over CQY VORTAC via CQY R-327 to DUMPY INT. Thence....

CENTEX TRANSITION (CWK.DUMPY3): From over CWK VORTAC via CWK R-040 to NAVYS INT, then via CQY R-180 to CQY VORTAC , then via CQY R-327 to DUMPY INT. Thence . . . .

ELM GROVE TRANSITION (EMG.DUMPY3): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

GREGG COUNTY TRANSITION (GGG.DUMPY3): From over GGG VORTAC via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

HERRI TRANSITION (HERRI.DUMPY3): (Assigned by ATC) From over HERRI INT via FZT R-101 to FZT VOR/DME, then via FZT R-302 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

HUMBLE TRANSITION (IAH.DUMPY3): From over IAH VORTAC via IAH R-358 to GIFFA INT, then via CQY R-128 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence . . . .

JACKSON TRANSITION (JAN.DUMPY3): From over JAN VORTAC via JAN R-266 and MLU R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

LEONA TRANSITION (LOA.DUMPY3): From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-327 to DUMPY INT.

MONROE TRANSITION (MLU.DUMPY3): From over MLU VORTAC via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

NAVYS TRANSITION (NAVYS.DUMPY3): From over NAVYS INT via CQY R-180 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence . . . .

QUITMAN TRANSITION (UIM.DUMPY3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to AWOLF INT, then via CVE R-118 to DUMPY INT. Thence . . . .

SIDON TRANSITION (SQS.DUMPY3): From over SQS VORTAC via SQS R-235 and MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

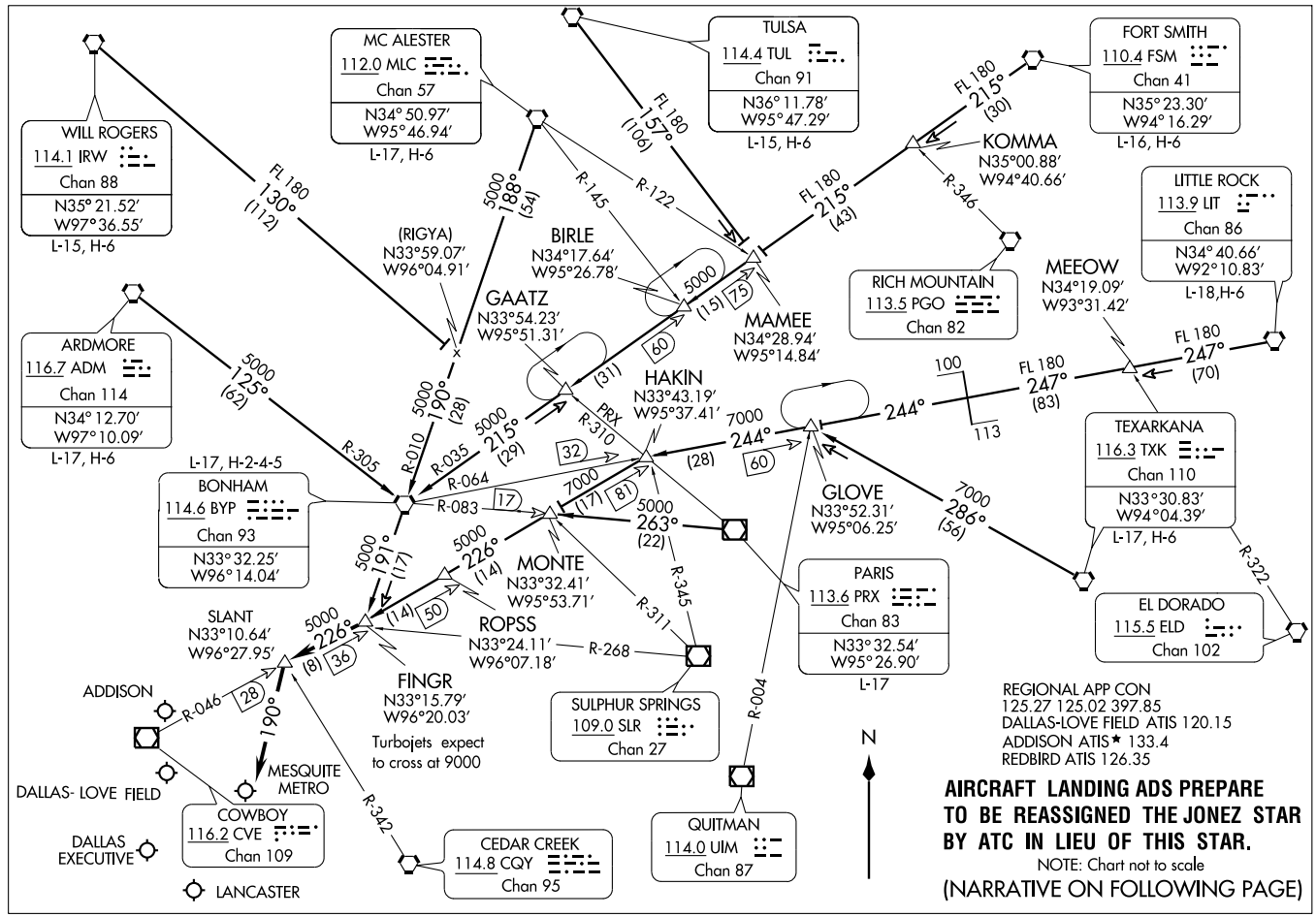
WACO TRANSITION (ACT.DUMPY3): From over ACT VORTAC via ACT R-050 and CQY R-234 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence . . . .

. . . . From over DUMPY INT.

LANDING SOUTH: Depart DUMPY INT heading 310° for vectors to final approach course.

LANDING NORTH: Expect vectors to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010


MC ALESTER
112.0 MLC
Chan 57
N34° 50.97′
W95° 46.94′
L-17, H-6
TULSA
114.4 TUL
Chan 91
N36° 11.78′
W95° 47.29′
L-15, H-6
FORT SMITH
110.4 FSM
Chan 41
N35° 23.30′
W94° 16.29′
L-16, H-6
WILL ROGERS
114.1 IRW
Chan 88
N35° 21.52′
W97° 36.55′
L-15, H-6
KOMMA
N35°00.88′
W94°40.66′
LITTLE ROCK
113.9 LIT
Chan 86
N34° 40.66′
W92° 10.83′
L-18,H-6
(RIGYA)
N33°59.07′
W96°04.91′
BIRLE
N34°17.64′
W95°26.78′
GAATZ
N33°54.23′
W95°51.31′
MAMEE
N34°28.94′
W95°14.84′
RICH MOUNTAIN
113.5 PGO
Chan 82
MEEOW
N34°19.09′
W93°31.42′
ARDMORE
116.7 ADM
Chan 114
N34° 12.70′
W97° 10.09′
L-17, H-6
HAKIN
N33°43.19′
W95°37.41′
TEXARKANA
116.3 TXK
Chan 110
N33°30.83′
W94°04.39′
L-17, H-6
L-17, H-2-4-5
BONHAM
114.6 BYP
Chan 93
N33° 32.25′
W96° 14.04′
GLOVE
N33°52.31′
W95°06.25′
MONTE
N33°32.41′
W95°53.71′
PARIS
113.6 PRX
Chan 83
N33° 32.54′
W95° 26.90′
L-17
EL DORADO
115.5 ELD
Chan 102
SLANT
N33°10.64′
W96°27.95′
ROPSS
N33°24.11′
W96°07.18′
FINGR
N33°15.79′
W96°20.03′
Turbojets expect
to cross at 9000
SULPHUR SPRINGS
109.0 SLR
Chan 27
ADDISON
MESQUITE
METRO
DALLAS- LOVE FIELD
COWBOY
116.2 CVE
Chan 109
DALLAS
EXECUTIVE
LANCASTER
CEDAR CREEK
114.8 CQY
Chan 95
QUITMAN
114.0 UIM
Chan 87
N
REGIONAL APP CON
125.27 125.02 397.85
DALLAS-LOVE FIELD ATIS 120.15
ADDISON ATIS★ 133.4
REDBIRD ATIS 126.35
AIRCRAFT LANDING ADS PREPARE
TO BE REASSIGNED THE JONEZ STAR
BY ATC IN LIEU OF THIS STAR.
NOTE: Chart not to scale
(NARRATIVE ON FOLLOWING PAGE)

FINGR THREE ARRIVAL (FINGR.FINGR3)

ARRIVAL DESCRIPTION

ARDMORE TRANSITION (ADM.FINGR3): From over ADM VORTAC via ADM R-125 and BYP R-305 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
BONHAM TRANSITION (BYP.FINGR3): From over BYP VORTAC via BYP R-191 to to FINGR INT. Thence . . . .
FORT SMITH TRANSITION (FSM.FINGR3): From over FSM VORTAC via FSM R-215 to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
LITTLE ROCK TRANSITION (LIT.FINGR3): From over LIT VORTAC via LIT R-247 and BYP R-064 to HAKIN INT, then via CVE R-046 to FINGR INT. Thence . . . .
MC ALESTER TRANSITION (MLC.FINGR3): From over MLC VORTAC via MLC R-188 and BYP R-010 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
PARIS TRANSITION (PRX.FINGR3): From over PRX VOR/DME via PRX R-263 to MONTE INT, then via CVE R-046 to FINGR INT. Thence . . . .
TEXARKANA TRANSITION (TXK.FINGR3): From over TXK VORTAC via TXK R-286 to GLOVE INT, then via BYP R-064 to HAKIN INT, then via CVE R-046 to FINGR INT. Thence . . . .
TULSA TRANSITION (TUL.FINGR3): From over TUL VORTAC via TUL R-157 to to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
WILL ROGERS TRANSITION (IRW.FINGR3): From over IRW VORTAC via IRW R-130 and BYP R-010 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . . From over FINGR INT via CVE R-046 to SLANT INT.
AIRCRAFT LANDING NORTH: Depart SLANT INT heading 190° for vectors to final approach course.
AIRCRAFT LANDING SOUTH: Expect vectors to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010

GARLAND THREE DEPARTURE

SL-6444 (FAA)

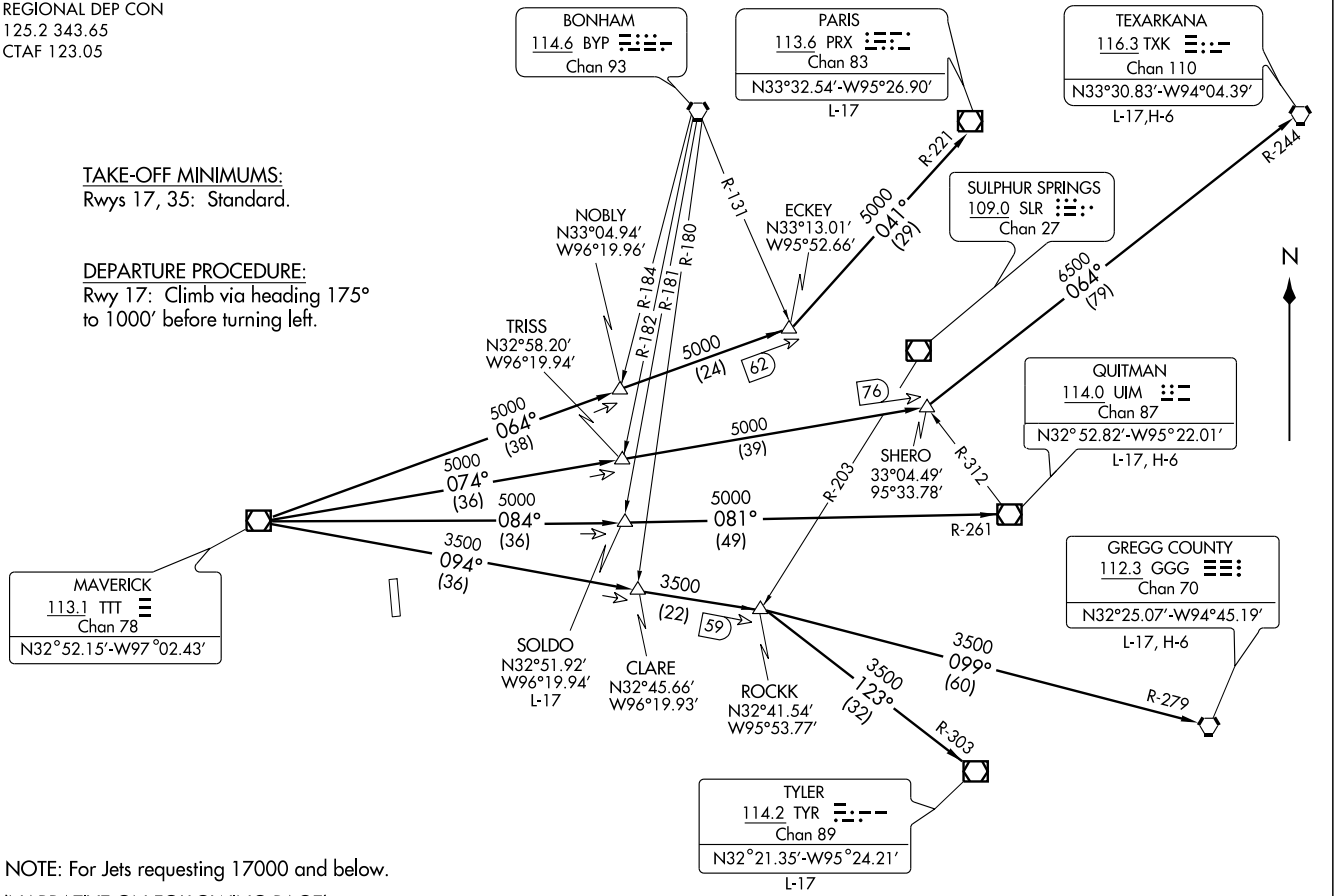
MESQUITE METRO (HQZ)

MESQUITE, TEXAS

REGIONAL DEP CON
125.2 343.65
CTAF 123.05

TAKE-OFF MINIMUMS:
Rwys 17, 35: Standard.

DEPARTURE PROCEDURE:
Rwy 17: Climb via heading 175° to 1000′ before turning left.



NOTE: For Jets requesting 17000 and below.
(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

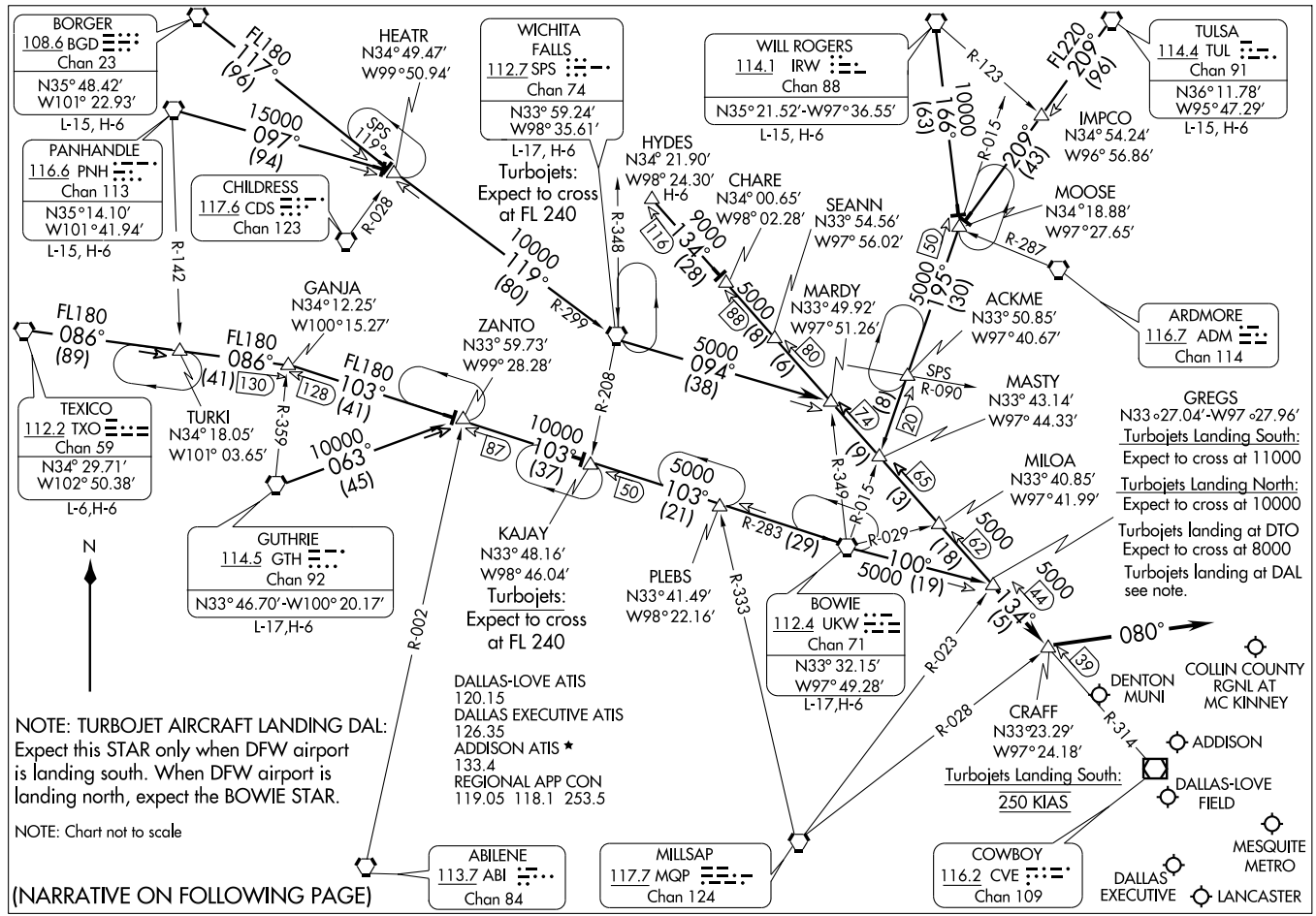
DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading to appropriate route.

LONGVIEW TRANSITION (GARL3.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL3.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (GARL3.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (GARL3.SOLDO): (ATC assigned) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (GARL3.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL3.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLE:
Rwy 17: Tower 2 NM from DER, 1.8 NM left of centerline, 456' AGL/944' MSL.

SC-2, 08 APR 2010 to 06 MAY 2010


BORGER
108.6 BGD
Chan 23
N35° 48.42'
W101° 22.93'
L-15, H-6
PANHANDLE
116.6 PNH
Chan 113
N35° 14.10'
W101° 41.94'
L-15, H-6
CHILDRESS
117.6 CDS
Chan 123
HEATR
N34° 49.47'
W99° 50.94'
WICHITA FALLS
112.7 SPS
Chan 74
N33° 59.24'
W98° 35.61'
L-17, H-6
Turbojets: Expect to cross at FL 240
WILL ROGERS
114.1 IRW
Chan 88
N35° 21.52'-W97° 36.55'
L-15, H-6
TULSA
114.4 TUL
Chan 91
N36° 11.78'
W95° 47.29'
L-15, H-6
IMPCO
N34° 54.24'
W96° 56.86'
MOOSE
N34° 18.88'
W97° 27.65'
ARDMORE
116.7 ADM
Chan 114
HYDES
N34° 21.90'
W98° 24.30'
H-6
CHARE
N34° 00.65'
W98° 02.28'
SEANN
N33° 54.56'
W97° 56.02'
MARDY
N33° 49.92'
W97° 51.26'
ACKME
N33° 50.85'
W97° 40.67'
MASTY
N33° 43.14'
W97° 44.33'
GREGS
N33°27.04'-W97°27.96'
Turbojets Landing South:
Expect to cross at 11000
Turbojets Landing North:
Expect to cross at 10000
Turbojets landing at DTO
Expect to cross at 8000
Turbojets landing at DAL
see note.
MILOA
N33° 40.85'
W97° 41.99'
GANJA
N34° 12.25'
W100° 15.27'
ZANTO
N33° 59.73'
W99° 28.28'
TEXICO
112.2 TXO
Chan 59
N34° 29.71'
W102° 50.38'
L-6,H-6
TURKI
N34° 18.05'
W101° 03.65'
GUTHRIE
114.5 GTH
Chan 92
N33° 46.70'-W100° 20.17'
L-17,H-6
KAJAY
N33° 48.16'
W98° 46.04'
Turbojets: Expect to cross at FL 240
PLEBS
N33° 41.49'
W98° 22.16'
BOWIE
112.4 UKW
Chan 71
N33° 32.15'
W97° 49.28'
L-17,H-6
CRAFF
N33° 23.29'
W97° 24.18'
Turbojets Landing South:
250 KIAS
DENTON MUNI
COLLIN COUNTY RGNL AT MC KINNEY
ADDISON
DALLAS-LOVE FIELD
MESQUITE METRO
DALLAS EXECUTIVE
LANCASTER
ABILENE
113.7 ABI
Chan 84
MILLSAP
117.7 MQP
Chan 124
COWBOY
116.2 CVE
Chan 109
DALLAS-LOVE ATIS
120.15
DALLAS EXECUTIVE ATIS
126.35
ADDISON ATIS ★
133.4
REGIONAL APP CON
119.05 118.1 253.5
NOTE: TURBOJET AIRCRAFT LANDING DAL:
Expect this STAR only when DFW airport is landing south. When DFW airport is landing north, expect the BOWIE STAR.
NOTE: Chart not to scale
(NARRATIVE ON FOLLOWING PAGE)
N
FL180 117° (96)
15000 097° (94)
SPS 119°
R-028
R-142
FL180 086° (89)
FL180 086° (41)
130
128
FL180 103° (41)
R-359
10000° 063° (45)
10000 119° (80)
R-299
R-348
R-208
10000 103° (37)
87
50
5000 103° (21)
R-283 (29)
R-002
R-333
9000 134° (28)
116
5000 088° (8)
80
6
5000 094° (38)
74
8
20
9
R-349
R-015
65
3
R-029
5000 100° (19)
5000 062 (18)
5000 134° (5)
44
39
080°
R-023
R-028
R-314
R-123
10000 166° (63)
FL220 209° (96)
R-015
209° (43)
50
5000 195° (30)
R-287
SPS R-090

ARRIVAL DESCRIPTION

BORGER TRANSITION (BGD.GREGS6): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence . . . .

BOWIE TRANSITION (UKW.GREGS6): From over UKW VORTAC via UKW R-100 to GREGS INT. Thence . . . .

GUTHRIE TRANSITION (GTH.GREGS6): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to GREGS INT. Thence . . . .

HYDES TRANSITION (HYDES.GREGS6): From over HYDES INT via CVE R-314 to GREGS INT. Thence . . . .

PANHANDLE TRANSITION (PNH.GREGS6): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence. . . .

TEXICO TRANSITION (TXO.GREGS6): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to GREGS INT. Thence . . . .

TULSA TRANSITION (TUL.GREGS6): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to MASTY INT, then via CVE R-314 to GREGS INT. Thence . . . .

WICHITA FALLS TRANSITION (SPS.GREGS6): From over SPS VORTAC via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence. . . .

WILL ROGERS TRANSITION (IRW.GREGS6): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to MASTY INT, then via CVE R-314 to GREGS INT. Thence . . . .

. . . . From over GREGS INT via CVE R-314 to CRAFF INT thence heading 080° for vector to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010

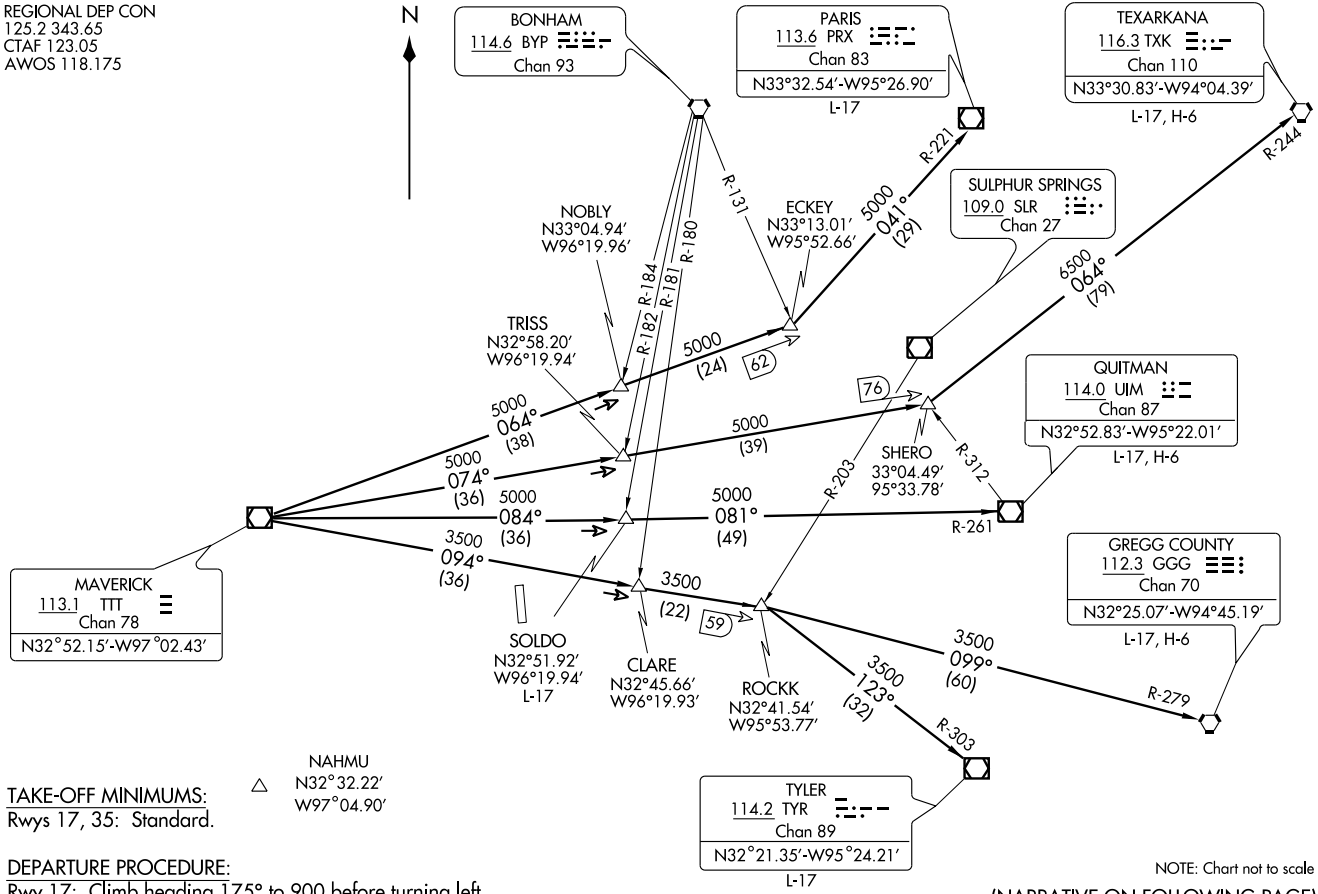
HUBBARD SIX DEPARTURE

(HUBB6.111) 07298

SL-6444 (FAA)

MESQUITE METRO (HQZ)

MESQUITE, TEXAS



DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES:
Rwy 17:
Multiple trees, sign and fences beginning 10′ from departure end of runway, 362′ left of centerline, up to 35′ AGL/478′ MSL.
Rwy 35:
Hangar 53′ from departure end of runway, 497′ left of centerline, 23′ AGL/470′ MSL.
Multiple trees and poles beginning 999′ from departure end of runway, 708′ left of centerline, up to 44′ AGL/483′ MSL.
Bush 45′ from departure end of runway, 466′ right of centerline, 10′ AGL/457′ MSL.
Pole 814′ from departure end of runway, 288′ right of centerline, 27′ AGL/467/ MSL.
Construction equipment 892′ from departure end of runway, 628′ right of centerline, 59′ AGL/489′ MSL.

SC-2, 08 APR 2010 to 06 MAY 2010

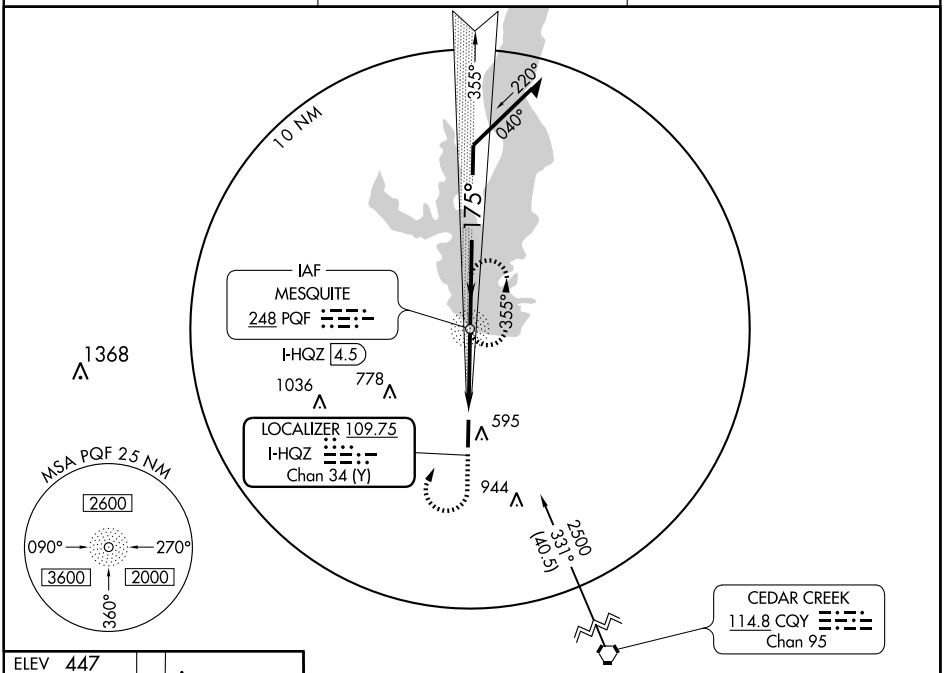
LOC I-HQZ	APP CRS	Rwy Idg	5999
109.75	175°	TDZE	447
Chan 34 (Y)		Apt Elev	447

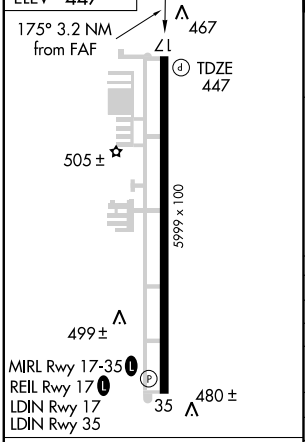
ILS or LOC RWY 17
MESQUITE METRO (HQZ)

When local altimeter setting not received use Dallas-Love Field altimeter setting. ADF Required.

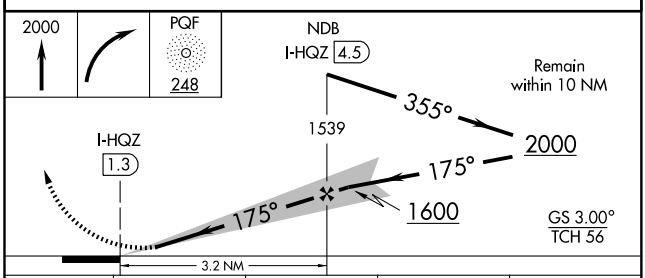
MISSED APPROACH: Climb straight ahead to 2000, then turn right direct PQF NDB and hold.

AWOS-3	REGIONAL APP CON	UNICOM
118.175	125.2 343.65	123.05 (CTAF) L





FAF to MAP 3.2 NM					
Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04



CATEGORY	A	B	C	D
S-ILS 17	697-¾ 250 (300-¾)			NA
S-LOC 17	740-1 293 (300-1)			NA
CIRCLING	960-1 513 (600-1)		960-1½ 513 (600-1½)	NA
DALLAS-LOVE FIELD ALTIMETER SETTING MINIMUMS				
S-ILS 17	743-1 296 (300-1)			NA
S-LOC 17	800-1 353 (400-1)			NA
CIRCLING	1000-1 553 (600-1)		1000-1½ 553 (600-1½)	NA

SC-2, 08 APR 2010 to 06 MAY 2010

(JPOOL4.TTT) 09351

JOE POOL FOUR DEPARTURE

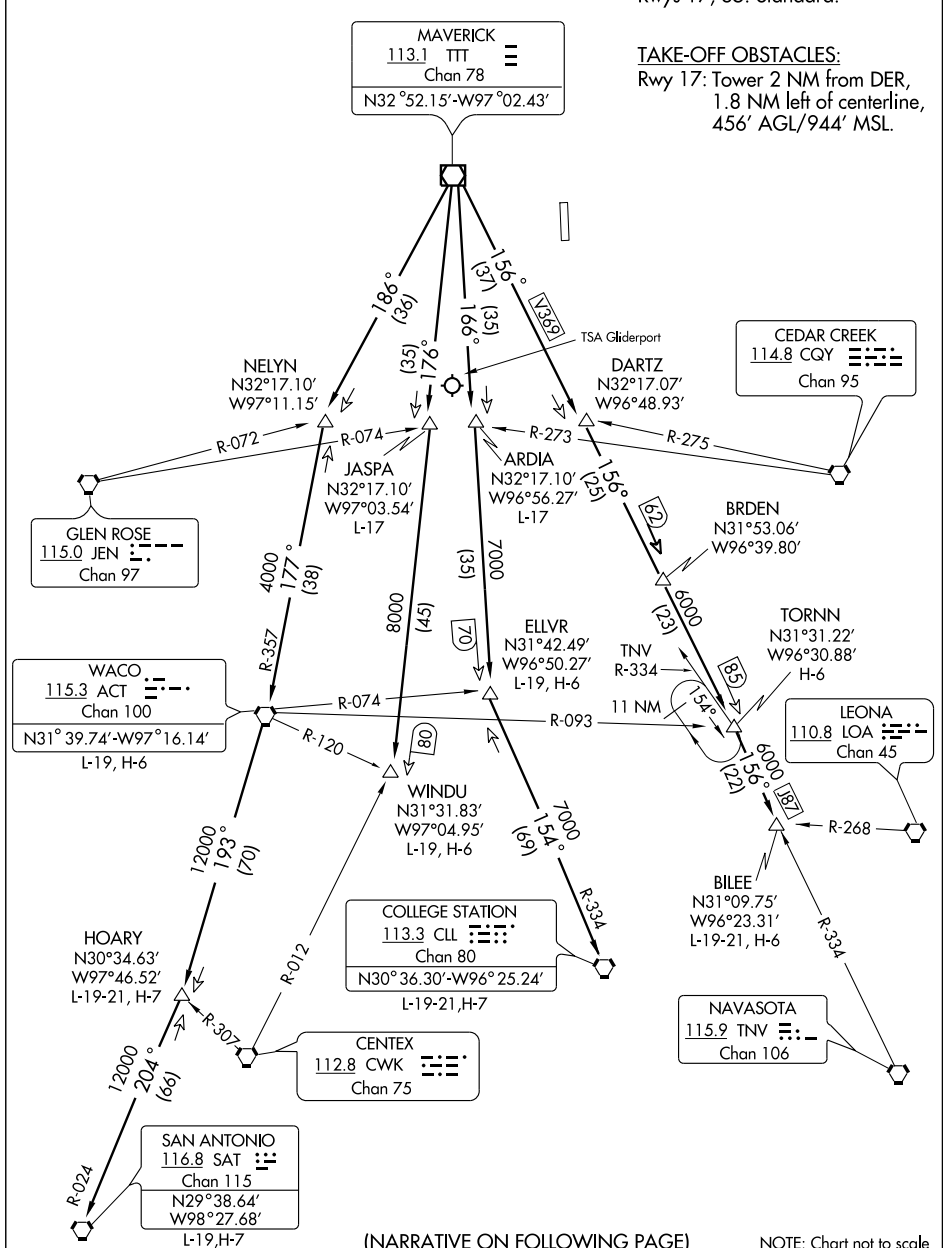
SL-6444 (FAA)

MESQUITE METRO (HQZ)
MESQUITE, TEXAS

REGIONAL DEP CON
125.2 343.65
CTAF 123.05
AWOS-3 118.175

TAKE-OFF MINIMUMS:
Rwys 17, 35: Standard.

TAKE-OFF OBSTACLES:
Rwy 17: Tower 2 NM from DER, 1.8 NM left of centerline, 456′ AGL/944′ MSL.



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude, expect vector to appropriate route.

ARDIA TRANSITION (JPOOL4.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (JPOOL4.BILEE): (For aircraft overflying the BILEE intersection, thence via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to overfly the TNV VORTAC.) From over TTT VOR/DME via TTT R-156 to BILEE INT.

BRDEN TRANSITION (JPOOL4.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.

COLLEGE STATION TRANSITION (JPOOL4.CLL): (For piston aircraft inbound to Houston Hobby and all aircraft inbound to West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.

ELLVR TRANSITION (JPOOL4.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT VOR/DME via TTT R-166 to ELLVR INT.

HOARY TRANSITION (JPOOL4.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.

JASPA TRANSITION (JPOOL4.JASPA): (ATC assigned.) From over TTT VOR/DME via TTT R-176 to JASPA INT.

SAN ANTONIO TRANSITION (JPOOL4.SAT): (For aircraft overflying Centex and San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

TORNN TRANSITION (JPOOL4.TORNN): (For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT R-156 to TORNN INT.

WACO TRANSITION (JPOOL4.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

WINDU TRANSITION (JPOOL4.WINDU): (For aircraft inbound to Austin or San Antonio terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU.) From over TTT VOR/DME via TTT R-176 to WINDU INT.

SC-2, 08 APR 2010 to 06 MAY 2010

KINGDOM SEVEN DEPARTURE SL-6444 (FAA)

REGIONAL DEP CON
125.2 343.65
CTAF 123.05

TAKE-OFF OBSTACLE:
Note: Rwy 17, Multiple trees, sign and fences beginning 10' from DER, 362' left of centerline, up to 35' AGL/478' MSL.
Note: Rwy 35, Hanger 53' from DER, 497' left of centerline, 23' AGL/470' MSL. Multiple trees and poles beginning 999' from DER, 708' left of centerline, up to 44' AGL/483' MSL. Bush 45' from DER, 466' right of centerline, 10' AGL/457' MSL. Pole 814' from DER, 288' right of centerline, 27' AGL/467' MSL. Construction equipment 892' from DER, 628' right of centerline, 59' AGL/489' MSL.

N

WICHITA FALLS
112.7 SPS
Chan 74
N33°59.24'-W98°35.61'
L-17, H-6

R-148 (25) V568

KARYN
N33°35.82'
W98°24.42'

R-271

BOWIE
112.4 UKW
Chan 71

R-146

GUTHRIE
114.5 GTH
Chan 92
N33°46.70'
W100°20.17'
L-17, H-6

6000 326° (63) V18

4000 328° (22)

R-225

R-165

FERRA
N33° 05.47'
W97°44.00'

RANGER
115.7 FUZ
Chan 104
N32°53.37'
W97°10.77'

MUZZO
N33°15.10'
W98°14.61'

65 34

4000 (27)

2300 285° (37)

2100 274° (7)

CEOLA
N32°51.98'
W97°44.00'

MAVERICK
113.1 TTT
Chan 78
N32°52.15'-W97°02.43'

RUWLO
N32°47.28'
W99°07.77'

R-330

2500 261° (28)

2800 250° (36)

8000 (71)

99

8000 265° V18

BEKLE
N32°49.27'
W99°49.92'

93 (36)

R-265

4000 261° (13)

R-081

PODDE
N32°43.58'
W97°44.00'
L-17

R-006

R-004

R-343

BROWNWOOD
108.6 BWD
Chan 23

MILLSAP
117.7 MQP
Chan 124
N32°43.57'
W97°59.85'
L-17, H-6

GLEN ROSE
115.0 JEN
Chan 97

TAKE-OFF MINIMUMS:
Rwys 17, 35: standard.
DEPARTURE PROCEDURE:
Rwy 17: Climb heading 175° to 900' before turning left.

NOTE: Chart not to scale

NOTE: For all aircraft requesting 17,000' and below.

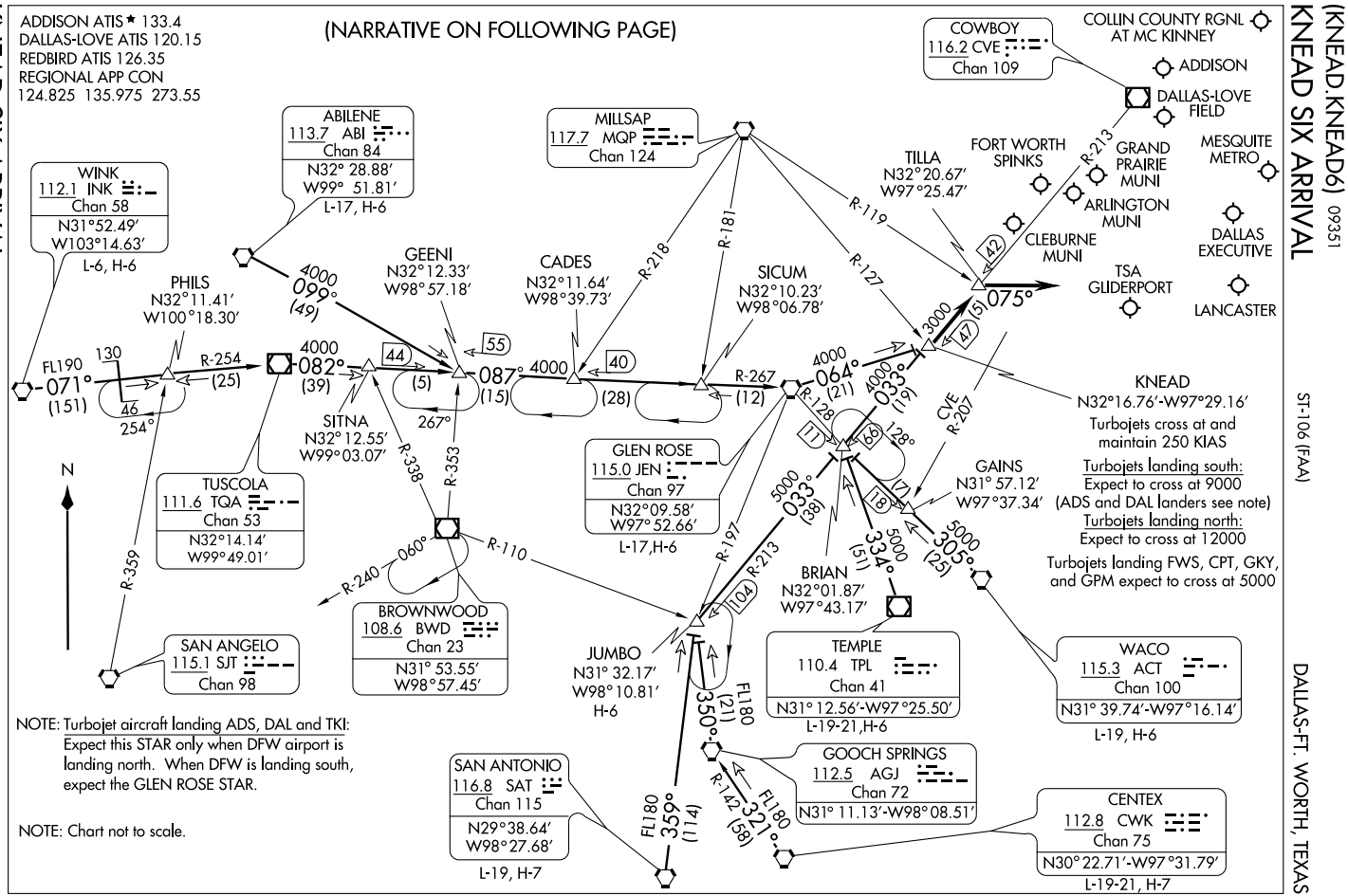
(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock terminal area or proceeding westbound via V-18 to GTH VORTAC). From over TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT, then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC.
MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC westbound via V-18 or direct). From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.
PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.
WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VORTAC). From over TTT VOR/DME via TTT R-285 to MUZZO INT, then via SPS R-148 to SPS VORTAC.

SC-2, 08 APR 2010 to 06 MAY 2010



(KNEAD.KNEAD6) 09351

KNEAD SIX ARRIVAL

ST-106 (FAA)

DALLAS-FT. WORTH, TEXAS

ARRIVAL DESCRIPTION

ABILENE TRANSITION (ABI.KNEAD6): From over ABI VORTAC via ABI R-099 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

CENTEX TRANSITION (CWK.KNEAD6): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

GLEN ROSE TRANSITION (JEN.KNEAD6): From over JEN VORTAC via JEN R-064 to KNEAD INT. Thence . . . .

JUMBO TRANSITION (JUMBO.KNEAD6): From over JUMBO INT via CVE R-213 to KNEAD INT. Thence . . . .

SAN ANTONIO TRANSITION (SAT.KNEAD6): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

TEMPLE TRANSITION (TPL.KNEAD6): From over TPL VOR/DME via TPL R-334 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WACO TRANSITION (ACT.KNEAD6): From over ACT VORTAC via ACT R-305 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WINK TRANSITION (INK.KNEAD6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

. . . . From over KNEAD INT via CVE R-213 to TILLA INT, thence via heading 075° for vectors to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010

LOC I-HQZ 109.75 Chan 34 (Y)	APP CRS 355°	Rwy Idg 5999 TDZE 443 Apt Elev 447

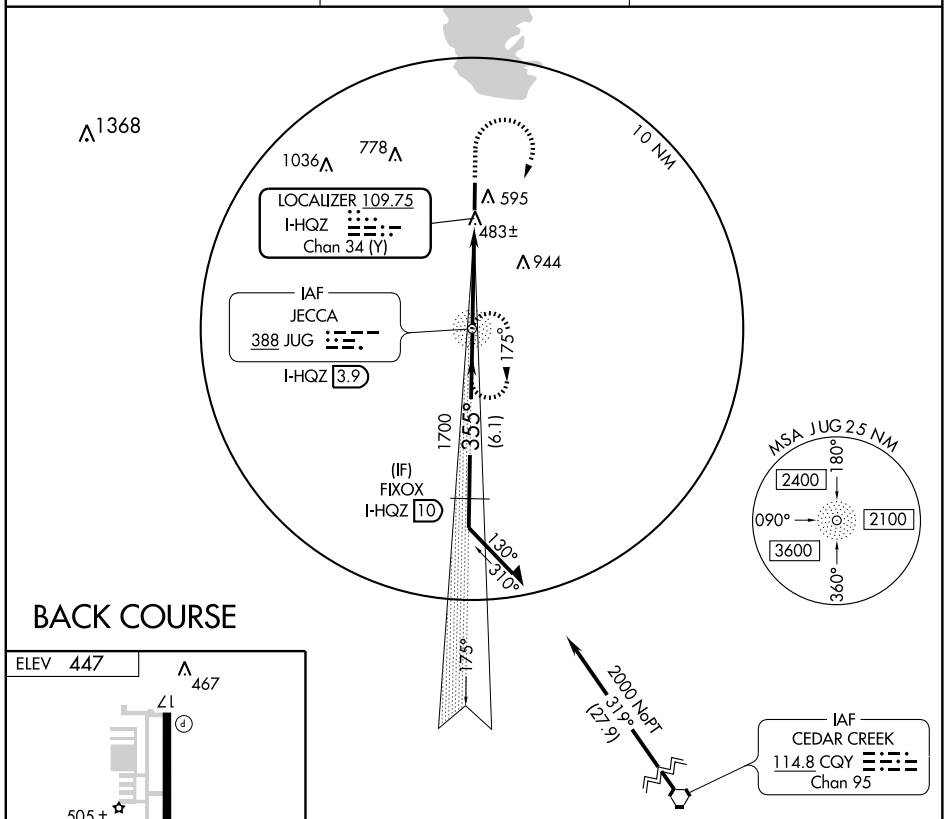
LOC BC RWY 35

MESQUITE METRO (HQZ)

ADF required. When local altimeter setting not received, use Dallas-Love Field altimeter setting and increase all MDA 60 feet. Increase S-35 Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 1100 then climbing right turn to 2000 direct JUG NDB/I-HQZ 3.9 DME and hold.

AWOS-3	REGIONAL APP CON	UNICOM
118.175	125.2 343.65	123.05 (CTAF) L



FAF to MAP 3.5 NM					
Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10

CATEGORY	A	B	C	D
S-35	800-1 357 (400-1)			NA
CIRCLING	960-1 513 (600-1)		960-1½ 513 (600-1½)	NA

SC-2, 08 APR 2010 to 06 MAY 2010

WAAS Ch 58301 W17A	APP CRS 175°	Rwy Idg 5999 TDZE 447 Apt Elev 447

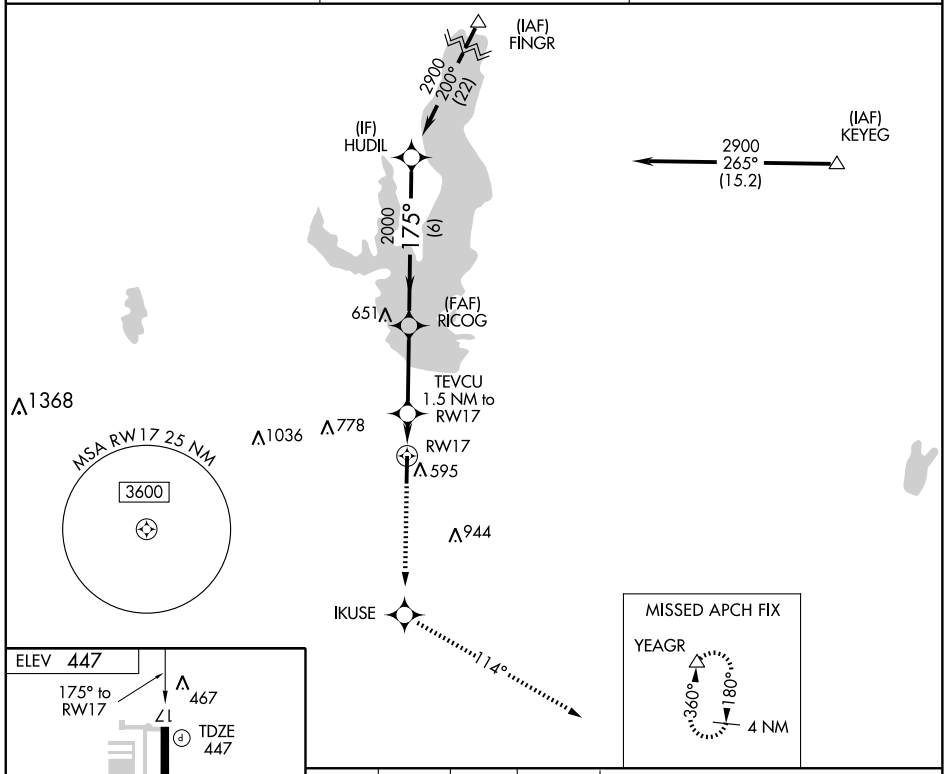
RNAV (GPS) RWY 17

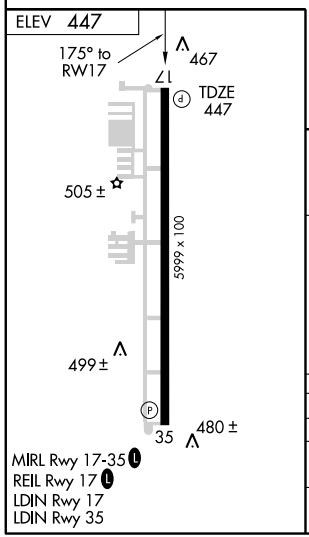
MESQUITE METRO (HQZ)

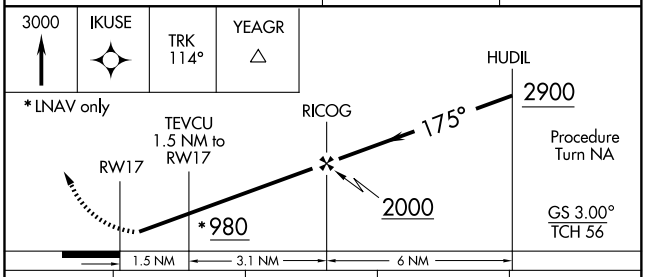
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Dallas Love Field altimeter setting and increase all DA/MDA 60 feet. Increase LPV visibility ¼ mile, all Cats.

MISSED APPROACH: Climb to 3000 direct IKUSE and via 114° track to YEAGR and hold.

AWOS-3	REGIONAL APP CON	UNICOM
118.175	125.2 343.65	123.05 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	697-¾ 250 (300-¾)			NA
LNAV MDA	860-1 413 (500-1)		860-1¼ 413 (500-1¼)	NA
CIRCLING	960-1 513 (600-1)		960-1½ 513 (600-1½)	NA

SC-2, 08 APR 2010 to 06 MAY 2010

WAAS Ch **78401** **W35A**	APP CRS **355°**	Rwy Idg **5999** TDZE **443** Apt Elev **447**

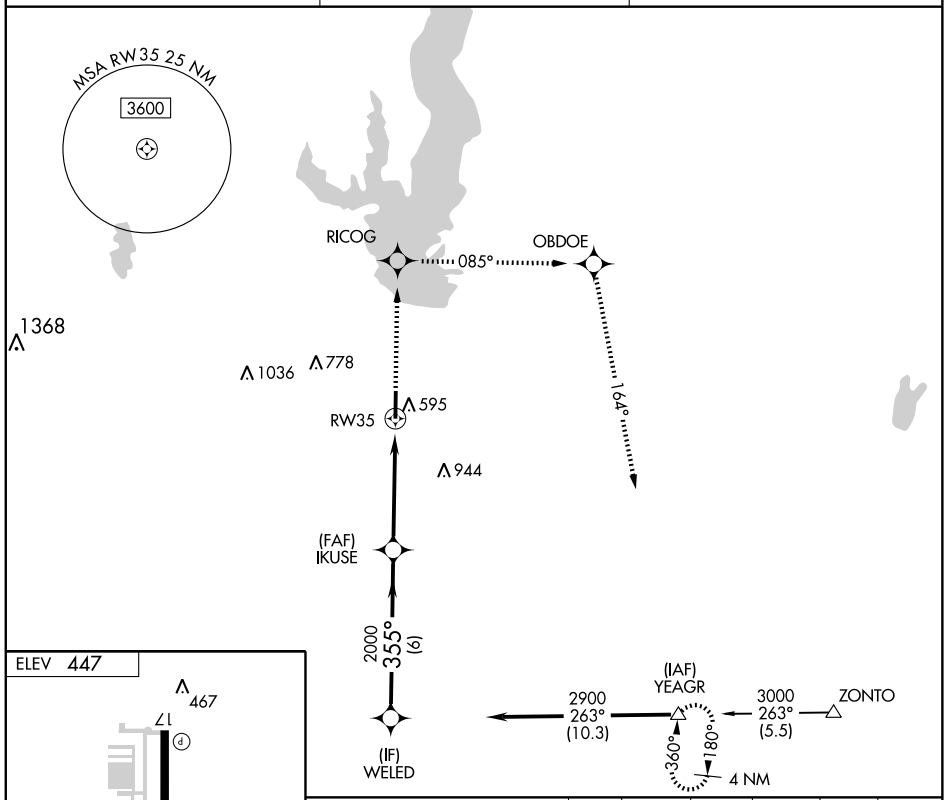
RNAV (GPS) RWY 35

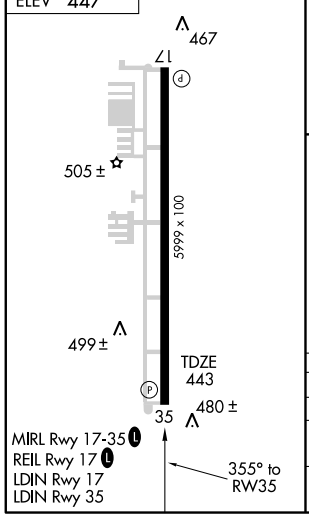
MESQUITE METRO (HQZ)

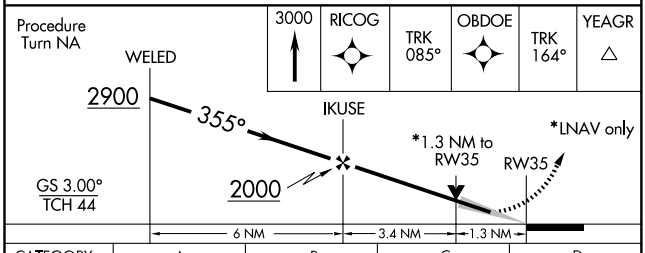
DME/DME RNP-0.3 NA. VDP NA when using Dallas Love Field altimeter setting. When local altimeter setting not received, use Dallas Love Field altimeter setting and increase all DA/MDA 60 feet. Increase LPV visibility ¼ mile all Cats, increase LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct RICOG and via 085° track to OBDOE and via 164° track to YEAGR and hold.

AWOS-3	REGIONAL APP CON	UNICOM
118.175	**125.2 343.65**	**123.05** (CTAF) L







CATEGORY	A	B	C	D
LPV DA	693-¾ 250 (300-¾)			NA
LNAV MDA	900-1 457 (500-1)		900-1¼ 457 (500-1¼)	NA
CIRCLING	960-1 513 (600-1)		960-1½ 513 (600-1½)	NA

SC-2, 08 APR 2010 to 06 MAY 2010

TEXOMA ONE DEPARTURE

SL-6444 (FAA)

MESQUITE METRO (HQZ)

MESQUITE, TEXAS

REGIONAL DEP CON
125.2 343.65
CTAF 123.05
AWOS-3 118.175

TULSA
114.4 TUL
Chan 91
N36°11.78′
W95°47.29′
L-15, H-6

OKMULGEE
114.9 OKM
Chan 96
N35°41.59′
W95°51.96′
L-15, H-6

MC ALESTER
112.0 MLC
Chan 57
N34°50.97′
W95°46.94′
L-17, H-6

WILL ROGERS
114.1 IRW
Chan 88
N35°21.52′
W97°36.55′
L-15, H-6

ROLLS
N35°43.36′
W99°28.24′
L-15, H-6

ZEMMA
N34°23.03′
W96°59.40′
L-17, H-6

MRMAC
N34°50.48′
W98°06.57′

EAKER
N34°19.05′
W96°37.19′
L-17,H-6

TIKYS
N34°04.00′
W96°25.56′

ARDMORE
116.7 ADM
Chan 114
N34°12.70′-W97°10.09
L-17, H-6

TEXOMA
114.3 URH
Chan 90

BLECO
N33°27.05′
W97°06.54′
L-17

GRABE
N33°27.09′
W96°57.69′
L-17

BOWIE
112.4 UKW
Chan 71

LOWGN
N33°27.05′
W97°14.99′

AKUNA
N33°27.04′
W96°49.39′

BONHAM
114.6 BYP
Chan 93

RANGER
115.7 FUZ
Chan 104
N32°53.37′-W97°10.77′

112.3 IBL R-126 Chan 70

115.2 SYO R-010 Chan 99

J52

13000 021° (124)

R-201

R-196

11000 016° (90)

11000 026° (57)

R-206

R-277

R-212

15000 303° (85)

15000 303° (60)

R-145

11000 325° (66)

ADM R-071

URH R-307

ADM R-097

90

90

80

R-179

4000 359° (46)

9000 360° (56)

9000 012° (55)

8000 022° (42)

R-094

R-092

R-256

R-254

348° (34)

360° (34)

012° (35)

022° (38)

TAKE-OFF OBSTACLE:
Rwy 17: Tower 2 NM from DER, 1.8 NM left of centerline, 456′ AGL/944′ MSL.

TAKE-OFF MINIMUMS:
Rwys 17, 35: STANDARD.
DEPARTURE PROCEDURE:
Rwy 17: Climb via heading 175° to 1000 before turning left.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to BLECO INT.

EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC via FUZ R-012 to EAKER INT.

GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT, then via MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to OKM VOR/DME.

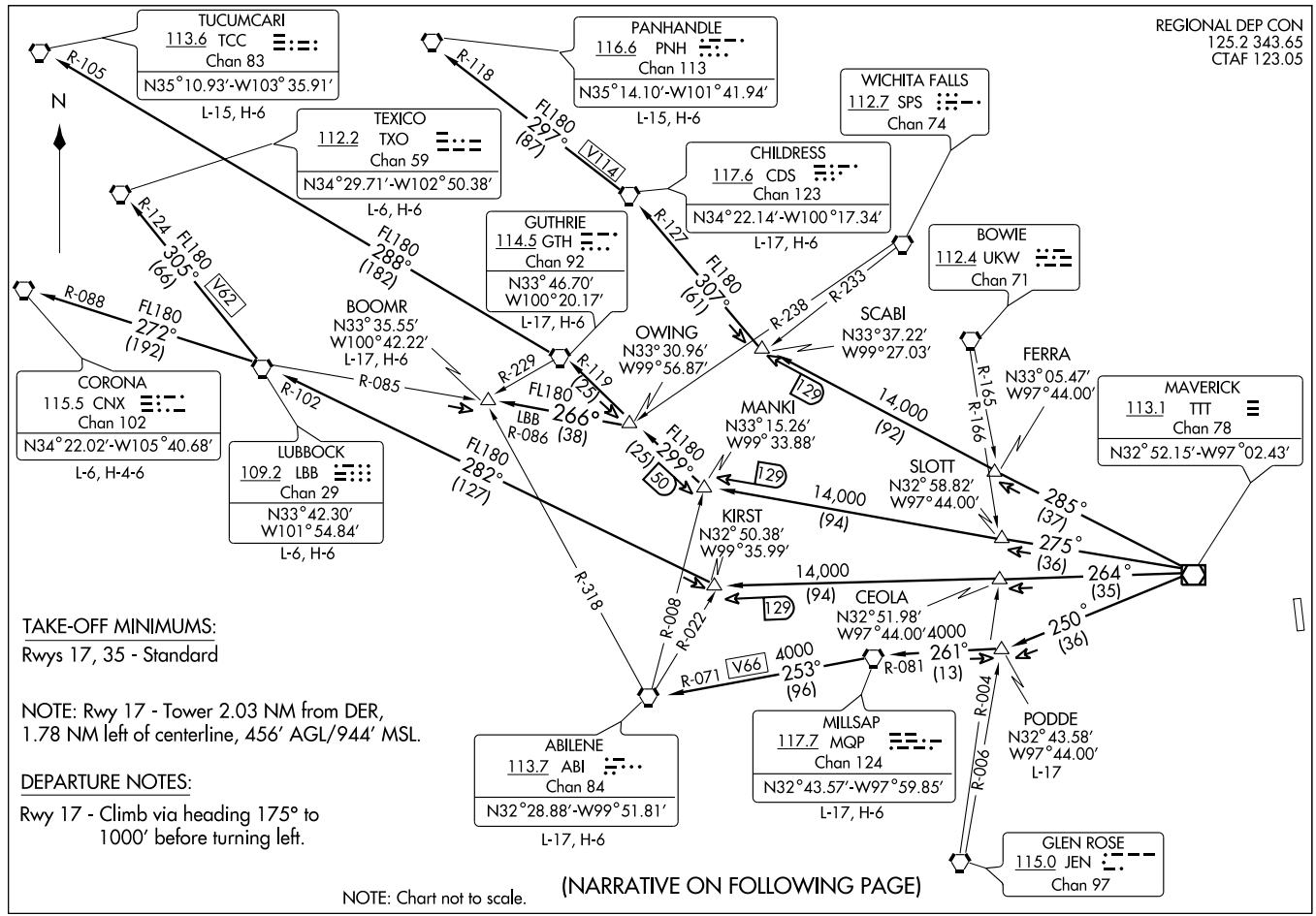
ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.

TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (TEX1.IRW): (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT.

SC-2, 08 APR 2010 to 06 MAY 2010


TUCUMCARI
113.6 TCC
Chan 83
N35°10.93'-W103°35.91'
L-15, H-6
PANHANDLE
116.6 PNH
Chan 113
N35°14.10'-W101°41.94'
L-15, H-6
WICHITA FALLS
112.7 SPS
Chan 74
TEXICO
112.2 TXO
Chan 59
N34°29.71'-W102°50.38'
L-6, H-6
CHILDRESS
117.6 CDS
Chan 123
N34°22.14'-W100°17.34'
L-17, H-6
GUTHRIE
114.5 GTH
Chan 92
N33°46.70'
W100°20.17'
L-17, H-6
BOWIE
112.4 UKW
Chan 71
BOOMR
N33°35.55'
W100°42.22'
L-17, H-6
OWING
N33°30.96'
W99°56.87'
SCABI
N33°37.22'
W99°27.03'
FERRA
N33°05.47'
W97°44.00'
CORONA
115.5 CNX
Chan 102
N34°22.02'-W105°40.68'
L-6, H-4-6
MANKI
N33°15.26'
W99°33.88'
MAVERICK
113.1 TTT
Chan 78
N32°52.15'-W97°02.43'
LUBBOCK
109.2 LBB
Chan 29
N33°42.30'
W101°54.84'
L-6, H-6
SLOTT
N32°58.82'
W97°44.00'
KIRST
N32°50.38'
W99°35.99'
CEOLA
N32°51.98'
W97°44.00'
ABILENE
113.7 ABI
Chan 84
N32°28.88'-W99°51.81'
L-17, H-6
MILLSAP
117.7 MQP
Chan 124
N32°43.57'-W97°59.85'
L-17, H-6
PODDE
N32°43.58'
W97°44.00'
L-17
GLEN ROSE
115.0 JEN
Chan 97
N
R-105
R-118
FL180 297° (87)
V114
R-124
FL180 305° (66)
V62
FL180 288° (182)
R-127
FL180 307° (61)
R-088
FL180 272° (192)
R-102
R-085
R-229
R-119
FL180 (25) 266° LBB R-086 (38)
R-238
R-233
R-165
R-166
129
14,000 (92)
FL180 (25) 299°
50
129
14,000 (94)
285° (37)
275° (36)
264° (35)
250° (36)
FL180 282° (127)
R-318
R-008
R-022
14,000 (94)
129
4000
253° (96)
R-071
V66
4000
261° (13)
R-081
R-004
R-006
REGIONAL DEP CON
125.2 343.65
CTAF 123.05
TAKE-OFF MINIMUMS:
Rwys 17, 35 - Standard
NOTE: Rwy 17 - Tower 2.03 NM from DER,
1.78 NM left of centerline, 456' AGL/944' MSL.
DEPARTURE NOTES:
Rwy 17 - Climb via heading 175° to
1000' before turning left.
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)
(FWORTH5.1111) 08269
WORTH FIVE DEPARTURE
SL-6444 (FAA)
MESQUITE METRO (HQZ)
MESQUITE, TEXAS

DEPARTURE ROUTE DESCRIPTION

▼ When entering controlled airspace, fly assigned heading and altitude to appropriate route.

ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

BOOMR TRANSITION (WORTH5.BOOMR): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT.

CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

PANHANDLE TRANSITION (WORTH5.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via TTT R-250 to PODDE INT.

TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5001
002°	TDZE	540
	Apt Elev	543

GPS RWY 36

MEXIA-LIMESTONE COUNTY (LXY)

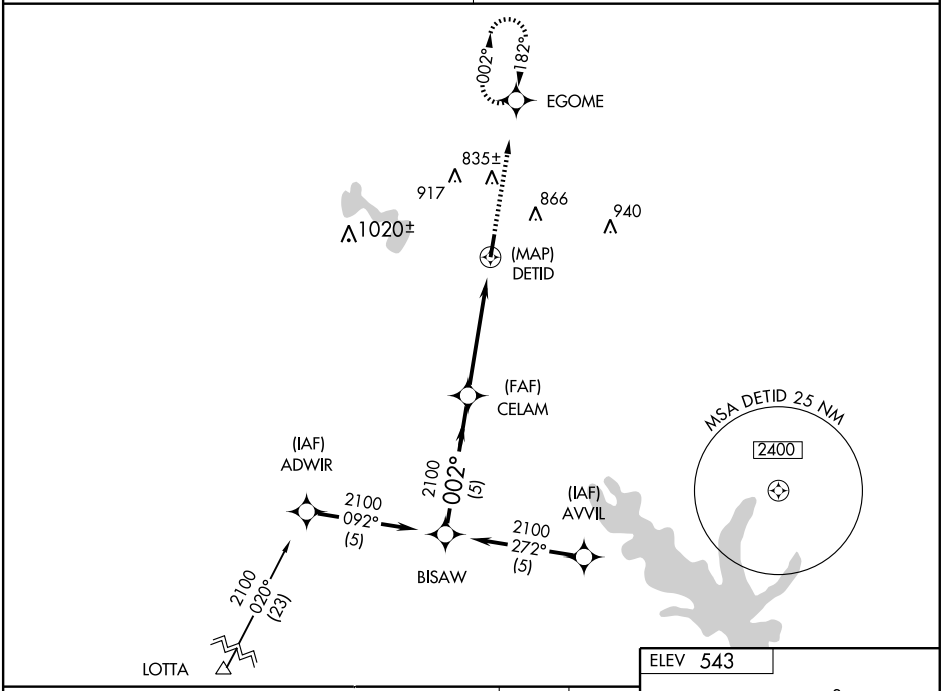
SC-5, 08 APR 2010 to 06 MAY 2010

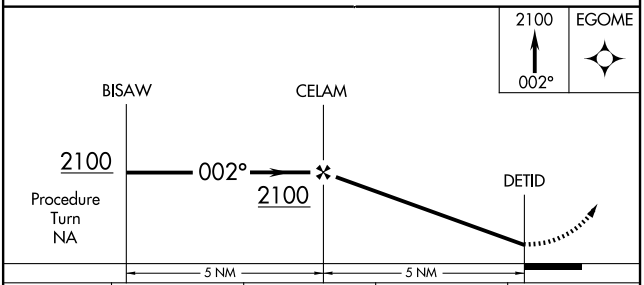
NA Obtain local altimeter setting on CTAF; when not received, use Waco altimeter setting.

MISSED APPROACH: Climb to 2100 via 002° course to EGOME WP and hold.

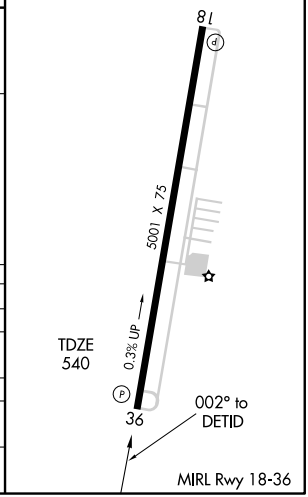
WACO APP CON
127.65 352.0

UNICOM
122.8 (CTAF)





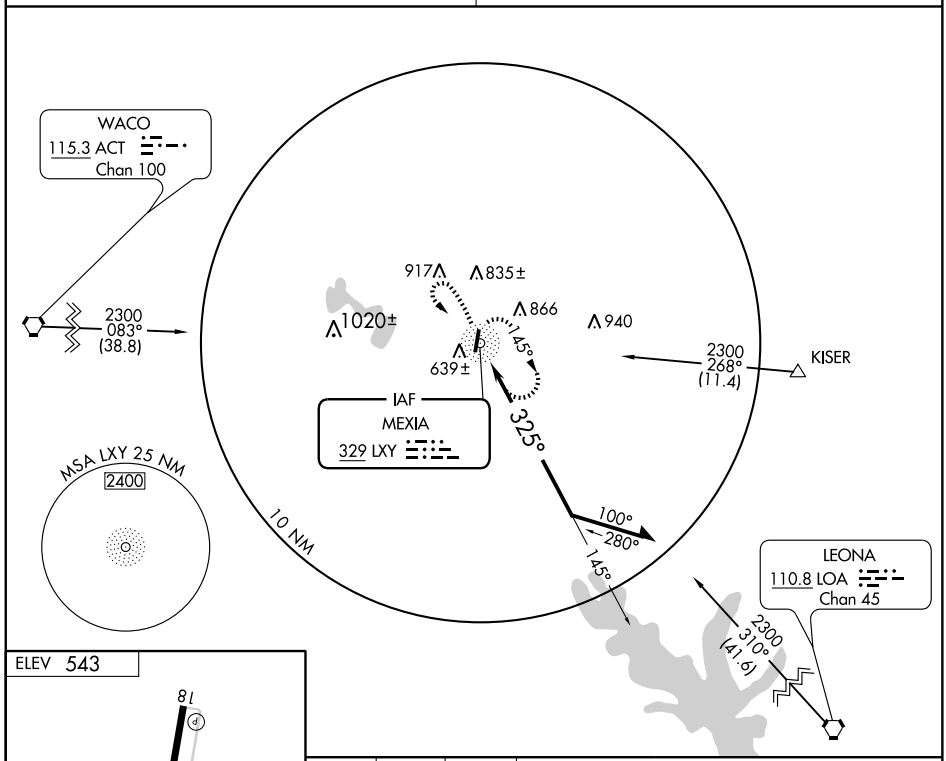
CATEGORY	A	B	C	D
S-36	900-1 360 (400-1)			NA
CIRCLING	940-1 397 (400-1)	1000-1 457 (500-1)	1180-1¾ 637 (700-1¾)	NA
WACO ALTIMETER SETTING MINIMUMS				
S-36	980-1 440 (500-1)		980-1¼ 440 (500-1¼)	NA
CIRCLING	1040-1 497 (500-1)		1260-2 717 (800-2)	NA

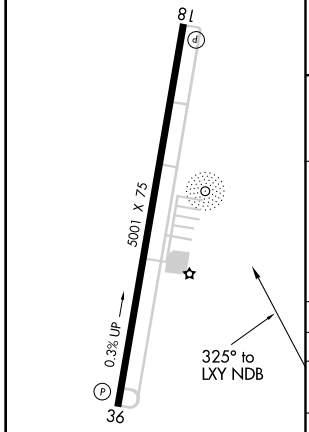


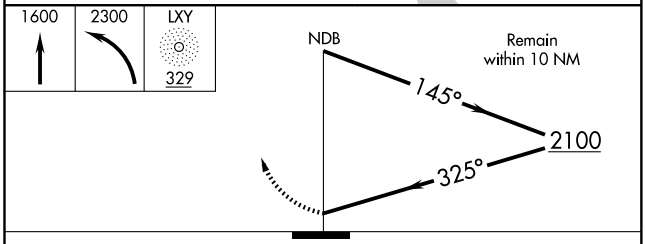
NDB LXY	APP CRS	Rwy Idg	N/A
329	325°	TDZE	N/A
		Apt Elev	543

NDB-A
MEXIA-LIMESTONE COUNTY (LXY)

NA Obtain local altimeter setting on CTAF; when not received, use Waco altimeter setting.	MISSED APPROACH: Climb to 1600 then climbing left turn to 2300 direct LXY NDB and hold.
WACO APP CON **127.65 352.0**	UNICOM **122.8** (CTAF)







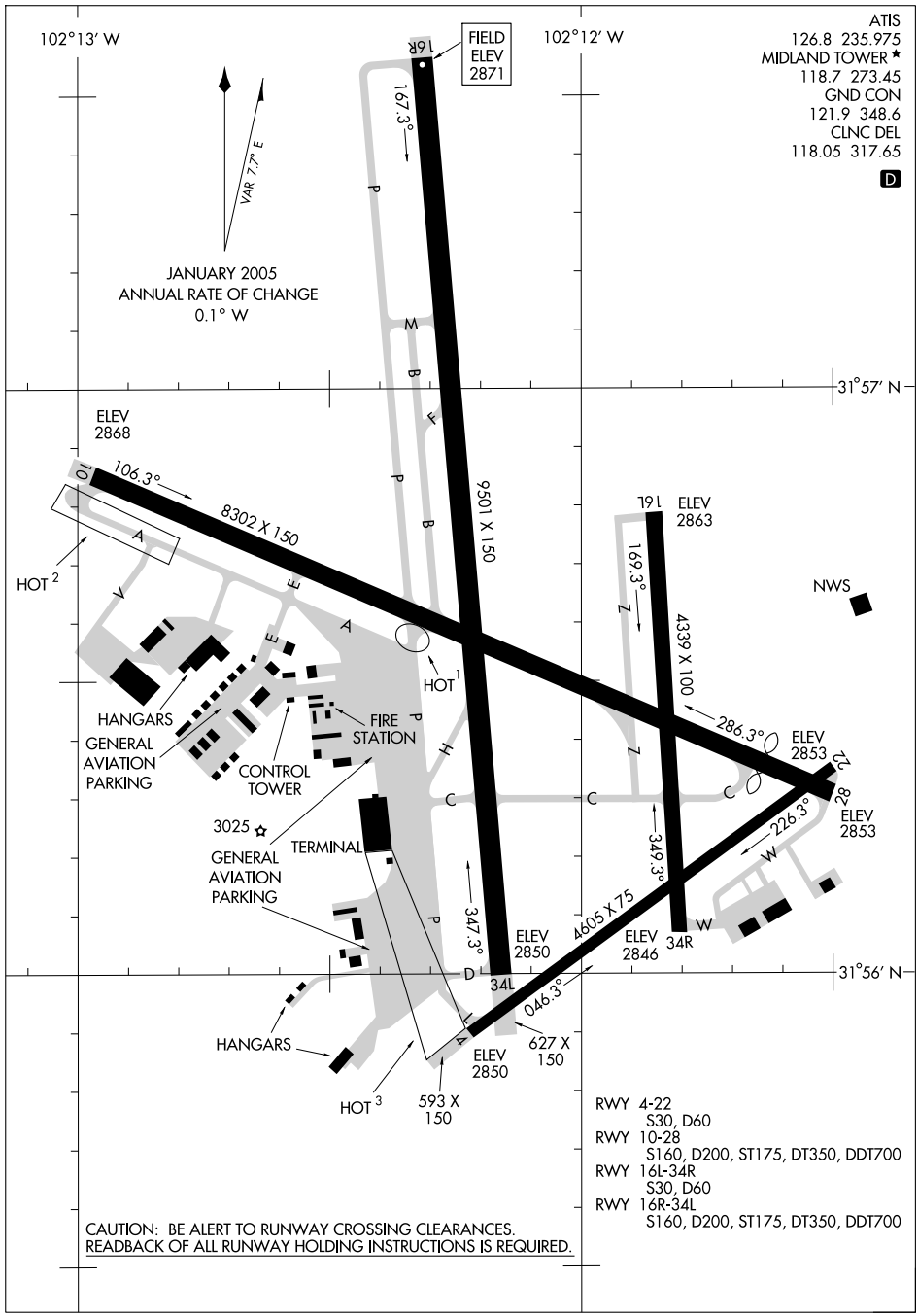
CATEGORY	A	B	C	D
CIRCLING	1000-1	457 (500-1)	1180-1¾ 637 (700-1¾)	NA
WACO ALTIMETER SETTING MINIMUMS				
CIRCLING	1080-1	537 (600-1)	1260-2 717 (800-2)	NA

SC-5, 08 APR 2010 to 06 MAY 2010

AIRPORT DIAGRAM

AL-258 (FAA)

MIDLAND INTL (MAF)
MIDLAND, TEXAS



RWY 4-22
S30, D60
RWY 10-28
S160, D200, ST175, DT350, DDT700
RWY 16L-34R
S30, D60
RWY 16R-34L
S160, D200, ST175, DT350, DDT700

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SC-3, 08 APR 2010 to 06 MAY 2010

HI-VOR/DME or TACAN RWY 16R

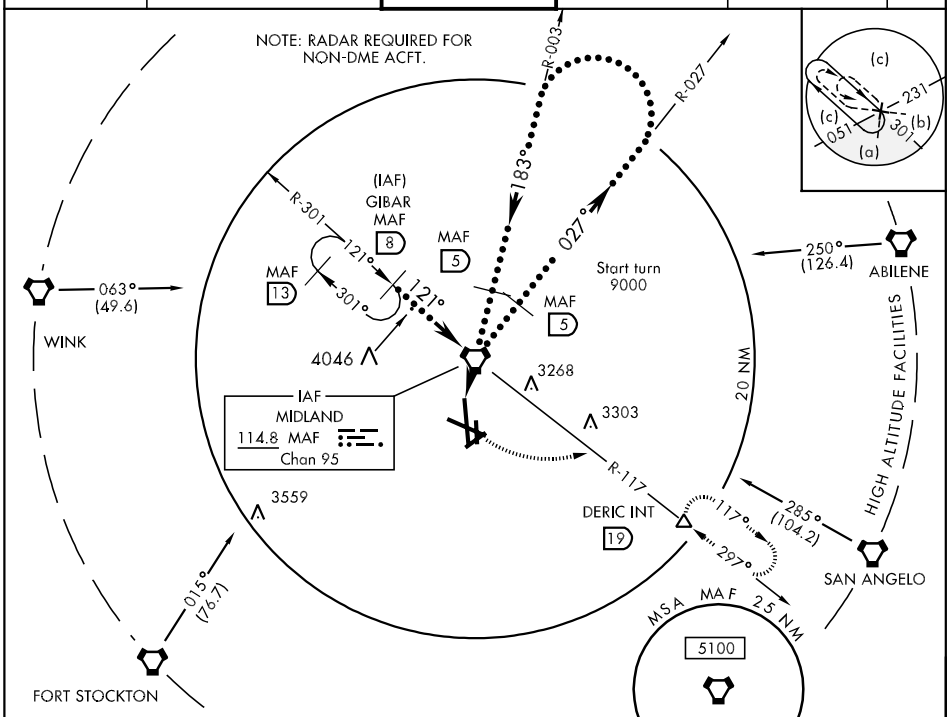
VORTAC MAF	APCH CRS	Rwy ldg	9501
114.8 Chan 95	183°	TDZE	2871
		Arpt Elev	2871

JAL-258 [USAF]

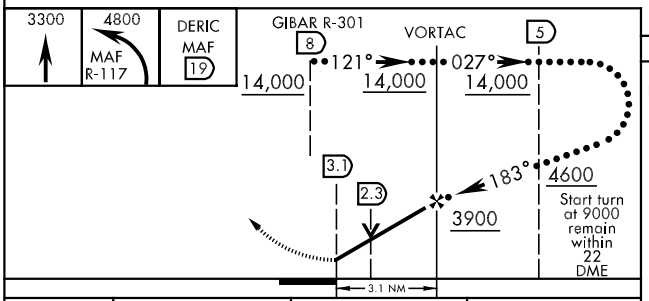
MIDLAND INTL (KMAF)

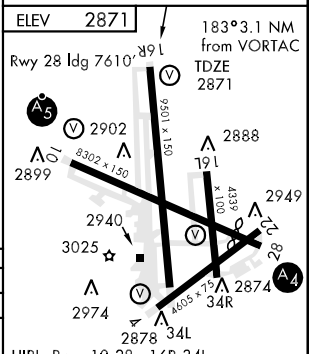
MISSED APPROACH: Climb to 3300 then climbing left turn to 4800 via R-117 to DERIC INT/MAF 19 DME and hold.

ATIS ★	MIDLAND APP CON	MIDLAND TOWER ★	GND CON	CLNC DEL	ASR
126.8 235.975	124.6 290.4	118.7 273.45	121.9 348.6	118.05 317.65	



EMERG SAFE ALT 100 NM 7000





CATEGORY	C	D	E
S-16R	3260-1 389 (400-1)	3260-1¼ 389 (400-1¼)	
CIRCLING	3340-1½ 469 (500-1½)	3440-2 569 (600-2)	3600-2½ 729 (800-2½)
S-ASR 16R	3280-1¼ 409 (500-1¼)		3280-1½ 409 (500-1½)

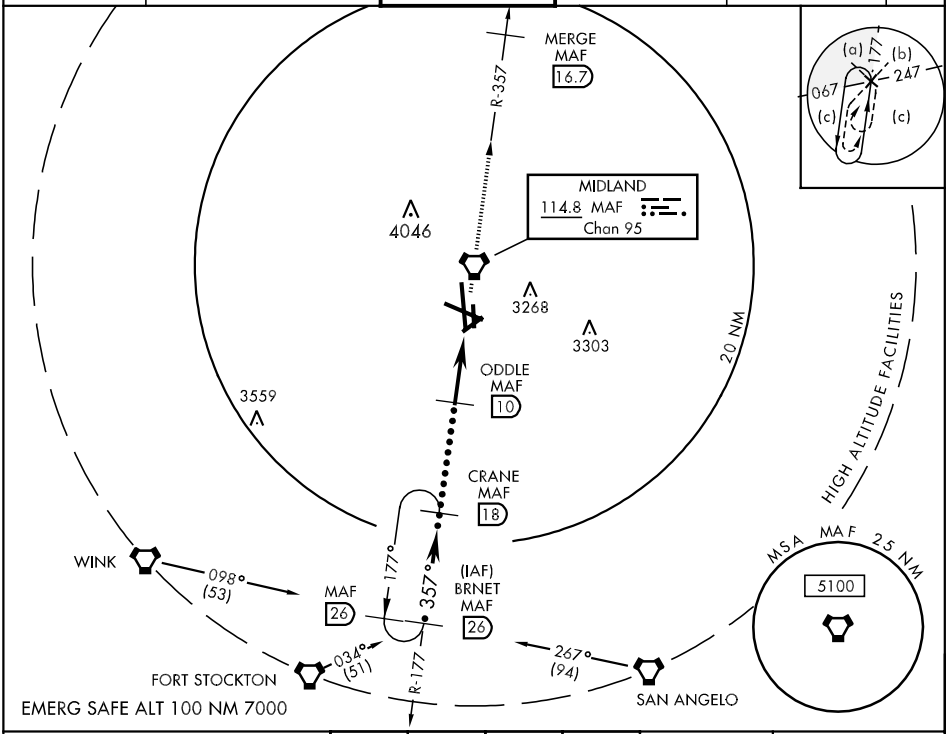
VORTAC MAF	APCH CRS	Rwy ldg / TDZE / Arpt Elev
114.8 Chan 95	357°	9501 / 2857 / 2871

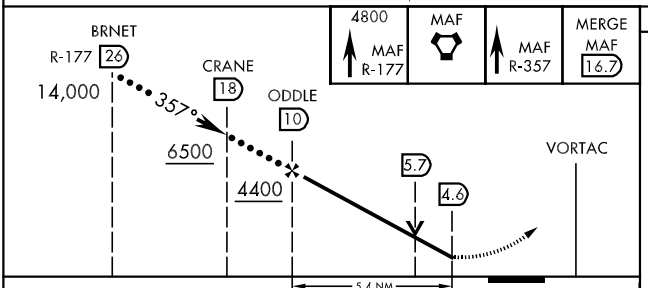
HI-VOR/DME or TACAN RWY 34L

JAL-258 [USAF] — MIDLAND INTL (KMAF)

MISSED APPROACH: Climb to 4800 via R-177 to MAF VORTAC then via MAF R-357 to MERGE/MAF 16.7 DME.

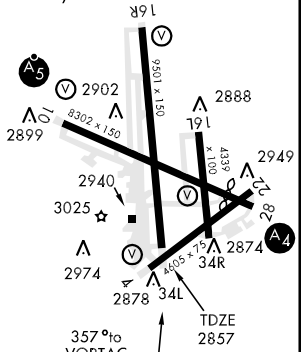
ATIS ★	MIDLAND APP CON	MIDLAND TOWER ★	GND CON	CLNC DEL	ASR
126.8 235.975	124.6 290.4	118.7 (C) 273.45	121.9 348.6	118.05 317.65	





ELEV 2871 — Rwy 28 ldg 7610'

HIRL Rwy 10-28, 16R-34L
MIRL Rwy 4-22, 16L-34R
REIL Rwy 34L



CATEGORY	C	D	E
S-34L	3260-1¼ 403 (400-1¼)		3260-1½ 403 (400-1½)
CIRCLING	3340-1½ 469 (500-1½)	3440-2 569 (600-2)	3600-2½ 729 (800-2½)
S-ASR 34L	3260-1¼ 403 (400-1¼)		3260-1½ 403 (400-1½)

SC-3, 08 APR 2010 to 06 MAY 2010

LOC/DME I-MAF	APP CRS	Rwy Idg	8302
110.3	105°	TDZE	2868
Chan 40		Apt Elev	2871

ILS or LOC RWY 10

MIDLAND INTL (MAF)

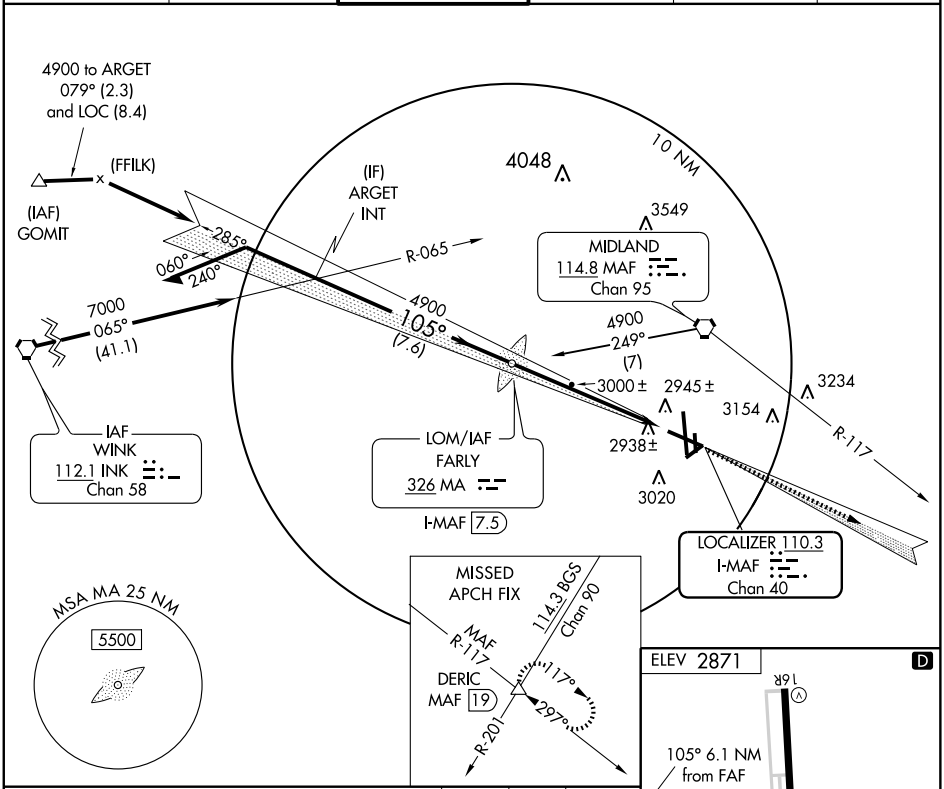
ASR

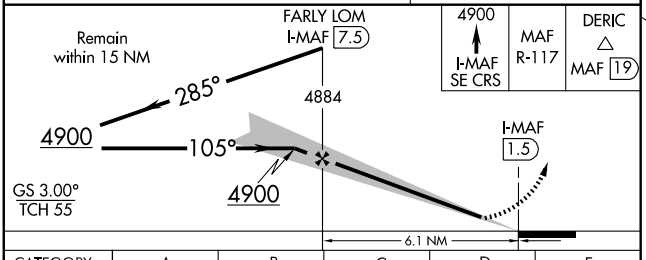
*RVR 1800 authorized with the use of FD or AP or HUD to DA.

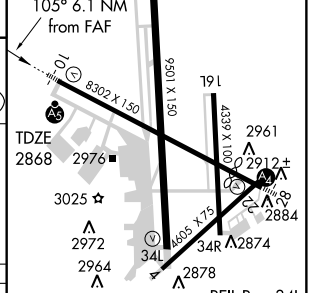
MALSR

MISSED APPROACH: Climb to 4900 via I-MAF SE course and MAF VORTAC R-117 to DERIC Int/19 DME and hold.

ATIS	MIDLAND APP CON*	MIDLAND TOWER *	GND CON	CLNC DEL	UNICOM
126.8 235.975	124.6 290.4	118.7 (CTAF) L 273.45	121.9 348.6	118.05 317.65	122.95







CATEGORY	A	B	C	D	E
S-ILS 10	*3068/24 200 (200-½)				
S-LOC 10	3260/24 392 (400-½)			3260/40 392 (400-¾)	
CIRCLING	3340-1 469 (500-1)		3340-1½ 469 (500-1½)	3440-2 569 (600-2)	3600-2½ 729 (800-2½)

FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

SC-3, 08 APR 2010 to 06 MAY 2010

LOC I-MAF	APP CRS	Rwy Idg	7610
110.3	285°	TDZE	2857
Chan 40		Apt Elev	2871

LOC BC RWY 28

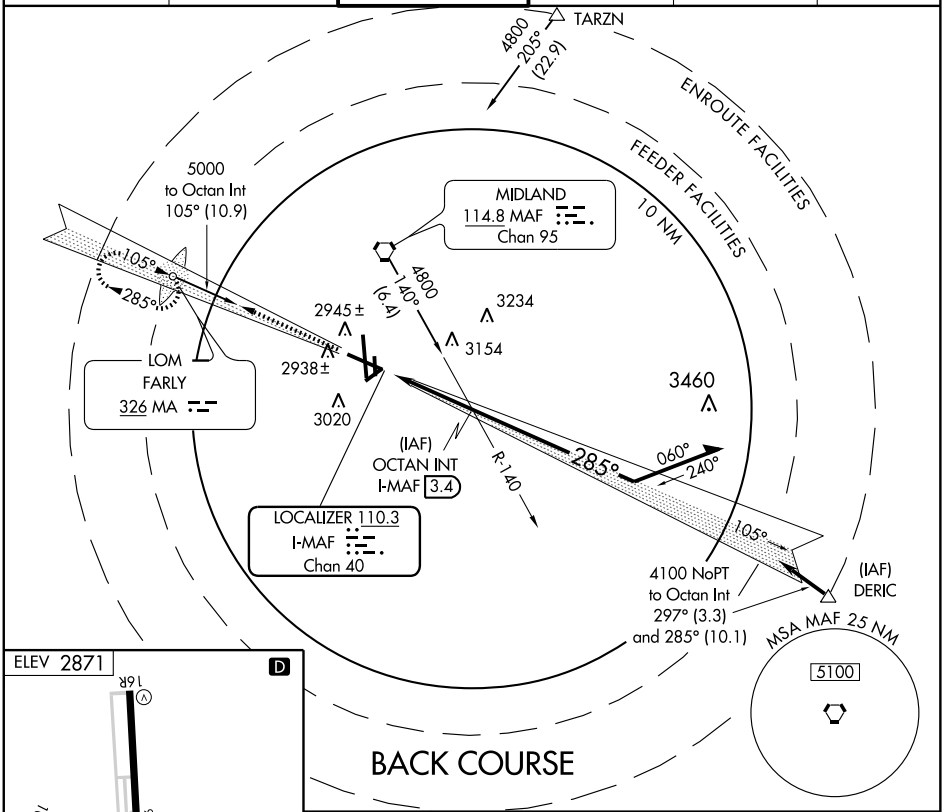
MIDLAND INTL (MAF)

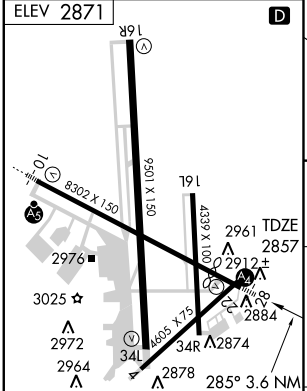
T A ASR — Disregard glide path indications.

MALS

MISSED APPROACH: Climb to 4800 via I-MAF NW course to FARLY LOM and hold.

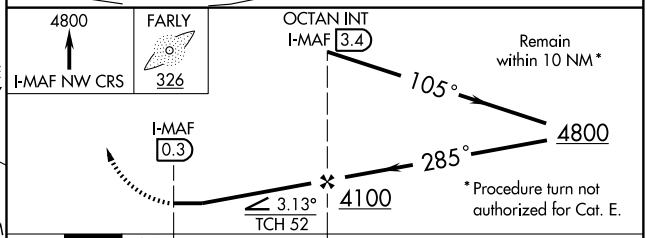
ATIS	MIDLAND APP CON ★	MIDLAND TOWER ★	GND CON	CLNC DEL	UNICOM
126.8 235.975	124.6 290.4	118.7 (CTAF) L 273.45	121.9 348.6	118.05 317.65	122.95





REIL Rwy 34L
MIRL Rwys 4-22 and 16L-34R
HIRL Rwys 10-28 and 16R-34L

FAF to MAP 3.1 NM					
Knots	60	90	120	150	180
Min:Sec	3:06	2:04	1:33	1:14	1:02

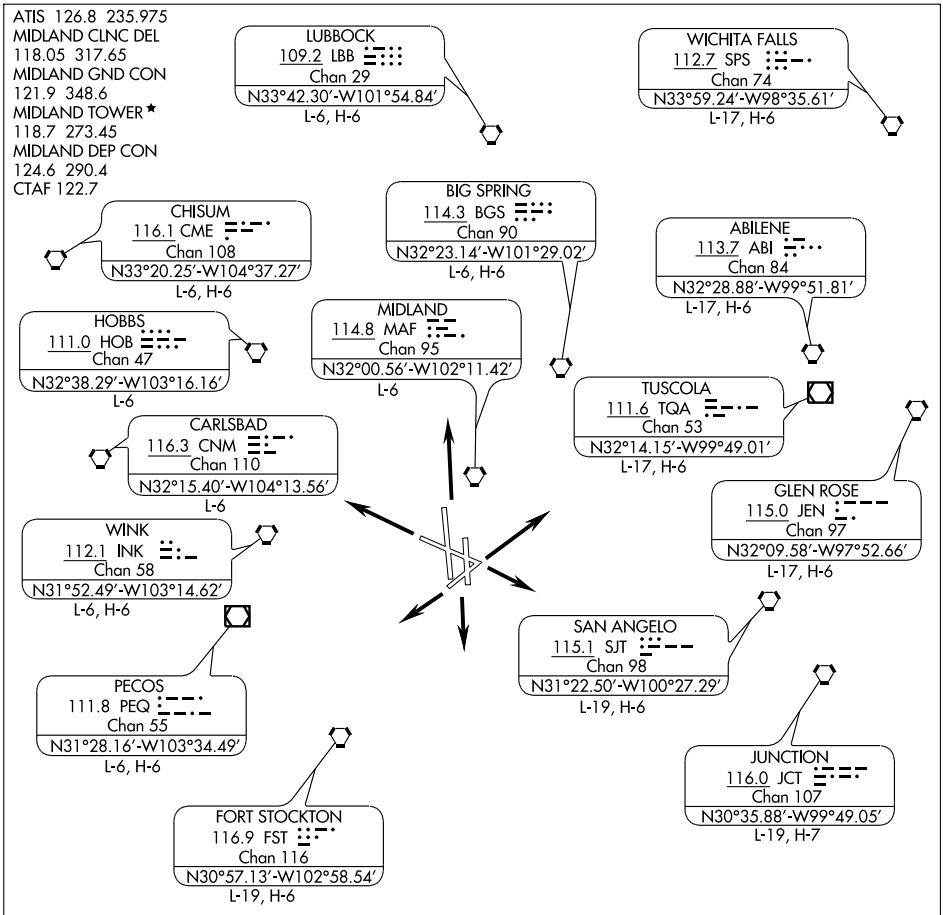


CATEGORY	A	B	C	D	E
S-28	3180-¾ 323 (400-¾)			3180-1 323 (400-1)	
CIRCLING	3340-1 469 (500-1)		3340-1½ 469 (500-1½)	3440-2 569 (600-2)	3600-2½ 729 (800-2½)

SC-3, 08 APR 2010 to 06 MAY 2010

MIDLAND FOUR DEPARTURE

SL-258 (FAA)



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

ALL RUNWAYS: Fly runway heading. Expect radar vectors to filed route/fix. Maintain 13,000′ (or filed lower altitude) and expect clearance to filed flight level/altitude 10 minutes after departure.

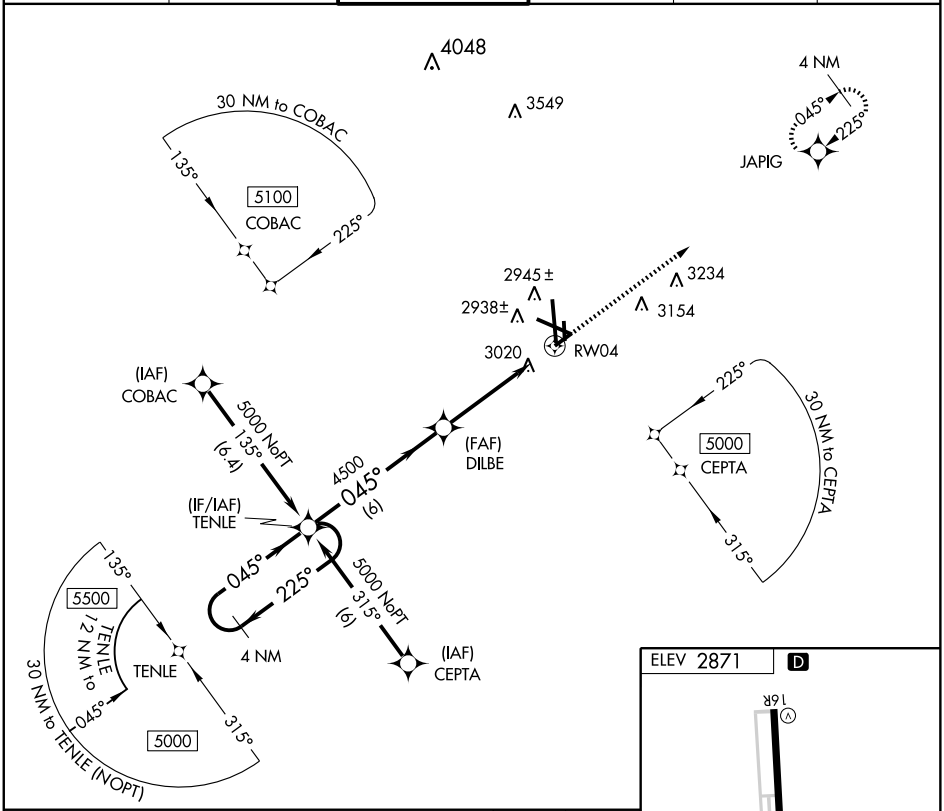
APP CRS	Rwy Idg	4605
045°	TDZE	2850
	Apt Elev	2871

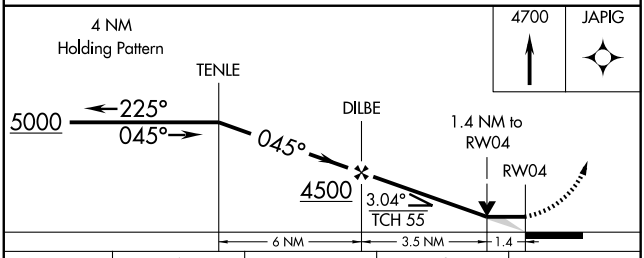
RNAV (GPS) RWY 4
MIDLAND INTL (MAF)

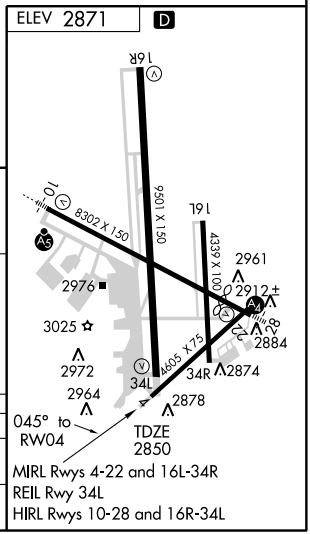
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
NA Circling NA at night to Rwy 16L.
ASR Straight-in minima NA at night.

MISSED APPROACH: Climb to 4700 direct JAPIG and hold.

ATIS	MIDLAND APP CON★	MIDLAND TOWER★	GND CON	CLNC DEL	UNICOM
126.8 235.975	124.6 290.4	118.7 (CTAF) L 273.45	121.9 348.6	118.05 317.65	122.95







CATEGORY	A	B	C	D
LNAV MDA	3360-1 510 (500-1)		3360-1½ 510 (500-1½)	
CIRCLING	3360-1 489 (500-1)		3360-1½ 489 (500-1½)	3440-2 569 (600-2)

MIRL Rwys 4-22 and 16L-34R
REIL Rwy 34L
HIRL Rwys 10-28 and 16R-34L

SC-3. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	8302
CH 69310	105°	TDZE	2868
W10A		Apt Elev	2871

RNAV (GPS) RWY 10
MIDLAND INTL (MAF)

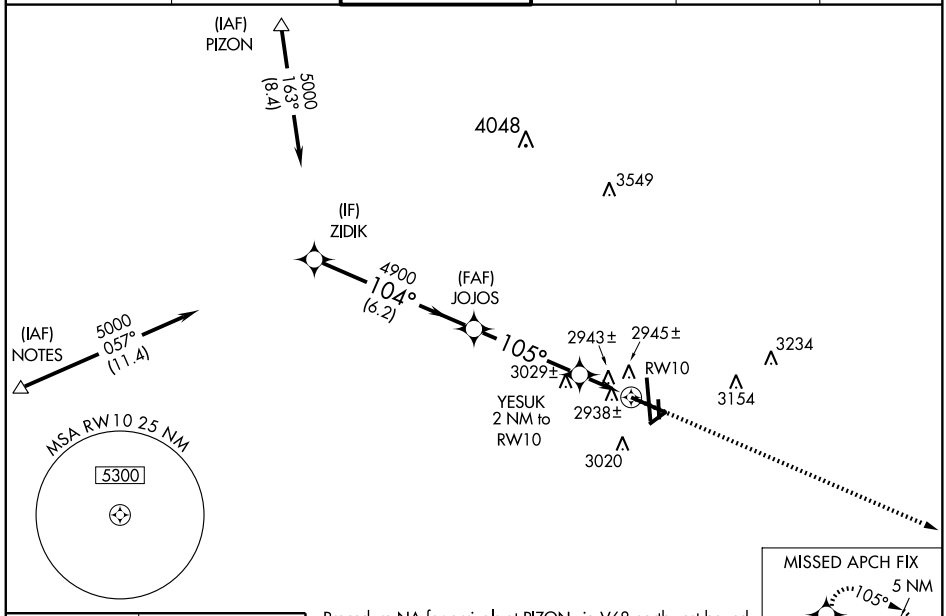
ASR

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°) or above 43°C (109°F). DME/DME RNP-0.3 NA. Baro VNAV and VDP NA when using Odessa altimeter setting. For inoperative MALSR increase LNAV Cat D visibility to RVR 6000. When using Odessa altimeter setting, increase LPV visibility to RVR 5000 all Cats. When Midland Intl altimeter setting not received, use Odessa altimeter setting and increase all DA 41 feet and all MDA 60 feet. Increase LNAV Cat C visibility to RVR 4000.

MALSR

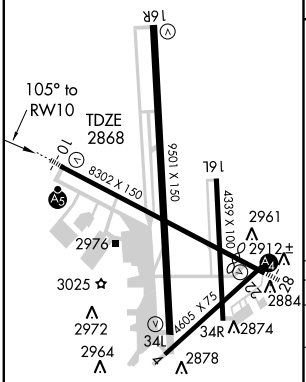
MISSED APPROACH: Climb to 4500 direct GORBE and hold.

ATIS	MIDLAND APP CON ★	MIDLAND TOWER ★	GND CON	CLNC DEL	UNICOM
126.8 235.975	124.6 290.4	118.7 (CTAF) L 273.45	121.9 348.6	118.05 317.65	122.95



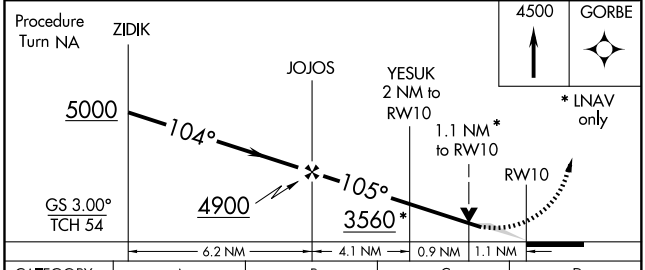
MISSED APCH FIX
5 NM
105°
285°
GORBE

ELEV 2871 D



REIL Rwy 34L
MIRL Rwys 4-22 and 16L-34R
HIRL Rwys 10-28 and 16R-34L

Procedure NA for arrivals at PIZON via V68 northwest bound and for arrivals at NOTES via V94-546 westbound.



CATEGORY	A	B	C	D
LPV DA	3118/24 250 (300-½)			
LNAV/ VNAV DA	3269/50 401 (400-1)			
LNAV MDA	3260/24 392 (400-½)			3260/50 392 (400-1)
CIRCLING	3340-1 469 (500-1)		3340-1½ 469 (500-1½)	3440-2 569 (600-2)

SC-3, 08 APR 2010 to 06 MAY 2010

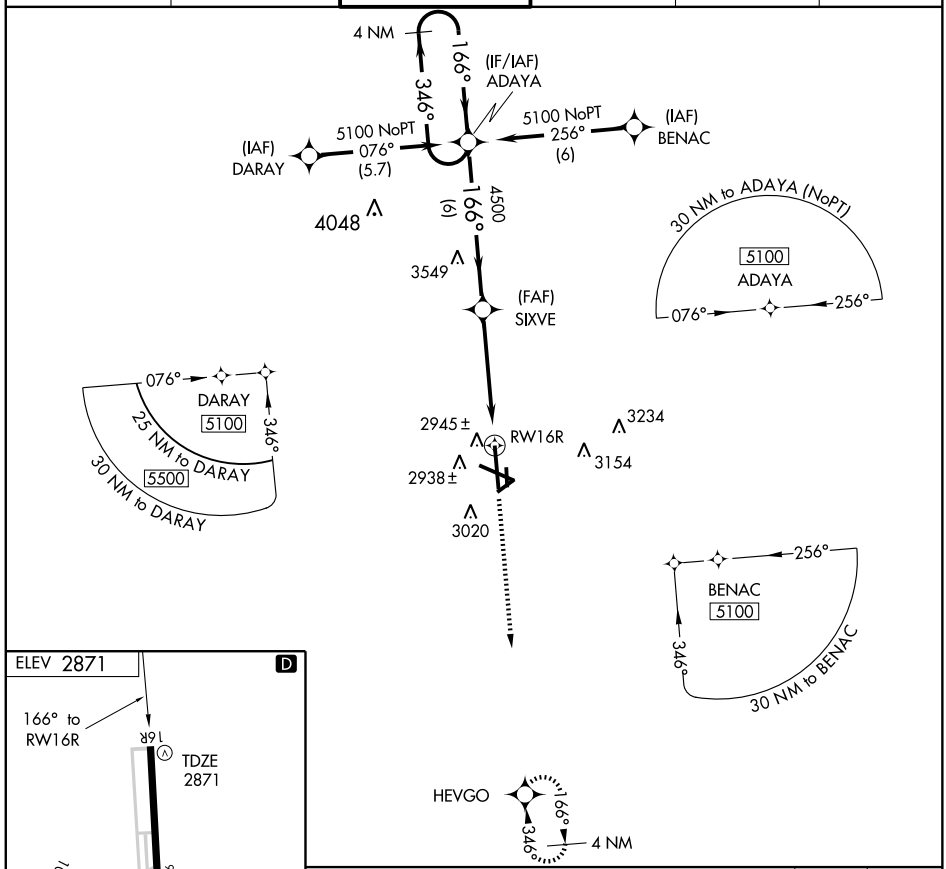
APP CRS	Rwy Idg	9501
166°	TDZE	2871
	Apt Elev	2871

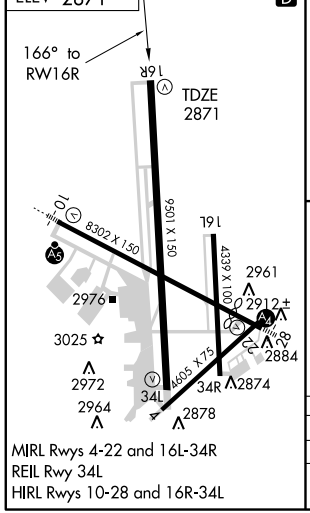
RNAV (GPS) RWY 16R
MIDLAND INTL (MAF)

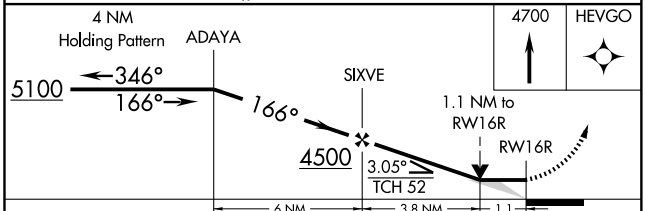
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Circling NA at night to Rwy 16L.

MISSED APPROACH: Climb to 4700 direct HEVGO and hold.

ATIS	MIDLAND APP CON★	MIDLAND TOWER ★	GND CON	CLNC DEL	UNICOM
126.8 235.975	124.6 290.4	118.7 (CTAF) L 273.45	121.9 348.6	118.05 317.65	122.95







CATEGORY	A	B	C	D
LNAV MDA	3280-1	409 (500-1)	3280-1¼	409 (500-1¼)
CIRCLING	3340-1	469 (500-1)	3340-1½ 469 (500-1½)	3440-2 569 (600-2)

SC-3, 08 APR 2010 to 06 MAY 2010

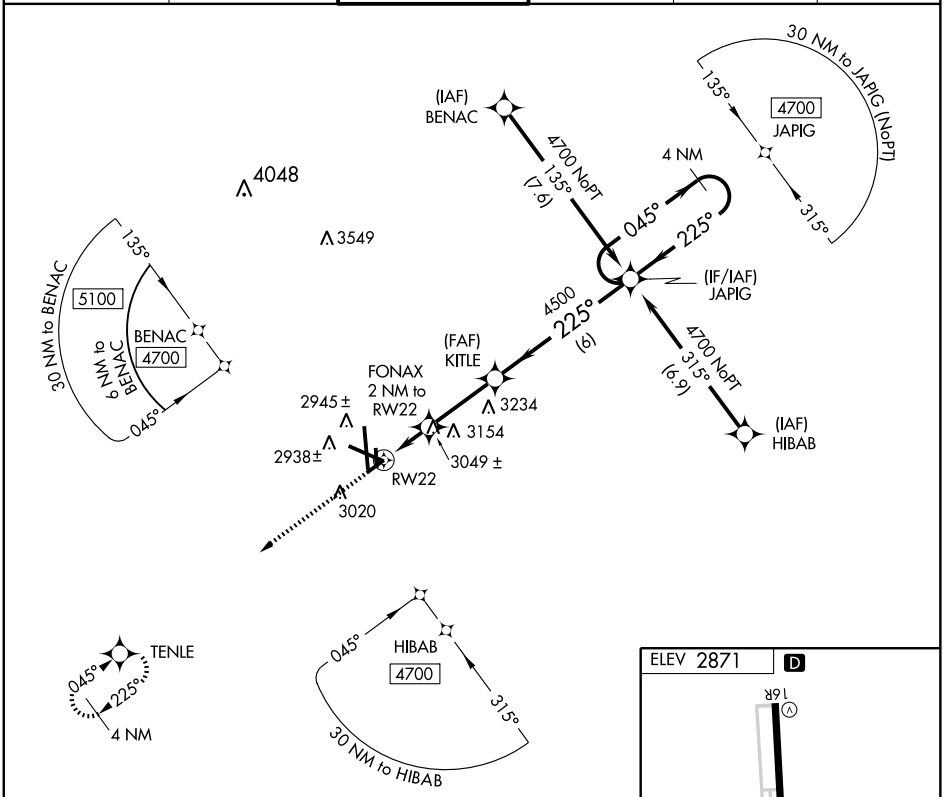
APP CRS	Rwy Idg	4605
225°	TDZE	2853
	Apt Elev	2871

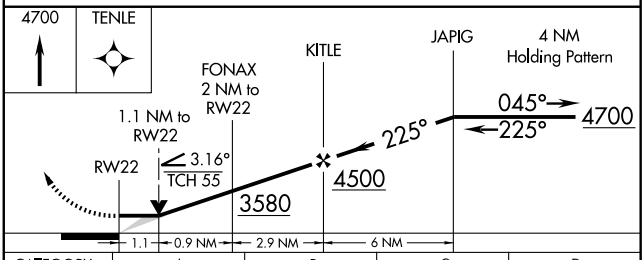
RNAV (GPS) RWY 22
MIDLAND INTL (MAF)

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
Circling NA at night to Rwy 16L.
Straight-in minima NA at night.

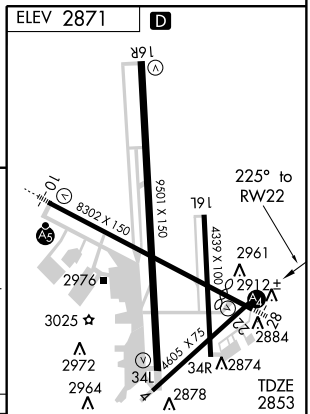
MISSED APPROACH: Climb to 4700 direct TENLE and hold.

ATIS	MIDLAND APP CON ★	MIDLAND TOWER ★	GND CON	CLNC DEL	UNICOM
126.8 235.975	124.6 290.4	118.7 (CTAF) L 273.45	121.9 348.6	118.05 317.65	122.95





CATEGORY	A	B	C	D
LNAV MDA	3280-1 427 (500-1)		3280-1¼ 427 (500-1¼)	3280-1½ 427 (500-1½)
CIRCLING	3340-1 469 (500-1)		3340-1½ 469 (500-1½)	3440-2 569 (600-2)



MIRL Rwys 4-22 and 16L-34R
REIL Rwy 34L
HIRL Rwys 10-28 and 16R-34L

SC-3, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	7610
CH 81816	285°	TDZE	2857
W28A		Apt Elev	2871

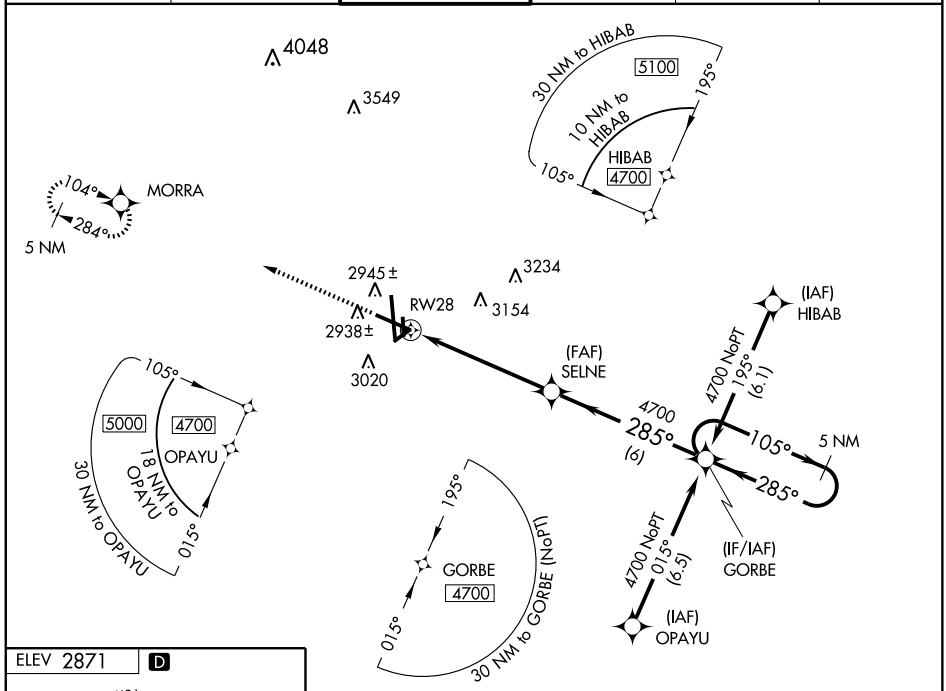
RNAV (GPS) RWY 28
MIDLAND INTL (MAF)

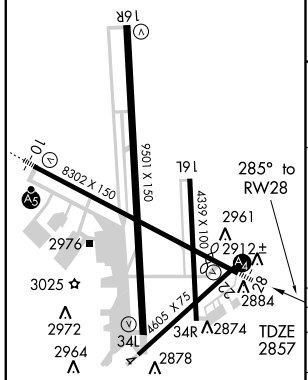
ASR: Inoperative table does not apply to LPV and LNAV/VNAV all Cats and LNAV Cat C and D. DME/DME RNP-0.3 NA. Baro-VNAV NA below -20°C (-4°F). Circling NA at night to Rwy 16L.

MALS

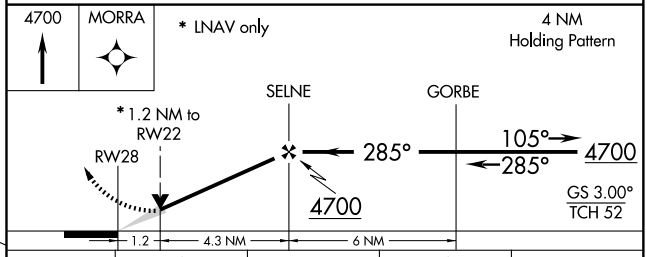
MISSED APPROACH: Climb to 4700 direct MORRA and hold.

ATIS	MIDLAND APP CON★	MIDLAND TOWER ★	GND CON	CLNC DEL	UNICOM
126.8 235.975	124.6 290.4	118.7 (CTAF) L 273.45	121.9 348.6	118.05 317.65	122.95





MIRL Rwys 4-22 and 16L-34R
REIL Rwy 34L
HIRL Rwys 10-28 and 16R-34L



CATEGORY	A	B	C	D
LPV DA	3110-¾ 253 (300-¾)			
LNAV/VNAV DA	3280-1½ 423 (500-1½)			
LNAV MDA	3280-¾ 423 (500-¾)		3280-1¼ 423 (500-1¼)	
CIRCLING	3340-1½ 469 (500-1½)			3440-2 569 (600-2)

SC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	9501
346°	TDZE	2857
	Apt Elev	2871

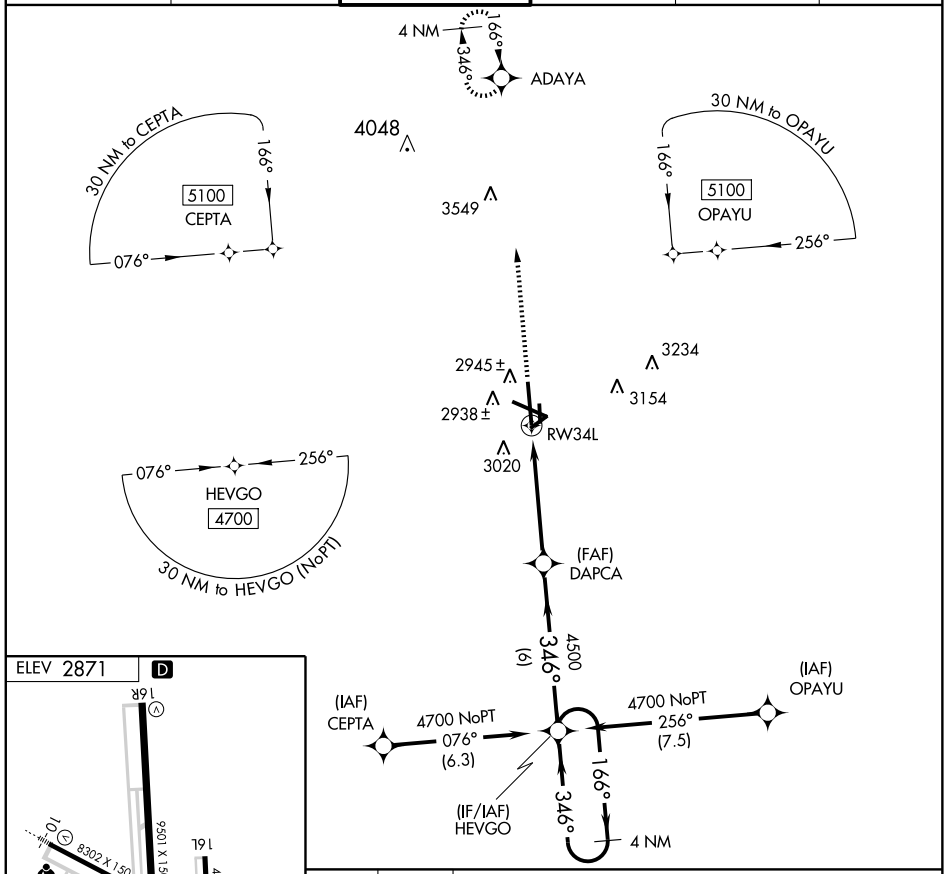
RNAV (GPS) RWY 34L
MIDLAND INTL (MAF)

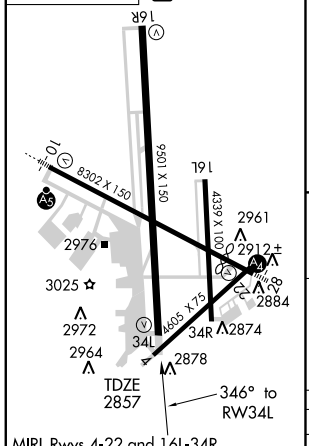
T
NA
ASR

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Circling NA at night to Rwy 16L.

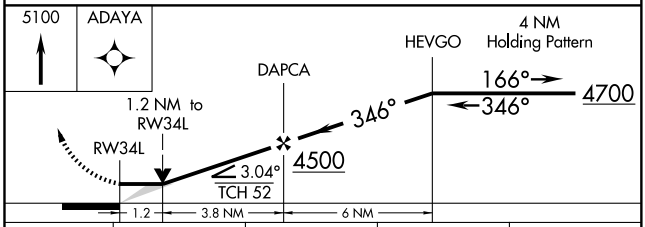
MISSED APPROACH: Climb to 5100 direct ADAYA and hold.

ATIS	MIDLAND APP CON★	MIDLAND TOWER★	GND CON	CLNC DEL	UNICOM
126.8 235.975	124.6 290.4	118.7 (CTAF) L 273.45	121.9 348.6	118.05 317.65	122.95





MIRL Rwys 4-22 and 16L-34R
REIL Rwy 34L
HIRL Rwys 10-28 and 16R-34L



CATEGORY	A	B	C	D
LNAV MDA	3280-1	423 (500-1)	3280-1¼	423 (500-1¼)
CIRCLING	3340-1	469 (500-1)	3340-1½ 469 (500-1½)	3440-2 569 (600-2)

SC-3, 08 APR 2010 to 06 MAY 2010

VORTAC MAF	APP CRS	Rwy Idg	9501
114.8	357°	TDZE	2857
Chan 95		Apt Elev	2871

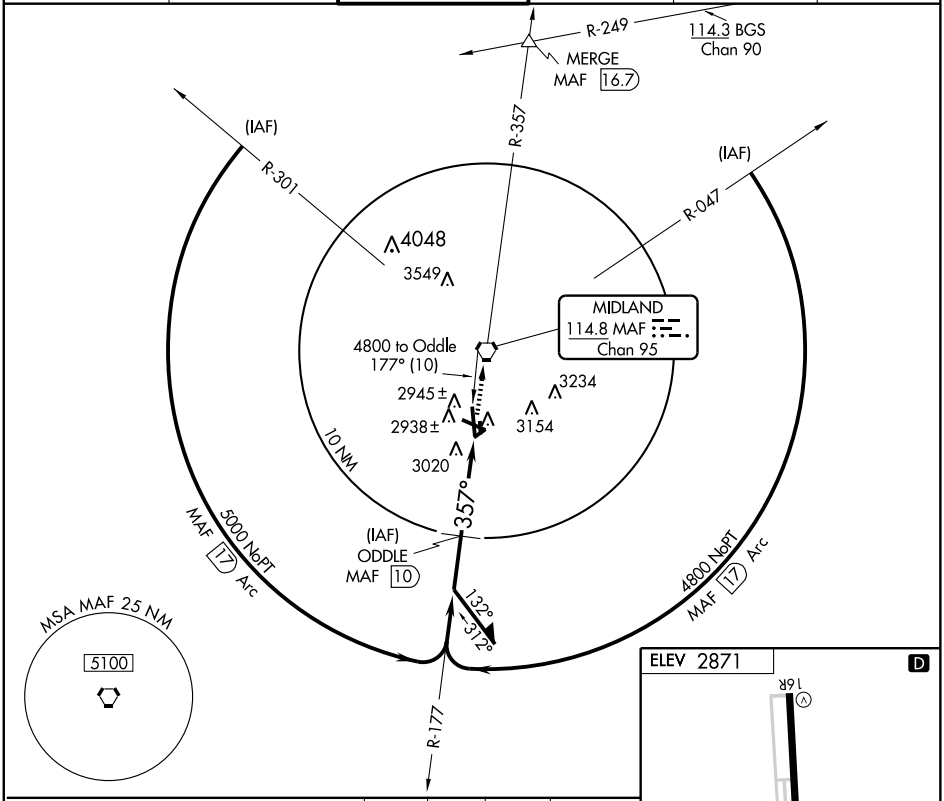
VOR/DME or TACAN RWY 34L

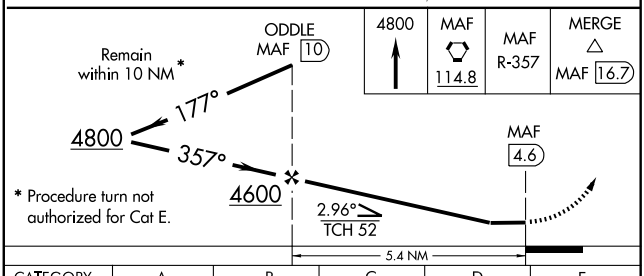
MIDLAND INTL (MAF)

ASR

MISSED APPROACH: Climb to 4800 direct to MAF VORTAC then via MAF R-357 to MERGE Int/MAF 16.7 DME.

ATIS	MIDLAND APP CON*	MIDLAND TOWER *	GND CON	CLNC DEL	UNICOM
126.8 235.975	124.6 290.4	118.7 (CTAF) L 273.45	121.9 348.6	118.05 317.65	122.95







CATEGORY	A	B	C	D	E
S-34L	3260-1 403 (400-1)		3260-1¼ 403 (400-1¼)		3260-1½ 403 (400-1½)
CIRCLING	3340-1 469 (500-1)		3340-1½ 469 (500-1½)	3440-2 569 (600-2)	3600-2½ 729 (800-2½)

REIL Rwy 34L
MIRL Rwys 4-22 and 16L-34R
HIRL Rwys 10-28 and 16R-34L

SC-3, 08 APR 2010 to 06 MAY 2010

VORTAC MAF	APP CRS	Rwy Idg	9501
114.8	183°	TDZE	2871
Chan 95		Apt Elev	2871

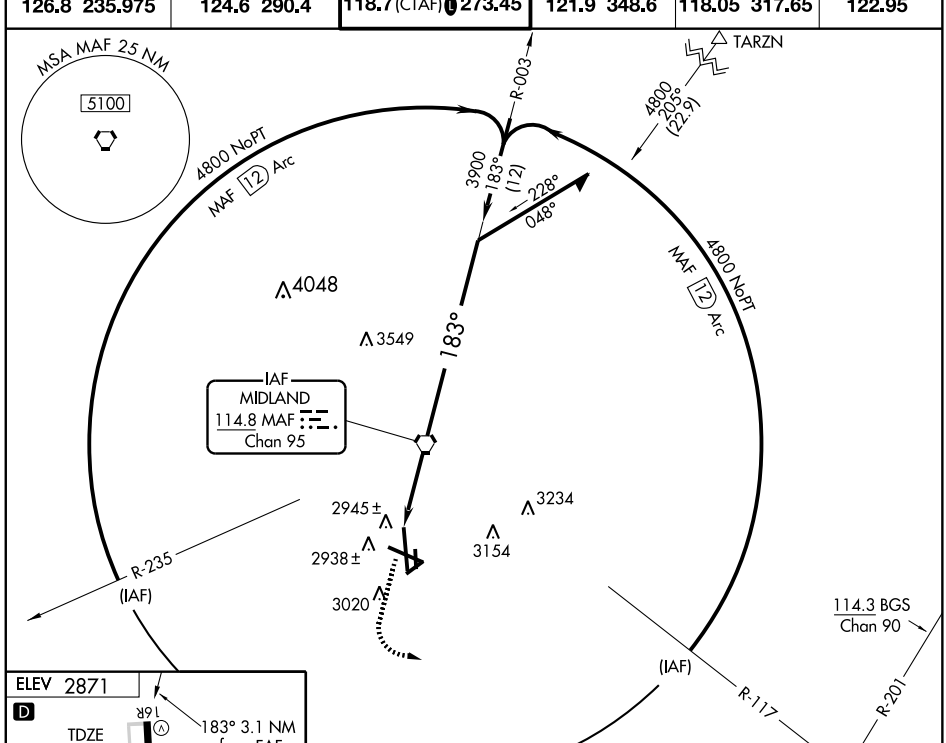
VOR or TACAN RWY 16R

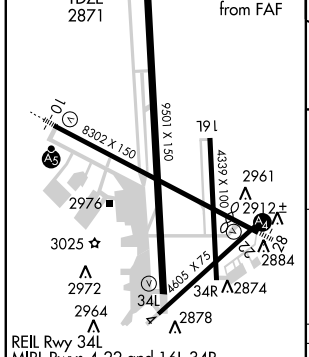
MIDLAND INTL (MAF)

ASR

MISSED APPROACH: Climb to 3300 then climbing left turn to 4800 via MAF R-117 to DERIC Int and hold.

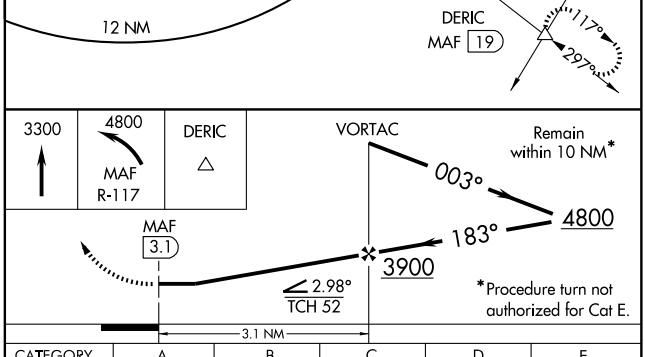
ATIS	MIDLAND APP CON*	MIDLAND TOWER *	GND CON	CLNC DEL	UNICOM
126.8 235.975	124.6 290.4	118.7 (CTAF) L 273.45	121.9 348.6	118.05 317.65	122.95





REIL Rwy 34L
MIRL Rwys 4-22 and 16L-34R
HIRL Rwys 10-28 and 16R-34L

FAF to MAP 3.1 NM					
Knots	60	90	120	150	180
Min:Sec	3:06	2:04	1:33	1:14	1:02



CATEGORY	A	B	C	D	E
S-16R	3260-1 389 (400-1)			3260-1¼ 389 (400-1¼)	
CIRCLING	3340-1 469 (500-1)		3340-1½ 469 (500-1½)	3440-2 569 (600-2)	3600-2½ 729 (800-2½)

SC-3. 08 APR 2010 to 06 MAY 2010

VORTAC MAF	APP CRS	Rwy Idg	5022
114.8	239°	TDZE	2800
Chan 95		Apt Elev	2803

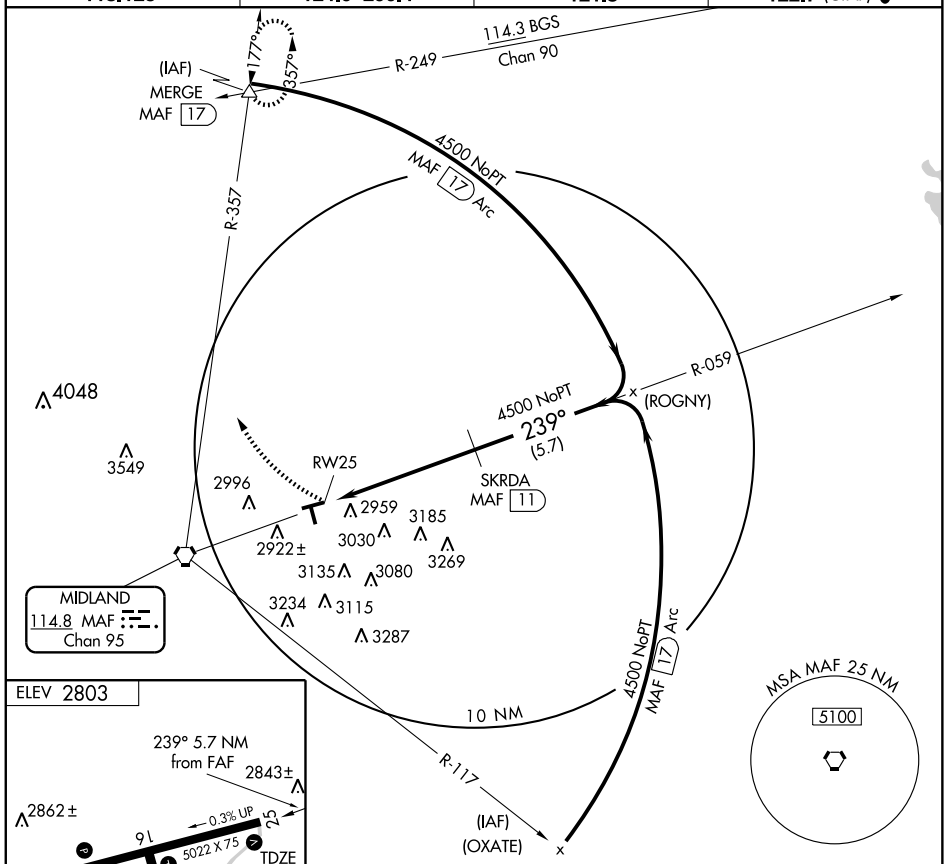
VOR/DME or GPS RWY 25

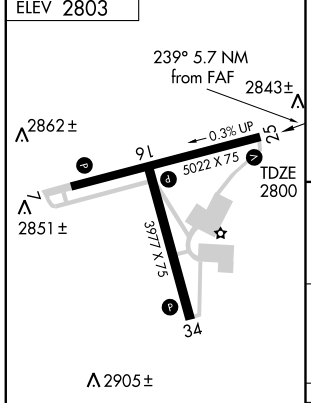
MIDLAND AIRPARK (MDD)

T NA — Use Midland Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 4500 via MAF R-357 to MERGE Int/17 DME and hold.

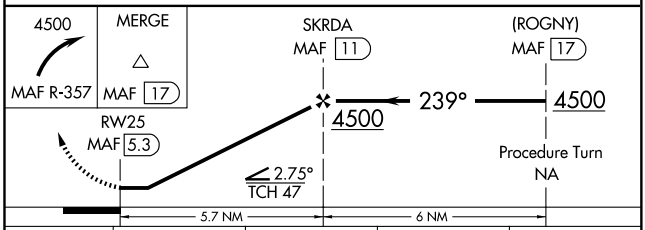
AWOS-3	MIDLAND APP CON ★	CLNC DEL	UNICOM
118.125	124.6 290.4	121.8	122.7 (CTAF) L





MIRL Rwys 7-25 and 16-34 L

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-25	3400-1	600 (600-1)	3400-1½ 600 (600-1½)	3400-1¾ 600 (600-1¾)
CIRCLING	3400-1	597 (600-1)	3400-1½ 597 (600-1½)	3700-3 897 (900-3)

SC-3, 08 APR 2010 to 06 MAY 2010

VORTAC MAF	APP CRS	Rwy Idg	N/A
114.8	061°	TDZE	N/A
Chan 95		Apt Elev	2802

VOR or GPS-A

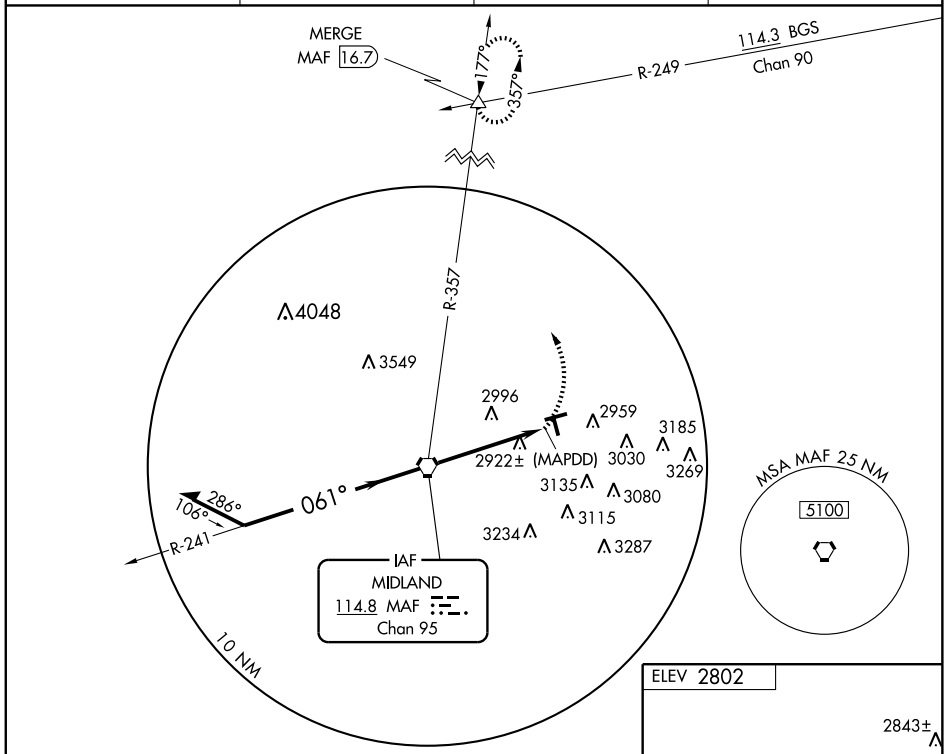
MIDLAND AIRPARK (MDD)

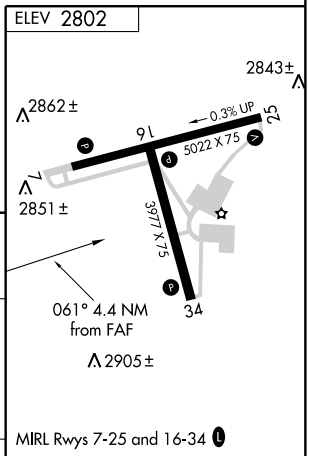
T
NA

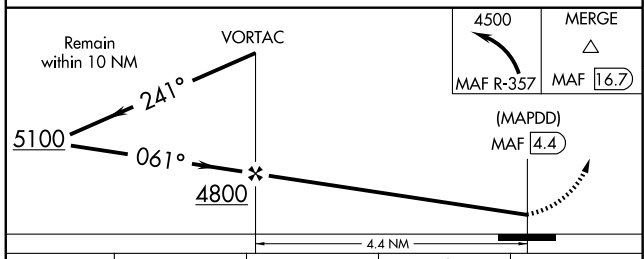
Use Midland Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 4500 via MAF R-357 to MERGE Int and hold.

AWOS-3	MIDLAND APP CON ★	CLNC DEL	UNICOM
118.125	124.6 290.4	121.8	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	3380-1	578 (600-1)	3380-1½ 578 (600-1½)	3700-3 898 (900-3)

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

SC-3, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	4999
CH 62814	358°	TDZE	703
W36A		Apt Elev	726

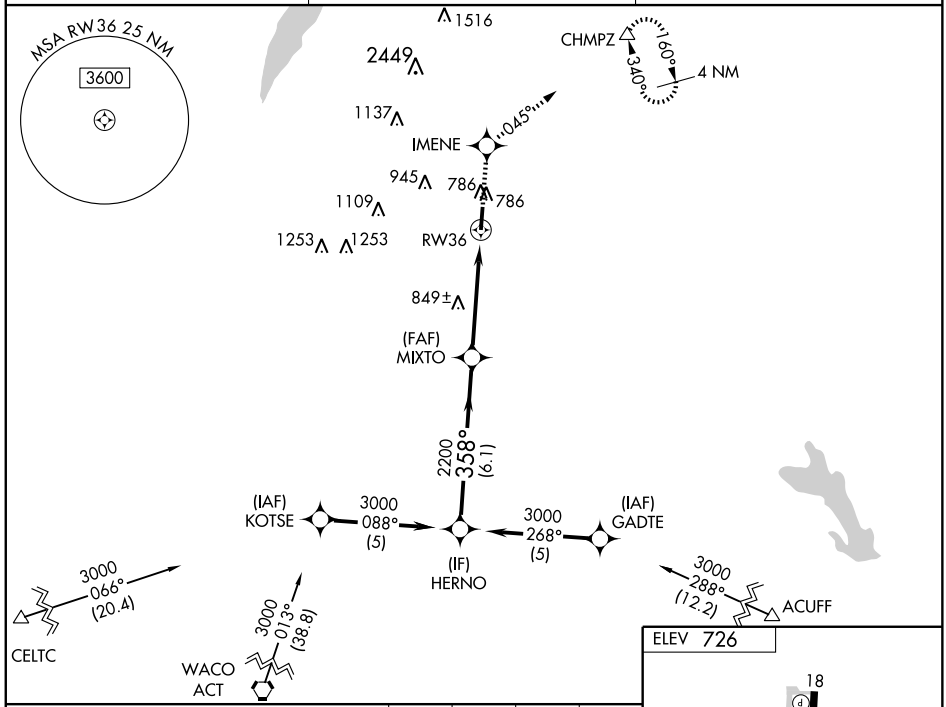
RNAV (GPS) RWY 36

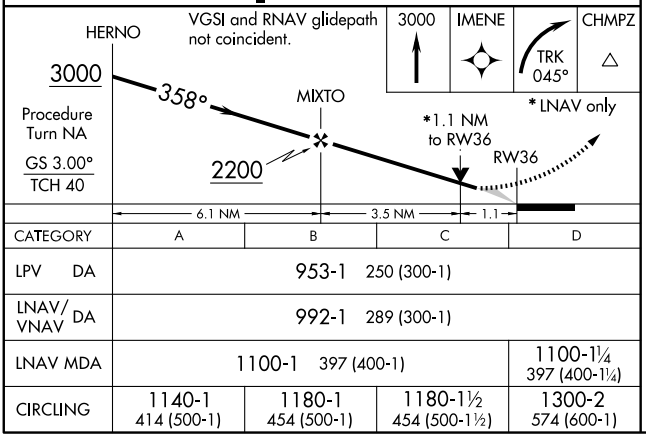
MIDLOTHIAN/WAXAHACHIE/MID-WAY RGNL (JWY)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dallas Love Field altimeter setting and increase all DA 88 feet and all MDA 100 feet, increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile, LNAV Cats C and D visibility ¼ mile, Circling Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Dallas Love Field altimeter setting.

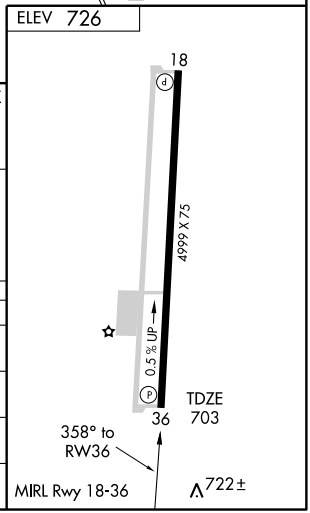
MISSED APPROACH: Climb to 3000 direct IMENE and right turn via track 045° to CHMPZ and hold, continue climb-in-hold to 3000.

AWOS-3	REGIONAL APP CON	UNICOM
119.575	125.2 343.65	122.975 (CTAF)





CATEGORY	A	B	C	D
LPV DA	953-1 250 (300-1)			
LNAV/VNAV DA	992-1 289 (300-1)			
LNAV MDA	1100-1 397 (400-1)			1100-1¼ 397 (400-1¼)
CIRCLING	1140-1 414 (500-1)	1180-1 454 (500-1)	1180-1½ 454 (500-1½)	1300-2 574 (600-1)



VOR/DME UIM	APP CRS	Rwy Idg	N/A
114.0	203°	TDZE	N/A
Chan 87		Apt Elev	429

VOR/DME-A

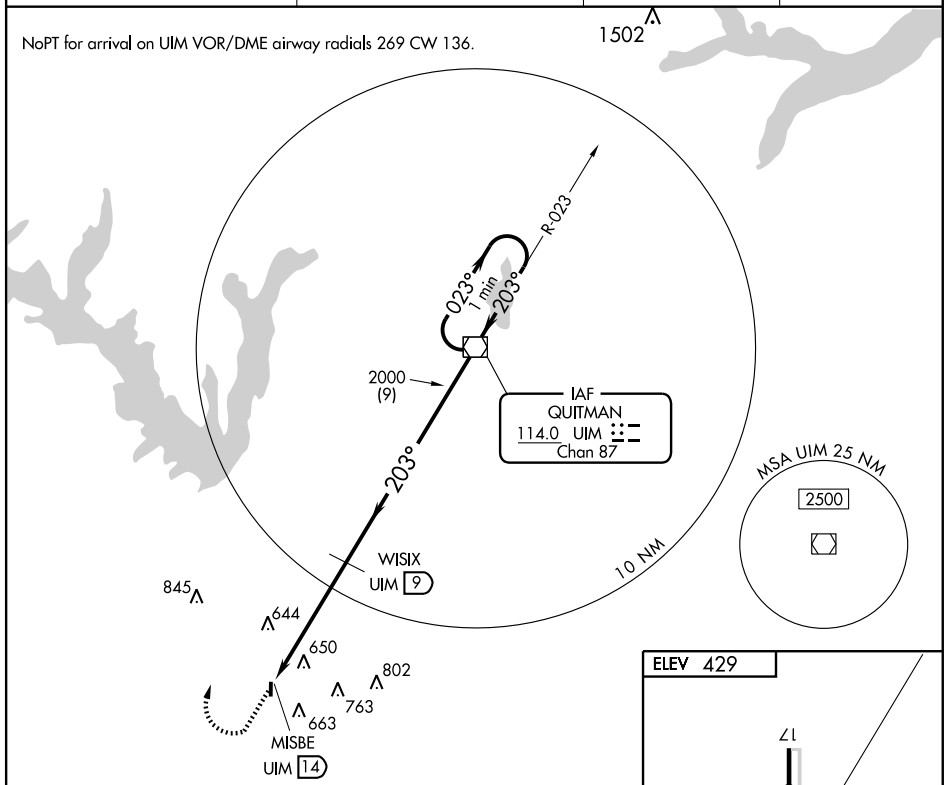
MINEOLA WISENER FIELD (3F9)

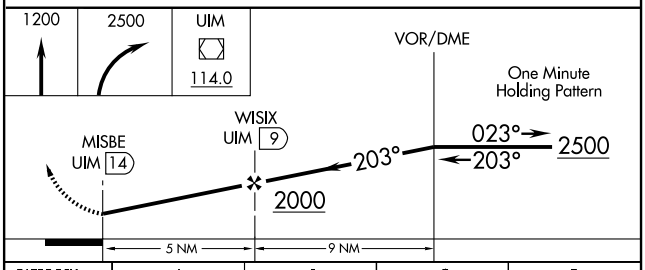
⚠ NA Use Tyler Pounds Rgnl altimeter setting; if not received, use East Texas Rgnl altimeter setting and increase all MDAs 40 feet.

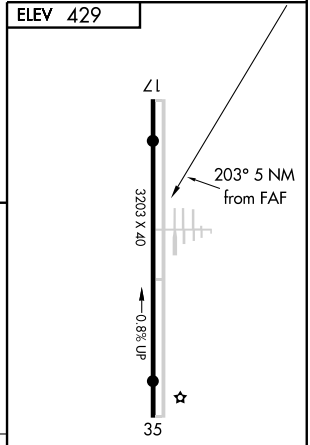
MISSED APPROACH: Climb to 1200 then climbing right turn to 2500 direct UIM VOR/DME and hold.

TYLER POUNDS RGNL ATIS ★	EAST TEXAS RGNL ATIS ★	LONGVIEW APP CON ★	UNICOM
126.25	119.65	128.75 379.15	122.8 (CTAF) L

NoPT for arrival on UIM VOR/DME airway radials 269 CW 136.







CATEGORY	A	B	C	D
CIRCLING	1040-1	611 (700-1)	1040-1¾ 611 (700-1¾)	NA

LIRL Rwy 17-35 L

SC-2, 08 APR 2010 to 06 MAY 2010

MINEOLA/QUITMAN, TEXAS

AL-6800 (FAA)

APP CRS	Rwy Idg	4001
176°	TDZE	421
	Apt Elev	433

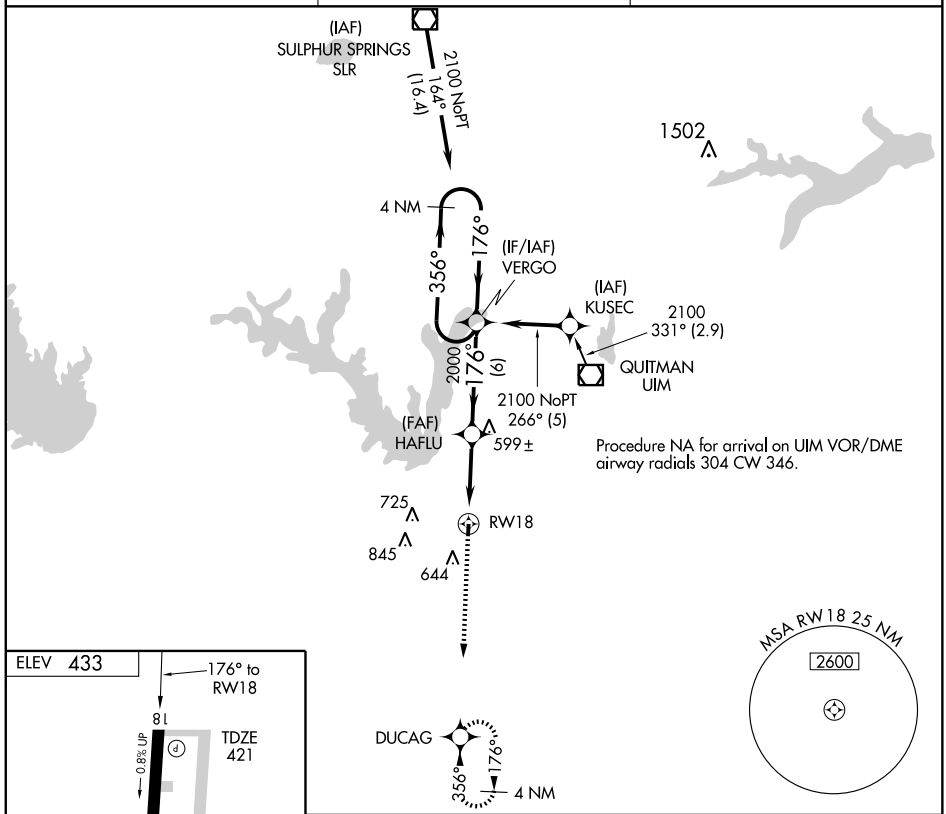
RNAV (GPS) RWY 18

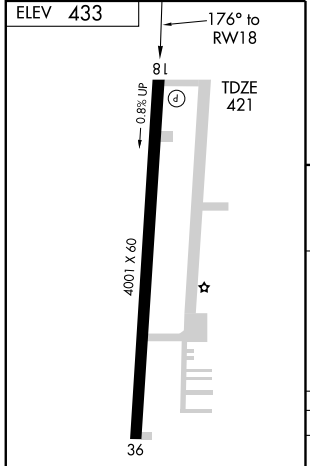
MINEOLA/ WOOD COUNTY (JDD)

DME/DME RNP-0.3 NA.

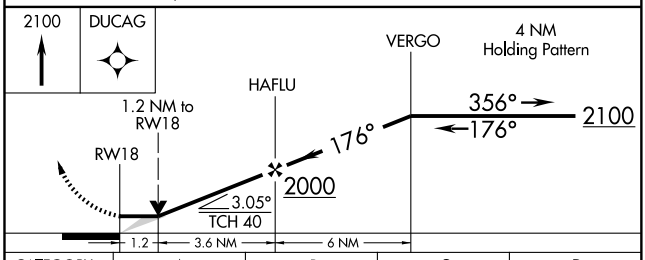
MISSED APPROACH: Climb to 2100 direct DUCAG and hold.

AWOS-3	LONGVIEW APP CON ★	UNICOM
118.9	128.75 379.15	122.8 (CTAF) L





MIRL Rwy 18-36 L



CATEGORY	A	B	C	D
LNAV MDA	820-1 399 (400-1)			NA
CIRCLING	920-1 487 (500-1)	940-1 507 (600-1)	1000-1½ 567 (600-1½)	NA

SC-2, 08 APR 2010 to 06 MAY 2010

MINEOLA/QUITMAN, TEXAS

AL-6800 (FAA)

APP CRS	Rwy Idg	4001
356°	TDZE	433
	Apt Elev	433

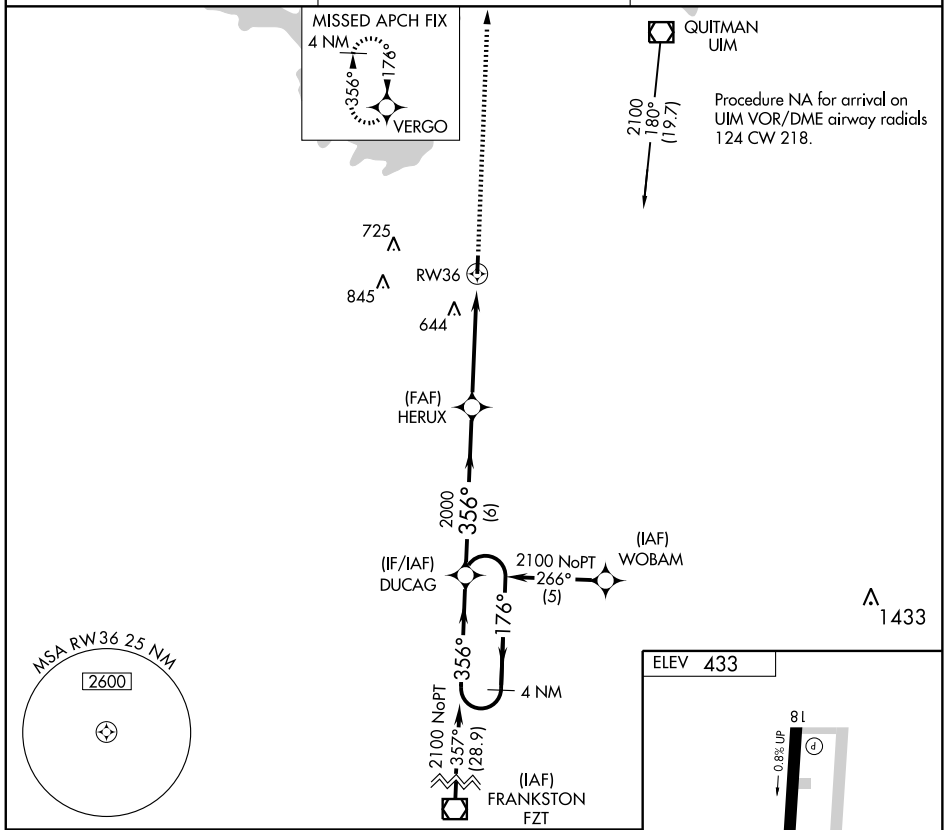
RNAV (GPS) RWY 36

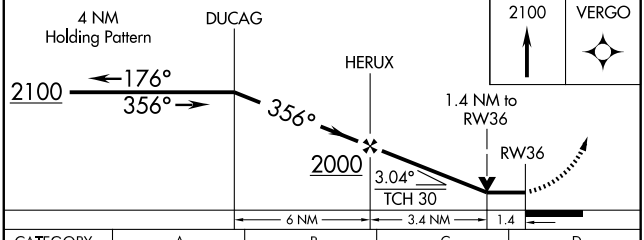
MINEOLA/ WOOD COUNTY (JDD)

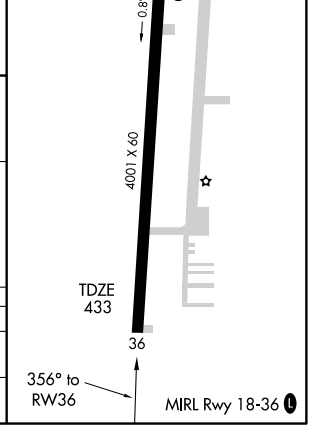
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2100 direct VERGO and hold.

AWOS-3	LONGVIEW APP CON ★	UNICOM
118.9	128.75 379.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	920-1 487 (500-1)		920-1¼ 487 (500-1¼)	NA
CIRCLING	920-1 487 (500-1)	940-1 507 (600-1)	1000-1½ 567 (600-1½)	NA

SC-2, 08 APR 2010 to 06 MAY 2010

VOR/DME UIM 114.0 Chan 87	APP CRS 210°	Rwy Idg N/A TDZE N/A Apt Elev 433

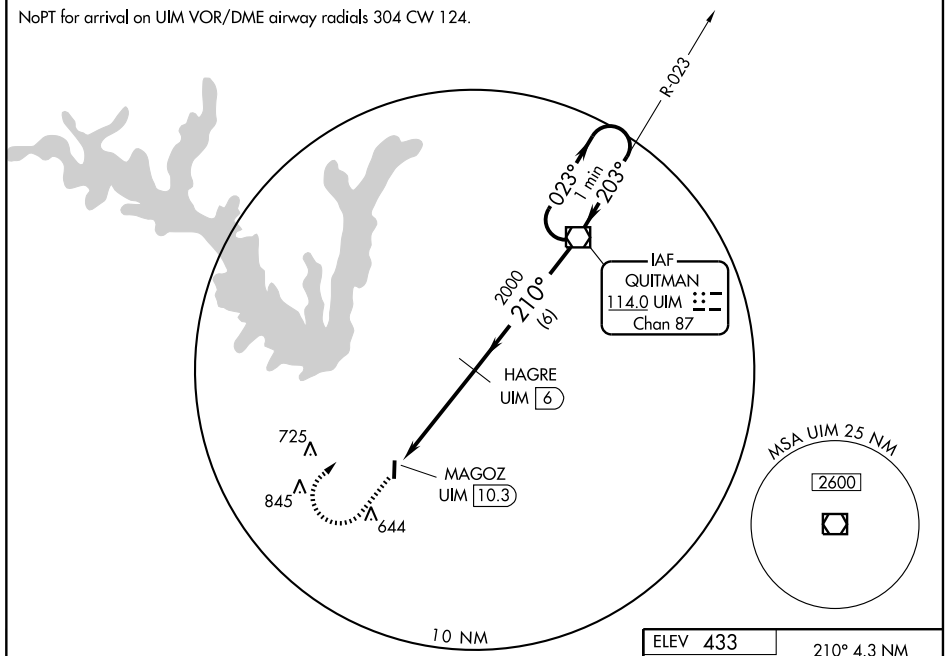
VOR/DME-B

MINEOLA/ WOOD COUNTY (JDD)

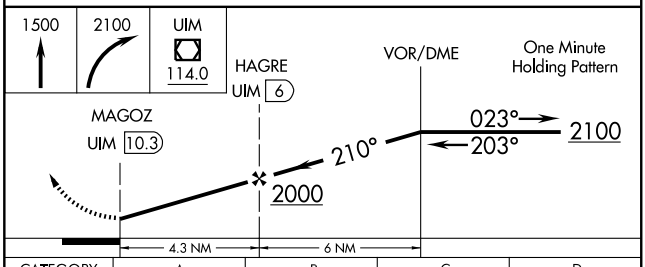
MISSED APPROACH: Climb to 1500 then climbing right turn to 2100 direct UIM VOR/DME and hold.

AWOS-3	LONGVIEW APP CON ★	UNICOM
118.9	128.75 379.15	122.8 (CTAF) L

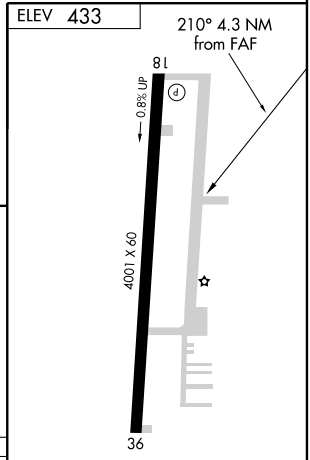
NoPT for arrival on UIM VOR/DME airway radials 304 CW 124.



1078



CATEGORY	A	B	C	D
CIRCLING	980-1 547 (600-1)		1000-1½ 567 (600-1½)	NA



MIRL Rwy 18-36 L

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS		
312°	Rwy Idg	5596
	TDZE	974
	Apt Elev	974

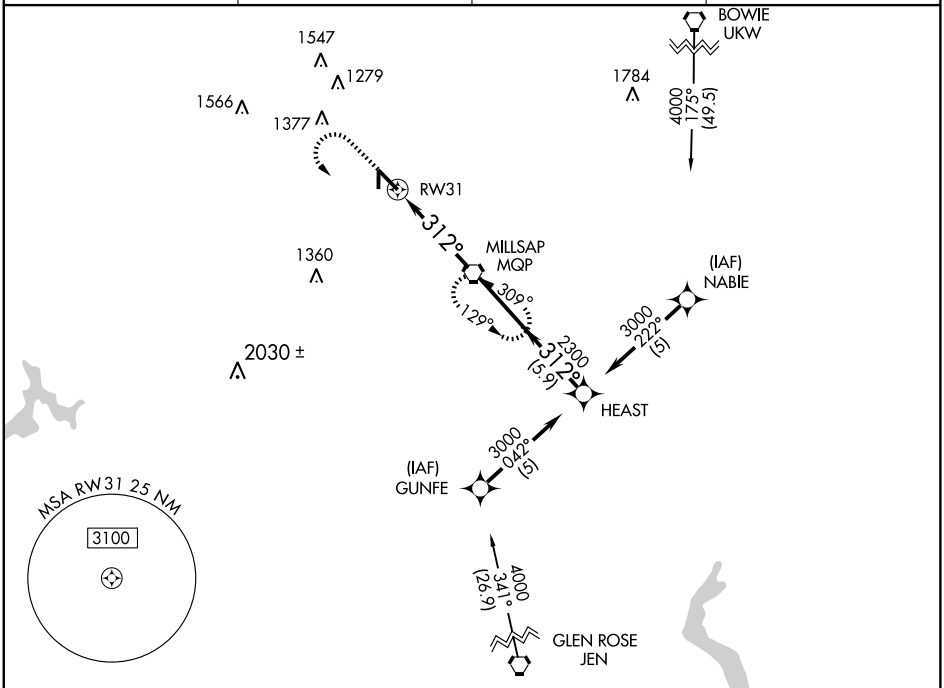
GPS RWY 31

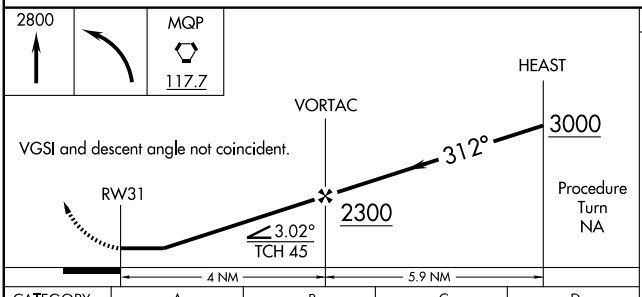
MINERAL WELLS (MWL)

Obtain local altimeter setting on CTAF; when not received, use Fort Worth Meacham altimeter setting.

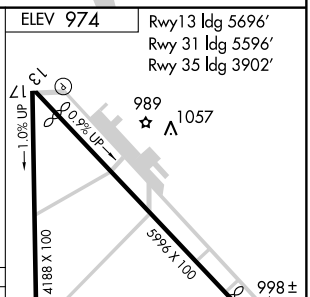
MISSED APPROACH: Climb to 2800, then left turn direct MQP VORTAC and hold.

ASOS	FORT WORTH CENTER	GCO	UNICOM
135.075	127.0 360.6	121.725	122.725 (CTAF) L





CATEGORY	A	B	C	D
S-31	1300-1 326 (400-1)			
CIRCLING	1420-1 446 (500-1)	1440-1 466 (500-1)	1440-1½ 466 (500-1½)	1540-2 566 (600-2)
FORT WORTH MEACHAM INTL ALTIMETER SETTING MINIMUMS				
S-31	1420-1 446 (500-1)		1420-1¼ 446 (500-1¼)	1420-1½ 446 (500-1½)
CIRCLING	1540-1 566 (600-1)		1540-1½ 566 (600-1½)	1580-2 606 (700-2)



MIRL Rwy 17-35
MIRL Rwy 13-31 L

SC-2, 08 APR 2010 to 06 MAY 2010

LOC/DME I-VMH	APP CRS	Rwy Idg	5596
109.55	310°	TDZE	974
Chan 32 (Y)		Apt Elev	974

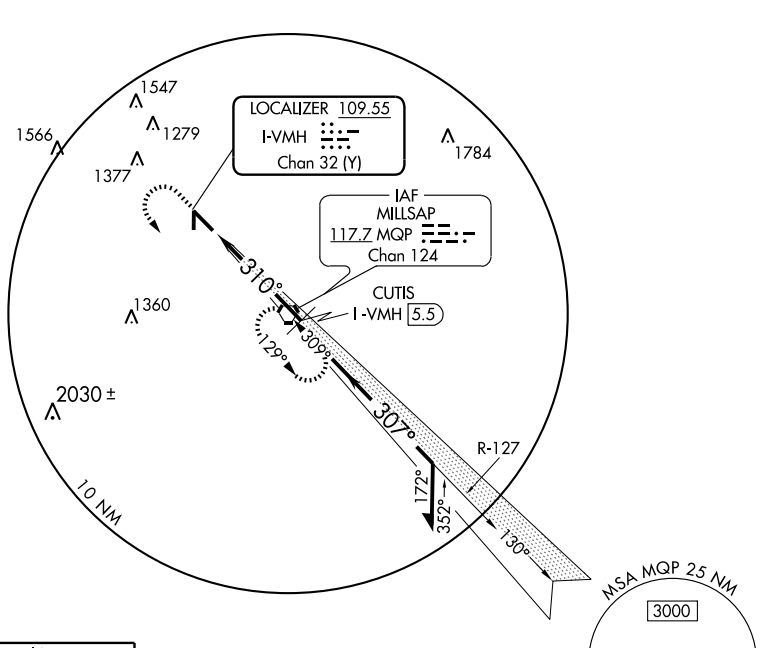
ILS or LOC/DME RWY 31

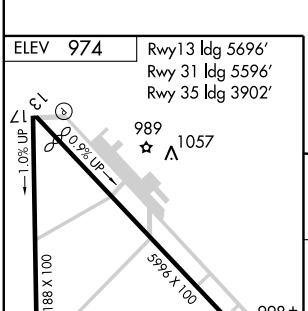
MINERAL WELLS (MWL)

NA

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct MQP VORTAC and hold.

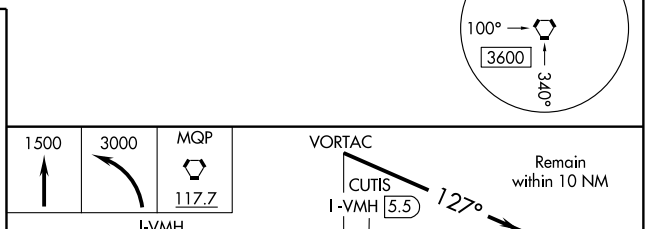
ASOS	FORT WORTH CENTER	GCO	UNICOM
135.075	127.0 360.6	121.725	122.725 (CTAF) L





MIRL Rwy 17-35
MIRL Rwy 13-31 L

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-ILS 31	1174-¾ 200 (200-¾)			
S-LOC 31	1340-1 366 (400-1)			1340-1¼ 366 (400-1¼)
CIRCLING	1420-1 446 (500-1)	1440-1 466 (500-1)	1440-1½ 466 (500-1½)	1540-2 566 (600-2)

SC-2, 08 APR 2010 to 06 MAY 2010

VORTAC MQP 117.7 Chan 124	APP CRS 309°	Rwy Idg 5596 TDZE 974 Apt Elev 974

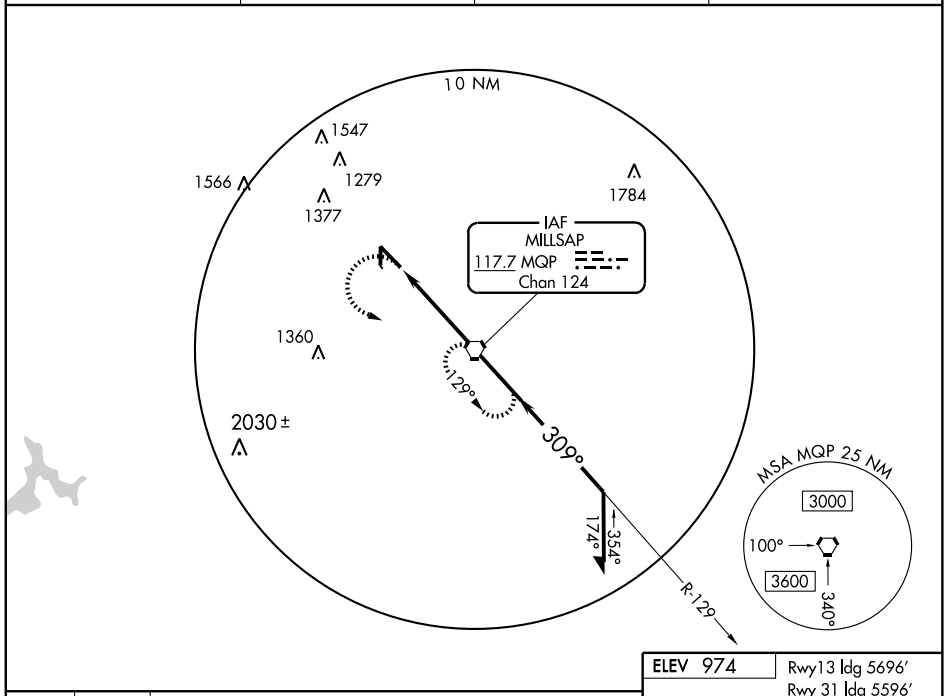
VOR RWY 31
MINERAL WELLS (MWL)

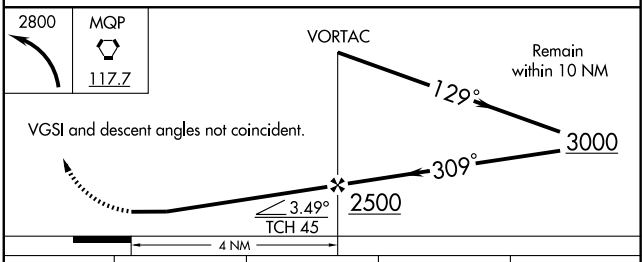
Obtain local altimeter settting on CTAF; when not received, use Fort Worth Meacham altimeter setting.

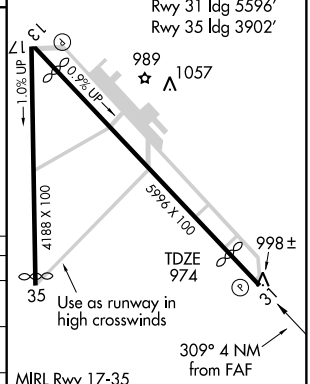
NA

MISSED APPROACH: Climbing left turn to 2800 direct MQP VORTAC and hold.

ASOS	FORT WORTH CENTER	GCO	UNICOM
135.075	127.0 360.6	121.725	122.725 (CTAF) L







CATEGORY	A	B	C	D
S-31	1340-1 366 (400-1)			1340-1¼ 366 (400-1¼)
CIRCLING	1420-1 446 (500-1)	1440-1 466 (500-1)	1440-1½ 466 (500-1½)	1540-2 566 (600-2)
FORT WORTH MEACHAM INTL ALTIMETER SETTING MINIMUMS				
S-31	1460-1 486 (500-1)		1460-1¼ 486 (500-1¼)	1460-1½ 486 (500-1½)
CIRCLING	1540-1 566 (600-1)		1540-1½ 566 (600-1½)	1580-2 606 (700-2)

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4268
118°	TDZE	2609
	Apt Elev	2615

GPS RWY 12

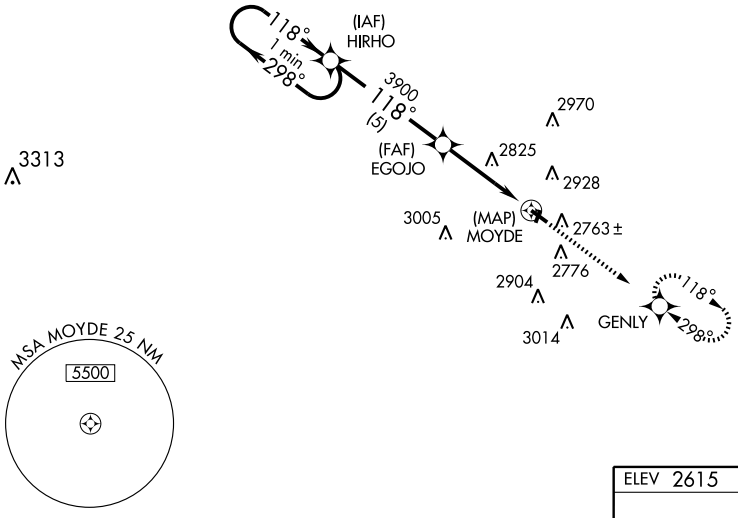
MONAHANS/ROY HURD MEMORIAL (E∅1)

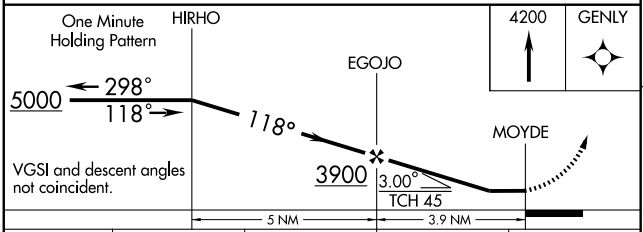
Obtain local altimeter setting on CTAF; if not received, use Wink altimeter setting, when neither available procedure not authorized.

NA

MISSED APPROACH: Climb to 4200 direct GENLY WP and hold.

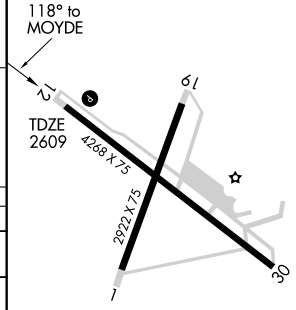
FORT WORTH CENTER	UNICOM
133.1 298.95	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-12	3140-1 531 (600-1)		3140-1½ 531 (600-1½)	NA
CIRCLING	3300-1 685 (700-1)		3300-2 685 (700-2)	NA
	WINK ALTIMETER SETTING MINIMUMS			
S-12	3200-1 591 (600-1)		3200-1½ 591 (600-1½)	NA
CIRCLING	3360-1 745 (800-1)	3360-1¼ 745 (800-1¼)	3360-2¼ 745 (800-2¼)	NA

ELEV 2615



MIRL Rwys 1-19 and 12-30 L

SC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4268
298°	TDZE	2613
	Apt Elev	2615

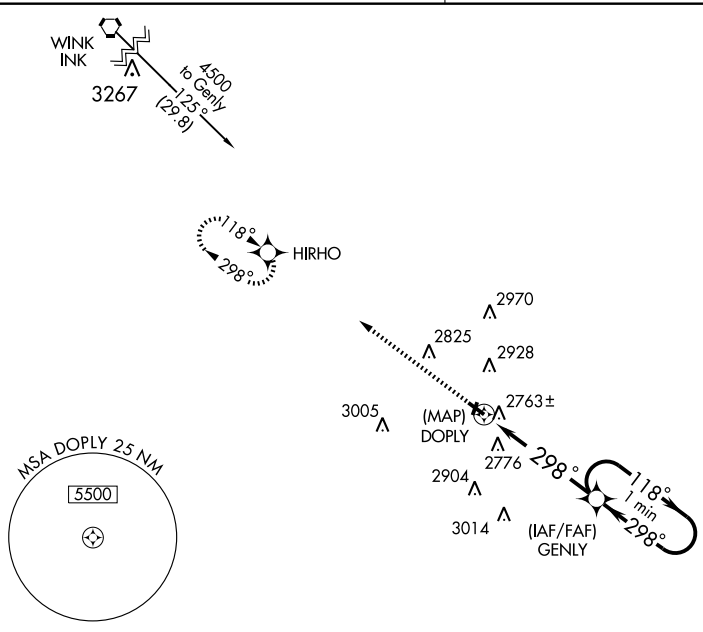
GPS RWY 30

MONAHANS/ROY HURD MEMORIAL (EØ1)

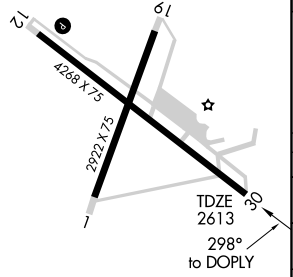
Obtain local altimeter setting on CTAF; if not received, use Wink altimeter setting, when neither available procedure not authorized.

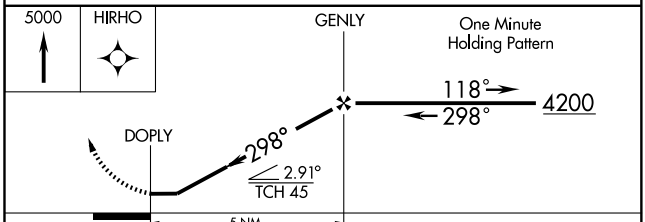
MISSED APPROACH: Climb to 5000 direct HIRHO WP and hold.

FORT WORTH CENTER	UNICOM
133.1 298.95	122.8 (CTAF) L



ELEV 2615





CATEGORY	A	B	C	D
S-30	3080-1 467 (500-1)		3080-1¼ 467 (500-1¼)	NA
CIRCLING	3300-1 685 (700-1)		3300-2 685 (700-2)	NA
	WINK ALTIMETER SETTING MINIMUMS			
S-30	3140-1 527 (600-1)		3140-1½ 527 (600-1½)	NA
CIRCLING	3360-1 745 (800-1)	3360-1¼ 745 (800-1¼)	3360-2¼ 745 (800-2¼)	NA

MIRL Rwys 1-19 and 12-30 L

SC-3, 08 APR 2010 to 06 MAY 2010

MONAHANS, TEXAS

AL-6748 (FAA)

VORTAC INK	APP CRS	Rwy Idg	4268
112.1	125°	TDZE	2609
Chan 58		Apt Elev	2615

VOR/DME RWY 12

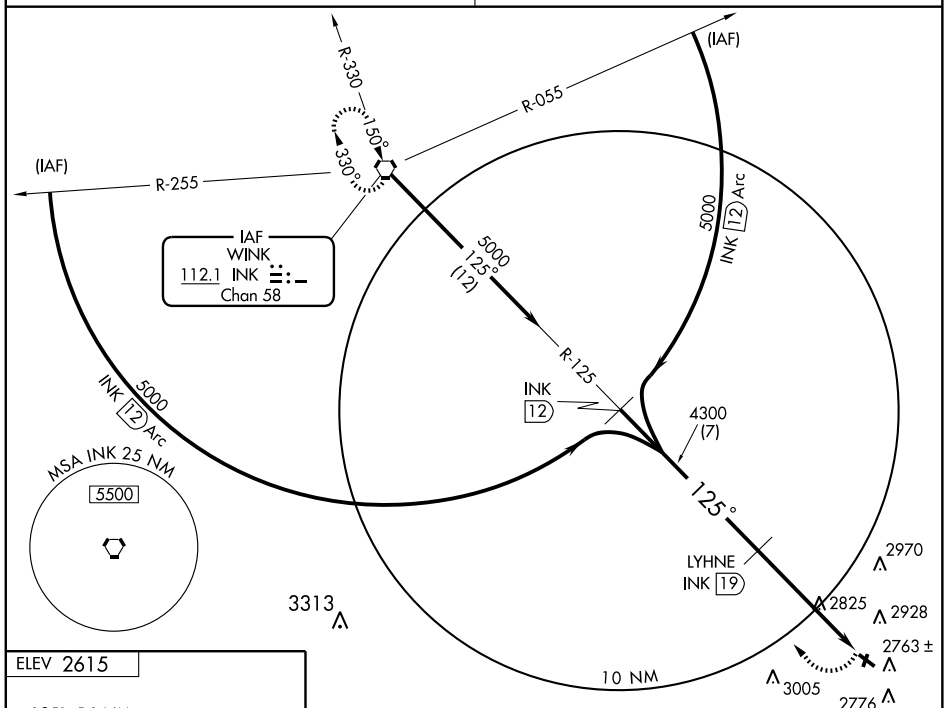
MONAHANS/ROY HURD MEMORIAL (EØ1)

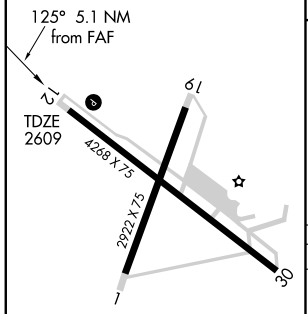
Obtain local altimeter setting on CTAF; if not received, use Wink altimeter setting, when neither available procedure not authorized.

NA

MISSED APPROACH: Climbing right turn to 5000 direct INK VORTAC and hold.

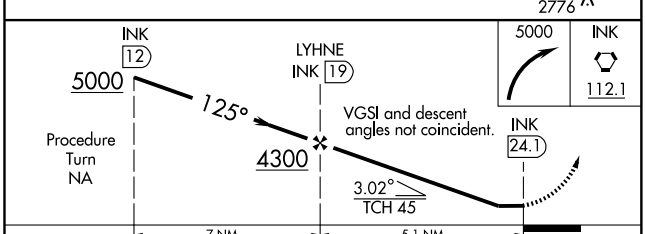
FORT WORTH CENTER	UNICOM
133.1 298.95	122.8 (CTAF) L





MIRL Rwys 1-19 and 12-30 L

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-12	3340-1 731 (800-1)	3340-1¼ 731 (800-1¼)	3340-2 731 (800-2)	NA
CIRCLING	3340-1 725 (800-1)	3340-1¼ 725 (800-1¼)	3340-2 725 (800-2)	NA
WINK ALTIMETER SETTING MINIMUMS				
S-12	3400-1 791 (800-1)	3400-1¼ 791 (800-1¼)	3400-2¼ 791 (800-2¼)	NA
CIRCLING	3400-1 785 (800-1)	3400-1¼ 785 (800-1¼)	3400-2¼ 785 (800-2¼)	NA

SC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	6003
168°	TDZE	364
	Apt Elev	364

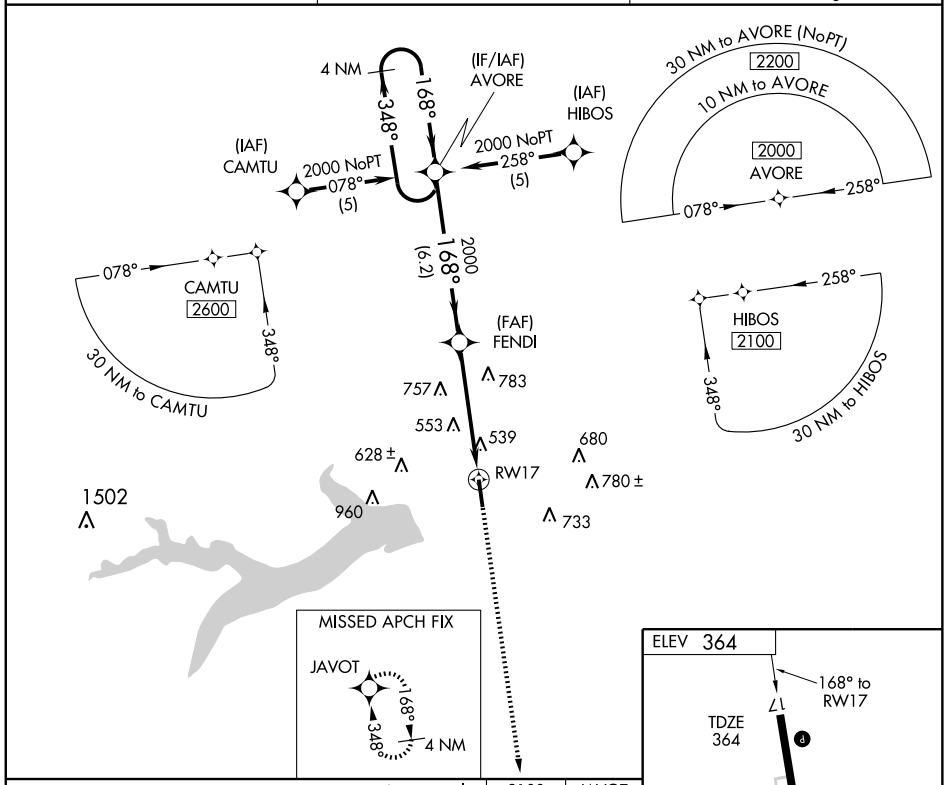
RNAV (GPS) RWY 17

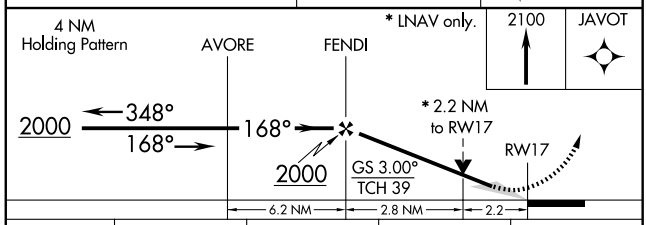
MOUNT PLEASANT RGNL (OSA)

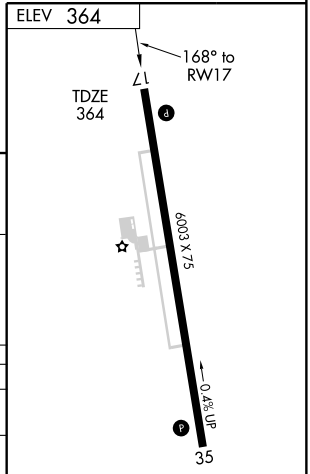
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Paris altimeter setting and increase all DA/MDA 120 feet, increase LNAV/VNAV visibilities ¼ mile all Cats, LNAV visibilities ½ mile all Cats, and circling visibilities ½ mile all Cats. VDP and Baro-VNAV NA when using Paris altimeter setting.

MISSED APPROACH: Climb to 2100 direct JAVOT and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
119.775	132.85 360.75	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV/ VNAV DA	890-2 526 (600-2)			
LNAV MDA	1100-1 736 (800-1)		1100-2 736 (800-2)	1100-2¼ 736 (800-2¼)
CIRCLING	1100-1 736 (800-1)		1100-2 736 (800-2)	1100-2¼ 736 (800-2¼)

REIL Rwys 17 and 35 L
MIRL Rwy 17-35 L

SC-2, 08 APR 2010 to 06 MAY 2010

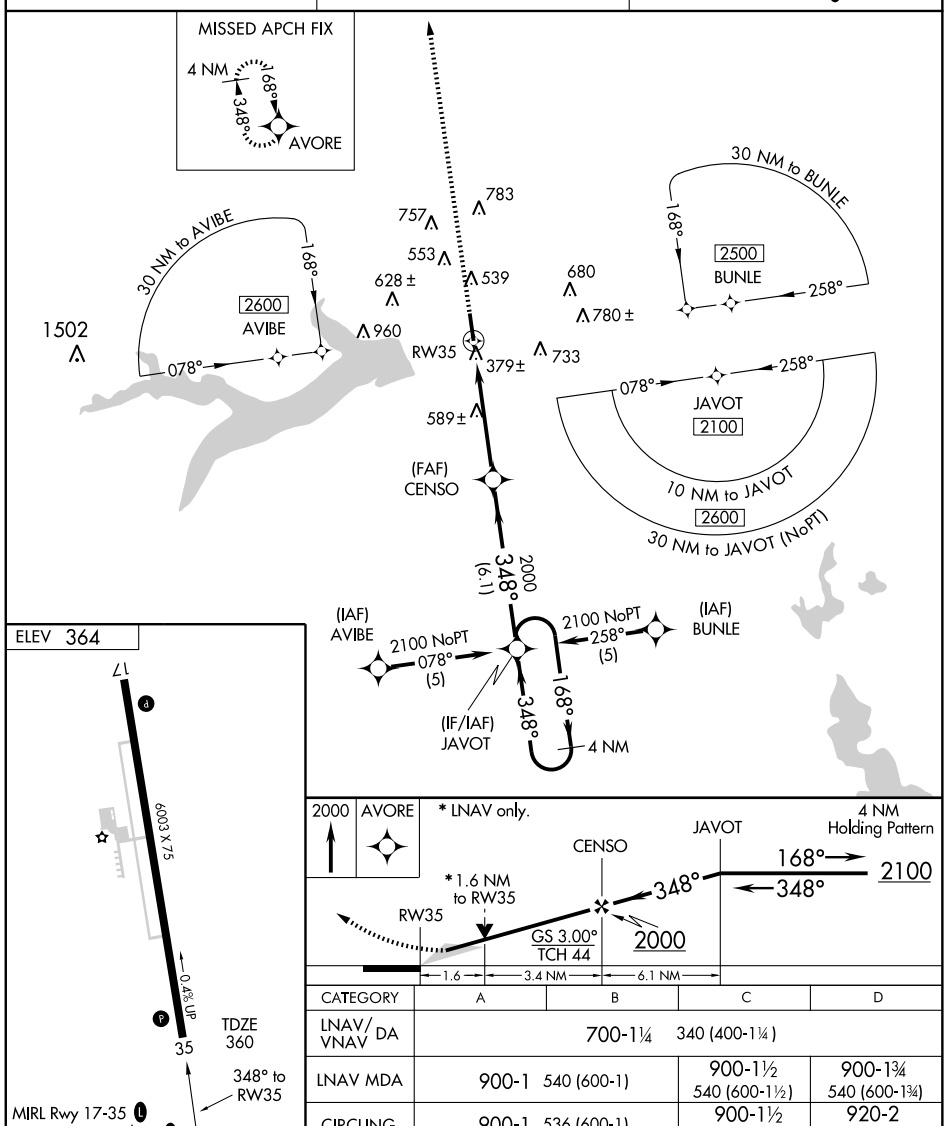
APP CRS	Rwy Idg	6003
348°	TDZE	360
	Apt Elev	364

RNAV (GPS) RWY 35
MOUNT PLEASANT RGNL (OSA)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Paris altimeter setting and increase all DA/MDA 120 feet, increase LNAV/VNAV visibilities ½ mile all Cats, LNAV visibilities ¼ mile all Cats and circling visibilities ¼ mile all Cats. VDP and Baro-VNAV NA when using Paris altimeter setting.

MISSED APPROACH: Climb to 2000 direct AVORE and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
119.775	132.85 360.75	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV/ VNAV DA	700-1¼	340 (400-1¼)		
LNAV MDA	900-1 540 (600-1)		900-1½ 540 (600-1½)	900-1¾ 540 (600-1¾)
CIRCLING	900-1 536 (600-1)		900-1½ 536 (600-1½)	920-2 556 (600-2)

SC-2, 08 APR 2010 to 06 MAY 2010

VOR/DME UIM 114.0 Chan 87	APP CRS 050°	Rwy Idg N/A TDZE N/A Apt Elev 364

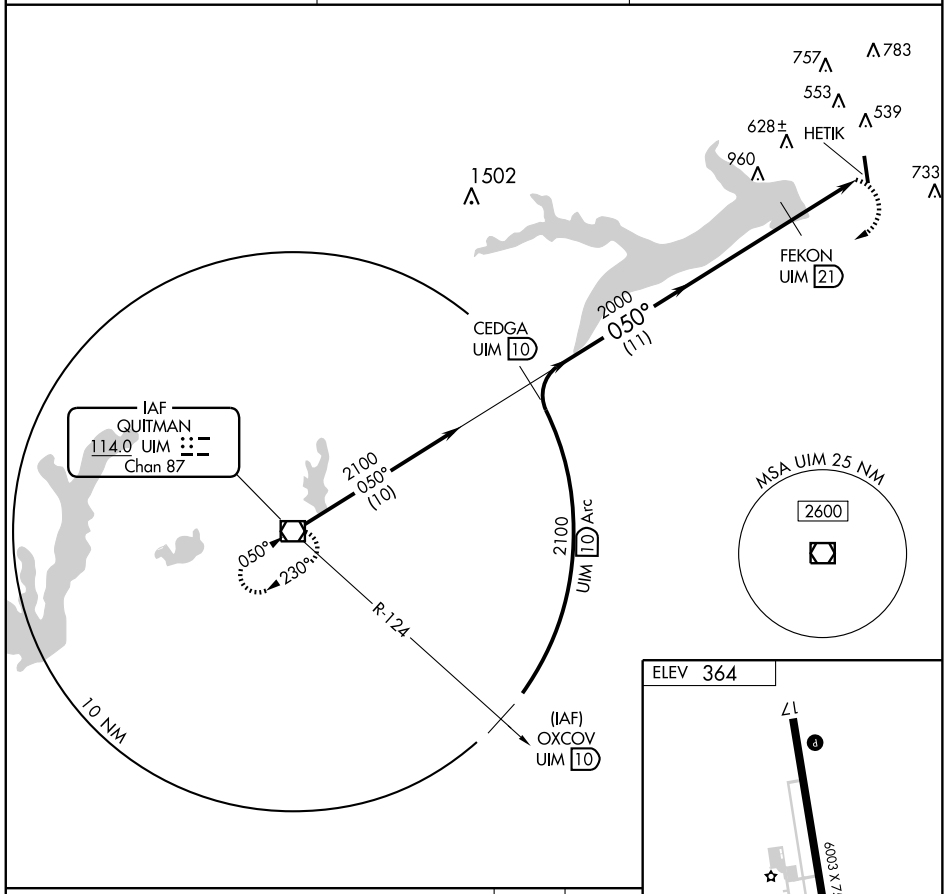
VOR/DME-A

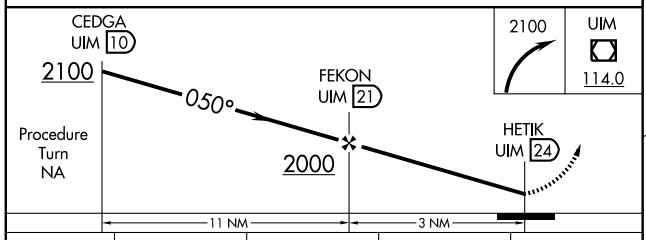
MOUNT PLEASANT RGNL (OSA)

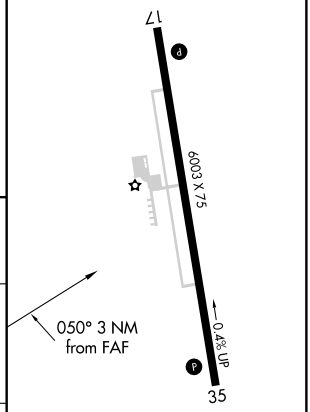
⚠ NA — When local altimeter setting not received, use Paris altimeter setting and increase MDA 120 feet, increase Cats C and D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2100 direct UIM VOR/DME and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
119.775	132.85 360.75	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	900-1 536 (600-1)	900-1 ¼ 536 (600-1 ¼)	900-1½ 536 (600-1½)	920-2 556 (600-2)

REIL Rwys 17 and 35 L
MIRL Rwy 17-35 L

SC-2, 08 APR 2010 to 06 MAY 2010

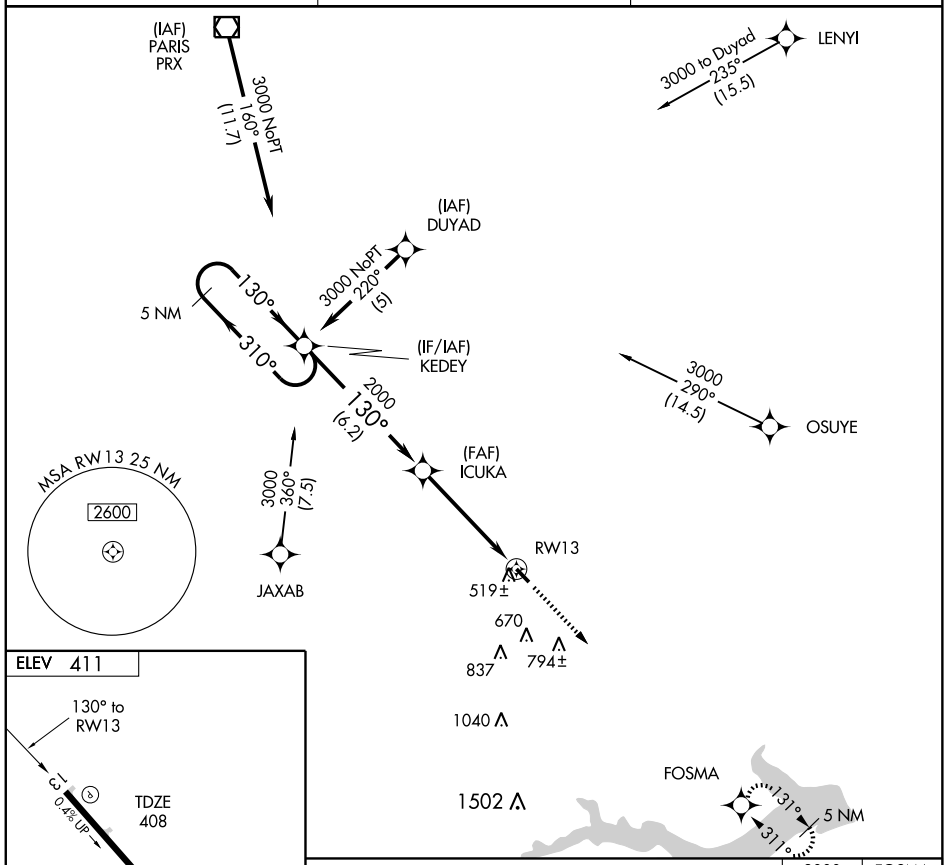
APP CRS	Rwy Idg	3900
130°	TDZE	408
	Apt Elev	411

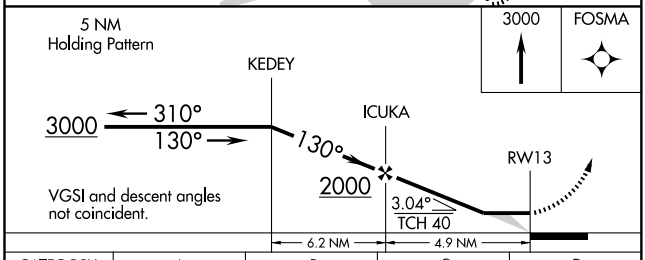
RNAV (GPS) RWY 13

MOUNT VERNON/ FRANKLIN COUNTY (F53)

⚠ NA — DME/DME RNP-0.3 NA. Use Mount Pleasant Rgnl altimeter setting; if not received, procedure NA. Procedure NA at night.	MISSED APPROACH: Climb to 3000 direct FOSMA and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
MOUNT PLEASANT RGNL	132.85 360.75	123.0 (CTAF)
119.775		





CATEGORY	A	B	C	D
LNAV MDA	820-1 412 (500-1)		NA	
CIRCLING	940-1 529 (600-1)		NA	

SC-2, 08 APR 2010 to 06 MAY 2010

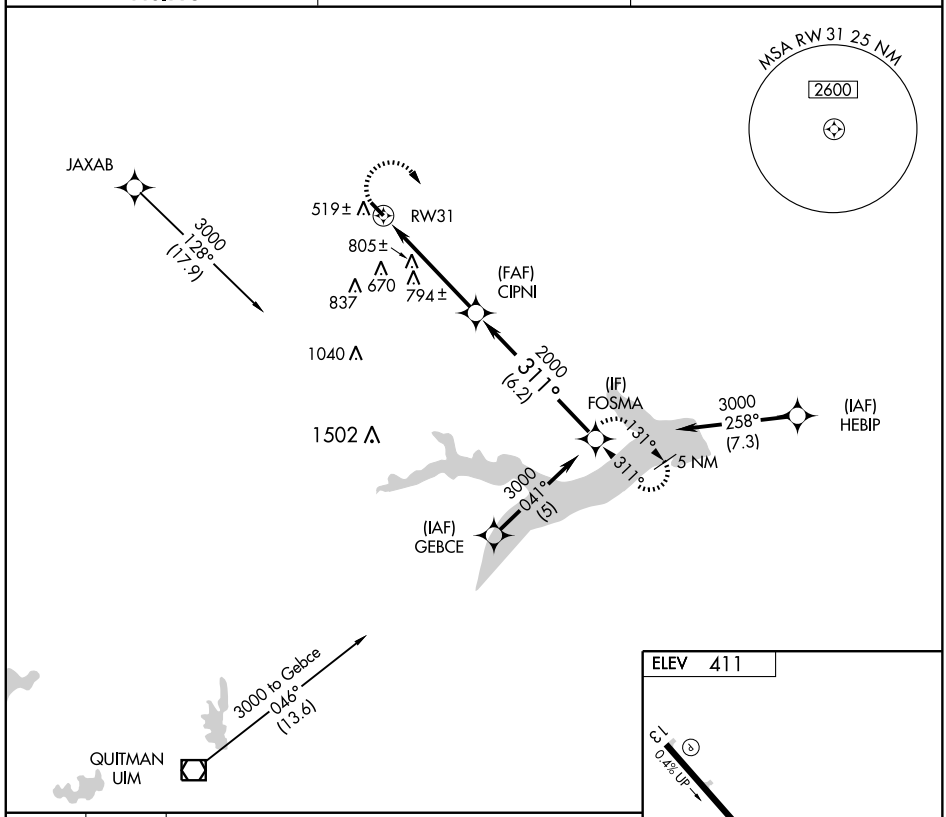
APP CRS	Rwy Idg	3900
311°	TDZE	411
	Apt Elev	411

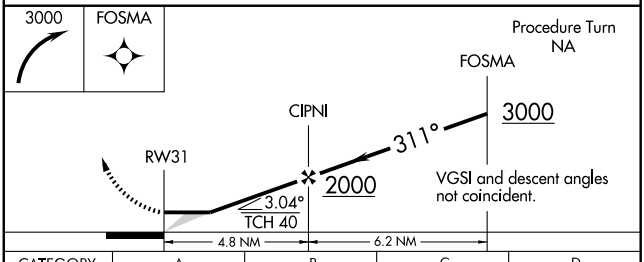
RNAV (GPS) RWY 31

MOUNT VERNON/ FRANKLIN COUNTY (F53)

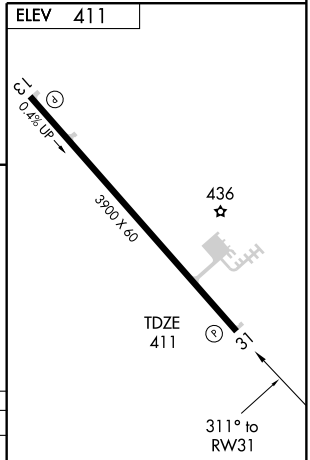
⚠ NA	DME/DME RNP-0.3 NA. Use Mount Pleasant Rgnl altimeter setting; if not received, procedure NA. Procedure NA at night.	MISSED APPROACH: Climbing right turn to 3000 direct FOSMA and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
MOUNT PLEASANT RGNL	132.85 360.75	123.0 (CTAF)
119.775		





CATEGORY	A	B	C	D
LNAV MDA	1160-1 749 (800-1)	1160-1¼ 749 (800-1¼)	NA	
CIRCLING	1160-1 749 (800-1)	1160-1¼ 749 (800-1¼)	NA	



MIRL Rwy 13-31

SC-2, 08 APR 2010 to 06 MAY 2010

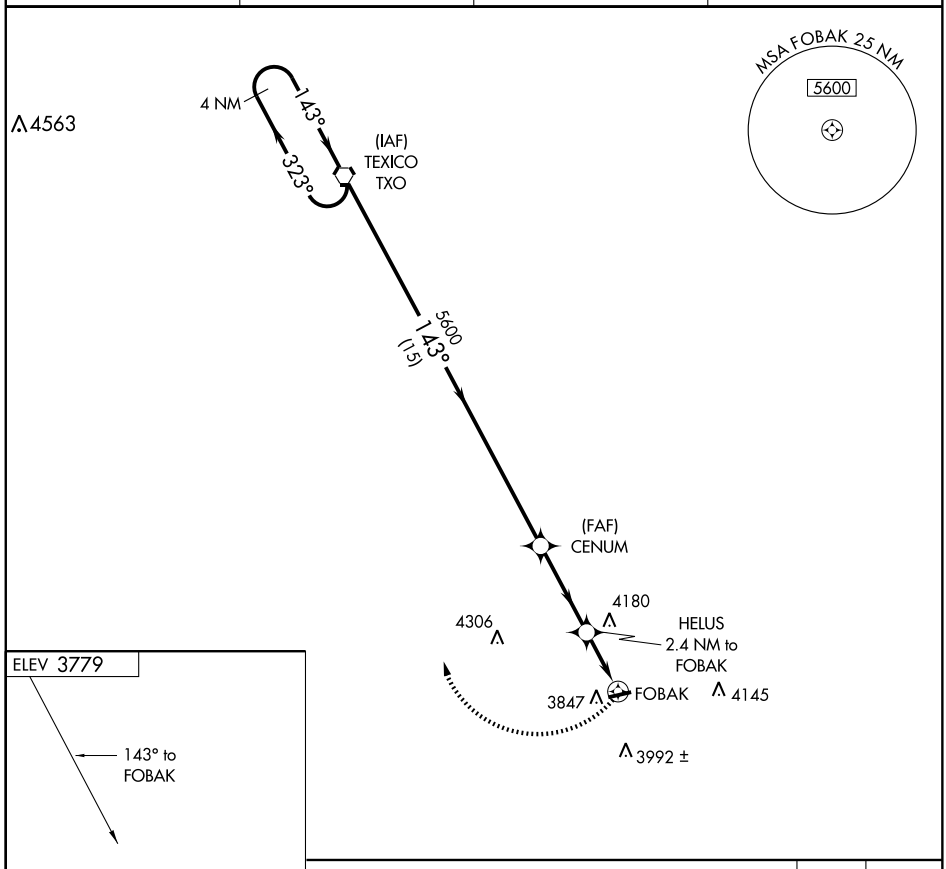
APP CRS	Rwy Idg	N/A
143°	TDZE	N/A
	Apt Elev	3779

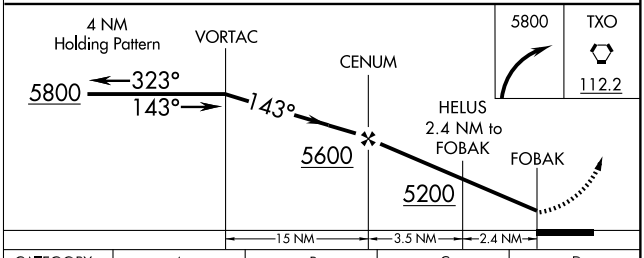
RNAV (GPS)-B

MULESHOE MUNI (2T1)

NA	Use Clovis Municipal altimeter setting; if not received, procedure not authorized.	MISSED APPROACH: Climbing right turn to 5800 direct TXO VORTAC and hold.

CLOVIS MUNI AWOS-3	FORT WORTH CENTER	CTAF	
135.375	126.45 316.1	122.9	122.8 (L)





CATEGORY	A	B	C	D
CIRCLING	4360-1 581 (600-1)	4380-1 601 (700-1)	4380-1¾ 601 (700-1¾)	NA

MIRL Rwy 7-25 (L)

SC-2, 08 APR 2010 to 06 MAY 2010

VORTAC TXO	APP CRS	Rwy Idg	N/A
112.2	141°	TDZE	N/A
Chan 59		Apt Elev	3779

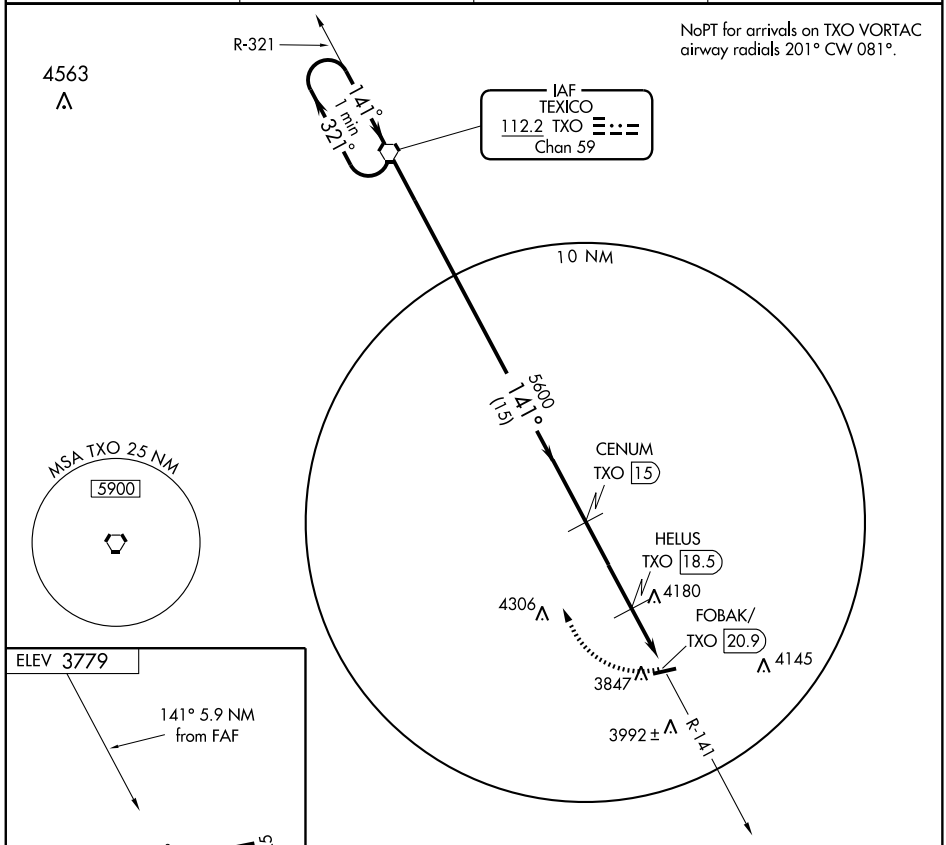
VOR/DME-A
MULESHOE MUNI (2T1)

⚠ NA Use Clovis Muni altimeter setting; if not received, procedure not authorized.

MISSED APPROACH: Climbing right turn to 5800 direct TXO VORTAC and hold.

CLOVIS MUNI AWOS-3	FORT WORTH CENTER	CTAF	122.8 L
135.375	126.45 316.1	122.9	

NoPT for arrivals on TXO VORTAC airway radials 201° CW 081°.



Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	4360-1 581 (600-1)	4380-1 601 (700-1)	4380-1¾ 601 (700-1¾)	NA

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5000
356°	TDZE	343
	Apt Elev	355

GPS RWY 36

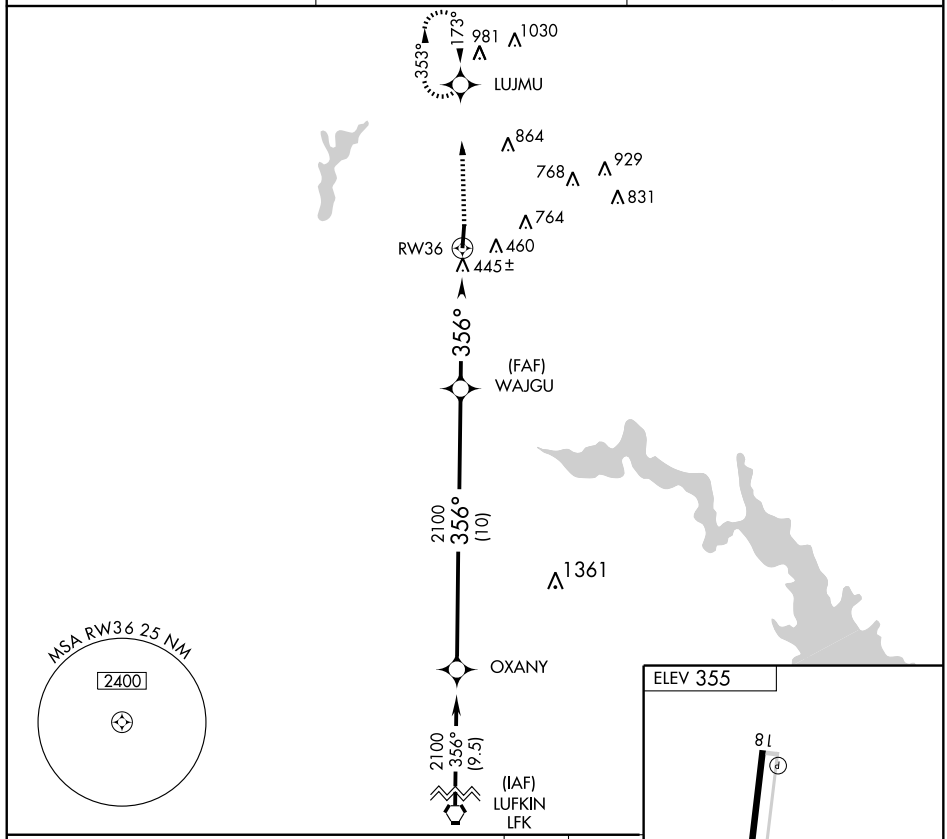
NACOGDOCHES/ A. L. MANGHAM JR. RGNL (OCH)

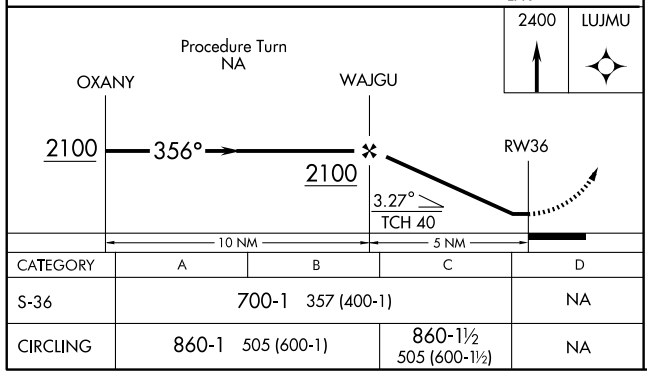
NA

MALSR

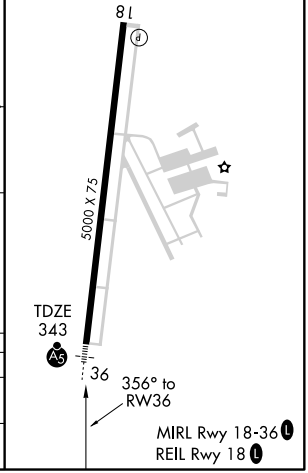
MISSED APPROACH: Climb to 2400 direct LUJMU and hold.

AWOS-3	HOUSTON CENTER	UNICOM
135.625	125.17 285.57	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-36	700-1 357 (400-1)			NA
CIRCLING	860-1 505 (600-1)		860-1½ 505 (600-1½)	NA



SC-5, 08 APR 2010 to 06 MAY 2010

LOC/DME I-OCH	APP CRS	Rwy Idg	5000
111.5	359°	TDZE	343
Chan 52		Apt Elev	355

ILS or LOC RWY 36

NACOGDOCHES/A. L. MANGHAM JR. RGNL (OCH)

NA — If local altimeter setting not received, use Angelina County altimeter setting and increase all DAs/MDAs 60 feet. VDP NA when using Angelina County altimeter setting. ADF required.

MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 2100 direct NADOS NDB/I-OCH 6.1 DME and hold.

AWOS-3	HOUSTON CENTER	UNICOM
135.625	125.17 285.57	123.0 (CTAF) L

ADF OR DME REQUIRED

ARMOR LFK 28

2100 to NDB 172° (8.7)

CATEB I-OCH 2.6

LOCALIZER 111.5 I-OCH Chan 52

IAF NADOS 253 OC I-OCH 6.1

179° 1 min 359°

359°

563± 509± 433± 460 764 768 864 929 831

MSA OC 25 NM 2400

10 NM

ENROUTE FACILITIES

R-352

2100 359° (7.4)

(IF) MAFIE I-OCH 13.5

1361

2400 NoPT LFK 12 Arc

LR-002

179°

IAF LUFKIN 112.1 LFK Chan 58

2200 NoPT 352° (12)

(IAF) BODTA

R-082

ALTERNATE MISSED APCH FIX

LUFKIN LFK 112.1 Chan 58

152° 332° R-152

One Minute Holding Pattern

NDB I-OCH 6.1

1000 2100 NADOS 253

2040

2100 179° 359°

2100 359°

CATEB I-OCH 2.6 I-OCH 1.9 I-OCH 0.9

GS 3.00° TCH 53

*820 when using Angelina County altimeter setting.

LOC only 760

3.4 NM 0.7 1 NM

ELEV 355

MIRL Rwy 18-36 L

REIL Rwys 18 L

8 l

5000 X 75

TDZE 343

36

359° 5.1 NM from FAF

CATEGORY	A	B	C	D
S-ILS 36	543-½ 200 (200-½)			NA
S-LOC 36	760-½ 417 (500-½)		760-¾ 417 (500-¾)	NA
CIRCLING	860-1 505 (600-1)		860-1½ 505 (600-1½)	NA
DME MINIMUMS				
S-LOC 36	700-½ 357 (400-½)			NA
CIRCLING	860-1 505 (600-1)		860-1½ 505 (600-1½)	NA

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SC-5, 08 APR 2010 to 06 MAY 2010

NDB GXD 391	APP CRS 178°	Rwy Idg 5000 TDZE 343 Apt Elev 355

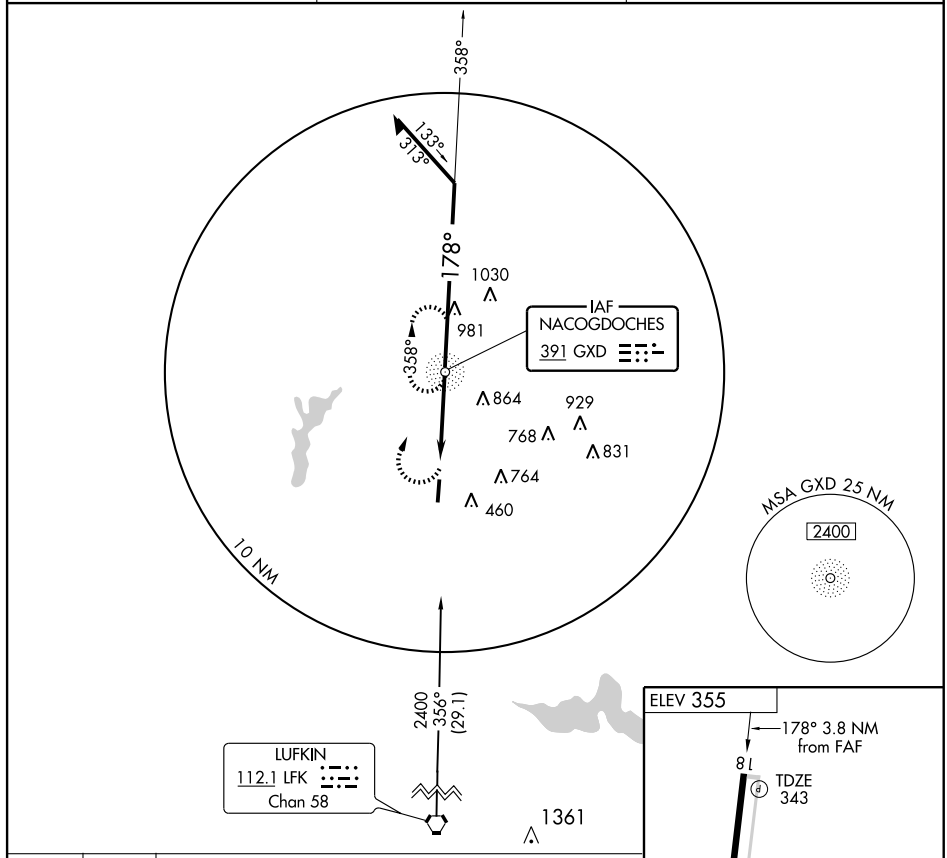
NDB RWY 18

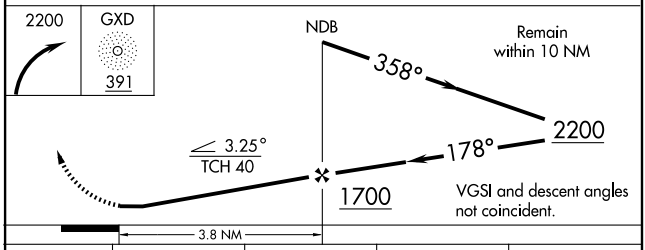
NACOGDOCHES/ A. L. MANGHAM JR. RGNL (OCH)

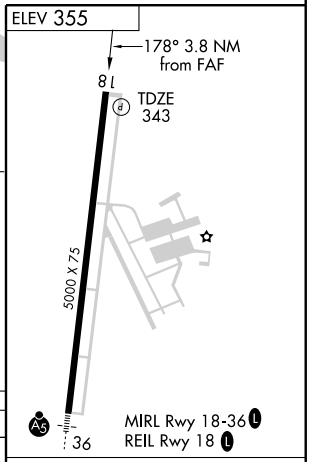
NA

MISSED APPROACH: Climbing right turn to 2200 direct GXD NDB and hold.

AWOS-3	HOUSTON CENTER	UNICOM
135.625	125.17 285.57	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-18	880-1	537 (600-1)	880-1½ 537 (600-1½)	NA
CIRCLING	880-1	525 (600-1)	880-1½ 525 (600-1½)	NA

FAF to MAP 3.8 NM

Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

SC-5, 08 APR 2010 to 06 MAY 2010

NACOGDOCHES, TEXAS

AL-5647 (FAA)

RNAV (GPS) RWY 18

NACOGDOCHES/ A. L. MANGHAM JR. RGNL (OCH)

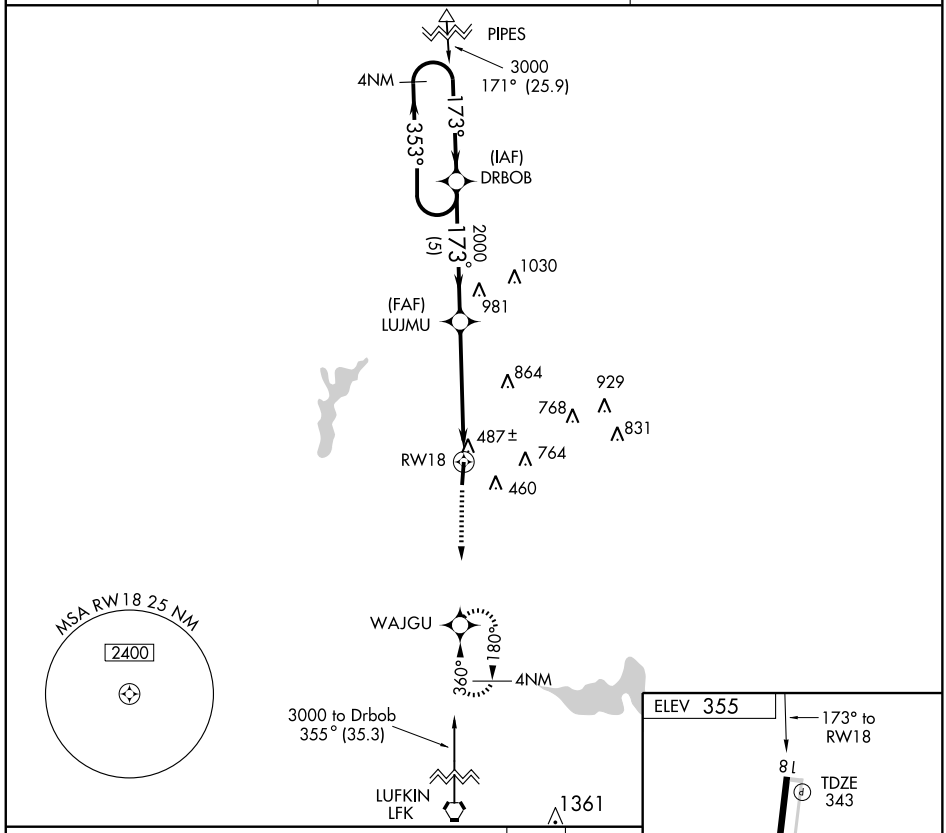
APP CRS	Rwy Idg	TDZE	Apt Elev
173°	5000	343	355

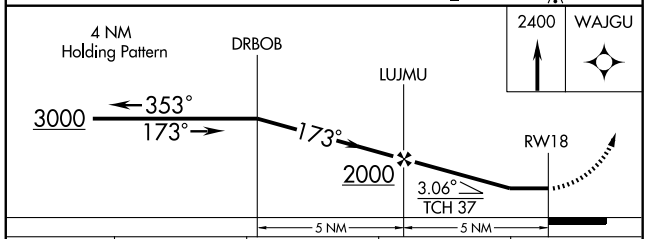
NA

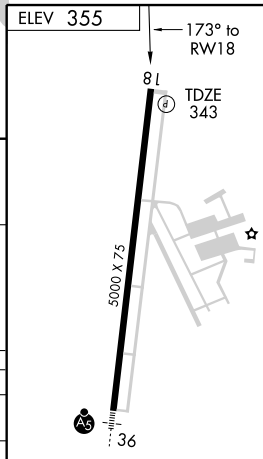
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2400 direct WAJGU and hold.

AWOS-3	HOUSTON CENTER	UNICOM
135.625	125.17 285.57	123.0 (CTAF) L







MIRL Rwy 18-36 L

REIL Rwy 18 L

CATEGORY	A	B	C	D
LNAV/ VNAV MDA	NA			
LNAV MDA	740-1 397 (400-1)			NA
CIRCLING	860-1 505 (600-1)		860-1½ 505 (600-1½)	NA

SC-5, 08 APR 2010 to 06 MAY 2010

VOR TNV 115.9 Chan 106	APP CRS 322°	Rwy Idg N/A TDZE N/A Apt Elev 227

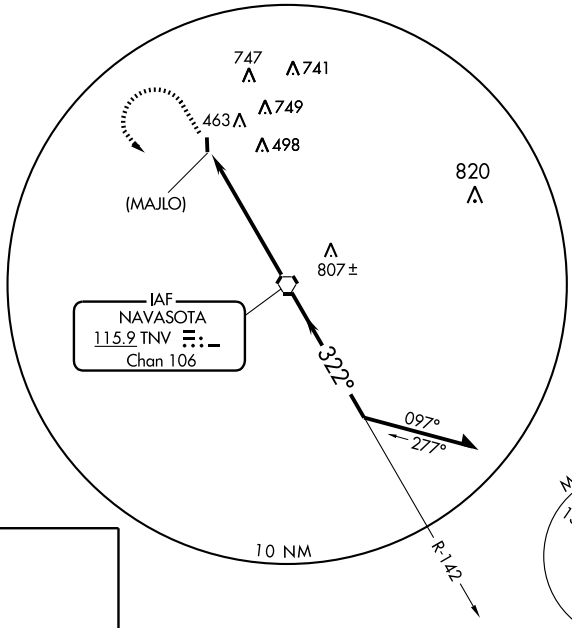
VOR or GPS-A

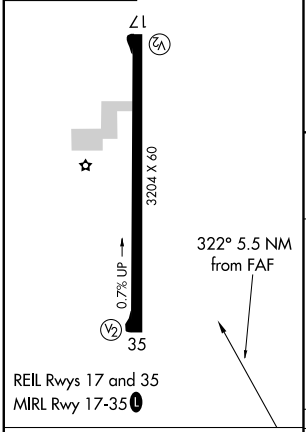
NAVASOTA MUNI (6ØR)

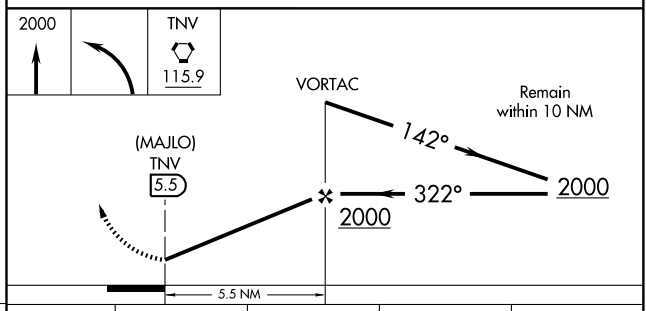
Use College Station, TX altimeter setting.
NA

MISSED APPROACH: Climb to 2000, then left turn direct TNV VORTAC.

HOUSTON CENTER 120.4 371.9	CTAF 122.9	123.3 L







FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

CATEGORY	A	B	C	D
CIRCLING	820-1 593 (600-1)		820-1½ 593 (600-1½)	NA

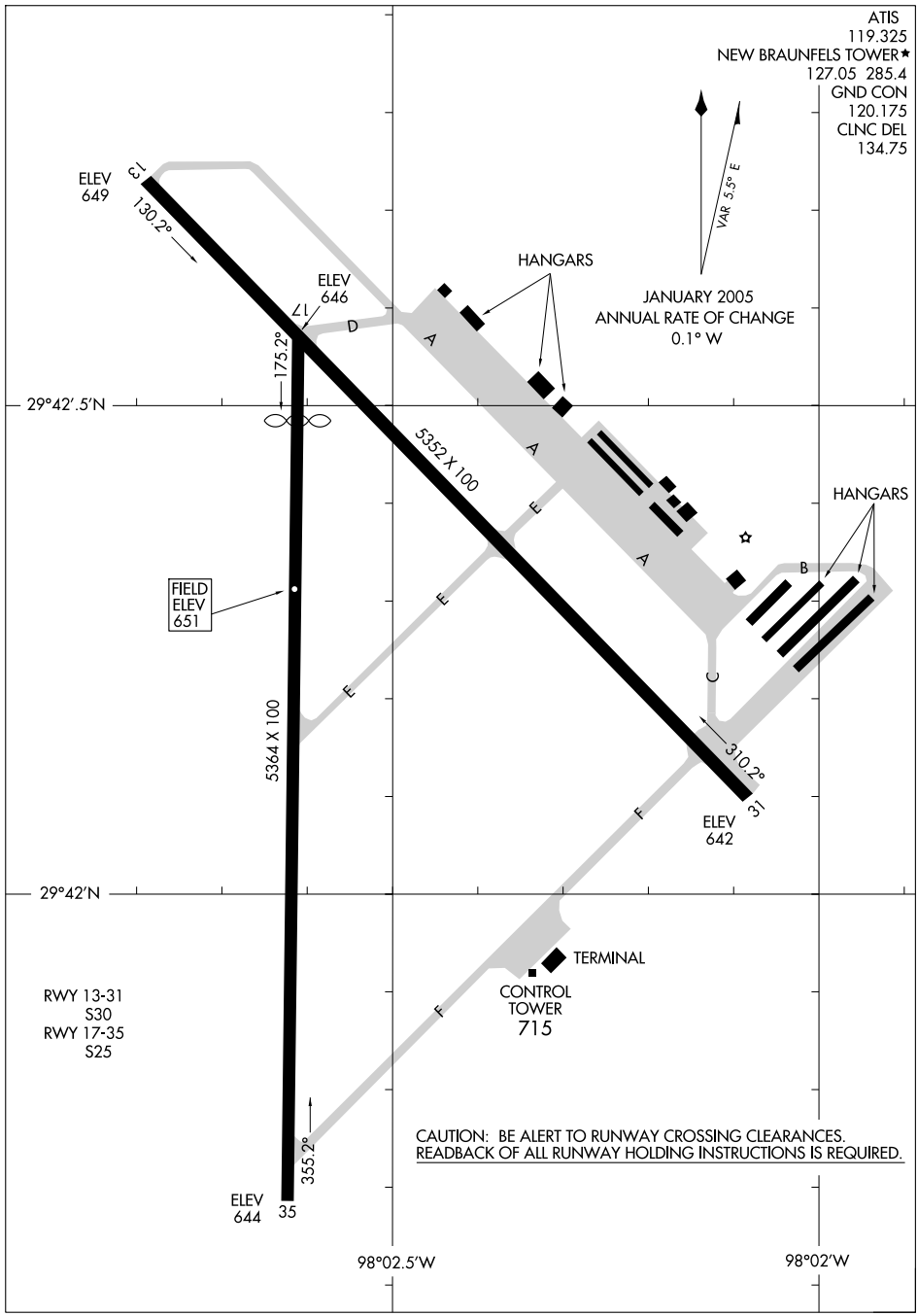
SC-5, 08 APR 2010 to 06 MAY 2010

09071

AIRPORT DIAGRAM

AL-6080 (FAA)

NEW BRAUNFELS MUNI (BAZ)
NEW BRAUNFELS, TEXAS



SC-3, 08 APR 2010 to 06 MAY 2010

NEW BRAUNFELS, TEXAS

AL-6080 (FAA)

APP CRS	Rwy Idg	5352
128°	TDZE	649
	Apt Elev	651

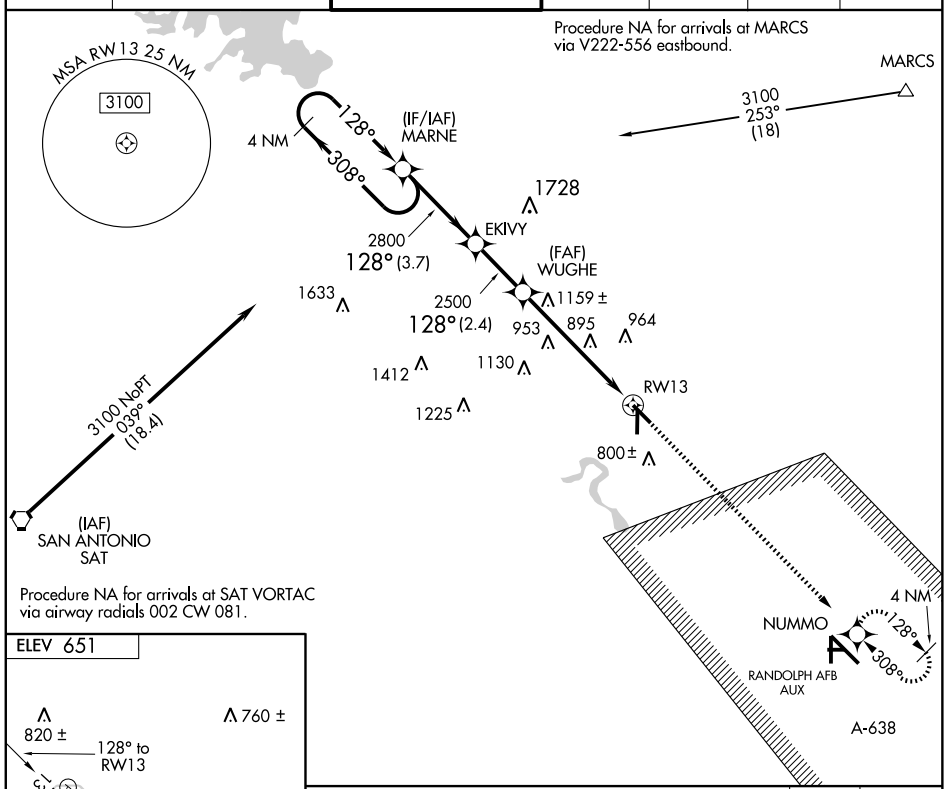
RNAV (GPS) RWY 13

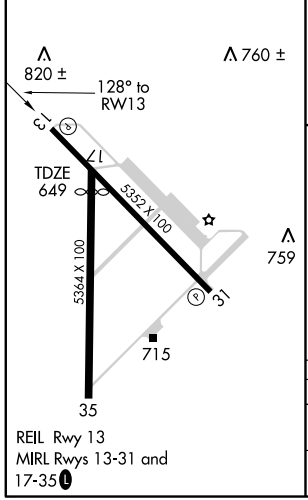
NEW BRAUNFELS MUNI (BAZ)

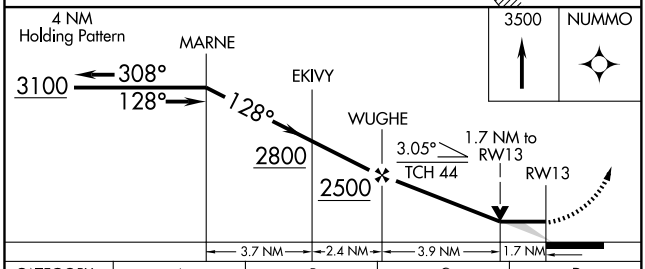
When local altimeter setting not received, use San Marcos Muni altimeter setting and increase all MDAs 60 feet, increase LNAV and circling visibility Cats C and D¼ mile. VDP NA when using San Marcos Muni altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3500 direct NUMMO and hold.

ATIS	SAN ANTONIO APP CON	NEW BRAUNFELS TOWER *	GND CON	CLNC DEL	UNICOM	CTAF
119.325	124.45 335.625	127.05 285.4	120.175	134.75	122.7	127.05 L







CATEGORY	A	B	C	D
LNAV MDA	1220-1 571 (600-1)		1220-1½ 571 (600-1½)	1220-1¾ 571 (600-1¾)
CIRCLING	1220-1 569 (600-1)		1280-1¾ 629 (700-1¾)	1280-2 629 (700-2)

SC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4842
173°	TDZE	651
	Apt Elev	651

RNAV (GPS) RWY 17

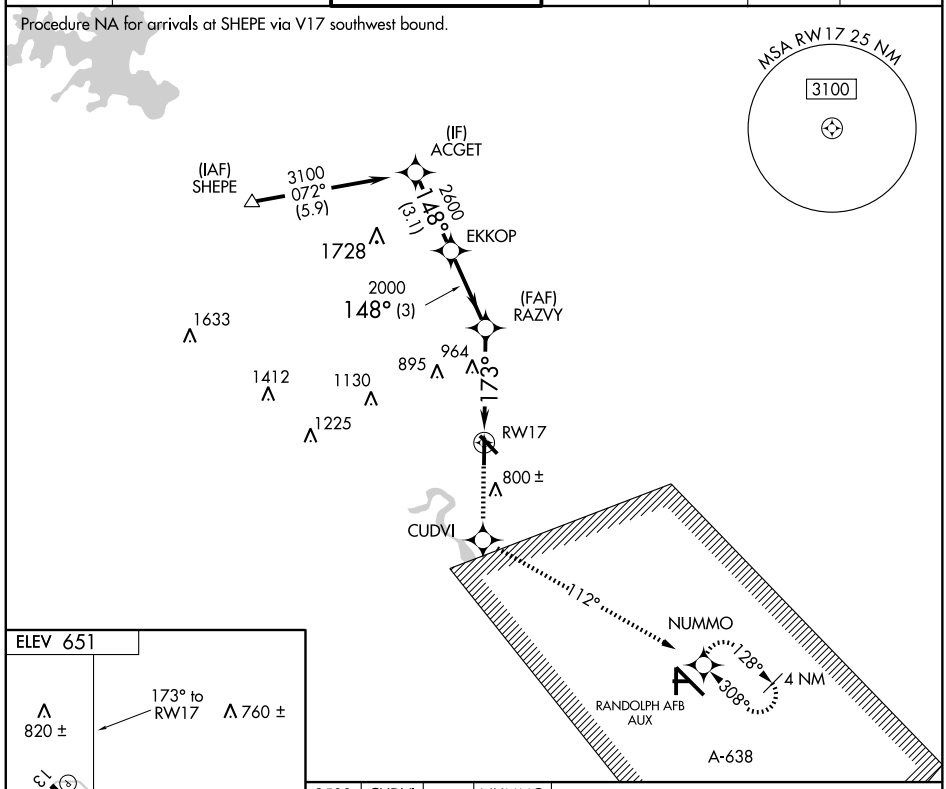
NEW BRAUNFELS MUNI (BAZ)

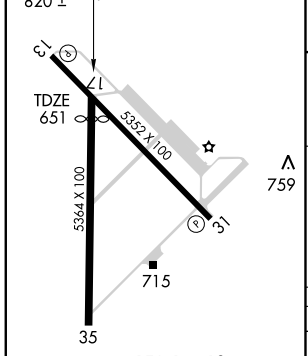
When local altimeter setting not received, use San Marcos Muni altimeter setting and increase all MDAs 60 feet, increase LNAV and circling visibility Cats C and D ¼ mile. VDP NA when using San Marcos Muni altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3500 direct CUDVI and via 112° track to NUMMO and hold, continue climb-in-hold to 3500.

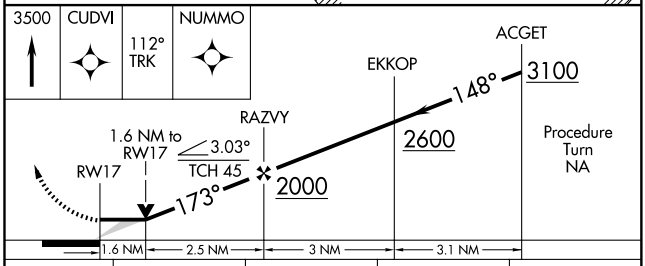
ATIS	SAN ANTONIO APP CON	NEW BRAUNFELS TOWER *	GND CON	CLNC DEL	UNICOM	CTAF
119.325	124.45 335.625	127.05 285.4	120.175	134.75	122.7	127.05 (L)

Procedure NA for arrivals at SHEPE via V17 southwest bound.





REIL Rwy 13
MIRL Rwys 13-31 and 17-35 (L)



CATEGORY	A	B	C	D
LNAV MDA	1220-1	569 (600-1)	1220-1½ 569 (600-1½)	1220-1¾ 569 (600-1¾)
CIRCLING	1220-1	569 (600-1)	1280-1¾ 629 (700-1¾)	1280-2 629 (700-2)

SC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5352
308°	TDZE	646
	Apt Elev	651

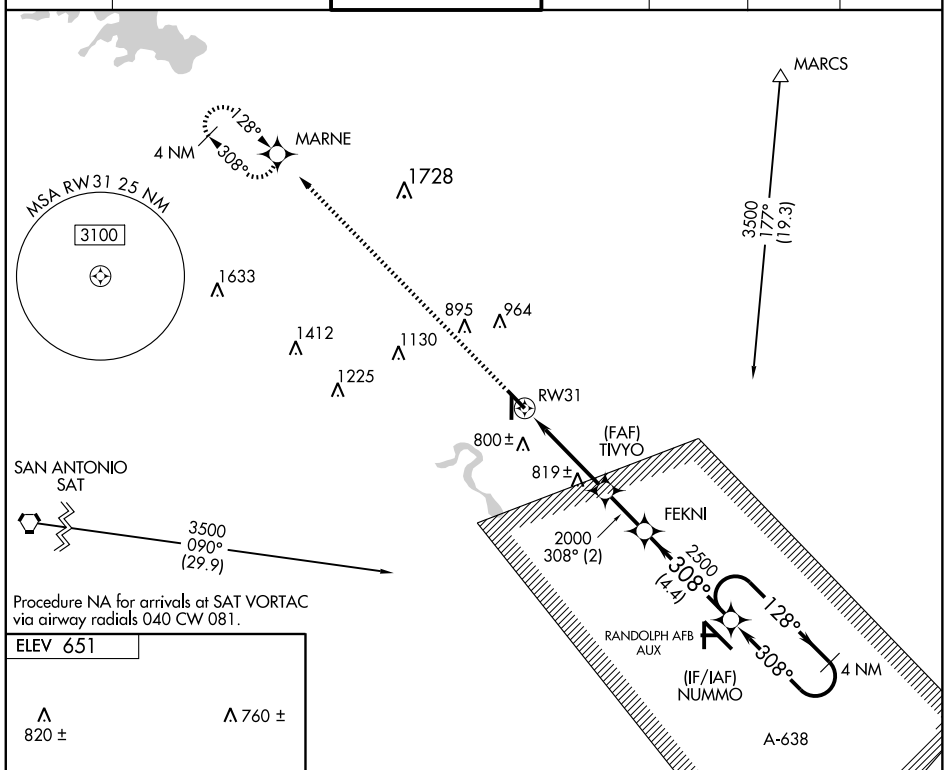
RNAV (GPS) RWY 31

NEW BRAUNFELS MUNI (BAZ)

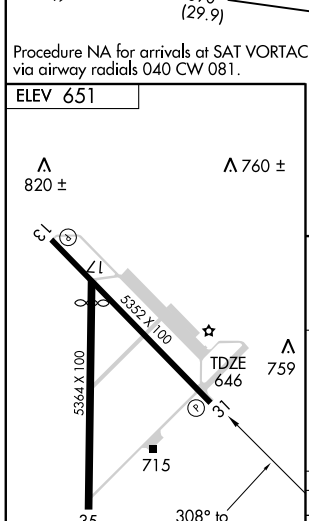
When local altimeter setting not received, use San Marcos Muni altimeter setting and increase all MDAs 60 feet, increase LNAV and circling visibility Cats C and D¼ mile. VDP NA when using San Marcos Muni altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3100 direct MARNE and hold.

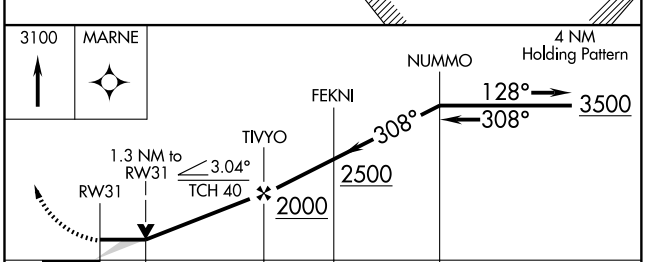
ATIS	SAN ANTONIO APP CON	NEW BRAUNFELS TOWER ★	GND CON	CLNC DEL	UNICOM	CTAF
119.325	124.45 335.625	127.05 285.4	120.175	134.75	122.7	127.05 L



Procedure NA for arrivals at SAT VORTAC via airway radials 040 CW 081.



REIL Rwy 13
MIRL Rwys 13-31 and 17-35 L



CATEGORY	A	B	C	D
LNAV MDA	1100-1 454 (500-1)		1100-1¼ 454 (500-1¼)	1100-1½ 454 (500-1½)
CIRCLING	1100-1 449 (500-1)	1120-1 469 (500-1)	1280-1¾ 629 (700-1¾)	1280-2 629 (700-2)

SC-3, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5364
CH 93900	353°	TDZE	650
W35A		Apt Elev	651

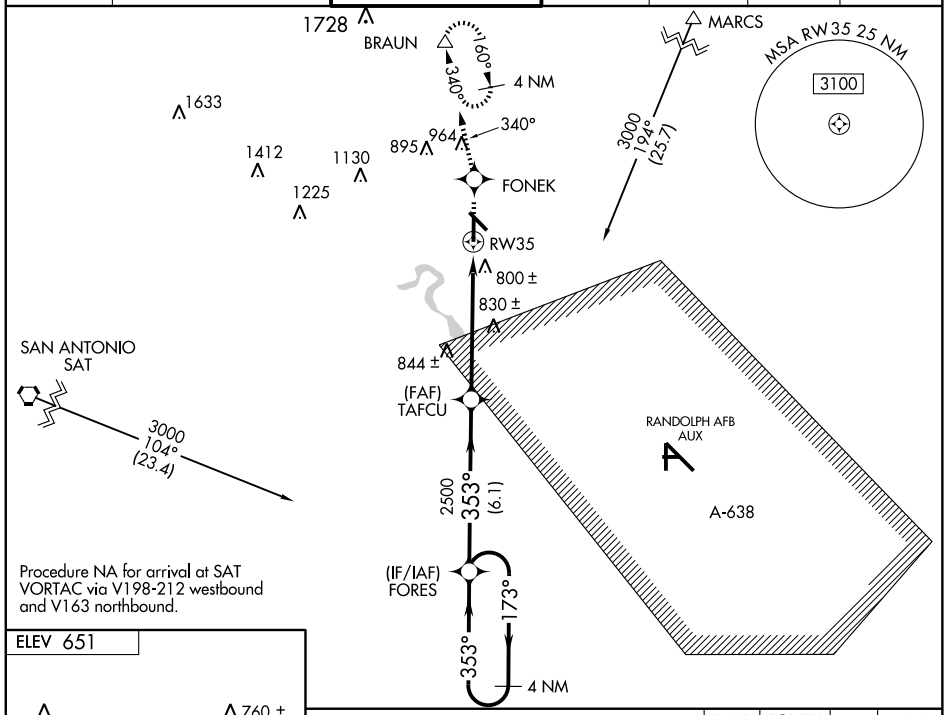
RNAV (GPS) RWY 35

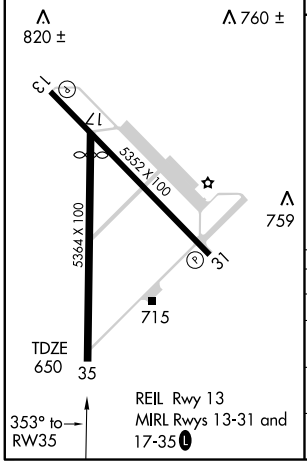
NEW BRAUNFELS MUNI (BAZ)

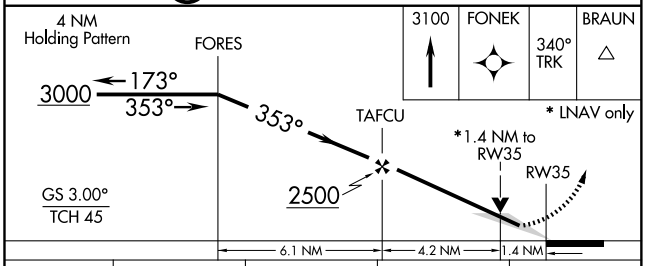
When local altimeter setting not received, use San Marcos Muni altimeter setting and increase all DAs 42 feet LPV visibility ¼ all Cats, increase all MDAs 60 feet LNAV and circling visibility Cat C and D ¼. VDP and Baro-VNAV NA when using San Marcos Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3100 direct FONEK and via 340° track to BRAUN and hold, continue climb-in-hold to 3100.

ATIS	SAN ANTONIO APP CON	NEW BRAUNFELS TOWER *	GND CON	CLNC DEL	UNICOM	CTAF
119.325	124.45 335.625	127.05 285.4	120.175	134.75	122.7	127.05 L







CATEGORY	A	B	C	D
LPV DA	929-1	279 (300-1)		
LNAV/VNAV DA	1110-1¾	460 (500-1¾)		
LNAV MDA	1140-1	490 (500-1)	1140-1¼ 490 (500-1¼)	1140-1½ 490 (500-1½)
CIRCLING	1140-1	489 (500-1)	1280-1¾ 629 (700-1¾)	1280-2 629 (700-2)

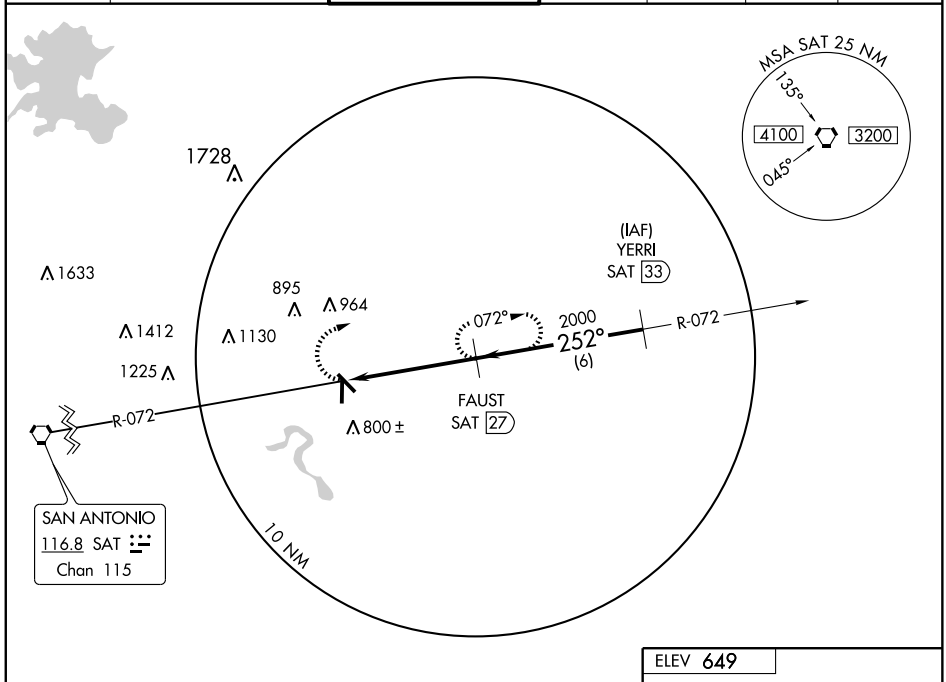
VORTAC SAT	APP CRS	Rwy Idg	N/A
116.8	252°	TDZE	N/A
Chan 115		Apt Elev	649

VOR/DME-A

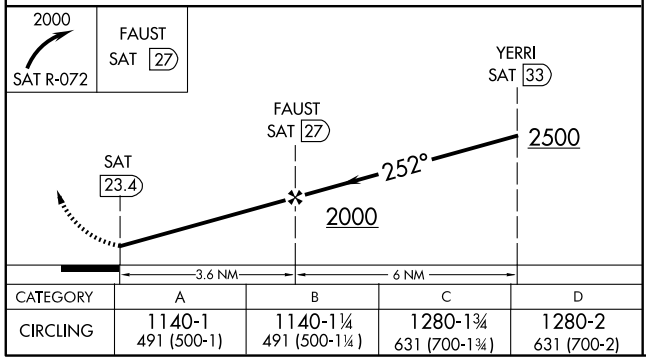
NEW BRAUNFELS MUNI (BAZ)

MISSED APPROACH: Climbing right turn to 2000 via SAT R-072 to FAUST/SAT 27 DME and hold.

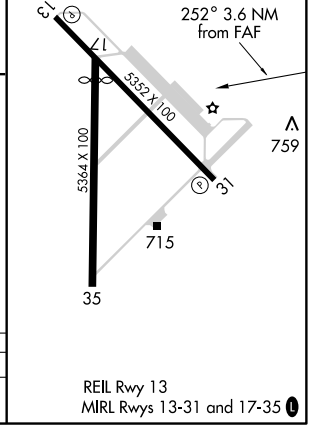
ATIS	SAN ANTONIO APP CON	NEW BRAUNFELS TOWER *	GND CON	CLNC DEL	UNICOM	CTAF
119.325	124.45 335.625	127.05 285.4	120.175	134.75	122.7	127.05 L



RADAR REQUIRED



CATEGORY	A	B	C	D
CIRCLING	1140-1 491 (500-1)	1140-1¼ 491 (500-1¼)	1280-1¾ 631 (700-1¾)	1280-2 631 (700-2)



REIL Rwy 13
MIRL Rwys 13-31 and 17-35 L

SC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	TDZE	Apt Elev
234°	N/A	N/A	3004

AL-5689 (FAA)

GPS-B

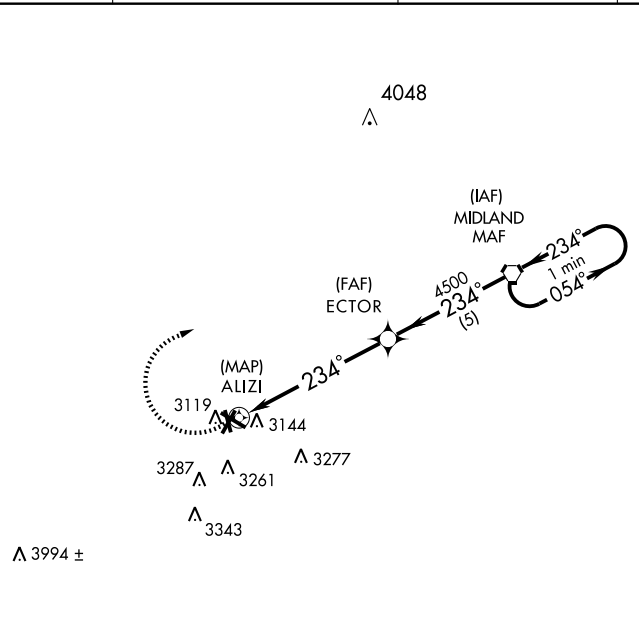
ODESSA-SCHLEMEYER FIELD (ODO)

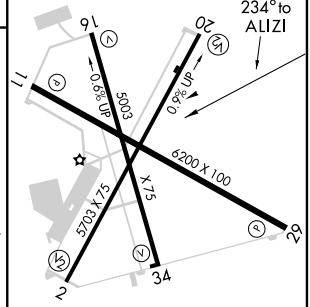
Circling not authorized south of airport between runways 2-20 and 16-34.

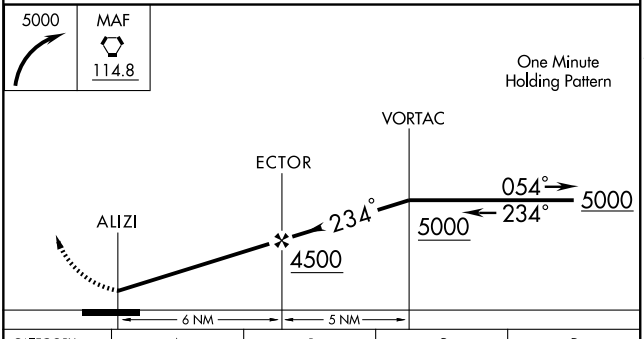
NA

MISSED APPROACH: Climbing right turn to 5000 direct MAF VORTAC and hold.

ASOS	MIDLAND APP CON *	CLNC DEL	UNICOM
119.275	124.6 256.875	121.7	123.0 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	3460-1	456 (500-1)	3460-1½ 456 (500-1½)	3560-2 556 (600-2)

MIRL Rwys 2-20, 11-29, and 16-34 L

SC-3. 08 APR 2010 to 06 MAY 2010

ODESSA, TEXAS

APP CRS	Rwy Idg	5703
202°	TDZE	3004
	Apt Elev	3004

AL-5689 (FAA)

GPS RWY 20

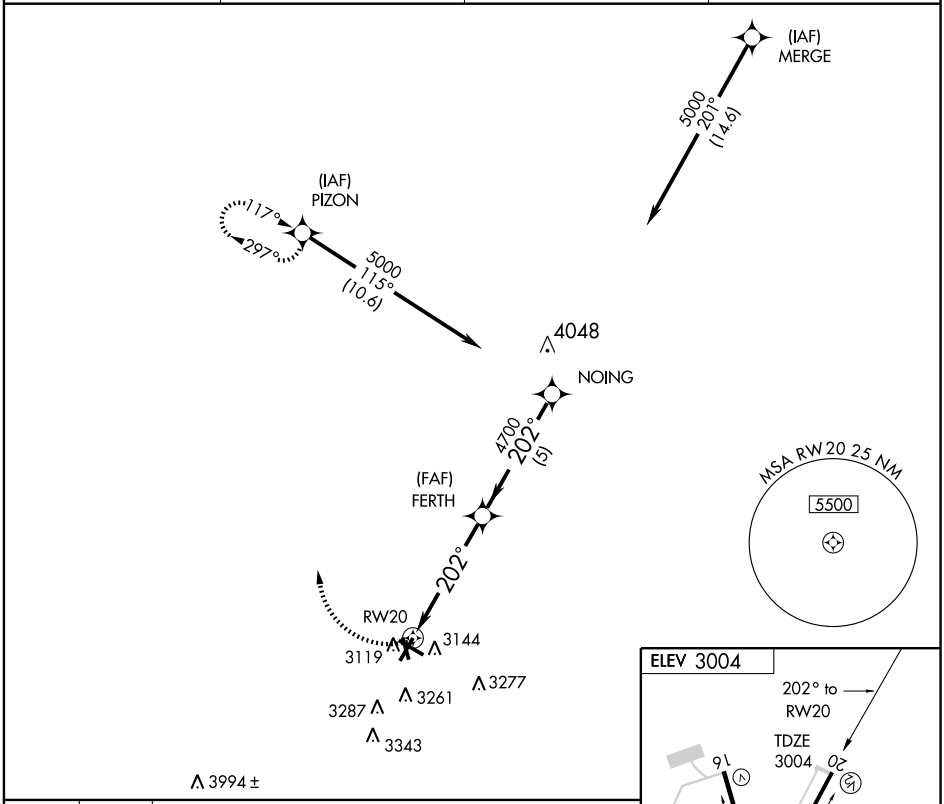
ODESSA-SCHLEMEYER FIELD (ODO)

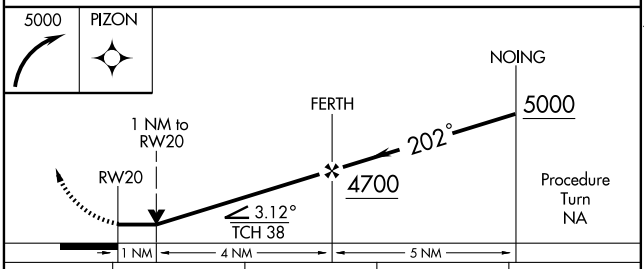
Circling not authorized south of airport between runways 2-20 and 16-34.

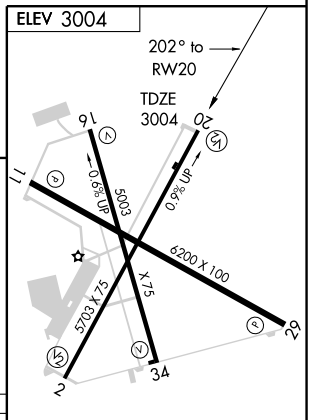
NA

MISSED APPROACH: Climbing right turn to 5000 direct PIZON WP and hold.

ASOS	MIDLAND APP CON ★	CLNC DEL	UNICOM
119.275	124.6 256.875	121.7	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-20	3360-1 356 (400-1)			3360-1¼ 356 (400-1¼)
CIRCLING	3460-1 456 (500-1)		3460-1½ 456 (500-1½)	3560-2 556 (600-2)

MIRL Rwys 2-20, 11-29, and 16-34 L

SC-3. 08 APR 2010 to 06 MAY 2010

ODESSA, TEXAS

LOM MA	APP CRS	Rwy Idg	5703
326	211°	TDZE	3004
		Apt Elev	3004

AL-5689 (FAA)

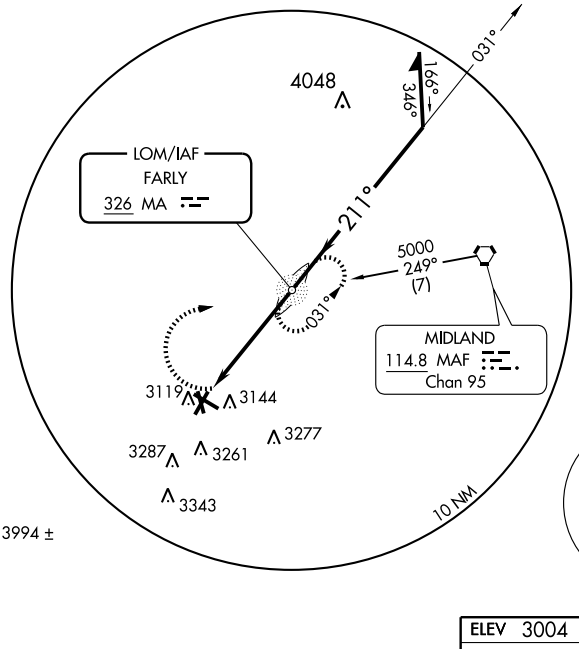
NDB RWY 20

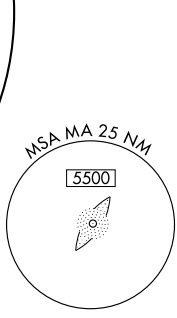
ODESSA-SCHLEMEYER FIELD (ODO)

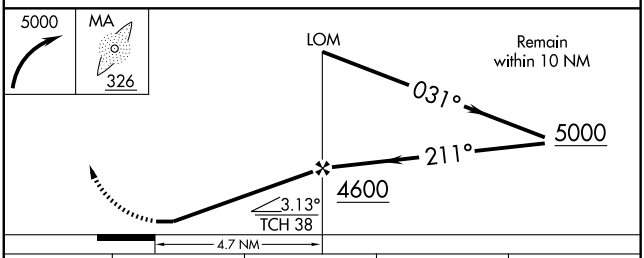
Circling not authorized south of airport between runways 2-20 and 16-34.

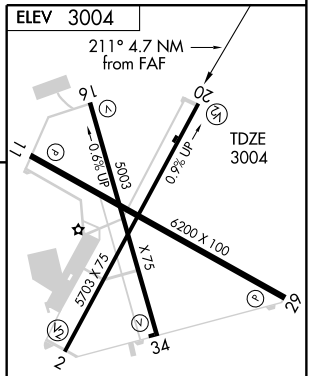
MISSED APPROACH: Climbing right turn to 5000 direct FARLY LOM and hold.

ASOS	MIDLAND APP CON★	CLNC DEL	UNICOM
119.275	124.6 256.875	121.7	123.0 (CTAF) L









CATEGORY	A	B	C	D
S-20	3460-1	456 (500-1)	3460-1¼ 456 (500-1¼)	3460-1½ 456 (500-1½)
CIRCLING	3460-1	456 (500-1)	3460-1½ 456 (500-1½)	3560-2 556 (600-2)

MIRL Rwys 2-20, 11-29, and 16-34 L

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

SC-3. 08 APR 2010 to 06 MAY 2010

ODESSA, TEXAS

VORTAC MAF	APP CRS	Rwy Idg	N/A
114.8	231°	TDZE	N/A
Chan 95		Apt Elev	3004

AL-5689 (FAA)

VOR-A

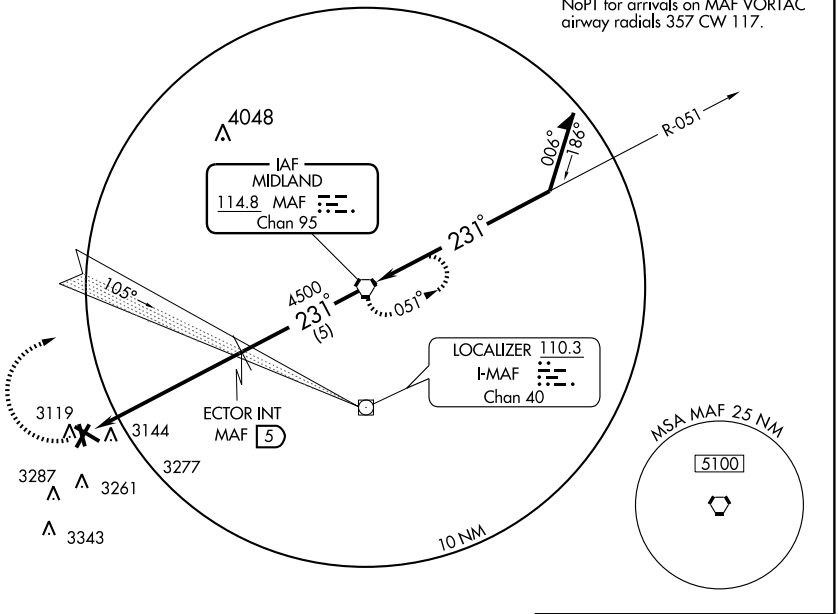
ODESSA-SCHLEMEYER FIELD (ODO)

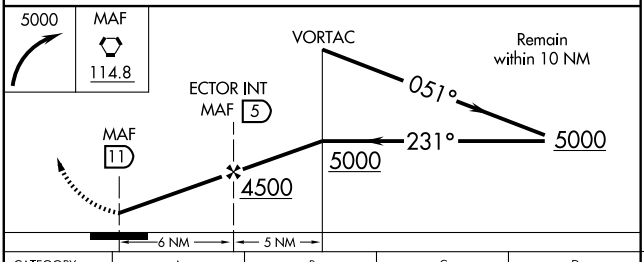
Circling not authorized south of airport between runways 2-20 and 16-34.

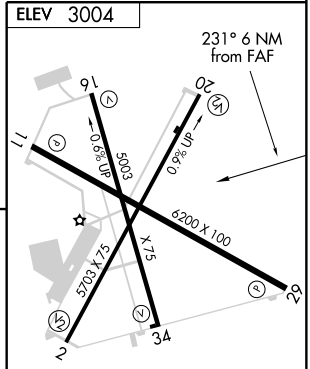
MISSED APPROACH: Climbing right turn to 5000 direct MAF VORTAC and hold.

ASOS	MIDLAND APP CON★	CLNC DEL	UNICOM
119.275	124.6 256.875	121.7	123.0 (CTAF) L

NoPT for arrivals on MAF VORTAC airway radials 357 CW 117.







MIRL Rwys 2-20, 11-29, and 16-34 L

CATEGORY	A	B	C	D
CIRCLING	3460-1 456 (500-1)		3460-1½ 456 (500-1½)	3560-2 556 (600-2)

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

SC-3. 08 APR 2010 to 06 MAY 2010

OLNEY, TEXAS

AL-6443 (FAA)

APP CRS	Rwy Idg	5101
173°	TDZE	1275
	Apt Elev	1275

GPS RWY 17

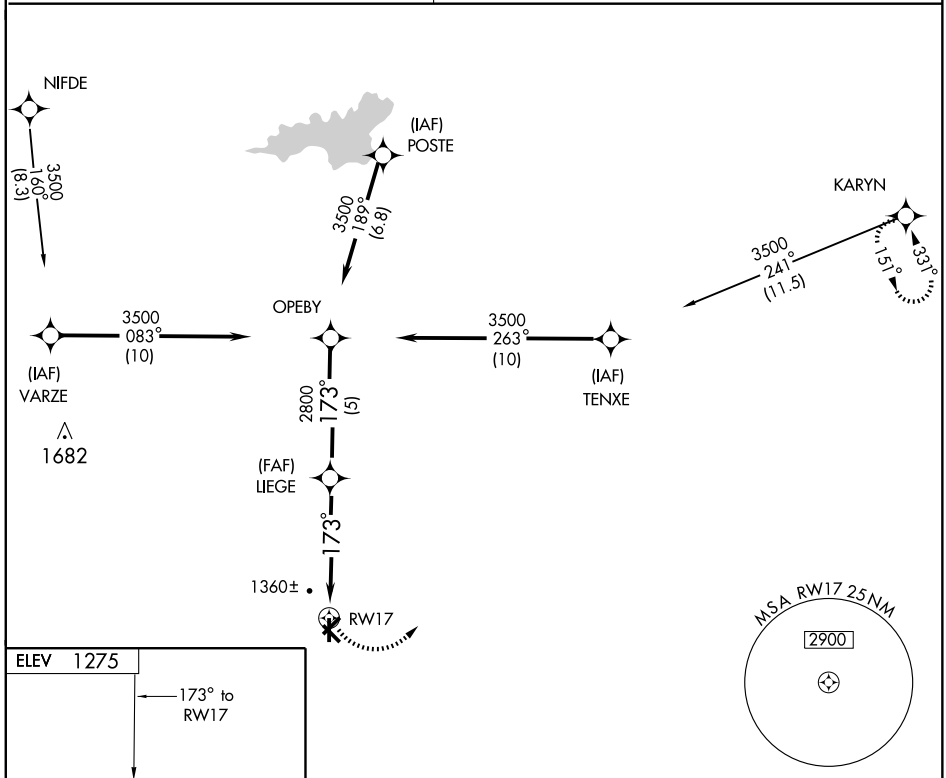
OLNEY MUNI (ONY)

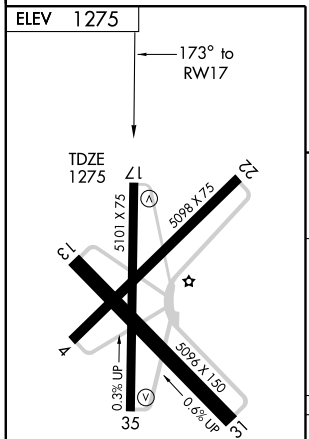
Use Sheppard AFB/Wichita Falls Altimeter setting.

⚠ NA

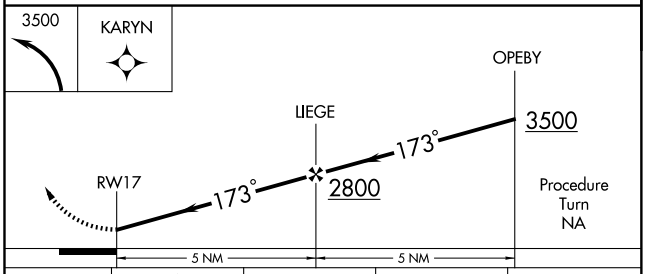
MISSED APPROACH: Climbing left turn to 3500 direct KARYN WP and hold.

FORT WORTH CENTER	UNICOM
133.5 350.35	122.8 (CTAF)



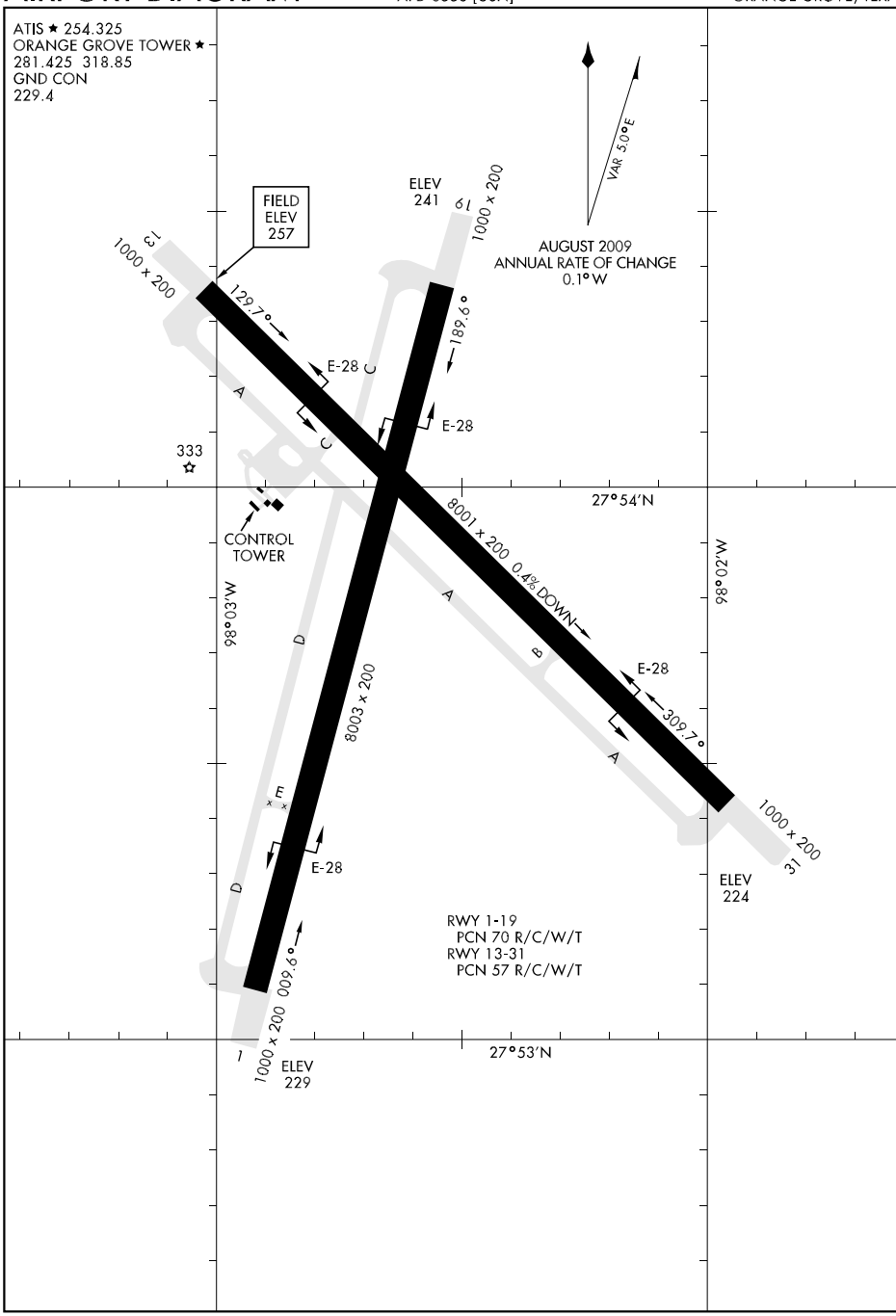


MIRL Rwy 17-35



CATEGORY	A	B	C	D
S-17	1820-1 545 (600-1)		1820-1½ 545 (600-1½)	NA
CIRCLING	1820-1 545 (600-1)		1820-1½ 545 (600-1½)	NA

SC-2, 08 APR 2010 to 06 MAY 2010


ATIS ★ 254.325
ORANGE GROVE TOWER ★
281.425 318.85
GND CON
229.4
FIELD ELEV 257
ELEV 241
VAR 5.0°E
AUGUST 2009
ANNUAL RATE OF CHANGE
0.1° W
13
1000 x 200
19
1000 x 200
129.7°
189.6°
E-28
E-28
333
CONTROL TOWER
27°54'N
98°03'W
98°02'W
8001 x 200 0.4% DOWN
E-28
309.7°
8003 x 200
E
E-28
189.6°
1000 x 200
31
ELEV 224
RWY 1-19
PCN 70 R/C/W/T
RWY 13-31
PCN 57 R/C/W/T
1
1000 x 200
ELEV 229
27°53'N

HI-ILS or LOC/DME RWY 13

LOC I-NOG	APCH CRS	Rwy Idg / TDZE / Arpt Elev	JAL-6553 [USN]	ORANGE GROVE NALF (KNOG)
110.5	130°	8001 / 257 / 257		

MISSED APPROACH: Climb to 3000 via NOG TACAN R-124 to DAYET and hold.

ATIS ★	KINGSVILLE APP CON	ORANGE GROVE TOWER ★	GND CON
254.325	119.90 290.45	281.425 318.85	229.4

TACAN REQUIRED

THREE RIVERS

15,000 209° (40)

HIGH ALTITUDE FACILITIES

(c) 164 (a) 274 (c) 344 (b)

COTULLA

NOG 40

15,000 128° (40)

R-310

GRANE NOG 13

310° Arc

NOG Arc 13

CAYEN NOG 20

FEEGI NOG 6

756

130°

359

374

20 NM

274° R-274 094° 094°

Max holding alt FL180

Max holding 265 KIAS

(IAF) DUVAL NOG 30

DRYCK NOG 13

860

679

ORANGE GROVE Chan 63 NOG

LOCALIZER 110.5 I-NOG

CORPUS CHRISTI

15,000 265° (62)

NOG 17

MSA NOG 25 NM

2200

124° 304° R-124

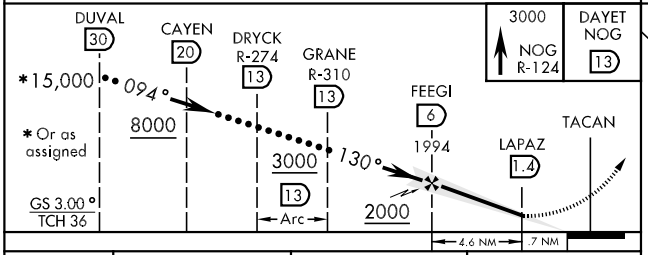
DAYET NOG 12

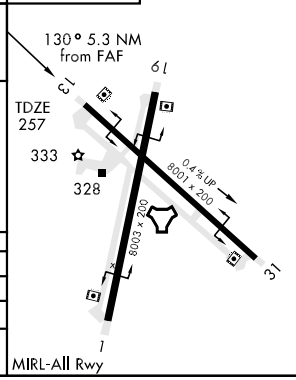
15,000 300° (51)

KINGSVILLE

EMERG SAFE ALT 100 NM 16,000

ELEV 257





CATEGORY	C	D	E
S-ILS 13	457-¾	200 (200-¾)	
S-LOC 13	600-1 343 (400-1)	600-1¼ 343 (400-1¼)	
CIRCLING	720-1½ 463 (500-1½)	820-2 563 (600-2)	980-2½ 723 (800-2½)

SC-3, 08 APR 2010 to 06 MAY 2010

HI-TACAN RWY 13

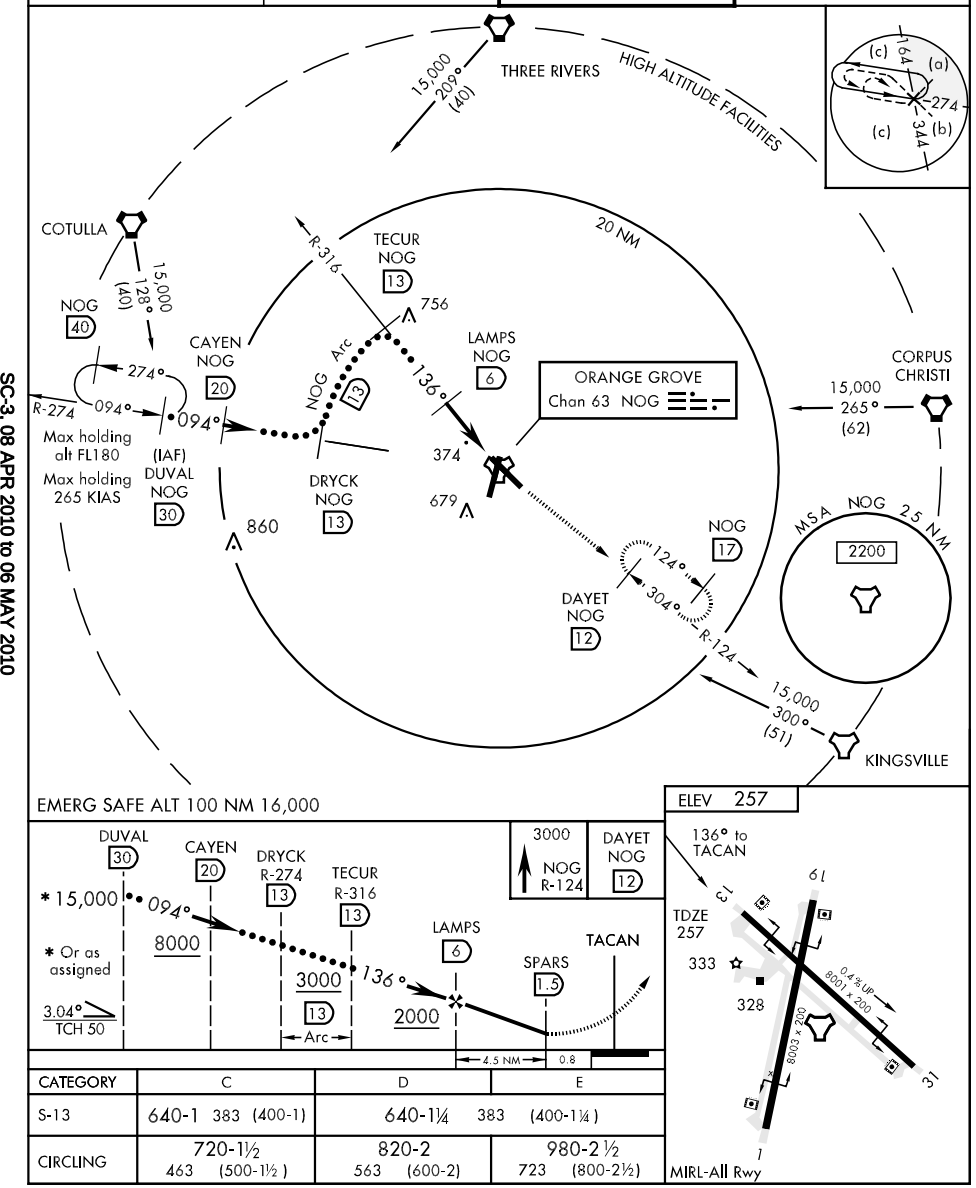
TACAN	APCH CRS	Rwy ldg	8001
NOG Chan 63	136°	TDZE	257
		Arpt Elev	257

JAL-6553 [USN]

ORANGE GROVE NALF (KNOG)

MISSED APPROACH: Climb to 3000 via NOG TACAN R-316 to NOG and NOG R-124 to DAYET and hold.

ATIS ★	KINGSVILLE APP CON	ORANGE GROVE TOWER ★	GND CON
254.325	119.90 290.45	281.425 318.85	229.4



CATEGORY	C	D	E
S-13	640-1 383 (400-1)	640-1¼ 383 (400-1¼)	
CIRCLING	720-1½ 463 (500-1½)	820-2 563 (600-2)	980-2½ 723 (800-2½)

ILS or LOC/DME RWY 13

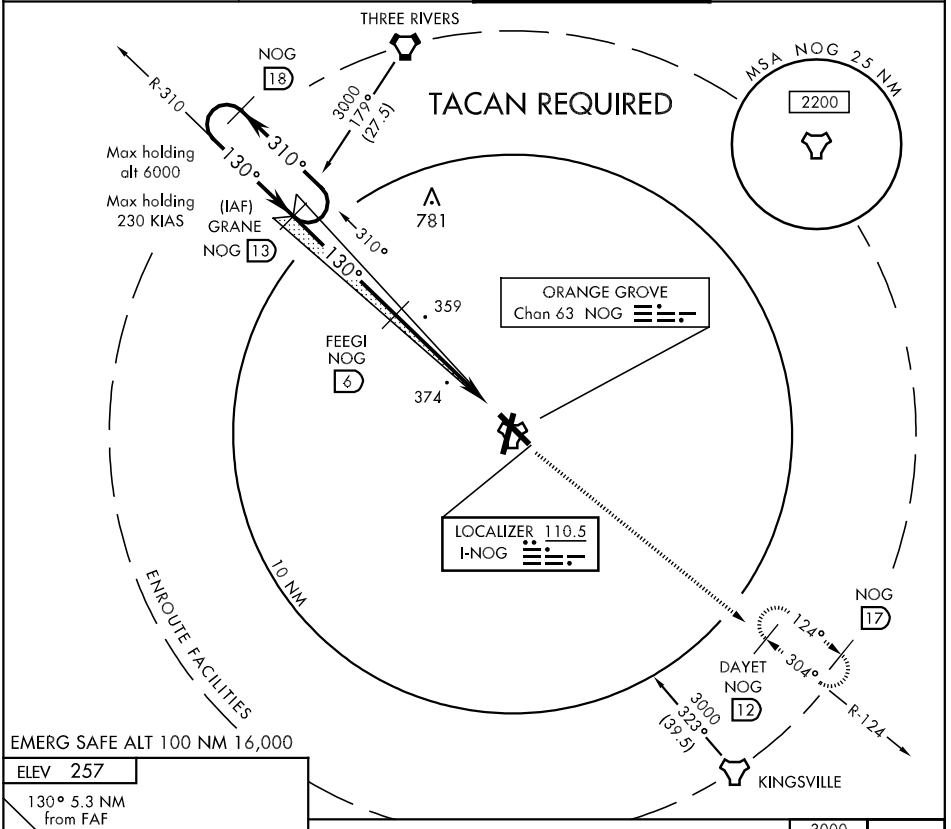
LOC I-NOG 110.5	APCH CRS 130°	Rwy Idg 8001 TDZE 257 Arpt Elev 257

AL-6553 [USN]

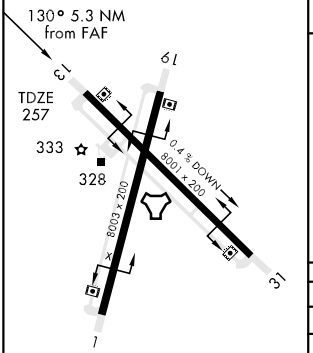
ORANGE GROVE NALF (KNOG)

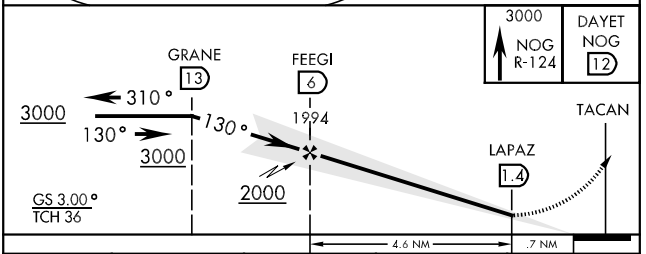
MISSED APPROACH: Climb to 3000 via NOG TACAN R-124 to DAYET and hold.

ATIS ★	KINGSVILLE APP CON	ORANGE GROVE TOWER ★	GND CON
254.325	119.90 290.45	281.425 318.85	229.4



ELEV 257





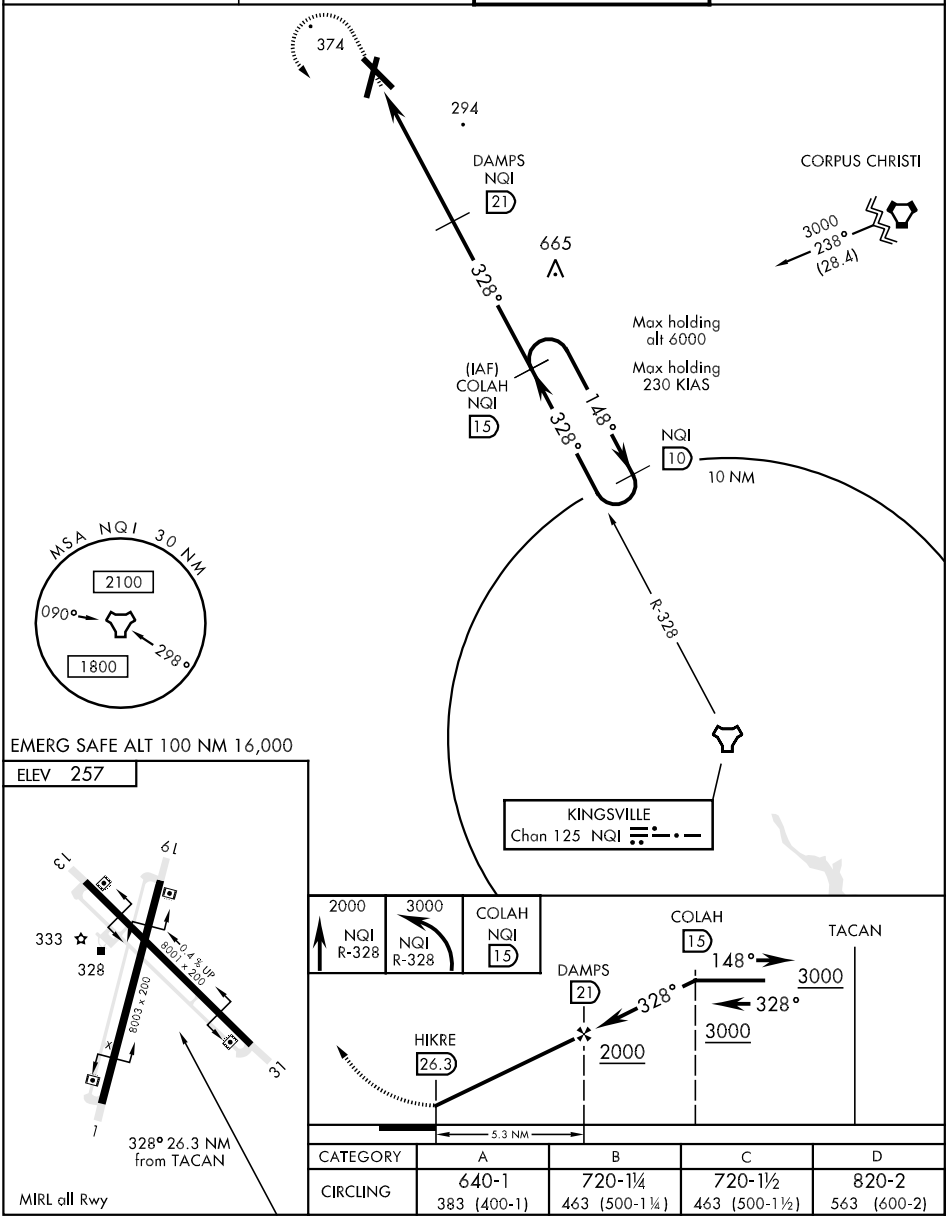
CATEGORY	A	B	C	D
S-ILS 13	457-¾	200	(200-¾)	
S-LOC 13	600-1	343	(400-1)	600-1¼ 343 (400-1¼)
CIRCLING	640-1 383 (400-1)	720-1 463 (500-1)	720-1½ 463 (500-1½)	820-2 563 (600-2)

TACAN-A

TACAN NQI Chan 125	APCH CRS 328°	Rwy ldg N/A TDZE N/A Arpt Elev 257	AL-6553 [USN]	ORANGE GROVE NALF (KNOG)

MISSED APPROACH: Climb to 2000 via NQI TACAN R-328, then climbing left turn to 3000 via NQI R-328 to COLAH and hold.

ATIS ★	KINGSVILLE APP CON	ORANGE GROVE TOWER ★	GND CON
254.325	119.90 290.45	281.425 318.85	229.4



CATEGORY	A	B	C	D
CIRCLING	640-1 383 (400-1)	720-1¼ 463 (500-1¼)	720-1½ 463 (500-1½)	820-2 563 (600-2)

TACAN RWY 13

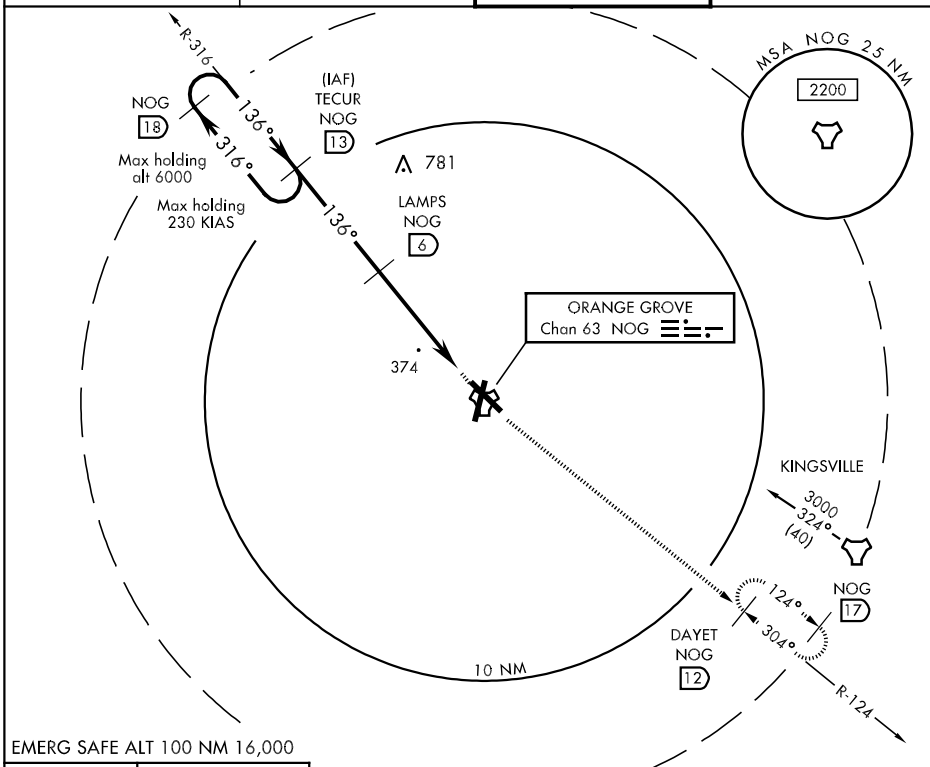
TACAN Chan	NOG 63	APCH CRS	136°	Rwy Idg	8001
				TDZE	257
				Arpt Elev	257

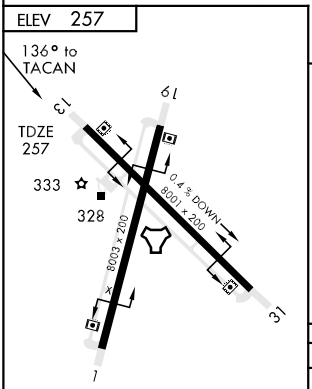
AL-6553 [USN]

ORANGE GROVE NALF (KNOG)

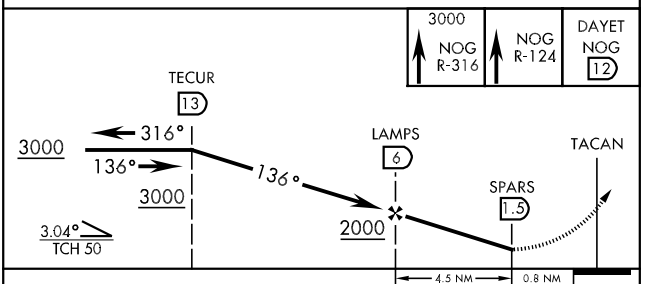
MISSED APPROACH: Climb to 3000 via NOG TACAN R-316 to NOG and NOG R-124 to DAYET and hold.

ATIS ★	KINGSVILLE APP CON	ORANGE GROVE TOWER ★	GND CON
254.325	119.90 290.45	281.425 318.85	229.4





MIRL all Rwy



CATEGORY	A	B	C	D
S-13	640-1 383 (400-1)			640-1¼ 383 (400-1¼)
CIRCLING	640-1 383 (400-1)	720-1 463 (500-1)	720-1½ 463 (500-1½)	820-2 563 (600-2)

TACAN RWY 31

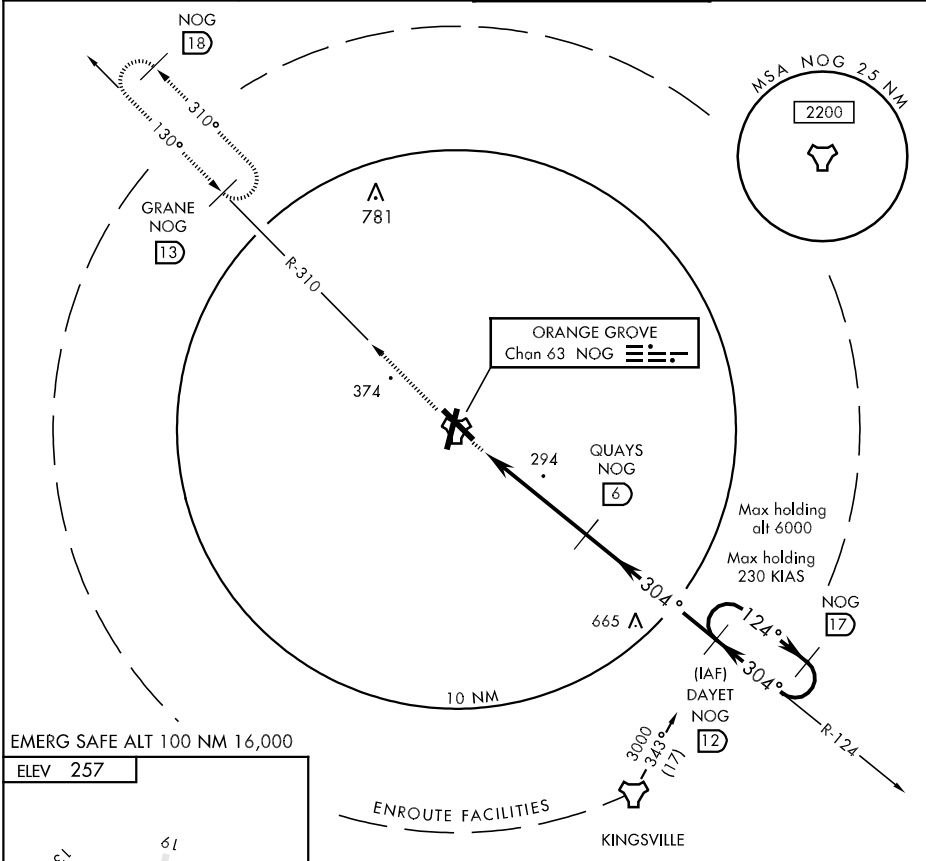
TACAN	APCH CRS	Rwy Idg	8001
Chan 63 NOG	304°	TDZE	230
		Arpt Elev	257

AL-6553 [USN]

ORANGE GROVE NALF (KNOG)

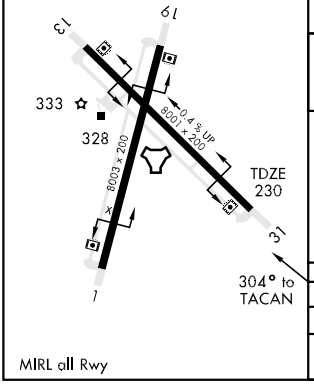
MISSED APPROACH: Climb to 3000 via NOG TACAN R-310 to GRANE and hold.

ATIS ★	KINGSVILLE APP CON	ORANGE GROVE TOWER ★	GND CON
254.325	119.90 290.45	281.425 318.85	229.4

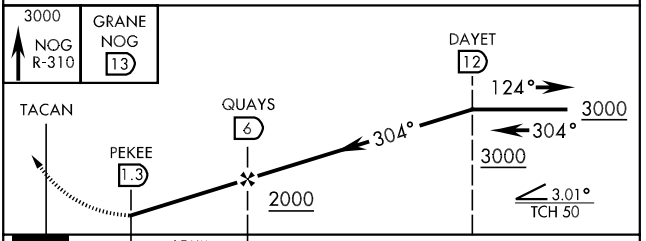


EMERG SAFE ALT 100 NM 16,000

ELEV 257



MIRL all Rwy



CATEGORY	A	B	C	D
S-31	560-1 330 (400-1)			
CIRCLING	640-1 383 (400-1)	720-1 463 (500-1)	720-1½ 463 (500-1½)	820-2 563 (600-2)

SC-3, 08 APR 2010 to 06 MAY 2010

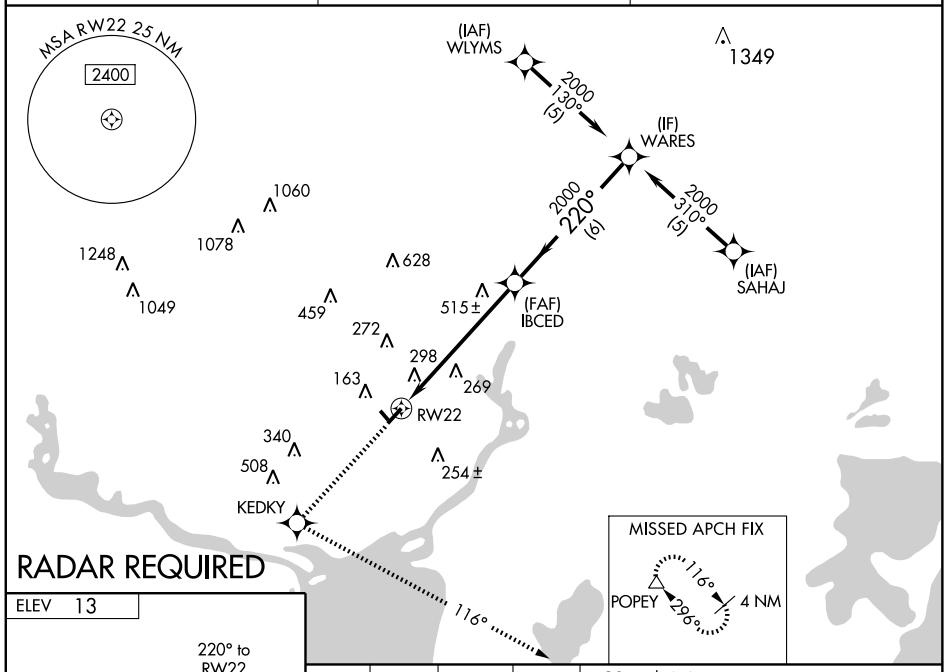
WAAS	APP CRS	Rwy Idg	5500
CH 56614	220°	TDZE	13
W22A		Apt Elev	13

RNAV (GPS) RWY 22
ORANGE COUNTY (ORG)

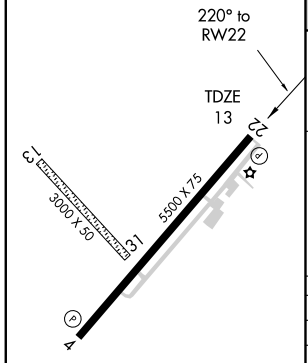
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15C° (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Southeast Texas Rgnl altimeter setting and increase all DA 32 feet and all MDA 40 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile, and LNAV and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Southeast Texas Rgnl altimeter setting. Circling NA to Rwy 13/31.

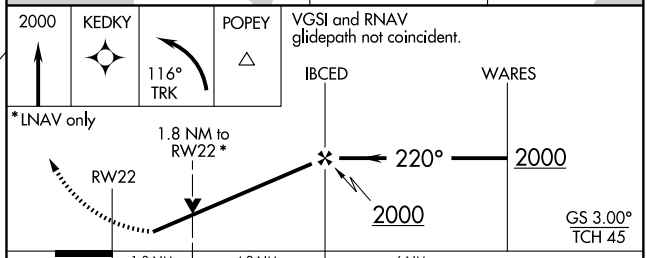
MISSED APPROACH: Climb to 2000 direct KEDKY and left turn via track 116° to POPEY and hold.

AWOS-3	HOUSTON APP CON	UNICOM
118.975	121.3 377.1	122.8 (CTAF) L



ELEV 13





CATEGORY	A	B	C	D
LPV DA	329-1 316 (400-1)			NA
LNAV/VNAV DA	674-2 ¼ 661 (700-2¼)			NA
LNAV MDA	600-1 587 (600-1)		600-1½ 587 (600-1½)	NA
CIRCLING	660-1 647 (700-1)		660-1¾ 647 (700-1¾)	NA

MIRL Rwy 4-22 L

SC-5, 08 APR 2010 to 06 MAY 2010

VOR/DME RWY 22

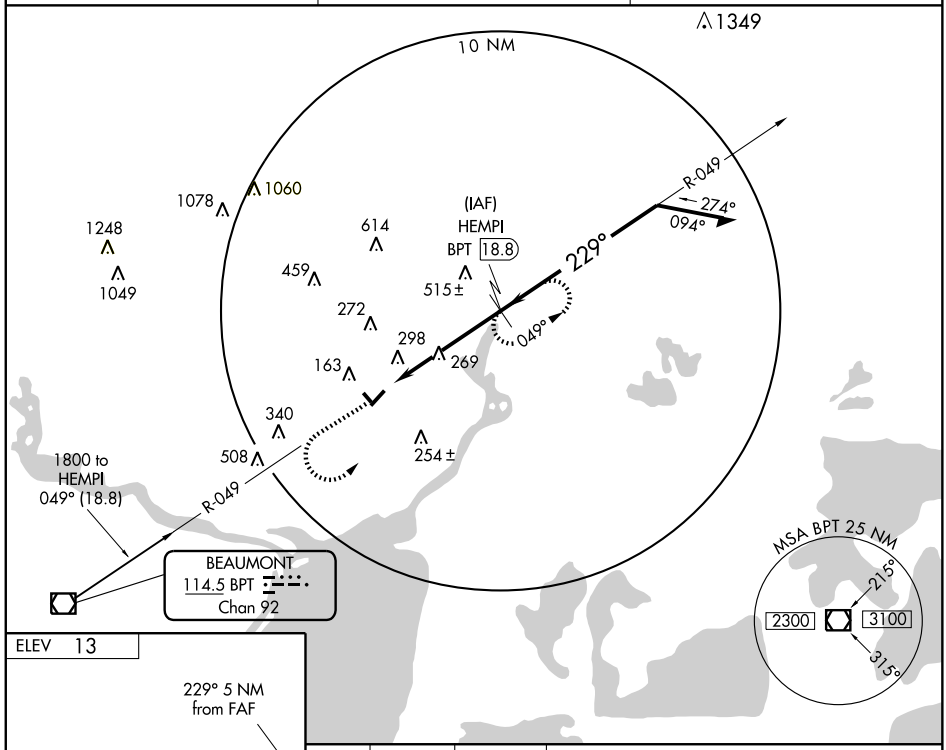
ORANGE COUNTY (ORG)

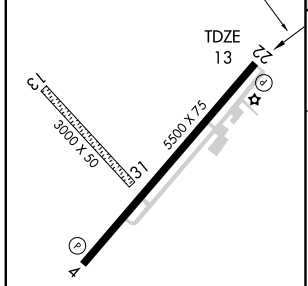
VOR/DME BPT	APP CRS	Rwy Idg	5500
114.5	229°	TDZE	13
Chan 92		Apt Elev	13

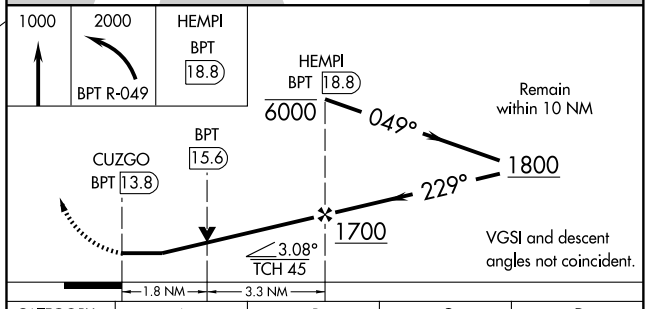
Visibility reduction by helicopters NA. Circling NA to Rwy 13/31.
VDP NA when using Southeast Texas Rgnl altimeter setting.
When local altimeter setting not received, use Southeast Texas Rgnl altimeter setting and increase all MDA 40 feet and increase S-22 and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 via BPT R-049 to HEMPI/18.8 DME and hold.

AWOS-3	HOUSTON APP CON	UNICOM
118.975	121.3 377.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-22	600-1	587 (600-1)	600-1½ 587 (600-1½)	NA
CIRCLING	660-1	647 (700-1)	660-1¾ 647 (700-1¾)	NA

MIRL Rwy 4-22 L

SC-5, 08 APR 2010 to 06 MAY 2010

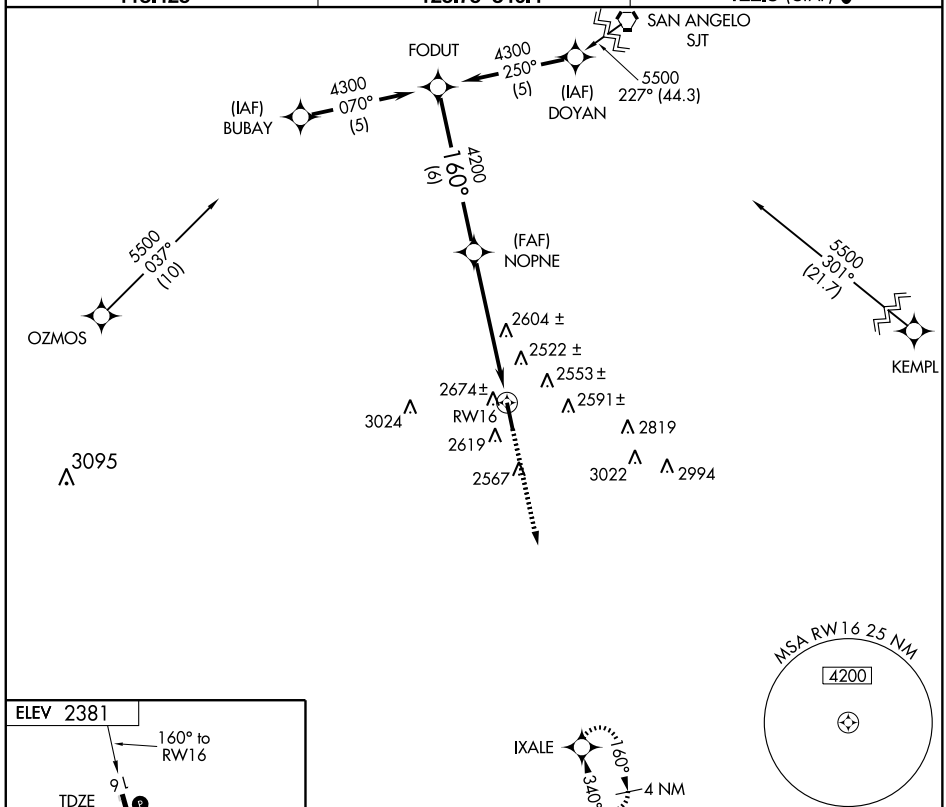
APP CRS	Rwy Idg	6000
160°	TDZE	2377
	Apt Elev	2381

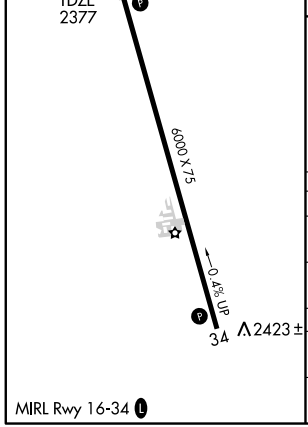
RNAV (GPS) RWY 16
OZONA MUNI (OZA)

GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Procedure NA at night.
Obtain local altimeter on CTAF; when not received, use San Angelo altimeter setting.

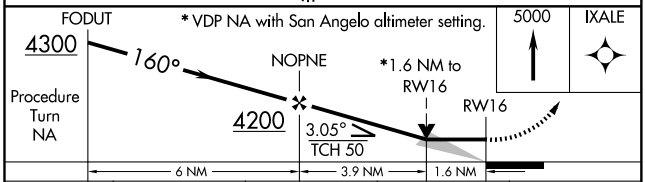
MISSED APPROACH: Climb to 5000 direct IXALE WP and hold.

AWOS-3	HOUSTON CENTER	UNICOM
118.425	125.75 346.4	122.8 (CTAF) L





MIRL Rwy 16-34 L



CATEGORY	A	B	C	D
LNAV MDA	2940-1¼ 563 (600-1¼)		2940-1½ 563 (600-1½)	NA
CIRCLING	2980-1¼ 599 (600-1¼)		2980-1½ 599 (600-1½)	NA
SAN ANGELO ALTIMETER SETTING MINIMUMS				
LNAV MDA	3180-1¼ 803 (800-1¼)		3180-2¼ 803 (800-2¼)	NA
CIRCLING	3220-1¼ 839 (900-1¼)		3220-2½ 839 (900-2½)	NA

SC-3, 08 APR 2010 to 06 MAY 2010

VORTAC GTH	APP CRS	Rwy Idg	3186
114.5	360°	TDZE	1857
Chan 92		Apt Elev	1858

VOR/DME or GPS RWY 35

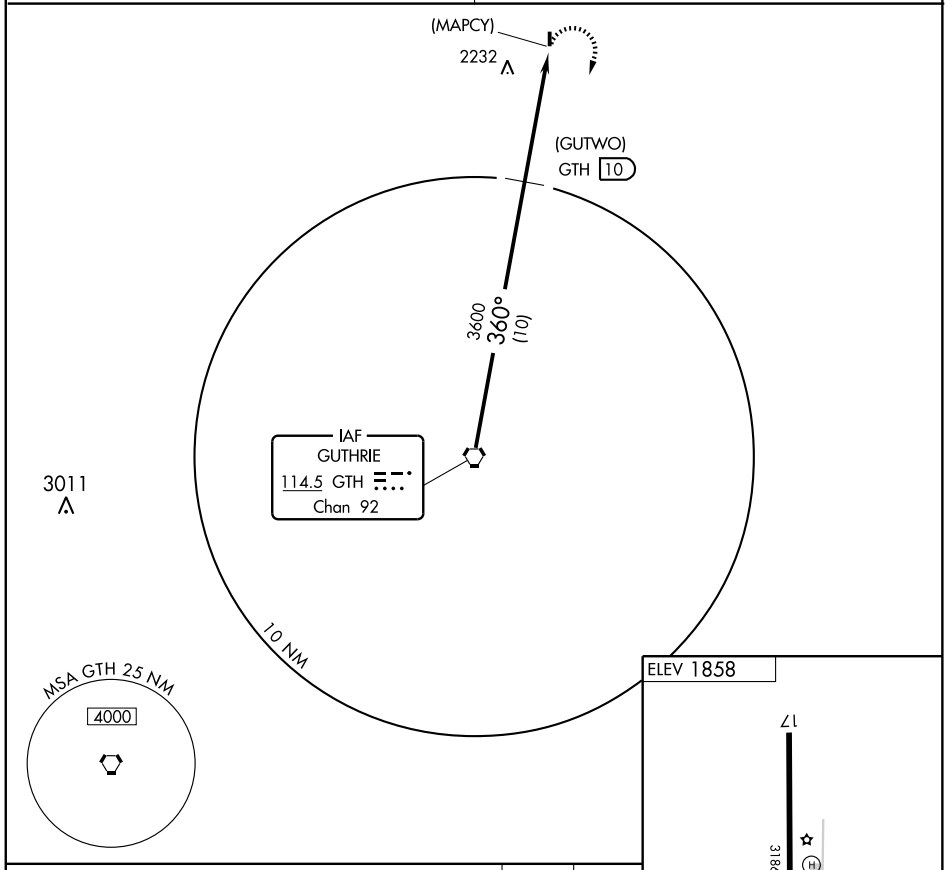
PADUCAH/DAN E. RICHARDS MUNI (3F6)

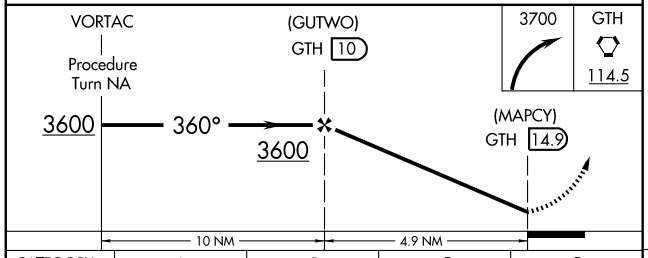
⚠ NA — Use Childress altimeter setting. When not available use Altus AFB altimeter setting and increase all MDAs 200 feet.

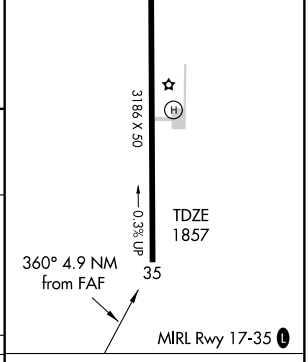
MISSED APPROACH: Climbing right turn to 3700 direct to GTH VORTAC.

FORT WORTH CENTER
133.5 350.35

CTAF
122.9 (L)







CATEGORY	A	B	C	D
S-35	2580-1	723 (800-1)	NA	
CIRCLING	2580-1	723 (800-1)	NA	

Knots	60	90	120	150	180
Min:Sec					

SC-2, 08 APR 2010 to 06 MAY 2010

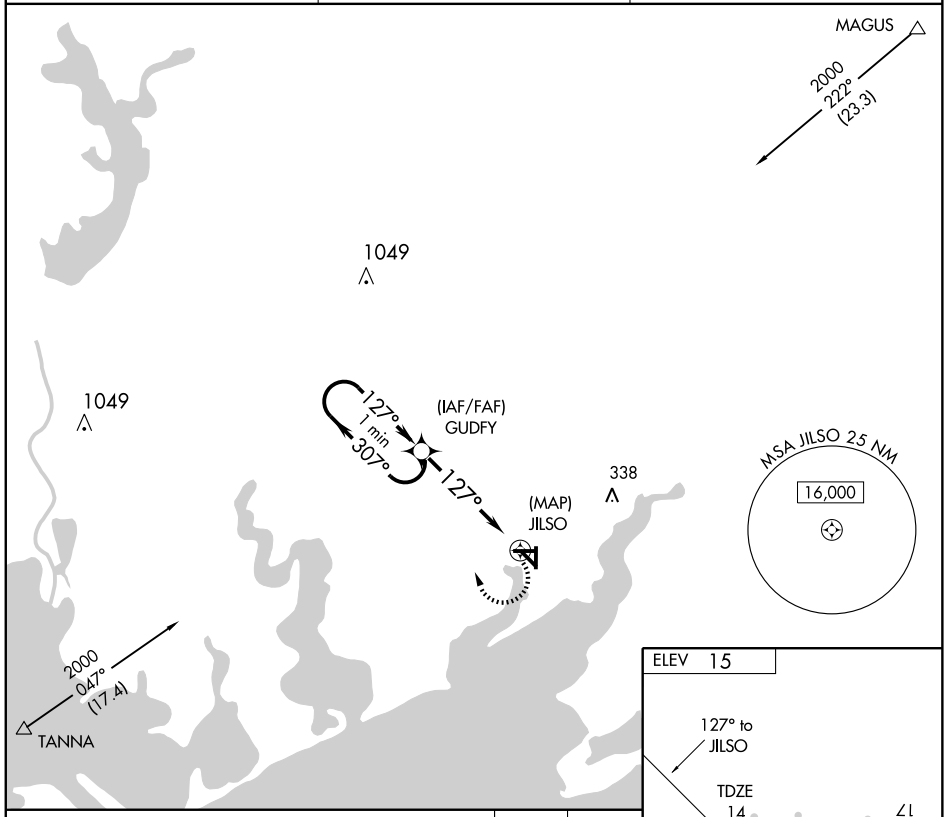
APP CRS	Rwy Idg	5001
127°	TDZE	14
	Apt Elev	15

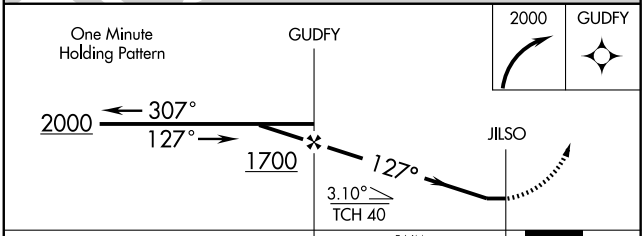
GPS RWY 13
PALACIOS MUNI (PSX)

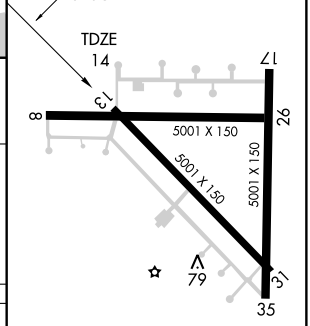
NA

MISSED APPROACH: Climbing right turn to 2000 direct GUDFY WP and hold.

ASOS	HOUSTON CENTER	UNICOM
118.025	128.6 360.8	122.8 (CTAF) L







REIL Rwys 13 and 31
MIRL Rwy 13-31 L

CATEGORY	A	B	C	D
S-13	380-1 366 (400-1)			380-1¼ 366 (400-1¼)
CIRCLING	420-1 405 (500-1)	480-1 465 (500-1)	480-1½ 465 (500-1½)	580-2 565 (600-2)

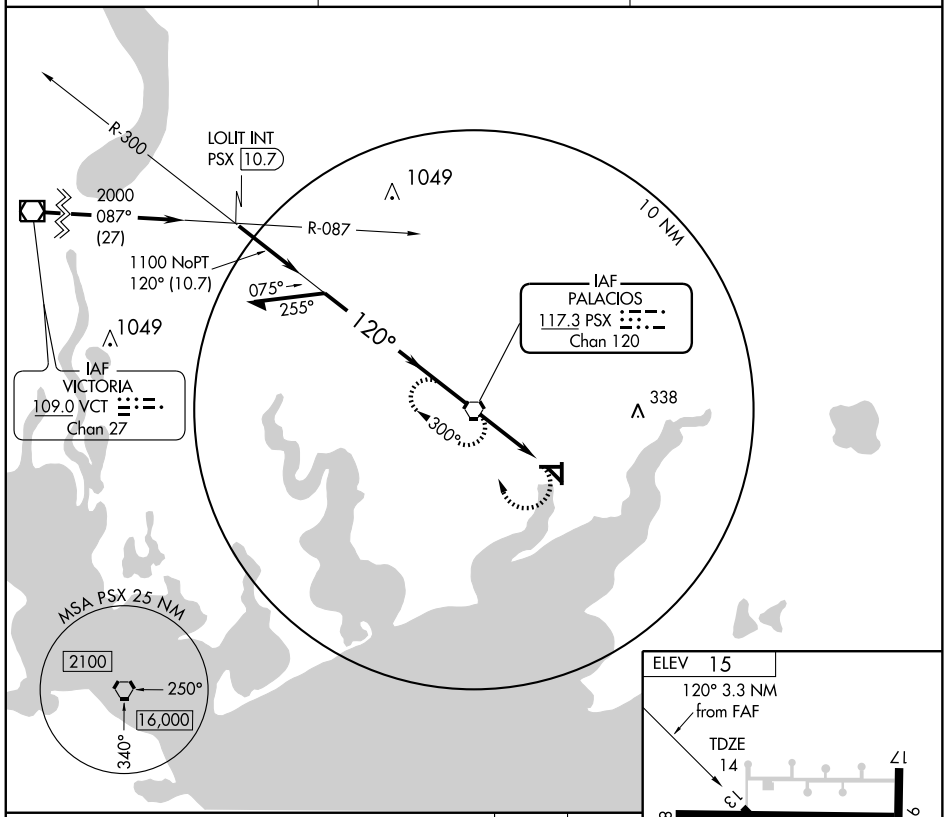
SC-5, 08 APR 2010 to 06 MAY 2010

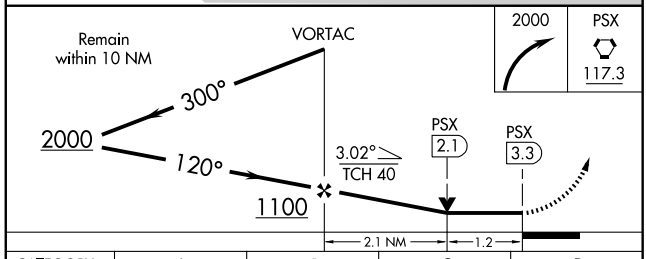
VOR PSX 117.3 Chan 120	APP CRS 120°	Rwy Idg 5001 TDZE 14 Apt Elev 15

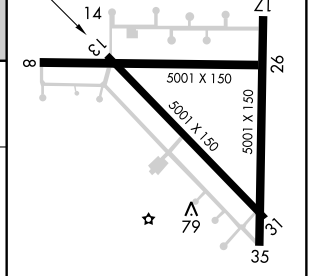
VOR RWY 13
PALACIOS MUNI (PSX)

MISSED APPROACH: Climbing right turn to 2000 direct PSX VORTAC and hold.

ASOS	HOUSTON CENTER	UNICOM
118.025	128.6 360.8	122.8 (CTAF) L







REIL Rwys 13 and 31
MIRL Rwy 13-31 L

CATEGORY	A	B	C	D
S-13	380-1 366 (400-1)			380-1¼ 366 (400-1¼)
CIRCLING	420-1 405 (500-1)	480-1 465 (500-1)	480-1½ 465 (500-1½)	580-2 565 (600-2)

FAF to MAP 3.3 NM

Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06

SC-5, 08 APR 2010 to 06 MAY 2010

NDB PSN	APP CRS	Rwy Idg	5005
375	015°	TDZE	415
		Apt Elev	423

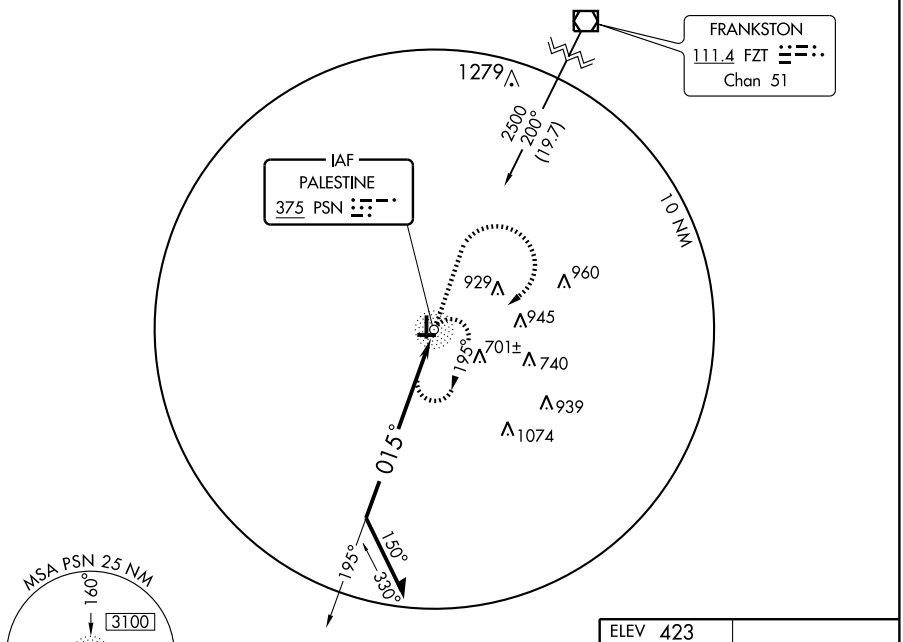
NDB RWY 36
PALESTINE MUNI (PSN)

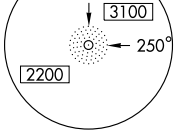
If local altimeter setting not received, use C. David Campbell Field-Corsicana Muni altimeter setting and increase all MDAs 100 feet.

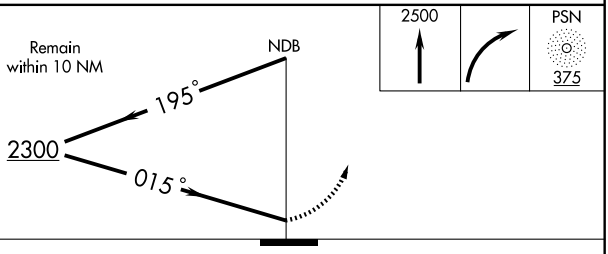
NA

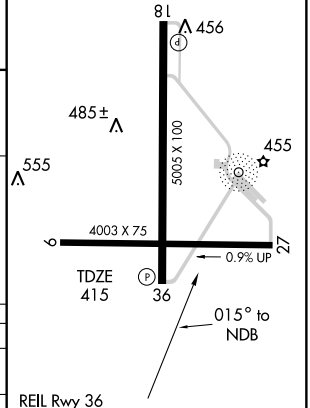
MISSED APPROACH: Climb to 2500 then right turn direct PSN NDB and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.025	135.25 265.1	122.7 (CTAF)









REIL Rwy 36
MIRL Rwys 18-36 and 9-27

CATEGORY	A	B	C	D
S-36	1000-1 585 (600-1)		1000-1½ 585 (600-1½)	1000-1¾ 585 (600-1¾)
CIRCLING	1000-1 577 (600-1)	1040-1 617 (700-1)	1040-1¾ 617 (700-1¾)	1060-2 637 (700-2)

SC-5. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5005
177°	TDZE	416
	Apt Elev	423

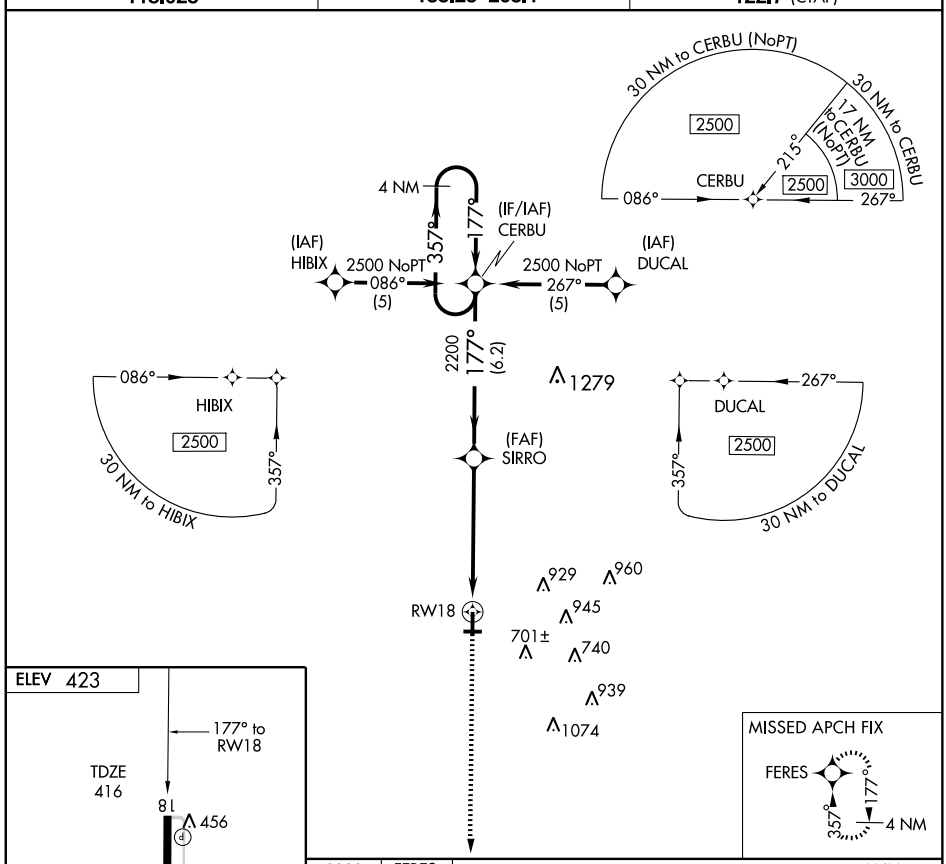
RNAV (GPS) RWY 18

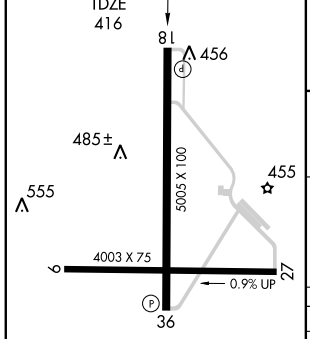
PALESTINE MUNI (PSN)

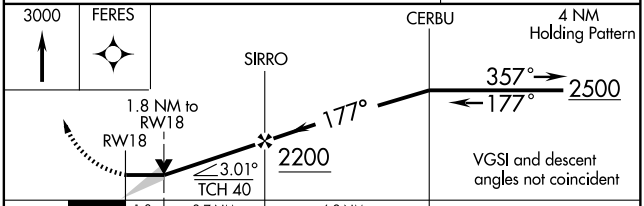
VDP NA with C. David Campbell Field-Corsicana Muni altimeter setting. DME/DME RNP-0.3 NA. Circling to Rwy 9-27, NA at night. If local weather not received, use C. David Campbell Field-Corsicana Muni altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 3000 direct FERES and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.025	135.25 265.1	122.7 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1040-1	624 (700-1)	1040-1¾ 624 (700-1¾)	1040-2 624 (700-2)
CIRCLING	1040-1	617 (700-1)	1040-1¾ 617 (700-1¾)	1060-2 637 (700-2)

REIL Rwy 36
MIRL Rwys 18-36 and 9-27

SC-5, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5005
357°	TDZE	415
	Apt Elev	423

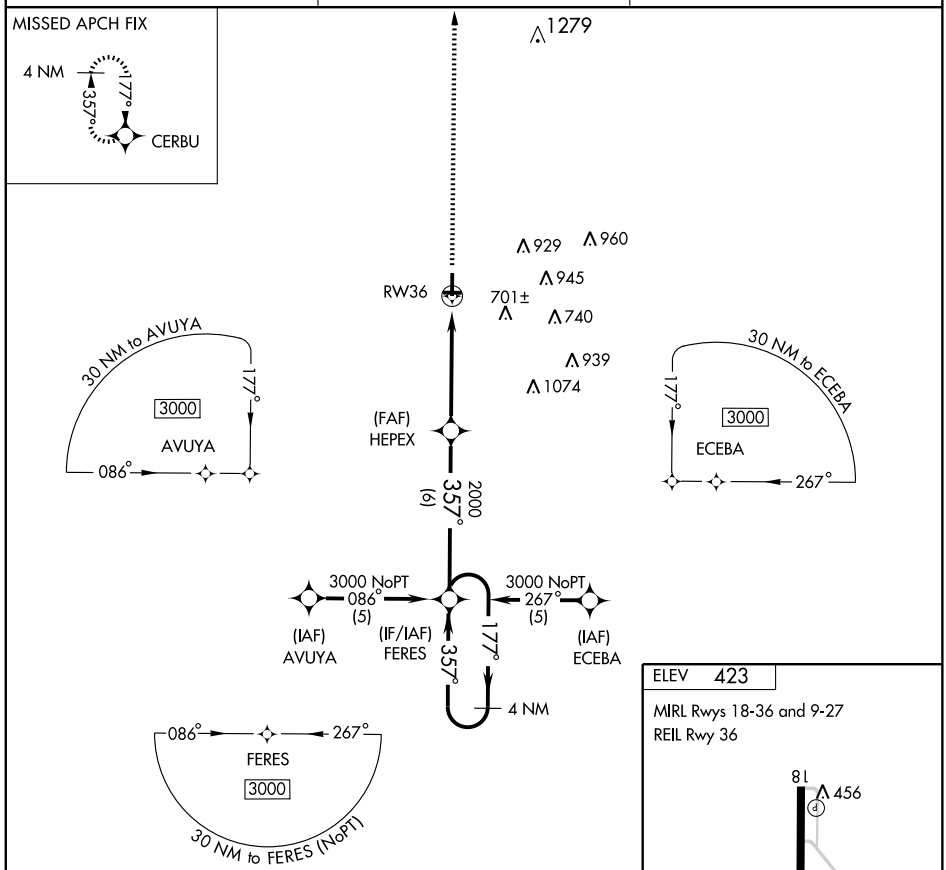
RNAV (GPS) RWY 36

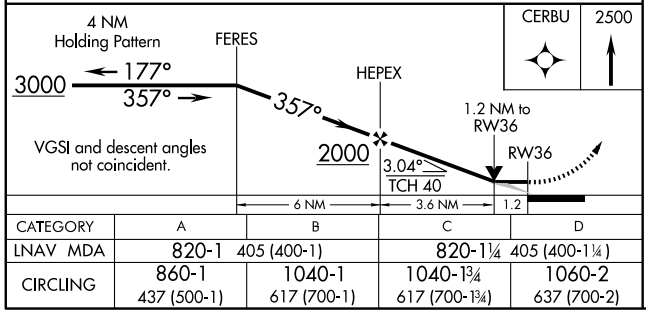
PALESTINE MUNI (PSN)

VDP NA with C. David Campbell Field-Corsicana Muni altimeter setting.
DME/DME RNP-0.3 NA. If local altimeter setting not received, use C. David Campbell Field-Corsicana Muni altimeter setting and increase all MDAs 100 feet.

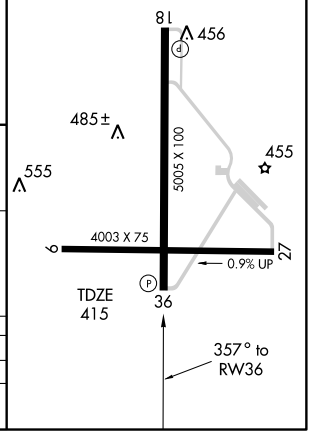
MISSED APPROACH: Climb to 2500 direct CERBU and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.025	135.25 265.1	122.7 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	820-1 405 (400-1)		820-1¼ 405 (400-1¼)	
CIRCLING	860-1 437 (500-1)	1040-1 617 (700-1)	1040-1¾ 617 (700-1¾)	1060-2 637 (700-2)



SC-5, 08 APR 2010 to 06 MAY 2010

VOR/DME FZT	APP CRS	Rwy Idg	5005
111.4	201°	TDZE	416
Chan 51		Apt Elev	423

VOR/DME RWY 18

PALESTINE MUNI (PSN)

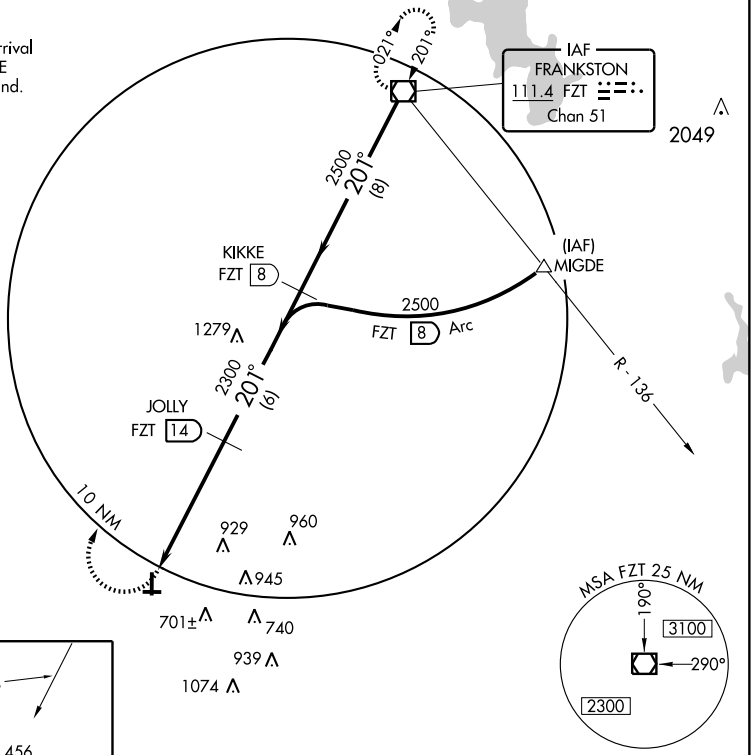
NA

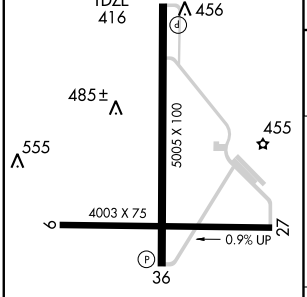
If local altimeter setting not received, use C. David Campbell Field-Corsicana Muni altimeter setting and increase all MDAs 100 feet.

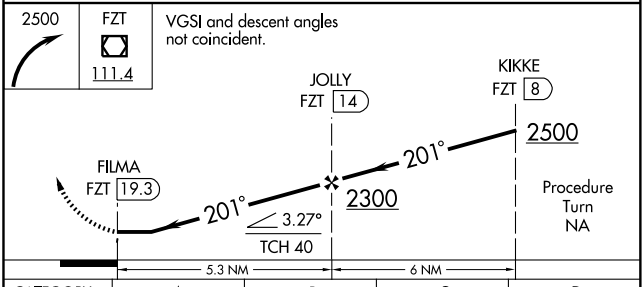
MISSING APPROACH: Climbing right turn to 2500 direct FZT VOR/DME and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.025	135.25 265.1	122.7 (CTAF)

Procedure NA for arrival at FZT VOR/DME via V583 northbound.







CATEGORY	A	B	C	D
S-18	1240-1 824 (900-1)	1240-1¼ 824 (900-1¼)	1240-2½ 824 (900-2½)	1240-2¾ 824 (900-2¾)
CIRCLING	1240-1 817 (900-1)	1240-1¼ 817 (900-1¼)	1240-2½ 817 (900-2½)	1240-2¾ 817 (900-2¾)

REIL Rwy 36
MIRL Rwys 18-36 and 9-27

SC-5, 08 APR 2010 to 06 MAY 2010

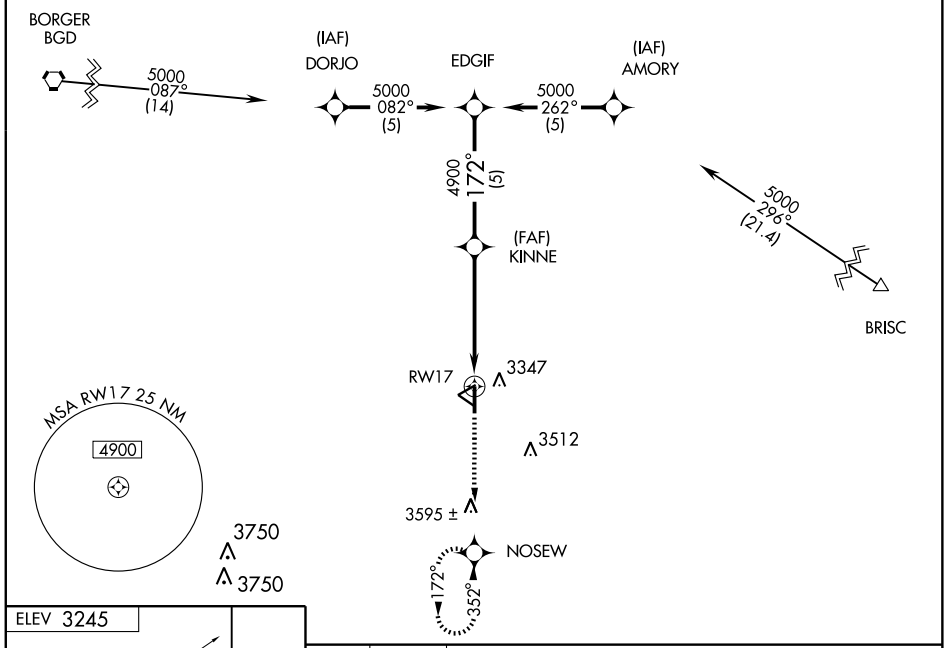
APP CRS	Rwy Idg	5862
172°	TDZE	3244
	Apt Elev	3245

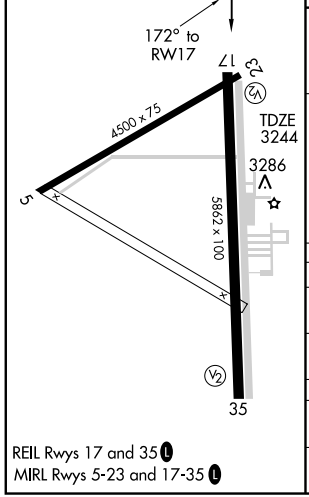
GPS RWY 17

PAMPA/ PERRY LEFORS FIELD (PPA)

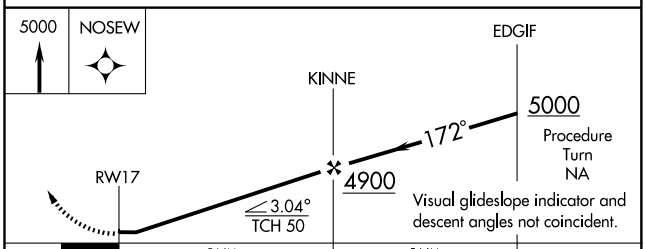
NA	Obtain local altimeter setting on CTAF; when not received, use Borger altimeter setting.	MISSED APPROACH: Climb to 5000 direct NOSEW WP and hold.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
118.725	127.85 285.475	122.7 (CTAF) L





REIL Rwys 17 and 35 L
MIRL Rwys 5-23 and 17-35 L



CATEGORY	A	B	C	D
S-17	3600-1 356 (400-1)			3600-1 ¼ 356 (400-1 ¼)
CIRCLING	3660-1 415 (500-1)	3700-1 455 (500-1)	3700-1½ 455 (500-1½)	3800-2 555 (600-2)
BORGER ALTIMETER SETTING MINIMUMS				
S-17	3680-1 436 (500-1)		3680-1 ¼ 436 (500-1 ¼)	3680-1½ 436 (500-1½)
CIRCLING	3720-1 475 (500-1)		3720-1½ 475 (500-1½)	3800-2 555 (600-2)

SC-2, 08 APR 2010 to 06 MAY 2010

NDB PPA	APP CRS	Rwy Idg	5862
368	166°	TDZE	3244
		Apt Elev	3245

NDB RWY 17

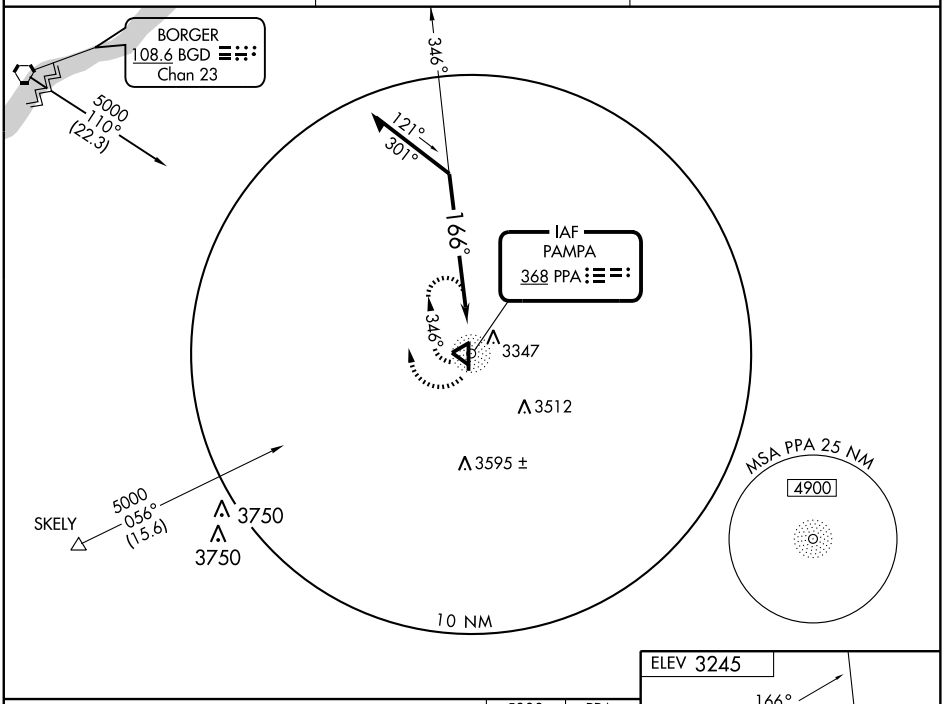
PAMPA/ PERRY LEFORS FIELD (PPA)

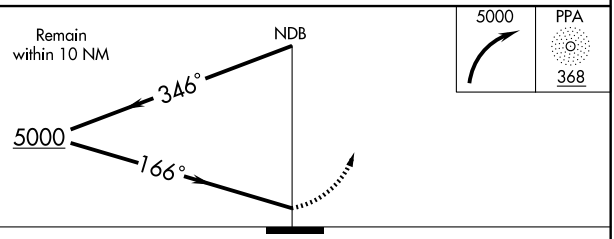
NA

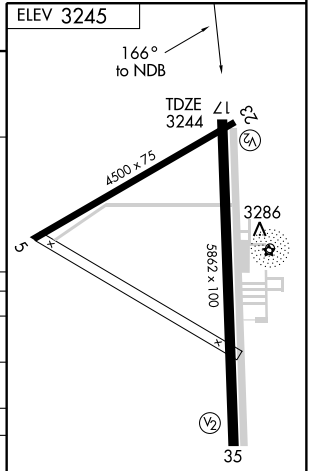
Obtain local altimeter setting on CTAF; when not received, use Borger altimeter setting.

MISSED APPROACH: Climbing right turn to 5000 in PPA NDB holding pattern.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
118.725	127.85 285.475	122.7 (CTAF) L







REIL Rwys 17 and 35 L

MIRL Rwys 5-23 and 17-35 L

CATEGORY	A	B	C	D
S-17	3700-1	456 (500-1)	3700-1¼ 456 (500-1¼)	3700-1½ 456 (500-1½)
CIRCLING	3700-1	455 (500-1)	3700-1½ 455 (500-1½)	3800-2 555 (600-2)
BORGER ALTIMETER SETTINGS MINIMUMS				
S-17	3780-1	536 (600-1)	3780-1½ 536 (600-1½)	3780-1¾ 536 (600-1¾)
CIRCLING	3780-1	535 (600-1)	3780-1½ 535 (600-1½)	3800-2 555 (600-2)

SC-2, 08 APR 2010 to 06 MAY 2010

VORTAC BGD	APP CRS	Rwy Idg	N/A
108.6	110°	TDZE	N/A
Chan 23		Apt Elev	3245

VOR/DME-A

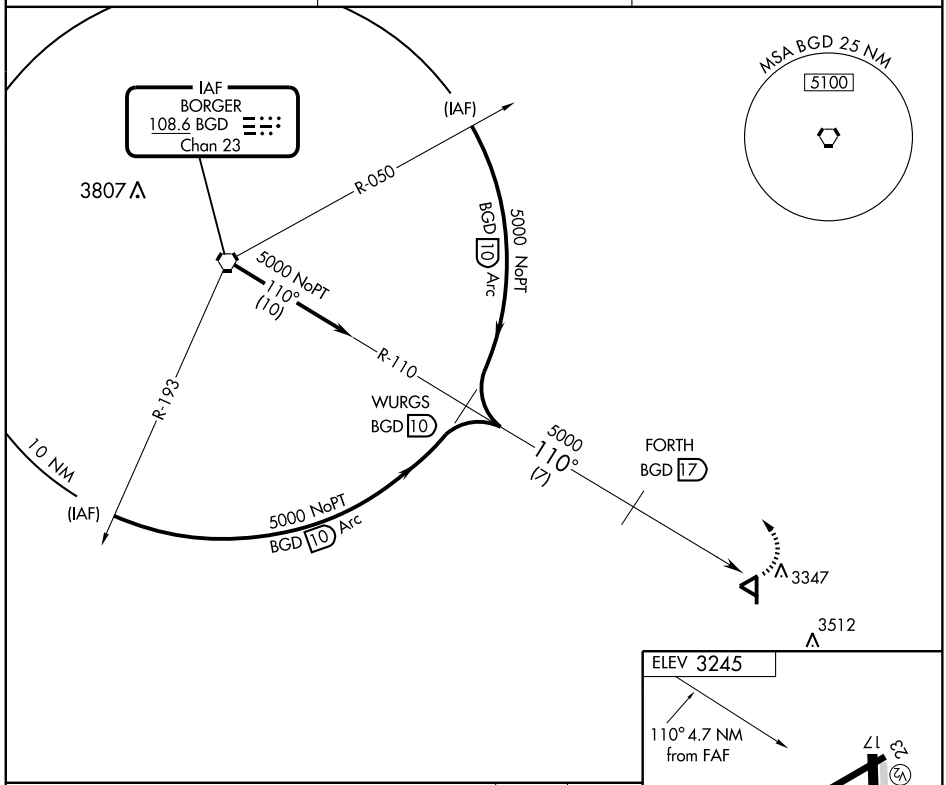
PAMPA/ PERRY LEFORS FIELD (PPA)

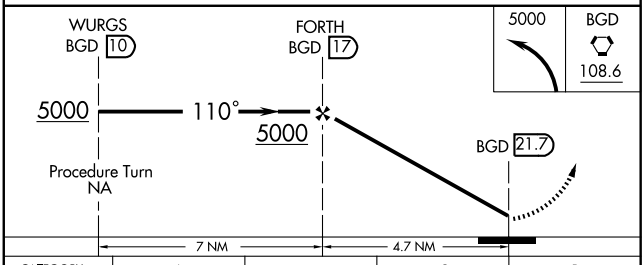
⚠ NA

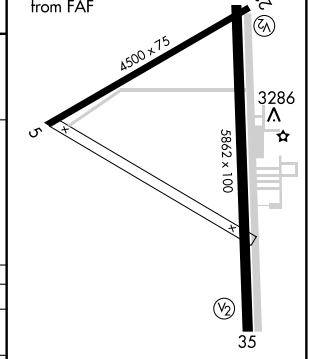
Obtain local altimeter setting on CTAF; when not received, use Borger altimeter setting.

MISSED APPROACH: Climbing left turn to 5000 direct BGD VORTAC.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
118.725	127.85 285.475	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	3660-1 415 (500-1)	3700-1 455 (500-1)	3700-1½ 455 (500-1½)	3800-2 555 (600-2)
BORGER ALTIMETER SETTINGS MINIMUMS				
CIRCLING	3720-1 475 (500-1)		3720-1½ 475 (500-1½)	3800-2 555 (600-2)

REIL Rwys 17 and 35 L
MIRL Rwys 5-23 and 17-35 L

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4405
352°	TDZE	3452
	Apt Elev	3452

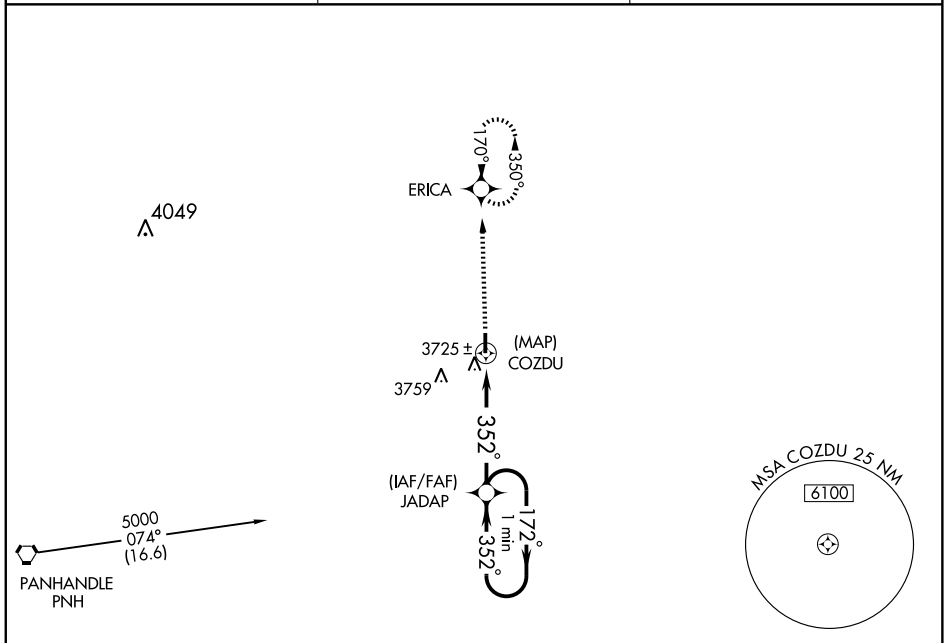
GPS RWY 35

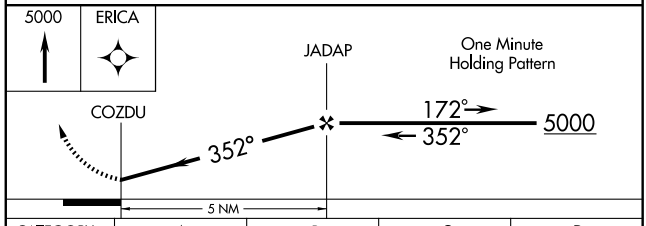
PANHANDLE-CARSON COUNTY (T45)

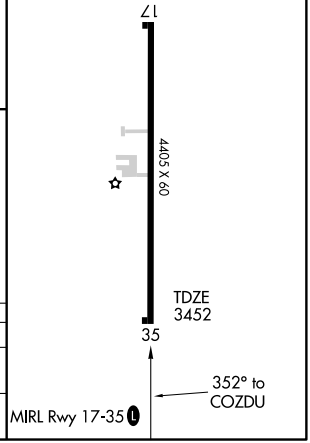
NA Use Rick Husband Amarillo Intl altimeter setting.

MISSED APPROACH: Climb to 5000 direct ERICA WP and hold.

AMARILLO APP CON *	UNICOM	
119.5 307.0	122.7 (CTAF)	123.5 L







CATEGORY	A	B	C	D
S-35	4100-1	648 (700-1)	4100-1¾ 648 (700-1¾)	NA
CIRCLING	4140-1	688 (700-1)	4140-2 688 (700-2)	NA

SC-2, 08 APR 2010 to 06 MAY 2010

PANHANDLE, TEXAS

AL-9145 (FAA)

VORTAC BGD	APP CRS	Rwy Idg	4405
108.6	167°	TDZE	3450
Chan 23		Apt Elev	3452

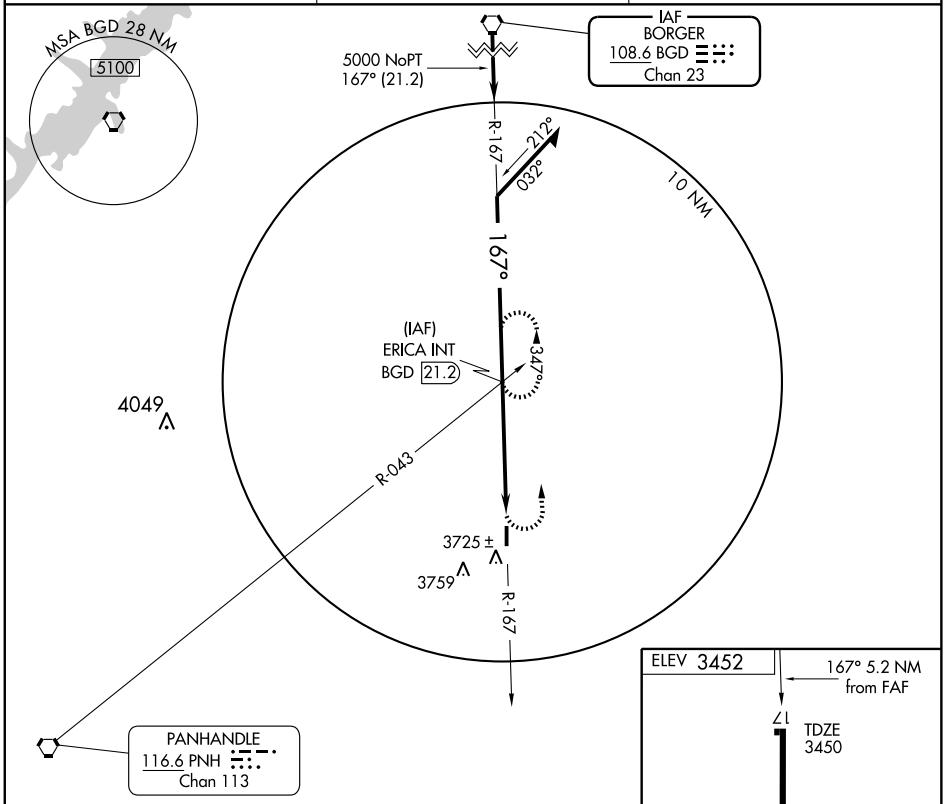
VOR RWY 17

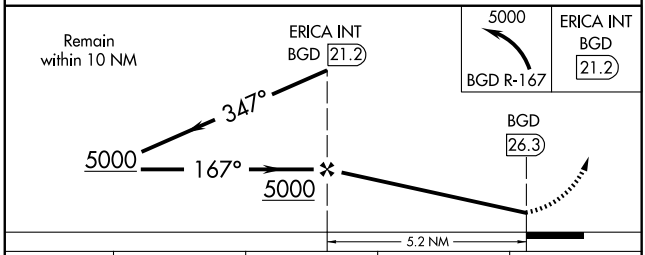
PANHANDLE-CARSON COUNTY (T45)

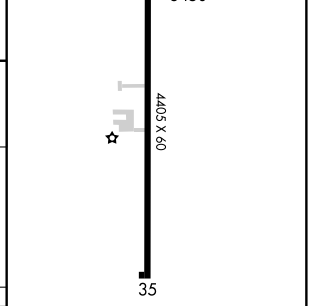
NA Use Rick Husband Amarillo Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 5000 via BGD R-167 to ERICA Int 21.2 DME and hold.

AMARILLO APP CON *	UNICOM	
119.5 307.0	122.7 (CTAF)	123.5 L







MIRL Rwy 17-35 L

CATEGORY	A	B	C	D
S-17	3900-1 450 (500-1)	3900-1¼ 450 (500-1¼)	3900-1½ 450 (500-1½)	NA
CIRCLING	4140-1 688 (700-1)	4140-1¼ 688 (700-1¼)	4140-2 688 (700-2)	NA

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

SC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 69401 W17A	APP CRS 175°	Rwy Idg 6002 TDZE 541 Apt Elev 548

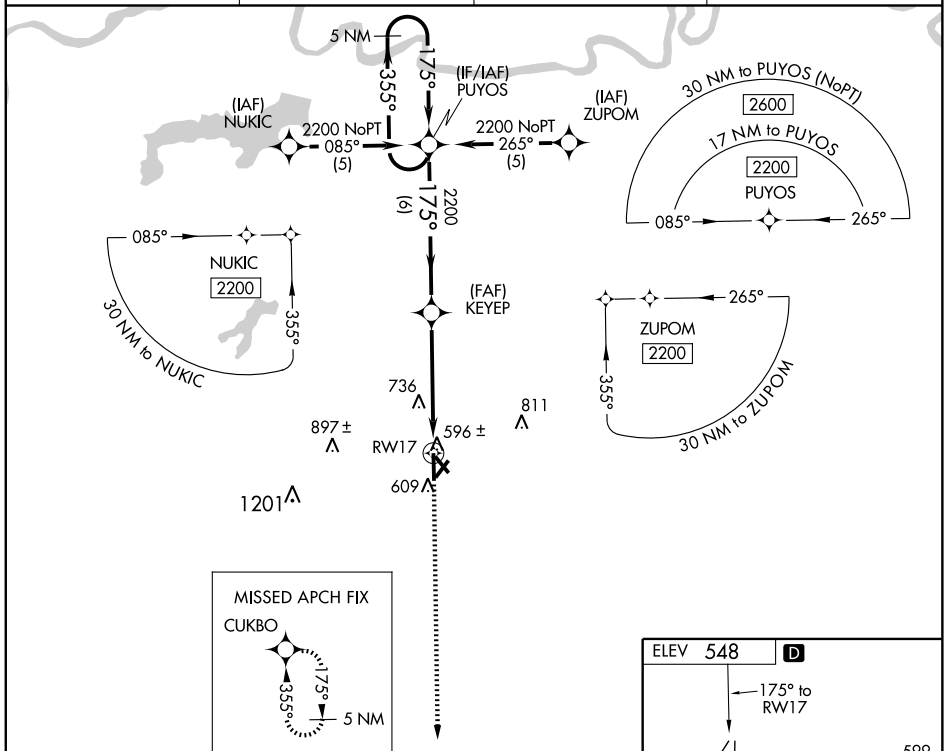
RNAV (GPS) RWY 17

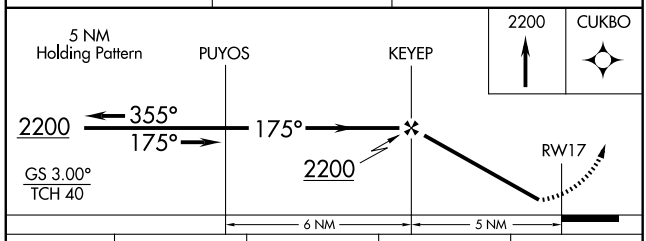
PARIS/ COX FIELD (PRX)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Sulphur Springs altimeter setting and increase all DAs/MDAs 80 feet.
▲ For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (118°F). BARO-VNAV NA when using Sulphur Springs altimeter setting.

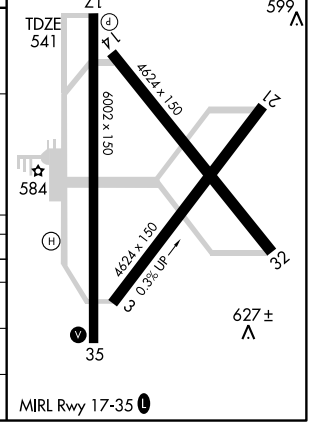
MISSED APPROACH: Climb to 2200 direct CUKBO and hold.

AWOS-3	FORT WORTH CENTER	FORT WORTH RADIO	UNICOM
119.675	124.875	122.25	122.975 (CTAF) L





CATEGORY	A	B	C	D
LPV DA		791-1	250 (300-1)	
LNAV/ VNAV DA		846-1	305 (300-1)	
LNAV MDA	1040-1 499 (500-1)		1040-1¼ 499 (500-1¼)	1040-1½ 499 (500-1½)
CIRCLING	1040-1 492 (500-1)		1040-1½ 492 (500-1½)	1100-2 552 (600-2)



SC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 63001 W35A	APP CRS 355°	Rwy Idg 6002 TDZE 532 Apt Elev 548

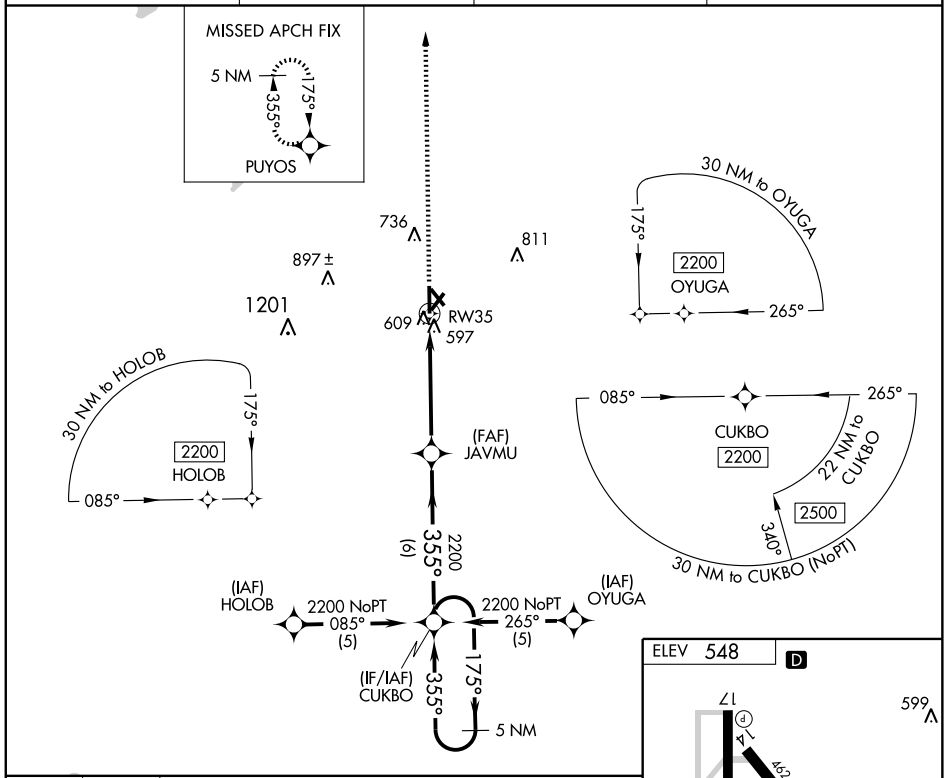
RNAV (GPS) RWY 35

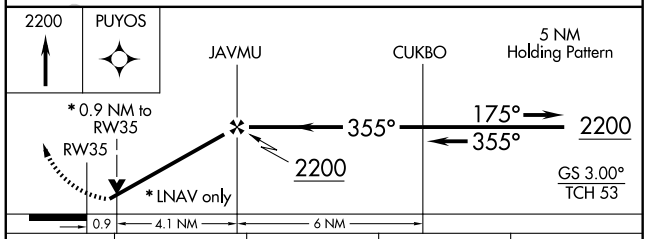
PARIS/ COX FIELD (PRX)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Sulphur Springs altimeter setting and increase all DAs/MDAs 80 feet.
For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (118°F). BARO-VNAV and VDP NA when using Sulphur Springs altimeter setting.

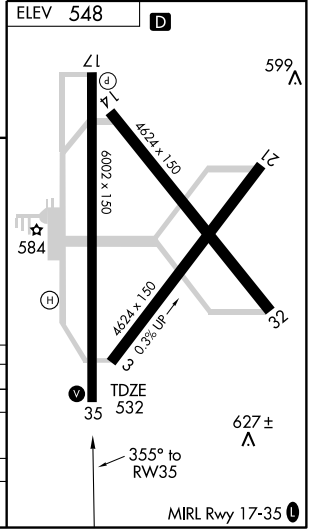
MISSED APPROACH: Climb to 2200 direct PUYOS and hold.

AWOS-3	FORT WORTH CENTER	FORT WORTH RADIO	UNICOM
119.675	124.875	122.25	122.975 (CTAF) L





CATEGORY	A	B	C	D
LPV DA		782-¾ 250 (300-¾)		
LNAV/ VNAV DA		925-1¼ 393 (400-1¼)		
LNAV MDA		860-1 328 (400-1)		
CIRCLING	960-1¼ 412 (500-1¼)	1000-1¼ 452 (500-1¼)	1000-1½ 452 (500-1½)	1100-2 552 (600-2)



SC-2, 08 APR 2010 to 06 MAY 2010

VOR/DME PRX	APP CRS	Rwy Idg	6002
113.6	350°	TDZE	532
Chan 83		Apt Elev	548

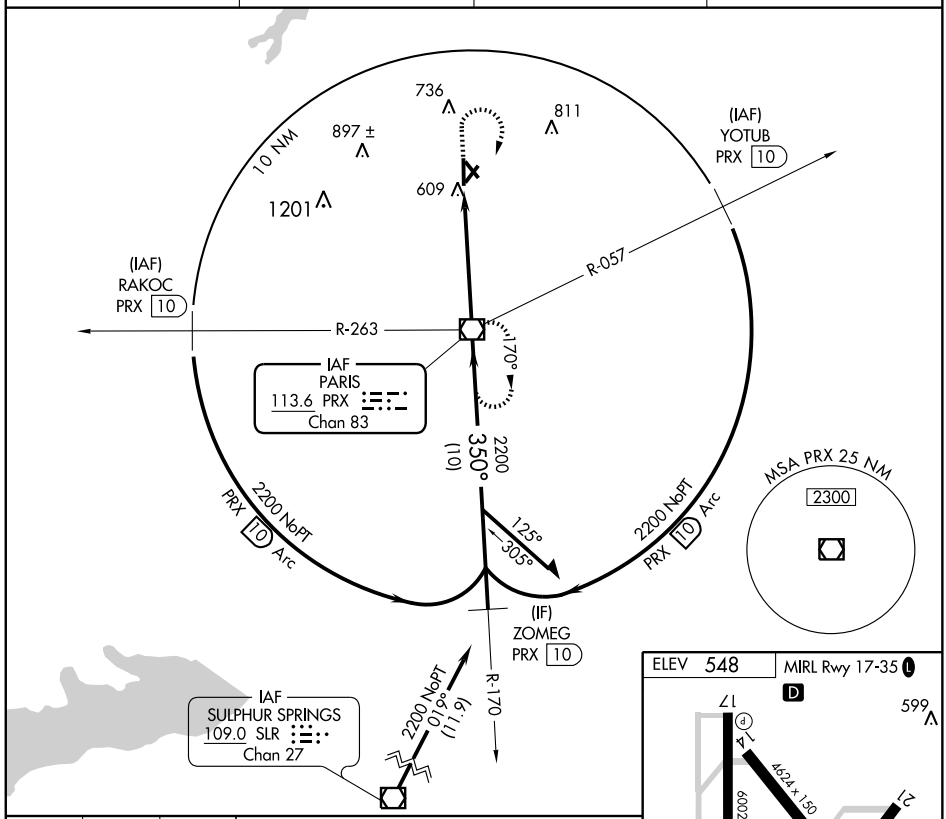
VOR RWY 35

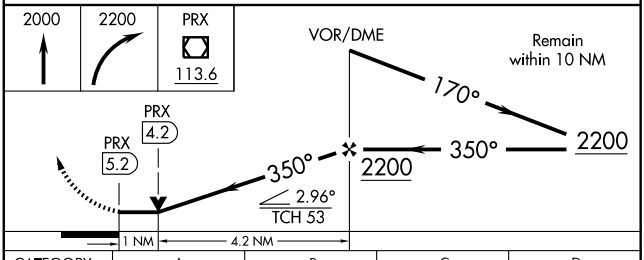
PARIS/ COX FIELD (PRX)

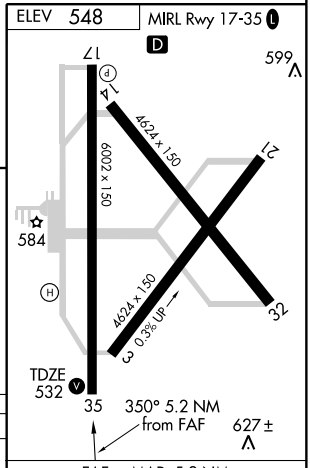
If local altimeter setting not received, use Sulphur Springs altimeter setting and increase all MDAs 80 feet. Visibility reduction by helicopters NA. VDP NA when using Sulphur Springs altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2200 direct PRX VOR/DME.

AWOS-3	FORT WORTH CENTER	FORT WORTH RADIO	UNICOM
119.675	124.875	122.25	122.975 (CTAF) L







CATEGORY	A	B	C	D
S-35	880-1 348 (400-1)			880-1¼ 348 (400-1¼)
CIRCLING	960-1 412 (500-1)	1000-1 452 (500-1)	1000-1½ 452 (500-1½)	1100-2 552 (600-2)

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

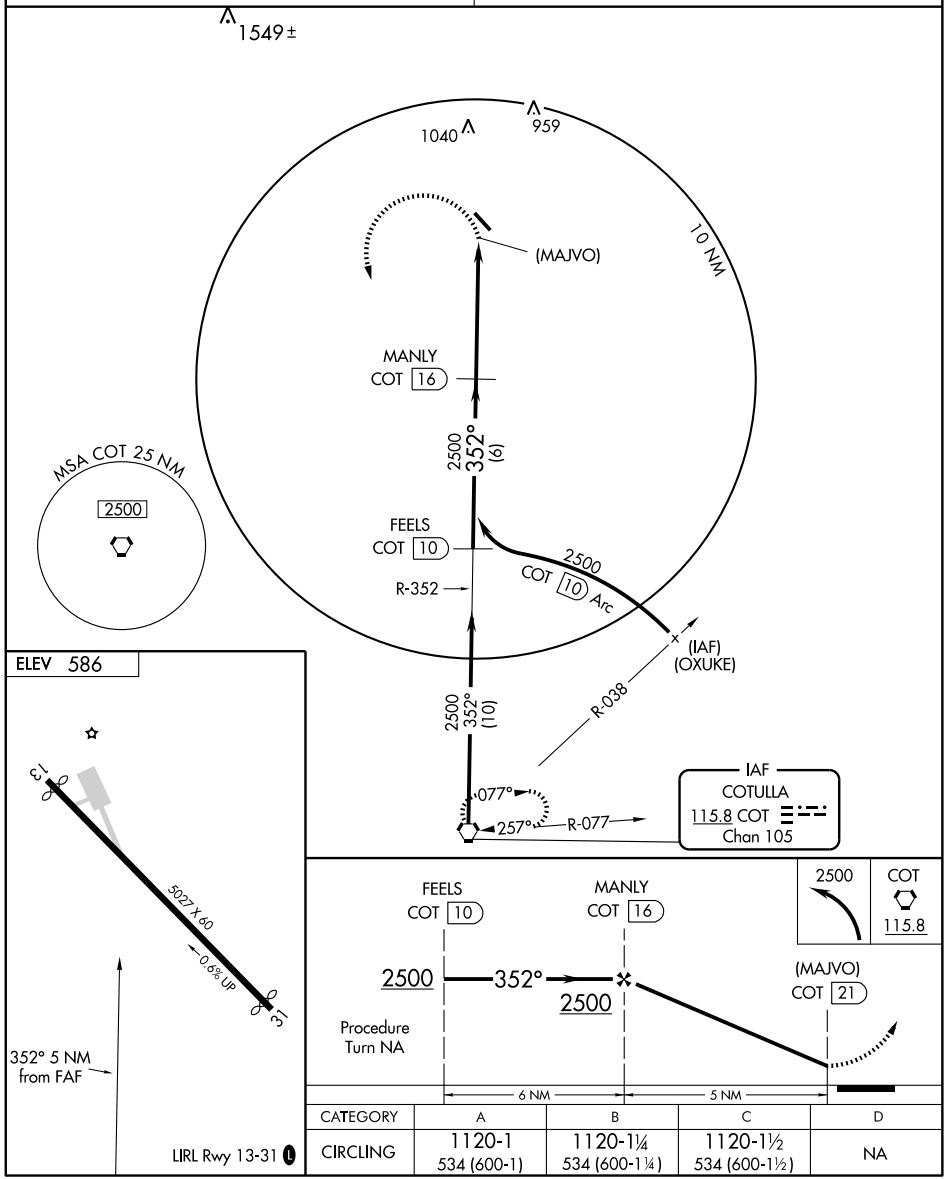
SC-2, 08 APR 2010 to 06 MAY 2010

VORTAC COT 115.8 Chan 105	APP CRS 352°	Rwy Idg N/A TDZE N/A Apt Elev 586

VOR/DME or GPS-A

PEARSALL/MC KINLEY FIELD (T30)

NA	Use Cotulla altimeter setting.	MISSED APPROACH: Climbing left turn to 2500 direct COT VORTAC and hold.
HOUSTON CENTER 134.6 322.5		UNICOM 122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1120-1 534 (600-1)	1120-1¼ 534 (600-1¼)	1120-1½ 534 (600-1½)	NA

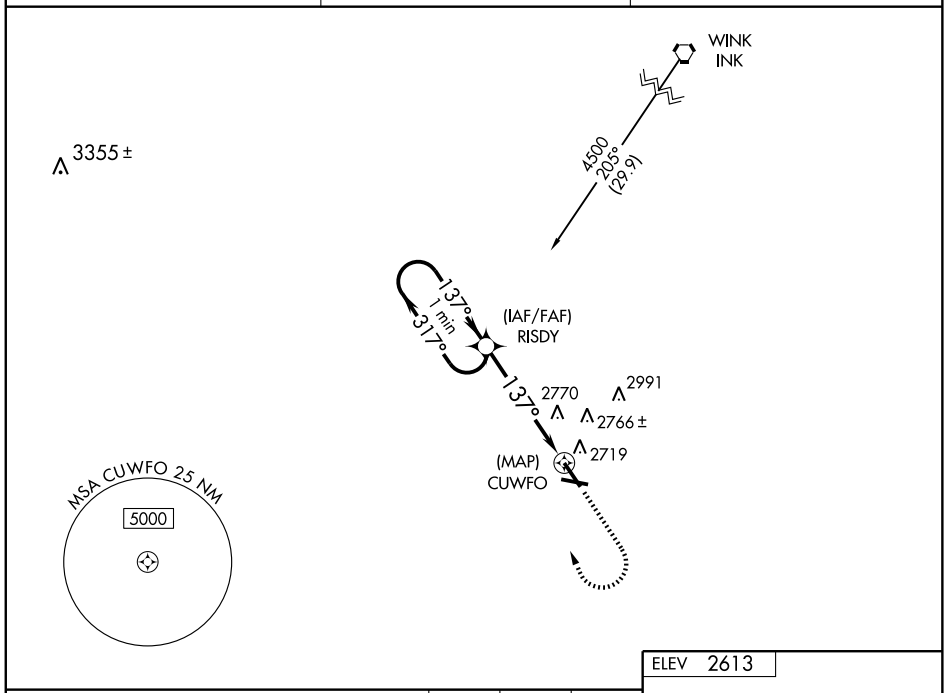
APP CRS	Rwy Idg	6236
137°	TDZE	2608
	Apt Elev	2613

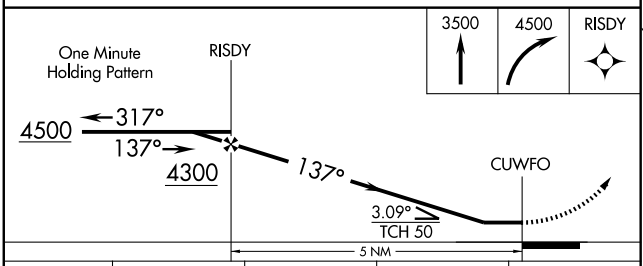
GPS RWY 14
PECOS MUNI (PEQ)

⚠ NA — Obtain local altimeter on CTAF; if not received, use Wink altimeter setting. If neither received, procedure not authorized.

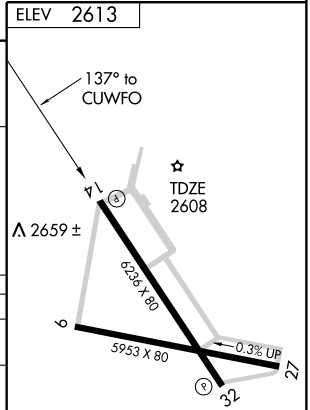
MISSED APPROACH: Climb to 3500 then climbing right turn 4500 direct RISDY and hold.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
118.175	135.875 292.15	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-14	3080-1	472 (500-1)	3080-1¼ 472 (500-1¼)	3080-1½ 472 (500-1½)
CIRCLING	3080-1	467 (500-1)	3120-1½ 507 (600-1½)	3180-2 567 (600-2)
WINK ALTIMETER SETTING MINIMUMS				
S-14	3180-1	572 (600-1)	3180-1½ 572 (600-1½)	3180-1¾ 572 (600-1¾)
CIRCLING	3180-1	567 (600-1)	3220-1¾ 607 (700-1¾)	3240-2 627 (700-2)



MIRL Rwys 9-27 and 14-32 L

SC-3. 08 APR 2010 to 06 MAY 2010

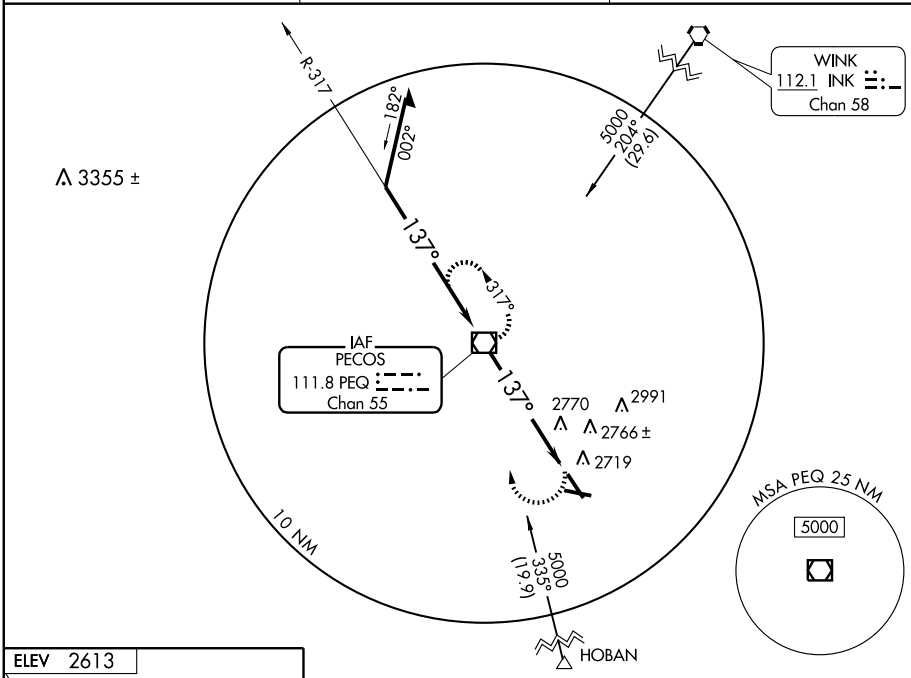
VOR/DME PEQ	APP CRS	Rwy Idg	6236
111.8	137°	TDZE	2608
Chan 55		Apt Elev	2613

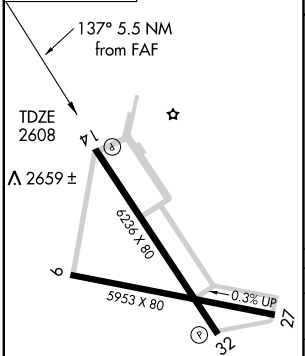
VOR RWY 14
PECOS MUNI (PEQ)

NA Obtain local altimeter on CTAF; if not received, use Wink altimeter setting.
If neither received, procedure not authorized.

MISSED APPROACH: Climbing right turn to 4500 direct PEQ VOR/DME and hold.

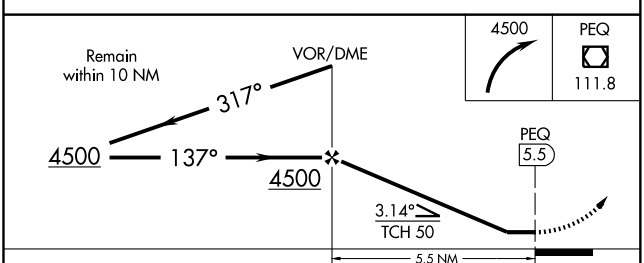
AWOS-3	ALBUQUERQUE CENTER	UNICOM
118.175	135.875 292.15	122.8 (CTAF) L





MIRL Rwys 9-27 and 14-32 L

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50



CATEGORY	A	B	C	D
S-14	3080-1	472 (500-1)	3080-1¼ 472 (500-1¼)	3080-1½ 472 (500-1½)
CIRCLING	3080-1	467 (500-1)	3120-1½ 507 (600-1½)	3180-2 567 (600-2)
WINK ALTIMETER SETTING MINIMUMS				
S-14	3180-1	572 (600-1)	3180-1½ 572 (600-1½)	3180-1¾ 572 (600-1¾)
CIRCLING	3180-1	567 (600-1)	3220-1¾ 607 (700-1¾)	3240-2 627 (700-2)

SC-3, 08 APR 2010 to 06 MAY 2010

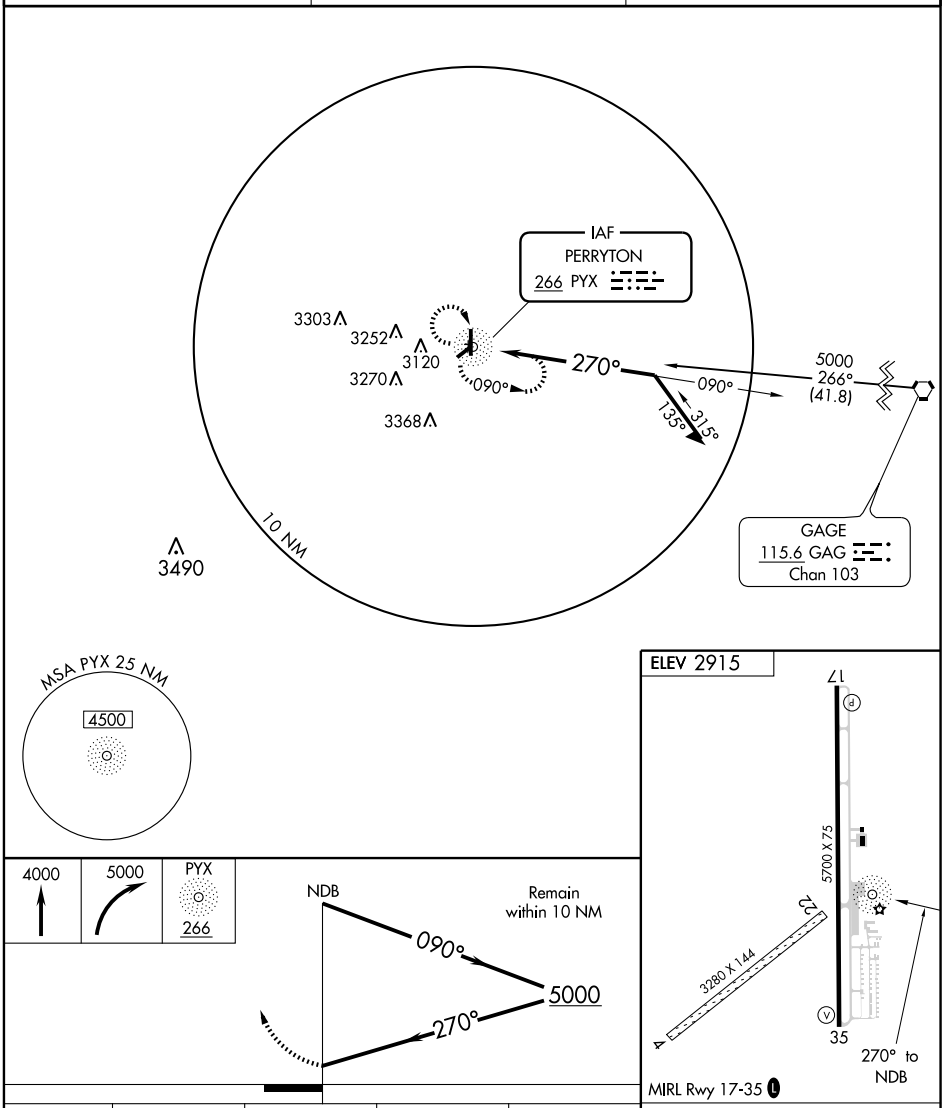
NDB PYX 266	APP CRS 270°	Rwy Idg N/A TDZE N/A Apt Elev 2915

NDB or GPS-A

PERRYTON OCHILTREE COUNTY (PYX)

⚠ NA	Obtain local altimeter setting on UNICOM 122.8; when not available, use Gage altimeter setting and increase all MDAs 200 feet; when neither available procedure not authorized. Night minimums not authorized Rwy 4-22.	MISSED APPROACH: Climb to 4000 then climbing right turn to 5000 direct PYX NDB and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.175	126.95 379.2	122.8 (CTAF) Ⓛ



CATEGORY	A	B	C	D
CIRCLING	3340-1 425 (500-1)	3380-1 465 (500-1)	NA	

Knots	60	90	120	150	180
Min:Sec					

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5001
033°	TDZE	3684
	Apt Elev	3704

RNAV (GPS) RWY 3

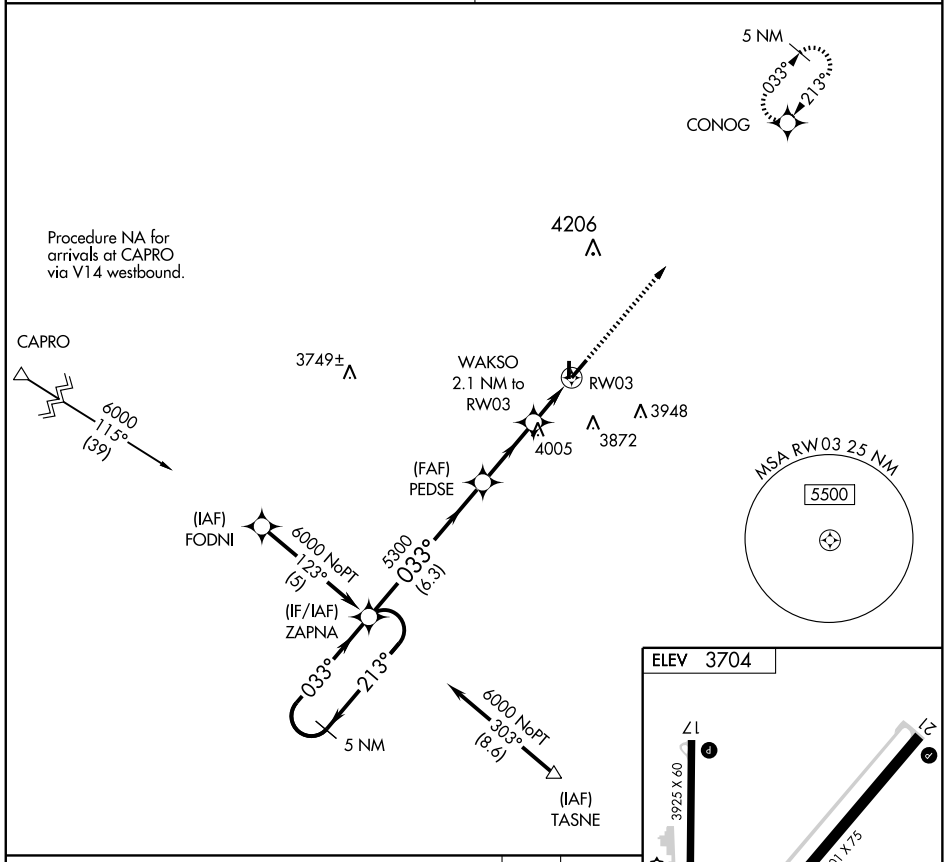
PLAINS/ YOAKUM COUNTY (F98)

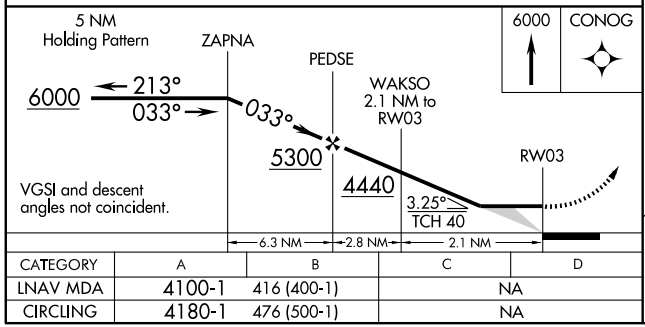
DME/DME RNP-0.3 NA. Use Hobbs altimeter setting; when not received, use Seminole altimeter setting and increase all MDA 40 feet.

NA

MISSED APPROACH: Climb to 6000 direct CONOG and hold.

FORT WORTH CENTER	CTAF
132.6 269.05	122.9 L





CATEGORY	A	B	C	D
LNAV MDA	4100-1	416 (400-1)	NA	
CIRCLING	4180-1	476 (500-1)	NA	

MIRL Rwy 3-21 and Rwy 17-35 L

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5001
213°	TDZE	3704
	Apt Elev	3704

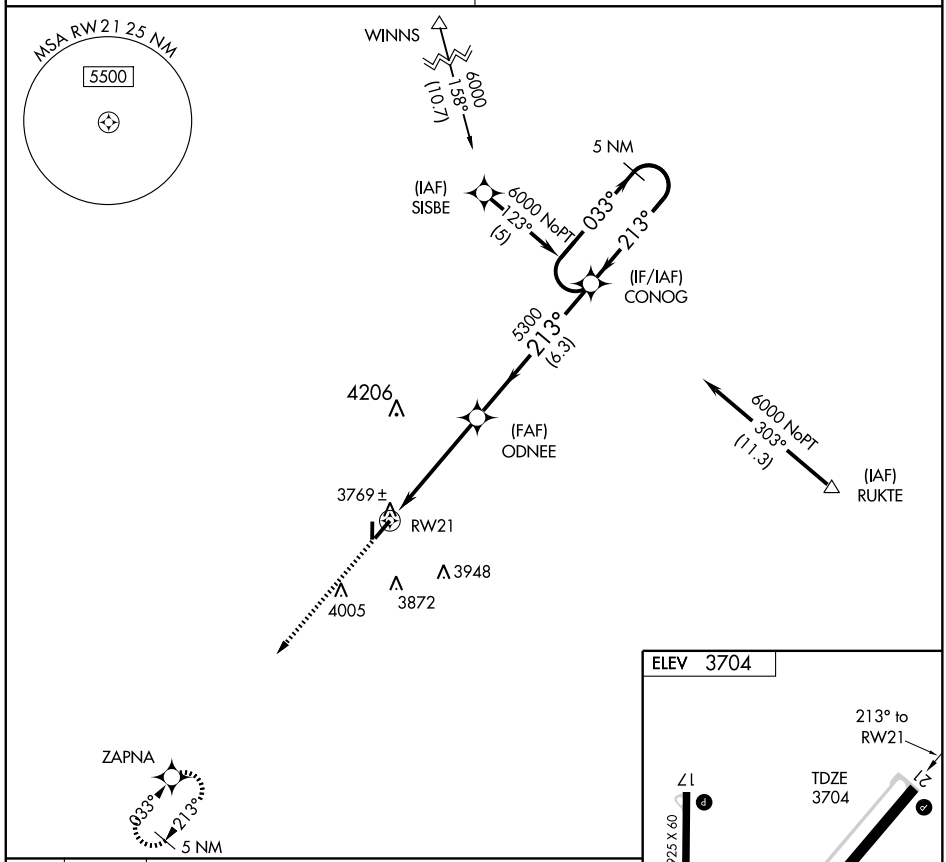
RNAV (GPS) RWY 21

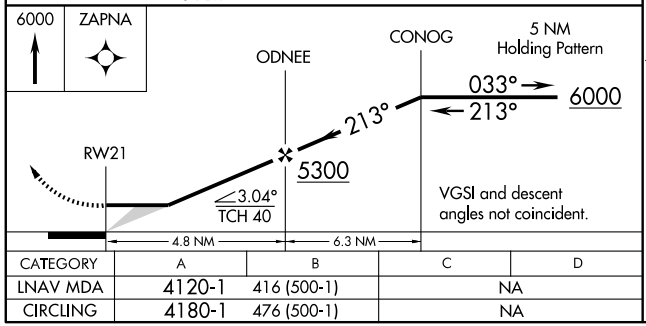
PLAINS/ YOAKUM COUNTY (F98)

DME/DME RNP-0.3 NA. Use Hobbs altimeter setting; when not received, use Seminole altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 6000 direct ZAPNA and hold.

FORT WORTH CENTER	CTAF
132.6 269.05	122.9 L





CATEGORY	A	B	C	D
LNAV MDA	4120-1	416 (500-1)	NA	
CIRCLING	4180-1	476 (500-1)	NA	

MIRL Rwy 3-21 and Rwy 17-35 L

SC-2, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5997
CH 53302	042°	TDZE	3374
W04A		Apt Elev	3374

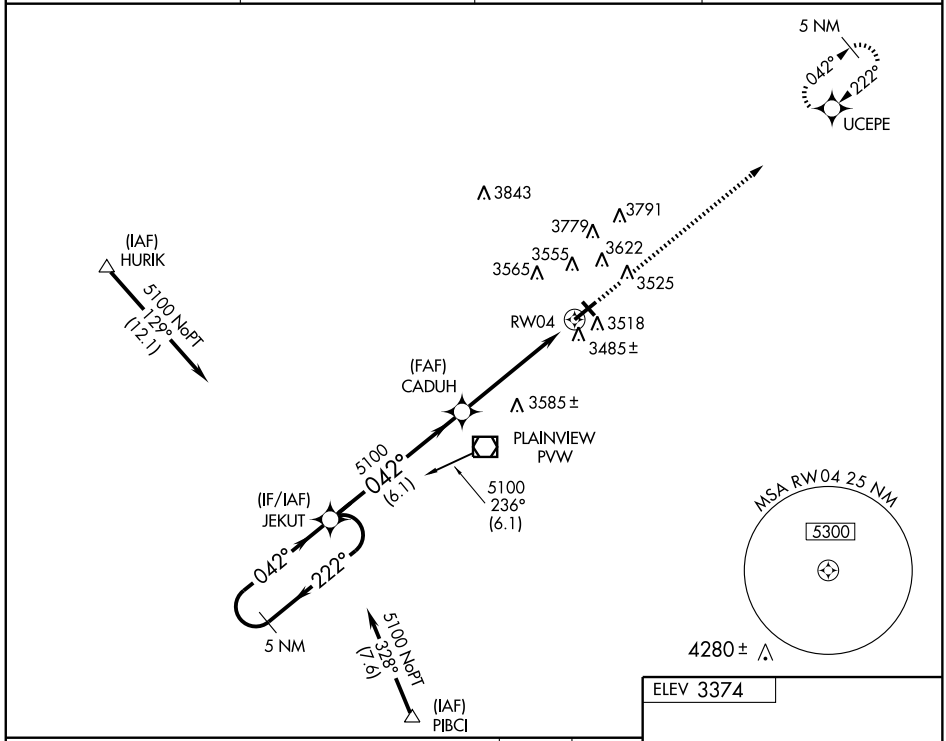
RNAV (GPS) RWY 4

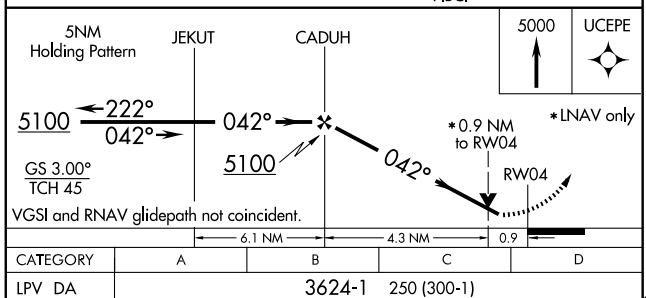
PLAINVIEW/ HALE COUNTY (PVW)

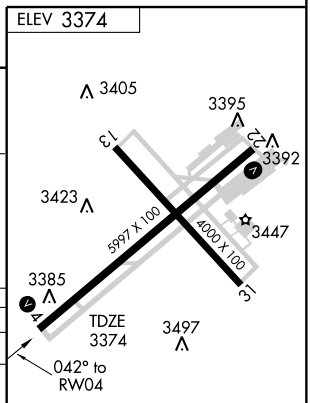
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 42°C (108°F). Visibility reduction by helicopters NA. If local altimeter setting not received, use Lubbock altimeter setting and increase all DAs/MDAs 100 feet. VDP and Baro-VNAV NA when using Lubbock altimeter setting.

MISSED APPROACH: Climb to 5000, direct UCEPE and hold.

ASOS	LUBBOCK APP CON	CLNC DEL	UNICOM
119.675	119.2 351.8	121.7	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	3624-1 250 (300-1)			
LNAV/ VNAV DA	3730-1¼ 356 (400-1¼)			
LNAV MDA	3760-1 386 (400-1)			3760-1¼ 386 (400-1¼)
CIRCLING	3920-1¼ 546 (600-1¼)	3940-1¼ 566 (600-1¼)	3940-1½ 566 (600-1½)	3940-2 566 (600-2)

LIRL Rwy 13-31 L and 4-22
REIL Rwys 4 and 22

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS		
222°	Rwy Idg	5997
	TDZE	3373
	Apt Elev	3374

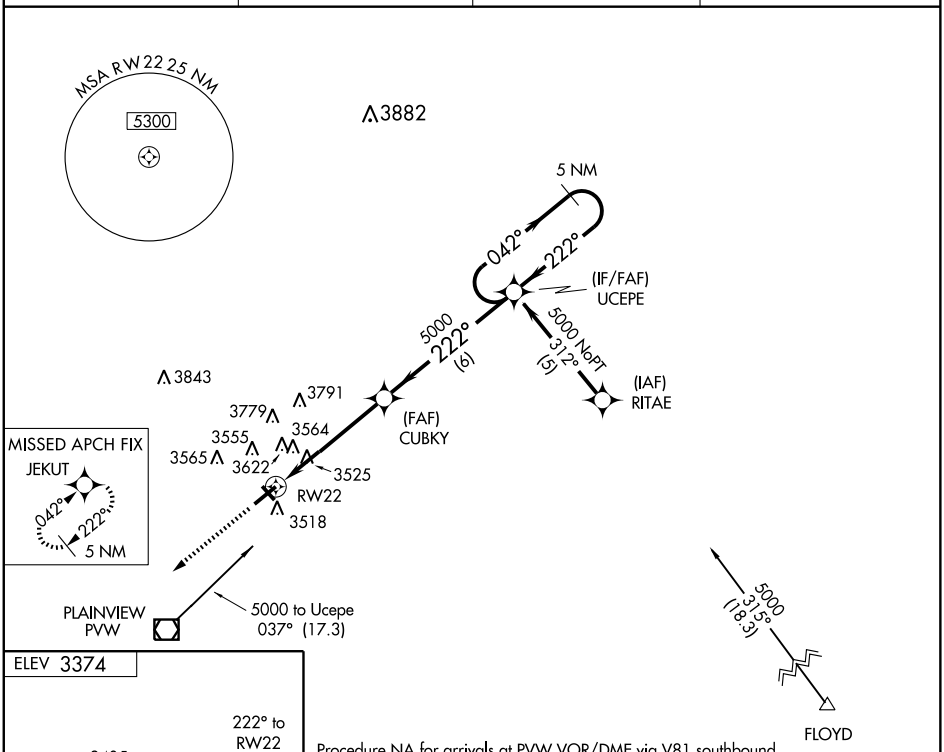
RNAV (GPS) RWY 22

PLAINVIEW/HALE COUNTY (PVW)

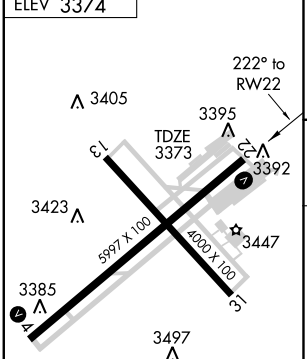
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Lubbock altimeter setting and increase all MDAs 100 feet. Visibility reduction by helicopters NA.

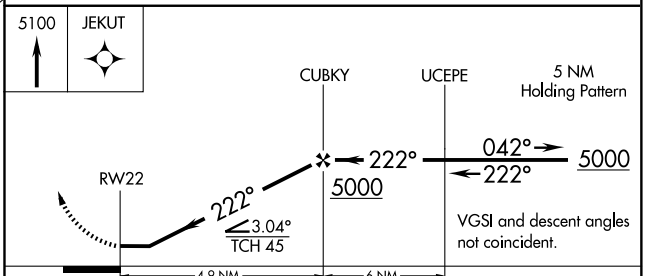
MISSED APPROACH: Climb to 5100 direct JEKUT and hold.

ASOS	LUBBOCK APP CON	CLNC DEL	UNICOM
119.675	119.2 351.8	121.7	123.0 (CTAF) L



Procedure NA for arrivals at PVW VOR/DME via V81 southbound.





CATEGORY	A	B	C	D
LNAV MDA	3820-1 447 (500-1)		3820-1¼ 447 (500-1¼)	3820-1½ 447 (500-1½)
CIRCLING	3920-1 546 (600-1)	3940-1 566 (600-1)	3940-1½ 566 (600-1½)	3940-2 566 (600-2)

LIRL Rwy 13-31 L and 4-22
REIL Rwys 4 and 22

SC-2, 08 APR 2010 to 06 MAY 2010

VOR/DME PVW	APP CRS	Rwy Idg	5997
112.9	024°	TDZE	3374
Chan 76		Apt Elev	3374

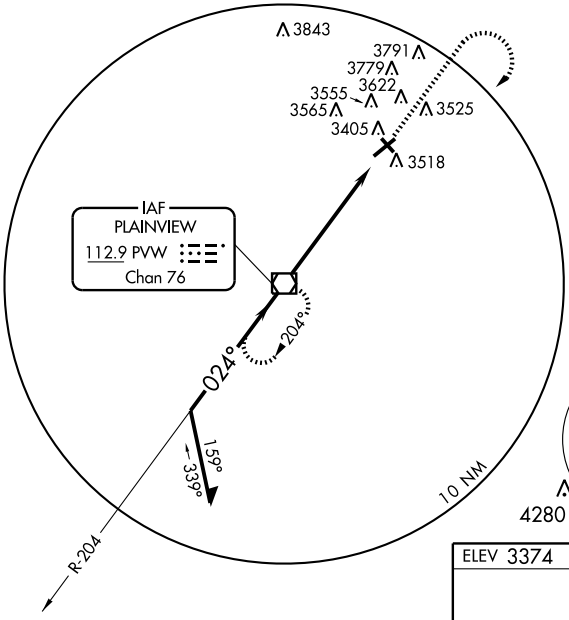
VOR RWY 4

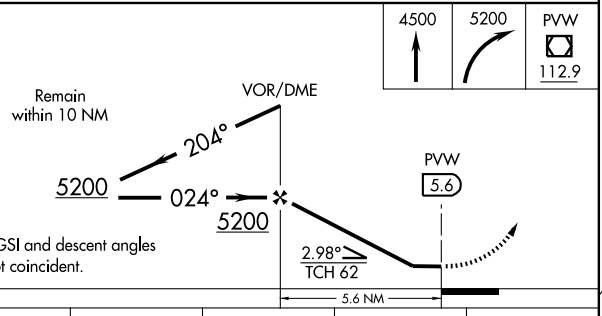
PLAINVIEW/ HALE COUNTY (PVW)

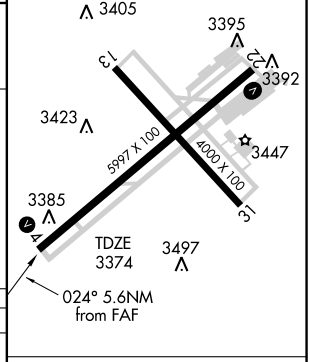
NA

MISSED APPROACH: Climb to 4500, then climbing right turn to 5200 direct PVW VOR/DME and hold.

ASOS	LUBBOCK APP CON	CLNC DEL	UNICOM
119.675	119.2 351.8	121.7	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-4	3840-1 466 (500-1)		3840-1¼ 466 (500-1¼)	3840-1½ 466 (500-1½)
CIRCLING	3860-1 486 (500-1)	3940-1 566 (600-1)	3940-1½ 566 (600-1½)	3940-2 566 (600-2)

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

SC-2. 08 APR 2010 to 06 MAY 2010

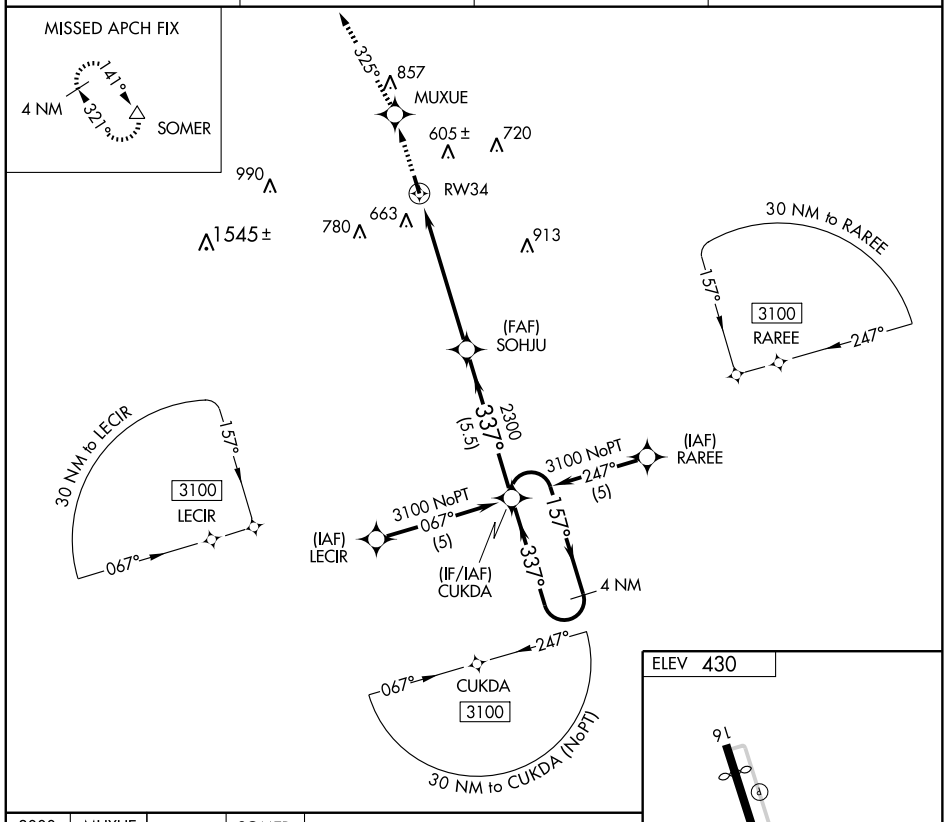
APP CRS	Rwy Idg	4000
337°	TDZE	425
	Apt Elev	430

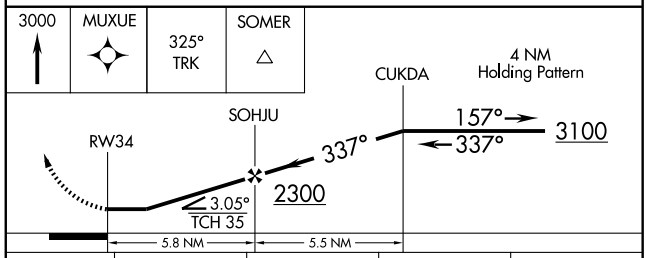
RNAV (GPS) RWY 34
PLEASANTON MUNI (PEZ)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lackland AFB altimeter setting and increase all MDA 100 feet.

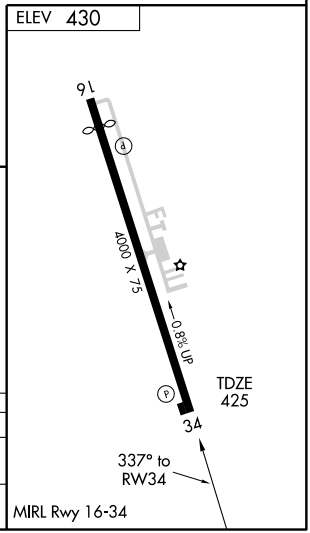
MISSED APPROACH: Climb to 3000 direct MUXUE and via 325° track to SOMER and hold.

AWOS-3	SAN ANTONIO APP CON	CLNC DEL	UNICOM
118.575	118.05 353.5	126.55	122.7 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	960-1	535 (600-1)	NA	
CIRCLING	1020-1	590 (600-1)	NA	



SC-3, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	3482
CH 99500	120°	TDZE	5
W12A		Apt Elev	5

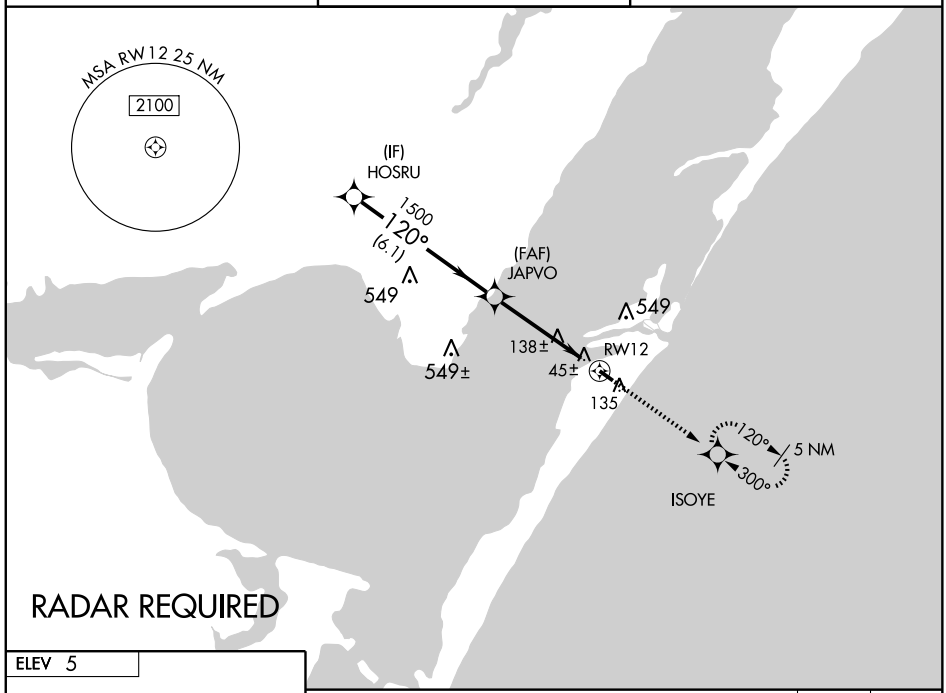
RNAV (GPS) RWY 12

PORT ARANSAS/MUSTANG BEACH (RAS)

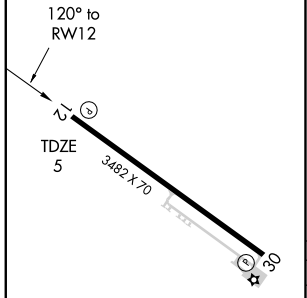
T DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 154°C (310°F). If local altimeter setting not received, use Corpus Christi Intl altimeter setting and increase all DAs/MDAs 60 feet.
A Baro-VNAV and VDP NA when using Corpus Christi Intl altimeter setting.
W

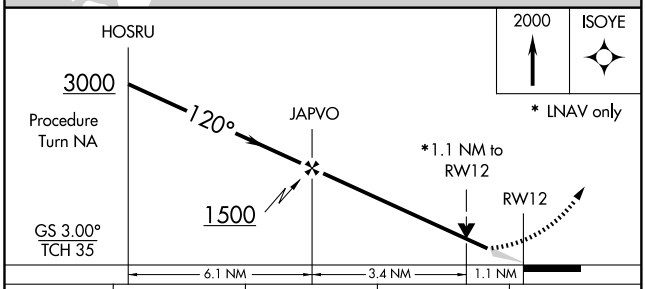
MISSED APPROACH: Climb to 2000 direct ISOYE and hold.

AWOS-3	CORPUS CHRISTI APP CON	CTAF
118.425	125.4 307.9	122.9



ELEV 5





CATEGORY	A	B	C	D
LPV DA	276-1	271 (300-1)	NA	
LNAV/VNAV DA	435-1½	430 (500-1½)	NA	
LNAV MDA	400-1	395 (400-1)	NA	
CIRCLING	500-1½	495 (500-1½)	NA	

SC-3, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	3482
CH 63000	300°	TDZE	5
W30A		Apt Elev	5

RNAV (GPS) RWY 30

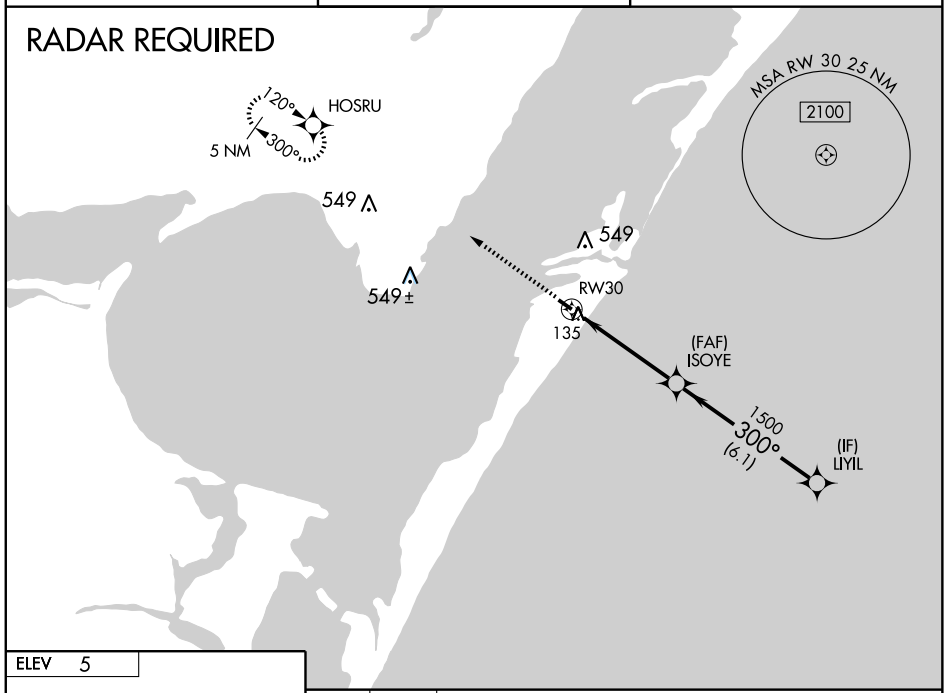
PORT ARANSAS/MUSTANG BEACH (RAS)

DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 154°C (310°F). If local altimeter setting not received, use Corpus Christi Intl altimeter setting and increase all DAs/MDAs 60 feet. Baro-VNAV and VDP NA when using Corpus Christi Intl altimeter setting.

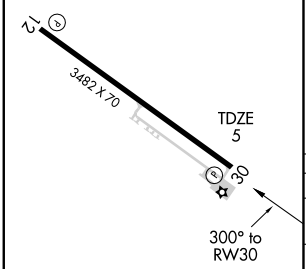
MISSED APPROACH: Climb to 2000 direct HOSRU and hold.

AWOS-3	CORPUS CHRISTI APP CON	CTAF
118.425	125.4 307.9	122.9

RADAR REQUIRED



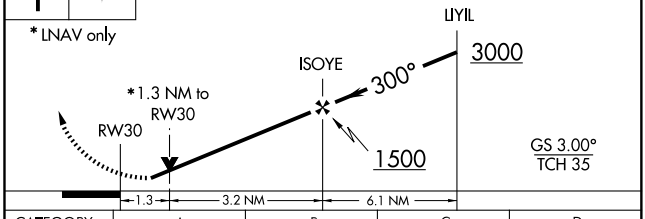
ELEV 5



2000 HOSRU

* LNAV only

Procedure Turn NA



CATEGORY	A	B	C	D
LPV DA	362-1¼ 357 (400-1¼)		NA	
LNAV/VNAV DA	435-1½ 430 (500-1½)		NA	
LNAV MDA	440-1 435 (500-1)		NA	
CIRCLING	500-1½ 495 (500-1½)		NA	

SC-3. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	8001
CH 53708	130°	TDZE	18
W13A		Apt Elev	19

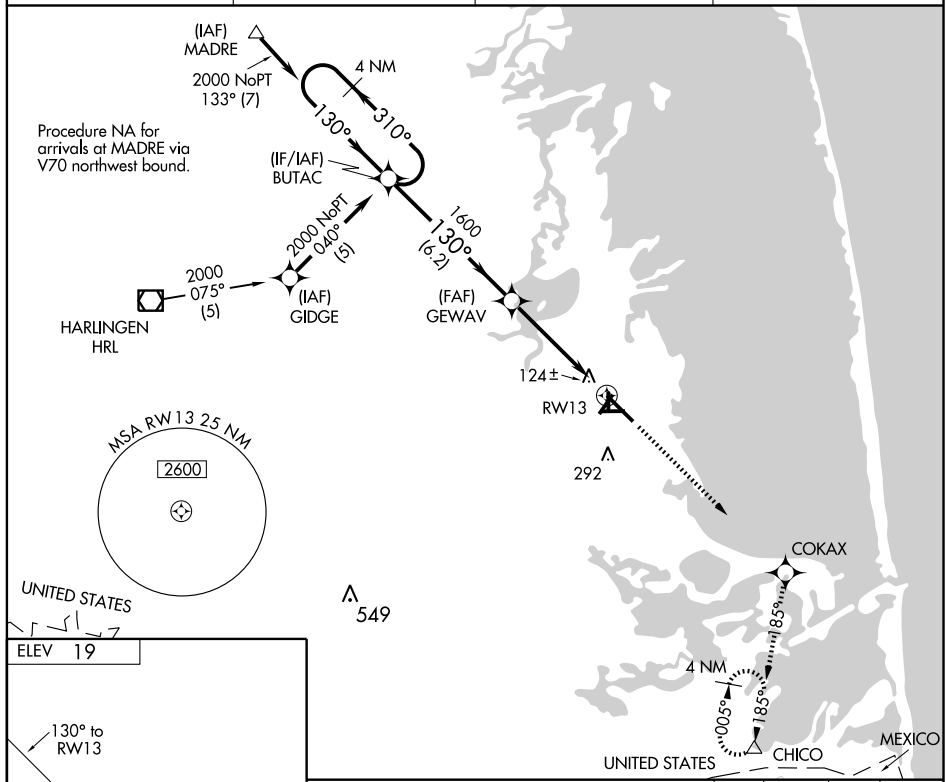
RNAV (GPS) RWY 13

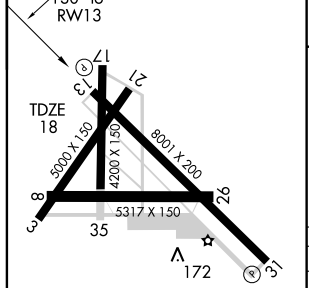
PORT ISABEL-CAMERON COUNTY (PIL)

Baro-VNAV NA when using Brownsville altimeter setting . For uncompensated Baro-VNAV systems, LNAV-VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA when using Brownsville altimeter setting. When local altimeter setting not received, use Brownsville altimeter setting and increase all DA 38 feet and all MDA 40 feet, increase LPV all Cats, LNAV Cat C, and circling Cat C visibility ¼ mile.

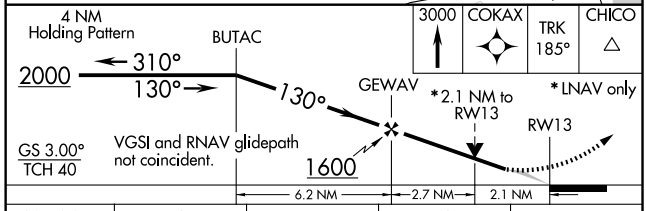
MISSED APPROACH: Climb to 3000 direct COKAX and via 185° track to CHICO and hold.

ASOS	VALLEY APP CON	CLNC DEL	UNICOM
118.525	119.5 257.6	119.2	122.8 (CTAF)





REIL Rwys 13 and 31
MIRL Rwy 13-31



CATEGORY	A	B	C	D
LPV DA	376-1¼ 358 (400-1¼)			NA
LNAV/VNAV DA	424-1½ 406 (500-1½)			NA
LNAV MDA	480-1 462 (500-1)		480-1¼ 462 (500-1¼)	NA
CIRCLING	540-1 521 (600-1)	540-1 521 (600-1)	660-1¾ 641 (700-1¾)	NA

SC-3. 08 APR 2010 to 06 MAY 2010

VORTAC BRO 116.3 Chan 110	APP CRS 357°	Rwy Idg N/A TDZE N/A Apt Elev 19

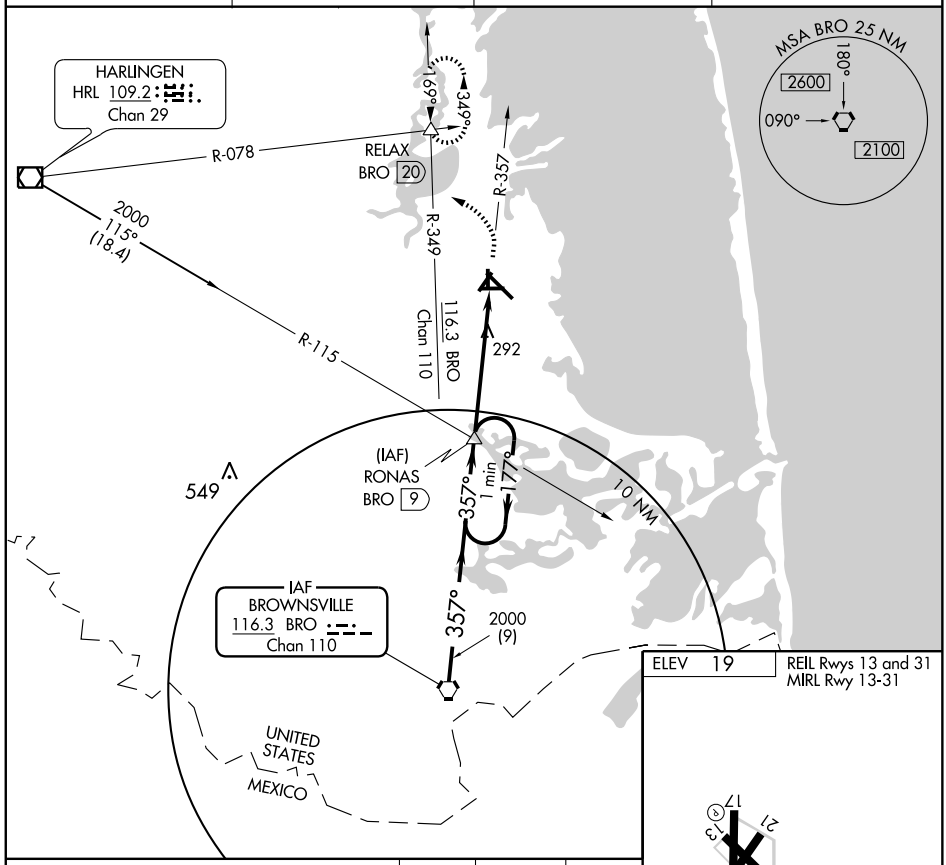
VOR-A

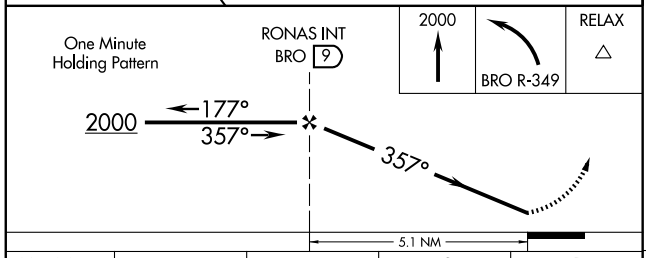
PORT ISABEL-CAMERON COUNTY (PIL)

NA

MISSED APPROACH: Climb to 2000 then turn left via BRO R-349 to RELAX Int/BRO 20 DME and hold.

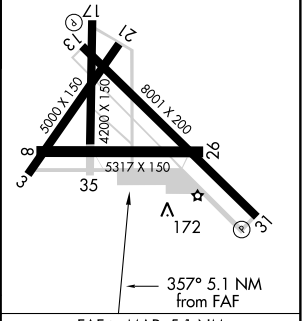
ASOS	VALLEY APP CON	CLNC DEL	UNICOM
118.525	119.5 257.6	119.2	122.8 (CTAF)





ELEV 19

REIL Rwys 13 and 31
MIRL Rwy 13-31



CATEGORY	A	B	C	D
CIRCLING	600-1 581 (600-1)		660-1¾ 641 (700-1¾)	NA

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SC-3, 08 APR 2010 to 06 MAY 2010

VORTAC BRO 116.3 Chan 110	APP CRS 176°	Rwy Idg N/A TDZE N/A Apt Elev 19

VOR/DME-B

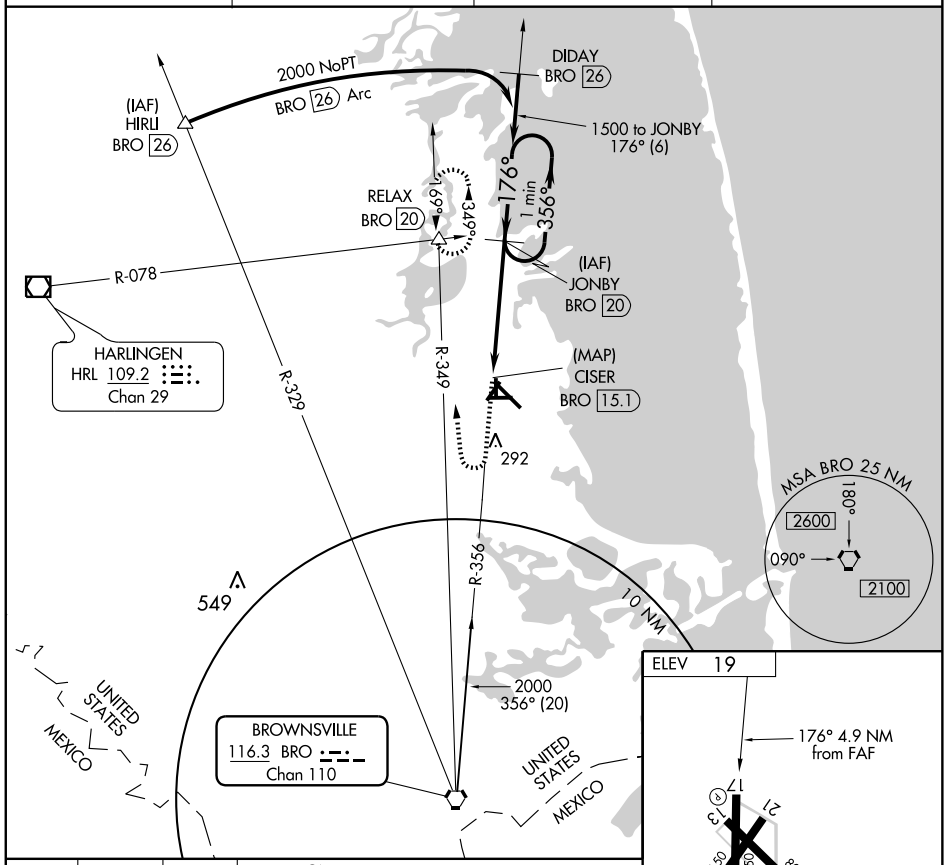
PORT ISABEL-CAMERON COUNTY (PIL)

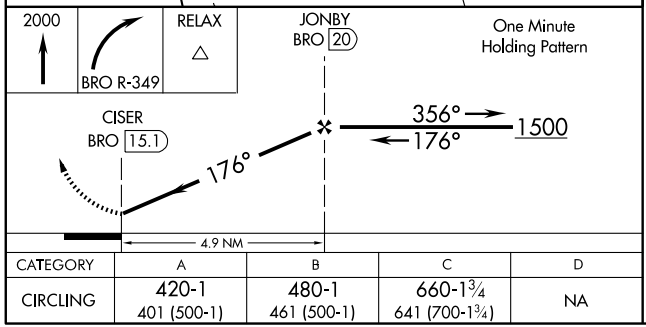
T

NA

MISSED APPROACH: Climb to 2000 then right turn via BRO R-349 to RELAX Int/BRO 20 DME and hold.

ASOS	VALLEY APP CON	CLNC DEL	UNICOM
118.525	119.5 257.6	119.2	122.8 (CTAF)





CATEGORY	A	B	C	D
CIRCLING	420-1 401 (500-1)	480-1 461 (500-1)	660-1¾ 641 (700-1¾)	NA

REIL Rwys 13 and 31
MIRL Rwy 13-31

SC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy ldg	5004
139°	TDZE	30
	Apt Elev	30

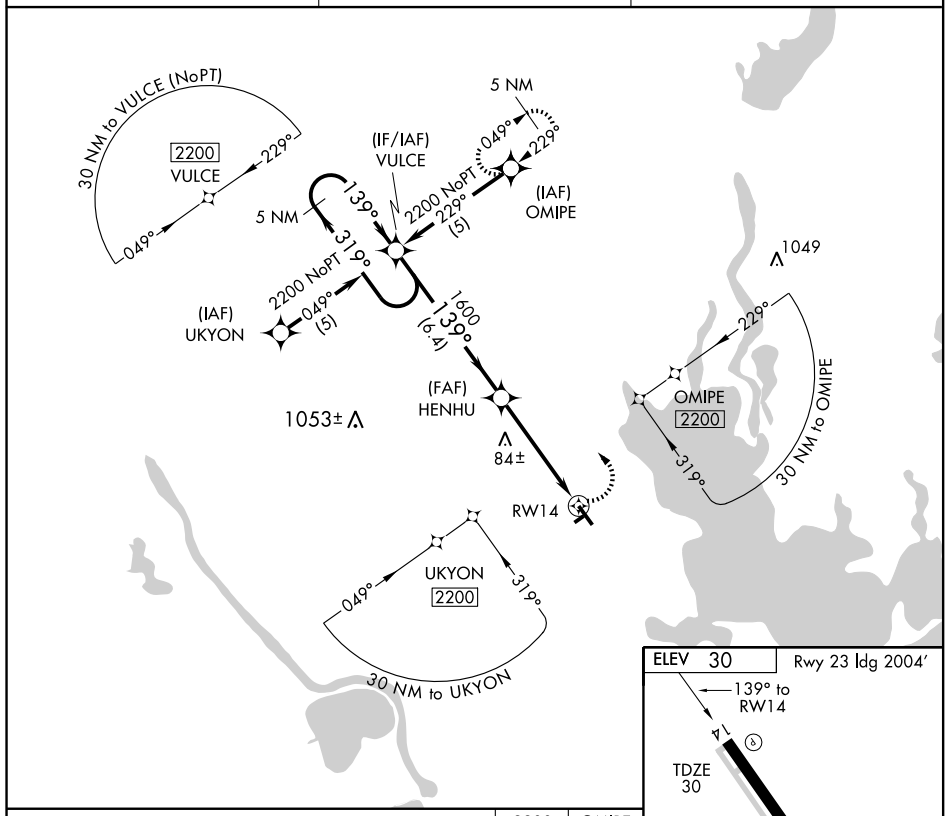
RNAV (GPS) RWY 14

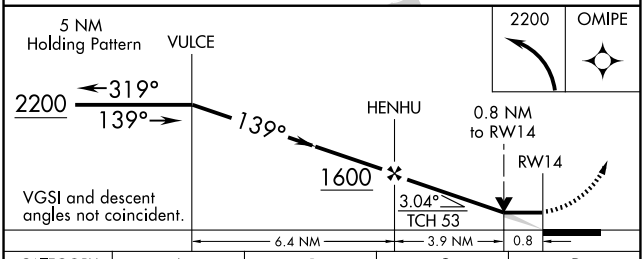
PORT LAVACA/CALHOUN COUNTY (PKV)

⚠ If local altimeter setting not received, use Victoria Rgnl altimeter setting and increase all MDAs 60 feet. VDP NA with Victoria Rgnl altimeter setting. DME/DME RNP-0.3 NA.

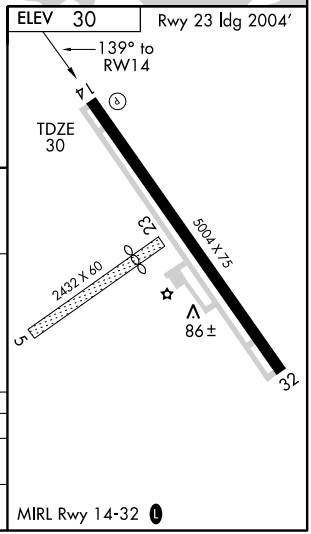
MISSED APPROACH: Climbing left turn to 2200 direct OMIPE and hold.

AWOS-3	HOUSTON CENTER	UNICOM
118.275	128.15 350.3	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	440-1	410 (500-1)	440-1¼ 410 (500-1¼)	NA
CIRCLING	480-1	450 (500-1)	480-1½ 450 (500-1½)	NA



SC-5, 08 APR 2010 to 06 MAY 2010

PORT LAVACA, TEXAS

AL-5904 (FAA)

VORTAC PSX	APP CRS	Rwy Idg	N/A
117.3	244°	TDZE	N/A
Chan 120		Apt Elev	30

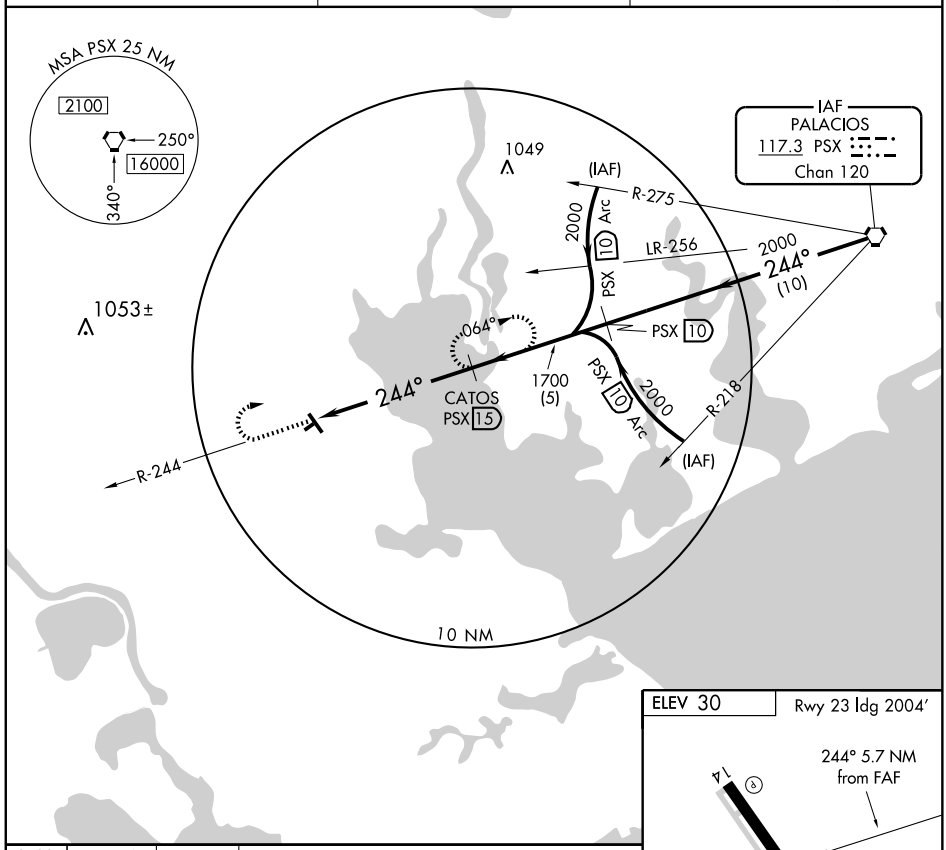
VOR/DME-A

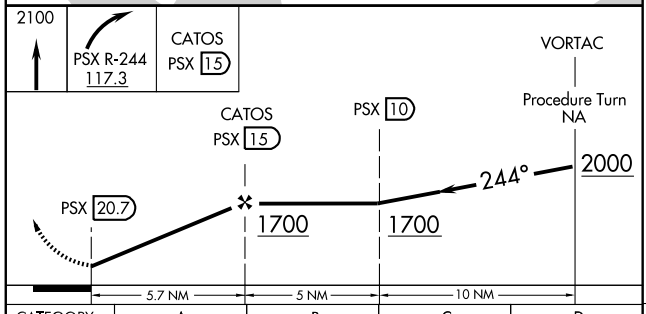
PORT LAVACA/CALHOUN COUNTY (PKV)

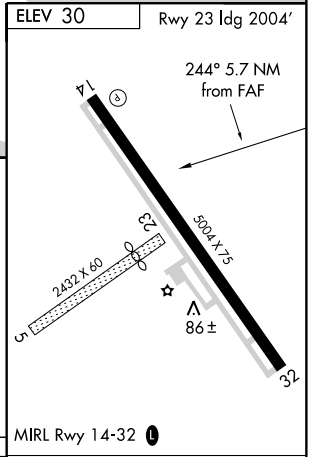
NA Use Victoria Rgnl altimeter setting.

MISSED APPROACH: Climb to 2100, then right turn via PSX VORTAC R-244 to CATOS/PSX 15 DME and hold.

AWOS-3	HOUSTON CENTER	UNICOM
118.275	128.15 350.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	760-1 730 (800-1)	760-1¼ 730 (800-1¼)	760-2 730 (800-2)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-5, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3700
129°	TDZE	79
	Apt Elev	79

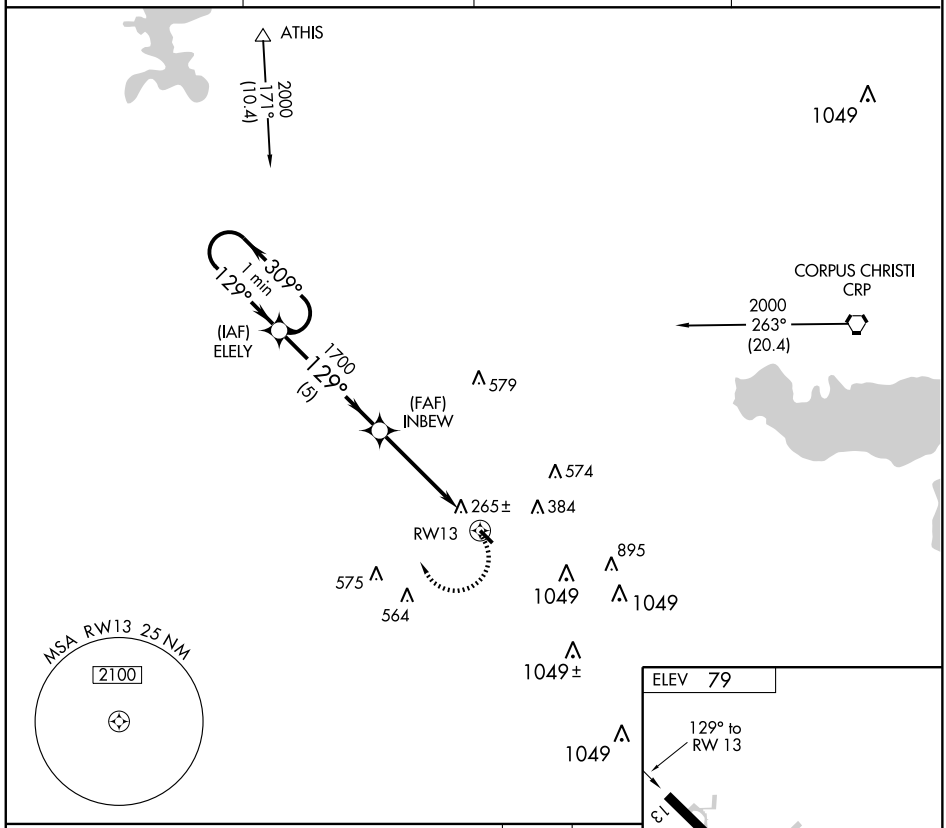
GPS RWY 13

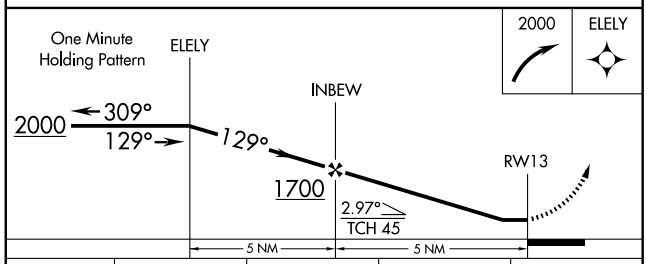
ROBSTOWN/NUECES COUNTY (RBO)

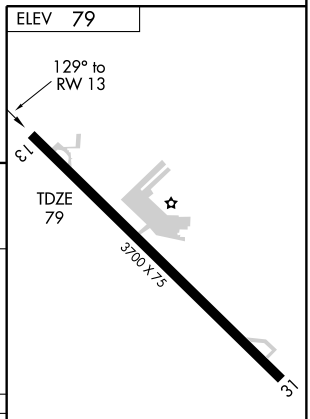
Use Corpus Christi altimeter setting.
Circling not authorized northeast of Rwy 13-31.

MISSED APPROACH: Climbing right turn to 2000 direct ELELY and hold.

AWOS-3	KINGSVILLE APP CON ★	CTAF	122.8 L
118.175	119.9 290.45	122.9	







CATEGORY	A	B	C	D
S-13	600-1	521 (600-1)	600-1½ 521 (600-1½)	NA
CIRCLING	660-1	581 (600-1)	660-1½ 581 (600-1½)	NA

MIRL Rwy 13-31 L

SC-3, 08 APR 2010 to 06 MAY 2010

VORTAC CRP	APP CRS	Rwy Idg	N/A
115.5	051°	TDZE	N/A
Chan 102		Apt Elev	79

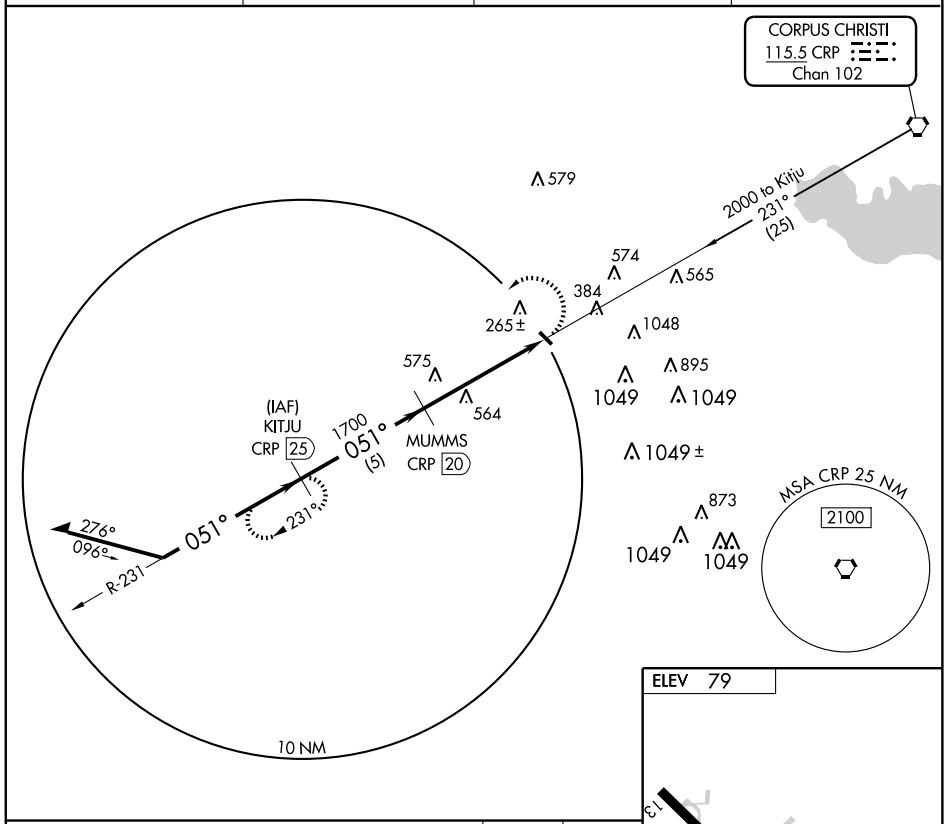
VOR/DME-A

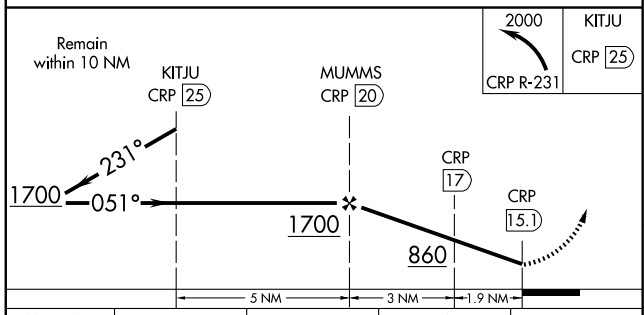
ROBSTOWN/NUECES COUNTY (RBO)

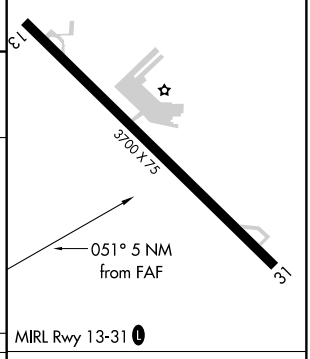
Use Corpus Christi altimeter setting.
NA Circling not authorized northeast of Rwy 13-31

MISSED APPROACH: Climbing left turn to 2000 via CRP R-231 to KITJU/CRP 25 DME and hold.

AWOS-3	KINGSVILLE APP CON ★	CTAF	122.8 L
118.175	119.9 290.45	122.9	







CATEGORY	A	B	C	D
CIRCLING	660-1	581 (600-1)	NA	NA

Knots	60	90	120	150	180
Min:Sec					

SC-3, 08 APR 2010 to 06 MAY 2010

NDB RKP	APP CRS	Rwy Idg	5608
391	128°	TDZE	21
		Apt Elev	24

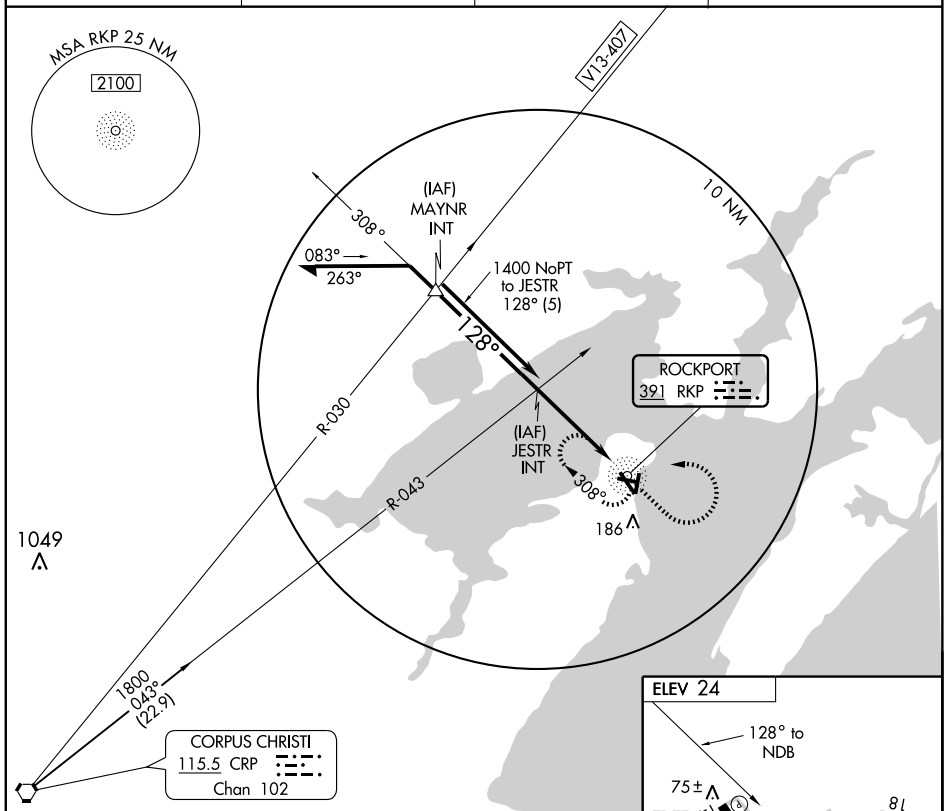
NDB RWY 14

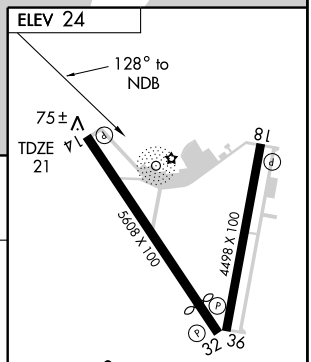
ROCKPORT/ARANSAS COUNTY (RKP)

NA

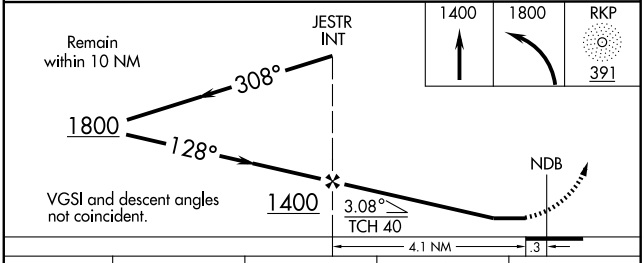
MISSED APPROACH: Climb to 1400 then left climbing turn to 1800 direct RKP NDB and hold.

ASOS	CORPUS APP CON	CLNC DEL	UNICOM
119.275	120.9 348.725	121.7	123.05 (CTAF) L





REIL Rwy 14 L
MIRL Rwy 14-32 L
MIRL Rwy 18-36



CATEGORY	A	B	C	D
S-14	420-1 399 (400-1)			NA
CIRCLING	520-1 496 (500-1)		520-1½ 496 (500-1½)	NA

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

SC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5608
139°	TDZE	21
	Apt Elev	24

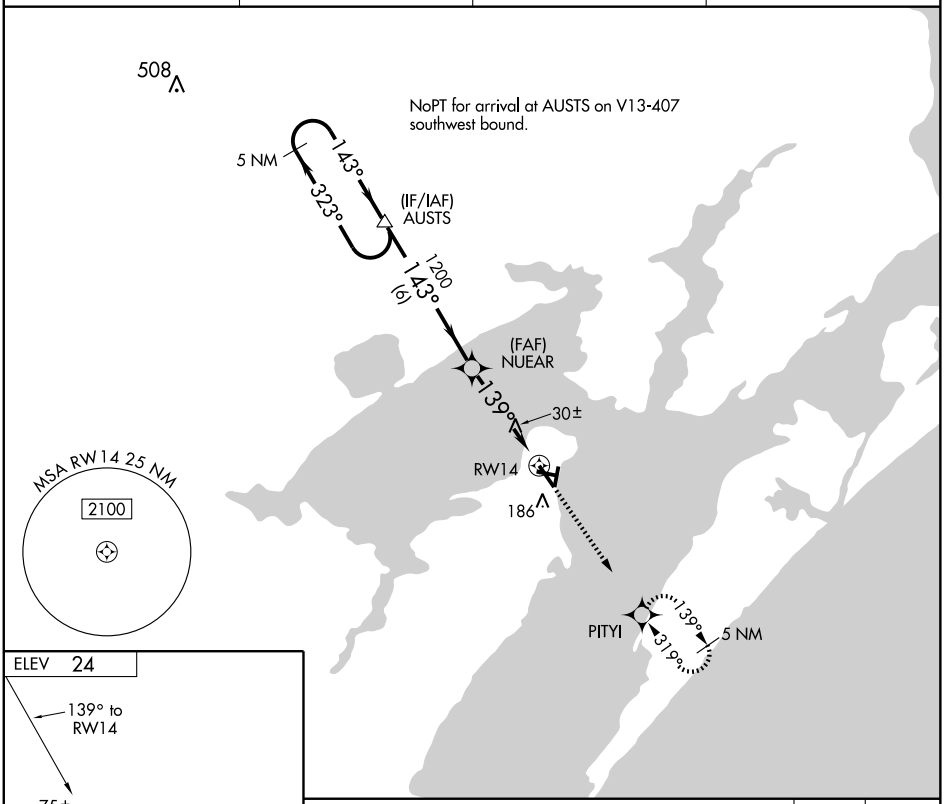
RNAV (GPS) RWY 14

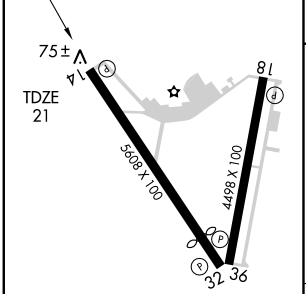
ROCKPORT/ARANSAS COUNTY (RKP)

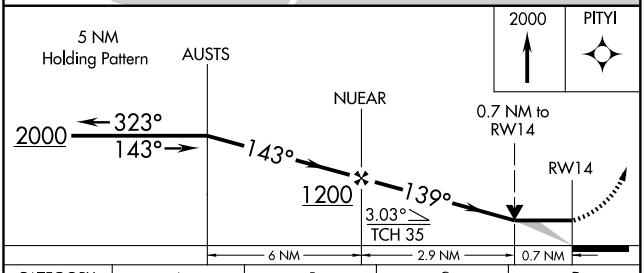
If local altimeter setting not received, use Corpus Christi Intl altimeter setting and increase all MDAs 80 feet. VDP NA when using Corpus Christi Intl altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct PITYI and hold.

ASOS	CORPUS APP CON	CLNC DEL	UNICOM
119.275	120.9 348.725	121.7	123.05 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	280-1 259 (300-1)			NA
CIRCLING	540-1 516 (600-1)		540-1½ 516 (600-1½)	NA

REIL Rwy 14 L
MIRL Rwy 14-32 L
MIRL Rwy 18-36

SC-3, 08 APR 2010 to 06 MAY 2010

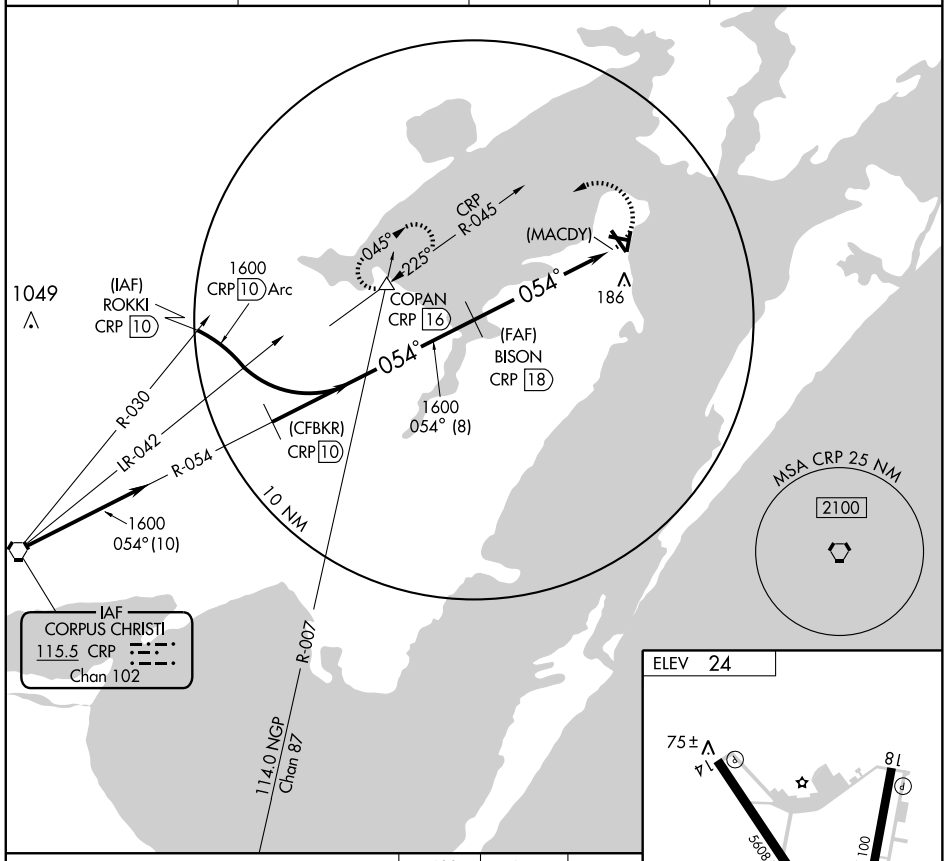
VORTAC CRP 115.5 Chan 102	APP CRS 054°	Rwy Idg N/A TDZE N/A Apt Elev 24

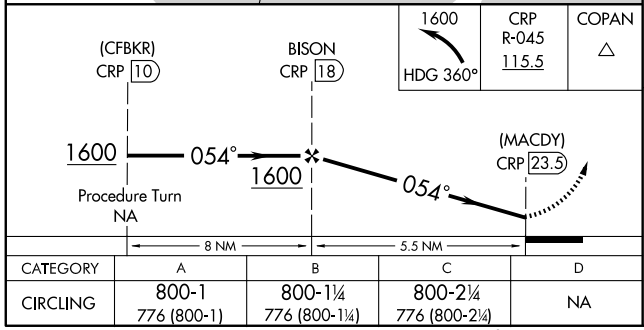
VOR/DME or TACAN-A

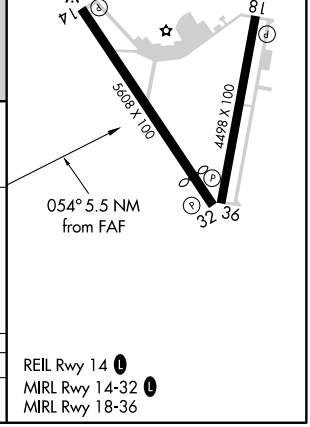
ROCKPORT/ ARANSAS COUNTY (RKP)

MISSED APPROACH: Climbing left turn to 1600 via heading 360° and CRP R-045 to COPAN Int/16 DME and hold.

ASOS	CORPUS APP CON	CLNC DEL	UNICOM
119.275	120.9 348.725	121.7	123.05 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	800-1 776 (800-1)	800-1¼ 776 (800-1¼)	800-2¼ 776 (800-2¼)	NA

REIL Rwy 14 L
MIRL Rwy 14-32 L
MIRL Rwy 18-36

SC-3, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 14

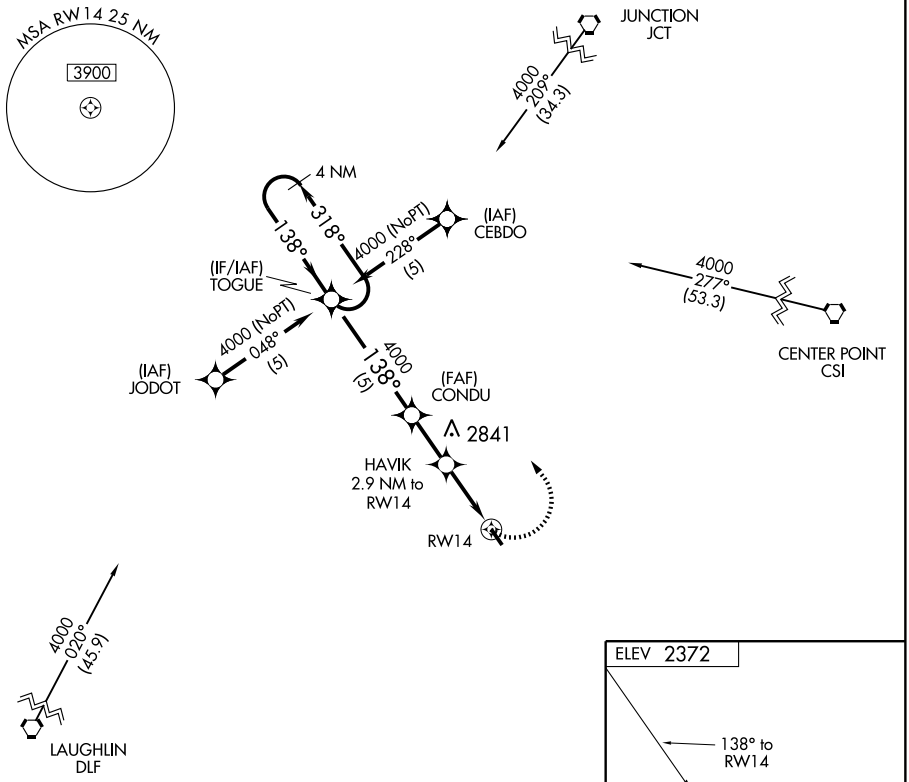
ROCKSPRINGS/ EDWARDS COUNTY (ECU)

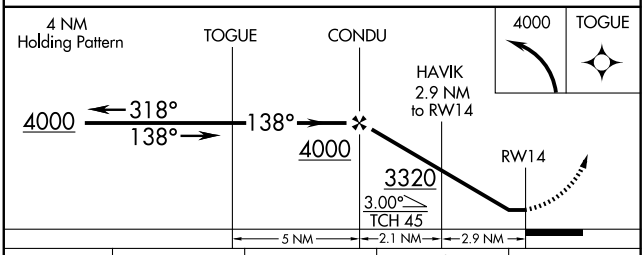
APP CRS	Rwy Idg	3772
138°	TDZE	2372
	Apt Elev	2372

Use Kimble Co. altimeter setting.
GPS or RNP -0.3 required. DME/DME RNP -0.3 NA.
Procedure NA at night.

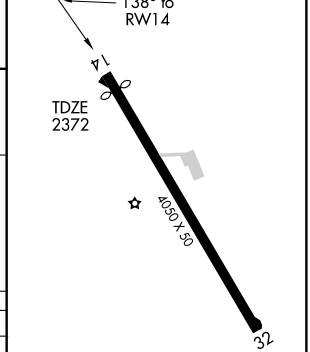
MISSED APPROACH: Climbing left turn to 4000 direct TOGUE and hold.

AWOS-3	DEL RIO APP CON ★	CTAF
118.175	119.6 259.1	122.9





CATEGORY	A	B	C	D
LNAV MDA	2960-1	588 (600-1)	2960-1½ 588 (600-1½)	NA
CIRCLING	3000-1	628 (700-1)	3000-1¾ 628 (700-1¾)	NA



MIRL Rwy 14-32

SC-3, 08 APR 2010 to 06 MAY 2010

VORTAC RSG 111.2 Chan 49	APP CRS 111°	Rwy Idg 3772 TDZE 2372 Apt Elev 2372

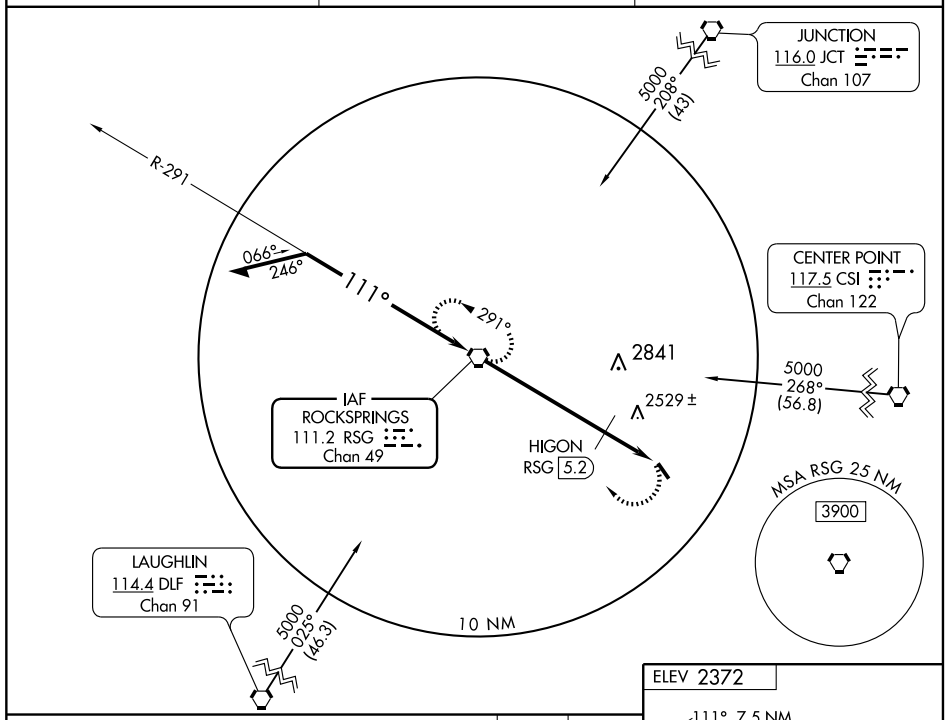
VOR RWY 14

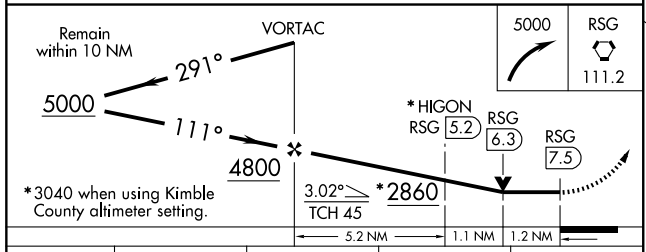
ROCKSPRINGS/ EDWARDS COUNTY (ECU)

If local altimeter setting not received, use Kimble County altimeter setting and increase all MDAs 180 feet. VDP NA when using Kimble County altimeter setting. Visibility reduction by helicopters NA.

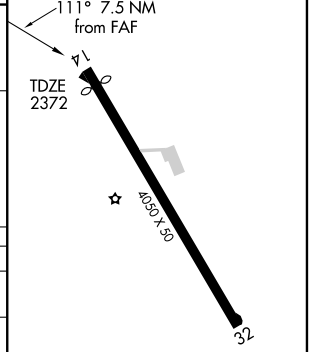
MISSED APPROACH: Climbing right turn to 5000 direct RSG VORTAC and hold, continue climb-in-hold to 5000.

AWOS-3	DEL RIO APP CON ★	CTAF
118.175	119.6 259.1	122.9





CATEGORY	A	B	C	D
S-14	2860-1 488 (500-1)		2860-1¼ 488 (500-1¼)	NA
CIRCLING	2860-1 488 (500-1)		2860-1½ 488 (500-1½)	NA
HIGON FIX MINIMUMS				
S-14	2780-1 408 (500-1)		2780-1¼ 408 (500-1¼)	NA
CIRCLING	2800-1 428 (500-1)	2840-1 468 (500-1)	2840-1½ 468 (500-1½)	NA



MIRL Rwy 14-32

FAF to MAP 7.5 NM

Knots	60	90	120	150	180
Min:Sec	7:30	5:00	3:45	3:00	2:30

SC-3. 08 APR 2010 to 06 MAY 2010

NDB PQF 248	APP CRS 027°	Rwy Idg N/A TDZE N/A Apt Elev 574

NDB-A

ROCKWALL MUNI (F46)

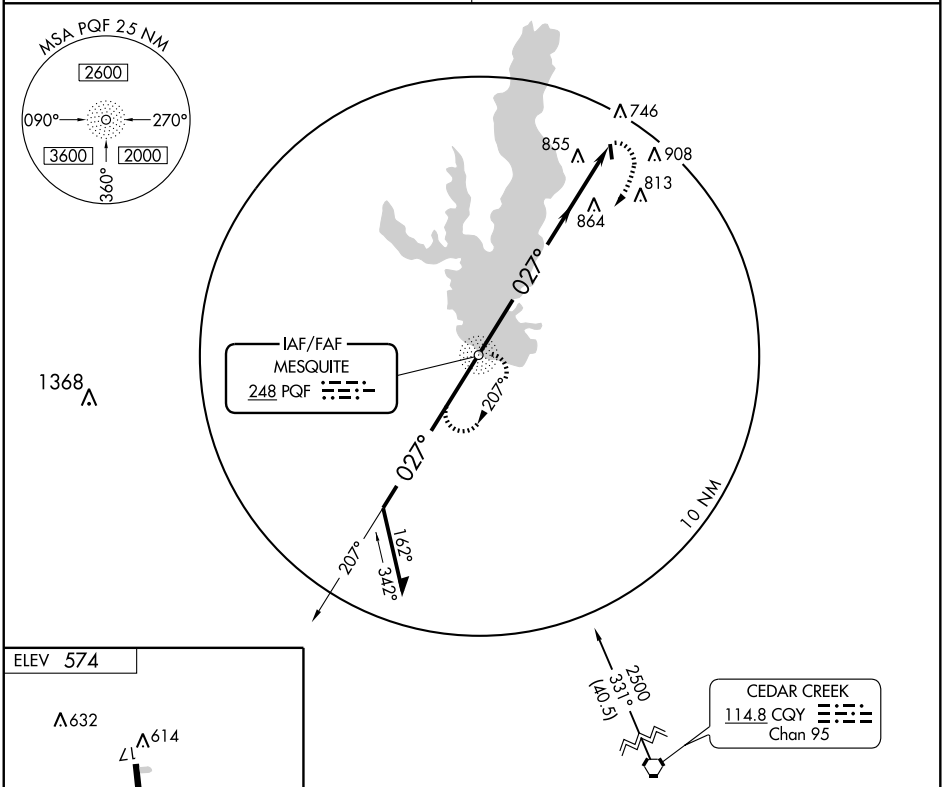
NA

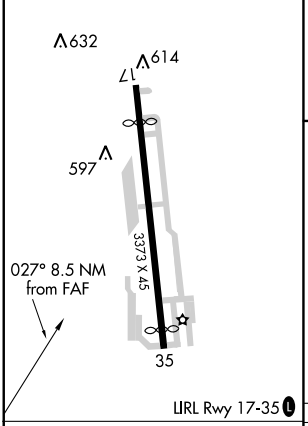
Use Dallas-Love Field altimeter setting.

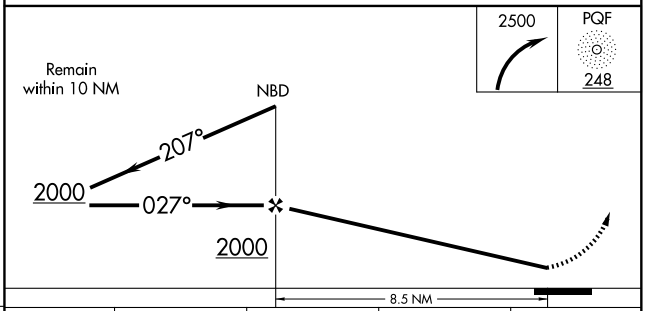
MISSED APPROACH: Climbing right turn to 2500 direct PQF NDB and hold.

REGIONAL APP CON
124.3 282.275

UNICOM
122.8 (CTAF) L







FAF to MAP 8.5 NM					
Knots	60	90	120	150	180
Min:Sec	8:30	5:40	4:15	3:24	2:50

CATEGORY	A	B	C	D
CIRCLING	1400-1 826 (900-1)	1400-1¼ 826 (900-1¼)	1400-2½ 826 (900-2½)	NA

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	2901
167°	TDZE	574
	Apt Elev	574

RNAV (GPS) RWY 17

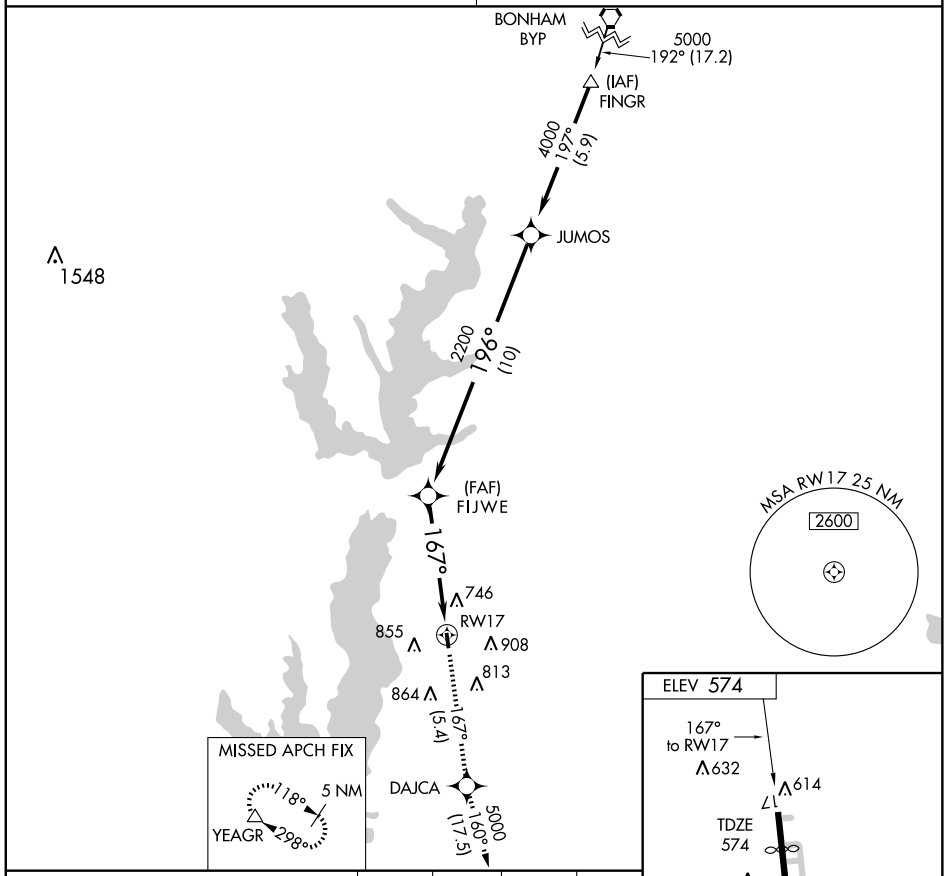
ROCKWALL MUNI (F46)

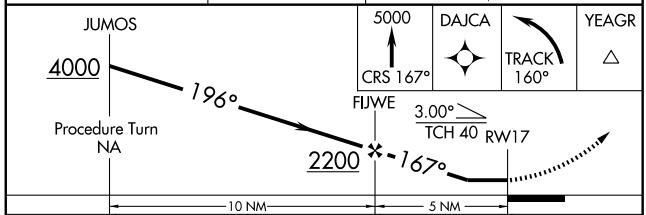
DME/DME RNP-0.3 NA.
Use Dallas-Love Field altimeter setting.

MISSED APPROACH: Climb to 5000 via 167° course to DAJCA and left turn via 160° track to YEAGR and hold.

REGIONAL APP CON
124.3 282.275

UNICOM
122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1140-1	566 (600-1)	1140-1½ 566 (600-1½)	NA
CIRCLING	1220-1	646 (700-1)	1320-2¼ 746 (800-2¼)	NA

LIRL Rwy 17-35 L

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3084
347°	TDZE	574
	Apt Elev	574

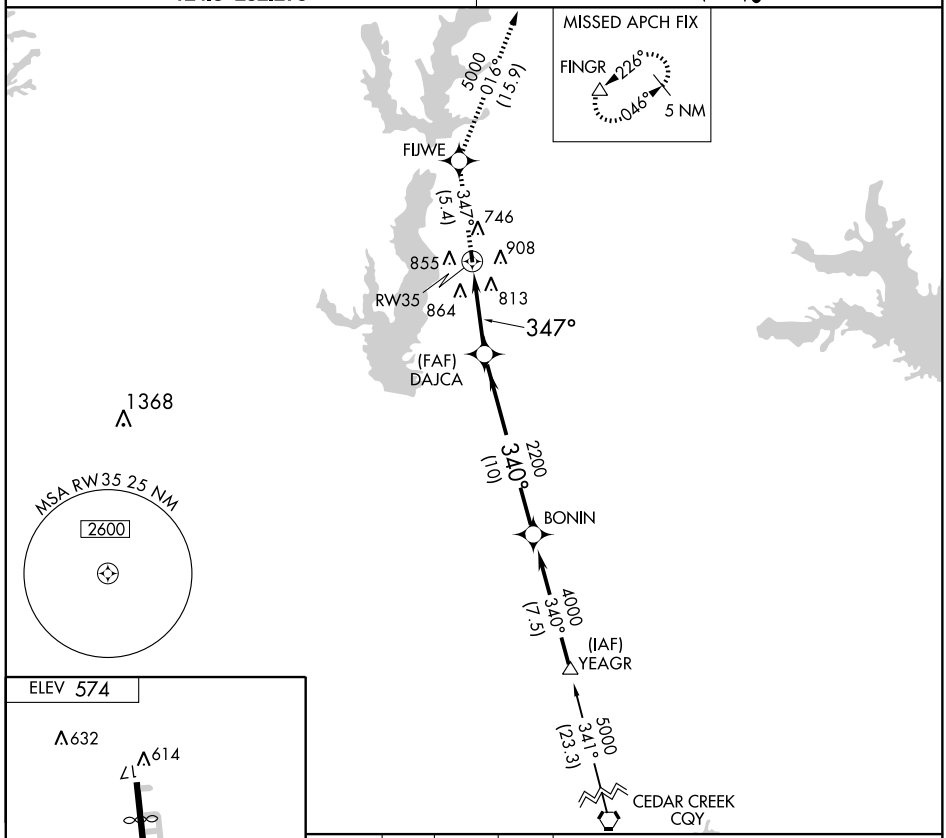
RNAV (GPS) RWY 35

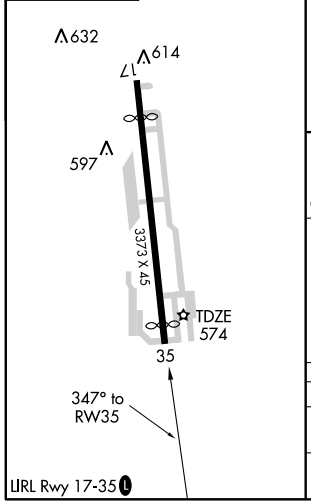
ROCKWALL MUNI (F46)

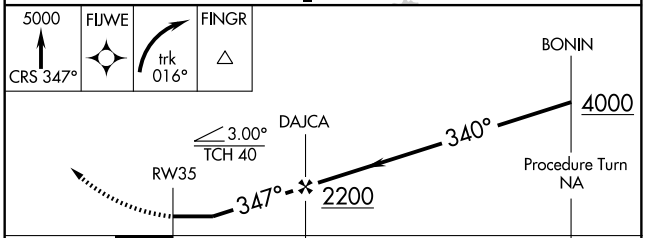
DME/DME RNP-0.3 NA.
Use Dallas-Love Field altimeter setting.

MISSED APPROACH: Climb to 5000 via 347° course to FIJWE and right turn via 016° track to FINGR and hold.

REGIONAL APP CON	UNICOM
124.3 282.275	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1200-1 626 (700-1)		1200-1¾ 626 (700-1¾)	NA
CIRCLING	1220-1 646 (700-1)		1320-2¼ 746 (800-2¼)	NA

SC-2, 08 APR 2010 to 06 MAY 2010

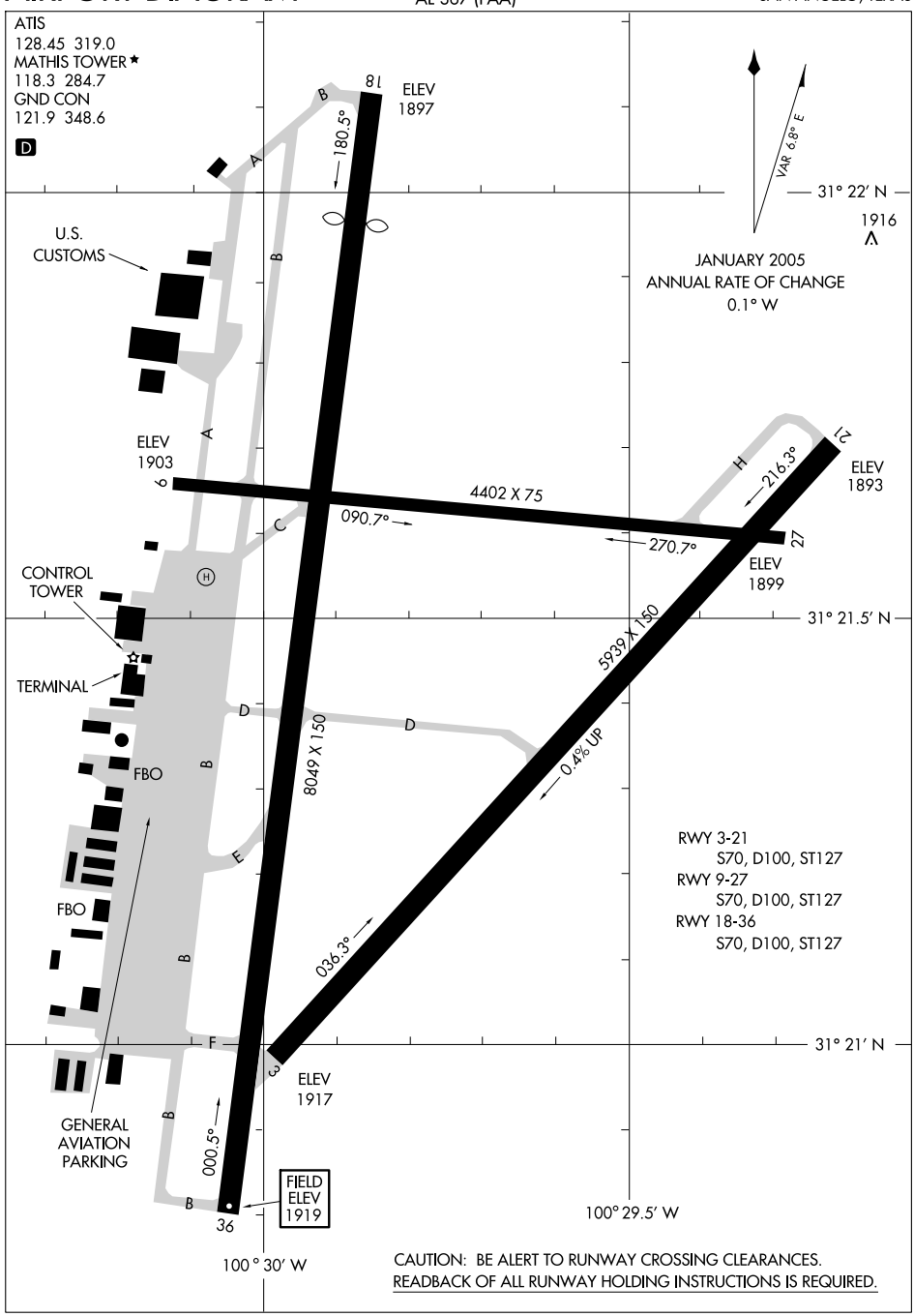
09015

AIRPORT DIAGRAM

SAN ANGELO RGNL/ MATHIS FIELD (SJT)
SAN ANGELO, TEXAS
AL-367 (FAA)

ATIS
128.45 319.0
MATHIS TOWER ★
118.3 284.7
GND CON
121.9 348.6

D



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SC-3, 08 APR 2010 to 06 MAY 2010

HI-ILS RWY 3

LOC I-SJT	APCH CRS	Rwy ldg	5939
109.7	034°	TDZE	1917
Chan 34		Arpt Elev	1919

JAL-367 [USAF] SAN ANGELO REGIONAL/MATHIS FIELD (KSJT)

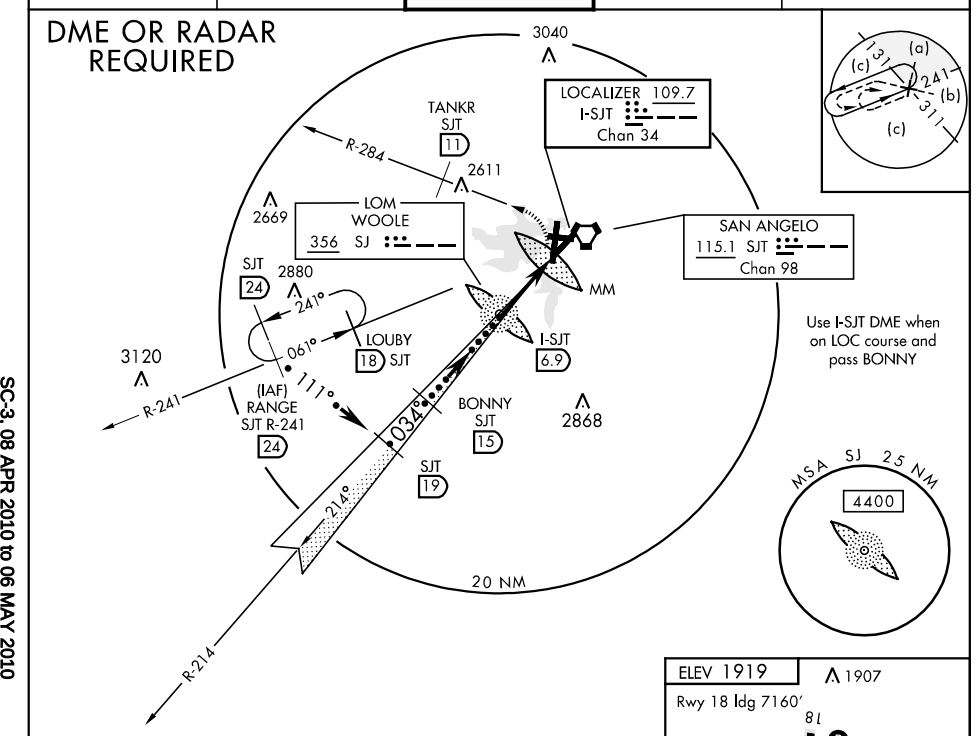
* When ALS inop, increase vis ¼ mile
** When ALS inop, increase vis ½ mile
*** CAT E Circling not authorised W of Rwy 18-36

MALSR

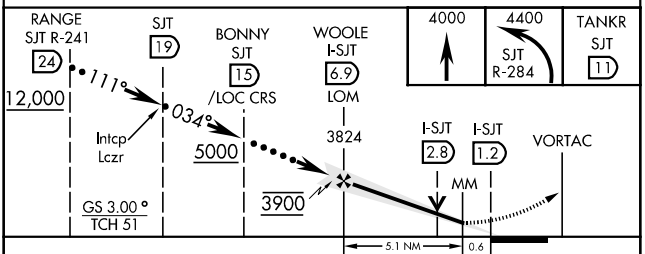
MISSED APPROACH: Climb to 4000 then climbing left turn to 4400 via SJT R-284 to TANKR 11 DME

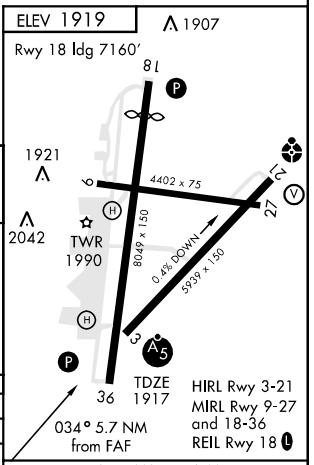
ATIS	SAN ANGELO APP CON	MATHIS TOWER ★	GND CON	ASR
128.45 319.0	125.35 354.1	118.3 (L) 284.7	121.9 348.6	

DME OR RADAR REQUIRED



EMERG SAFE ALT 100 NM 5100





CATEGORY	C	D	E
S-ILS 3 *	2117-½	200	(200-½)
S-LOC 3 **	2420-1 503 (600-1)		2420-1¼ 503 (600-1¼)
CIRCLING ***	2460-1½ 543 (600-1½)	2480-2 563 (600-2)	2520-2¼ 603 (700-2¼)

FAF to MAP 5.7 NM

Knots	120	140	160	180	200
Min:Sec	2:51	2:27	2:08	1:54	1:43

HI-VOR/DME or TACAN RWY 3

VORTAC SJT	APCH CRS	Rwy Idg	5939
115.1	045°	TDZE	1917
Chan 98		Arpt Elev	1919

JAL-367 [USAF] SAN ANGELO REGIONAL/MATHIS FIELD (KSJT)

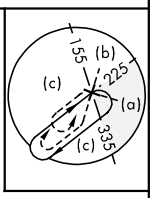
▼ * CAT E Circling not authorised W of Rwy 18-36

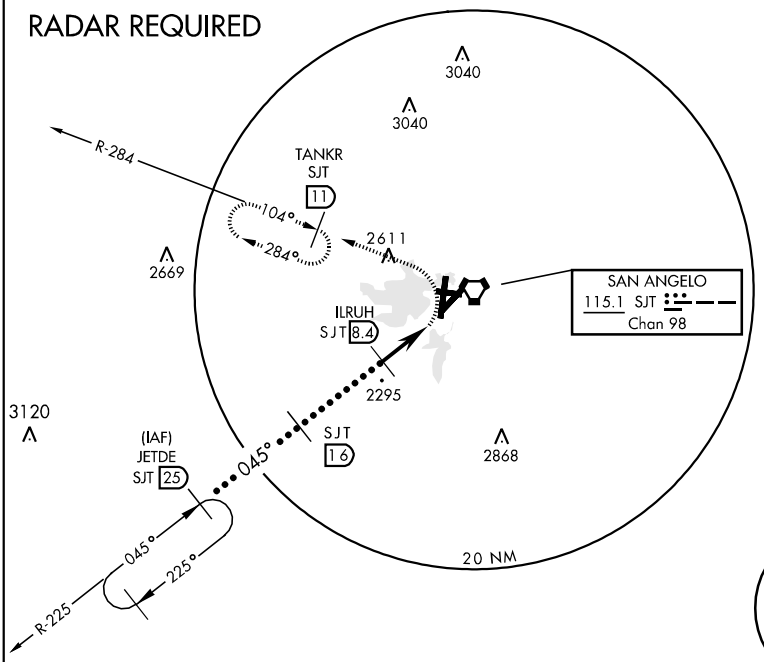
MALSR

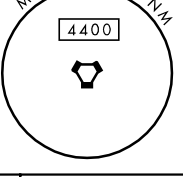
MISSED APPROACH: Climbing left turn to 4400 via SJT R-284 to TANKR INT/11 DME and hold.

ATIS	SAN ANGELO APP CON	MATHIS TOWER ★	GND CON	ASR
128.45 319.0	125.35 354.1	118.3 (L) 284.7	121.9 348.6	

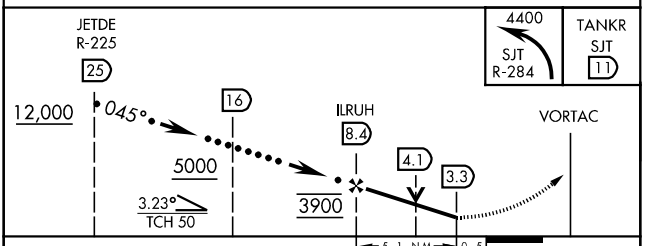
RADAR REQUIRED

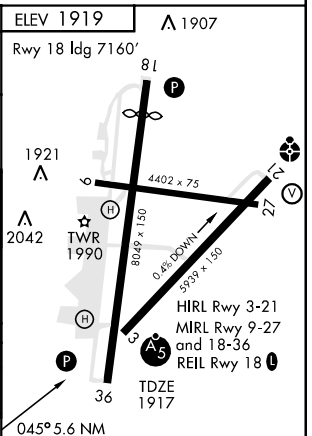






EMERG SAFE ALT 100 NM 5100





CATEGORY	C	D	E
S-3	2420-1 503 (600-1)		2420-1¼ 503 (600-1¼)
CIRCLING *	2460-1½ 543 (600-1½)	2480-2 563 (600-2)	2520-2¼ 603 (700-2¼)

SC-3, 08 APR 2010 to 06 MAY 2010

HI-VOR/DME or TACAN RWY 21

VORTAC SJT	APCH CRS	Rwy ldg 5939
115.1	235°	TDZE 1906
Chan 98		Arpt Elev 1919

JAL-367 [USAF]

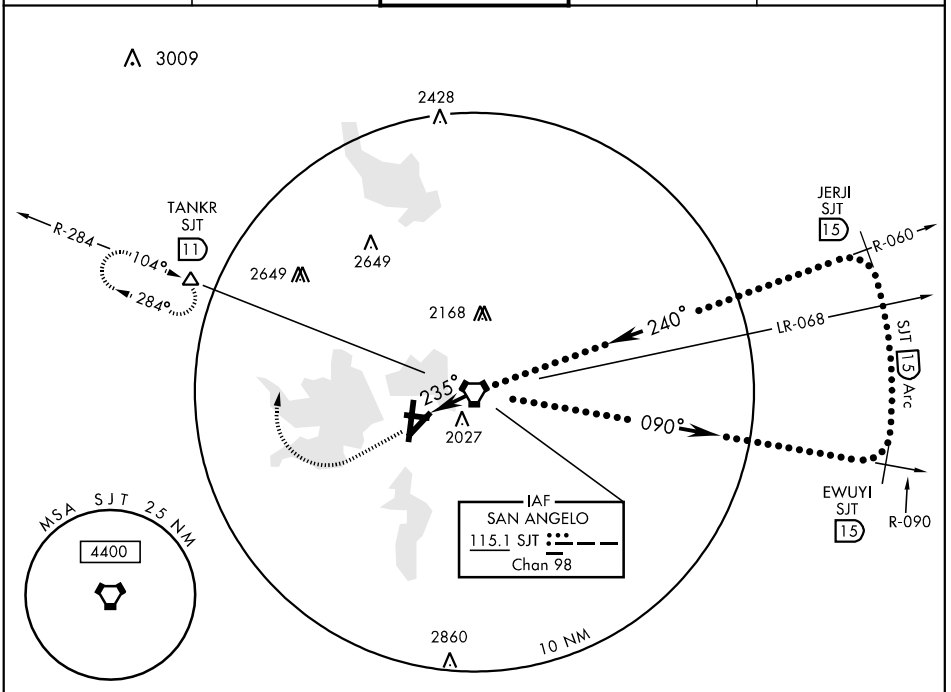
SAN ANGELO REGIONAL/MATHIS FIELD (KSJT)

▼ * CAT E circling NA W of Rwy 18-36

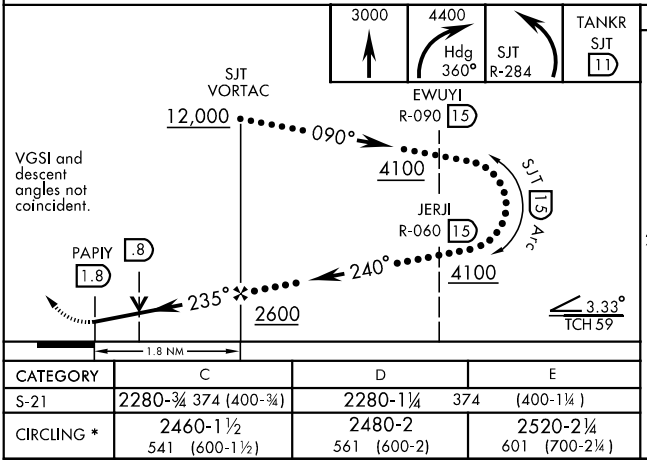
ODALS

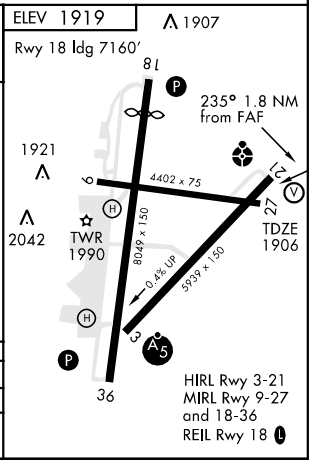
MISSED APPROACH: Climb to 3000, then climbing right turn to 4400 via hdg 360° to intercept SJT R-284 to TANKR INT/11 DME and hold.

ATIS	SAN ANGELO APP CON	MATHIS TOWER *	GND CON	ASR
128.45 319.0	125.35 354.1	118.3 (L) (CTAF) 284.7	121.9 348.6	



EMERG SAFE ALT 100 NM 5100





CATEGORY	C	D	E
S-21	2280-¾ 374 (400-¾)	2280-1¼ 374	(400-1¼)
CIRCLING *	2460-1½ 541 (600-1½)	2480-2 561 (600-2)	2520-2¼ 601 (700-2¼)

SC-3, 08 APR 2010 to 06 MAY 2010

LOC I-SJT	APP CRS	Rwy Idg	5939
109.7	034°	TDZE	1917
Chan 34		Apt Elev	1917

ILS RWY 3

SAN ANGELO RGNL/MATHIS FIELD (SJT)

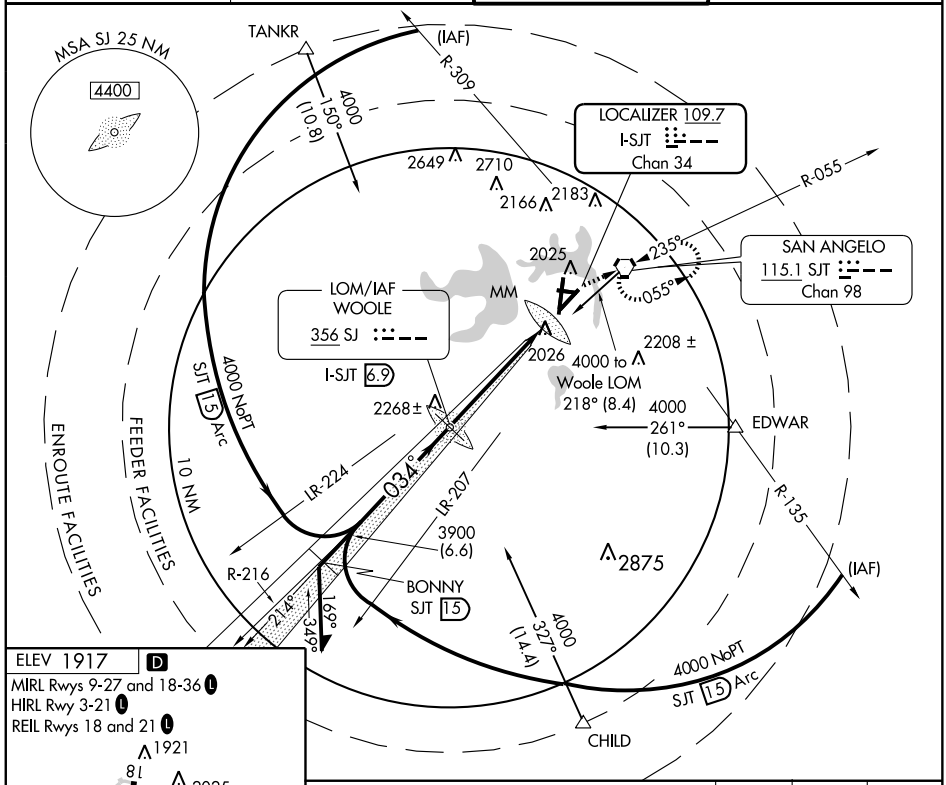
ASR

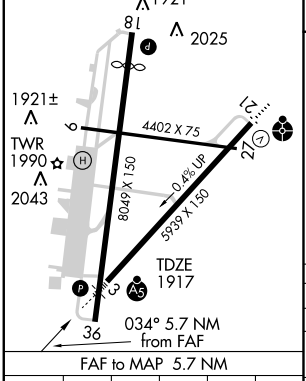
* Procedure Turn NA for Cat. E.
Cat. E circling NA west of Rwy 18-36.

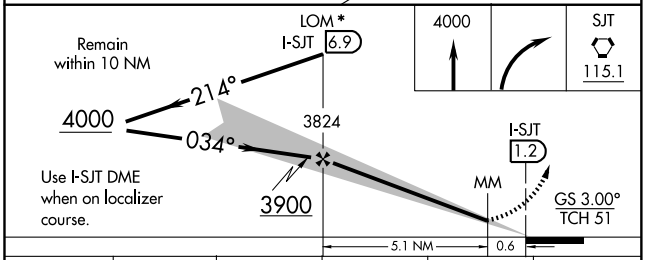
MALSR

MISSED APPROACH: Climb to 4000, then right turn direct SJT VORTAC and hold.

ATIS	SAN ANGELO APP CON ★	MATHIS TOWER ★	GND CON
128.45 319.0	125.35 354.1	118.3 (L) (CTAF) 284.7	121.9 348.6







CATEGORY	A	B	C	D	E
S-ILS 3	2117-½ 200 (200-½)				
S-LOC 3	2420-½ 503 (600-½)		2420-1 503 (600-1)		2420-1¼ 503 (600-1¼)
CIRCLING	2460-1 543 (600-1)		2460-1½ 543 (600-1½)	2480-2 563 (600-2)	2520-2¼ 603 (700-2¼)

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

SC-3. 08 APR 2010 to 06 MAY 2010

LOC I-SJT	APP CRS	Rwy Idg	5939
109.7	214°	TDZE	1906
Chan 34		Apt Elev	1917

LOC BC RWY 21

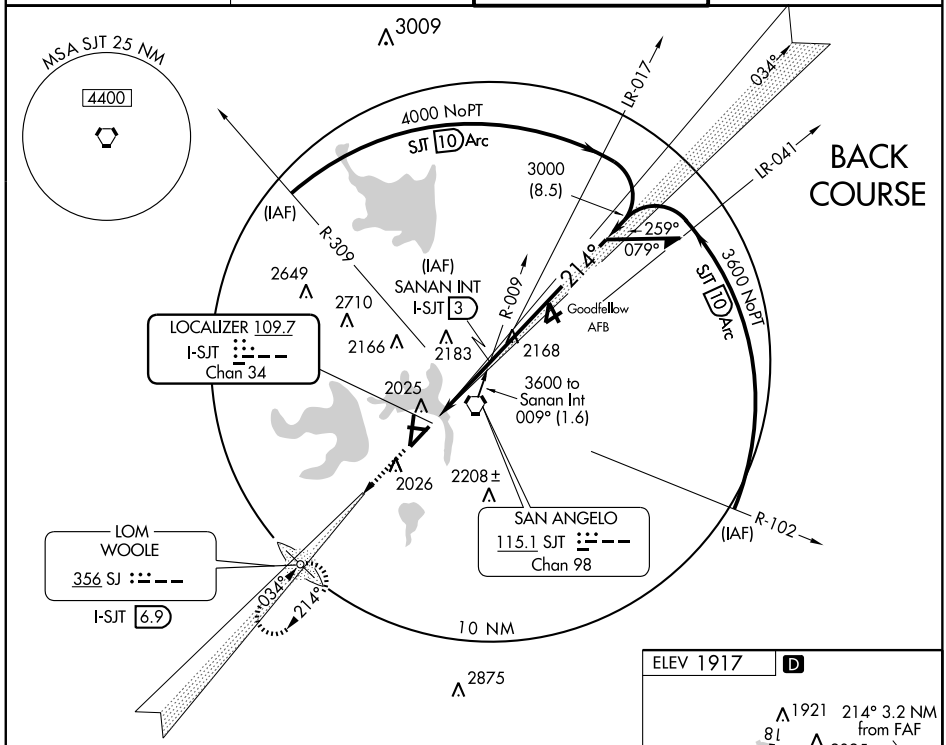
SAN ANGELO RGNL/MATHIS FIELD (SJT)

ASR

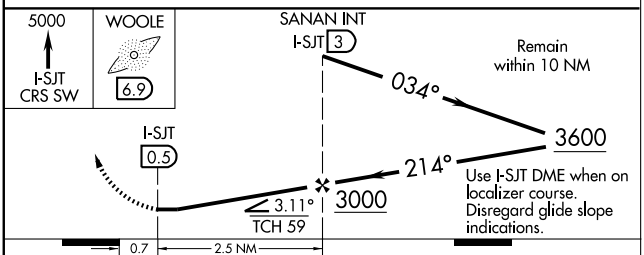
ODALS

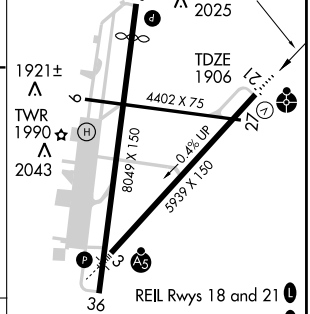
MISSED APPROACH: Climb to 5000 via I-SJT SW course to WOOLE LOM/I-SJT 6.9 DME and hold.

ATIS	SAN ANGELO APP CON ★	MATHIS TOWER ★	GND CON
128.45 319.0	125.35 354.1	118.3 L (CTAF) 284.7	121.9 348.6



ADF or DME REQUIRED





CATEGORY	A	B	C	D
S-21	2280-¾ 374 (400-¾)			2280-1¼ 374 (400-1¼)
CIRCLING	2460-1 543 (600-1)		2460-1½ 543 (600-1½)	2480-2 563 (600-2)

FAF to MAP 2.5 NM

Knots	60	90	120	150	180
Min:Sec	2:30	1:40	1:15	1:00	0:50

SC-3, 08 APR 2010 to 06 MAY 2010

LOM SJ	APP CRS	Rwy Idg	5939
356	034°	TDZE	1917
		Apt Elev	1917

NDB RWY 3

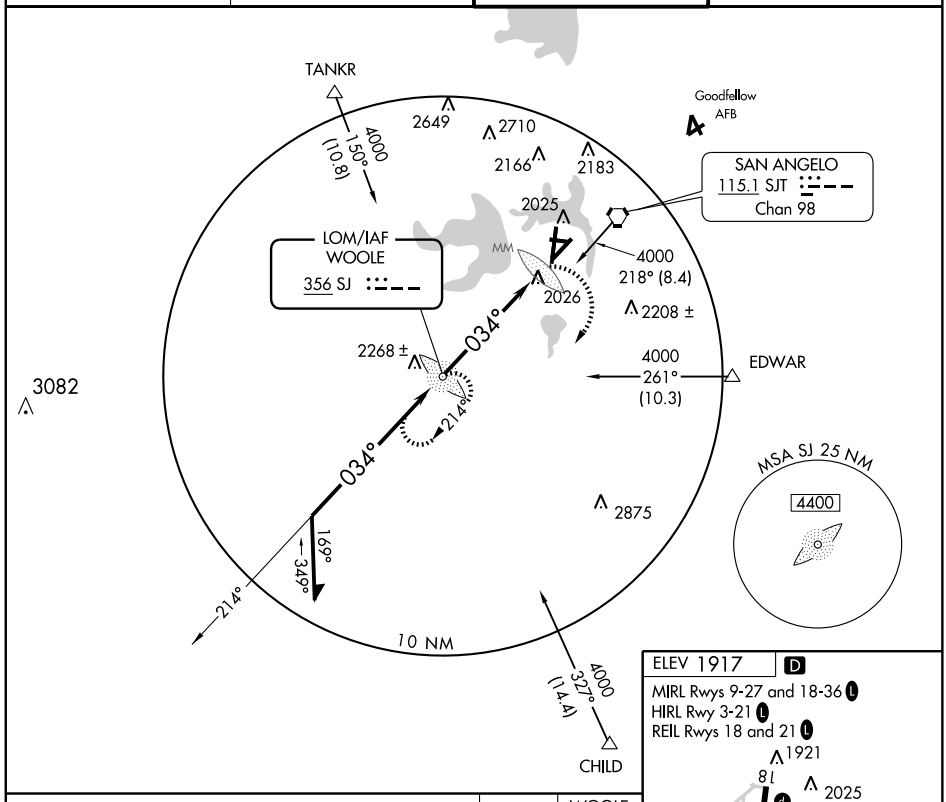
SAN ANGELO RGNL/MATHIS FIELD (SJT)

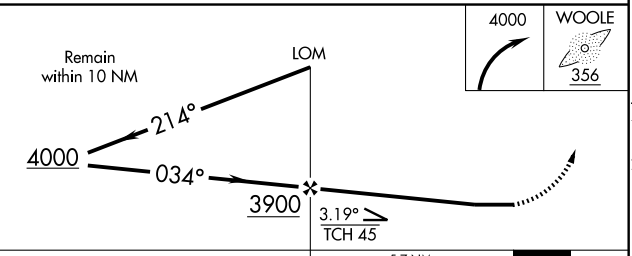
ASR

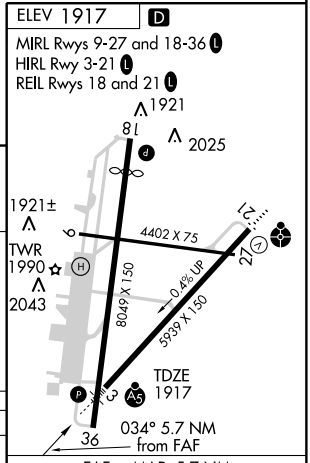
MALSR

MISSED APPROACH: Climbing right turn to 4000 direct WOOLE LOM and hold.

ATIS	SAN ANGELO APP CON ★	MATHIS TOWER ★	GND CON
128.45 319.0	125.35 354.1	118.3 L (CTAF) 284.7	121.9 348.6







CATEGORY	A	B	C	D
S-3	2460-¾ 543 (600-¾)		2460-1 543 (600-1)	2460-1½ 543 (600-1½)
CIRCLING	2460-1 543 (600-1)		2460-1½ 543 (600-1½)	2480-2 563 (600-2)

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

SC-3. 08 APR 2010 to 06 MAY 2010

WAAS CH 77517 W03A	APP CRS 034°	Rwy Idg 5939 TDZE 1917 Apt Elev 1919

RNAV (GPS) RWY 3

SAN ANGELO RGNL/MATHIS FIELD (SJT)

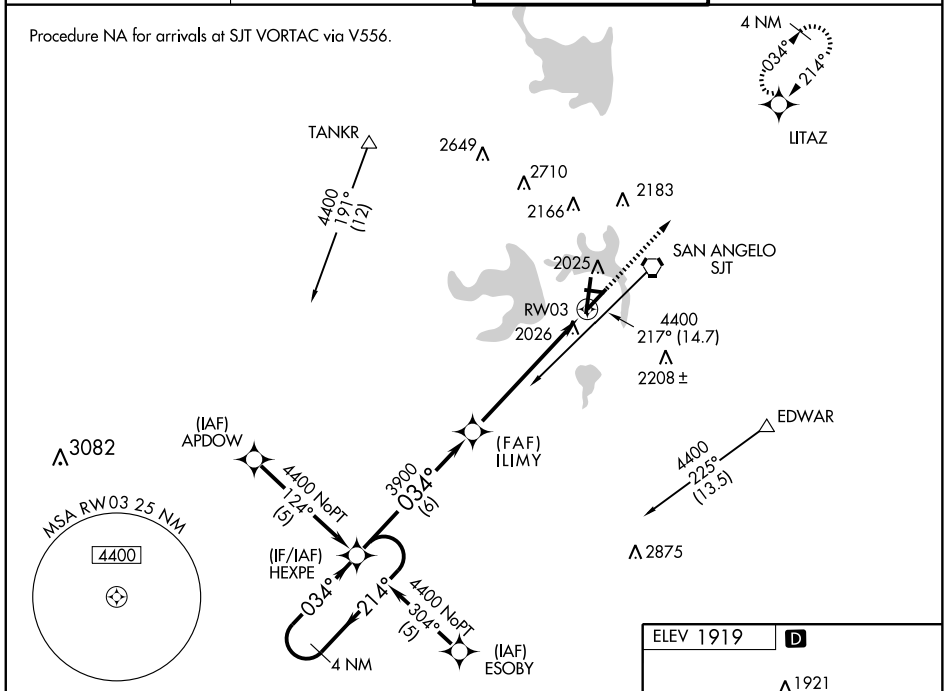
For inoperative MALSR, increase LPV visibility to ¾ mile all Cats and LNAV Cat D visibility to 1¼ mile.
Baro VNAV NA below -18°C (0°F).
Circling to Rwy 09 and 36 NA at night.
DME/DME RNP-0.3 NA.
ASR

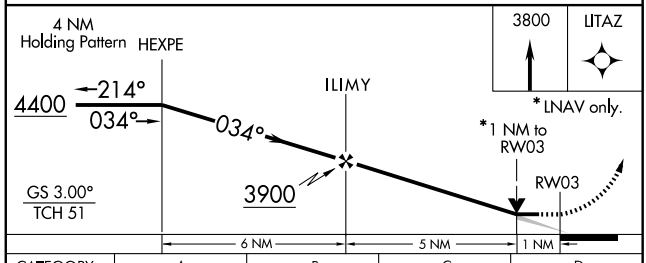
MALSR

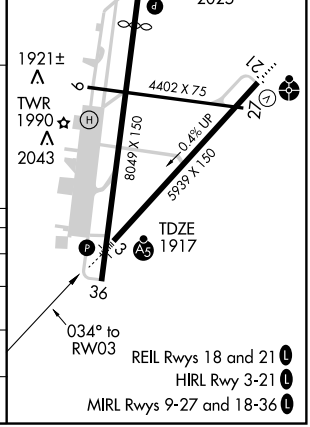
MISSED APPROACH: Climb to 3800 direct LITAZ and hold.

ATIS	SAN ANGELO APP CON ★	MATHIS TOWER ★	GND CON
128.45 319.0	125.35 354.1	118.3 L (CTAF) 284.7	121.9 348.6

Procedure NA for arrivals at SJT VORTAC via V556.







CATEGORY	A	B	C	D
LPV DA	2167-½ 250 (300-½)			
LNAV/VNAV DA	2301-¾ 384 (400-¾)			
LNAV MDA	2300-½ 383 (400-½)			2300-1 383 (400-1)
CIRCLING	2460-1¼ 541 (600-1¼)		2460-1½ 541 (600-1½)	2480-2 561 (600-2)

SC-3, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	7160
CH 93801	178°	TDZE	1908
W18A		Apt Elev	1919

RNAV (GPS) RWY 18

SAN ANGELO RGNL/MATHIS FIELD (SJT)

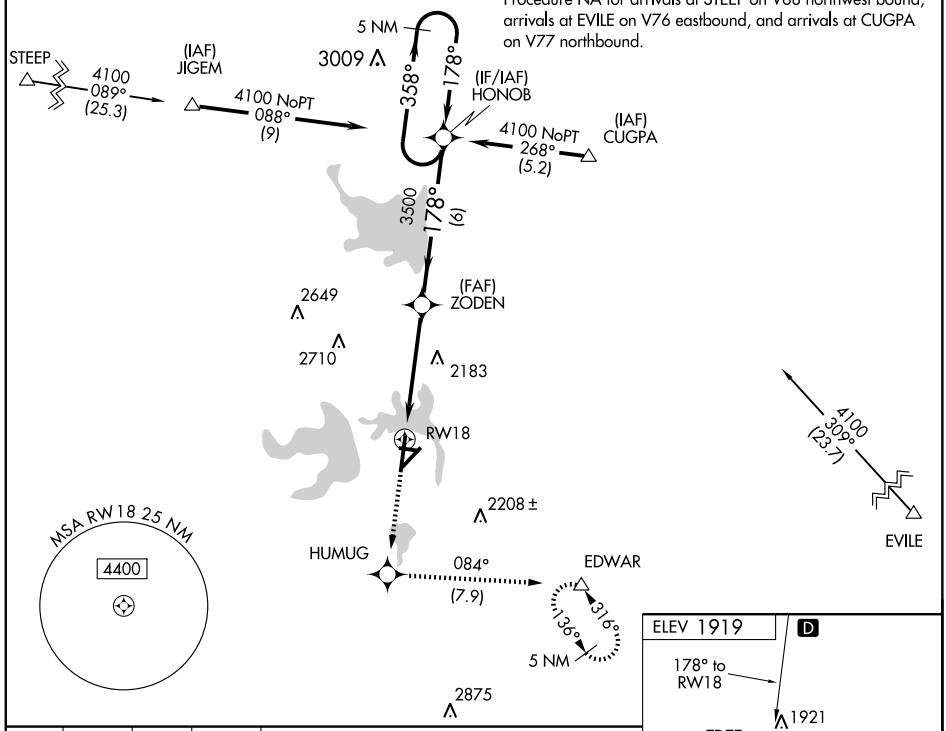
ASR

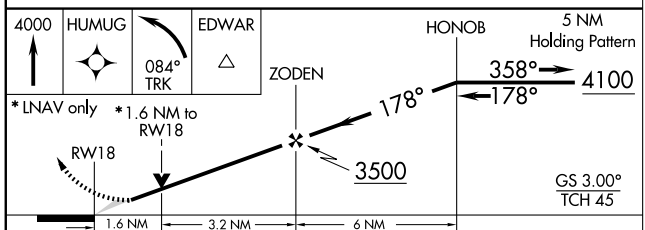
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F).

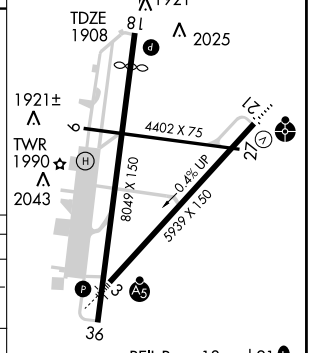
MISSED APPROACH: Climb to 4000 direct HUMUG and left turn via 084° track to EDWAR and hold.

ATIS	SAN ANGELO APP CON ★	MATHIS TOWER ★	GND CON
128.45 319.0	125.35 354.1	118.3 L (CTAF) 284.7	121.9 348.6

Procedure NA for arrivals at STEEP on V68 northwest bound, arrivals at EVILE on V76 eastbound, and arrivals at CUGPA on V77 northbound.







CATEGORY	A	B	C	D
LPV DA	2158-1 250 (300-1)			
LNAV/VNAV DA	2325-1½ 417 (500-1½)			
LNAV MDA	2440-1 532 (600-1)		2440-1½ 532 (600-1½)	2440-1¾ 532 (600-1¾)
CIRCLING	2460-1½ 541 (600-1½)			2480-2 561 (600-2)

SC-3. 08 APR 2010 to 06 MAY 2010

WAAS CH 81817 W21A	APP CRS 214°	Rwy Idg 5939 TDZE 1906 Apt Elev 1919

RNAV (GPS) RWY 21

SAN ANGELO RGNL/MATHIS FIELD (SJT)

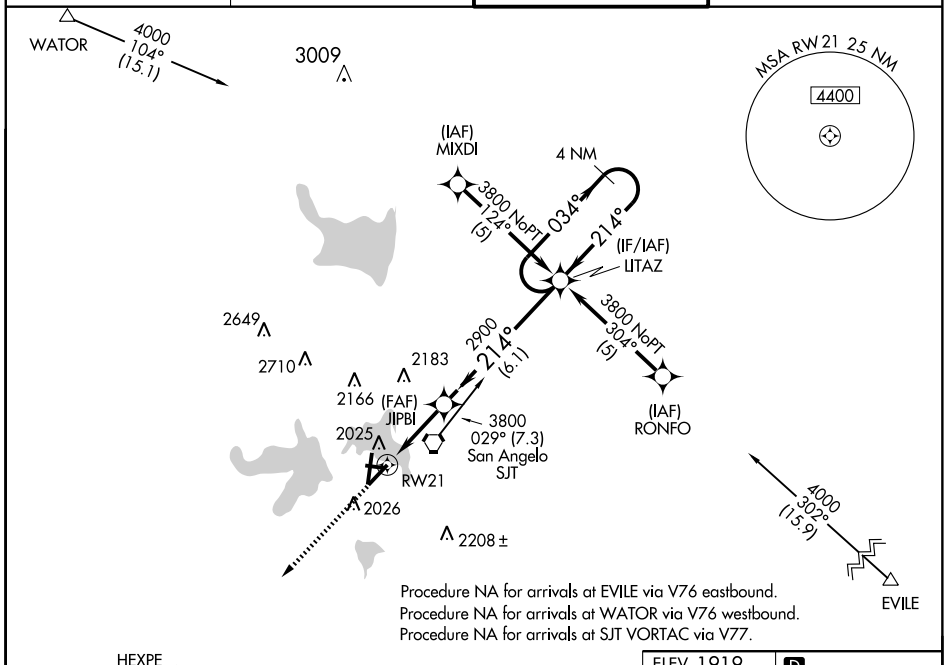
ASR

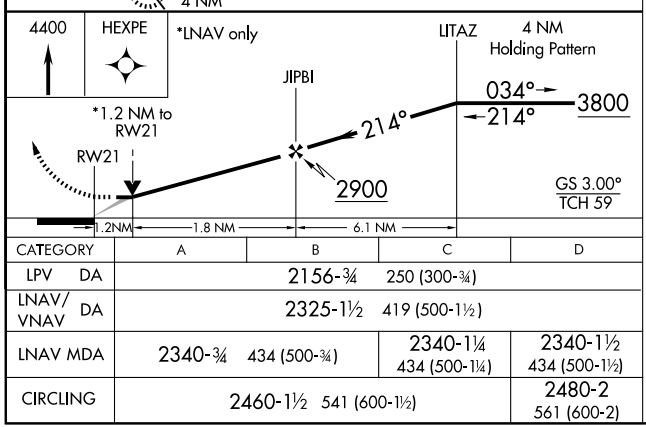
DME/DME RNP-0.3 NA. Baro VNAV NA below -18°C (0°F). Inoperative table does not apply to LPV, LNAV/VNAV all Cats and LNAV Cat C. Circling Rwy 9 and 36 NA at night.

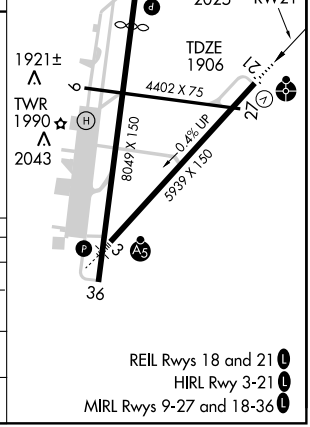
ODALS

MISSED APPROACH: Climb to 4400 direct HEXPE and hold.

ATIS	SAN ANGELO APP CON ★	MATHIS TOWER ★	GND CON
128.45 319.0	125.35 354.1	118.3 L (CTAF) 284.7	121.9 348.6







CATEGORY	A	B	C	D
LPV DA	2156-¾ 250 (300-¾)			
LNAV/VNAV DA	2325-1½ 419 (500-1½)			
LNAV MDA	2340-¾ 434 (500-¾)		2340-1¼ 434 (500-1¼)	2340-1½ 434 (500-1½)
CIRCLING	2460-1½ 541 (600-1½)			2480-2 561 (600-2)

SC-3. 08 APR 2010 to 06 MAY 2010

VORTAC SJT	APP CRS	Rwy Idg	5939
115.1	045°	TDZE	1917
Chan 98		Apt Elev	1919

VOR/DME or TACAN RWY 3

SAN ANGELO RGNL/MATHIS FIELD (SJT)

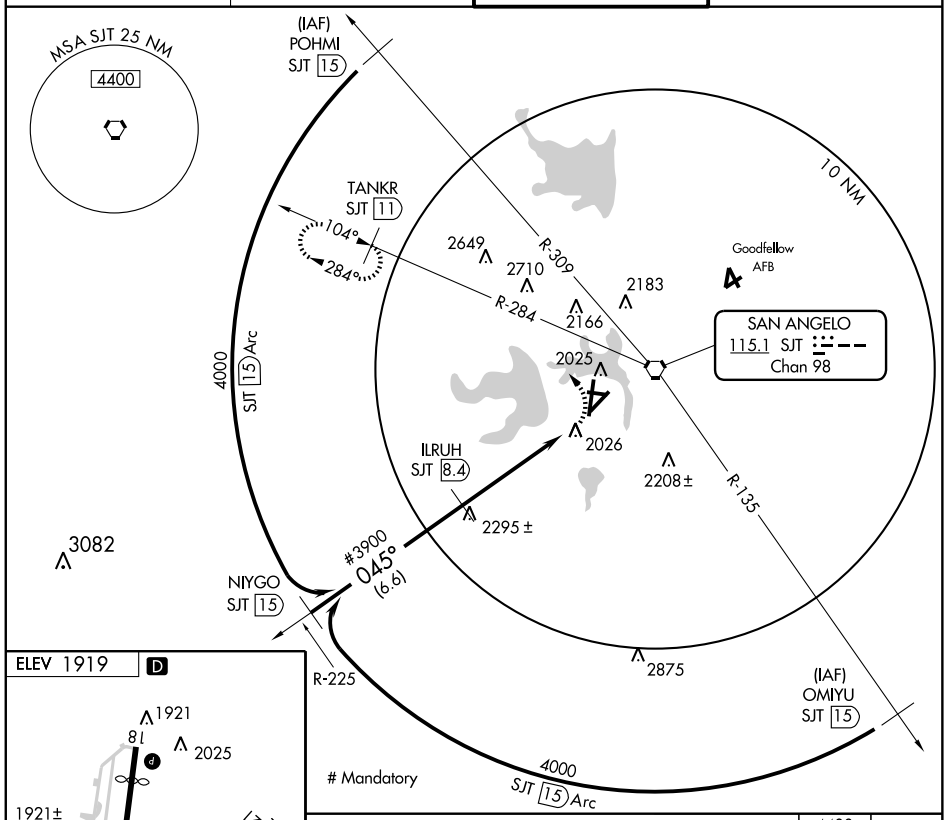
ASR

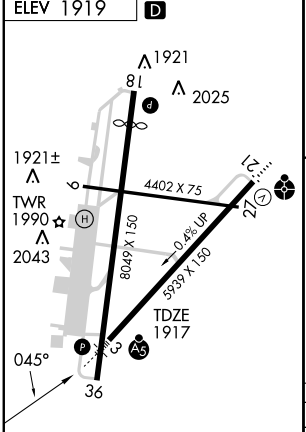
*Cat E circling NA west of Rwy 18-36.

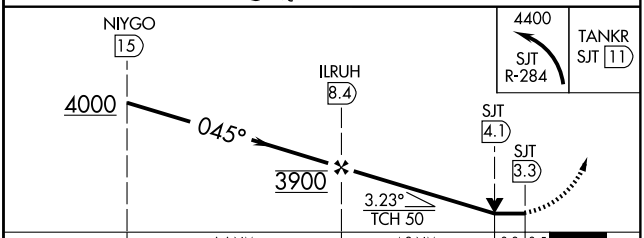
MALSR

MISSED APPROACH: Climbing left turn to 4400 via SJT R-284 to TANKR/11 DME and hold.

ATIS	SAN ANGELO APP CON ★	MATHIS TOWER ★	GND CON
128.45 319.0	125.35 354.1	118.3 L (CTAF) 284.7	121.9 348.6







CATEGORY	A	B	C	D	E
S-3	2420-½ 503 (600-½)		2420-1 503 (600-1)		2420-1¼ 503 (600-1¼)
CIRCLING*	2460-1 541 (600-1)		2460-1½ 541 (600-1½)	2480-2 561 (600-2)	2520-2¼ 601 (700-2¼)

REIL Rwys 18 and 21 L
HIRL Rwys 3-21 L
MIRL Rwys 9-27 and 18-36 L

SC-3. 08 APR 2010 to 06 MAY 2010

VORTAC SJT	APP CRS	Rwy Idg	5939
115.1	235°	TDZE	1906
Chan 98		Apt Elev	1919

VOR RWY 21

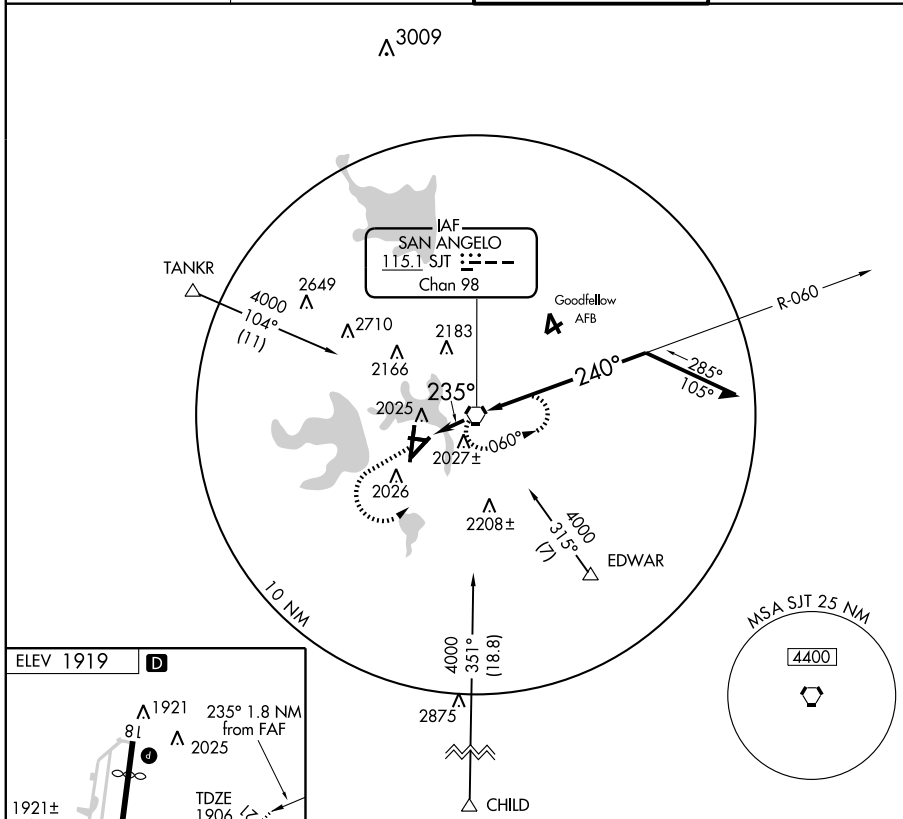
SAN ANGELO RGNL/MATHIS FIELD (SJT)

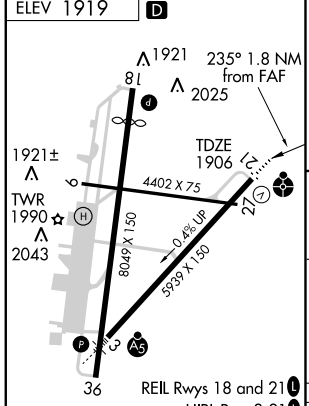
ASR

ODALS

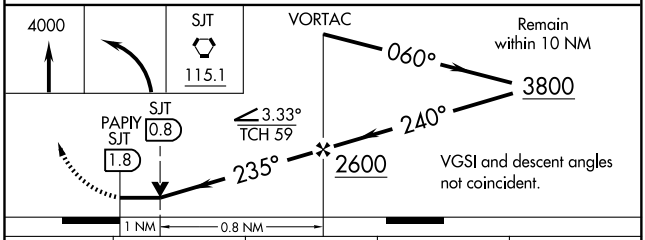
MISSED APPROACH: Climb to 4000 then left turn direct SJT VORTAC and hold.

ATIS	SAN ANGELO APP CON ★	MATHIS TOWER ★	GND CON
128.45 319.0	125.35 354.1	118.3 L (CTAF) 284.7	121.9 348.6





FAF to MAP 1.8 NM					
Knots	60	90	120	150	180
Min:Sec	1:48	1:12	0:54	0:43	0:36



CATEGORY	A	B	C	D
S-21	2280-¾ 374 (400-¾)			2280-1¼ 374 (400-1¼)
CIRCLING	2460-1 541 (600-1)		2460-1½ 541 (600-1½)	2480-2 561 (600-2)

SC-3. 08 APR 2010 to 06 MAY 2010

SAN ANTONIO, TEXAS AL-10309 (FAA)

APP CRS	Rwy Idg	3785
166°	TDZE	1385
	Apt Elev	1385

RNAV (GPS) RWY 17

SAN ANTONIO/ BOERNE STAGE FIELD (5C1)

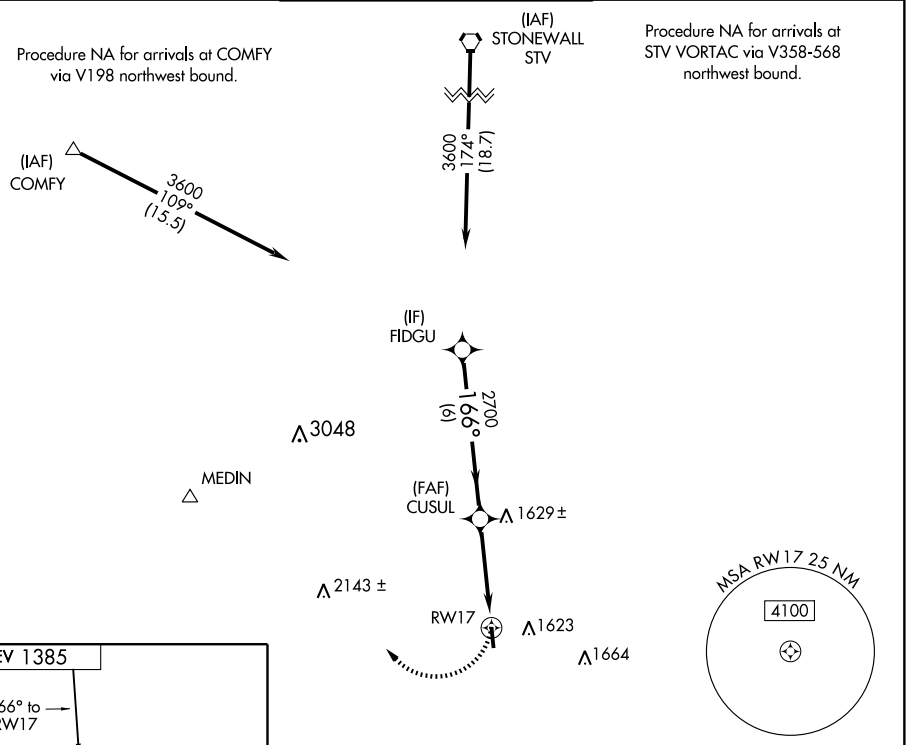
Circling NA east of Rwy 17-35. Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use San Antonio Intl altimeter setting; if not received, procedure NA.

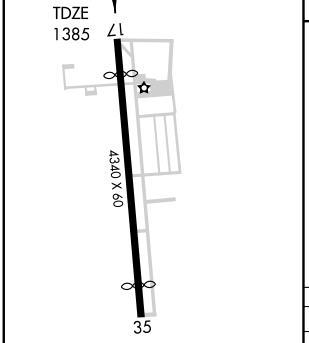
MISSED APPROACH: Climbing right turn to 4100 direct MEDIN.

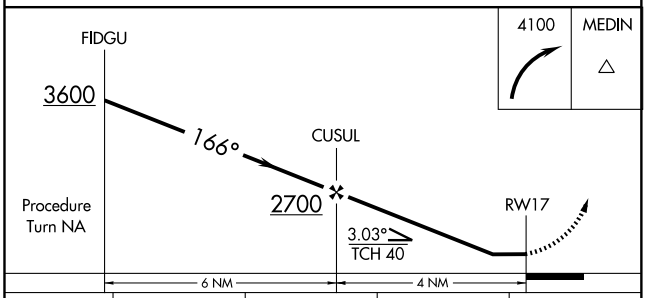
SAN ANTONIO INTL ATIS	SAN ANTONIO APP CON	UNICOM
118.9	125.1 307.0	123.0 (CTAF)

Procedure NA for arrivals at COMFY via V198 northwest bound.

Procedure NA for arrivals at STV VORTAC via V358-568 northwest bound.







CATEGORY	A	B	C	D
LNAV MDA	2000-1 615 (700-1)		NA	
CIRCLING	2080-1 695 (700-1)	2120-1 735 (800-1)	NA	

LIRL RWY 17-35

SC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3840
346°	TDZE	1385
	Apt Elev	1385

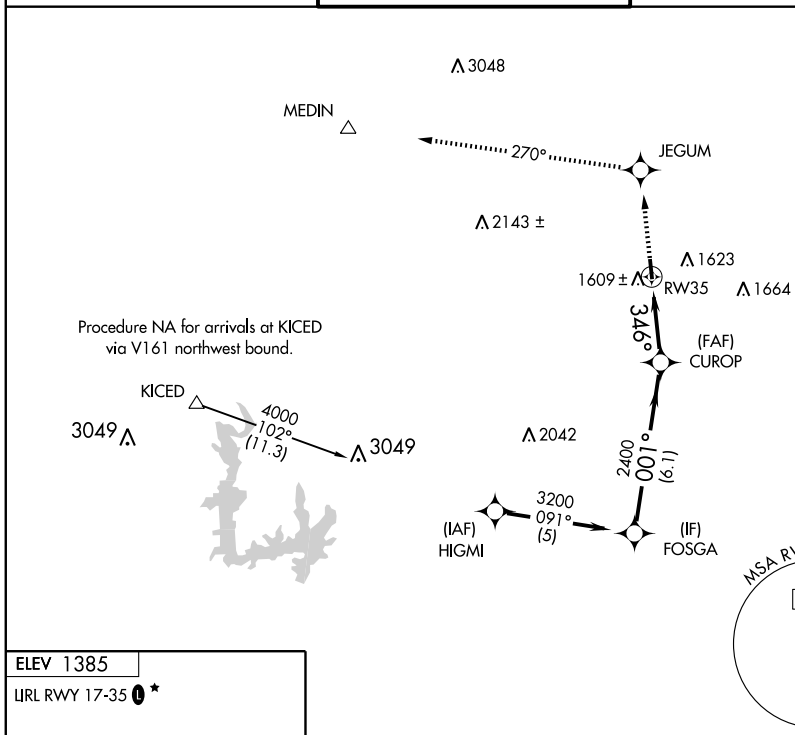
RNAV (GPS) RWY 35

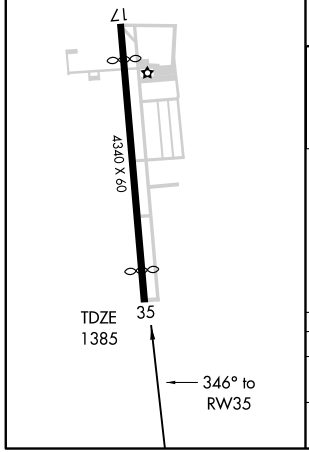
SAN ANTONIO/ BOERNE STAGE FIELD (5C1)

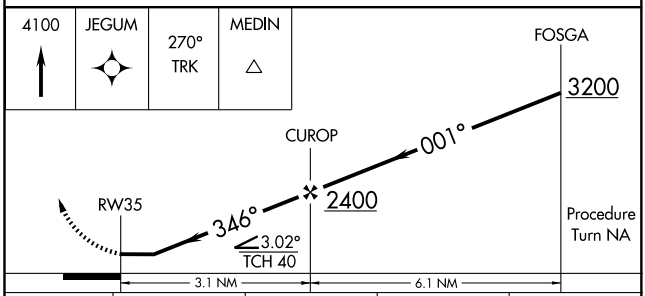
Circling to Rwy 17 NA at night. Circling NA east of Rwy 17-35. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. Use San Antonio Intl altimeter setting; if not received, procedure NA.

MISSED APPROACH: Climb to 4100 direct JEGUM and via 270° track to MEDIN.

SAN ANTONIO INTL ATIS	SAN ANTONIO APP CON	UNICOM
118.9	125.1 307.0	123.0 (CTAF)

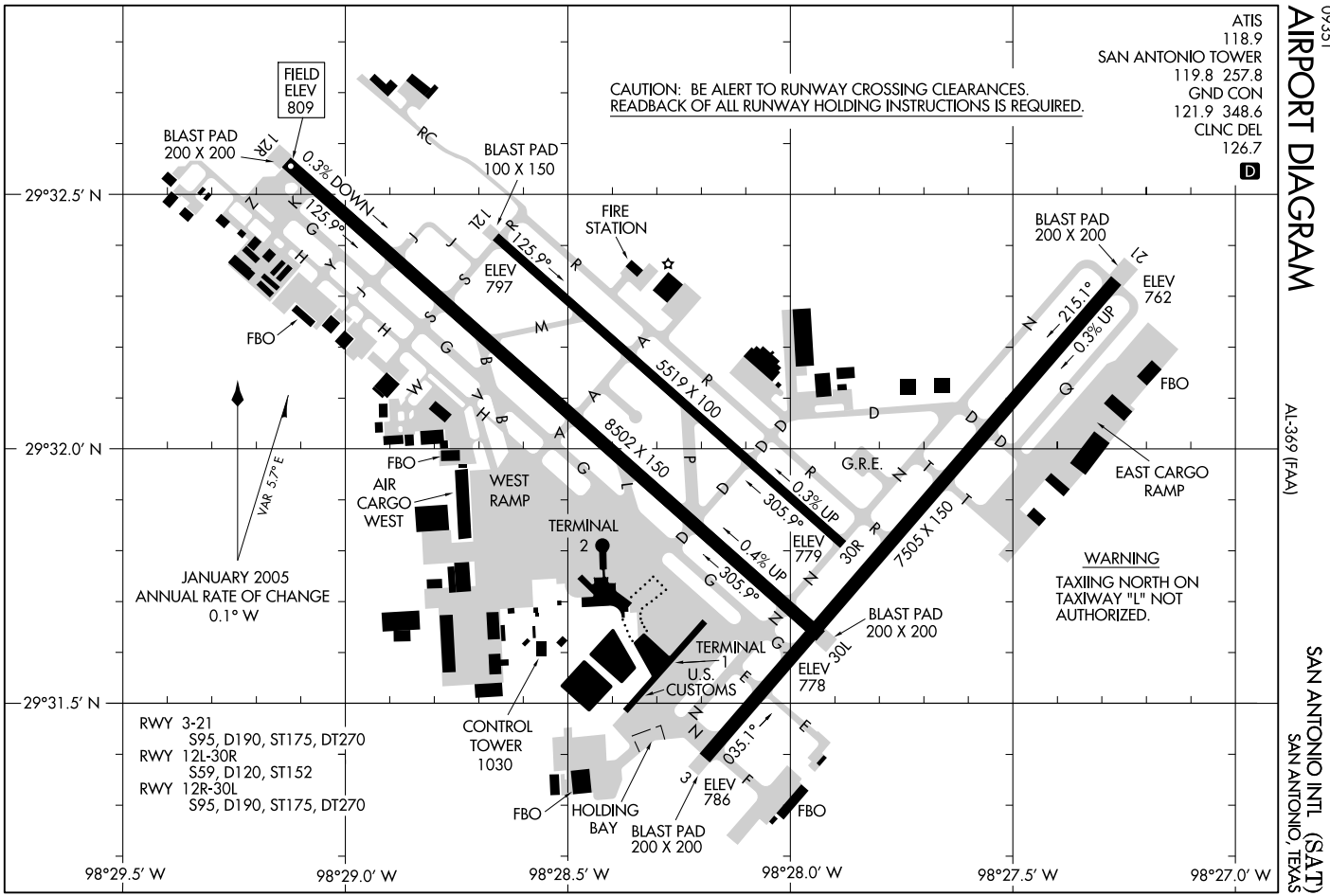






CATEGORY	A	B	C	D
LNAV MDA	1980-1 595 (600-1)		NA	
CIRCLING	2080-1 695 (700-1)	2120-1 735 (800-1)	NA	

SC-3, 08 APR 2010 to 06 MAY 2010



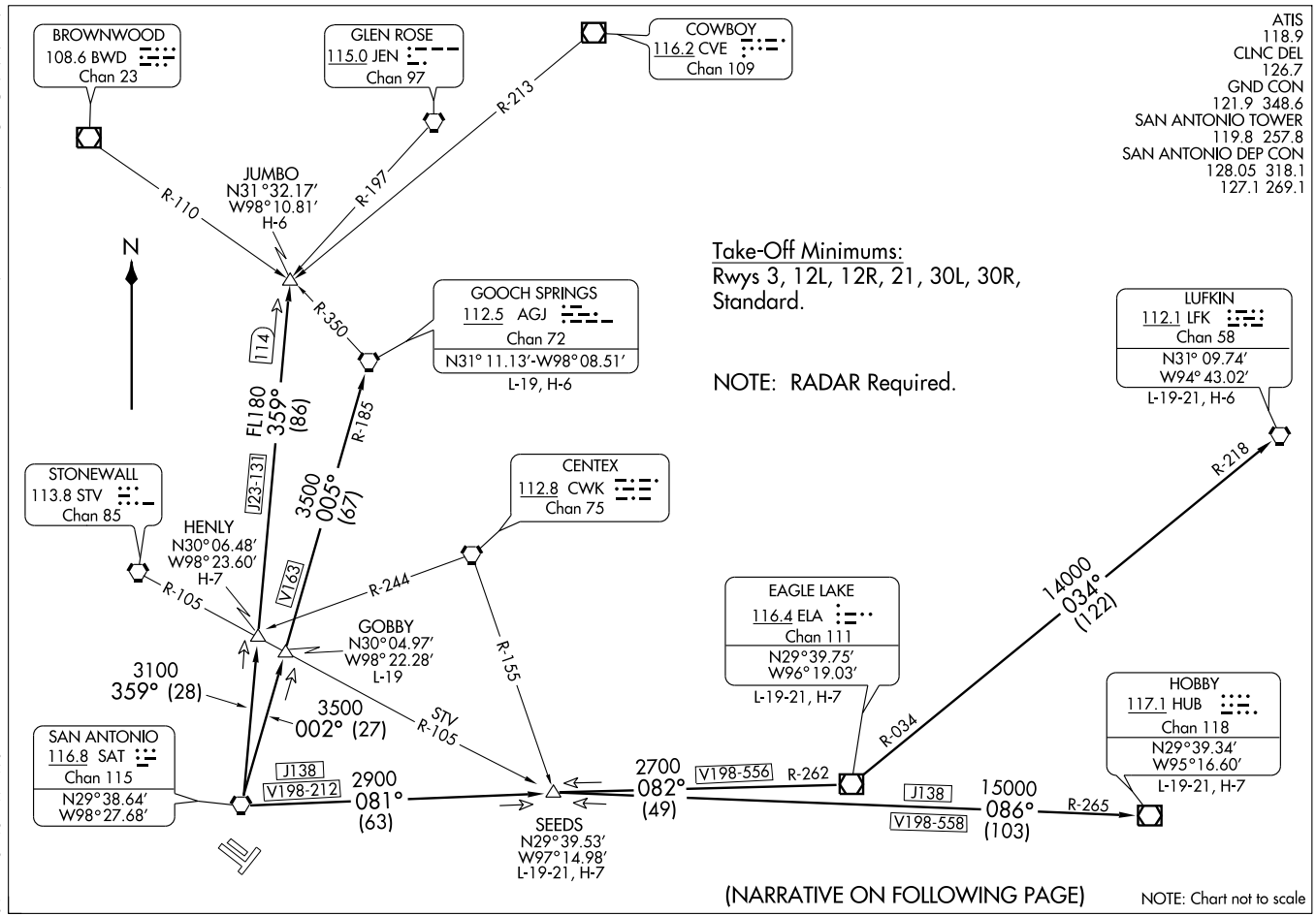
09331

AIRPORT DIAGRAM

AL-369 (FAA)

SAN ANTONIO INTL (SAT)

SAN ANTONIO, TEXAS



ALAMO SEVEN DEPARTURE

(ALAMO) .SAI1 09351

SL-369 (FAA)

SAN ANTONIO INTL (SAT)

SAN ANTONIO, TEXAS

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to SAT VORTAC maintain 5000 feet, Thence . . . .

. . . . via (Transition). Expect filed altitude 10 minutes after departure.

EAGLE LAKE TRANSITION (ALAMO7.ELA): From over SAT VORTAC via SAT R-081 to SEEDS INT, then via ELA R-262 to ELA VOR/DME.
GOBBY TRANSITION (ALAMO7.GOBBY): From over SAT VORTAC via SAT R-002 to GOBBY INT.
HENLY TRANSITION (ALAMO7.HENLY): From over SAT VORTAC via SAT R-359 to HENLY INT.
HOBBY TRANSITION (ALAMO7.HUB): From over SAT VORTAC via SAT R-081 to SEEDS INT, then via HUB R-265 to HUB VOR/DME.
JUMBO TRANSITION (ALAMO7.JUMBO): From over SAT VORTAC via SAT R-359 to JUMBO INT.
GOOCH SPRINGS TRANSITION (ALAMO7.AGJ): From over SAT VORTAC via SAT R-002 to GOBBY INT, then via AGJ R-185 to AGJ VORTAC.
LUFKIN TRANSITION (ALAMO7.LFK): From over SAT VORTAC via SAT R-081 to SEEDS INT, then via ELA R-262 to ELA VOR/DME, then via ELA R-034 and LFK R-218 to LFK VORTAC.
SEEDS TRANSITION (ALAMO7.SEEDS): From over SAT VORTAC via SAT R-081 to SEEDS INT.

TAKE-OFF OBSTACLES:

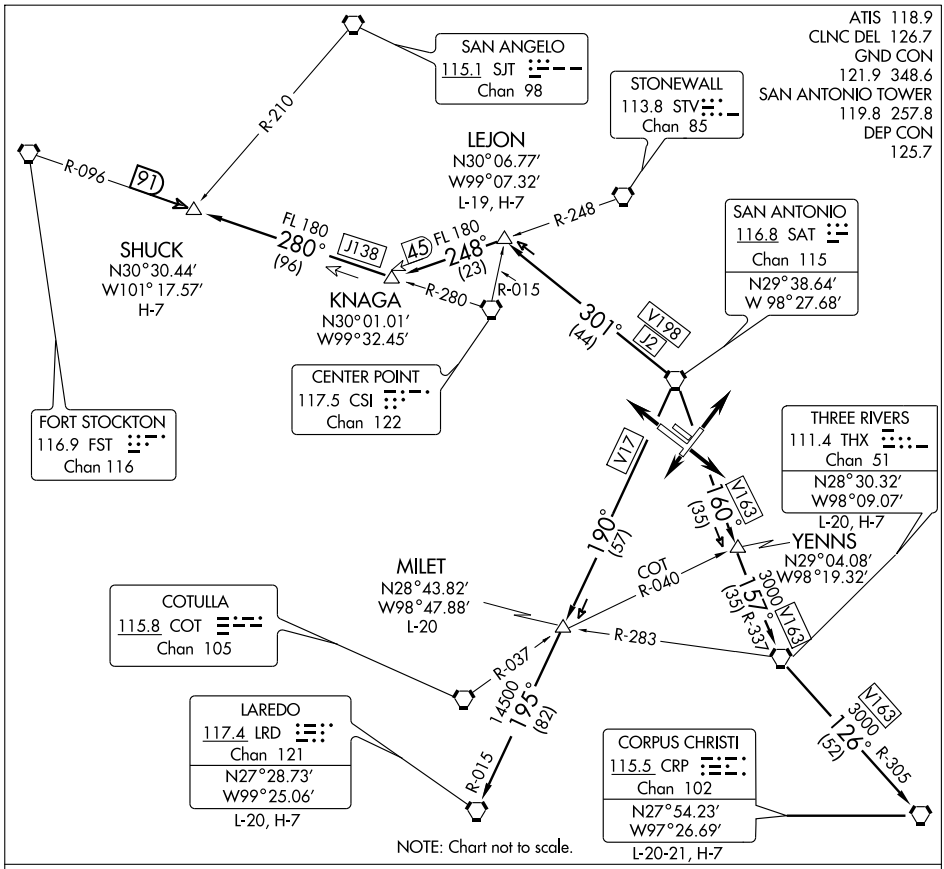
RWY 3: Tree 734' from DER, 695' left of centerline, 31' AGL/793'MSL.
RWY 12R: Antenna on Tower 1034' from DER, 723' right of centerline, 42' AGL/820'MSL. Building and Vent on Building beginning 3801' from DER, 1488' right of centerline, 117' AGL/881'MSL.
RWY 21: Antenna on Hangar and Flagpole beginning 1198' from DER, 700' right of centerline, up to 39' AGL/825'MSL. Sign 2713' from DER, 1034' right of centerline, 71' AGL/857'MSL.
RWY 30L: Tower and Poles beginning 1931' from DER, 834' left of centerline, up to 42' AGL/892'MSL. Sign 2435' from DER, 1042' right of centerline, 54' AGL/873'MSL.
RWY 30R: Rod on Obstruction Light 1261' from DER, 591' left of centerline, 57' AGL/854'MSL.

SC-3, 08 APR 2010 to 06 MAY 2010

BOWIE THREE DEPARTURE

SL-369 (FAA)

SAN ANTONIO INTL (SAT)
SAN ANTONIO, TEXAS



SC-3, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

Fly runway heading for vector to assigned route. All aircraft maintain 5000 feet, expect further clearance to filed altitude/flight level 10 minutes after departure.

CORPUS CHRISTI TRANSITION (BOWIE3.CRP): From over SAT VORTAC via SAT R-160 to YENNS INT, then via THX R-337 to THX VORTAC, then via THX-R 126 and CRP R-305 to CRP VORTAC.

LAREDO TRANSITION (BOWIE3.LRD): From over SAT VORTAC via SAT R-190 to MILET INT, then via LRD R-015 to LRD VORTAC.

LEJON TRANSITION (BOWIE3.LEJON): From over SAT VORTAC via SAT R-301 to LEJON INT.

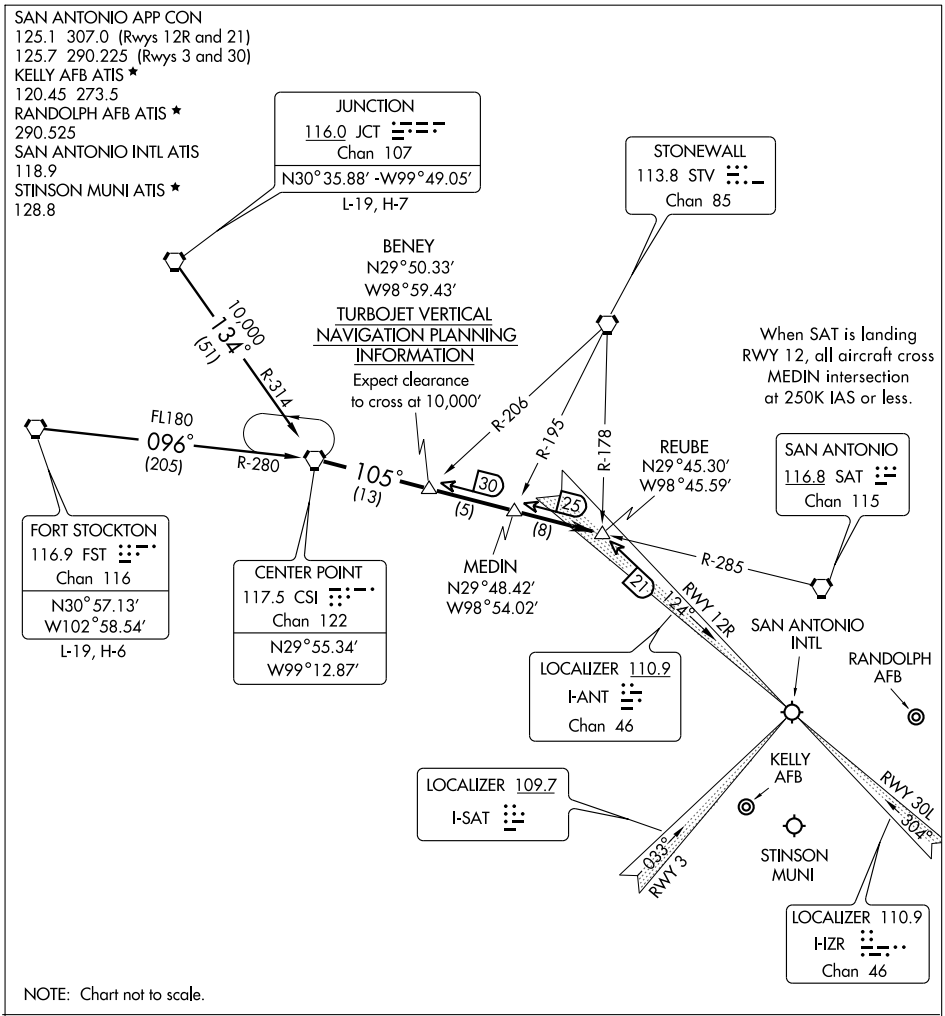
MILET TRANSITION (BOWIE3.MILET): From over SAT VORTAC via SAT R-190 to MILET INT.

SHUCK TRANSITION (BOWIE3.SHUCK): From over SAT VORTAC via SAT R-301 to LEJON INT, then via STV R-248 and CSI R-280 to SHUCK INT.

THREE RIVERS TRANSITION (BOWIE3.THX): From over SAT VORTAC via SAT R-160 to YENNS INT, then via THX R-337 to THX VORTAC.

CENTERPOINT ONE ARRIVAL (CSI.CSI1)

SAN ANTONIO, TEXAS



NOTE: Chart not to scale.

FORT STOCKTON TRANSITION (FST.CSI1): From over FST VORTAC via FST R-096 and CSI R-280 to CSI VORTAC. Thence . . . .

JUNCTION TRANSITION (JCT.CSI1): From over JCT VORTAC via JCT R-134 and CSI R-314 to CSI VORTAC. Thence . . . .

. . . . From over CSI VORTAC via CSI R-105 to REUBE INT. Expect vector to final approach course.

SATELLITE AIRPORTS: Conform to SAT routing and frequency assignment.

SC-3, 08 APR 2010 to 06 MAY 2010

LOC I-SAT	APP CRS	Rwy Idg	7505
109.7	033°	TDZE	786
		Apt Elev	809

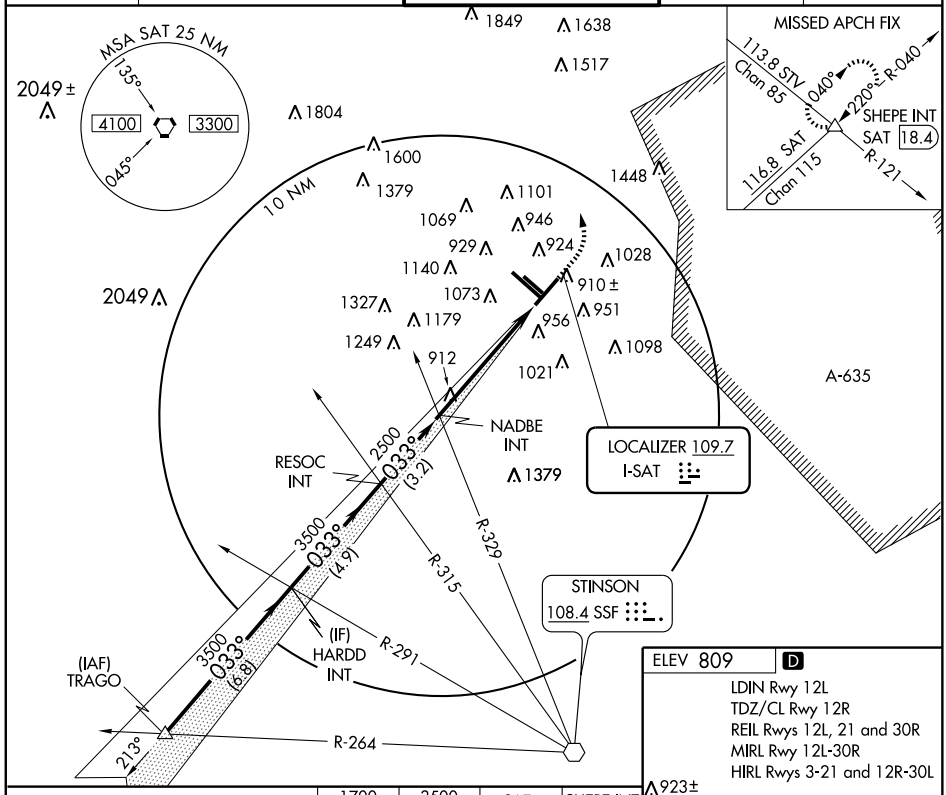
ILS or LOC RWY 3
SAN ANTONIO INTL (SAT)

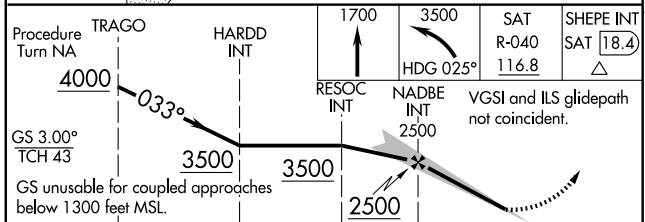
Circling NA southwest of Rwy 12R-30L.

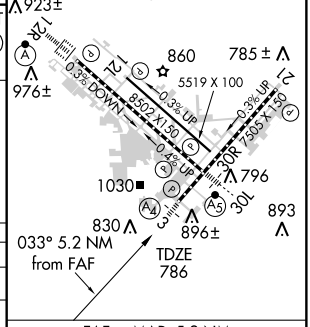
MALS

MISSED APPROACH: Climb to 1700 then climbing left turn to 3500 via heading 025° and SAT R-040 to SHEPE INT/SAT 18.4 DME and hold.

ATIS	SAN ANTONIO APP CON	SAN ANTONIO TOWER	GND CON	CLNC DEL
118.9	125.1 307.0	119.8 257.8	121.9 348.6	126.7







FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

CATEGORY	A	B	C	D
S-ILS 3	986/40 200 (200-¾)			
S-LOC 3	1180/40 394 (400-¾)			1180/60 394 (400-1¼)
CIRCLING	1300-1 491 (500-1)		1320-1½ 511 (600-1½)	1380-2 571 (600-2)

SC-3, 08 APR 2010 to 06 MAY 2010

SAN ANTONIO, TEXAS — AL-369 (FAA)

LOC/DME I-ANT	APP CRS	Rwy 12R ldg	8502	Rwy 12L ldg	5519
110.9	124°	TDZE	809	TDZE	797
Chan 46		Apt Elev	809	Apt Elev	809

ILS or LOC RWY 12R

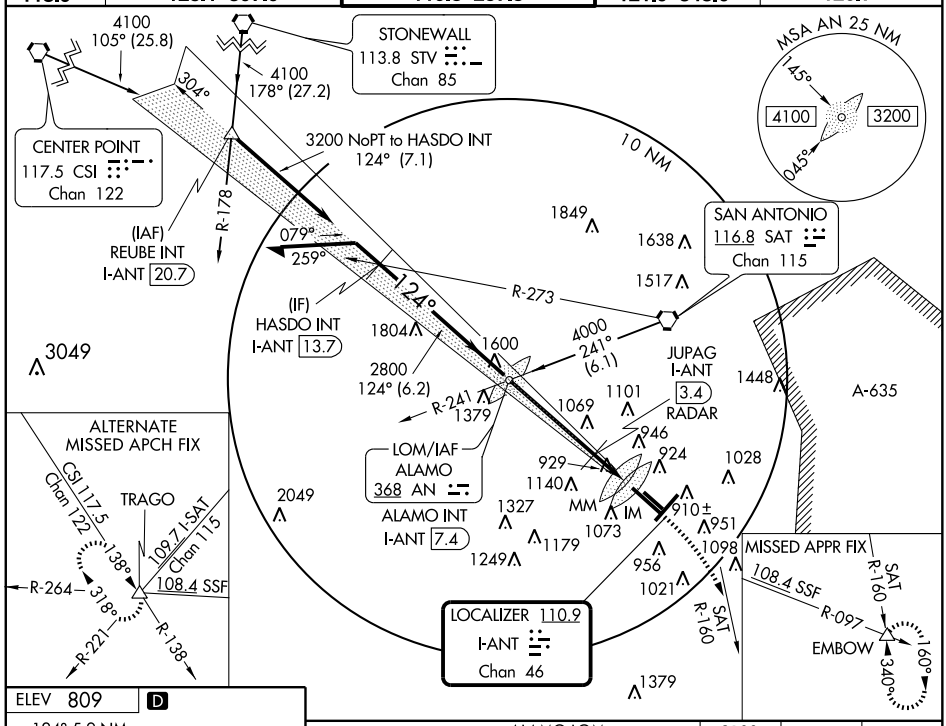
SAN ANTONIO INTL (SAT)

Circling NA southwest of Rwy 12R-30L.

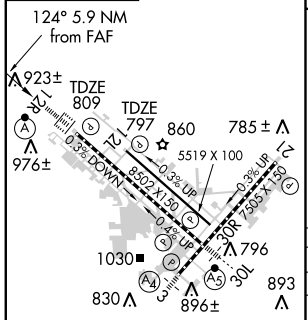
ALSF-2

MISSED APPROACH: Climb to 3100 via heading 124° and SAT R-160 to EMBOW INT and hold.

ATIS	SAN ANTONIO APP CON	SAN ANTONIO TOWER	GND CON	CLNC DEL
118.9	125.1 307.0	119.8 257.8	121.9 348.6	126.7



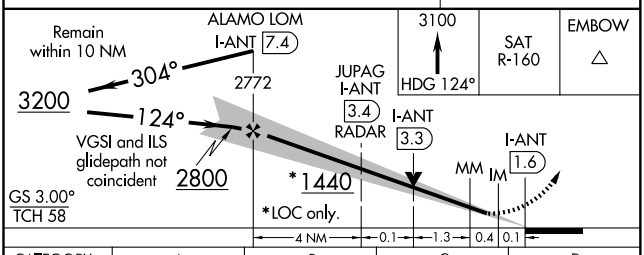
ELEV 809 D



LDIN Rwy 12L
TDZ/CL Rwy 12R
REIL Rwys 12L, 21 and 30R
HIRL Rwys 3-21 and 12R-30L
MIRL Rwy 12L-30R

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58



CATEGORY	A	B	C	D
S-ILS 12R	1009/18 200 (200-½)			
S-LOC 12R	1440/24 631 (700-½)		1440/60 631 (700-1¼)	1440-1½ 631 (700-1½)
SIDESTEP 12L	1600-1 803 (800-1)	1600-1¼ 803 (800-1¼)	1600-2¼ 803 (800-2¼)	1600-2½ 803 (800-2½)
CIRCLING	1440-1 631 (700-1)		1440-1¾ 631 (700-1¾)	1440-2 631 (700-2)
JUPAG FIX MINIMUMS				
S-LOC 12R	1240/24 431 (500-½)		1240/40 431 (500-¾)	1240/50 431 (500-1)

SC-3, 08 APR 2010 to 06 MAY 2010

SAN ANTONIO, TEXAS — AL-369 (FAA)

LOC/DME I-IZR	APP CRS				
110.9 Chan 46	304°	Rwy 30L ldg 8502 TDZE 790 Apt Elev 809		Rwy 30R ldg 5519 TDZE 788 Apt Elev 809	

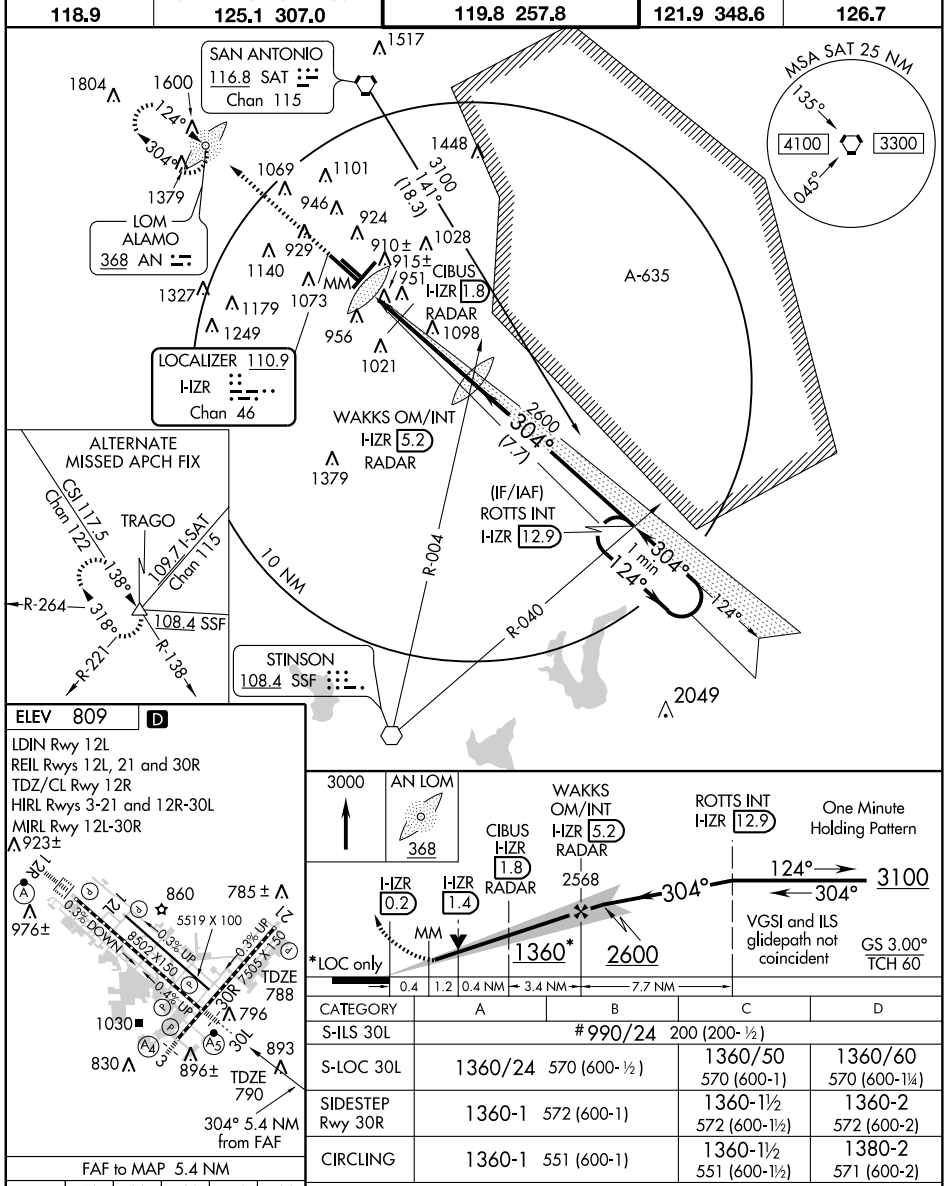
ILS or LOC RWY 30L
SAN ANTONIO INTL (SAT)

Circling NA southwest of Rwy 12R-30L. ADF required.
RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 3000 direct ALAMO LOM and hold.

ATIS	SAN ANTONIO APP CON	SAN ANTONIO TOWER	GND CON	CLNC DEL
118.9	125.1 307.0	119.8 257.8	121.9 348.6	126.7



ELEV 809 D

LDIN Rwy 12L
REIL Rwys 12L, 21 and 30R
TDZ/CL Rwy 12R
HIRL Rwys 3-21 and 12R-30L
MIRL Rwy 12L-30R

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

CATEGORY	A	B	C	D
S-ILS 30L	#990/24 200 (200-½)			
S-LOC 30L	1360/24 570 (600-½)		1360/50 570 (600-1)	1360/60 570 (600-1¼)
SIDESTEP Rwy 30R	1360-1 572 (600-1)		1360-1½ 572 (600-1½)	1360-2 572 (600-2)
CIRCLING	1360-1 551 (600-1)		1360-1½ 551 (600-1½)	1380-2 571 (600-2)
CIBUS FIX MINIMUMS				
S-LOC 30L	1200/24 410 (400-½)		1200/40 410 (400-¾)	

SC-3, 08 APR 2010 to 06 MAY 2010

SAN ANTONIO, TEXAS AL-369 (FAA)

LOC/DME I-ANT	APP CRS	Rwy 12R ldg	8502
110.9	124°	TDZE	809
Chan 46		Apt Elev	809

ILS RWY 12R (CAT II)

SAN ANTONIO INTL (SAT)

ALSF-2

MISSED APPROACH: Climb to 3100 via heading 124° and SAT R-160 to EMBOW INT and hold.

ATIS	SAN ANTONIO APP CON	SAN ANTONIO TOWER	GND CON	CLNC DEL
118.9	125.1 307.0	119.8 257.8	121.9 348.6	126.7

STONEWALL 113.8 STV Chan 85

CENTER POINT 117.5 CSI Chan 122

4100 105° (25.8)

4100 178° (27.2)

304°

3200 to HASDO INT 124° (7.1)

10 NM

MSA AN 25 NM 145° 4100 3200 045°

SAN ANTONIO 116.8 SAT Chan 115

(IAF) REUBE INT I-ANT 20.7

R-178

079° 259°

124°

R-273

(IF) HASDO INT I-ANT 13.7

1849 1638 1517 1804 1600 4000 241° (6.1) 2800 124° (6.2) R-241 1379 1069 1101 1448

JUPAG I-ANT 3.4 RADAR

A-635

3049

ALTERNATE MISSED APCH FIX

CSI 117.5 Chan 122

TRAGO

109.7 I-SAT Chan 115

108.4 SSF

R-264 318° 138° R-221 R-138

LOM/IAF ALAMO 368 AN

ALAMO INT I-ANT 7.4

946 929 924 1028 1140 910± 951 1327 1073 1179 1249 956 1021 1098 R-160 SAT

2049

LOCALIZER 110.9 I-ANT Chan 46

1379

MISSED APPR FIX 108.4 SSF R-097 SAT R-160 EMBOW 160° 340°

ELEV 809 D

124° 5.9 NM from FAF

923± TDZE 809 785± 860 976± 5519 X 100 0.3% UP 0.3% DOWN 8502 X 150 7505 X 150 0.4% UP 796 1030 893 830 896± 12L 21 30R 30L

Remain within 10 NM

ALAMO LOM I-ANT 7.4

3200 304° 124° 124° 2772 2800 MM DH RA 104 IM

GS 3.00° TCH 58

VGSI and ILS glidepath not coincident

809 MSL

5.3 NM 2494′ 805′ 1195′

3100 HDG 124°

SAT R-160

EMBOW

LDIN Rwy 12L
TDZ/CL Rwy 12R
REIL Rwys 12L, 21 and 30R
HIRL Rwys 3-21 and 12R-30L
MIRL Rwy 12L-30R

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

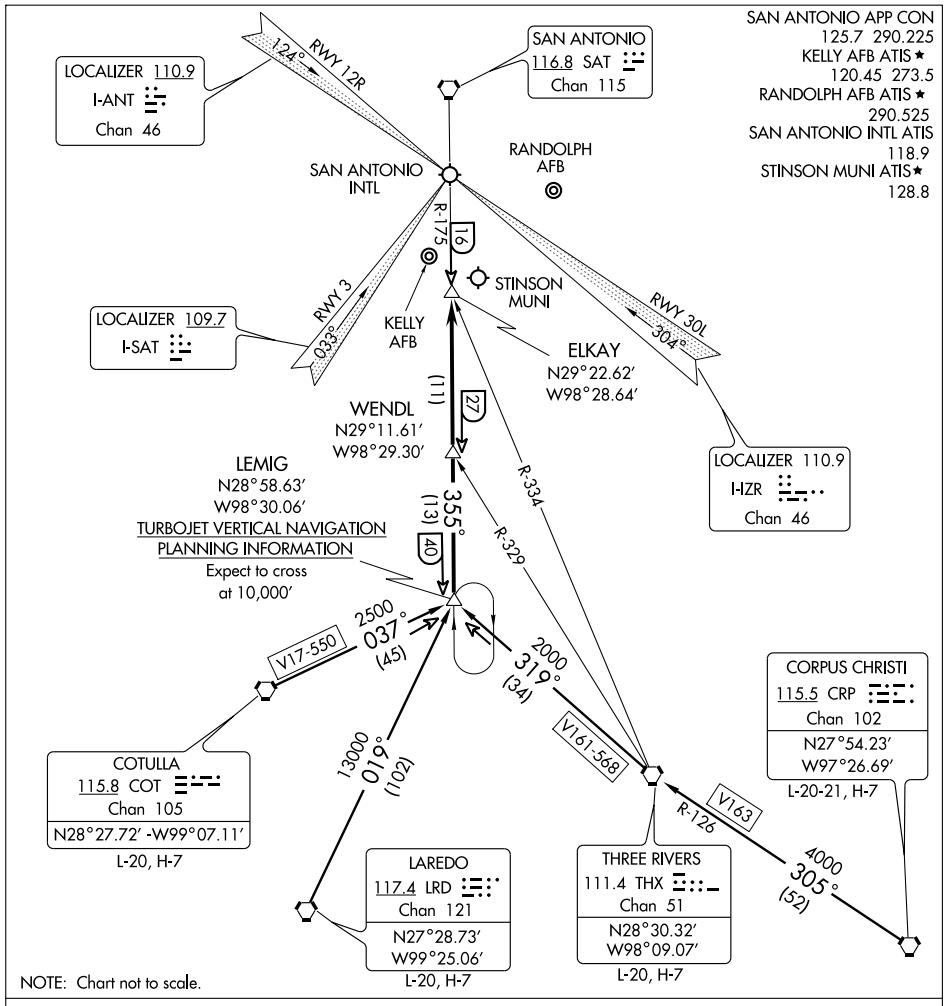
CATEGORY	A	B	C	D
S-ILS 12R	RA 104/12 100 DA 909			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-3. 08 APR 2010 to 06 MAY 2010

LEMIG ONE ARRIVAL (LEMIG.LEMIG1)

SAN ANTONIO, TEXAS



CORPUS CHRISTI TRANSITION (CRP.LEMIG1): From over CRP VORTAC via CRP R-305 and THX R-126 to THX VORTAC, then via THX R-319 to LEMIG INT. Thence . . . .

COTULLA TRANSITION (COT.LEMIG1): From over COT VORTAC via COT R-037 to LEMIG INT. Thence . . . .

LAREDO TRANSITION (LRD.LEMIG1): From over LRD VORTAC via LRD R-019 to LEMIG INT. Thence . . . .

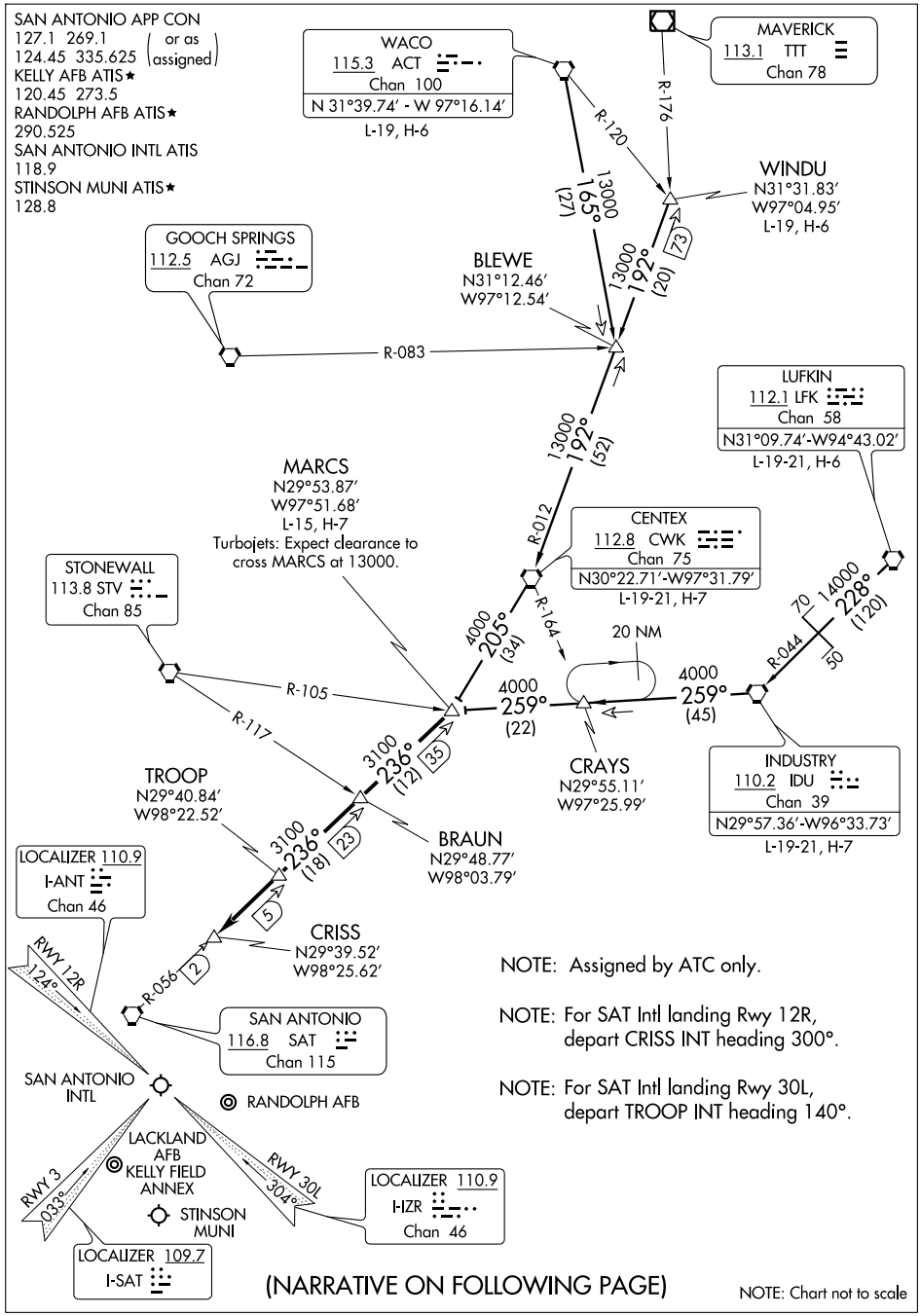
THREE RIVERS TRANSITION (THX.LEMIG1): From over THX VORTAC via THX R-319 to LEMIG INT. Thence . . . .

. . . . ALL AIRPORTS: From over LEMIG INT via SAT R-175 to ELKAY INT. Expect radar vectors to final approach course.

SC-3, 08 APR 2010 to 06 MAY 2010

MARCS NINE ARRIVAL

SAN ANTONIO, TEXAS



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

MARCS NINE ARRIVAL

ARRIVAL ROUTE DESCRIPTION

CENTEX TRANSITION (CWK.MARCS9): From over CWK VORTAC via CWK R-205 to MARCS INT. Thence. . . .

INDUSTRY TRANSITION (IDU.MARCS9): From over IDU VORTAC via IDU R-259 to MARCS INT. Thence. . . .

LUFKIN TRANSITION (LFK.MARCS9): From over LFK VORTAC via LFK R-228 and IDU R-044 to IDU VORTAC, then via IDU R-259 to MARCS INT. Thence. . . .

WACO TRANSITION (ACT.MARCS9): From over ACT VORTAC via ACT R-165 to BLEWE INT, then via CWK R-012 to CWK VORTAC, then via CWK R-205 to MARCS INT. Thence. . . .

WINDU TRANSITION (WINDU.MARCS9): From over WINDU INT via CWK R-012 to CWK VORTAC, then via CWK R-205 to MARCS INT. Thence. . . .

. . . . From over MARCS INT via SAT R-056 to CRISS INT. Expect radar vectors to final approach course. Landing other than SAT Rwy 12R/30L expect radar vectors to final approach course after CRISS INT.

SC-3, 08 APR 2010 to 06 MAY 2010

SAN ANTONIO, TEXAS

WAAS	APP CRS	Rwy Idg	7505
CH 77613	033°	TDZE	786
W03A		Apt Elev	809

AL-369 (FAA)

RNAV (GPS) RWY 3

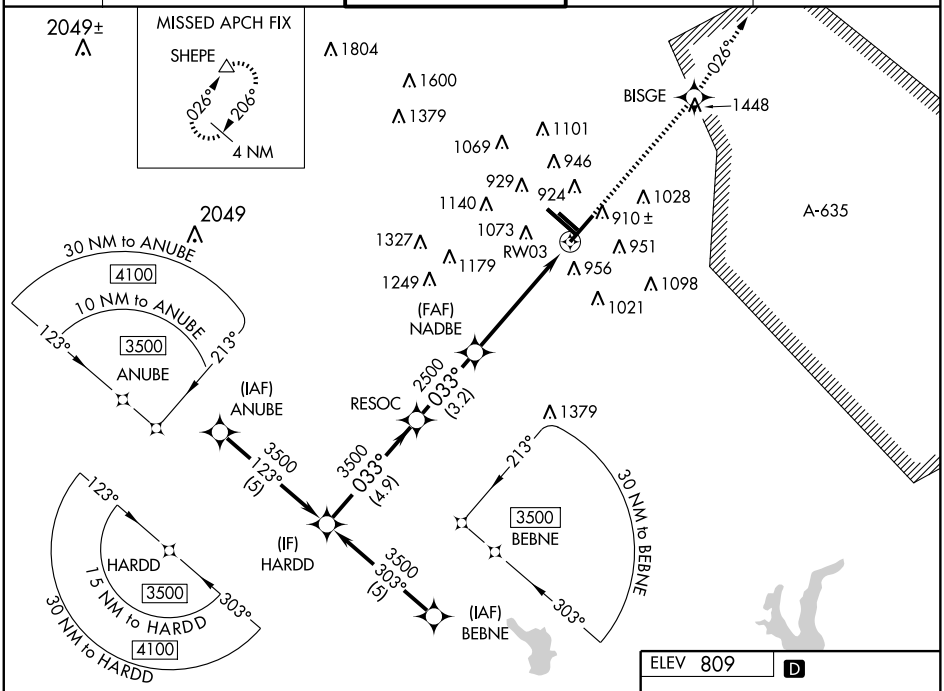
SAN ANTONIO INTL (SAT)

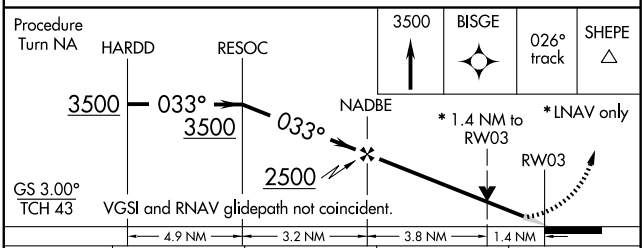
T Inoperative table does not apply to LNAV/VNAV, and LNAV Cat C. Circling NA southwest of Rwy 12R-30L. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

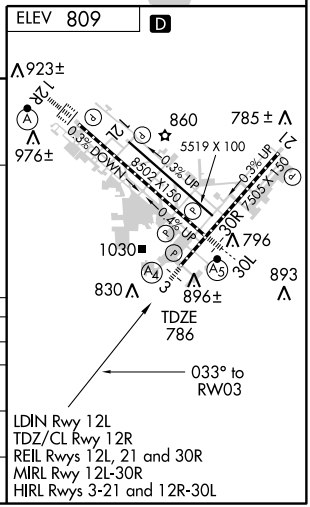
MALS A4

MISSED APPROACH: Climb to 3500 direct BISGE and via track 026° to SHEPE and hold.

ATIS	SAN ANTONIO APP CON	SAN ANTONIO TOWER	GND CON	CLNC DEL
118.9	125.1 307.0	119.8 257.8	121.9 348.6	126.7







CATEGORY	A	B	C	D
LPV DA	986/40 200 (200-¾)			
LNAV/VNAV DA	1360-2 574 (600-2)			
LNAV MDA	1280/40 494 (500-¾)		1280/60 494 (500-1¼)	1280-1½ 494 (500-1½)
CIRCLING	1300-1 491 (500-1)		1320-1½ 511 (600-1½)	1380-2 571 (600-2)

SC-3, 08 APR 2010 to 06 MAY 2010

WAAS CH 82409 W12A	APP CRS 124°	Rwy Idg 8502 TDZE 809 Apt Elev 809

RNAV (GPS) RWY 12R

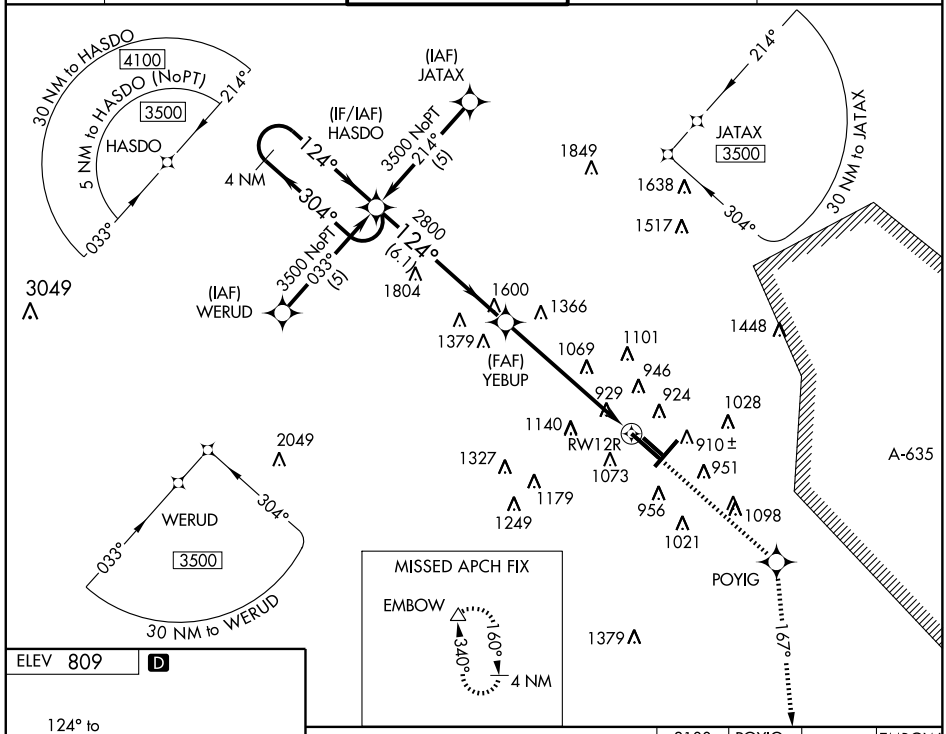
SAN ANTONIO INTL (SAT)

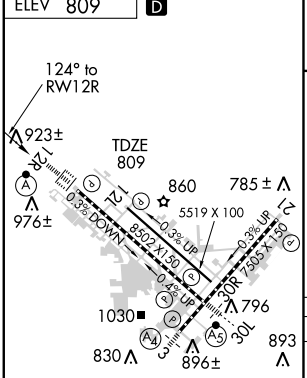
For inoperative ALSF-2, increase LPV all Cats visibility to 1 mile. Circling NA southwest of Rwy 12R-30L. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

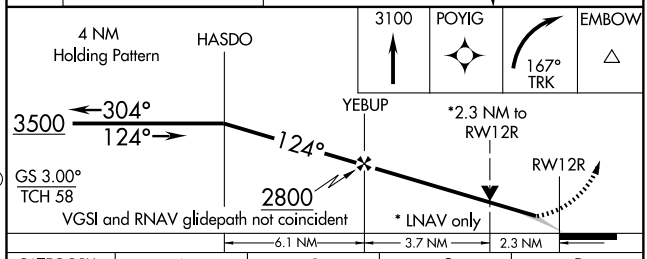
ALSF-2

MISSED APPROACH: Climb to 3100 direct POYIG and right turn via 167° track to EMBOW and hold.

ATIS	SAN ANTONIO APP CON	SAN ANTONIO TOWER	GND CON	CLNC DEL
118.9	125.1 307.0	119.8 257.8	121.9 348.6	126.7







CATEGORY	A	B	C	D
LPV DA	1107/24 298 (300-½)			
LNAV/VNAV DA	1340/60 531 (600-1¼)			
LNAV MDA	1620/24 811 (900-½)	1620/40 811 (900-¾)	1620-2 811 (900-2)	1620-2¼ 811 (900-2¼)
CIRCLING	1620-1 811 (900-1)	1620-1¼ 811 (900-1¼)	1620-2½ 811 (900-2½)	1620-2¾ 811 (900-2¾)

LDIN Rwy 12L
TDZ/CL Rwy 12R
REIL Rwys 12L, 21 and 30R
MIRL Rwy 12L-30R
HIRL Rwys 3-21 and 12R-30L

SC-3, 08 APR 2010 to 06 MAY 2010

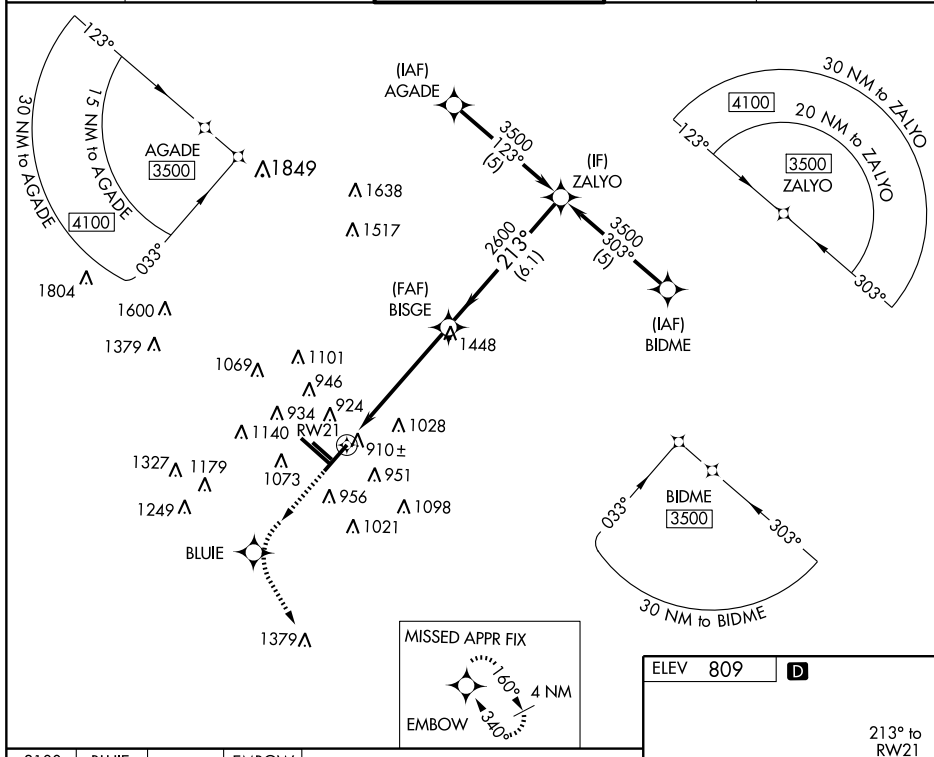
WAAS	APP CRS	Rwy Idg	7505
CH 50121	213°	TDZE	773
W21A		Apt Elev	809

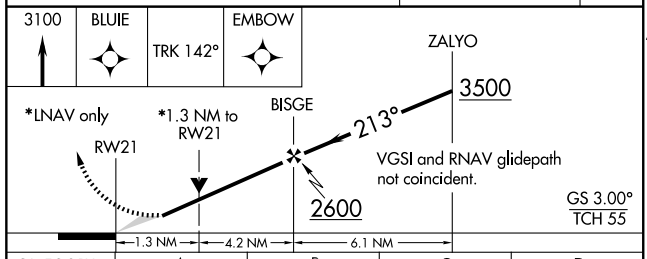
RNAV (GPS) RWY 21
SAN ANTONIO INTL (SAT)

Circling NA southwest of Rwys 12R and 30L.
DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F)

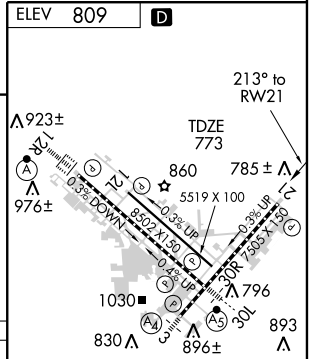
MISSED APPROACH: Climb to 3100 direct BLUIE and via 142° track to EMBOW and hold.

ATIS	SAN ANTONIO APP CON	SAN ANTONIO TOWER	GND CON	CLNC DEL
118.9	125.1 307.0	119.8 257.8	121.9 348.6	126.7





CATEGORY	A	B	C	D
LPV DA	1030-1 257 (300-1)			
LNAV/VNAV DA	1200-1½ 427 (500-1½)			
LNAV MDA	1240-1 467 (500-1)		1240-1¼ 467 (500-1¼)	1240-1½ 467 (500-1½)
CIRCLING	1380-1½ 571 (600-1½)		1380-1½ 571 (600-1½)	1440-2 631 (700-2)



SC-3, 08 APR 2010 to 06 MAY 2010

WAAS CH 61209 W30A	APP CRS 304°	Rwy Idg 8502 TDZE 790 Apt Elev 809

RNAV (GPS) RWY 30L

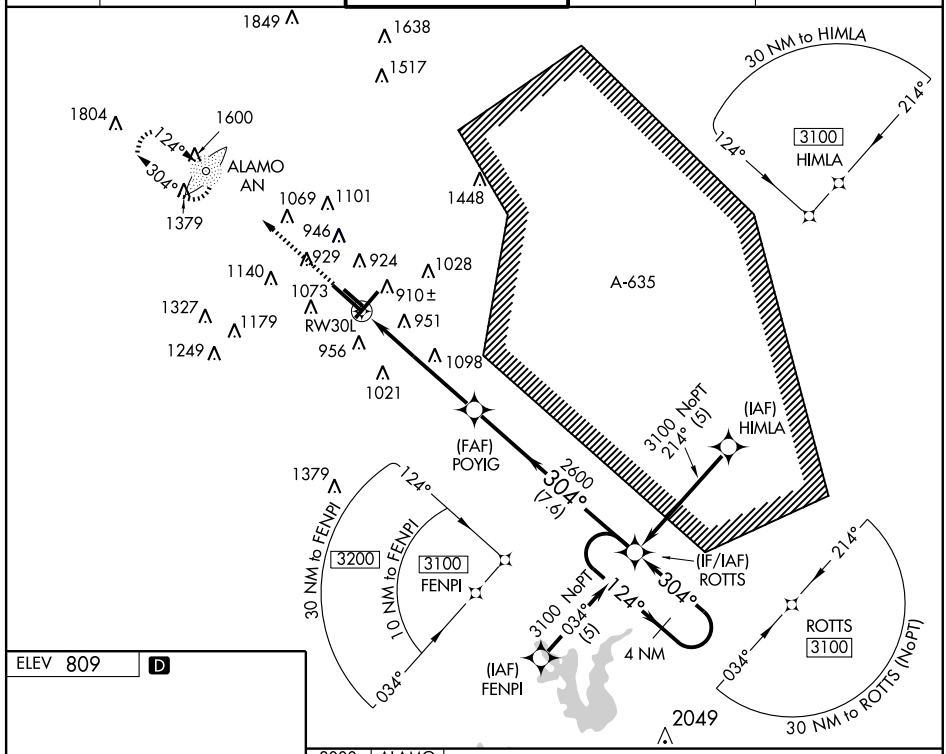
SAN ANTONIO INTL (SAT)

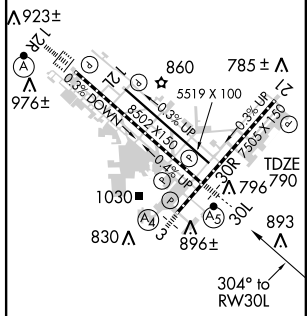
For inoperative MALSR, increase LPV all Cats visibility to 1½ miles. Circling NA sourthwest of Rwy 12R-30L. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALSR

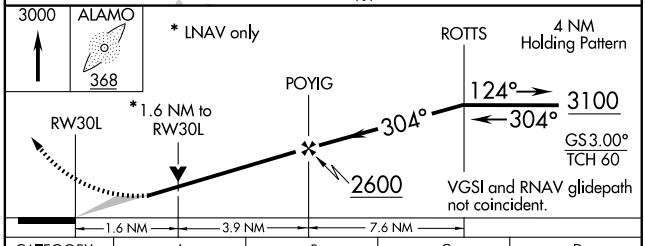
MISSED APPROACH: Climb to 3000 direct ALAMO LOM and hold.

ATIS	SAN ANTONIO APP CON	SAN ANTONIO TOWER	GND CON	CLNC DEL
118.9	125.1 307.0	119.8 257.8	121.9 348.6	126.7





LDIN Rwy 12L
TDZ/CL Rwy 12R
REIL Rwys 12L, 21 and 30R
MIRL Rwy 12L-30R
HIRL Rwys 3-21 and 12R-30L

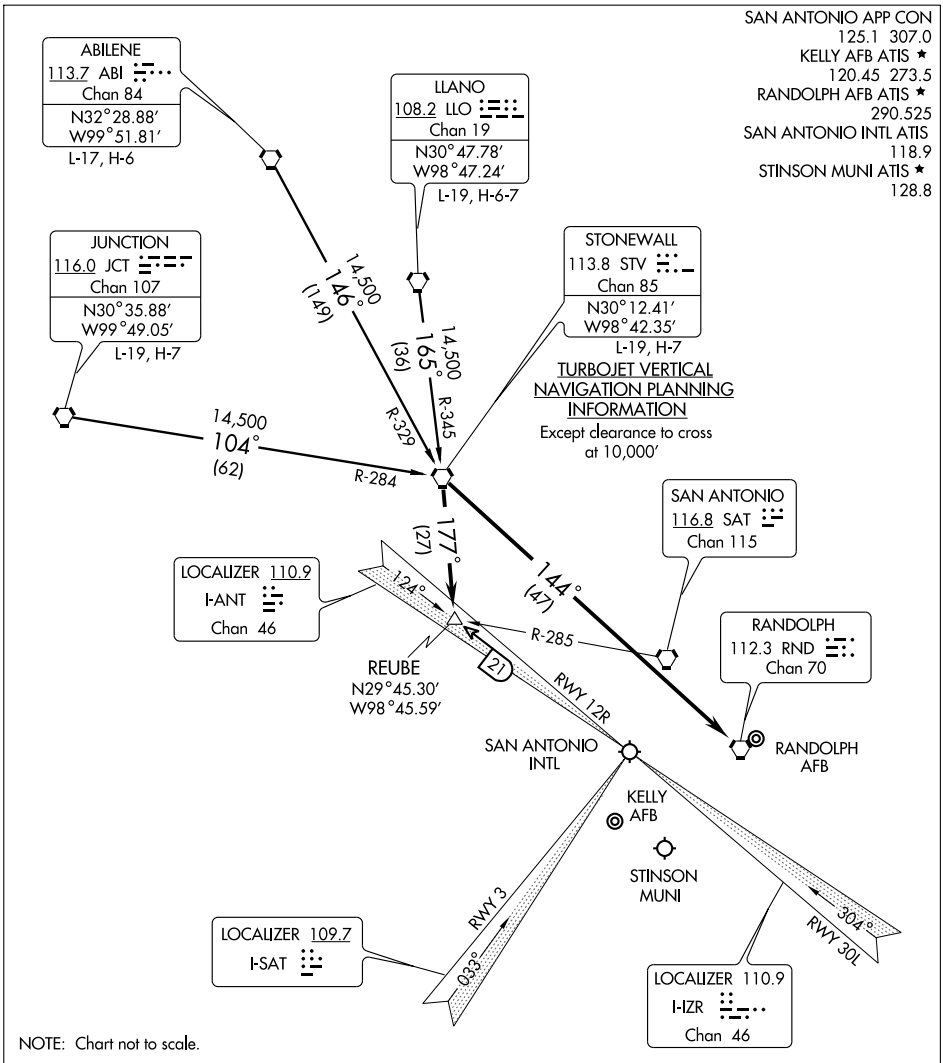


CATEGORY	A	B	C	D
LPV DA	1207/50 417 (400-1)			
LNAV/VNAV DA	1246/50 456 (500-1)			
LNAV MDA	1360/24 570 (600-½)		1360/50 570 (600-1)	1360/60 570 (600-1¼)
CIRCLING	1360-1 551 (600-1)		1360-1½ 551 (600-1½)	1380-2 571 (600-2)

SC-3. 08 APR 2010 to 06 MAY 2010

STONEWALL ONE ARRIVAL (STV. STV1)

SAN ANTONIO, TEXAS



SC-3, 08 APR 2010 to 06 MAY 2010

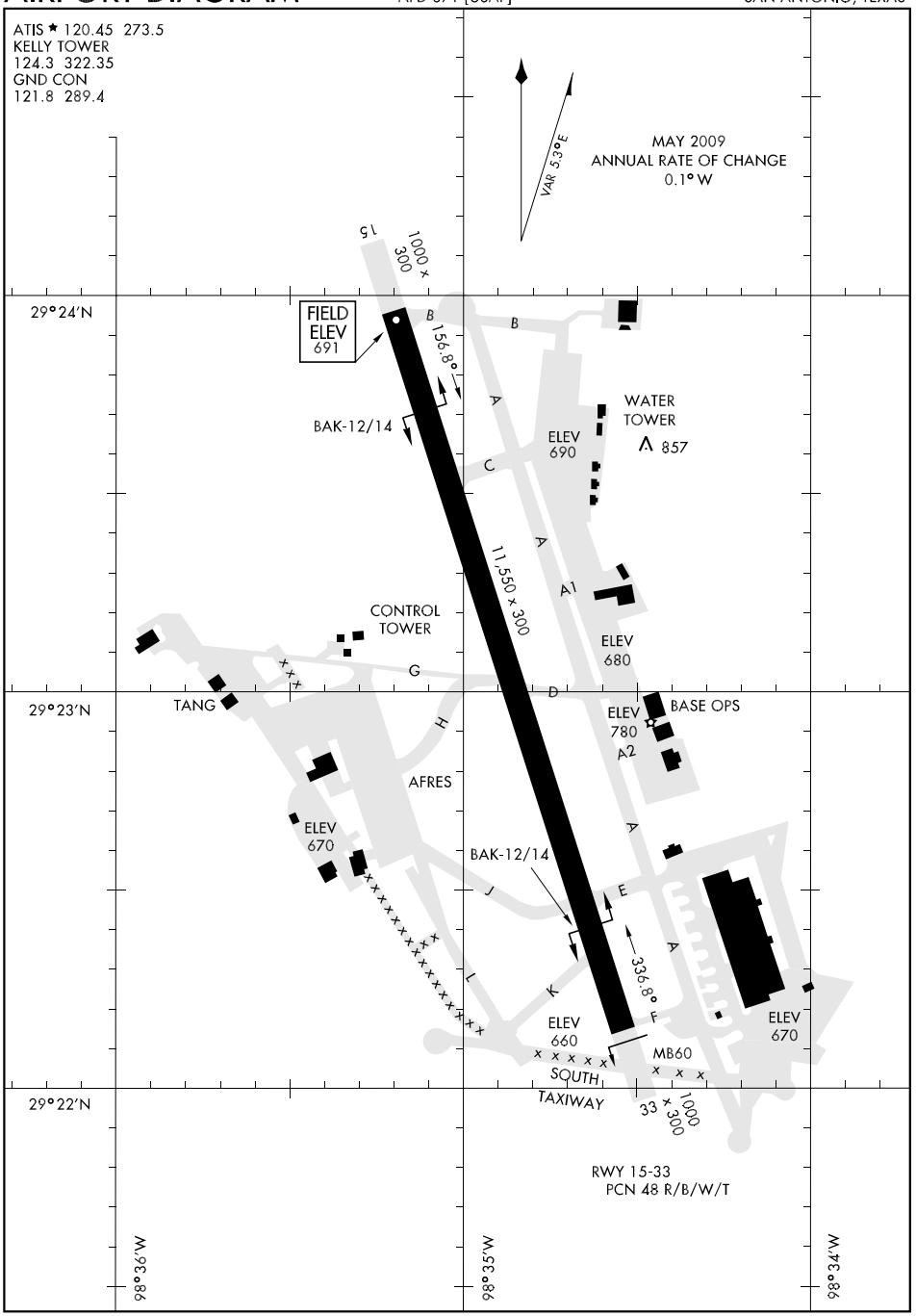
ABILENE TRANSITION (ABI.STV1): From over ABI VORTAC via ABI R-146 and STV R-329 to STV VORTAC. Thence . . . .

JUNCTION TRANSITION (JCT.STV1): From over JCT VORTAC via JCT R-104 and STV R-284 to STV VORTAC. Thence . . . .

LLANO TRANSITION (LLO.STV1): From over LLO VORTAC via LLO R-165 and STV R-345 to STV VORTAC. Thence . . . .

ALL AIRPORTS EXCEPT RANDOLPH AIR FORCE BASE: . . . . From over STV VORTAC via STV R-177 to REUBE INT. Expect radar vectors to final approach course.

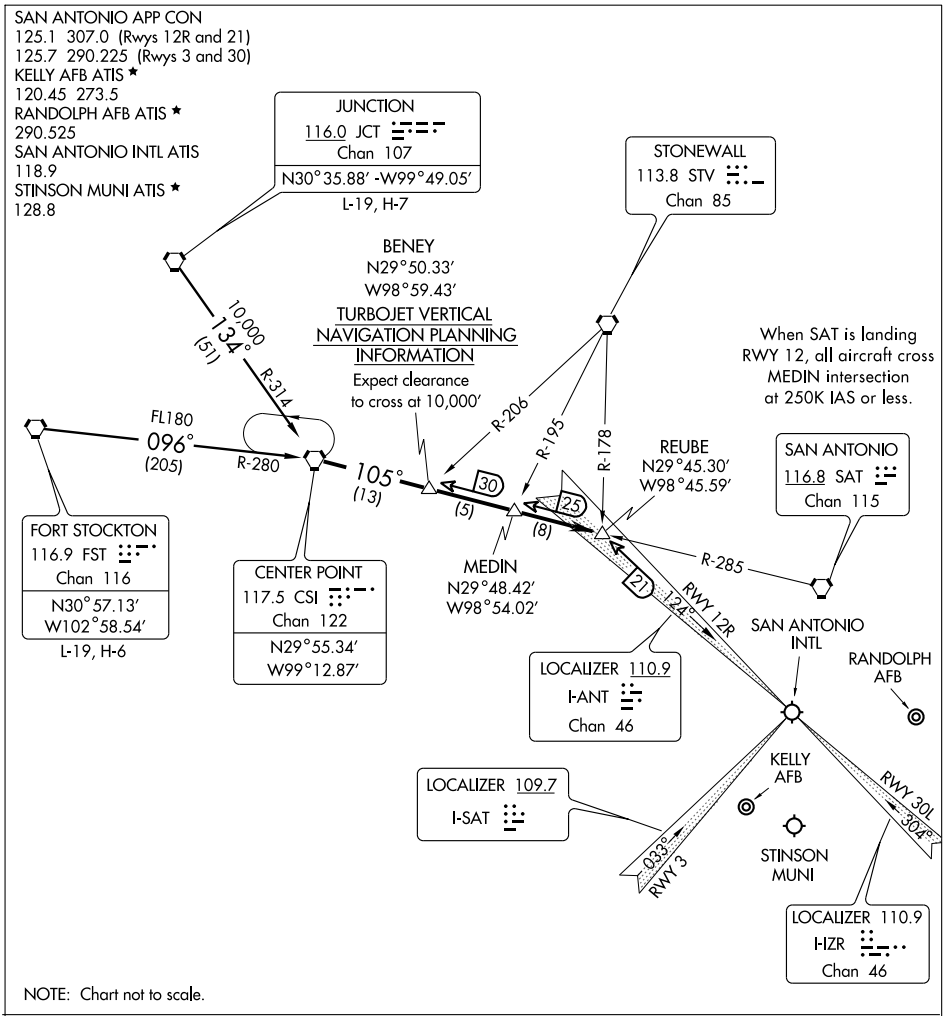
RANDOLPH AIR FORCE BASE: . . . . From over STV VORTAC via direct RND VORTAC.



SC-3, 08 APR 2010 to 06 MAY 2010

CENTERPOINT ONE ARRIVAL (CSI.CSI1)

SAN ANTONIO, TEXAS



NOTE: Chart not to scale.

FORT STOCKTON TRANSITION (FST.CSI1): From over FST VORTAC via FST R-096 and CSI R-280 to CSI VORTAC. Thence . . . .

JUNCTION TRANSITION (JCT.CSI1): From over JCT VORTAC via JCT R-134 and CSI R-314 to CSI VORTAC. Thence . . . .

. . . . From over CSI VORTAC via CSI R-105 to REUBE INT. Expect vector to final approach course.

SATELLITE AIRPORTS: Conform to SAT routing and frequency assignment.

SC-3, 08 APR 2010 to 06 MAY 2010

HI-ILS or LOC/DME RWY 15

LOC I-SKF	APCH CRS	Rwy ldg 11,550
110.1	155°	TDZE 691
		Arpt Elev 691

JAL-371 [USAF] LACKLAND AFB (KELLY FLD ANNEX) (KSKF)

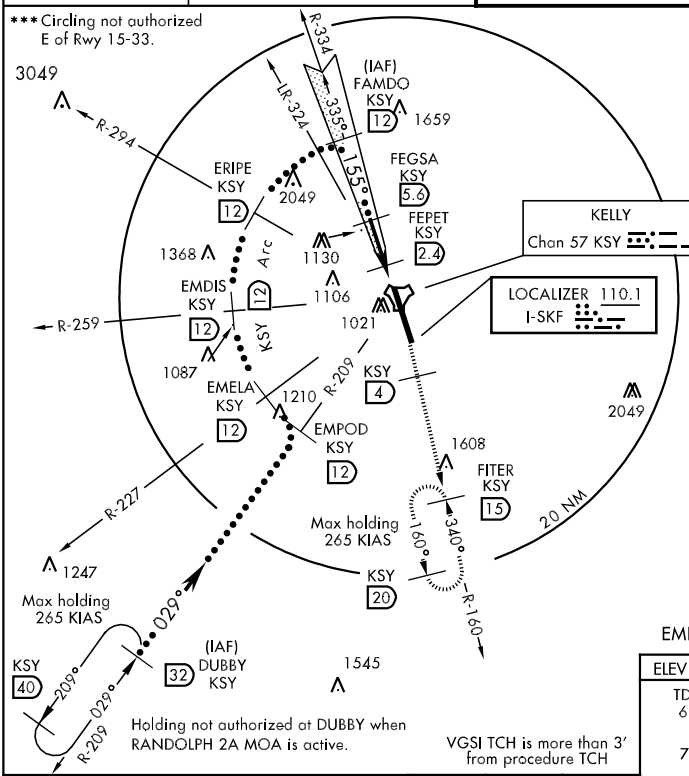
* When ALS inop, increase CAT CDE RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT CD RVR vis to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

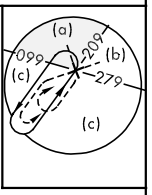
ALSF-1 (A1)

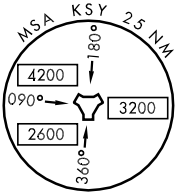
MISSED APPROACH: Climb on track 155° until intercepting KSY R-160, cross 4 DME at or below 2500, then climb to 3000 direct FITER and hold.

ATIS ★	SAN ANTONIO APP CON	KELLY TOWER	GND CON
120.45 273.5	118.05 353.5	124.3 322.35	121.8 289.4

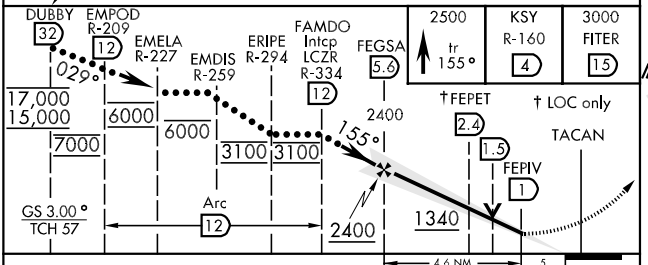
*** Circling not authorized E of Rwy 15-33.

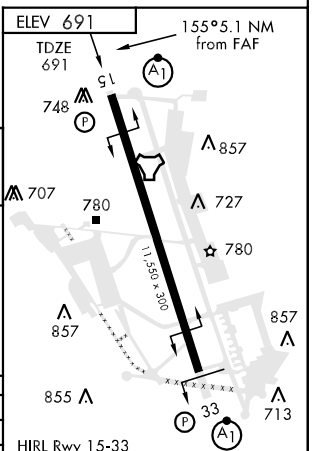






EMERG SAFE ALT 100 NM 4200





CATEGORY	C	D	E
S-ILS 15 *	891/24	200	(200-½)
S-LOC/ ** DME 15	1100/40 409	(500-¾)	1100/50 409 (500-1)
CIRCLING ***	1340-1¾ 649 (700-1¾)	1340-2 649 (700-2)	1900-3 1209 (1300-3)

LOC FAF to MAP 4.6 NM

Knots	120	140	160	180	200
Min:Sec	2:18	1:58	1:43	1:32	1:23

HI-ILS or LOC/DME RWY 33

LOC I-OSQ	APCH CRS	Rwy ldg 11,550 TDZE 667 Arpt Elev 691
110.7	335°	

JAL-371 [USAF] LACKLAND AFB (KELLY FLD ANNEX) (KSKF)

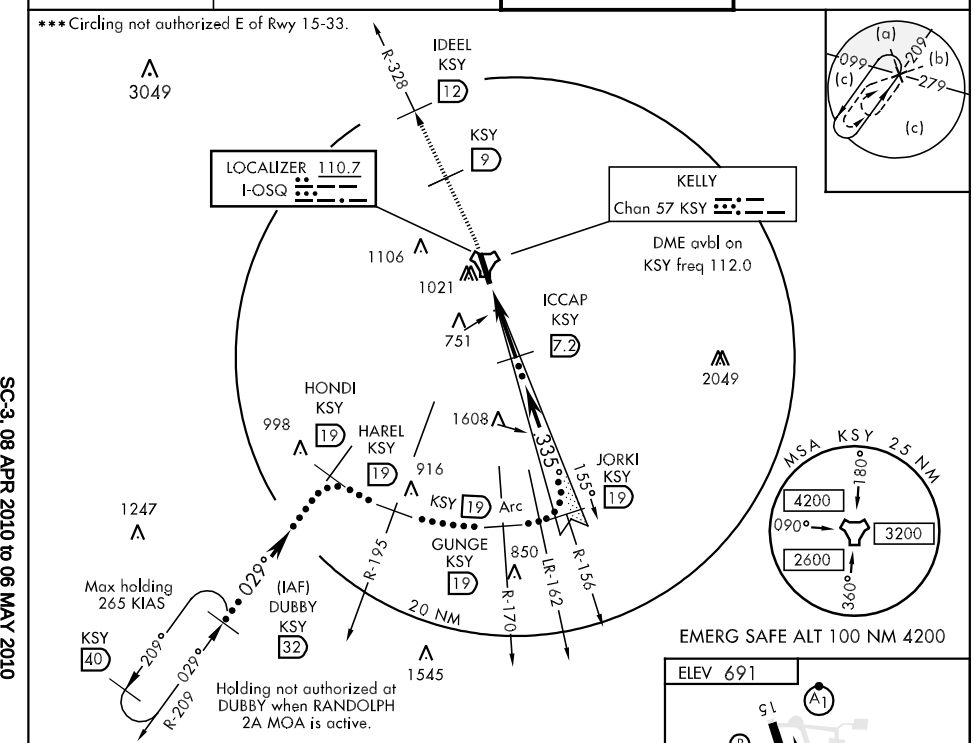
* When ALS inop, increase CAT CDE RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT C RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

ALSF-1

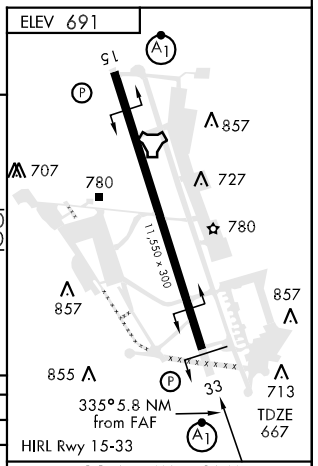
MISSED APPROACH: Track 330° climbing to 2500, intercept the KSY TACAN R-328 to 9 DME, then climb to 3100 direct IDEEL. Expect ATC instructions.

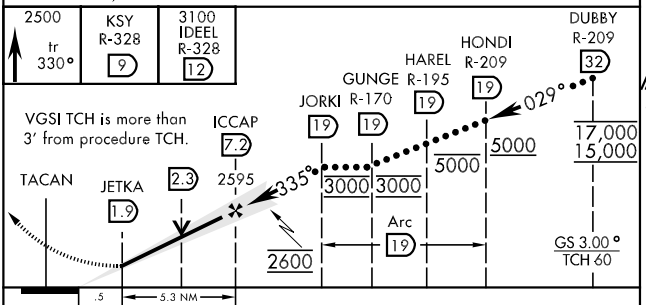
ATIS ★	SAN ANTONIO APP CON	KELLY TOWER	GND CON
120.45 273.5	118.05 353.5	124.3 322.35	121.8 289.4

*** Circling not authorized E of Rwy 15-33.



EMERG SAFE ALT 100 NM 4200





CATEGORY	C	D	E
S-ILS 33 *	867/24 200 (200-½)		
S-LOC/DME 33 **	1040/40 373 (400-¾)		
CIRCLING ***	1340-1¾ 649 (700-1¾)	1340-2 649 (700-2)	1900-3 1209 (1300-3)

LOC FAF to MAP 5.3 NM					
Knots	120	140	160	180	200
Min:Sec	2:39	2:16	1:59	1:46	1:35

HI-TACAN RWY 15

TACAN KSY Chan 57	APCH CRS 148°	Rwy ldg 11,550 TDZE 691 Arpt Elev 691

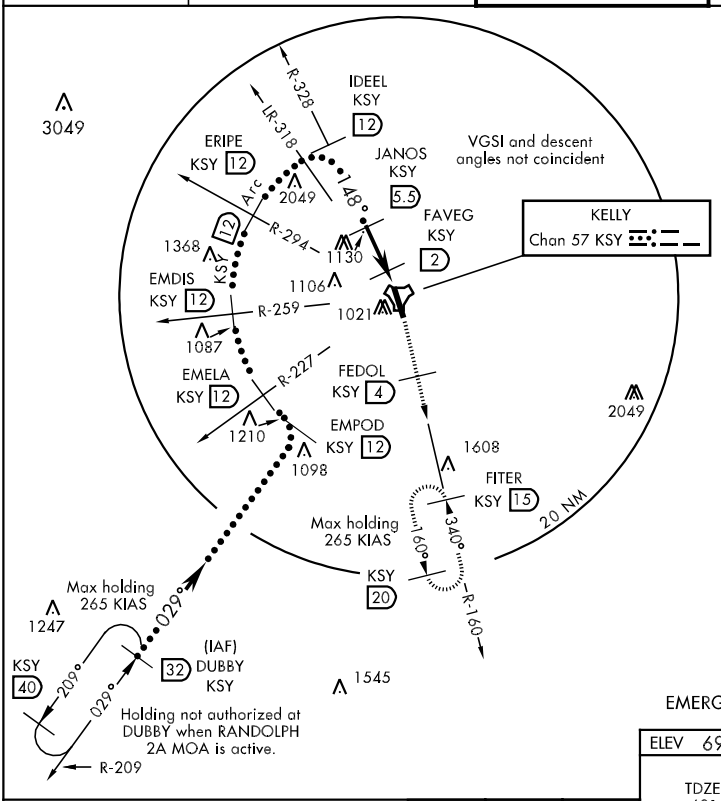
JAL-371 [USAF] LACKLAND AFB (KELLY FLD ANNEX) (KSKF)

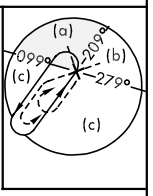
* When ALS inop, increase vis CAT CD RVR to 60 and vis to 1¼ mile, CAT E to 1½ miles.
** Circling not authorized E of Rwy 15-33.

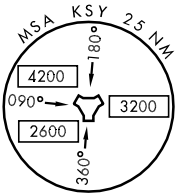
ALSF-1

MISSED APPROACH: Climb on track 155° until intercepting KSY TACAN R-160, cross 4 DME at or below 2500 then climb to 3000 direct FITER and hold.

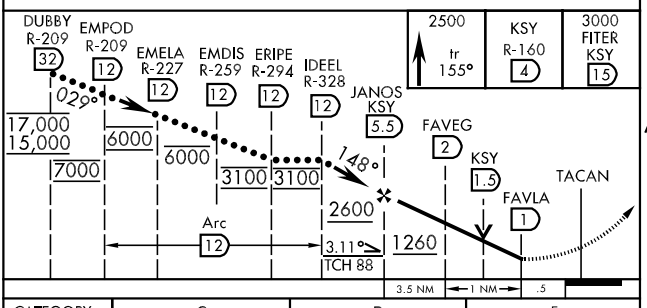
ATIS ★	SAN ANTONIO APP CON	KELLY TOWER	GND CON
120.45 273.5	118.05 353.5	124.3 322.35	121.8 289.4



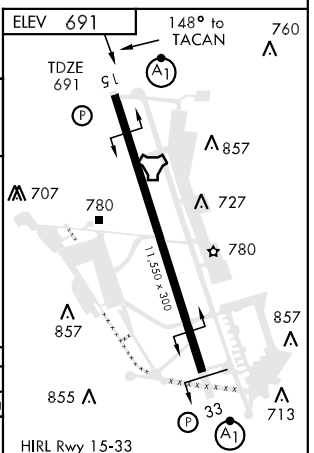




EMERG SAFE ALT 100 NM 4200



CATEGORY	C	D	E
S-15 *	1100/40 409 (500-¾)		1100/50 409 (500-1)
CIRCLING * *	1340-1¾ 649 (700-1¾)	1340-2 649 (700-2)	1900-3 1209(1300-3)



SC-3, 08 APR 2010 to 06 MAY 2010

HI-TACAN RWY 33

TACAN KSY Chan 57	APCH CRS 340°	Rwy ldg 11,550 TDZE 667 Arpt Elev 691

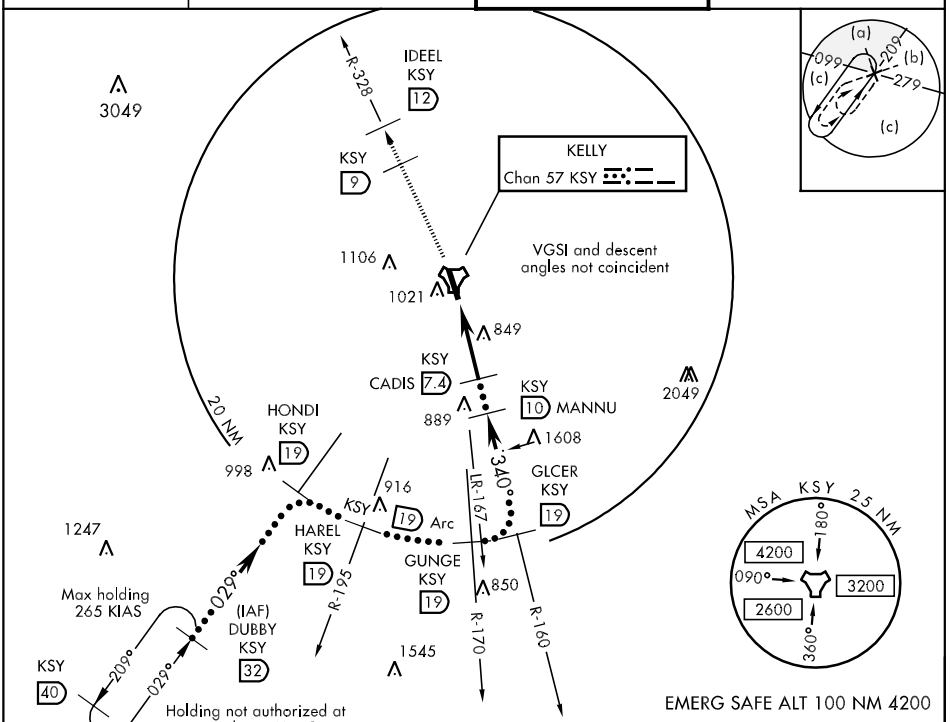
JAL-371 [USAF] LACKLAND AFB (KELLY FLD ANNEX) (KSKF)

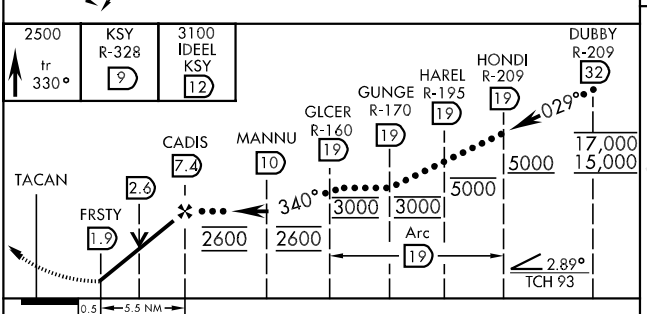
* When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.
** Circling not authorized E of Rwy 15-33.

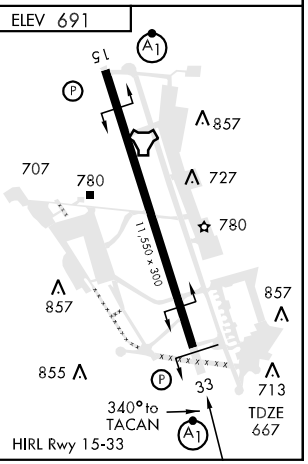
ALSF-1

MISSED APPROACH: Track 330° climbing to 2500, intercept the KSY TACAN R-328 to 9 DME, then climb to 3100 direct IDEEL. Expect ATC instructions.

ATIS ★	SAN ANTONIO APP CON	KELLY TOWER	GND CON
120.45 273.5	118.05 353.5	124.3 322.35	121.8 289.4







CATEGORY	C	D	E
S-33 *	1140/40 473 (500-¾)	1140/50 473 (500-1)	1140/60 473 (500-1¼)
CIRCLING **	1340-1¾ 649 (700-1¾)	1340-2 649 (700-2)	1900-3 1209 (1300-3)

ILS or LOC/DME RWY 15

LOC I-SKF	APCH CRS	Rwy ldg 11,550
110.1	155°	TDZE 691
		Arpt Elev 691

AL-371 [USAF] LACKLAND AFB (KELLY FLD ANNEX) (KSKF)

* When ALS inop, increase ALL CAT RVR to 40 and vis to ¾ mile.
** When ALS inop, increase vis CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

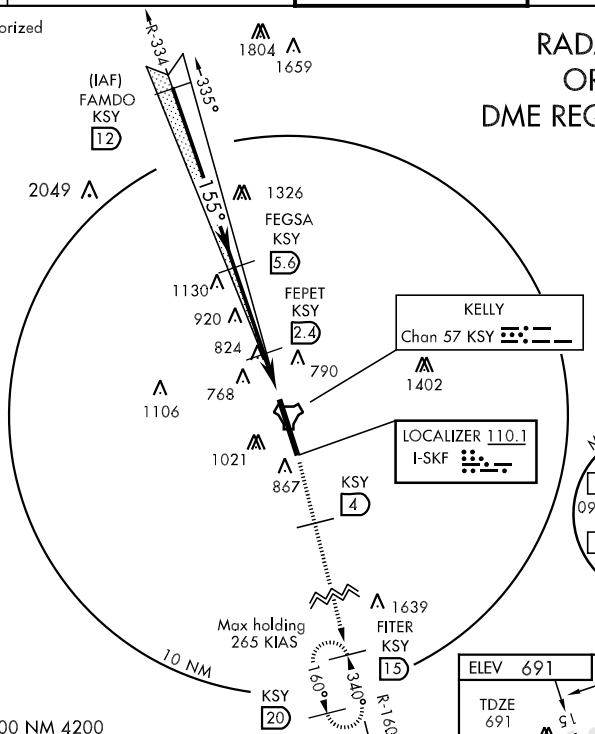
ALSF-1 (A1)

MISSED APPROACH: Climb on track 155° until intercepting KSY R-160, cross 4 DME at or below 2500, then climb to 3000 direct FITER and hold.

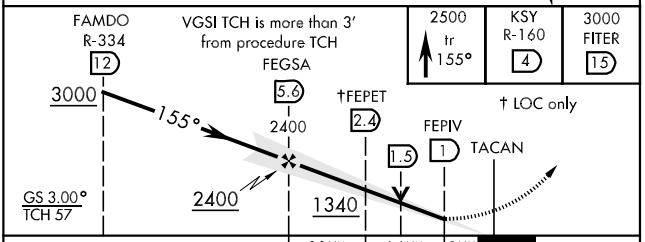
ATIS ★	SAN ANTONIO APP CON	KELLY TOWER	GND CON
120.45 273.5	118.05 353.5	124.3 322.35	121.8 289.4

*** Circling not authorized E of Rwy 15-33.

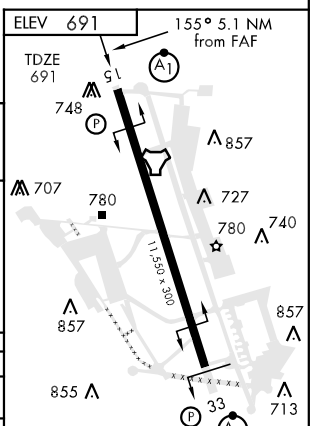
RADAR OR DME REQUIRED



EMERG SAFE ALT 100 NM 4200



2500 tr 155°	KSY R-160 4	3000 FITER 15



CATEGORY	A	B	C	D	E
S-ILS 15 *	891/24		200		(200-½)
S-LOC/DME 15 **	1100/24 409 (500-½)		1100/40 409 (500-¾)		1100/50 409 (500-1)
CIRCLING ***	1220-1 529 (600-1)	1340-1 649 (700-1)	1340-1¾ 649 (700-1¾)	1340-2 649 (700-2)	1900-3 1209(1300-3)

LOC FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

SC-3, 08 APR 2010 to 06 MAY 2010

SAN ANTONIO, TEXAS

ILS or LOC/DME RWY 33

LOC I-OSQ	APCH CRS	Rwy ldg / TDZE / Arpt Elev
110.7	335°	11,550 / 667 / 691

AL-371 [USAF] LACKLAND AFB (KELLY FLD ANNEX) (KSKF)

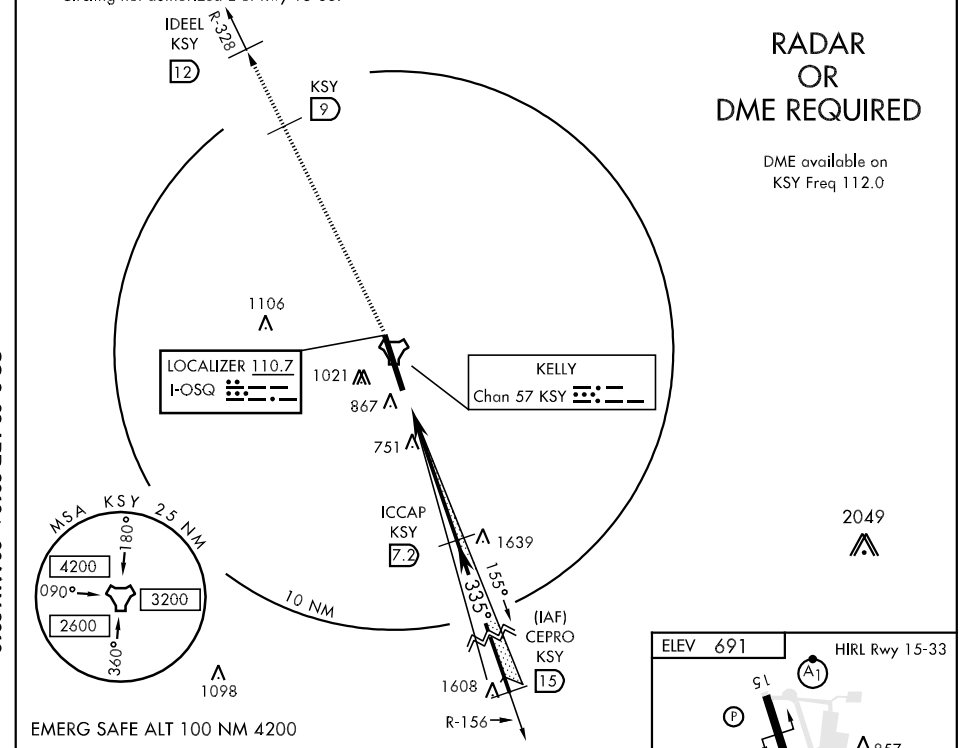
* When ALS inop, increase CAT ABCDE RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

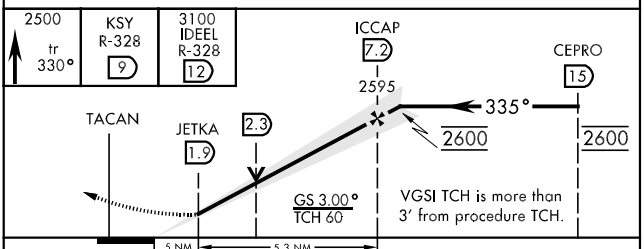
ALSF-1

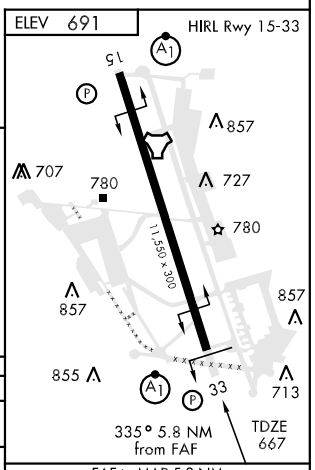
MISSED APPROACH: Track 330° climbing to 2500, intercept the KSY TACAN R-328 to 9 DME, then climb to 3100 direct (IDEEL). Expect ATC instuctions.

ATIS ★	SAN ANTONIO APP CON	KELLY TOWER	GND CON
120.45 273.5	118.05 353.5	124.3 322.35	121.8 289.4

*** Circling not authorized E of Rwy 15-33.







CATEGORY	A	B	C	D	E
S-ILS 33 *	867/24		200	(200-½)	
S-LOC/DME 33 **	1040/24 373 (400-½)		1040/40	373 (400-¾)	
CIRCLING ***	1220-1 529 (600-1)	1340-1 649 (700-1)	1340-1¾ 649 (700-1¾)	1340-2 649 (700-2)	1900-3 1209(1300-3)

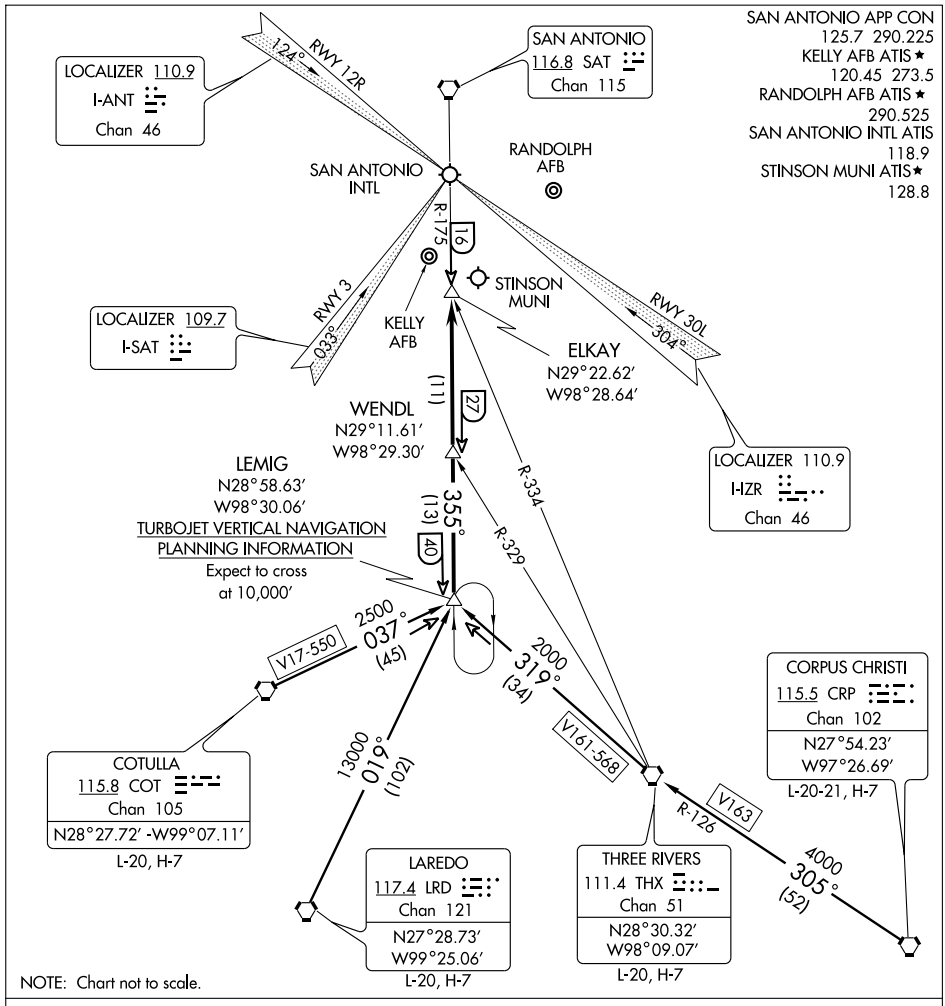
FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

SC-3, 08 APR 2010 to 06 MAY 2010

LEMIG ONE ARRIVAL (LEMIG.LEMIG1)

SAN ANTONIO, TEXAS



CORPUS CHRISTI TRANSITION (CRP.LEMIG1): From over CRP VORTAC via CRP R-305 and THX R-126 to THX VORTAC, then via THX R-319 to LEMIG INT. Thence . . . .

COTULLA TRANSITION (COT.LEMIG1): From over COT VORTAC via COT R-037 to LEMIG INT. Thence . . . .

LAREDO TRANSITION (LRD.LEMIG1): From over LRD VORTAC via LRD R-019 to LEMIG INT. Thence . . . .

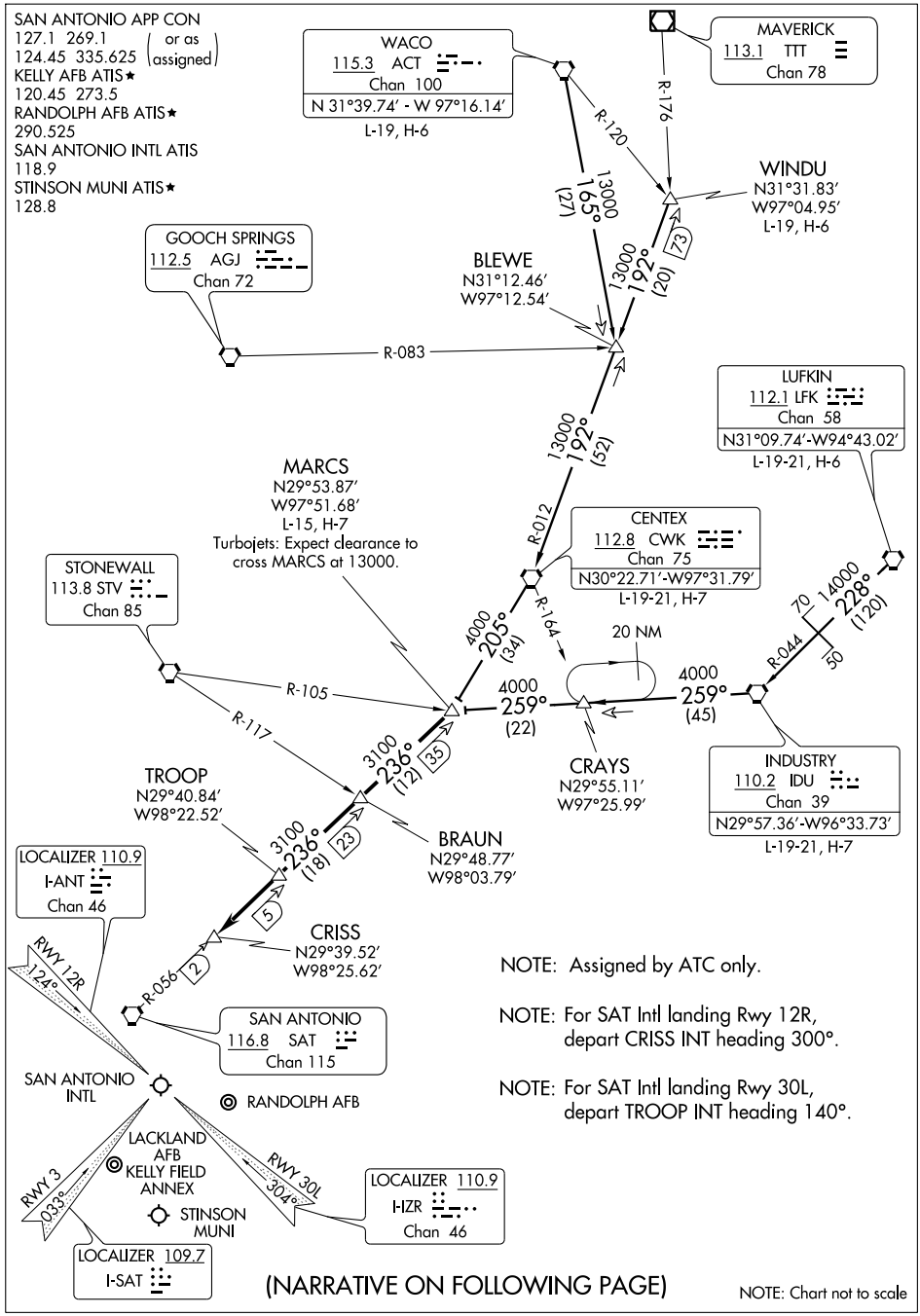
THREE RIVERS TRANSITION (THX.LEMIG1): From over THX VORTAC via THX R-319 to LEMIG INT. Thence . . . .

. . . . ALL AIRPORTS: From over LEMIG INT via SAT R-175 to ELKAY INT. Expect radar vectors to final approach course.

SC-3, 08 APR 2010 to 06 MAY 2010

MARCS NINE ARRIVAL

SAN ANTONIO, TEXAS



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

MARCS NINE ARRIVAL

ARRIVAL ROUTE DESCRIPTION

CENTEX TRANSITION (CWK.MARCS9): From over CWK VORTAC via CWK R-205 to MARCS INT. Thence. . . .

INDUSTRY TRANSITION (IDU.MARCS9): From over IDU VORTAC via IDU R-259 to MARCS INT. Thence. . . .

LUFKIN TRANSITION (LFK.MARCS9): From over LFK VORTAC via LFK R-228 and IDU R-044 to IDU VORTAC, then via IDU R-259 to MARCS INT. Thence. . . .

WACO TRANSITION (ACT.MARCS9): From over ACT VORTAC via ACT R-165 to BLEWE INT, then via CWK R-012 to CWK VORTAC, then via CWK R-205 to MARCS INT. Thence. . . .

WINDU TRANSITION (WINDU.MARCS9): From over WINDU INT via CWK R-012 to CWK VORTAC, then via CWK R-205 to MARCS INT. Thence. . . .

. . . . From over MARCS INT via SAT R-056 to CRISS INT. Expect radar vectors to final approach course. Landing other than SAT Rwy 12R/30L expect radar vectors to final approach course after CRISS INT.

SC-3, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 15

APCH CRS	Rwy ldg	11,550
155°	TDZE	691
	Arpt Elev	691

AL-371 [USAF] LACKLAND AFB (KELLY FLD ANNEX) (KSKF)

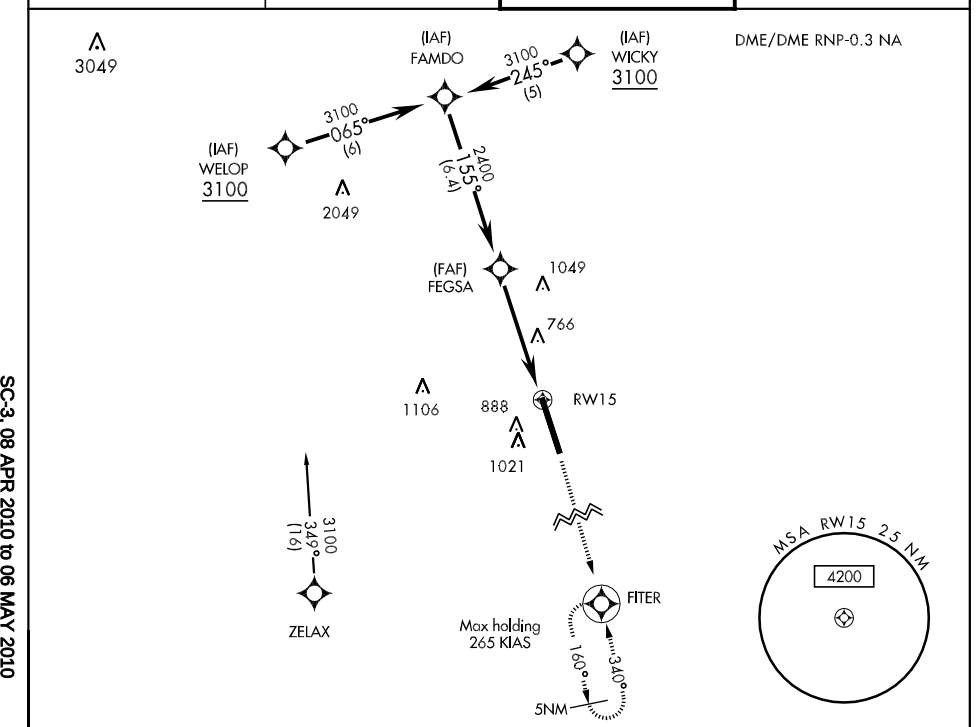
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.
** Circling not authorized E of Rwy 15-33.

ALSF-1

MISSED APPROACH: Climb to 3000 direct FITER and hold.

ATIS ★	SAN ANTONIO APP CON	KELLY TOWER	GND CON
120.45 273.5	118.05 353.5	124.3 322.35	121.8 289.4

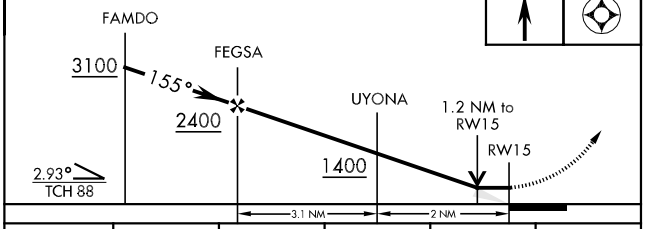
DME/DME RNP-0.3 NA

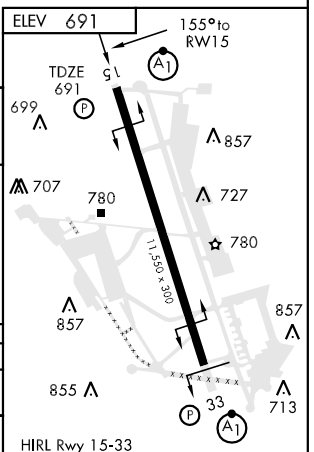


EMERG SAFE ALT 100 NM 4200 FROM RW15

VGSI and descent angles not coincident

3000 FITER





CATEGORY	A	B	C	D	E
LNAV MDA *	1160/24 469 (500-½)		1160/40 469 (500-¾)	1160/50 469 (500-1)	1160/60 469 (500-1¼)
CIRCLING **	1220-1 529 (600-1)	1340-1 649 (700-1)	1340-1¾ 649 (700-1¾)	1340-2 649 (700-2)	1900-3 1209(1300-3)

RNAV (GPS) RWY 33

APCH CRS	Rwy ldg	11,550
335°	TDZE	667
	Arpt Elev	691

AL-371 [USAF] LACKLAND AFB (KELLY FLD ANNEX) (KSKF)

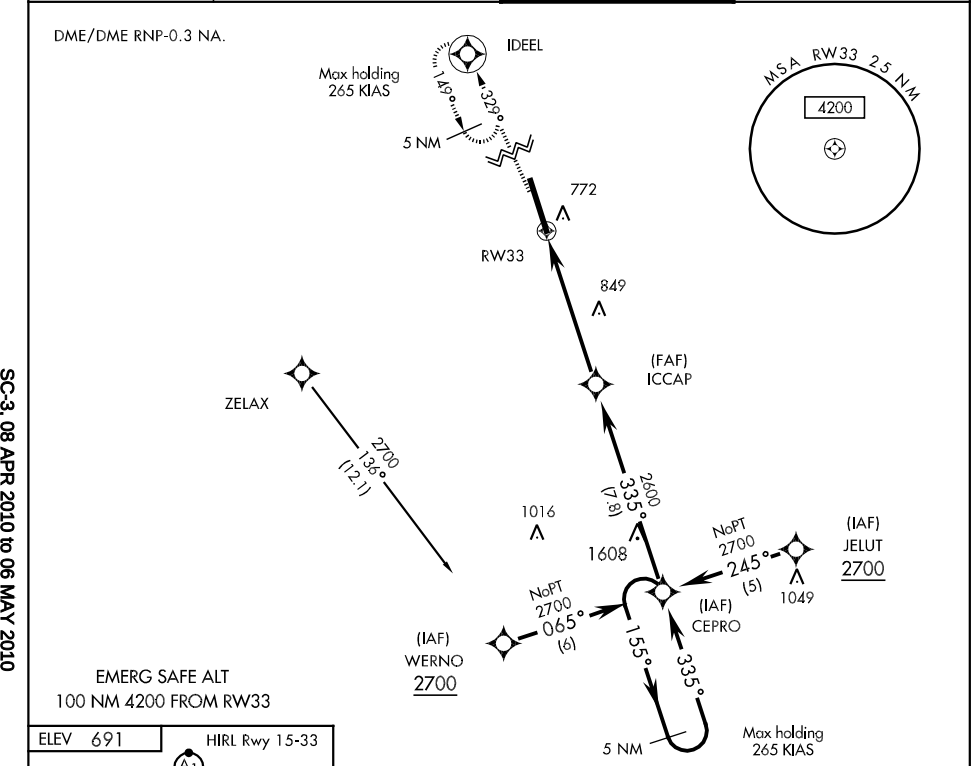
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, and CAT E vis to 2 miles.
** Circling not authorized E of Rwy 15-33.

ALSF-1

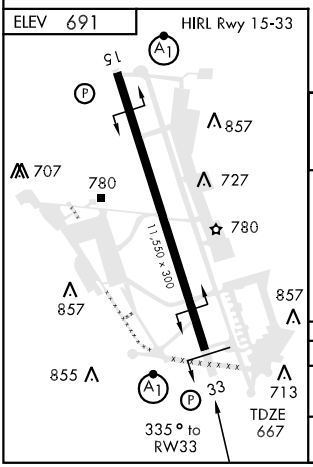
MISSED APPROACH: Climb to 3100 direct IDEEL and hold.

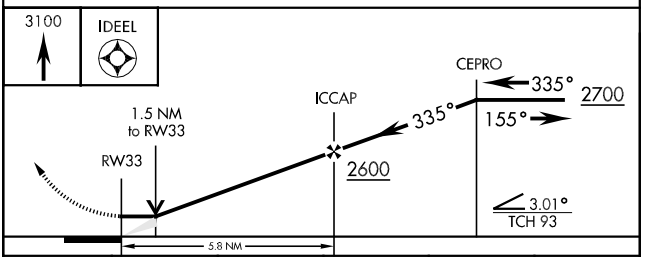
ATIS *	SAN ANTONIO APP CON	KELLY TOWER	GND CON
120.45 273.5	118.05 353.5	124.3 322.35	121.8 289.4

DME/DME RNP-0.3 NA.



EMERG SAFE ALT
100 NM 4200 FROM RW33

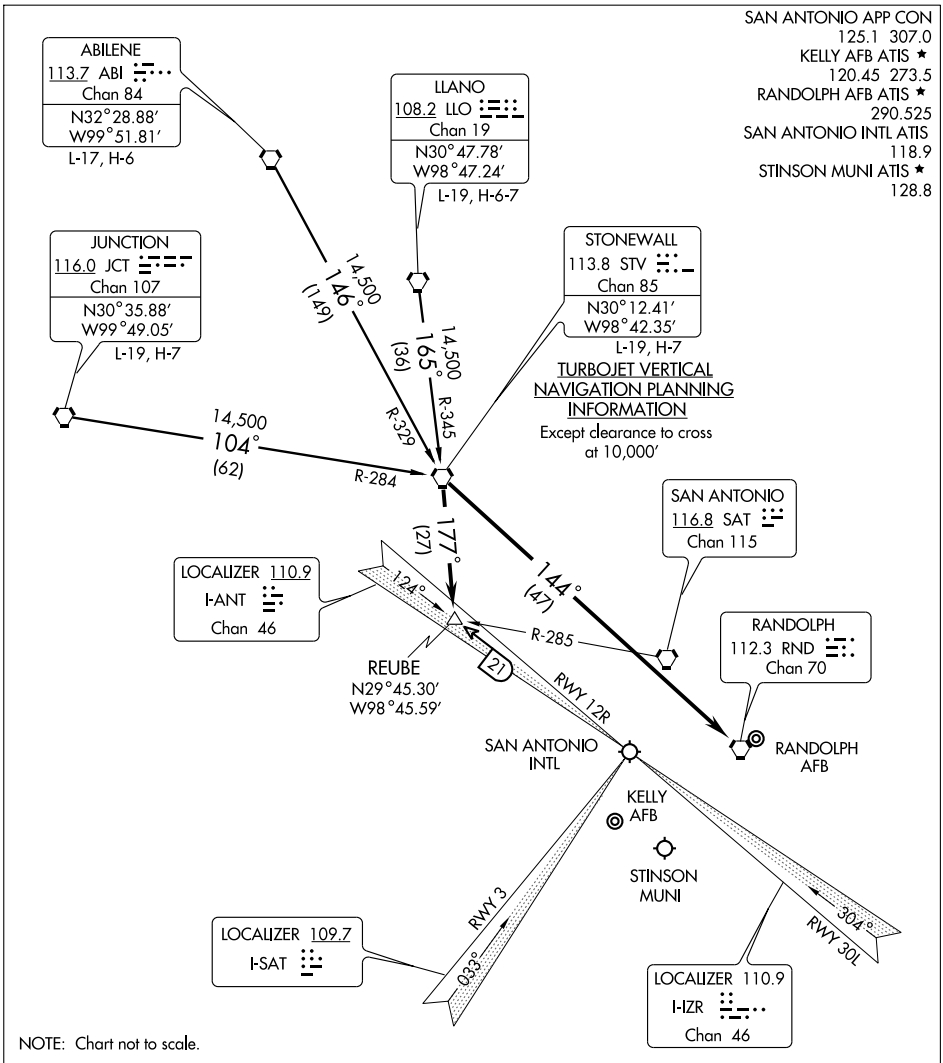




CATEGORY	A	B	C	D	E
LNAV MDA *	1240/24 573 (600-½)		1240/50 573 (600-1)	1240/60 573 (600-1¼)	1240-1½ 573 (600-1½)
CIRCLING **	1240-1 549 (600-1)	1340-1 649 (700-1)	1340-1¾ 649 (700-1¾)	1340-2 649 (700-2)	1900-3 1209(1300-3)

STONEWALL ONE ARRIVAL (STV. STV1)

SAN ANTONIO, TEXAS



SC-3, 08 APR 2010 to 06 MAY 2010

ABILENE TRANSITION (ABI.STV1): From over ABI VORTAC via ABI R-146 and STV R-329 to STV VORTAC. Thence . . . .

JUNCTION TRANSITION (JCT.STV1): From over JCT VORTAC via JCT R-104 and STV R-284 to STV VORTAC. Thence . . . .

LLANO TRANSITION (LLO.STV1): From over LLO VORTAC via LLO R-165 and STV R-345 to STV VORTAC. Thence . . . .

ALL AIRPORTS EXCEPT RANDOLPH AIR FORCE BASE: . . . . From over STV VORTAC via STV R-177 to REUBE INT. Expect radar vectors to final approach course.

RANDOLPH AIR FORCE BASE: . . . . From over STV VORTAC via direct RND VORTAC.

TACAN RWY 15

TACAN KSY Chan 57	APCH CRS 148°	Rwy ldg 11,550 TDZE 691 Arpt Elev 691

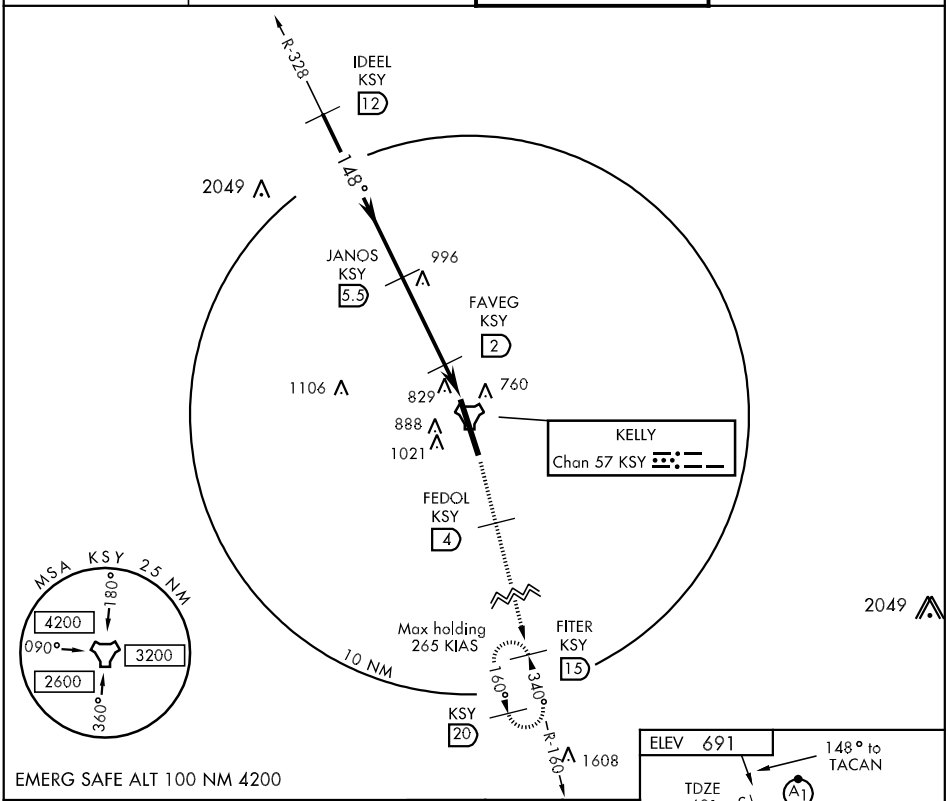
AL-371 [USAF] LACKLAND AFB (KELLY FLD ANNEX) (KSKF)

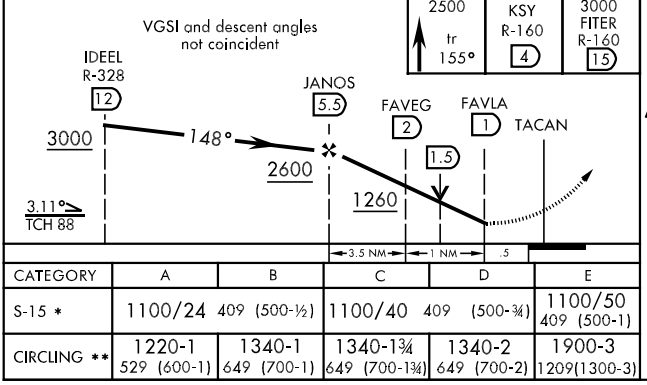
* When ALS inop, increase vis CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ mile, CAT E vis to 1½ miles.
** Circling not authorized E of Rwy 15-33.

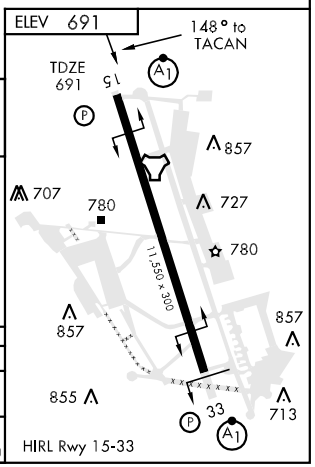
ALSF-1

MISSED APPROACH: Climb on track 155° until intercepting KSY R-160, cross 4 DME at or below 2500 then climb to 3000 direct FITER and hold.

ATIS ★	SAN ANTONIO APP CON	KELLY TOWER	GND CON
120.45 273.5	118.05 353.5	124.3 322.35	121.8 289.4







CATEGORY	A	B	C	D	E
S-15 *	1100/24 409 (500-½)		1100/40 409 (500-¾)		1100/50 409 (500-1)
CIRCLING **	1220-1 529 (600-1)	1340-1 649 (700-1)	1340-1¾ 649 (700-1¾)	1340-2 649 (700-2)	1900-3 1209(1300-3)

TACAN RWY 33

TACAN KSY	APCH CRS	Rwy ldg 11,550 TDZE 667 Arpt Elev 691
Chan 57	340°	

AL-371 [USAF] LACKLAND AFB (KELLY FLD ANNEX) (KSKF)

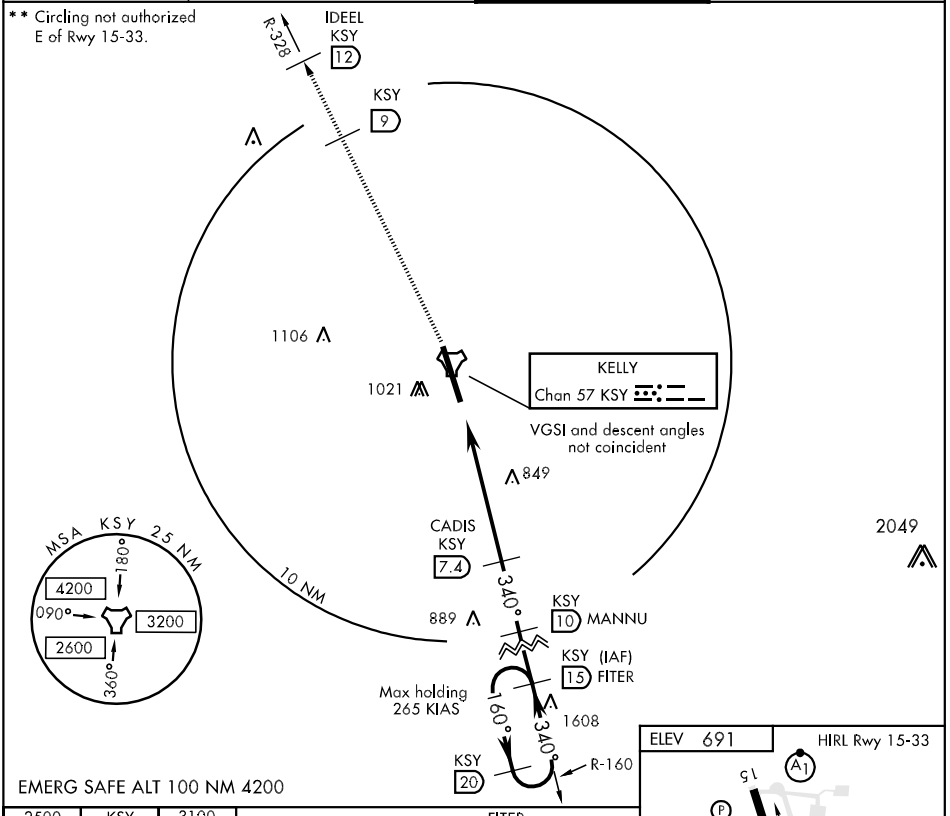
* When ALS inop, increase vis CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

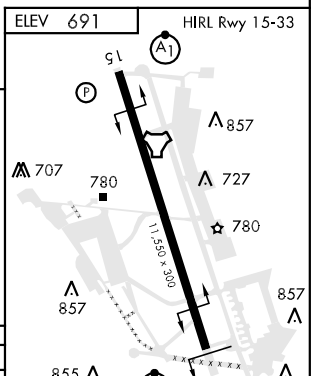
ALSF-1

MISSED APPROACH: Track 330° climbing to 2500, intercept the KSY TACAN R-328 to 9 DME, then climb to 3100 direct IDEEL. Expect ATC instructions.

ATIS ★	SAN ANTONIO APP CON	KELLY TOWER	GND CON
120.45 273.5	118.05 353.5	124.3 322.35	121.8 289.4

** Circling not authorized E of Rwy 15-33.





CATEGORY	A	B	C	D	E
S-33 *	1140/24 473 (500-½)		1140/40 473 (500-¾)	1140/50 473 (500-1)	1140/60 473 (500-1¼)
CIRCLING **	1220-1 529 (600-1)	1340-1 649 (700-1)	1340-1¾ 649 (700-1¾)	1340-2 649 (700-2)	1900-3 1209(1300-3)

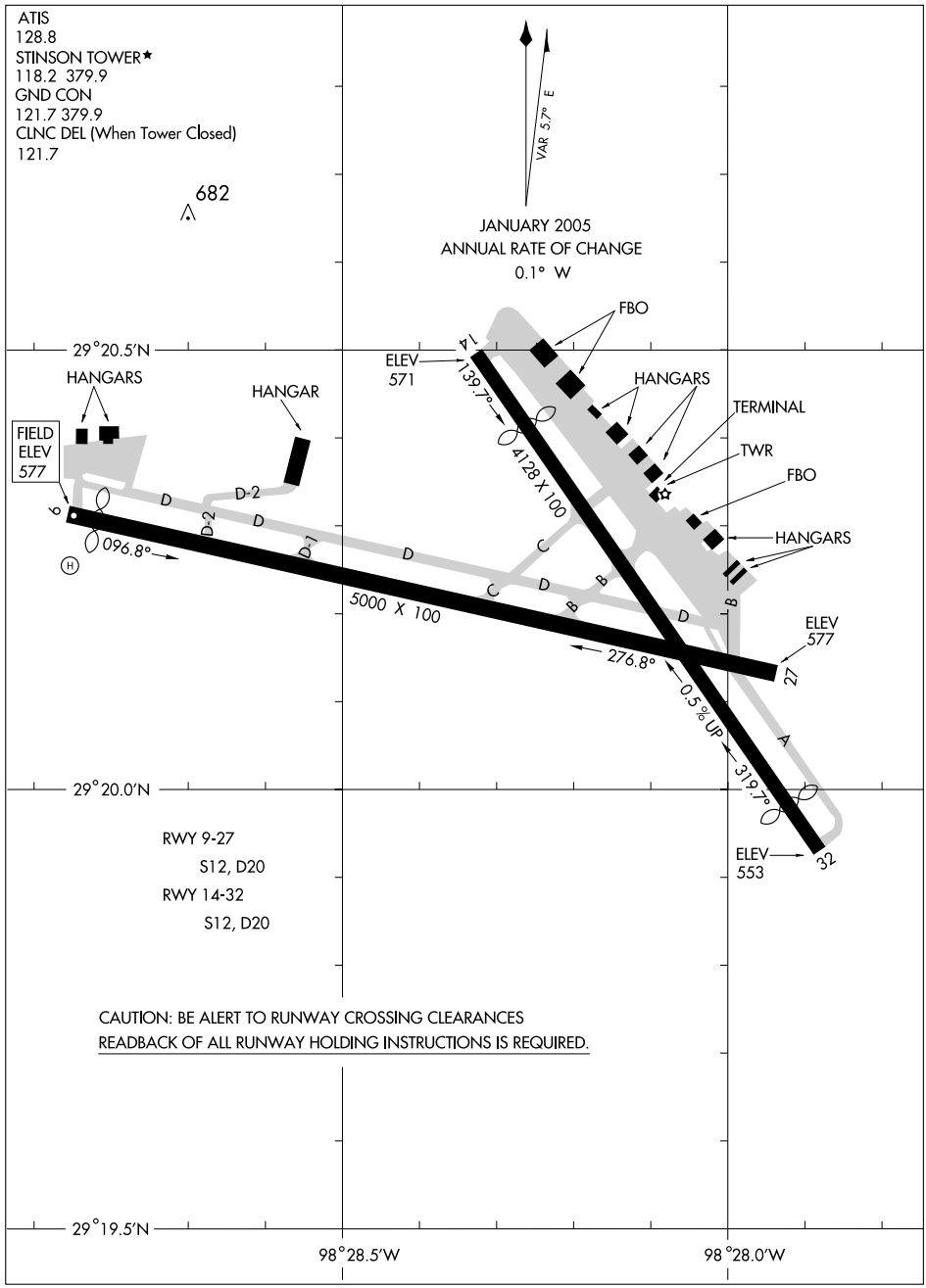
SC-3, 08 APR 2010 to 06 MAY 2010

AIRPORT DIAGRAM

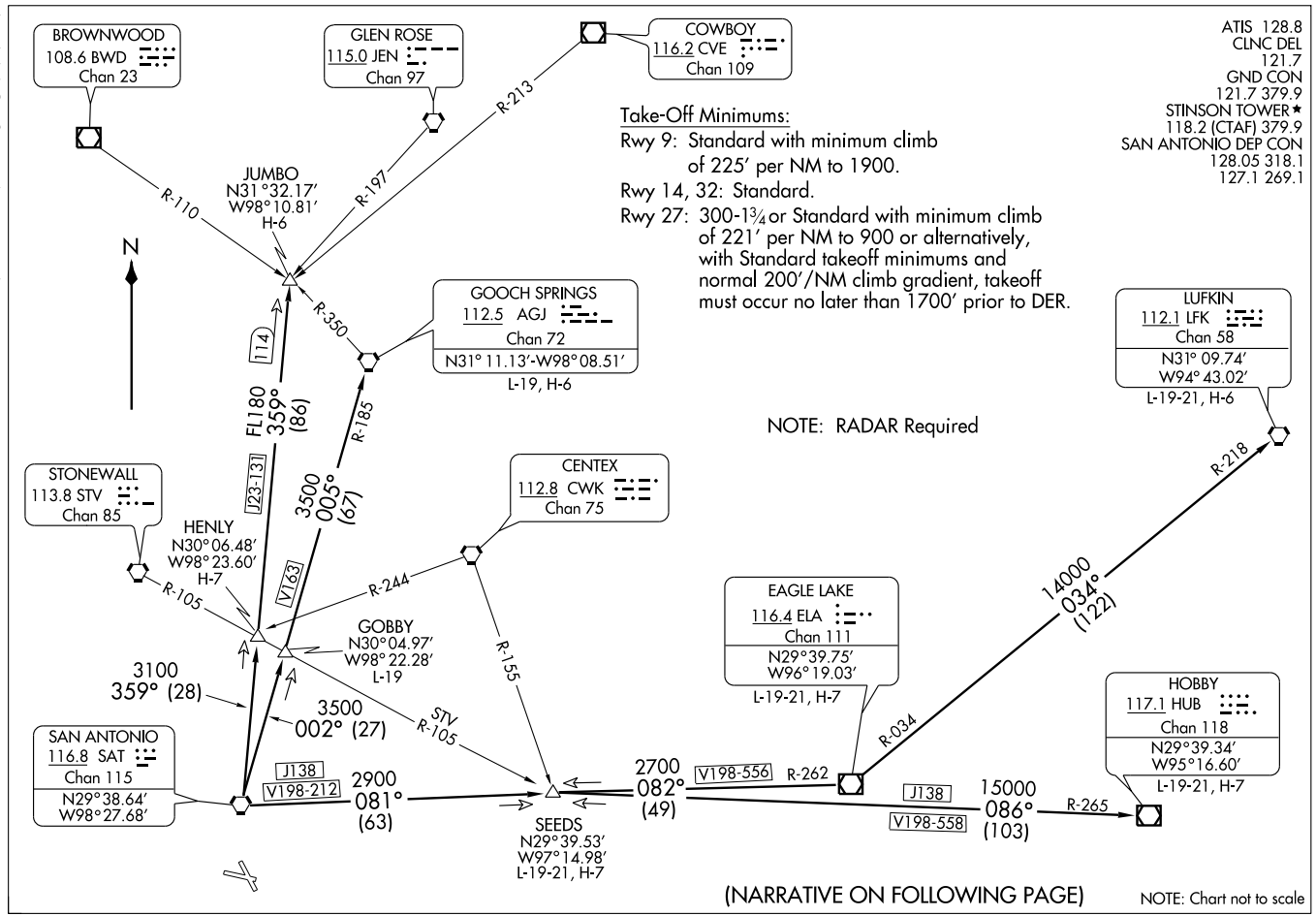
AL-372 (FAA)

SAN ANTONIO/ STINSON MUNI (SSF)

SAN ANTONIO, TEXAS



SC-3, 08 APR 2010 to 06 MAY 2010


ALAMO SEVEN DEPARTURE
(ALAMO.SA1) 09351
SL-372 (FAA)
SAN ANTONIO/STINSON MUNI (SSF)
SAN ANTONIO, TEXAS
ATIS 128.8
CLNC DEL 121.7
GND CON 121.7 379.9
STINSON TOWER ★ 118.2 (CTAF) 379.9
SAN ANTONIO DEP CON 128.05 318.1 127.1 269.1
Take-Off Minimums:
Rwy 9: Standard with minimum climb of 225′ per NM to 1900.
Rwy 14, 32: Standard.
Rwy 27: 300-1¾ or Standard with minimum climb of 221′ per NM to 900 or alternatively, with Standard takeoff minimums and normal 200′/NM climb gradient, takeoff must occur no later than 1700′ prior to DER.
NOTE: RADAR Required
BROWNWOOD 108.6 BWD Chan 23
GLEN ROSE 115.0 JEN Chan 97
COWBOY 116.2 CVE Chan 109
JUMBO N31°32.17′ W98°10.81′ H-6
GOOCH SPRINGS 112.5 AGJ Chan 72 N31° 11.13′-W98° 08.51′ L-19, H-6
LUFKIN 112.1 LFK Chan 58 N31° 09.74′ W94° 43.02′ L-19-21, H-6
STONEWALL 113.8 STV Chan 85
HENLY N30°06.48′ W98°23.60′ H-7
CENTEX 112.8 CWK Chan 75
GOBBY N30°04.97′ W98°22.28′ L-19
EAGLE LAKE 116.4 ELA Chan 111 N29°39.75′ W96°19.03′ L-19-21, H-7
HOBBY 117.1 HUB Chan 118 N29°39.34′ W95°16.60′ L-19-21, H-7
SAN ANTONIO 116.8 SAT Chan 115 N29°38.64′ W98°27.68′
SEEDS N29°39.53′ W97°14.98′ L-19-21, H-7
R-110
R-197
R-213
R-350
R-185
R-218
R-244
R-105
R-155
R-034
R-262
R-265
R-105 STV
114
V23-131
V163
J138
V198-212
V198-556
V198-558
FL180 359° (86)
3500 005° (67)
3100 359° (28)
3500 002° (27)
2900 081° (63)
2700 082° (49)
14000 034° (122)
15000 086° (103)
N
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading and altitude for radar vectors to SAT VORTAC, Thence . . . .

. . . . via (transition). Expect filed altitude 10 minutes after departure.

EAGLE LAKE TRANSITION (ALAMO7.ELA): From over SAT VORTAC via SAT R-081 to SEEDS INT, then via ELA R-262 to ELA VOR/DME.
GOBBY TRANSITION (ALAMO7.GOBBY): From over SAT VORTAC via SAT R-002 to GOBBY INT.
HENLY TRANSITION (ALAMO7.HENLY): From over SAT VORTAC via SAT R-359 to HENLY INT.
HOBBY TRANSITION (ALAMO7.HUB): From over SAT VORTAC via SAT R-081 to SEEDS INT, then via HUB R-266 to HUB VOR/DME.
JUMBO TRANSITION (ALAMO7.JUMBO): From over SAT VORTAC via SAT R-359 to JUMBO INT.
GOOCH SPRINGS TRANSITION (ALAMO7.AGJ): From over SAT VORTAC via SAT R-002 to GOBBY INT, then via AGJ R-185 to AGJ VORTAC.
LUFKIN TRANSITION (ALAMO7.LFK): From over SAT VORTAC via SAT R-081 to SEEDS INT, then via ELA R-262 to ELA VOR/DME, then via ELA R-034 and LFK R-218 to LFK VORTAC.
SEEDS TRANSITION (ALAMO7.SEEDS): From over SAT VORTAC via SAT R-081 to SEEDS INT.

TAKE-OFF OBSTACLES:

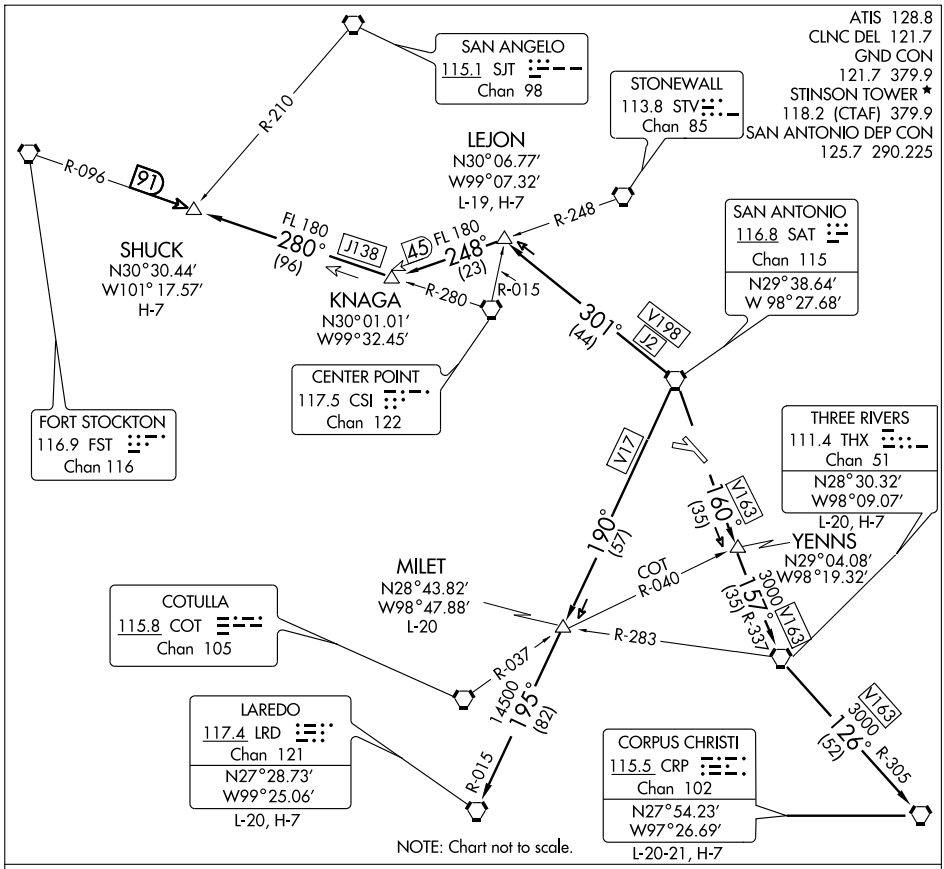
RWY 9: Vehicle on road 285′ from DER, 380′ left of centerline, 15′ AGL/564′ MSL. Trees beginning 1653′ from DER, 435′ right of centerline, up to 70′ AGL/629′ MSL.
RWY 14: Vehicle on road 114′ on DER, on centerline extending 373′ left of centerline, up to 15′ AGL/564′ MSL. Trees beginning 72′ from DER, 79′ right of centerline, up to 70′ AGL/607′ MSL. Trees beginning 232′ from DER, 54′ left of centerline, up to 70′ AGL/618′ MSL. Transmission line tower 4205′ from DER, 133′ right of centerline, 119′ AGL/663′ MSL.
RWY 27: Fence 41′ from DER, 30′ right of centerline, 8′ AGL/584′ MSL. Vehicle on road 108′ from DER, 202′ right of centerline, 15′ AGL/584′ MSL. Vehicle on road 123′ from DER, 113′ right of centerline, 15′ AGL/596′ MSL. Trees and Poles beginning 229′ from DER, 117′ right of centerline, up to 70′ AGL/645′ MSL. Trees and Poles beginning 599′ from DER, 6′ left of centerline, up to 70′ AGL/634′ MSL. Tank beginning 1.3 NM from DER, 1338′ right of centerline, 179′ AGL/799′ MSL. Building 1422′ from DER, 432′ right of centerline, 40′ AGL/627′ MSL. Building 2133′ from DER, 36′ left of centerline, 55′ AGL/635′ MSL.
RWY 32: Fence 17′ from DER, 80′ left of centerline, 8′ AGL/578′ MSL. Vehicle on road 54′ from DER, 199′ left of centerline, 15′ AGL/ 586′ MSL. Trees beginning 164′ from DER, 125′ right of centerline, up to 70′ AGL/639′ MSL. Trees and Poles beginning 43′ from DER, 41′ left of centerline, up to 75′ AGL/668′ MSL.

SC-3, 08 APR 2010 to 06 MAY 2010

BOWIE THREE DEPARTURE

SL-372 (FAA)

SAN ANTONIO/ STINSON MUNI (SSF)
SAN ANTONIO, TEXAS



DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect further clearance to filed altitude/flight level 10 minutes after departure.

CORPUS CHRISTI TRANSITION (BOWIE3.CRP): From over SAT VORTAC via SAT R-160 to YENNS INT, then via THX R-337 to THX VORTAC, then via THX-R 126 and CRP R-305 to CRP VORTAC.

LAREDO TRANSITION (BOWIE3.LRD): From over SAT VORTAC via SAT R-190 to MILET INT, then via LRD R-015 to LRD VORTAC.

LEJON TRANSITION (BOWIE3.LEJON): From over SAT VORTAC via SAT R-301 to LEJON INT.

MILET TRANSITION (BOWIE3.MILET): From over SAT VORTAC via SAT R-190 to MILET INT.

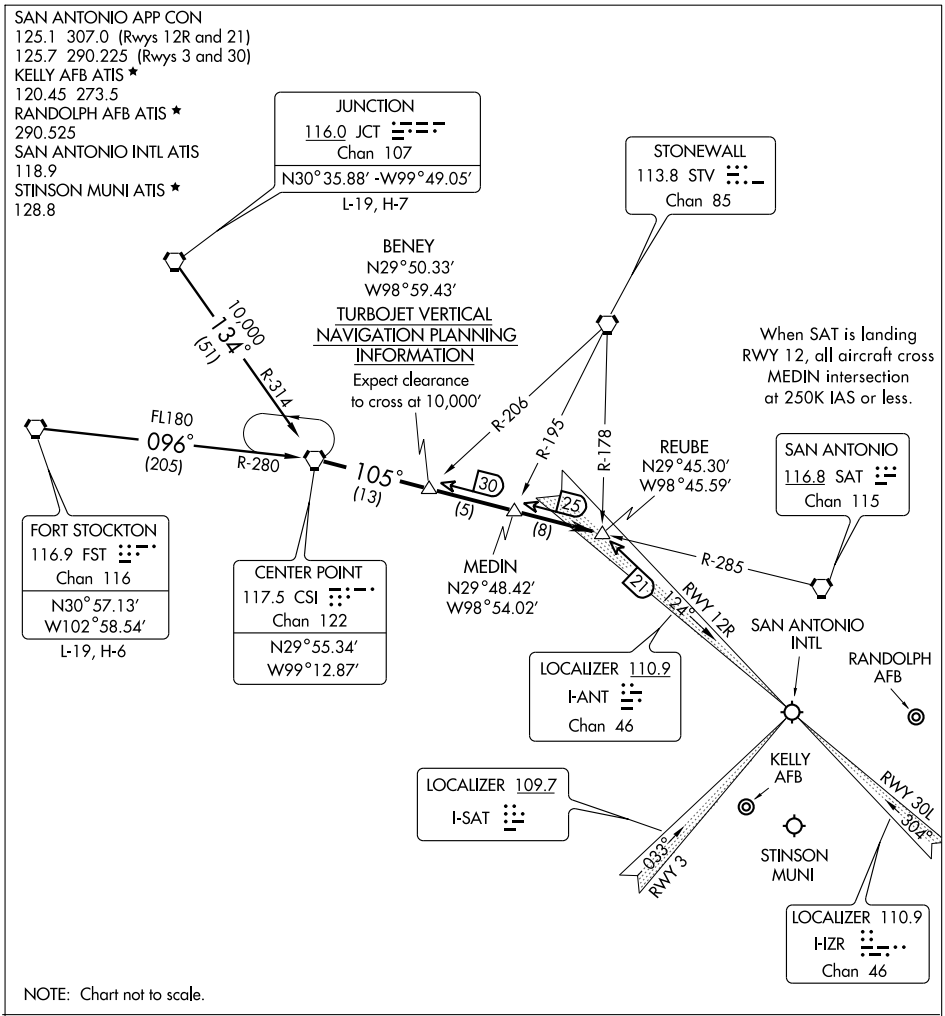
SHUCK TRANSITION (BOWIE3.SHUCK): From over SAT VORTAC via SAT R-301 to LEJON INT, then via STV R-248 and CSI R-280 to SHUCK INT.

THREE RIVERS TRANSITION (BOWIE3.THX): From over SAT VORTAC via SAT R-160 to YENNS INT, then via THX R-337 to THX VORTAC.

SC-3, 08 APR 2010 to 06 MAY 2010

CENTERPOINT ONE ARRIVAL (CSI.CSI1)

SAN ANTONIO, TEXAS



NOTE: Chart not to scale.

FORT STOCKTON TRANSITION (FST.CSI1): From over FST VORTAC via FST R-096 and CSI R-280 to CSI VORTAC. Thence . . . .

JUNCTION TRANSITION (JCT.CSI1): From over JCT VORTAC via JCT R-134 and CSI R-314 to CSI VORTAC. Thence . . . .

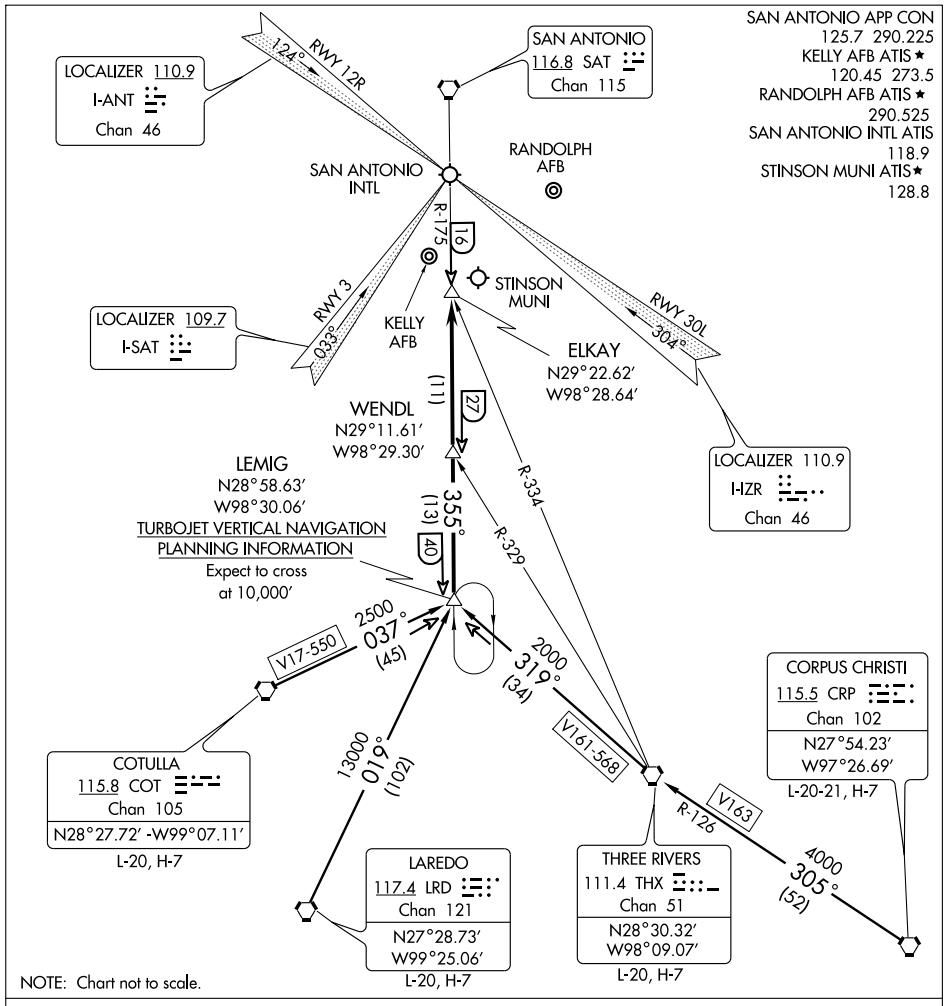
. . . . From over CSI VORTAC via CSI R-105 to REUBE INT. Expect vector to final approach course.

SATELLITE AIRPORTS: Conform to SAT routing and frequency assignment.

SC-3, 08 APR 2010 to 06 MAY 2010

LEMIG ONE ARRIVAL (LEMIG.LEMIG1)

SAN ANTONIO, TEXAS



CORPUS CHRISTI TRANSITION (CRP.LEMIG1): From over CRP VORTAC via CRP R-305 and THX R-126 to THX VORTAC, then via THX R-319 to LEMIG INT. Thence . . . .

COTULLA TRANSITION (COT.LEMIG1): From over COT VORTAC via COT R-037 to LEMIG INT. Thence . . . .

LAREDO TRANSITION (LRD.LEMIG1): From over LRD VORTAC via LRD R-019 to LEMIG INT. Thence . . . .

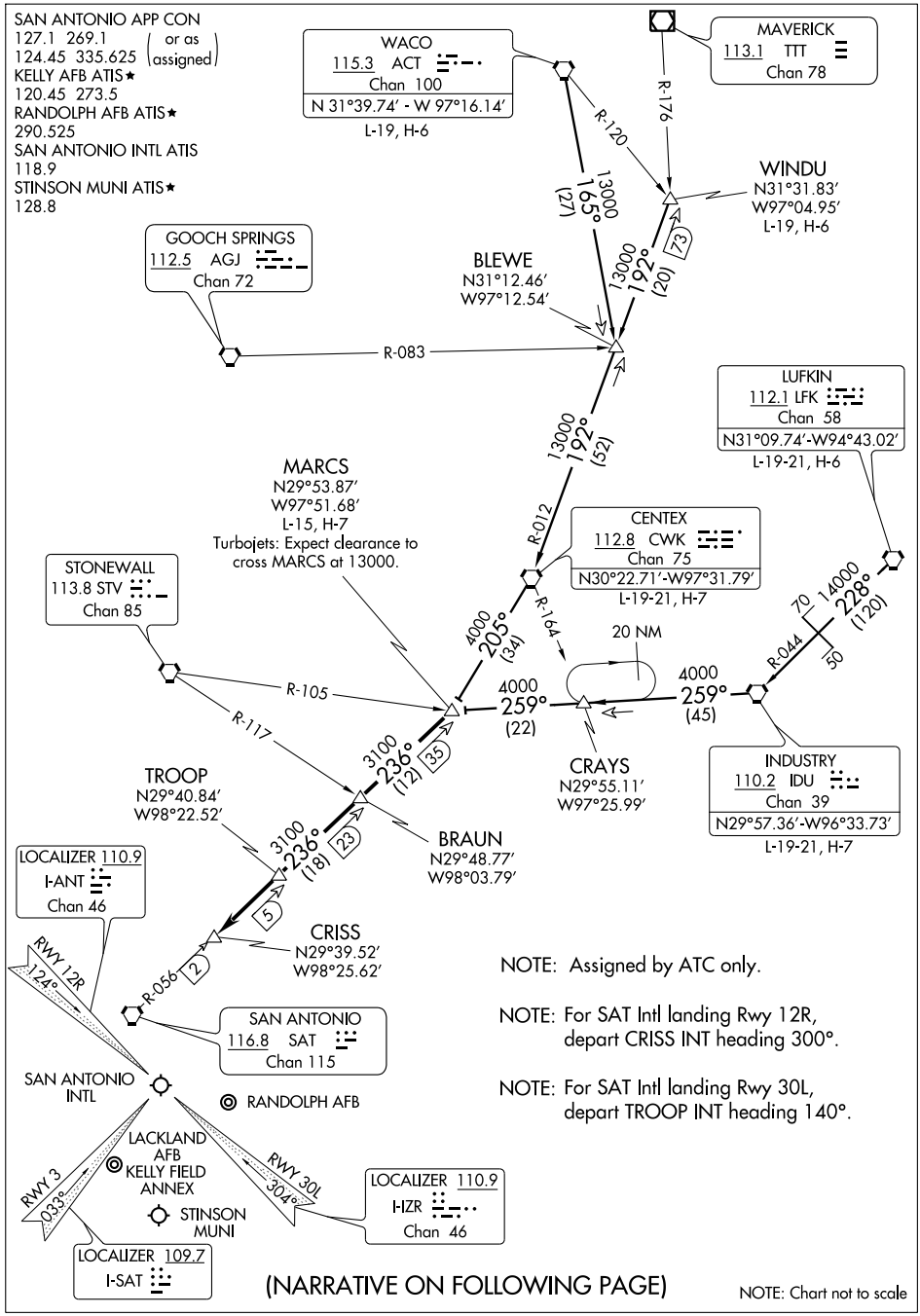
THREE RIVERS TRANSITION (THX.LEMIG1): From over THX VORTAC via THX R-319 to LEMIG INT. Thence . . . .

. . . . ALL AIRPORTS: From over LEMIG INT via SAT R-175 to ELKAY INT. Expect radar vectors to final approach course.

SC-3, 08 APR 2010 to 06 MAY 2010

MARCS NINE ARRIVAL

SAN ANTONIO, TEXAS



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

MARCS NINE ARRIVAL

ARRIVAL ROUTE DESCRIPTION

CENTEX TRANSITION (CWK.MARCS9): From over CWK VORTAC via CWK R-205 to MARCS INT. Thence. . . .

INDUSTRY TRANSITION (IDU.MARCS9): From over IDU VORTAC via IDU R-259 to MARCS INT. Thence. . . .

LUFKIN TRANSITION (LFK.MARCS9): From over LFK VORTAC via LFK R-228 and IDU R-044 to IDU VORTAC, then via IDU R-259 to MARCS INT. Thence. . . .

WACO TRANSITION (ACT.MARCS9): From over ACT VORTAC via ACT R-165 to BLEWE INT, then via CWK R-012 to CWK VORTAC, then via CWK R-205 to MARCS INT. Thence. . . .

WINDU TRANSITION (WINDU.MARCS9): From over WINDU INT via CWK R-012 to CWK VORTAC, then via CWK R-205 to MARCS INT. Thence. . . .

. . . . From over MARCS INT via SAT R-056 to CRISS INT. Expect radar vectors to final approach course. Landing other than SAT Rwy 12R/30L expect radar vectors to final approach course after CRISS INT.

SC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3756
332°	TDZE	571
	Apt Elev	577

RNAV (GPS) RWY 32

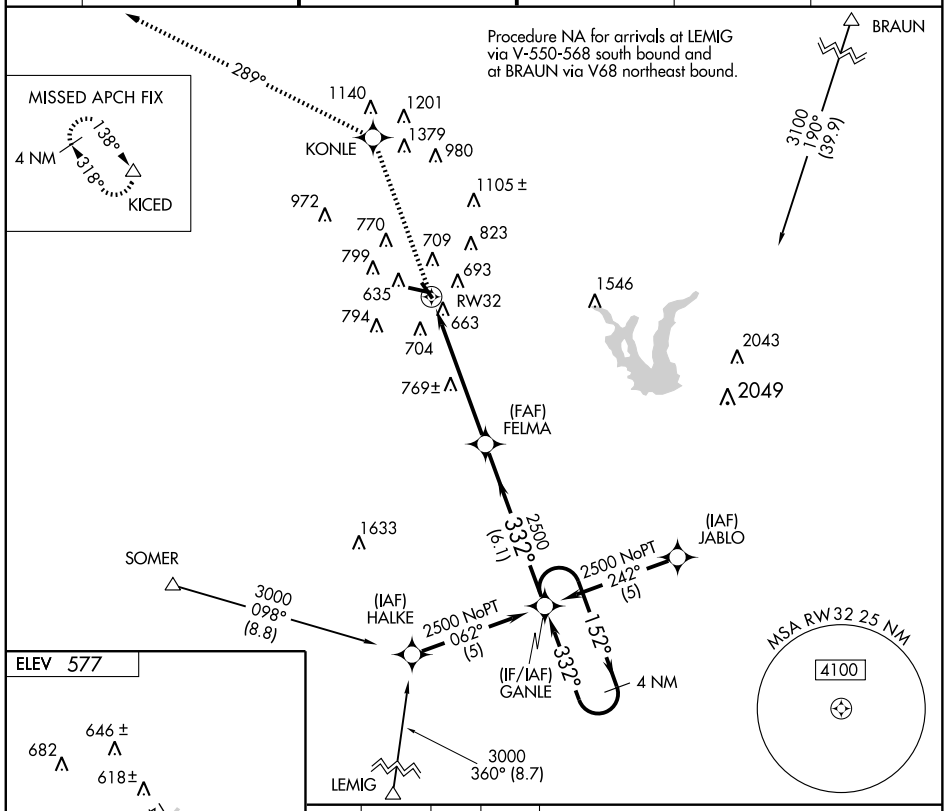
SAN ANTONIO/STINSON MUNI (SSF)

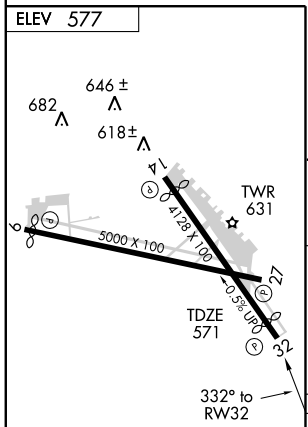
When local altimeter setting not received, use San Antonio Intl altimeter setting and increase all MDAs 60 feet, and LNAV Cat C visibility ¼ mile. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

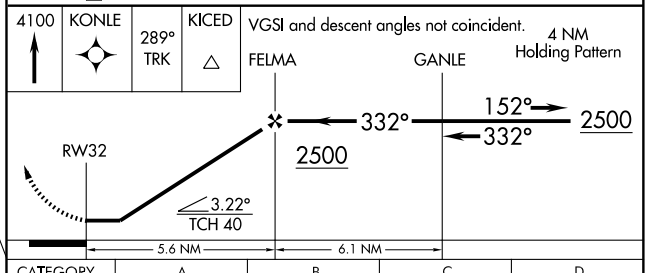
MISSED APPROACH: Climb to 4100 direct KONLE and via 289° track to KICED and hold.

ATIS	SAN ANTONIO APP CON	STINSON TOWER*	GND CON	CLNC DEL	UNICOM
128.8	125.7 290.225	118.2 (CTAF) L 379.9	121.7 379.9	121.7	122.95

Procedure NA for arrivals at LEMIG via V-550-568 south bound and at BRAUN via V68 northeast bound.







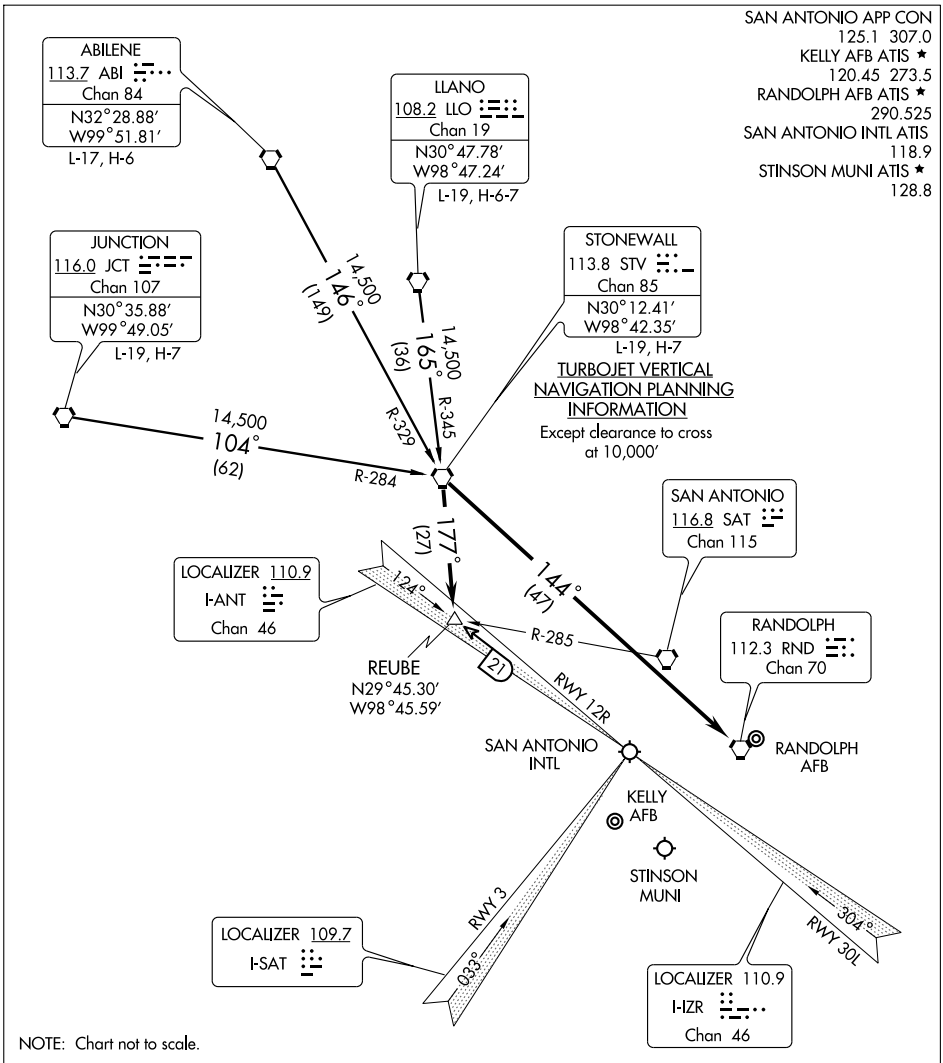
CATEGORY	A	B	C	D
LNAV MDA	1020-1 449 (500-1)		1020-1¼ 449 (500-1¼)	NA
CIRCLING	1040-1 463 (500-1)	1100-1 523 (600-1)	1100-1½ 523 (600-1½)	NA

REIL Rwys 9, 14, 27 and 32
MIRL Rwys 9-27 and 14-32

SC-3. 08 APR 2010 to 06 MAY 2010

STONEWALL ONE ARRIVAL (STV. STV1)

SAN ANTONIO, TEXAS



SC-3, 08 APR 2010 to 06 MAY 2010

ABILENE TRANSITION (ABI.STV1): From over ABI VORTAC via ABI R-146 and STV R-329 to STV VORTAC. Thence . . . .

JUNCTION TRANSITION (JCT.STV1): From over JCT VORTAC via JCT R-104 and STV R-284 to STV VORTAC. Thence . . . .

LLANO TRANSITION (LLO.STV1): From over LLO VORTAC via LLO R-165 and STV R-345 to STV VORTAC. Thence . . . .

ALL AIRPORTS EXCEPT RANDOLPH AIR FORCE BASE: . . . . From over STV VORTAC via STV R-177 to REUBE INT. Expect radar vectors to final approach course.

RANDOLPH AIR FORCE BASE: . . . . From over STV VORTAC via direct RND VORTAC.

VOR SSF 108.4	APP CRS 337°	Rwy Idg 3756 TDZE 571 Apt Elev 577

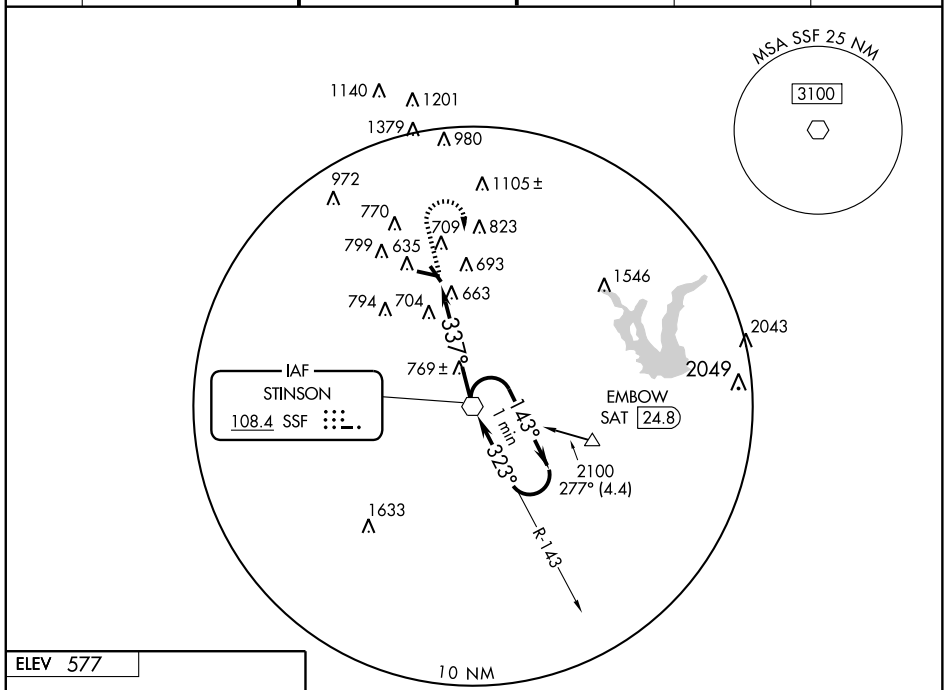
VOR RWY 32

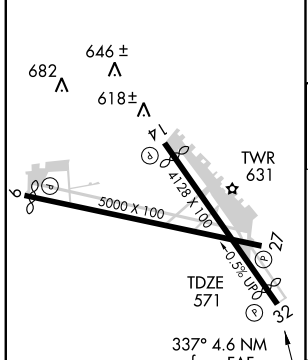
SAN ANTONIO/STINSON MUNI (SSF)

When local altimeter setting not received, use San Antonio Intl altimeter setting and increase all MDAs 60 feet, and S-32 Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 1400 then climbing right turn to 2500 direct SSF VOR and hold.

ATIS	SAN ANTONIO APP CON	STINSON TOWER*	GND CON	CLNC DEL	UNICOM
128.8	125.7 290.225	118.2 (CTAF) 379.9	121.7 379.9	121.7	122.95





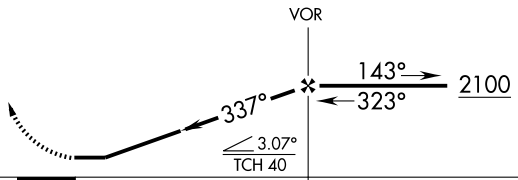
REIL Rwys 9, 14, 27 and 32
MIRL Rwys 9-27 and 14-32

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

1400	2500	SSF 108.4

VGSI and descent angles not coincident.

One Minute Holding Pattern

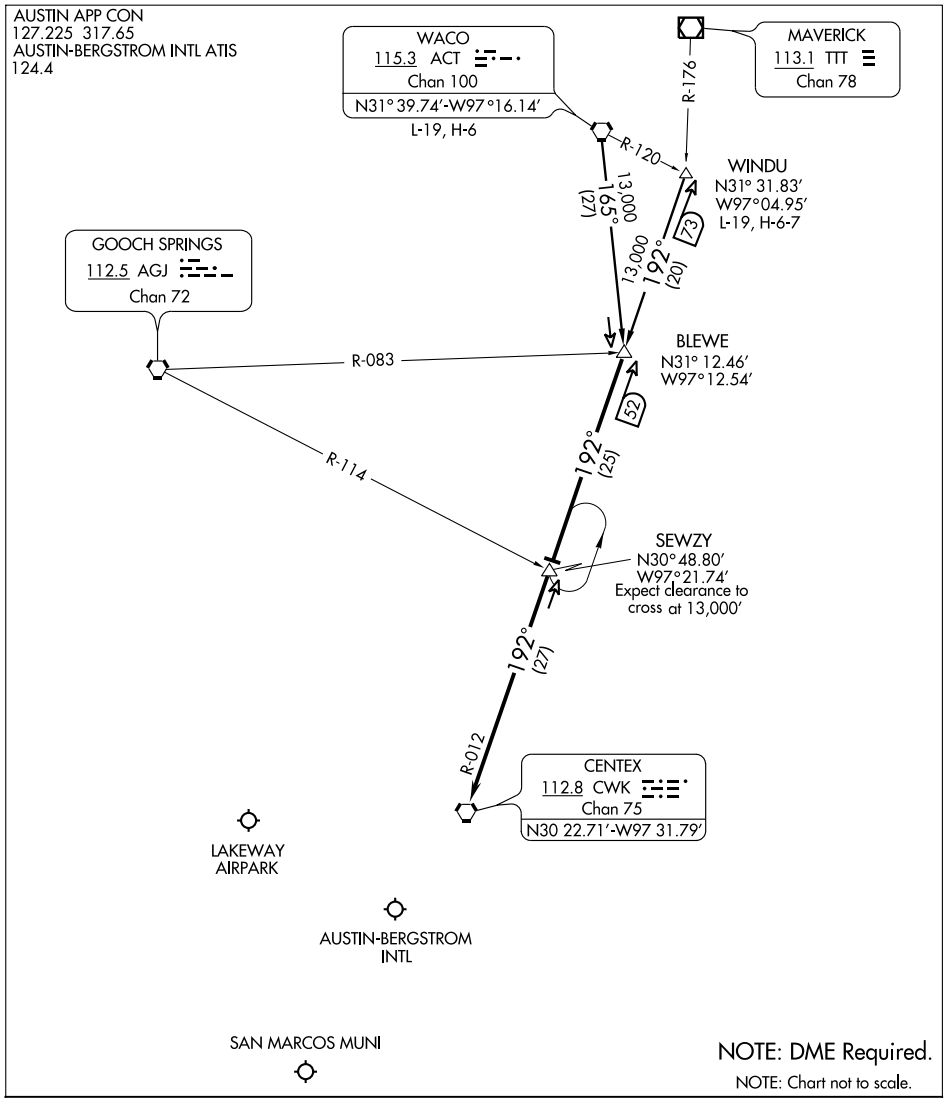


CATEGORY	A	B	C	D
S-32	1020-1 449 (500-1)		1020-1¼ 449 (500-1¼)	NA
CIRCLING	1040-1 463 (500-1)	1100-1 523 (600-1)	1100-1½ 523 (600-1½)	NA

SC-3. 08 APR 2010 to 06 MAY 2010

BLEWE TWO ARRIVAL (BLEWE.BLEWE2)

AUSTIN, TEXAS



WACO TRANSITION (ACT.BLEWE2): From over ACT VORTAC via ACT R-165 to BLEWE INT. Thence . . . .

WINDU TRANSITION (WINDU.BLEWE2): From over WINDU INT via CWK R-012 to BLEWE INT. Thence . . . .

. . . . From over BLEWE INT via CWK R-012 to CWK VORTAC. Expect radar vectors to final approach.

SAN MARCOS, TEXAS

AL-502 (FAA)

LOC I-RUM	APP CRS	Rwy Idg	5603
108.7	126°	TDZE	593
		Apt Elev	597

ILS or LOC RWY 13

SAN MARCOS MUNI (HYI)

T
ANA

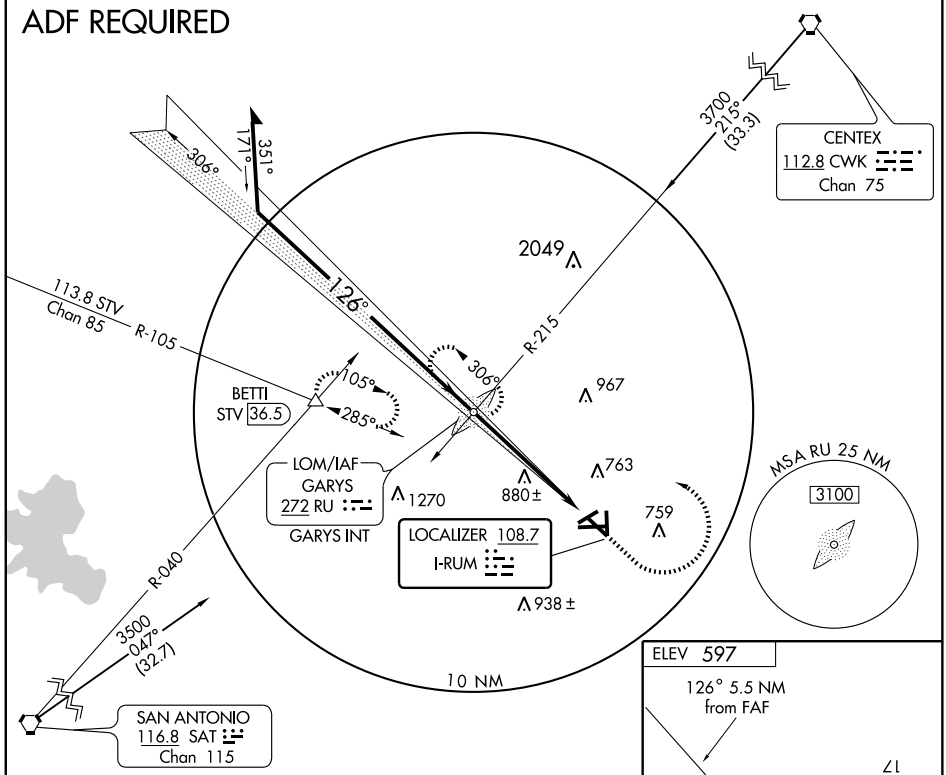
Circling Cat E not authorized southwest of Rwy 13-31.
For inoperative MALSR, increase S-ILS 13 Cat E visibility ¼ mile, and S-LOC 13 Cat E ½ mile

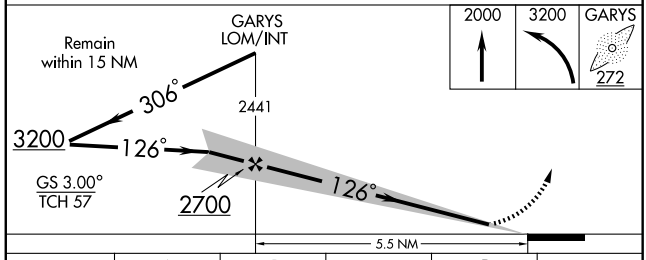
MALSR

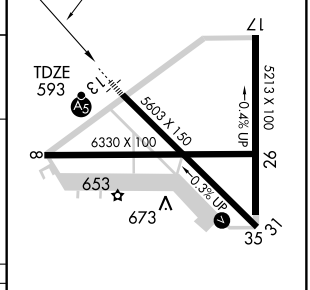
MISSED APPROACH: Climb to 2000 then climbing left turn to 3200 direct GARYS LOM and hold.

AWOS-3	AUSTIN APP CON	CLNC DEL	UNICOM
120.825	119.0 370.85	121.35	123.05 (CTAF) L

ADF REQUIRED







CATEGORY	A	B	C	D	E
S-ILS-13	793-½ 200 (200-½)				
S-LOC-13	1260-½ 667 (700-½)		1260-1¼ 667 (700-1¼)	1260-1½ 667 (700-1½)	1260-2 667 (700-2)
CIRCLING	1260-1 663 (700-1)		1260-1¾ 663 (700-1¾)	1260-2 663 (700-2)	1280-2½ 683 (700-2½)

REIL Rwys 8 and 26 L
MIRL Rwys 8-26, 13-31, and 17-35 L

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SC-3, 08 APR 2010 to 06 MAY 2010

LOM RU	APP CRS	Rwy Idg	5603
272	125°	TDZE	593
		Apt Elev	597

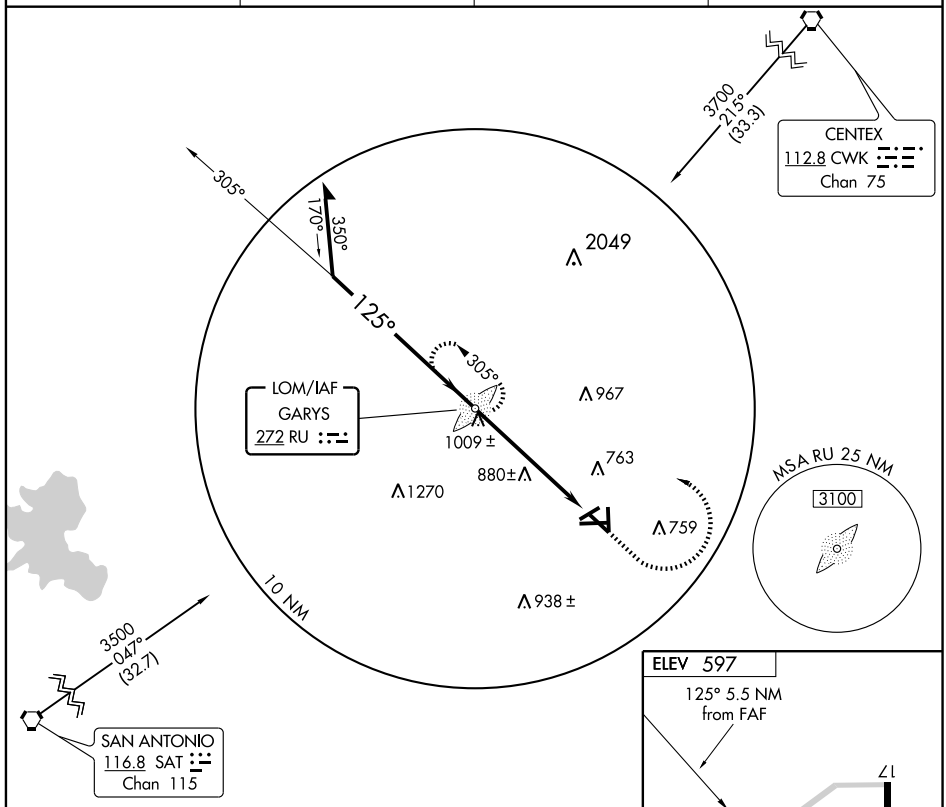
NDB RWY 13
SAN MARCOS MUNI (HYI)

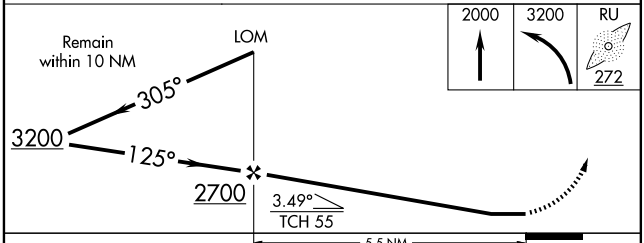
NA

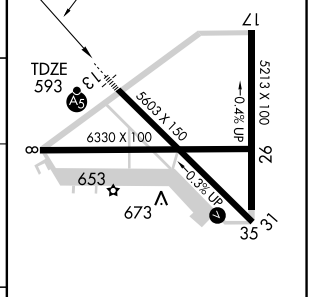
MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 3200 direct RU LOM and hold.

AWOS-3	AUSTIN APP CON	CLNC DEL	UNICOM
120.825	119.0 370.85	121.35	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-13	1240-¾ 647 (700-¾)		1240-1 ¼ 647 (700-1¼)	1240-1¾ 647 (700-1¾)
CIRCLING	1240-1 643 (700-1)		1240-1¾ 643 (700-1¾)	1240-2 643 (700-2)

REIL Rwys 8 and 26 L
MIRL Rwys 8-26, 13-31, and 17-35 L

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5603
126°	TDZE	593
	Apt Elev	597

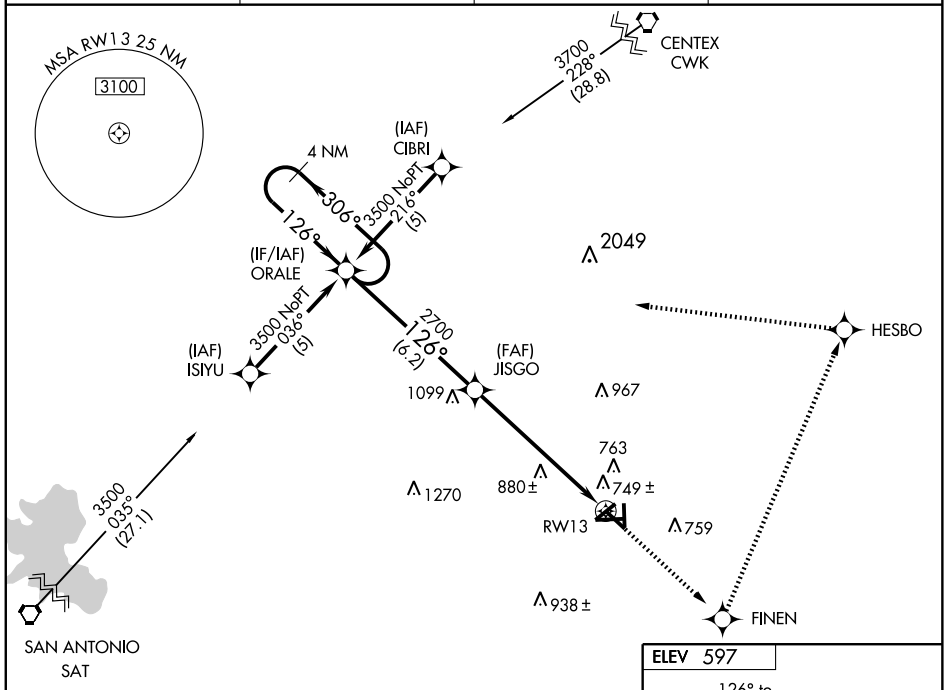
RNAV (GPS) RWY 13
SAN MARCOS MUNI (HYI)

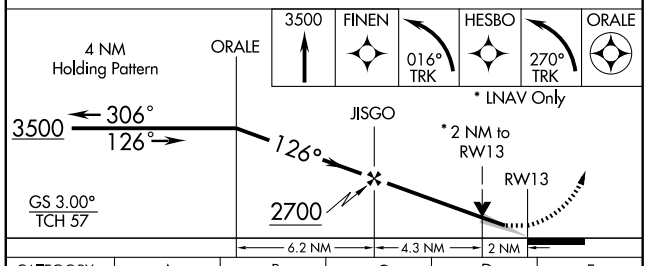
T A NA W — GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. BARO-VNAV NA below -16°C (4°F). For inoperative MALSR, increase LNAV/VNAV and LNAV Cat E visibility ½ mile. Circling Cat E not authorized southwest of Rwy 13-31.

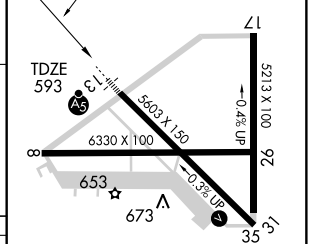
MALSR (A5)

MISSED APPROACH: Climb to 3500 direct FINEN WP and left turn via 016° track to HESBO and left turn via 270° track to ORALE and hold.

AWOS-3	AUSTIN APP CON	CLNC DEL	UNICOM
120.825	119.0 370.85	121.35	123.05 (CTAF) L







CATEGORY	A	B	C	D	E
LPV DA	NA				
LNAV/VNAV DA	1060-1 467 (500-1)				1060-1¼ 467 (500-1¼)
LNAV MDA	1280-½ 687 (700-½)		1280-1½ 687 (700-1½)	1280-1¾ 687 (700-1¾)	1280-2 687 (700-2)
CIRCLING	1280-1½ 683 (700-1½)		1280-2 683 (700-2)	1280-2¼ 683 (700-2¼)	1280-2 ½ 683 (700-2½)

REIL Rwys 8 and 26 L
MIRL Rwys 8-26, 13-31, and 17-35 L

SC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4999
359°	TDZE	3278
	Apt Elev	3315

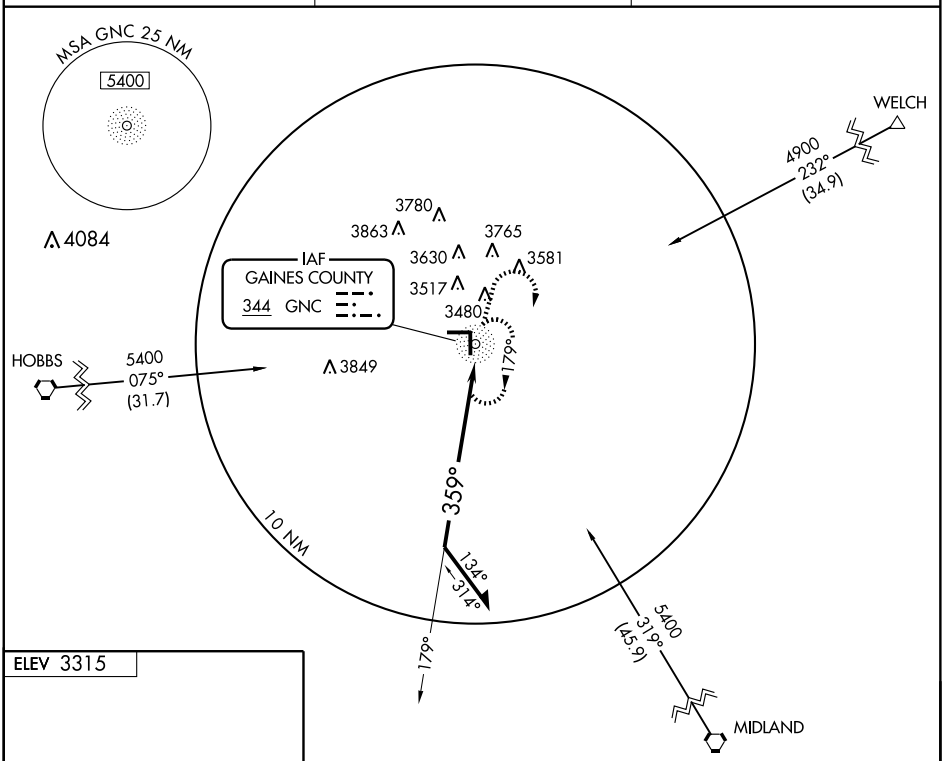
NDB RWY 35

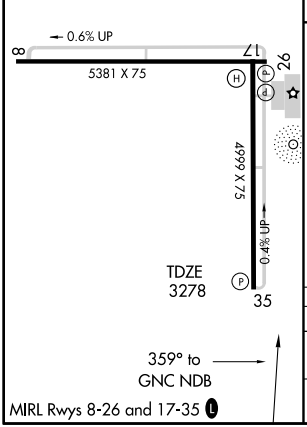
SEMINOLE/GAINES COUNTY (GNC)

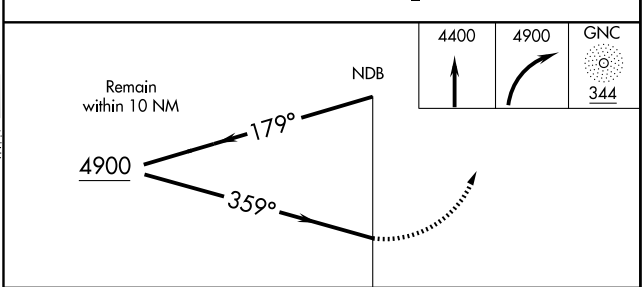
NA Use Midland Intl altimeter setting.

MISSED APPROACH: Climb to 4400 then climbing right turn to 4900 direct GNC NDB and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.075	132.6 269.05	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-35	3940-1 662 (700-1)		3940-1¾ 662 (700-1¾)	NA
CIRCLING	3960-1 645 (700-1)		4060-2¼ 745 (800-2¼)	NA

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS		
350°	Rwy Idg	4999
	TDZE	3278
	Apt Elev	3315

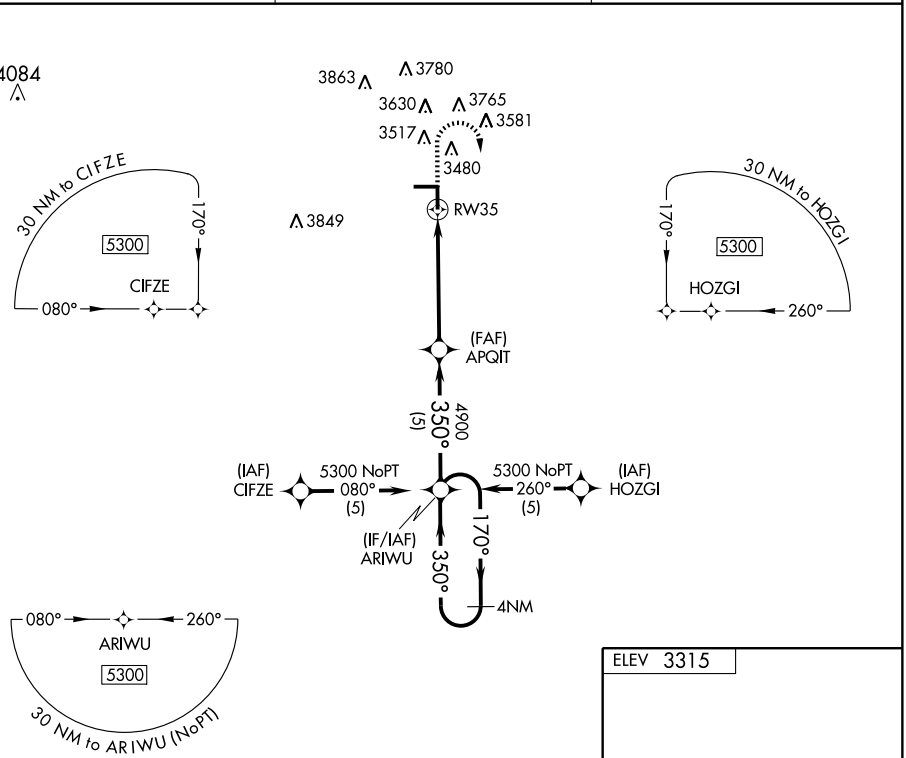
RNAV (GPS) RWY 35

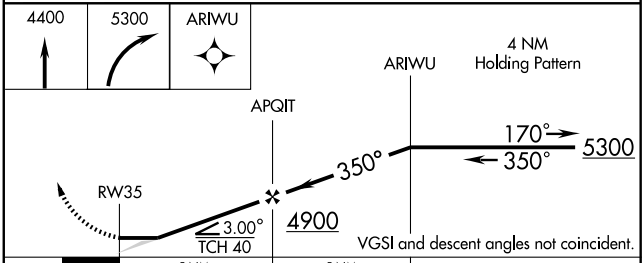
SEMINOLE/GAINES COUNTY (GNC)

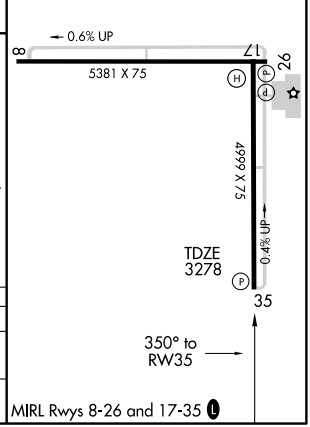
NA GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA. Use Midland Intl altimeter setting.

MISSED APPROACH: Climb to 4400 then climbing right turn to 5300 direct ARIWU WP and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.075	132.6 269.05	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	3820-1	542 (600-1)	3820-1½ 542 (600-1½)	NA
CIRCLING	3960-1	645 (700-1)	4060-2¼ 745 (800-2¼)	NA

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4300
173°	TDZE	1344
	Apt Elev	1344

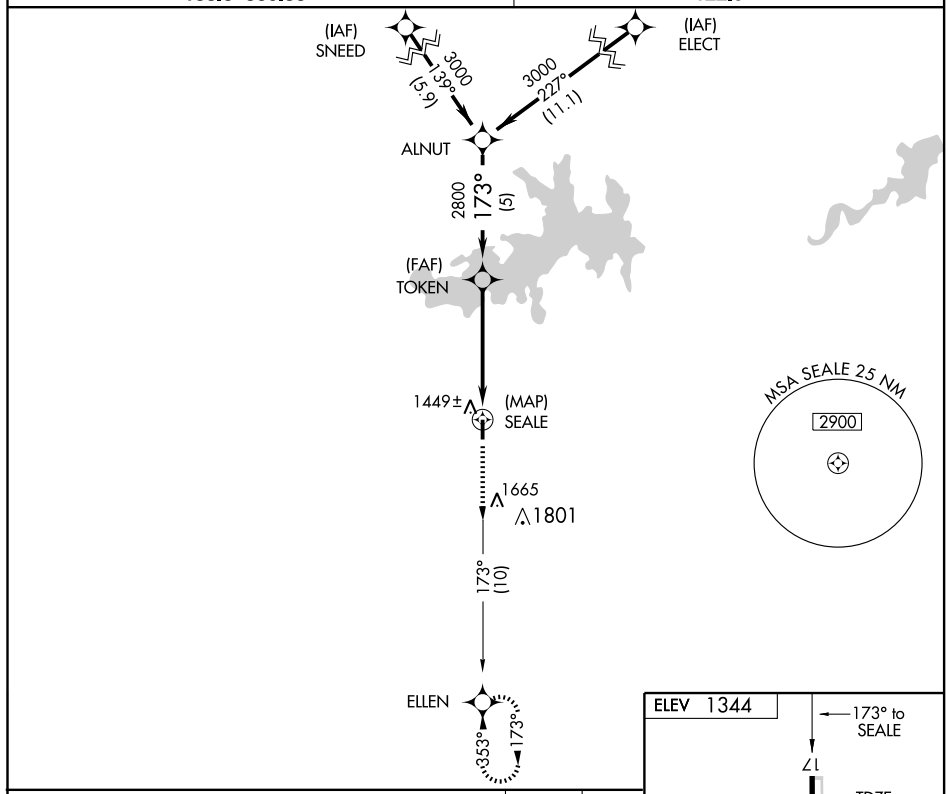
GPS RWY 17
SEYMOUR MUNI (6ØF)

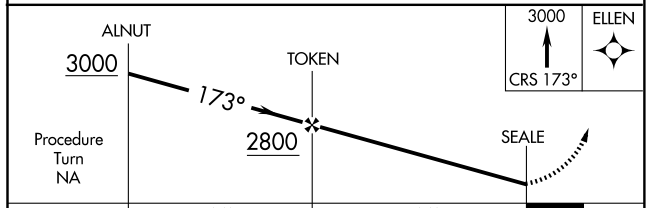
⚠ NA — Obtain local altimeter on CTAF; when not received, use Sheppard AFB/Wichita Falls Muni altimeter setting.

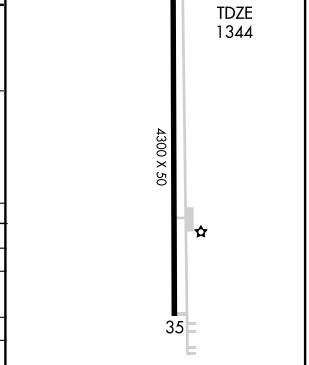
MISSED APPROACH: Climb to 3000 via 173° course to ELLEN WP and hold.

FORT WORTH CENTER
133.5 350.35

CTAF
122.9







CATEGORY	A	B	C	D
S-17	1700-1 356 (400-1)			NA
CIRCLING	1780-1 436 (500-1)	1800-1 456 (500-1)	1800-1½ 456 (500-1½)	NA
SHEPPARD AFB/WICHITA FALLS MUNI ALTIMETER SETTING MINIMUMS				
S-17	1880-1 536 (600-1)		1880-1½ 536 (600-1½)	NA
CIRCLING	1960-1 616 (700-1)	1980-1 636 (700-1)	1980-1¾ 636 (700-1¾)	NA

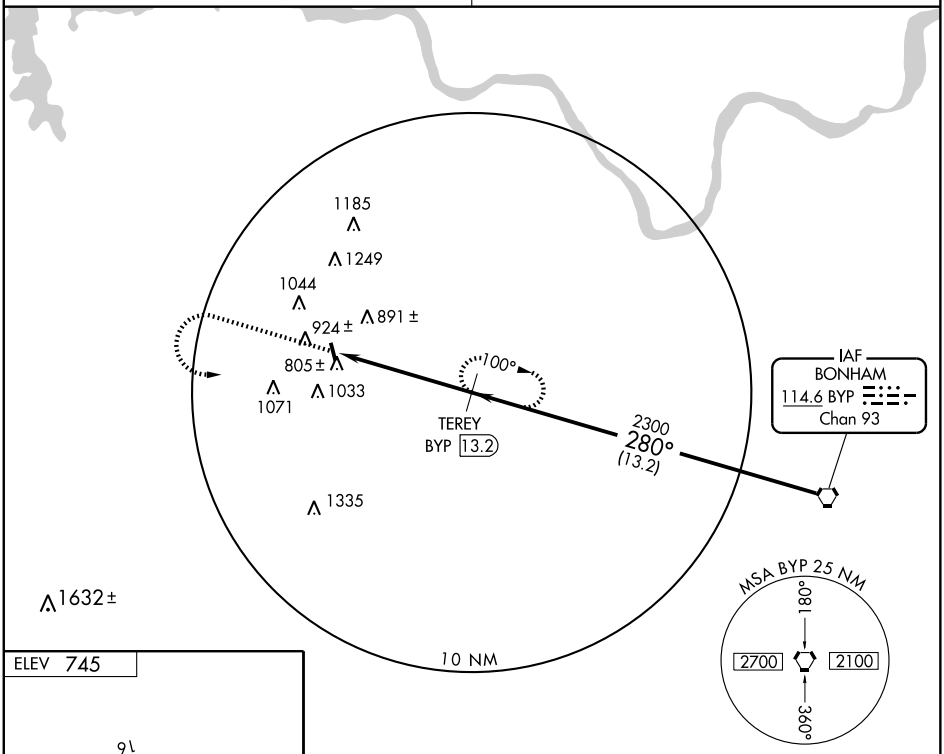
MIRL Rwy 17-35

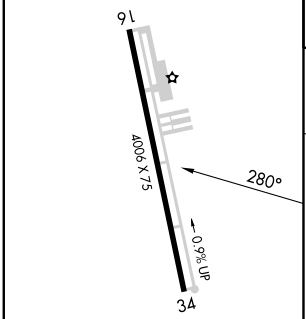
SC-2, 08 APR 2010 to 06 MAY 2010

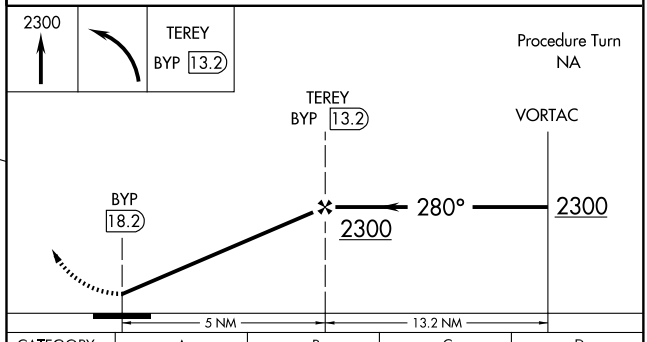
VORTAC BYP 114.6 Chan 93	APP CRS 280°	Rwy Idg N/A TDZE N/A Apt Elev 745

VOR/DME-A
SHERMAN MUNI (SWI)

⚠ NA Use Dallas-Love Field altimeter setting.	MISSED APPROACH: Climb to 2300, then left turn direct TEREY and hold.
FORT WORTH CENTER 124.75 377.1	UNICOM 122.8 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	1580-1 835 (900-1)	1580-1¼ 835 (900-1¼)	1600-2½ 855 (900-2½)	1600-2¾ 855 (900-2¾)

MIRL Rwy 16-34

SC-2, 08 APR 2010 to 06 MAY 2010

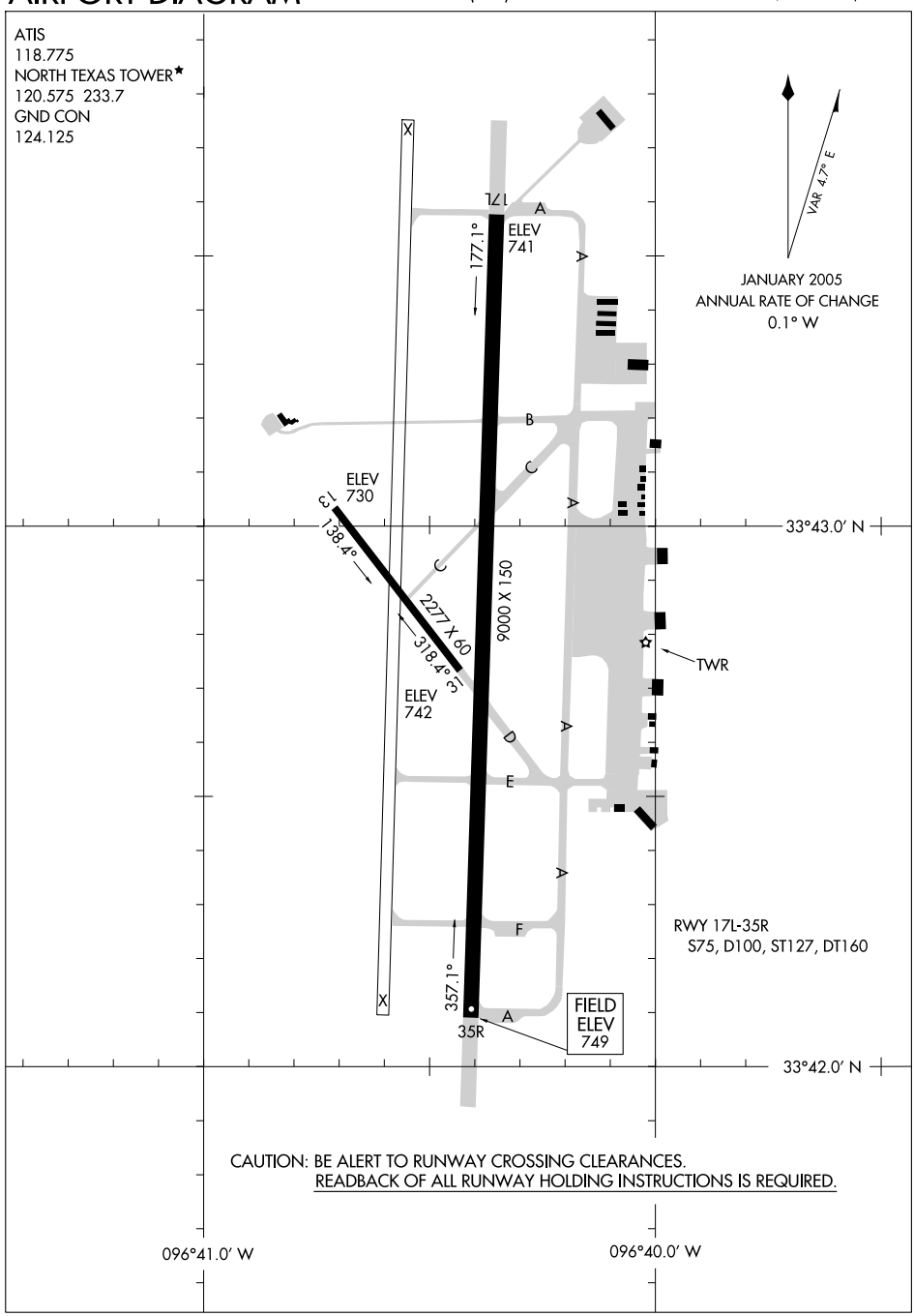
10098

AIRPORT DIAGRAM

SHERMAN/DENISON/ NORTH TEXAS RGNL/PERRIN FIELD (GYI)

AL-389 (FAA)

SHERMAN/DENISON, TEXAS



SC-2, 08 APR 2010 to 06 MAY 2010

LOC I-GYI	APP CRS	Rwy Idg	9000
111.7	176°	TDZE	741
		Apt Elev	749

ILS or LOC RWY 17L

SHERMAN/DENISON/ NORTH TEXAS RGNL/PERRIN FIELD (GYI)

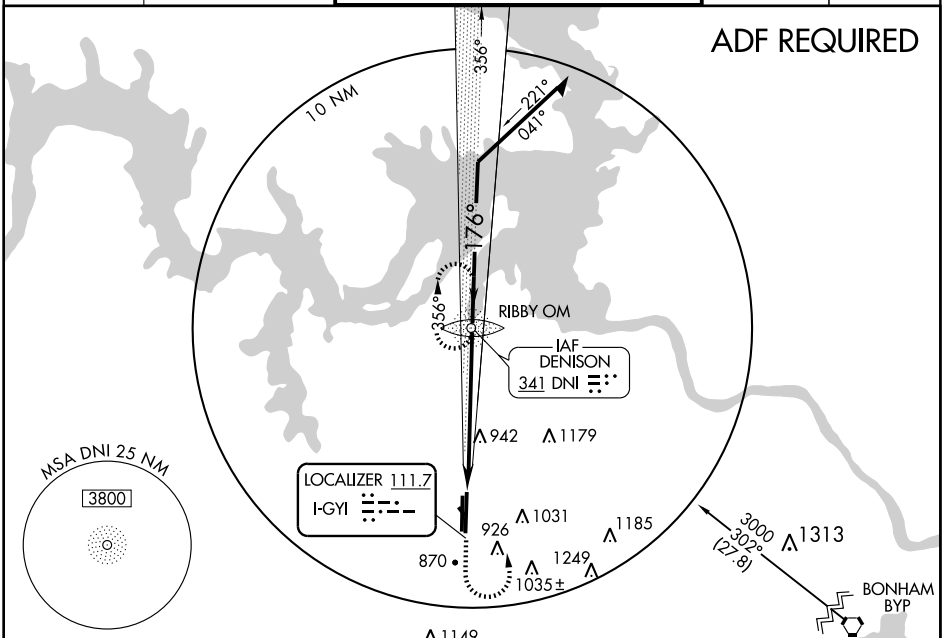
A NA — When local altimeter setting not received, use Dallas-Love Field altimeter setting. For inoperative MALSR increase S-ILS 17L visibility to 1¼ .

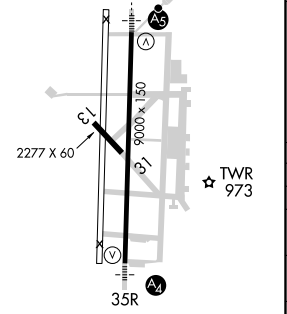
MALSR

MISSED APPROACH: Climb to 2000, then climbing left turn to 2700 direct DNI NDB and hold.

ATIS	FORT WORTH CENTER	NORTH TEXAS ★	GND CON	UNICOM
118.775	124.75 377.1	120.575 (CTAF) L 233.7	124.125	122.7

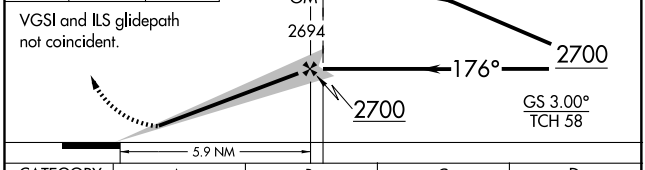
ADF REQUIRED





MIRL Rwy 17L-35R L

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58



CATEGORY	A	B	C	D
S-ILS 17L	941-½ 200 (200-½)			
S-LOC 17L	1240-½ 499 (500-½)		1240-¾ 499 (500-¾)	1240-1 499 (500-1)
CIRCLING	1280-1 531 (600-1)		1280-1½ 531 (600-1½)	1400-2 651 (700-2)
DALLAS-LOVE FIELD ALTIMETER SETTING MINIMUMS				
S-ILS 17L	1099-¾ 358 (400-¾)			
S-LOC 17L	1400-½ 659 (700-½)		1400-1¼ 659 (700-1¼)	1400-1½ 659 (700-1½)
CIRCLING	1440-1¼ 691 (700-1¼)		1440-2 691 (700-2)	1540-2½ 791 (800-2½)

SC-2, 08 APR 2010 to 06 MAY 2010

NDB DNI	APP CRS	Rwy Idg	9000
341	175°	TDZE	741
		Apt Elev	749

NDB or GPS RWY 17L

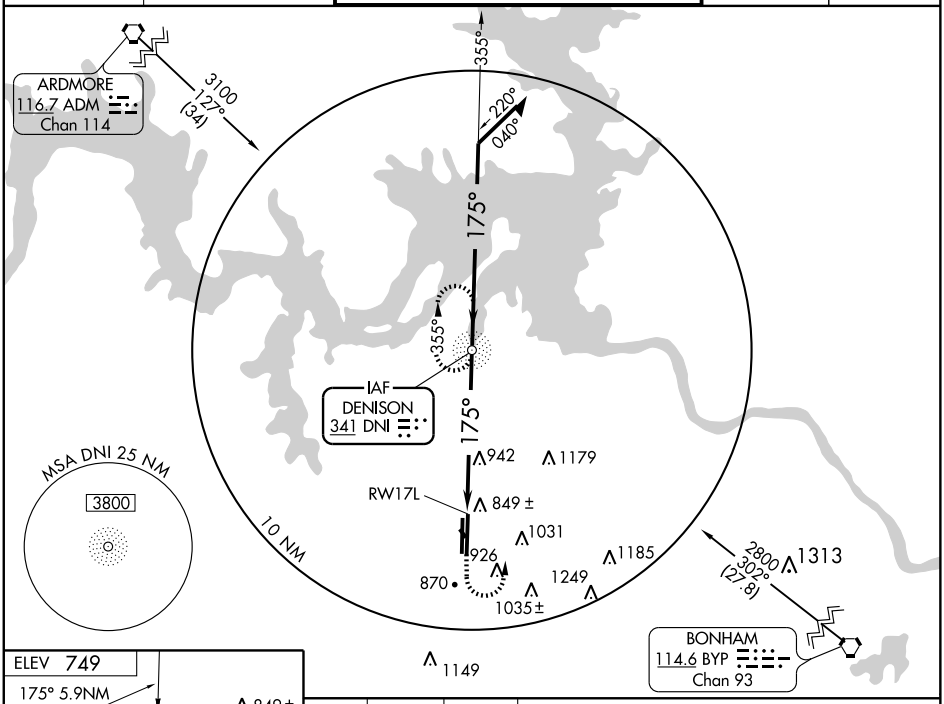
SHERMAN/DENISON/ NORTH TEXAS RGNL/PERRIN FIELD (GYI)

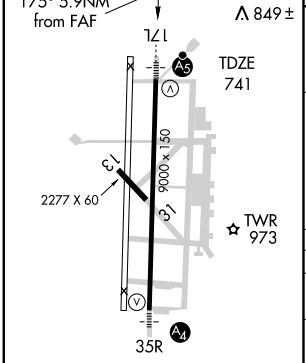
NA — When local altimeter setting not received, use Dallas-Love Field altimeter setting.

MALSR

MISSED APPROACH: Climb to 2000, then climbing left turn to 2500 direct DNI NDB and hold.

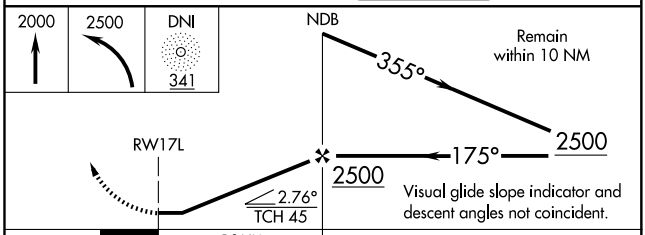
ATIS	FORT WORTH CENTER	NORTH TEXAS ★	GND CON	UNICOM
118.775	124.75 377.1	120.575 (CTAF) L 233.7	124.125	122.7





MIRL Rwy 17L-35R L

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58



CATEGORY	A	B	C	D
S-17L	1300-¾ 559 (600-¾)		1300-1 559 (600-1)	1300-1½ 559 (600-1½)
CIRCLING	1300-1 551 (600-1)		1300-1½ 551 (600-1½)	1400-2 651 (700-2)
DALLAS-LOVE FIELD ALTIMETER SETTING MINIMUMS				
S-17L	1460-¾ 719 (800-¾)		1460-1½ 719 (800-1½)	1460-2 719 (800-2)
CIRCLING	1460-1 711 (800-1)		1460-2 711 (800-2)	1540-2½ 791 (800-2½)

SC-2, 08 APR 2010 to 06 MAY 2010

VORTAC BYP	APP CRS	Rwy Idg	N/A
114.6	290°	TDZE	N/A
Chan 93		Apt Elev	749

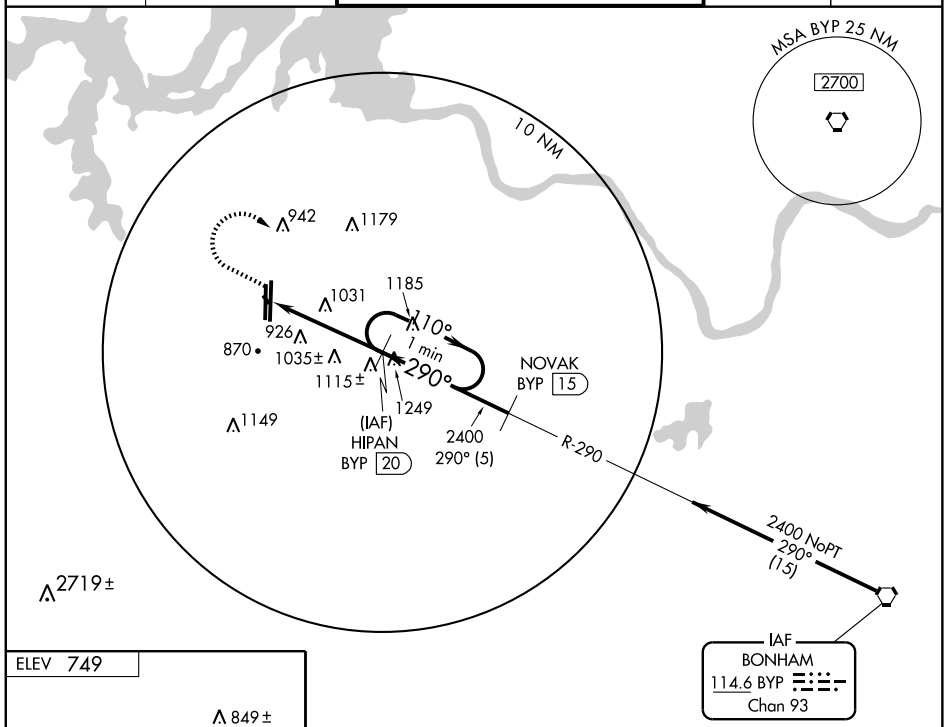
VOR/DME-A

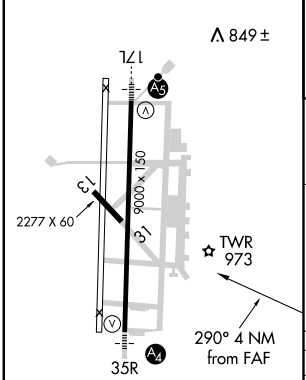
SHERMAN/DENISON/ NORTH TEXAS RGNL/PERRIN FIELD (GYI)

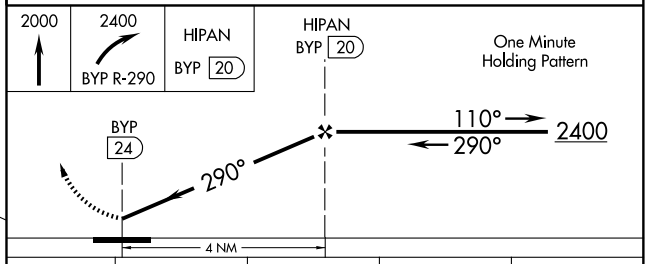
NA When local altimeter setting not received, use Dallas-Love Field altimeter setting.

MISSED APPROACH: Climb to 2000, then climbing right turn to 2400 via BYP R-290 to HIPAN/BYP 20 DME and hold.

ATIS	FORT WORTH CENTER	NORTH TEXAS ★	GND CON	UNICOM
118.775	124.75 377.1	120.575 (CTAF) L 233.7	124.125	122.7







CATEGORY	A	B	C	D
CIRCLING	1380-1 631 (700-1)	1380-1¼ 631 (700-1¼)	1380-1¾ 631 (700-1¾)	1400-2 651 (700-2)
DALLAS-LOVE FIELD ALTIMETER SETTING MINIMUMS				
CIRCLING	1540-1 791 (800-1)	1540-1¼ 791 (800-1¼)	1540-2¼ 791 (800-2¼)	1540-2½ 791 (800-2½)

SC-2, 08 APR 2010 to 06 MAY 2010

VORTAC BYP	APP CRS	Rwy Idg	9000
114.6	356°	TDZE	749
Chan 93		Apt Elev	749

VOR/DME RNAV RWY 35R

SHERMAN/DENISON/ NORTH TEXAS RGNL/PERRIN FIELD (GYI)

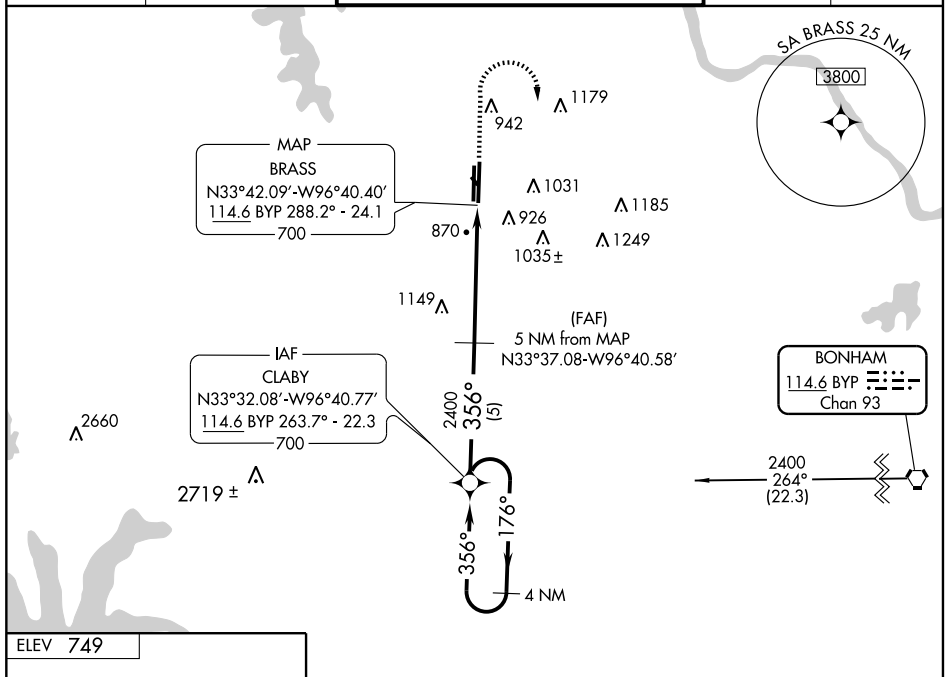
NA

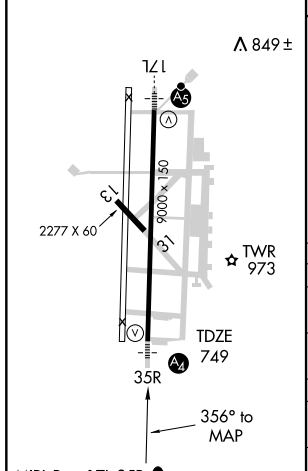
* Inoperative table does not apply to S-35R Cat C.
* * Inoperative table does not apply to S-35R Cat B/C. When local altimeter settiing not received, use Dallas-Love Field altimeter setting. Visibility reduction by helicopters NA.

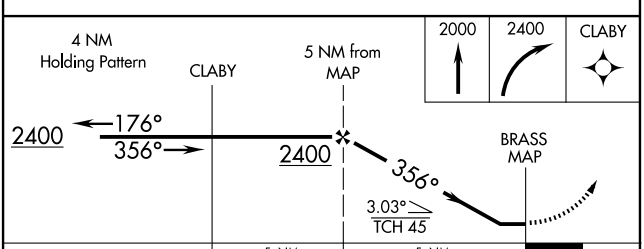
MALS

MISSED APPROACH: Climb to 2000, then climbing right turn to 2400 direct CLABY and hold.

ATIS	FORT WORTH CENTER	NORTH TEXAS ★	GND CON	UNICOM
118.775	124.75 377.1	120.575 (CTAF) L 233.7	124.125	122.7







CATEGORY	A	B	C	D
S-35R *	1460-¾ 711 (800-¾)		1460-2 711 (800-2)	1460-2¼ 711 (800-2¼)
CIRCLING	1460-1 711 (800-1)		1460-2 711 (800-2)	1460-2¼ 711 (700-2¼)
	DALLAS-LOVE FIELD ALTIMETER SETTING MINIMUMS			
S-35R * *	1620-¾ 871 (900-¾)	1620-1¼ 871 (900-1¼)	1620-2½ 871 (900-2½)	1620-2¾ 871 (900-2¾)
CIRCLING	1620-1 871 (900-1)	1620-1¼ 871 (900-1¼)	1620-2½ 871 (900-2½)	1620-2¾ 871 (900-2¾)

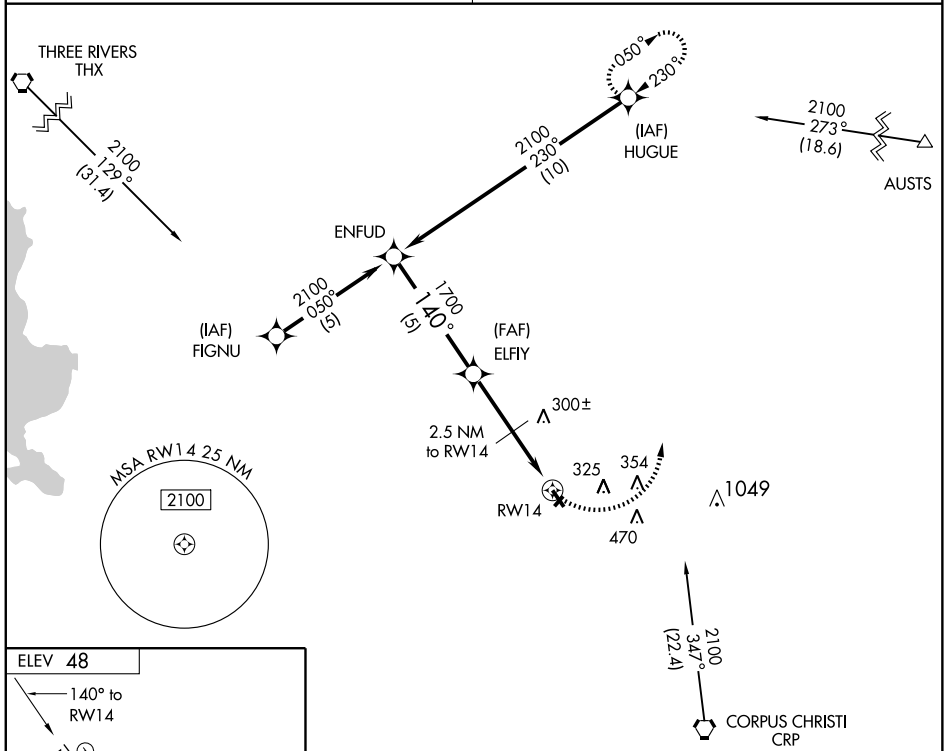
SC-2, 08 APR 2010 to 06 MAY 2010

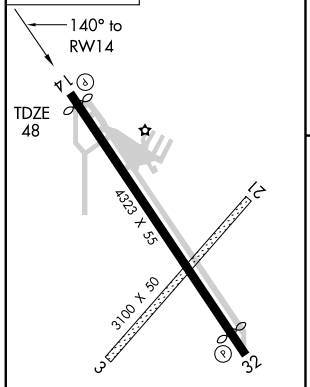
APP CRS	Rwy Idg	4073
140°	TDZE	48
	Apt Elev	48

GPS RWY 14

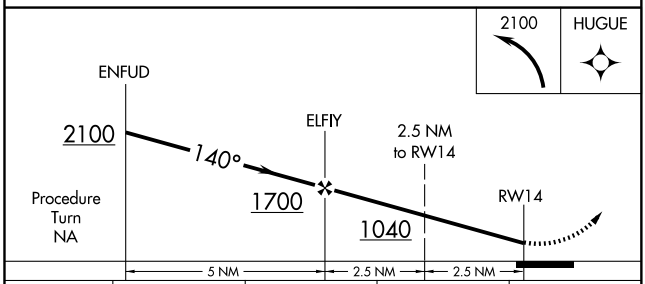
SINTON/ ALFRED C 'BUBBA' THOMAS (T69)

▼ NA	Use Corpus Christi Intl altimeter setting.
MISSED APPROACH: Climbing left turn to 2100 direct HUGUE and hold.	
CORPUS APP CON 120.9 348.725	UNICOM 122.8 (CTAF) L





MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L



CATEGORY	A	B	C	D
S-14	460-1 412 (500-1)		NA	
CIRCLING	620-1 572 (600-1)	680-1 632 (700-1)	NA	

SC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3995
320°	TDZE	48
	Apt Elev	48

GPS RWY 32

SINTON/ALFRED C 'BUBBA' THOMAS (T69)

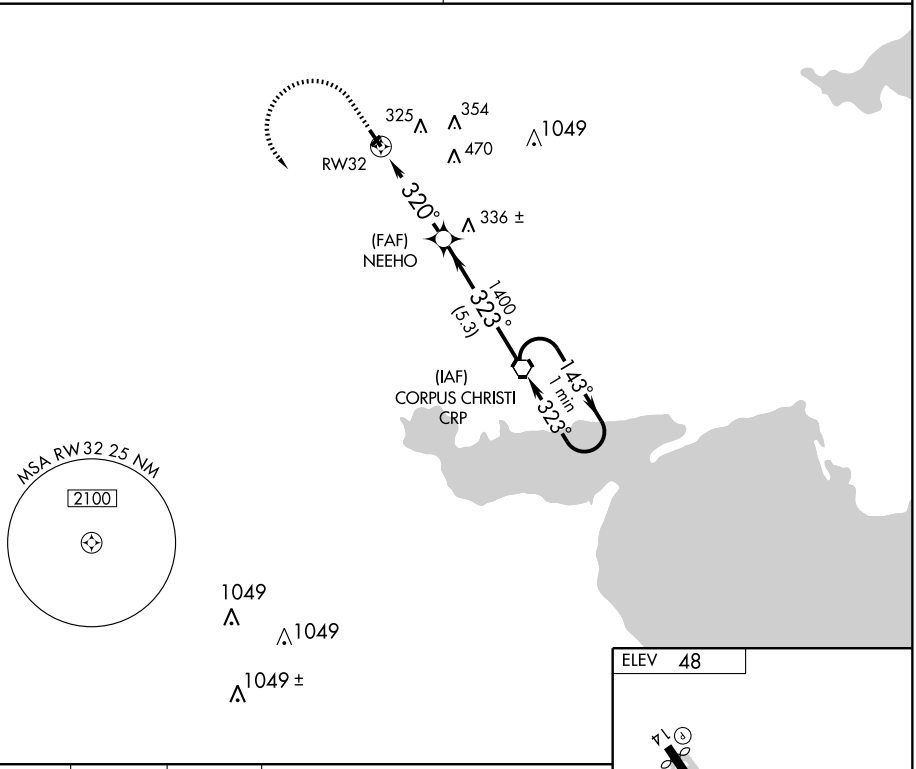
Use Corpus Christi altimeter setting.

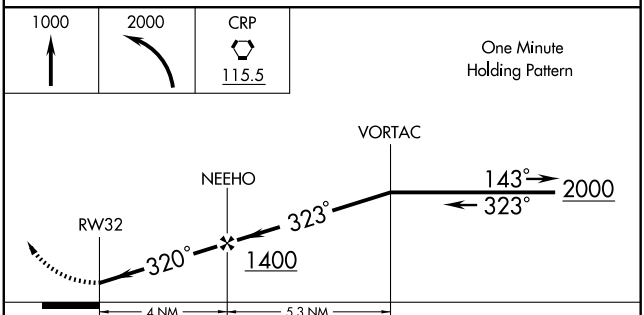
NA

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct CRP VORTAC and hold.

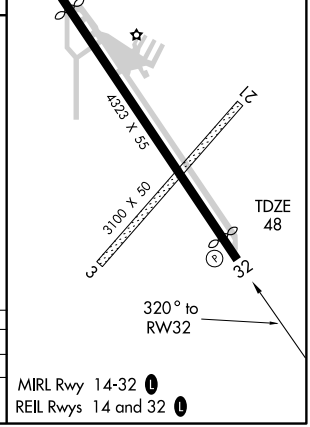
CORPUS APP CON
120.9 348.725

UNICOM
122.8 (CTAF) L





CATEGORY	A	B	C	D
S-32	520-1	472 (500-1)	NA	
CIRCLING	620-1 572 (600-1)	680-1 632 (700-1)	NA	



MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L

SC-3, 08 APR 2010 to 06 MAY 2010

SINTON, TEXAS

AL-5274 (FAA)

VORTAC CRP	APP CRS	Rwy Idg	4073
115.5	138°	TDZE	48
Chan 102		Apt Elev	48

VOR/DME RWY 14

SINTON/ ALFRED C 'BUBBA' THOMAS (T69)

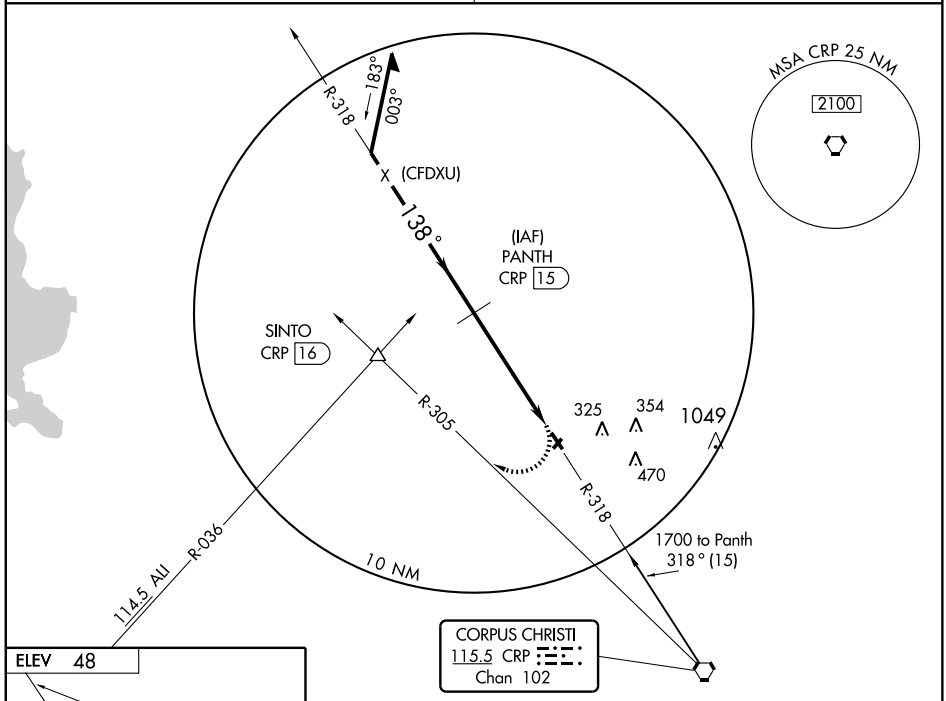
NA

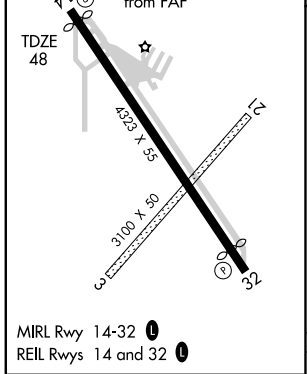
Use Corpus Christi Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 1700 via CRP R-305 to SINTO Int.

CORPUS APP CON
120.9 348.725

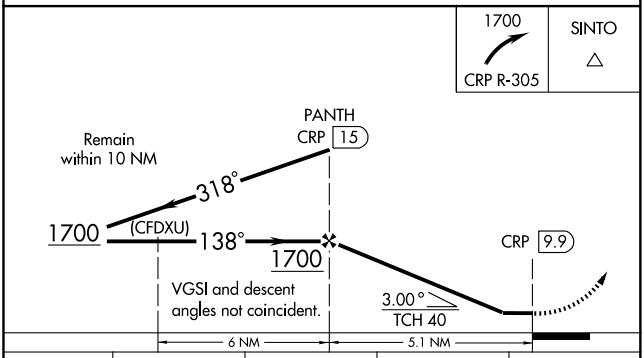
UNICOM
122.8 (CTAF) L





MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



CATEGORY	A	B	C	D
S-14	640-1 592 (600-1)		NA	
CIRCLING	640-1 592 (600-1)	680-1 632 (700-1)	NA	

SC-3. 08 APR 2010 to 06 MAY 2010

VORTAC CRP	APP CRS	Rwy Idg	3995
115.5	318°	TDZE	48
Chan 102		Apt Elev	48

VOR RWY 32

SINTON/ALFRED C 'BUBBA' THOMAS (T69)

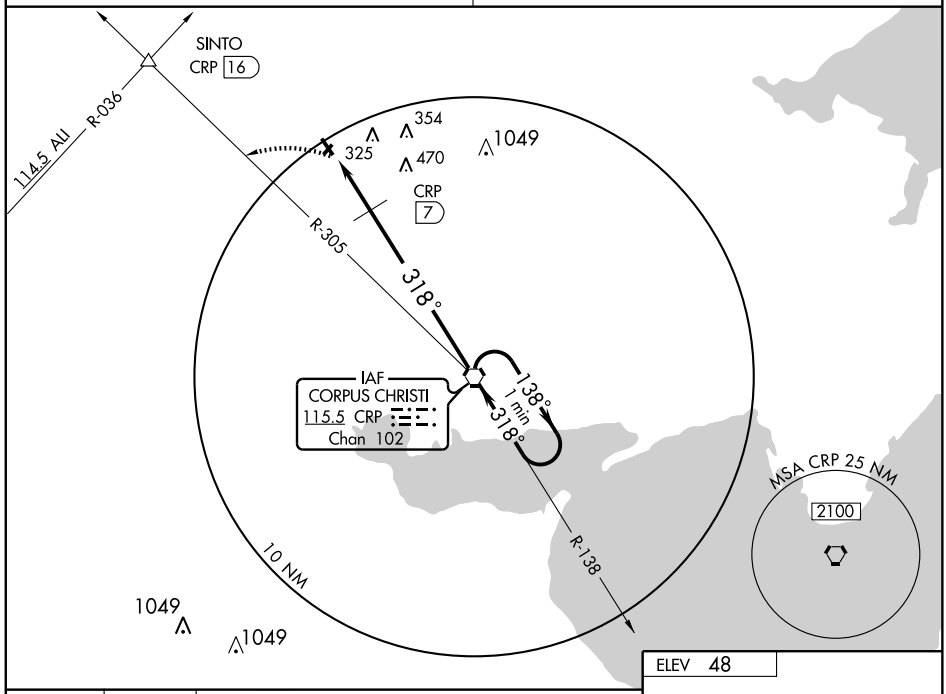
Use Corpus Christi Intl altimeter setting.

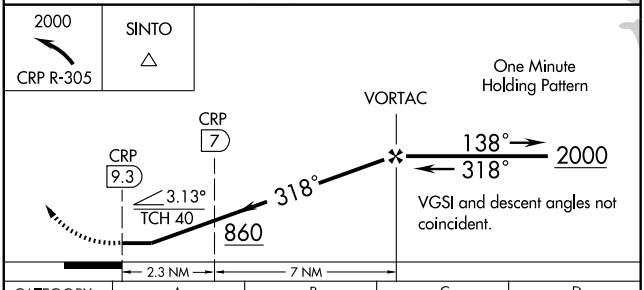
NA

MISSED APPROACH: Climbing left turn to 2000 via CRP R-305 to SINTO Int.

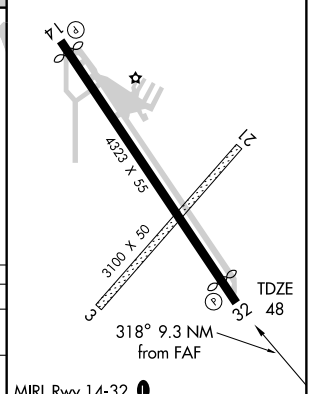
CORPUS APP CON
120.9 348.725

UNICOM
122.8 (CTAF) L





CATEGORY	A	B	C	D
S-32	860-1 812 (900-1)	860-1 ¼ 812 (900-1¼)	NA	
CIRCLING	860-1 812 (900-1)	860-1 ¼ 812 (900-1¼)	NA	
DME MINIMUMS				
S-32	640-1	592 (600-1)	NA	
CIRCLING	640-1 592 (600-1)	680-1 632 (700-1)	NA	



MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L

FAF to MAP 9.3 NM					
Knots	60	90	120	150	180
Min:Sec	9:18	6:12	4:39	3:43	3:06

SC-3, 08 APR 2010 to 06 MAY 2010

NDB SDR	APP CRS	Rwy Idg	5599
359	358°	TDZE	2426
		Apt Elev	2430

NDB RWY 35

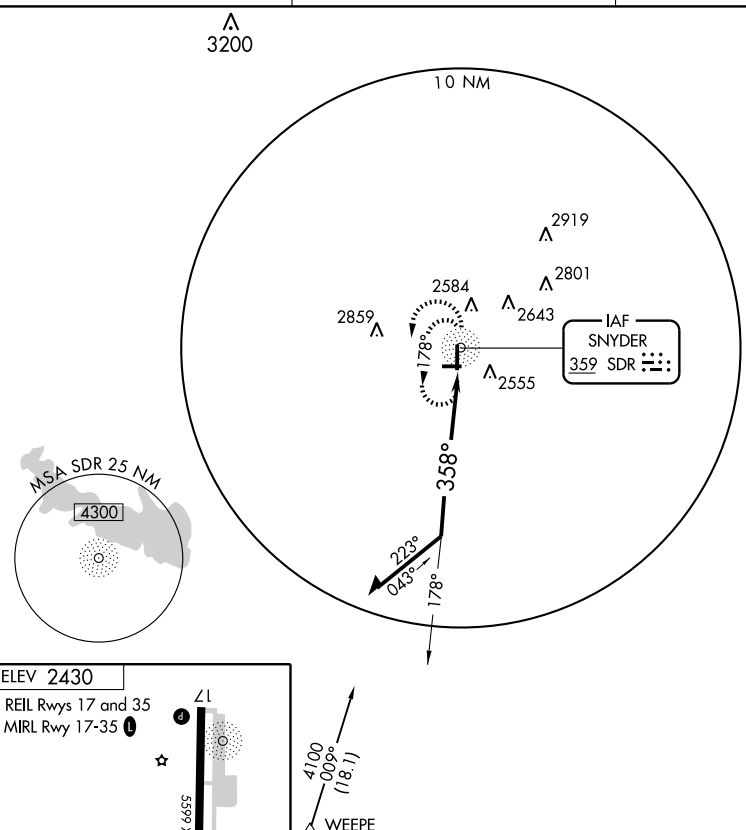
SNYDER/ WINSTON FIELD (SNK)

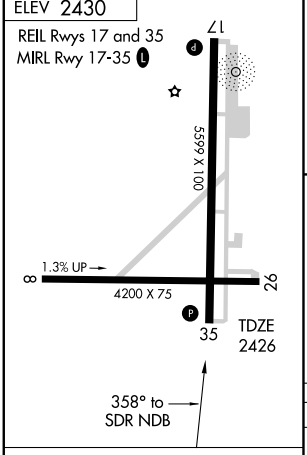
NA

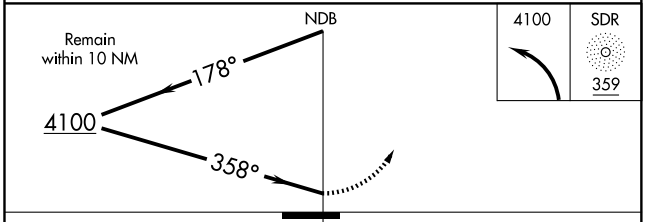
Circling NA to Rwy 8-26.

MISSED APPROACH: Climbing left turn to 4100 in SDR NDB holding pattern.

AWOS-3	FORT WORTH CENTER	UNICOM
119.925	127.45 290.3	122.8 (CTAF) L







Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-35	2960-1	534 (600-1)	2960-1½ 534 (600-1½)	NA
CIRCLING	2960-1	530 (600-1)	2960-1½ 530 (600-1½)	NA

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5599
352°	TDZE	2426
	Apt Elev	2430

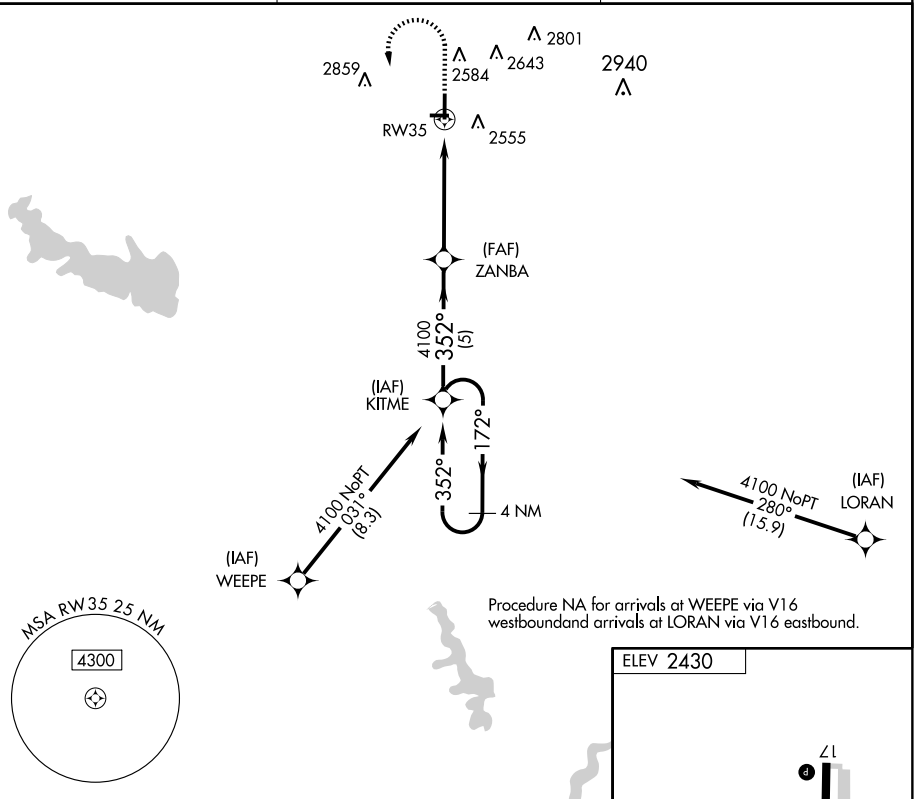
RNAV (GPS) RWY 35

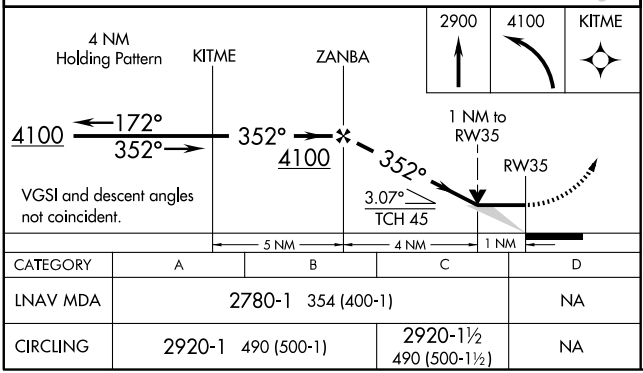
SNYDER/WINSTON FIELD (SNK)

Circling NA to Rwy 8-26.
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

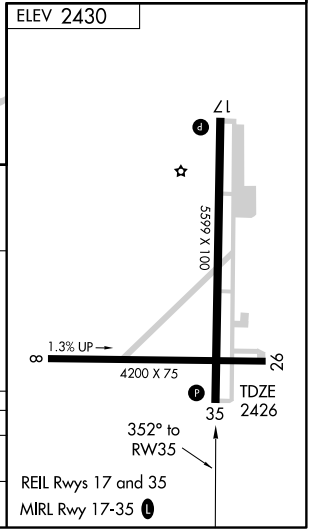
MISSED APPROACH: Climb to 2900, then climbing left turn to 4100 direct KITME WP and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
119.925	127.45 290.3	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	2780-1 354 (400-1)			NA
CIRCLING	2920-1 490 (500-1)		2920-1½ 490 (500-1½)	NA



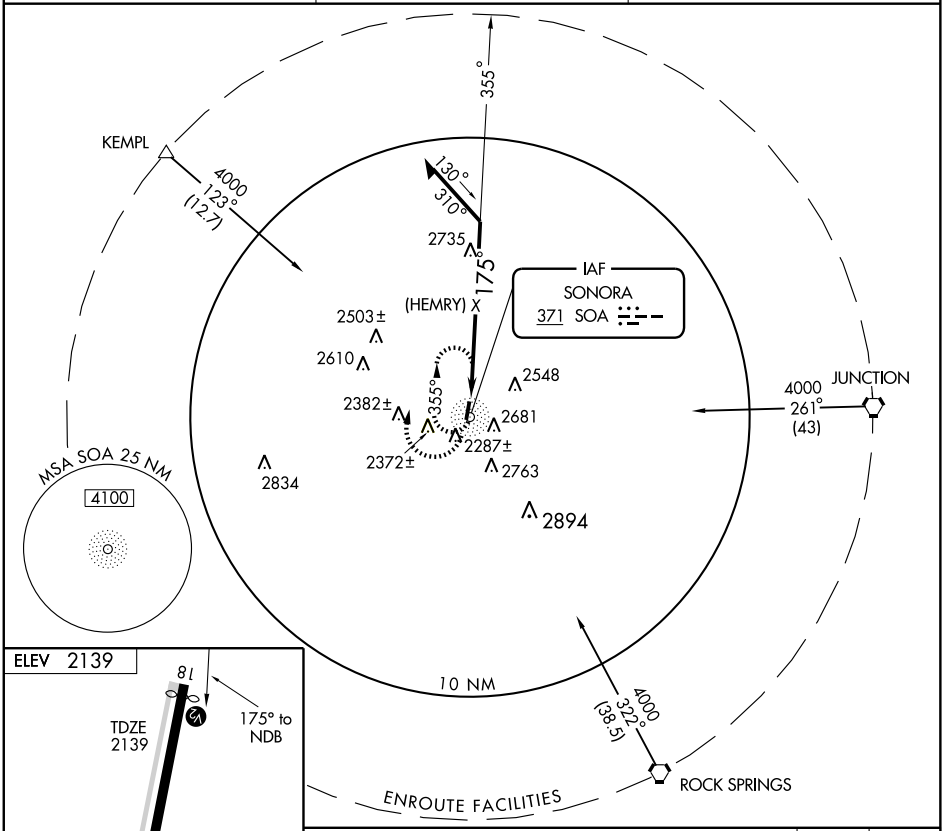
NDB SOA 371	APP CRS 175°	Rwy Idg 3944 TDZE 2139 Apt Elev 2139

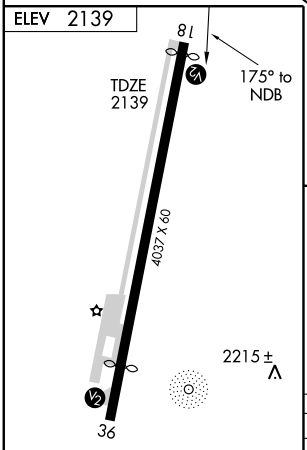
NDB or GPS RWY 18
SONORA MUNI (SOA)

Use San Angelo altimeter setting.
NA Procedure not authorized at night.

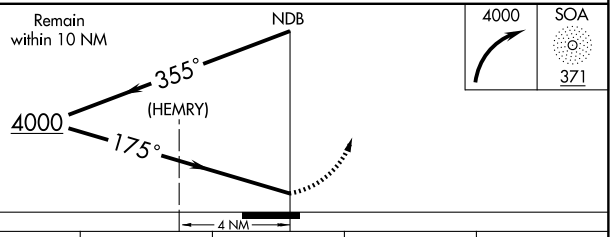
MISSED APPROACH: Climbing right turn to 4000 in SOA NDB holding pattern.

AWOS-3	HOUSTON CENTER	UNICOM
118.075	125.75 346.4	122.8 (CTAF) L





MIRL Rwy 18-36
REIL Rwy 18 and 36



CATEGORY	A	B	C	D
S-18	3240-1¼ 1101 (1200-1¼)	3240-1½ 1101 (1200-1½)	NA	
CIRCLING	3240-1¼ 1101 (1200-1¼)	3240-1½ 1101 (1200-1½)	NA	

SC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5022
020°	TDZE	3090
	Apt Elev	3090

RNAV (GPS) RWY 2

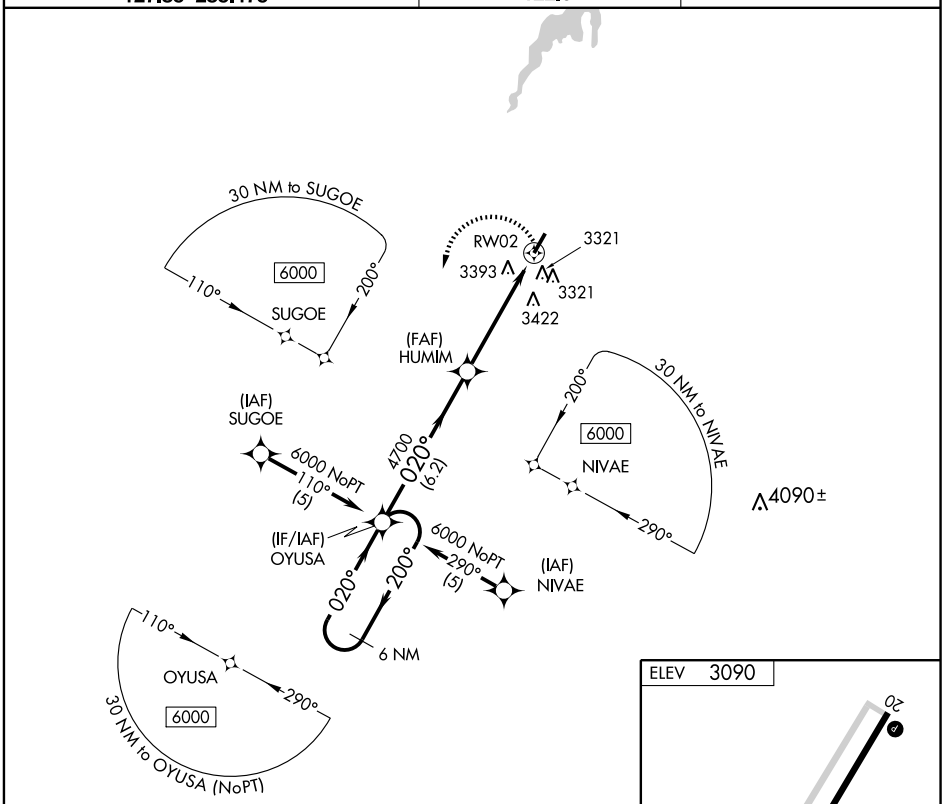
SPEARMAN MUNI (E42)

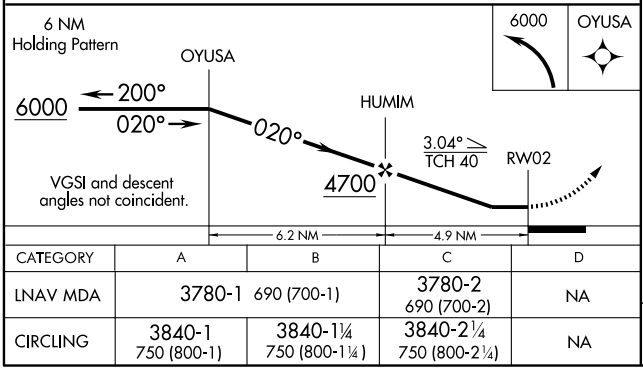
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Borger altimeter setting; when not received, use Rick Husband Amarillo Intl altimeter setting and increase all MDA 140 feet, increase LNAV Cat B visibility ¼ mile, LNAV Cat C visibility ½ mile, circling Cat A visibility ¼ mile, and circling Cat C visibility ½ mile.

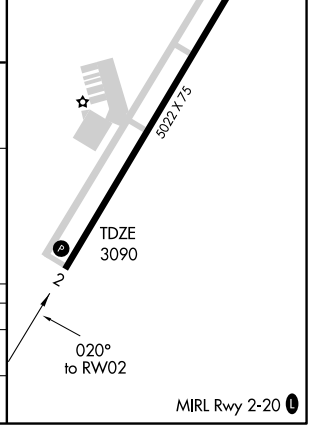
NA

MISSED APPROACH: Climbing left turn to 6000 direct OYUSA hold.

ALBUQUERQUE CENTER	CTAF	122.8 L
127.85 285.475	122.9	







CATEGORY	A	B	C	D
LNAV MDA	3780-1 690 (700-1)		3780-2 690 (700-2)	NA
CIRCLING	3840-1 750 (800-1)	3840-1¼ 750 (800-1¼)	3840-2¼ 750 (800-2¼)	NA

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5022
200°	TDZE	3090
	Apt Elev	3090

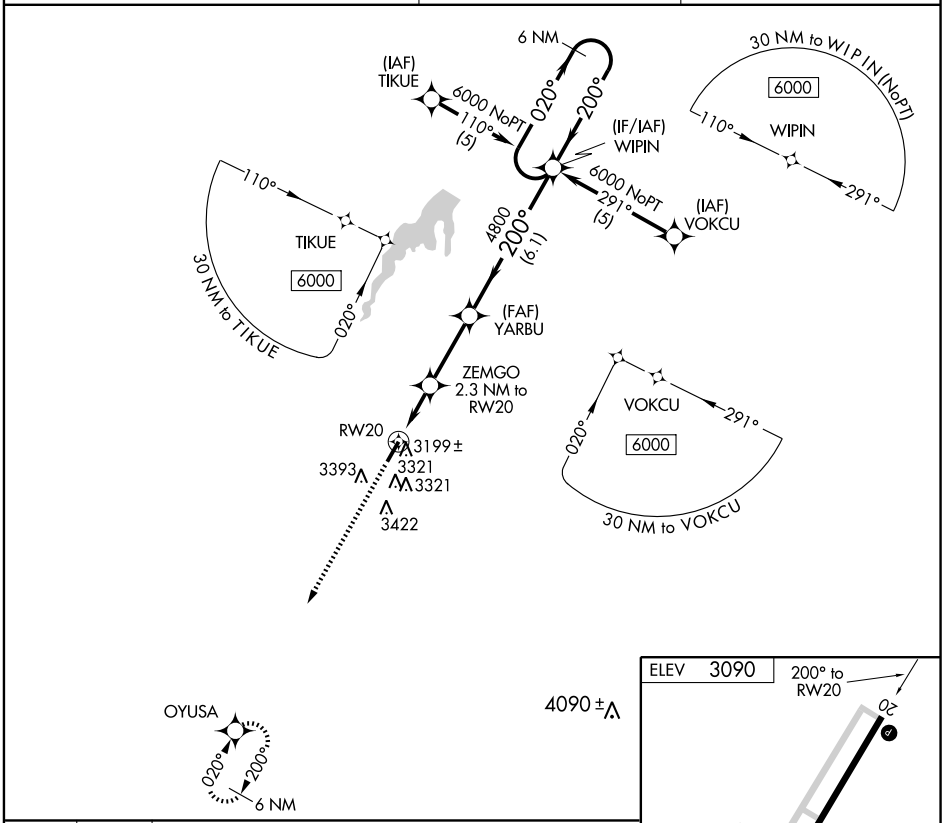
RNAV (GPS) RWY 20

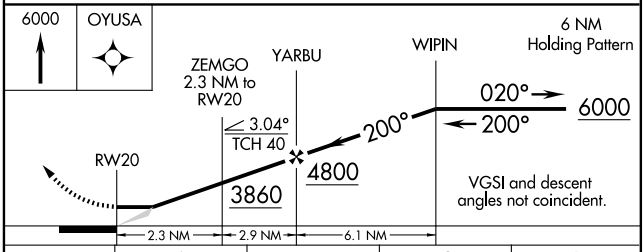
SPEARMAN MUNI (E42)

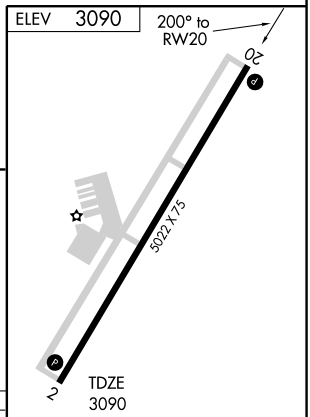
DME/DME RNP-0.3 NA. Use Borger altimeter setting; when not received, use Rick Husband Amarillo Intl altimeter setting and increase all MDA 140 feet, increase LNAV Cat C visibility ¼ mile, circling Cat A visibility ¼ mile, and circling Cat C visibility ½ mile.

MISSED APPROACH: Climb to 6000 direct OYUSA and hold, continue climb-in-hold to 6000.

ALBUQUERQUE CENTER	CTAF	122.8 L
127.85 285.475	122.9	







CATEGORY	A	B	C	D
LNAV MDA	3540-1 450 (500-1)		3540-1¼ 450 (500-1¼)	NA
CIRCLING	3840-1 750 (800-1)	3840-1¼ 750 (800-1¼)	3840-2¼ 750 (800-2¼)	NA

MIRL Rwy 2-20 L

SC-2, 08 APR 2010 to 06 MAY 2010

VORTAC BGD 108.6 Chan 23	APP CRS 009°	Rwy Idg 5022 TDZE 3090 Apt Elev 3090

VOR/DME RWY 2

SPEARMAN MUNI (E42)

Visibility reduction by helicopters NA. Use Borger altimeter setting; when not received, use Rick Husband Amarillo Intl altimeter setting and increase all MDA 140 feet, increase S-2 Cat C visibility ½ mile, circling Cat A visibility ¼ mile, and circling Cat C visibility ½ mile.

NA

MISSED APPROACH: Climbing right turn to 5100 direct BGD VORTAC and hold.

ALBUQUERQUE CENTER 127.85 285.475	CTAF 122.9	122.8 L

MSA BGD 30 NM
5200

LIBERAL
112.3 LBL
Chan 70

5100 to MATTS
182° (56.9)

Procedure NA for arrivals at BGD VORTAC via V390 southwest bound.

MABIC
BGD 25.9

3321
3393
3321
3422

(IAF)
MATTS
BGD 20

009°

10 NM

234°
054°
R-009

5100
009°
(10)

(IF)
WORSO
BGD 10

5100 NoPT
009°
(10)

IAF
BORGER
108.6 BGD
Chan 23

4090±
MISSED APCH FIX
108.6 BGD
Chan 23
355°
175°
R-175

ELEV 3090
20
2
5022 X 75
TDZE
3090
009° 6 NM
from FAF
MIRL Rwy 2-20 L

Remain within 10 NM

MATTS
BDG 20

189°
5100
009°
5100

MABIC
BGD 25.9

VGSI and descent angles not coincident.

3.07°
TCH 50

6 NM

5100
BGD
108.6

CATEGORY	A	B	C	D
S-2	3760-1 670 (700-1)	3760-1¼ 670 (700-1¼)	3760-1¾ 670 (700-1¾)	NA
CIRCLING	3840-1 750 (800-1)	3840-1¼ 750 (800-1¼)	3840-2¼ 750 (800-2¼)	NA

SC-2, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 17

STAMFORD/ARLEDGE FIELD (F56)

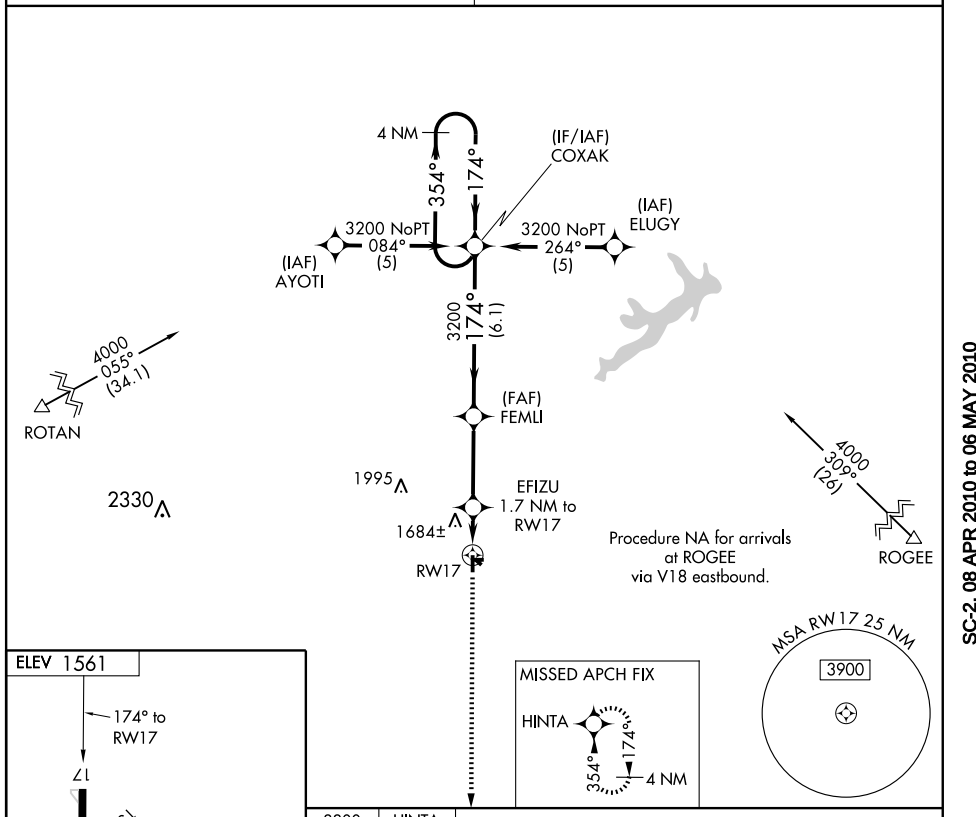
APP CRS	Rwy Idg	3705
174°	TDZE	1561
	Apt Elev	1561

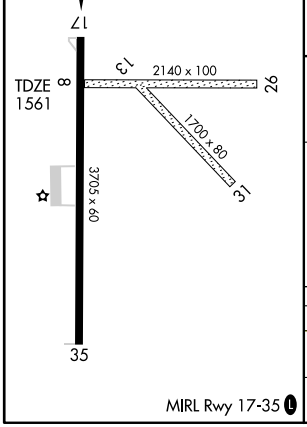
T NA

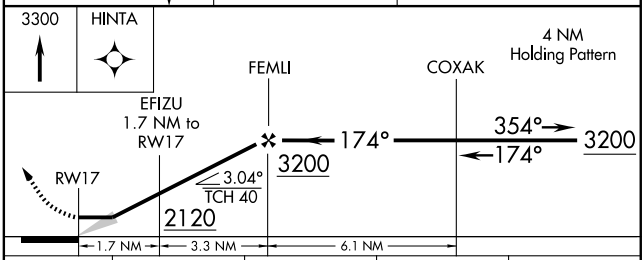
DME/DME RNP-0.3 NA. Procedure NA at night. Use Abilene Rgnl altimeter setting; when not received use Breckenridge altimeter setting and increase all MDA 40 feet and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3300 direct HINTA and hold.

ABILENE APP CON	UNICOM
127.2 282.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2040-1	479 (500-1)	2040-1¼ 479 (500-1¼)	NA
CIRCLING	2100-1	539 (600-1)	2100-1½ 539 (600-1½)	NA

SC-2, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 35

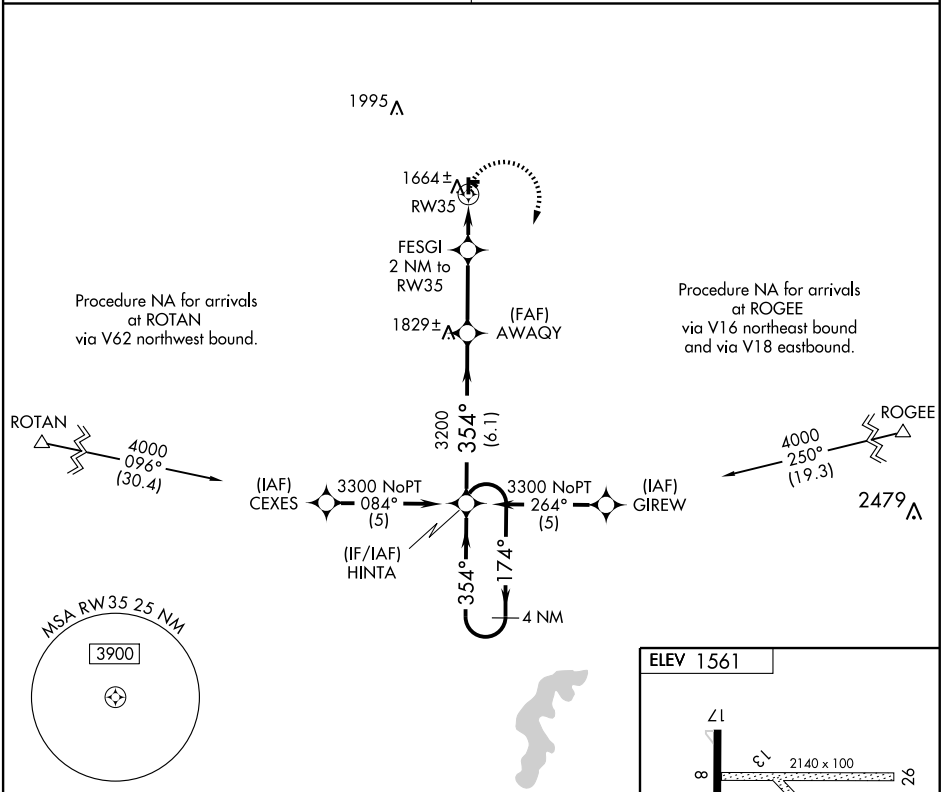
STAMFORD/ARLEDGE FIELD (F56)

APP CRS	Rwy Idg	3705
354°	TDZE	1560
	Apt Elev	1561

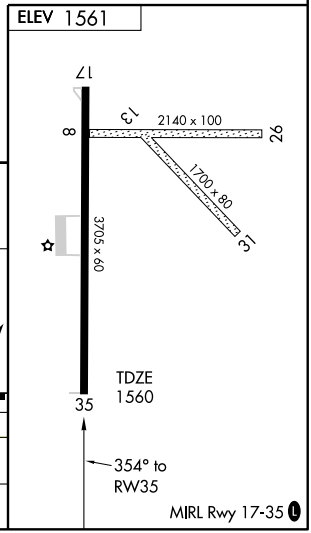
▼ NA — DME/DME RNP-0.3 NA. Use Abilene Rgnl altimeter setting; when not received use Breckenridge altimeter setting and increase all MDA 40 feet. Procedure NA at night.

MISSED APPROACH: Climbing right turn to 3300 direct HINTA and hold.

ABILENE APP CON	UNICOM
127.2 282.3	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	2020-1	460 (500-1)	2020-1¼ 460 (500-1¼)	NA
CIRCLING	2100-1	539 (600-1)	2100-1½ 539 (600-1½)	NA



SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4209
142°	TDZE	1321
	Apt Elev	1321

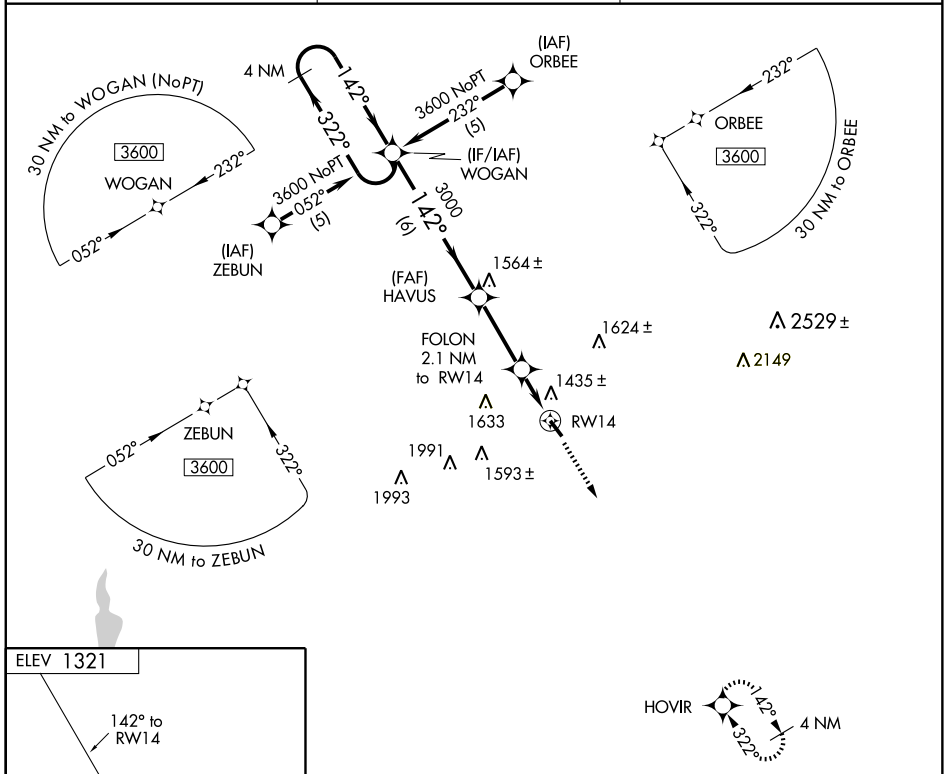
RNAV (GPS) RWY 14

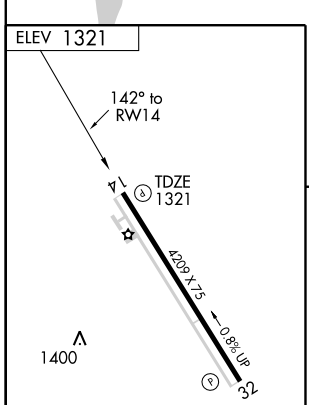
STEPHENVILLE/CLARK FIELD MUNI (SEP)

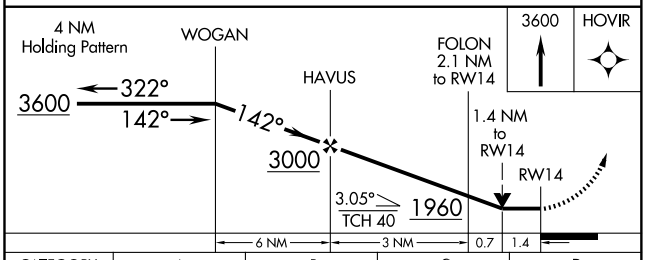
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3600 direct HOVIR and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.075	127.15 314.0	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1820-1 499 (500-1)		1820-1¼ 499 (500-1¼)	1820-1½ 499 (500-1½)
CIRCLING	1820-1 499 (500-1)		1820-1½ 499 (500-1½)	1960-2 639 (700-2)

MIRL Rwy 14-32

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4209
322°	TDZE	1313
	Apt Elev	1321

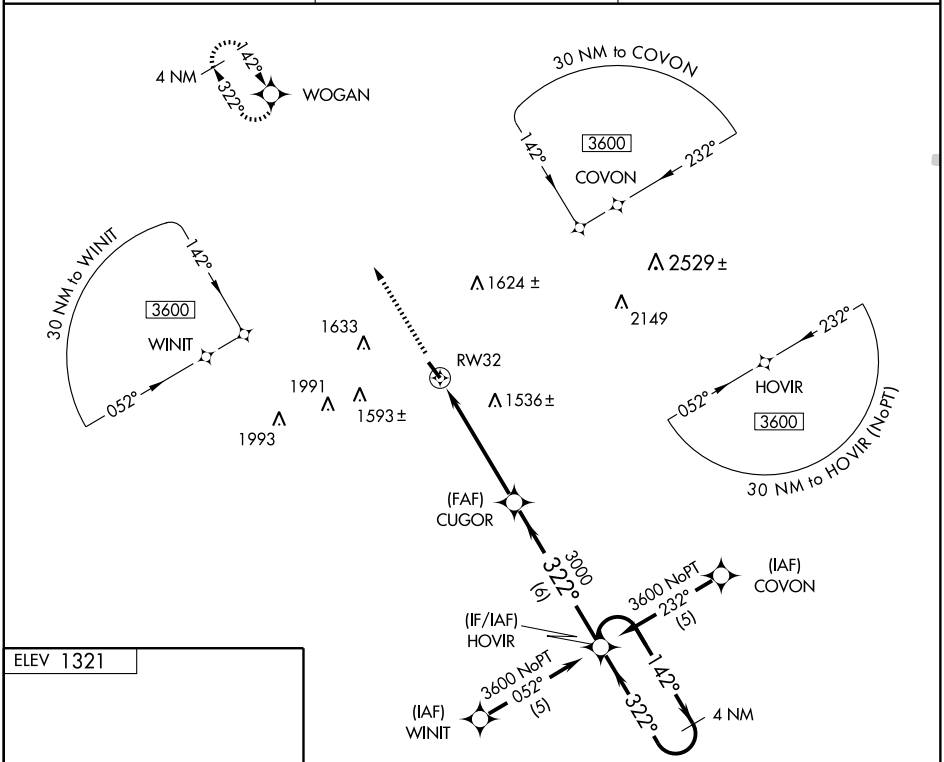
RNAV (GPS) RWY 32

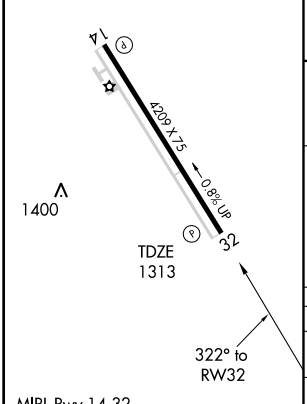
STEPHENVILLE/CLARK FIELD MUNI (SEP)

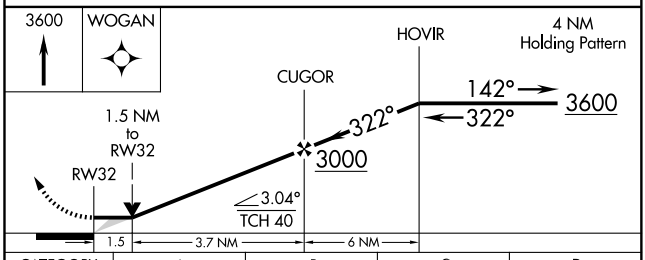
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3600 direct WOGAN and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.075	127.15 314.0	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1820-1 507 (500-1)		1820-1½ 507 (500-1½)	
CIRCLING	1820-1 499 (500-1)		1820-1½ 499 (500-1½)	1960-2 639 (700-2)

SC-2, 08 APR 2010 to 06 MAY 2010

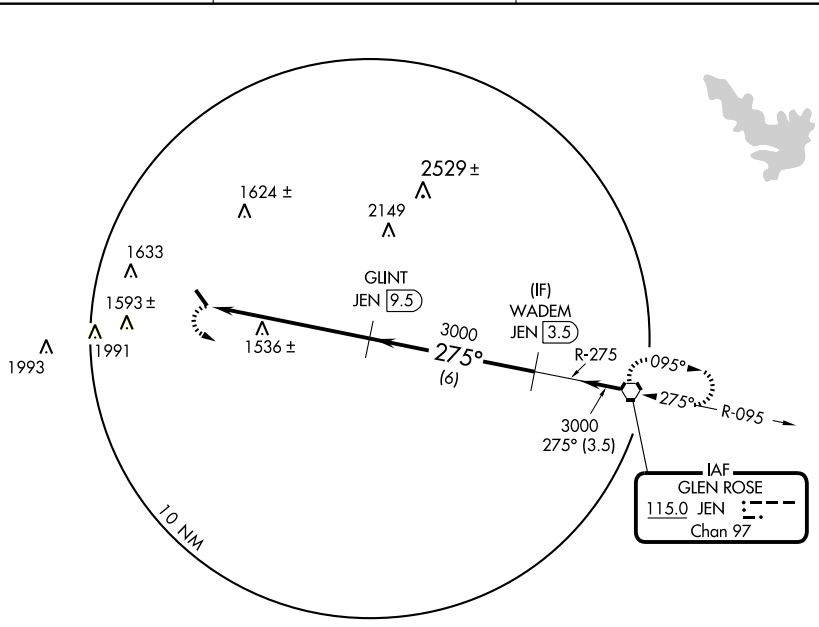
VORTAC JEN	APP CRS	Rwy Idg	N/A
115.0	275°	TDZE	N/A
Chan 97		Apt Elev	1321

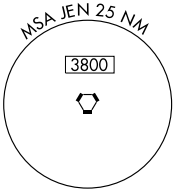
VOR/DME-A

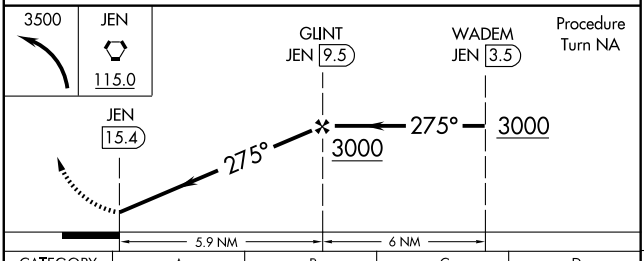
STEPHENVILLE/CLARK FIELD MUNI (SEP)

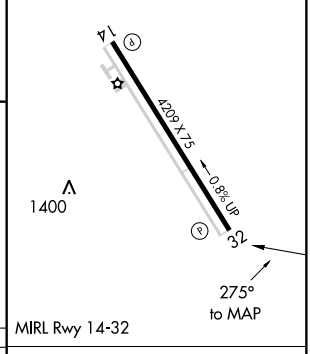
MISSED APPROACH: Climbing left turn to 3500 direct JEN VORTAC and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.075	127.15 314.0	122.8 (CTAF)









CATEGORY	A	B	C	D
CIRCLING	1820-1 499 (500-1)		1820-1½ 499 (500-1½)	1960-2 639 (700-2)

Knots	60	90	120	150	180
Min:Sec					

SC-2, 08 APR 2010 to 06 MAY 2010

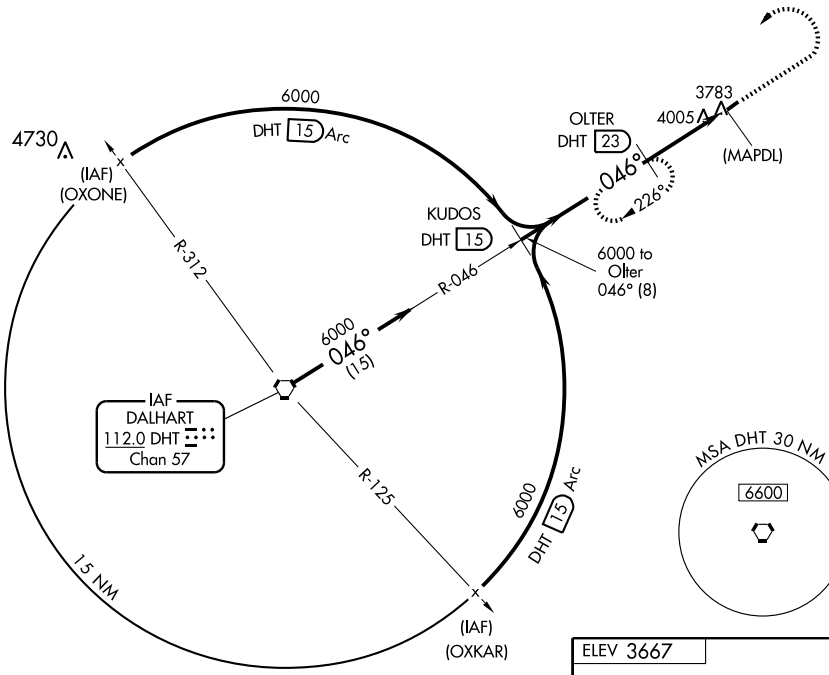
VORTAC DHT	APP CRS	Rwy Idg	N/A
112.0	046°	TDZE	N/A
Chan 57		Apt Elev	3667

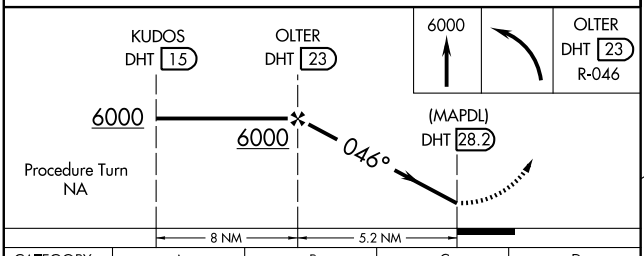
VOR/DME or GPS-A
STRATFORD FIELD (H70)

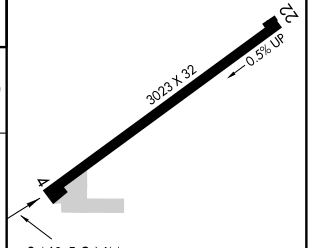
T
A NA — Use Dalhart altimeter setting; when not available, use Amarillo Intl altimeter setting.

MISSED APPROACH: Climb to 6000 then left turn to OLTER/23 DME via R-046 and hold.

FORT WORTH RADIO	CTAF
122.2 255.4	122.9







CATEGORY	A	B	C	D
CIRCLING	4840-1¼ 1173 (1200-1¼)	4840-1½ 1173 (1200-1½)	NA	

LIRL Rwy 4-22

AMARILLO INTL ALTIMETER SETTING MINIMUMS

CIRCLING	4920-1¼ 1253 (1300-1¼)	4920-1½ 1253 (1300-1½)	NA	

Knots	60	90	120	150	180
Min:Sec					

SC-2. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5001
004°	TDZE	489
	Apt Elev	489

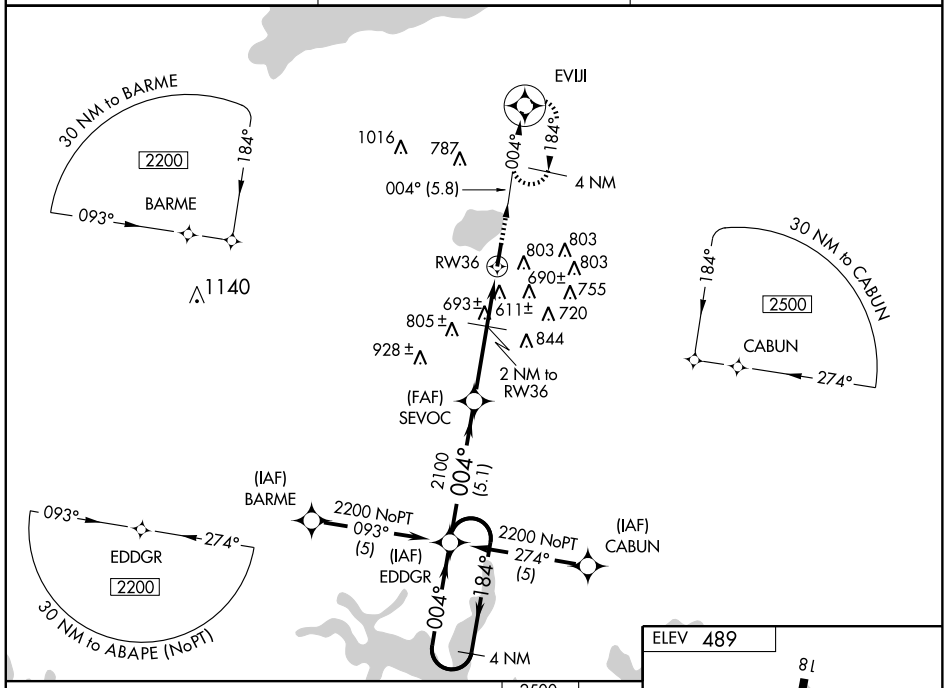
RNAV (GPS) RWY 36
SULPHUR SPRINGS MUNI (SLR)

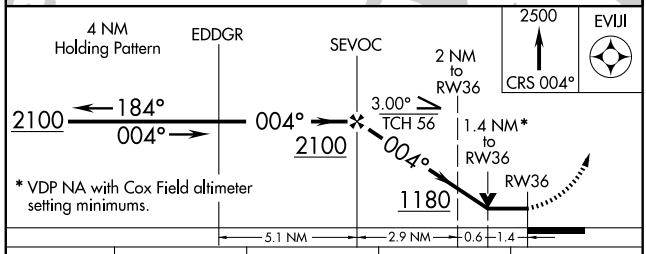
GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF; when not received, use Cox Field altimeter setting. Circling not authorized east of Runway 18-36.

NA

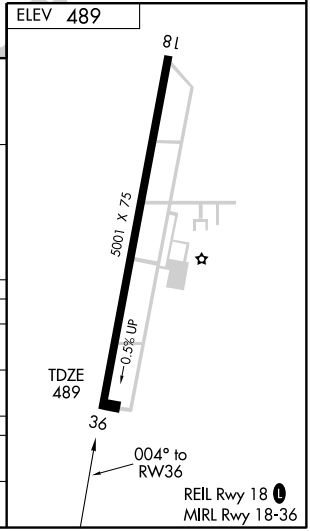
MISSED APPROACH: Climb to 2500 via 004° course to EVIJI WP and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.35	132.85 360.75	123.075 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1000-1	511 (600-1)	1000-1½ 511 (600-1½)	NA
CIRCLING	1000-1	511 (600-1)	1000-1½ 511 (600-1½)	NA
COX FIELD ALTIMETER SETTING MINIMUMS				
LNAV MDA	1080-1	591 (600-1)	1080-1½ 591 (600-1½)	NA
CIRCLING	1080-1	591 (600-1)	1080-1½ 591 (600-1½)	NA



SC-2, 08 APR 2010 to 06 MAY 2010

VOR/DME SLR	APP CRS	Rwy Idg	N/A
109.0	231°	TDZE	N/A
Chan 27		Apt Elev	489

VOR-A

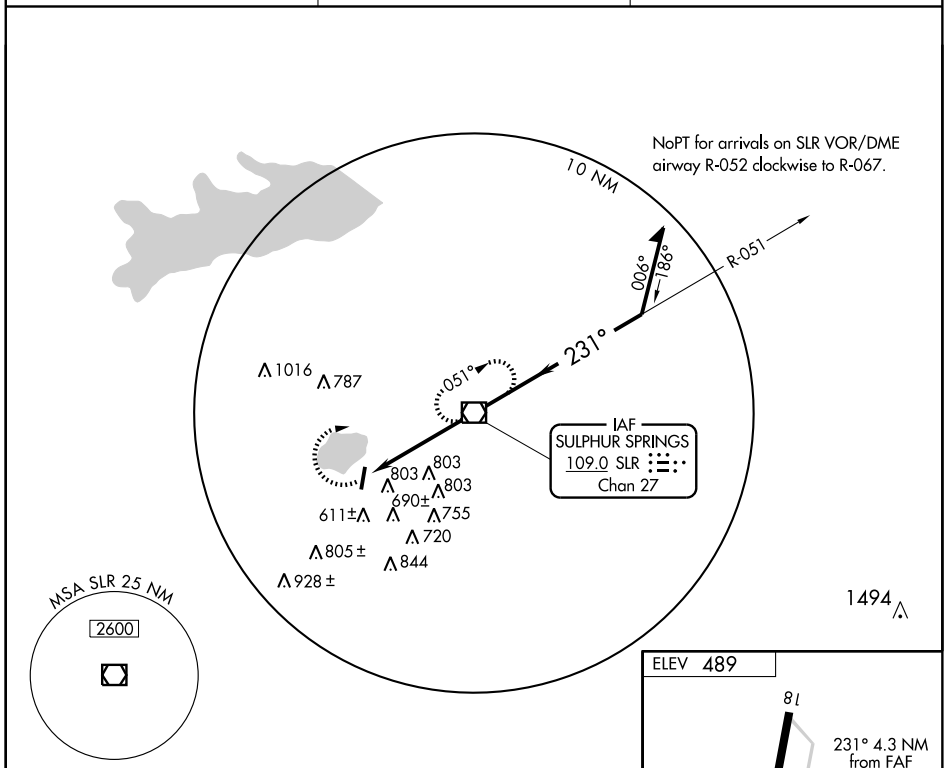
SULPHUR SPRINGS MUNI (SLR)

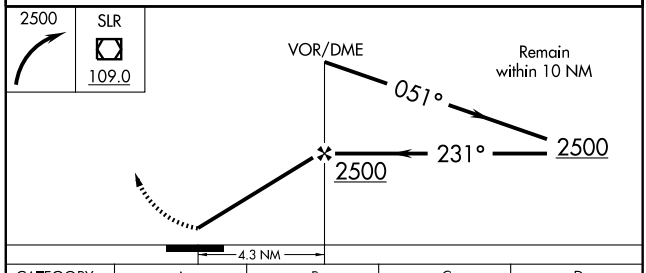
Obtain local altimeter setting on CTAF; when not received, use Cox Field altimeter setting minimums. Circling not authorized east of Runway 18-36.

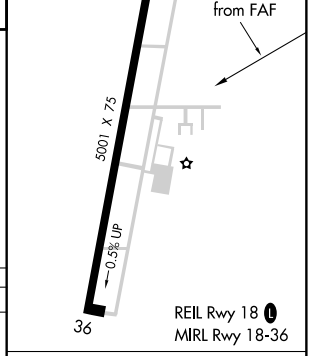
NA

MISSED APPROACH: Climbing right turn to 2500 direct SLR VOR/DME and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.35	132.85 360.75	123.075 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1060-1	571 (600-1)	1060-1½ 571 (600-1½)	NA
COX FIELD ALTIMETER SETTING MINIMUMS				
CIRCLING	1140-1	651 (700-1)	1140-1¾ 651 (700-1¾)	NA

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

SC-2, 08 APR 2010 to 06 MAY 2010

VOR/DME SLR	APP CRS	Rwy Idg	N/A
109.0	051°	TDZE	N/A
Chan 27		Apt Elev	489

VOR/DME-B

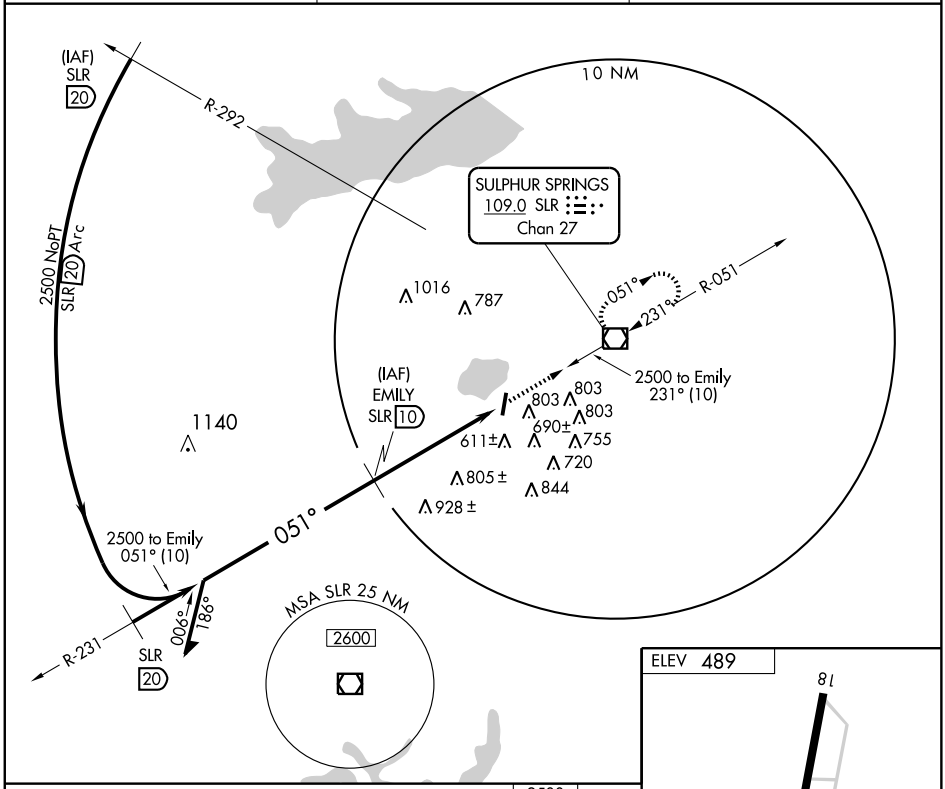
SULPHUR SPRINGS MUNI (SLR)

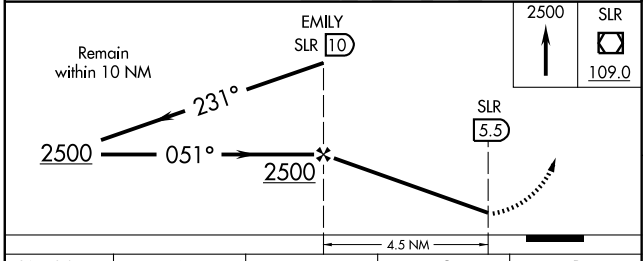
Obtain local altimeter setting on CTAF; when not received, use Cox Field altimeter setting. Circling not authorized east of Runway 18-36.

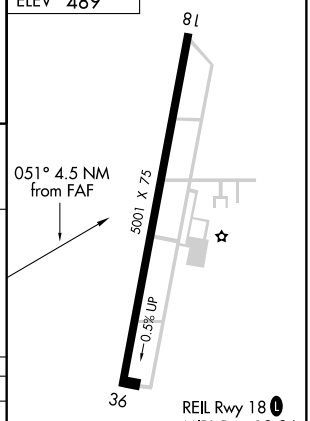
NA

MISSED APPROACH: Climb to 2500 direct SLR VOR/DME and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.35	132.85 360.75	123.075 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	940-1 451 (500-1)	960-1 471 (500-1)	960-1½ 471 (500-1½)	NA
COX FIELD ALTIMETER SETTING MINIMUMS				
CIRCLING	1020-1 531 (600-1)	1040-1 551 (600-1)	1040-1½ 551 (600-1½)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-2, 08 APR 2010 to 06 MAY 2010

NDB SWW 275	APP CRS 160°	Rwy Idg 5835 TDZE 2364 Apt Elev 2385

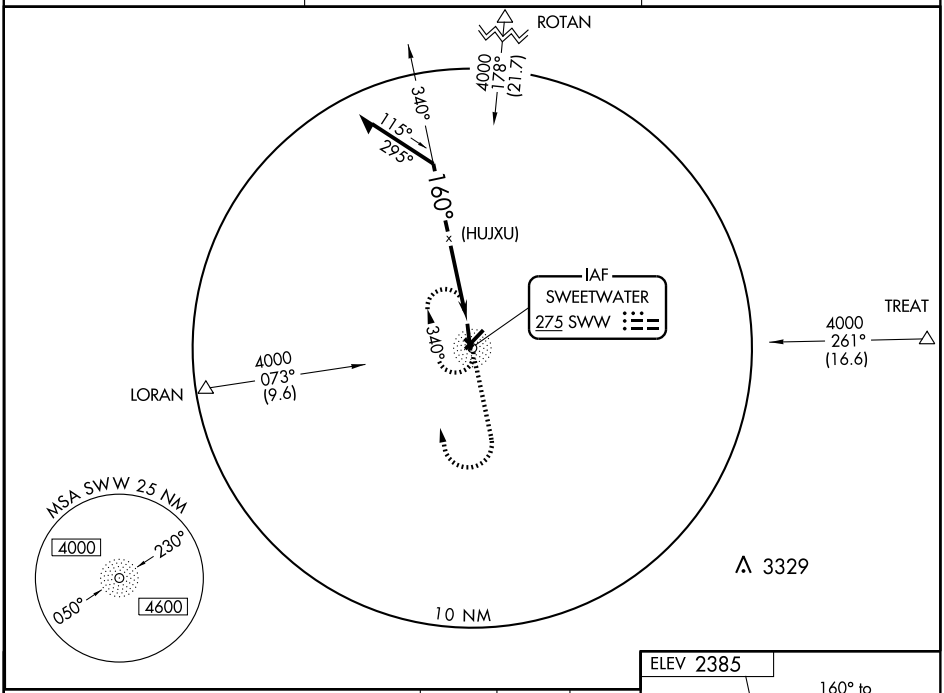
NDB or GPS RWY 17

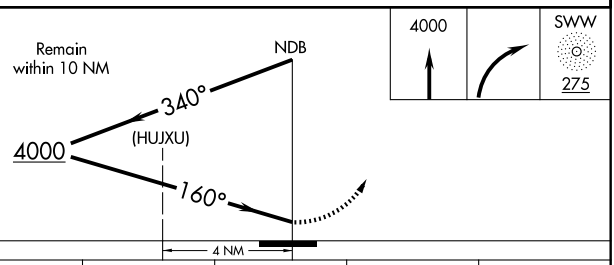
SWEETWATER/AVENGER FIELD (SWW)

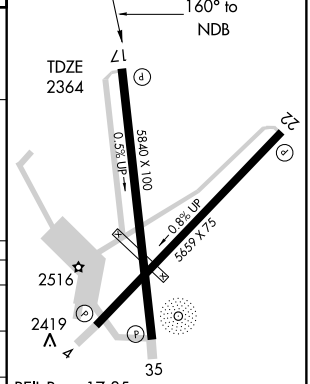
NA Obtain local altimeter setting on CTAF; if not received, use Abilene, TX altimeter setting.

MISSED APPROACH: Climb to 4000, right turn direct SWW NDB and hold.

AWOS-3	ABILENE APP CON	UNICOM
119.025	127.2 282.3	122.8 (CTAF)







REIL Rwys 17-35
MIRL Rwys 4-22 and 17-35

CATEGORY	A	B	C	D
S-17	2880-1 516 (500-1)		2880-1½ 516 (500-1½)	2880-1¾ 516 (500-1¾)
CIRCLING	2880-1 495 (500-1)		2880-1½ 495 (500-1½)	2940-2 555 (600-2)
ABILENE ALTIMETER SETTING MINIMUMS				
S-17	3060-1 696 (700-1)		3060-2 696 (700-2)	3060-2¼ 696 (700-2¼)
CIRCLING	3060-1 675 (700-1)		3060-2 675 (700-2)	3060-2¼ 675 (700-2¼)

Knots	60	90	120	150	180
Min:Sec					

SC-2, 08 APR 2010 to 06 MAY 2010

VORTAC CWK 112.8 Chan 75	APP CRS 194°	Rwy Idg 4000 TDZE 600 Apt Elev 600

VOR/DME RWY 17

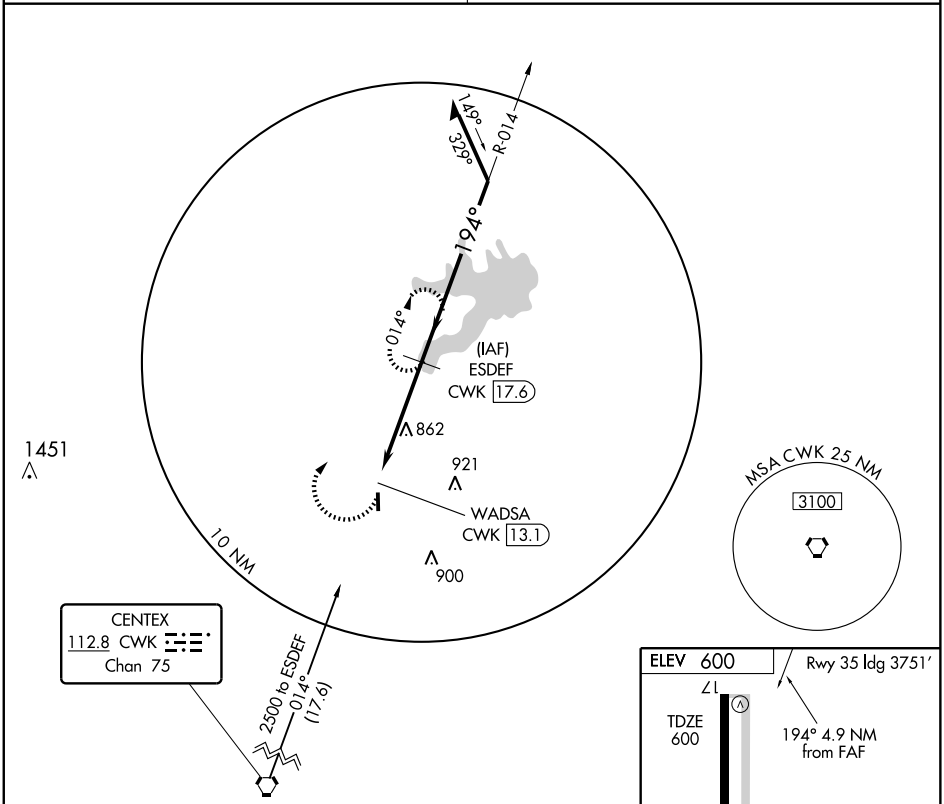
TAYLOR MUNI (T74)

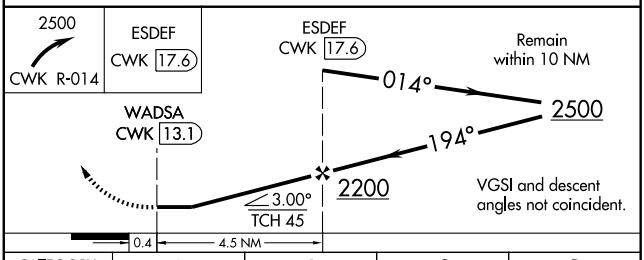
Use Austin-Bergstrom Intl altimeter setting, when not received use Georgetown Muni altimeter setting.

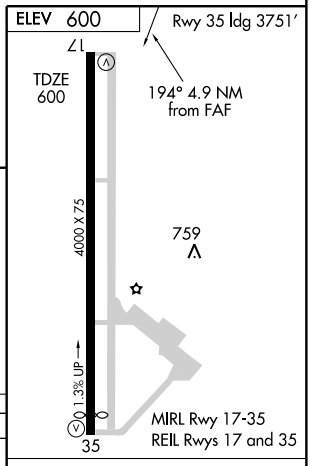
NA

MISSED APPROACH: Climbing right turn to 2500 via CWK VORTAC R-014 to ESDEF/17.6 DME and hold.

AUSTIN APP CON	UNICOM
127.225 317.65	122.8 (CTAF)







CATEGORY	A	B	C	D
S-17	1180-1	580 (600-1)	NA	
CIRCLING	1180-1	580 (600-1)	NA	

Knots	60	90	120	150	180
Min:Sec					

SC-3. 08 APR 2010 to 06 MAY 2010

LOC I-TPL	APP CRS	Rwy Idg	6301
111.5	156°	TDZE	682
Chan 52		Apt Elev	682

ILS RWY 15

TEMPLE/ DRAUGHON-MILLER CENTRAL TEXAS RGNL (TPL)

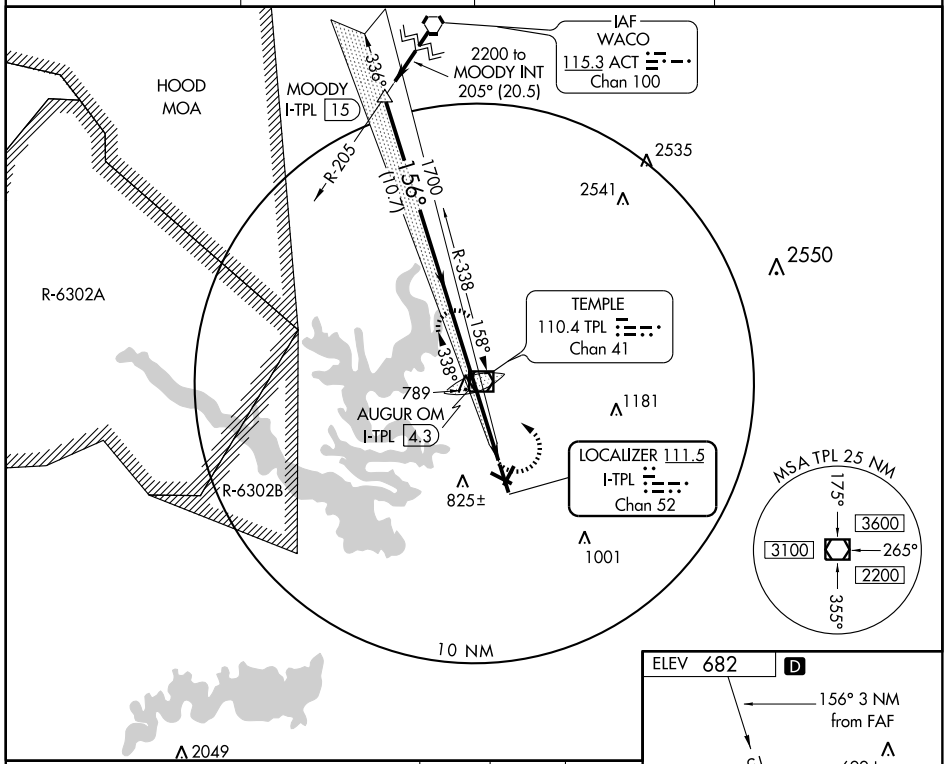
For inoperative MALSR increase S-LOC 15 Cat D 1 mile.

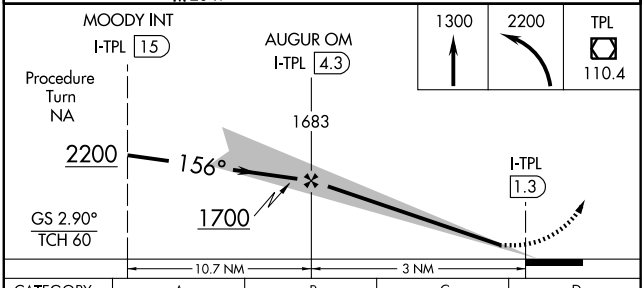
NA

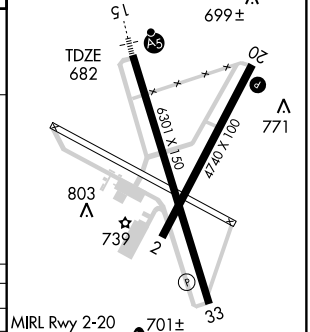
MALSR

MISSED APPROACH: Climb to 1300, then climbing left turn to 2200 direct TPL VOR/DME and hold.

AWOS-3	GRAY APP CON	CLNC DEL	UNICOM
134.975	120.075 370.0	125.9	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 15	882-½ 200 (200-½)			
S-LOC 15	980-½ 298 (300-½)			980-¾ 298 (300-¾)
CIRCLING	1140-1 458 (500-1)		1160-1½ 478 (500-1½)	1240-2 558 (600-2)

FAF to MAP 3 NM

Knots	60	90	120	150	180
Min:Sec	3:00	2:00	1:30	1:12	1:00

SC-3. 08 APR 2010 to 06 MAY 2010

WAAS Ch 72701 W02A	APP CRS 021°	Rwy Idg 4740 TDZE 675 Apt Elev 682

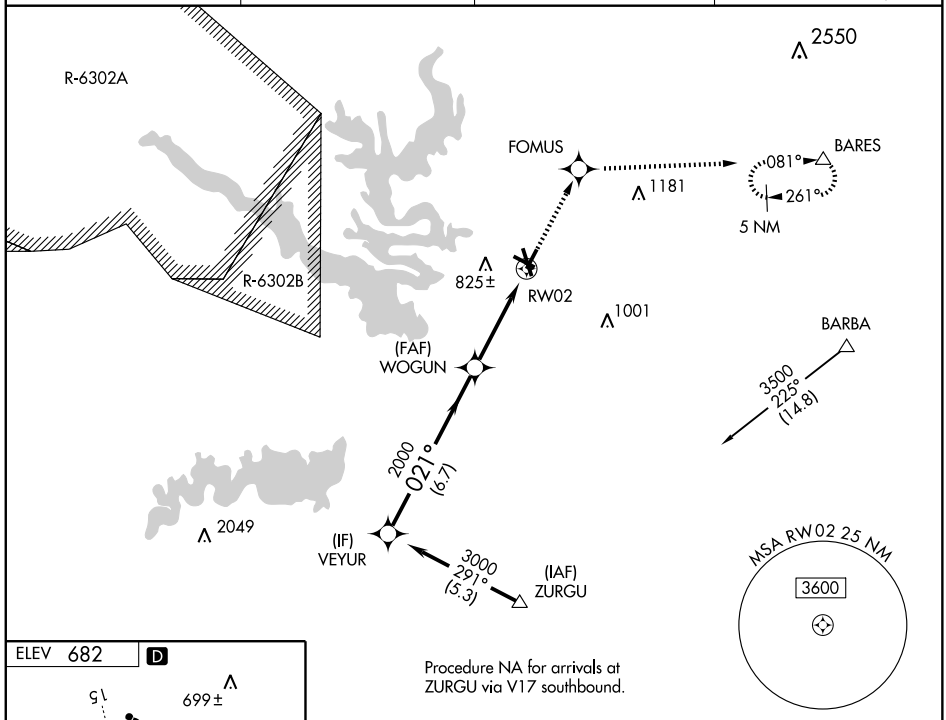
RNAV (GPS) RWY 2

TEMPLE/ DRAUGHON-MILLER CENTRAL TEXAS RGNL (TPL)

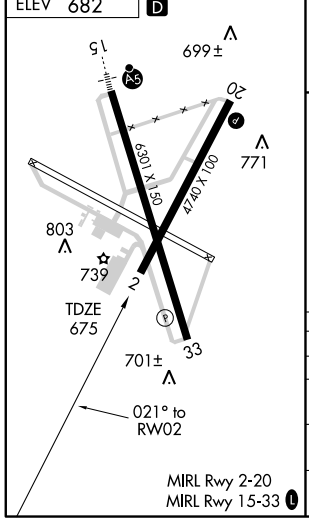
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). If local altimeter setting not received, use Killeen altimeter setting and increase all DAs/MDAs 60 feet. Baro-VNAV and VDP NA when using Killeen altimeter setting.

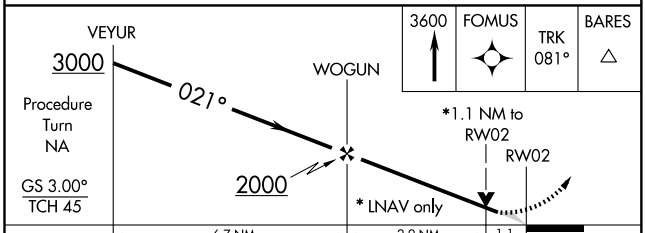
MISSED APPROACH: Climb to 3600 direct FOMUS and via 081° track to BARES and hold, continue climb-in-hold to 3600.

AWOS-3	GRAY APP CON	CLNC DEL	UNICOM
134.975	120.075 370.0	125.9	123.0 (CTAF) L



Procedure NA for arrivals at ZURGU via V17 southbound.





CATEGORY	A	B	C	D
LPV DA	925-1 250 (300-1)			
LNAV/VNAV DA	1145-1¾ 470 (500-1¾)			
LNAV MDA	1060-1 385 (400-1)			1060-1¼ 385 (400-1¼)
CIRCLING	1160-1¾ 478 (500-1¾)	1180-1¾ 498 (500-1¾)		1240-2 558 (600-2)

SC-3, 08 APR 2010 to 06 MAY 2010

WAAS Ch 78101 W15A	APP CRS 156°	Rwy Idg 6301 TDZE 682 Apt Elev 682

RNAV (GPS) RWY 15

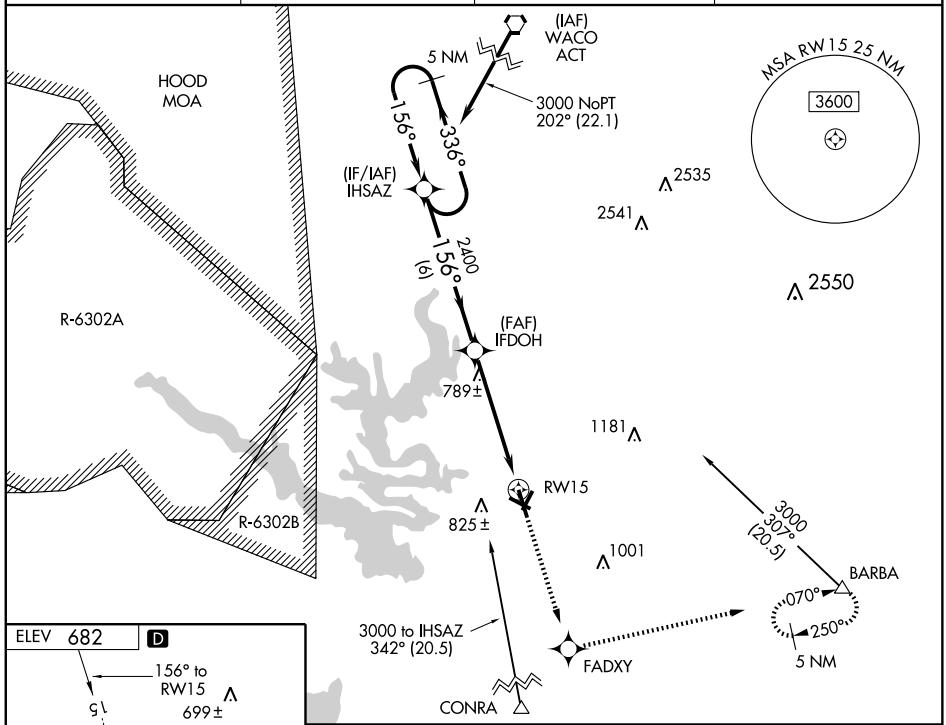
TEMPLE/ DRAUGHON-MILLER CENTRAL TEXAS RGNL (TPL)

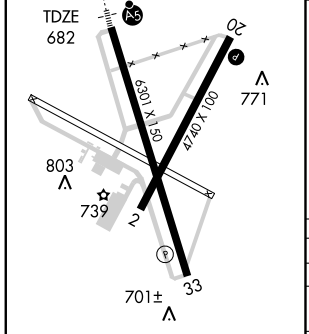
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). If local altimeter setting not received, use Killeen altimeter setting and increase all DAs/MDAs 60 feet. Baro-VNAV and VDP NA when using Killeen altimeter setting. For inoperative MALSR, increase LPV all Cats visibility to ¾ mile, and LNAV Cat D visibility to 1¼ mile.

MALSR

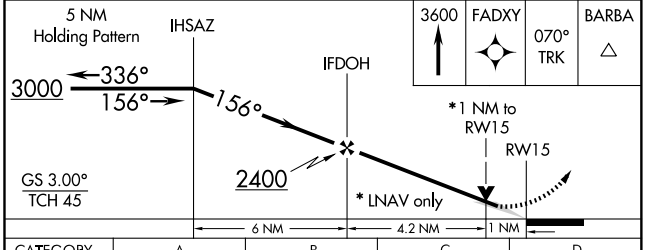
MISSED APPROACH: Climb to 3600 direct FADXY and via 070° track to BARBA and hold, continue climb-in-hold to 3600.

AWOS-3	GRAY APP CON	CLNC DEL	UNICOM
134.975	120.075 370.0	125.9	123.0 (CTAF) L





MIRL Rwy 2-20
MIRL Rwy 15-33 L



CATEGORY	A	B	C	D
LPV DA	932-½ 250 (300-½)			
LNAV/VNAV DA	1025-¾ 343 (400-¾)			
LNAV MDA	1040-½ 358 (400-½)			1040-1 358 (400-1)
CIRCLING	1120-1¼ 438 (500-1¼)	1180-1¼ 498 (500-1¼)	1180-1½ 498 (500-1½)	1240-2 558 (600-2)

SC-3. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	6301
Ch 82401	336°	TDZE	675
W33A		Apt Elev	682

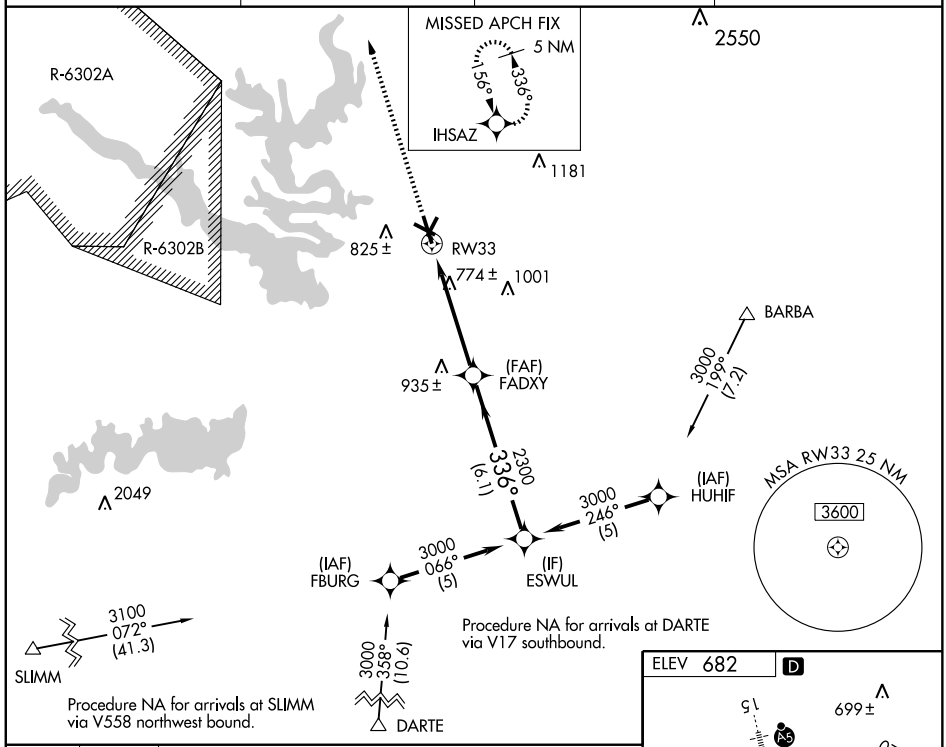
RNAV (GPS) RWY 33

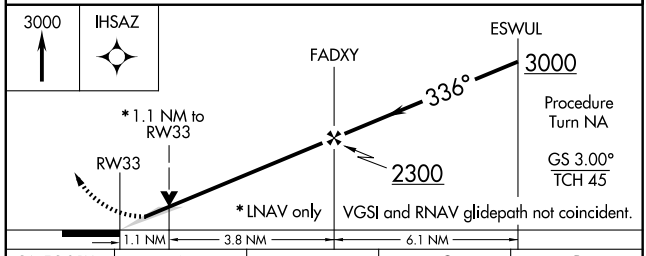
TEMPLE/ DRAUGHON-MILLER CENTRAL TEXAS RGNL (TPL)

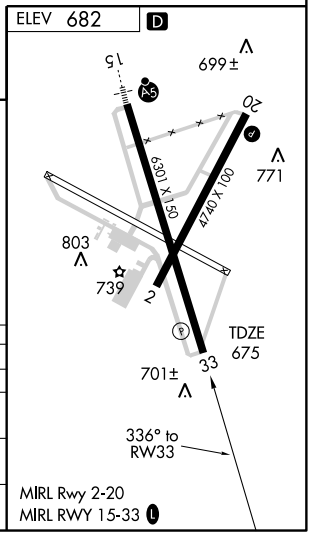
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). If local altimeter setting not received, use Killeen altimeter setting and increase all DAs/MDAs 60 feet. Baro-VNAV and VDP NA when using Killeen altimeter setting.

MISSED APPROACH: Climb to 3000 direct IHSAZ and hold.

AWOS-3	GRAY APP CON	CLNC DEL	UNICOM
134.975	120.075 370.0	125.9	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	925-1 250 (300-1)			
LNAV/VNAV DA	951-1 276 (300-1)			
LNAV MDA	1040-1 365 (400-1)			1040-1¼ 365 (400-1¼)
CIRCLING	1120-1 438 (500-1)	1180-1 498 (500-1)	1180-1½ 498 (500-1½)	1240-2 558 (600-2)

SC-3. 08 APR 2010 to 06 MAY 2010

VOR/DME TPL	APP CRS	Rwy Idg	6301
110.4	158°	TDZE	682
Chan 41		Apt Elev	682

VOR RWY 15

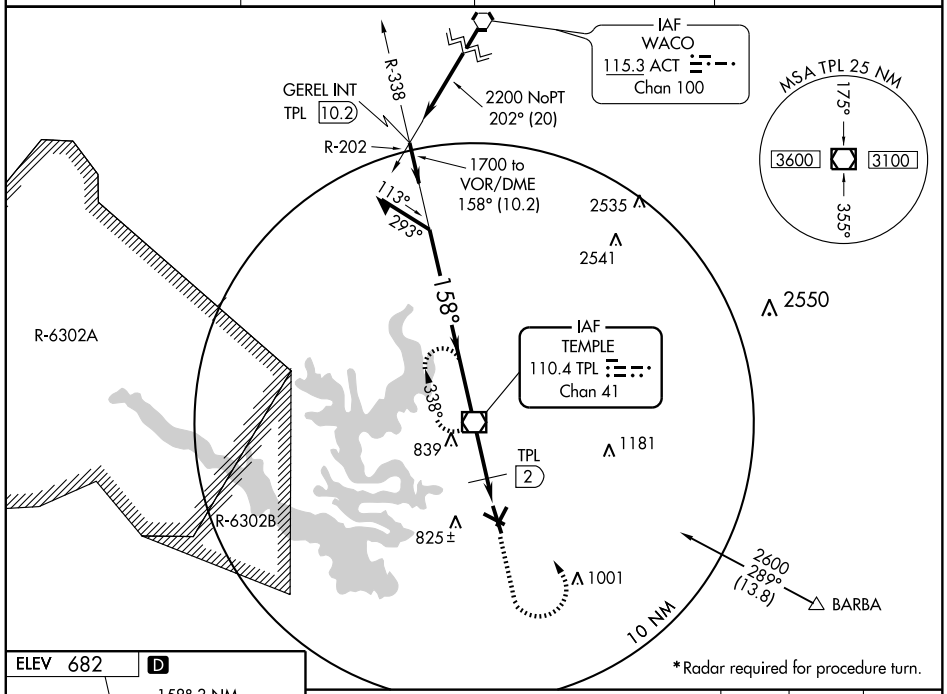
TEMPLE/ DRAUGHON-MILLER CENTRAL TEXAS RGNL (TPL)

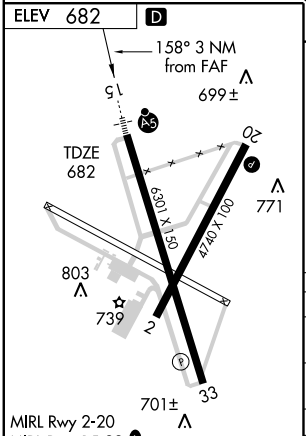
For inoperative MALSR, increase S-15 Cat D visibility ¼ mile.
DME MINIMUMS: Inoperative table does not apply to Cat D.

MALSR

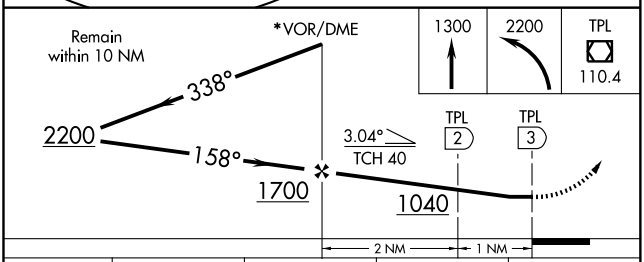
MISSED APPROACH: Climb to 1300, then climbing left turn to 2200 direct TPL VOR/DME and hold.

AWOS-3	GRAY APP CON	CLNC DEL	UNICOM
134.975	120.075 370.0	125.9	123.0 (CTAF) L





FAF to MAP 3 NM					
Knots	60	90	120	150	180
Min:Sec	3:00	2:00	1:30	1:12	1:00



CATEGORY	A	B	C	D
S-15	1040-½ 358 (400-½)			1040-1 358 (400-1)
CIRCLING	1140-1 458 (500-1)		1160-1½ 478 (500-1½)	1240-2 558 (600-2)
DME MINIMUMS				
S-15	980-½ 298 (300-½)			980-1 298 (300-1)
CIRCLING	1140-1 458 (500-1)		1160-1½ 478 (500-1½)	1240-2 558 (600-2)

SC-3. 08 APR 2010 to 06 MAY 2010

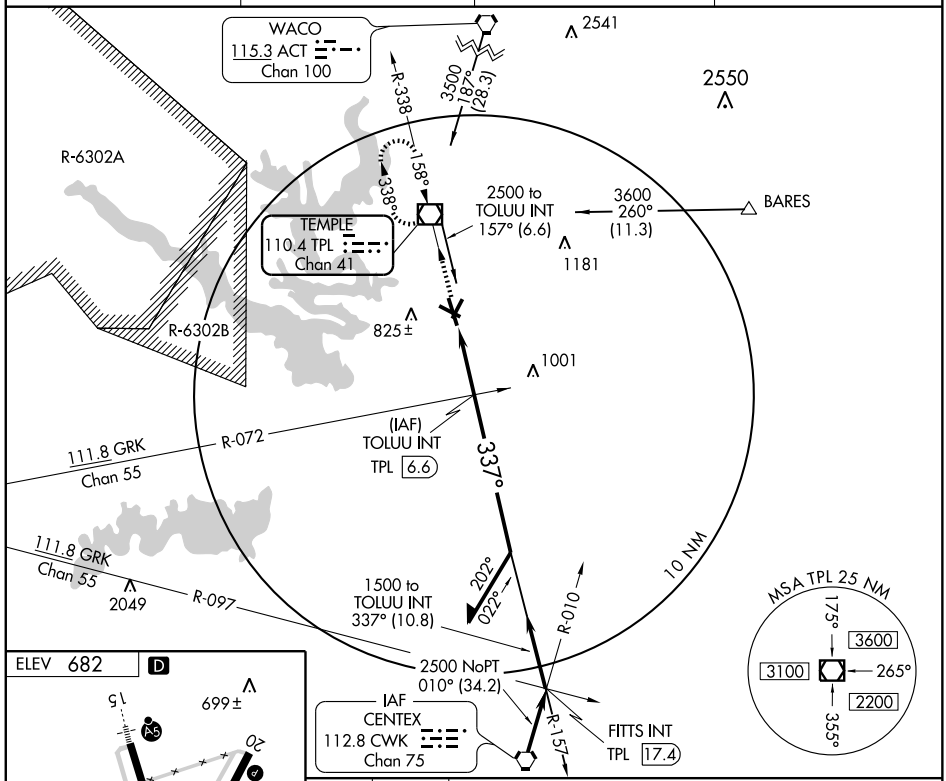
VOR/DME TPL	APP CRS	Rwy Idg	6301
110.4	337°	TDZE	675
Chan 41		Apt Elev	682

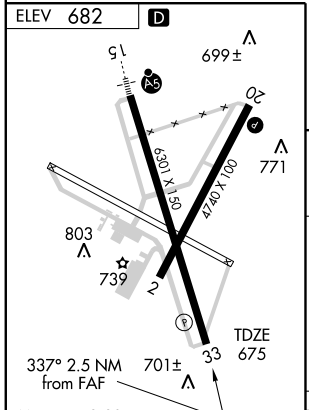
VOR RWY 33

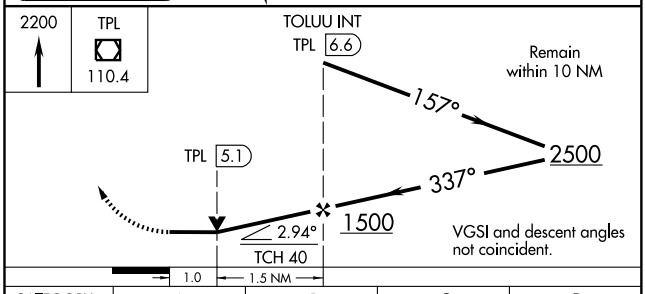
TEMPLE/ DRAUGHON-MILLER CENTRAL TEXAS RGNL (TPL)

MISSED APPROACH: Climb to 2200 direct TPL VOR/DME and hold.

AWOS-3	GRAY APP CON	CLNC DEL	UNICOM
134.975	120.075 370.0	125.9	123.0 (CTAF) L







FAF to MAP 2.5 NM					
Knots	60	90	120	150	180
Min:Sec	2:30	1:40	1:15	1:00	0:50

CATEGORY	A	B	C	D
S-33	1040-1 365 (400-1)			1040-1¼ 365 (400-1¼)
CIRCLING	1140-1 458 (500-1)		1160-1½ 478 (500-1½)	1240-2 558 (600-2)

SC-3. 08 APR 2010 to 06 MAY 2010

NDB AVZ	APP CRS	Rwy Idg	5006
260	193°	TDZE	474
		Apt Elev	474

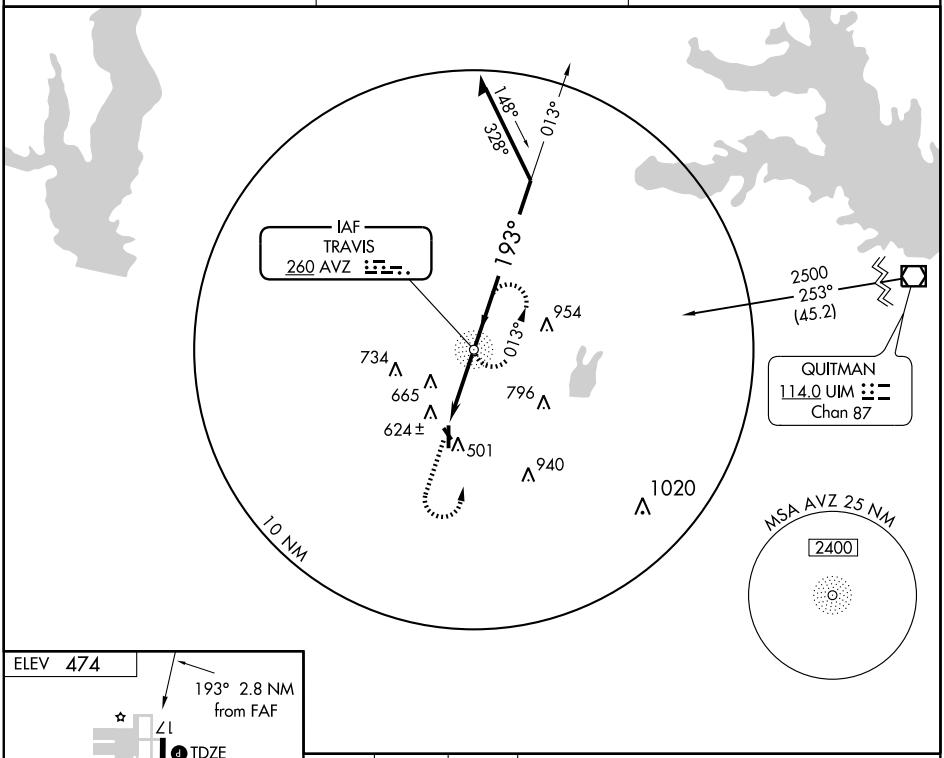
NDB RWY 17
TERRELL MUNI (TRL)

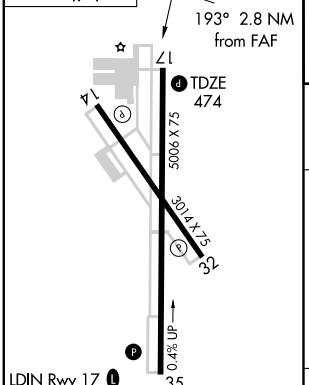
When VGSI inoperative, straight-in/circling Rwy 17 procedure not authorized at night. If local altimeter setting not received, use Dallas-Love Field altimeter setting and increase all MDAs 80 feet.

NA

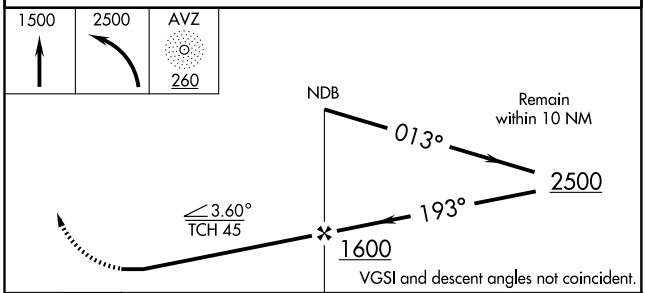
MISSED APPROACH: Climb to 1500 then climbing left turn to 2500 direct AVZ NDB and hold.

ASOS	FORT WORTH CENTER	UNICOM
119.275	132.85 397.9	122.8 (CTAF) L





FAF to MAP 2.8 NM					
Knots	60	90	120	150	180
Min:Sec	2:48	1:52	1:24	1:07	0:56



CATEGORY	A	B	C	D
S-17	980-1	506 (600-1)	980-1½ 506 (600-1½)	NA
CIRCLING	980-1	506 (600-1)	980-1½ 506 (600-1½)	NA

SC-2, 08 APR 2010 to 06 MAY 2010

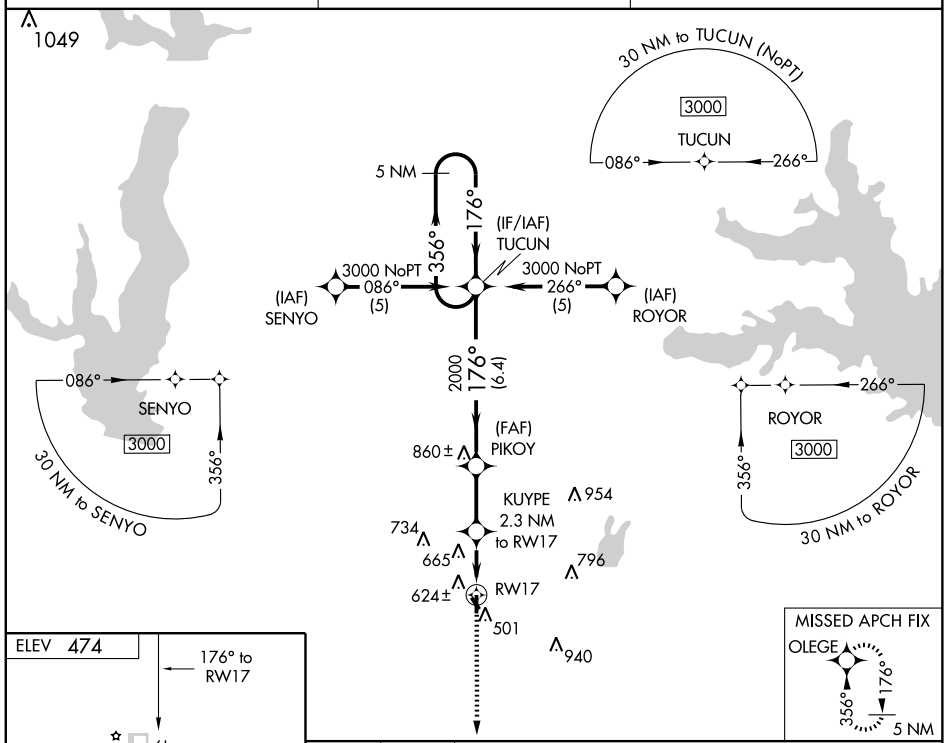
WAAS CH 77699 W17A	APP CRS 176°	Rwy Idg 5006 TDZE 474 Apt Elev 474

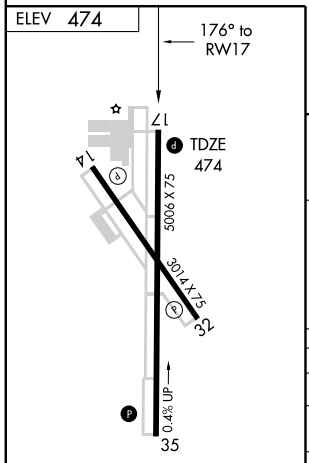
RNAV (GPS) RWY 17
TERRELL MUNI (TRL)

When VGSI inoperative, straight-in/circling Rwy 17 procedure NA at night. If local altimeter setting not received, use Dallas-Love Field altimeter setting and increase all DAs 73 feet and all MDAS 80 feet. Baro-VNAV NA when using Dallas-Love Field altimeter setting. Baro-VNAV NA below-15°C (5°F). DME/DME RNP-0.3 NA.

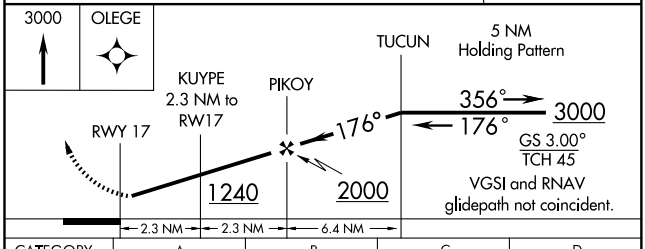
MISSED APPROACH: Climb to 3000 direct OLEGE and hold.

ASOS	FORT WORTH CENTER	UNICOM
119.275	132.85 397.9	122.8 (CTAF) L





LDIN Rwy 17 L
REIL Rwys 17 and 35
MIRL Rwys 14-32 and 17-35



CATEGORY	A	B	C	D
LPV DA	756-1 282 (300-1)			NA
LNAV/VNAV DA	983-1¾ 509 (600-1¾)			NA
LNAV MDA	920-1 446 (500-1)		920-1¼ 446 (500-1¼)	NA
CIRCLING	1000-1¾ 526 (600-1¾)			NA

SC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 81999 W35A	APP CRS 356°	Rwy Idg 5006 TDZE 472 Apt Elev 474

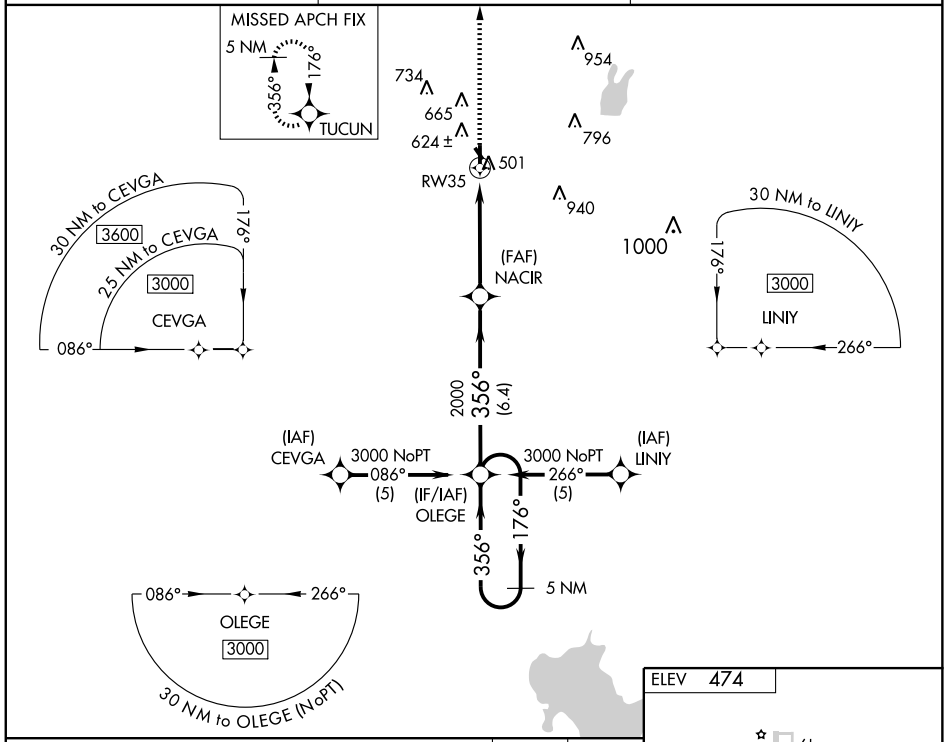
RNAV (GPS) RWY 35

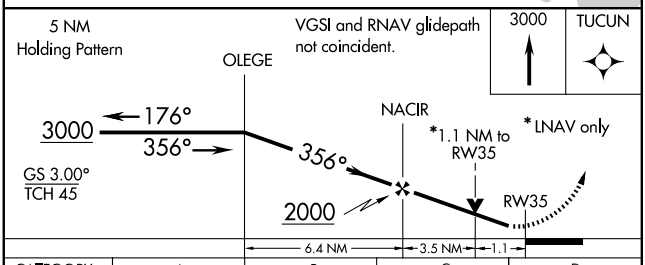
TERRELL MUNI (TRL)

Baro-VNAV and VDP NA when using Dallas-Love Field altimeter setting. Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Dallas-Love Field altimeter setting and increase all DAs 73 feet and all MDAs 80 feet.

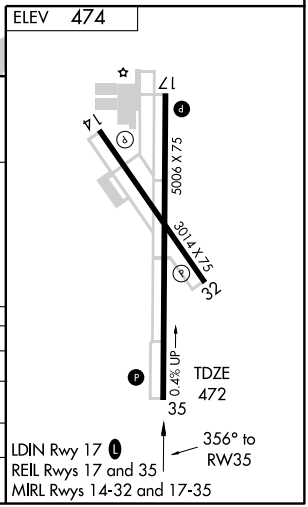
MISSED APPROACH: Climb to 3000 direct TUCUN and hold.

ASOS	FORT WORTH CENTER	UNICOM
119.275	132.85 397.9	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	730-1	258 (300-1)		NA
LNAV/VNAV DA	801-1¼	329 (400-1¼)		NA
LNAV MDA	820-1	348 (400-1)		NA
CIRCLING	980-1¼ 506 (600-1¼)		980-1½ 506 (600-1½)	NA



SC-2, 08 APR 2010 to 06 MAY 2010

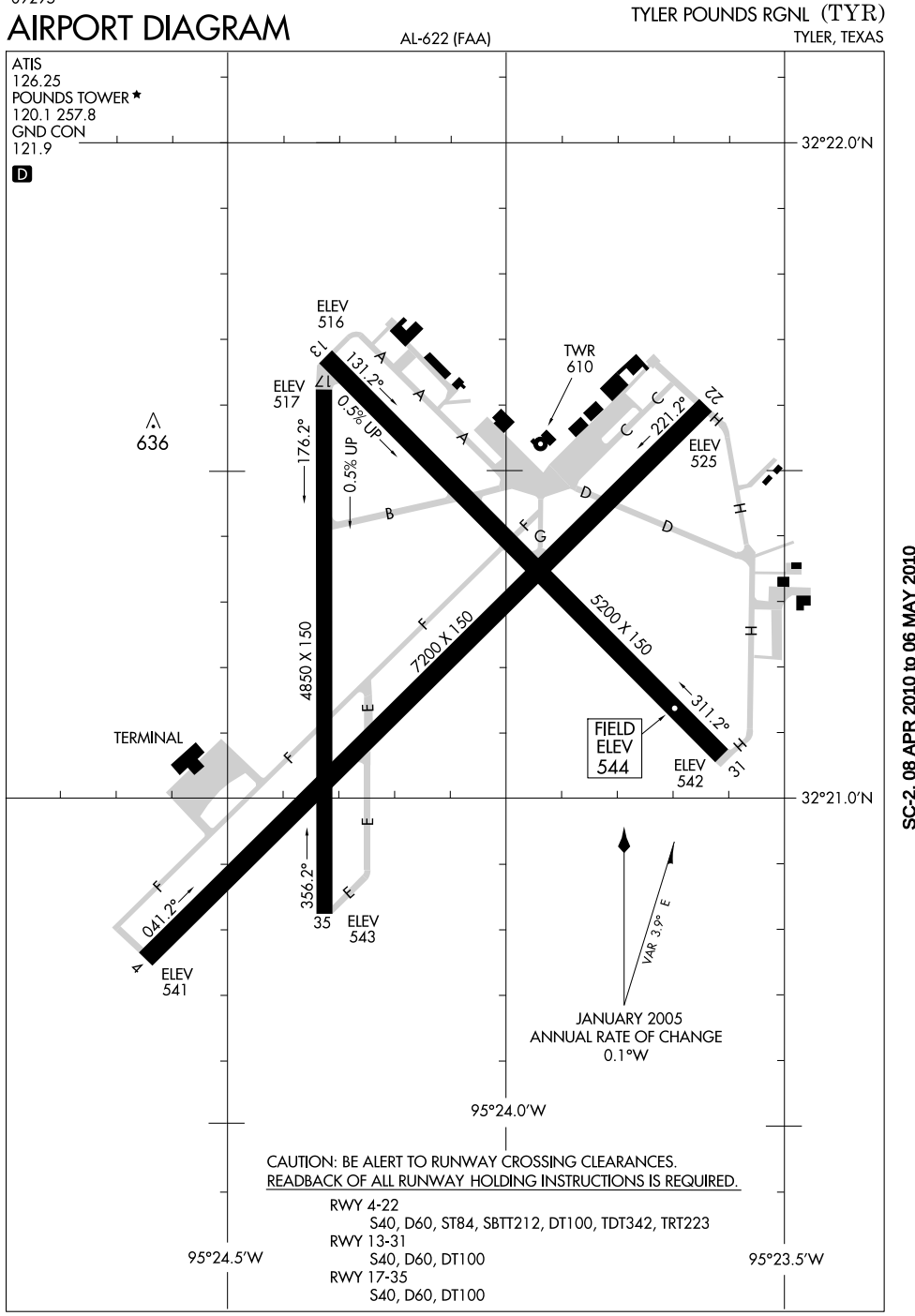
AIRPORT DIAGRAM

TYLER POUNDS RGNL (TYR)
TYLER, TEXAS
AL-622 (FAA)

ATIS
126.25
POUNDS TOWER ★
120.1 257.8
GND CON
121.9

D

32°22.0'N
32°21.0'N
95°24.0'W
95°24.5'W
95°23.5'W



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

RWY 4-22
S40, D60, ST84, SBTT212, DT100, TDT342, TRT223
RWY 13-31
S40, D60, DT100
RWY 17-35
S40, D60, DT100

SC-2, 08 APR 2010 to 06 MAY 2010

LOC I-TYR	APP CRS	Rwy Idg	5200
109.9	129°	TDZE	540
		Apt Elev	544

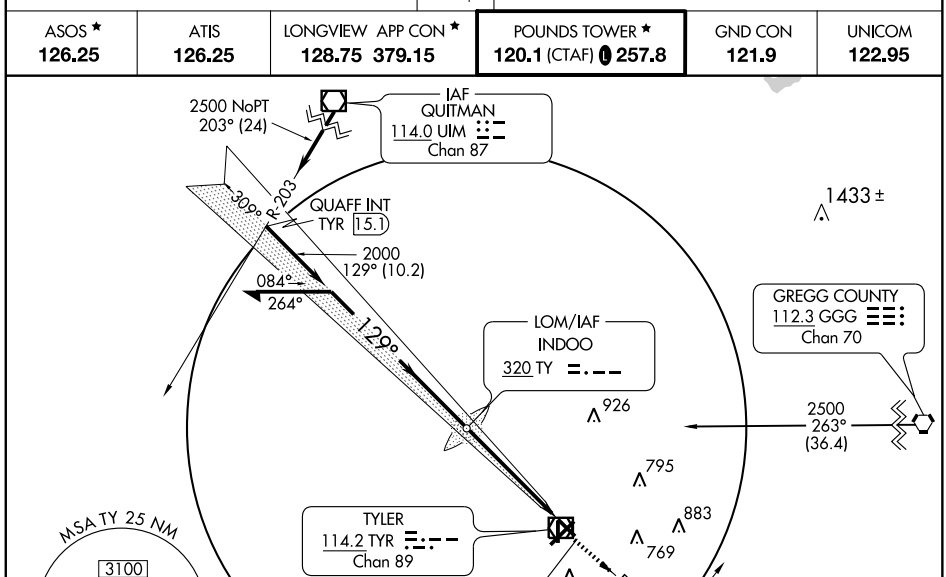
ILS RWY 13
TYLER POUNDS RGNL (TYR)

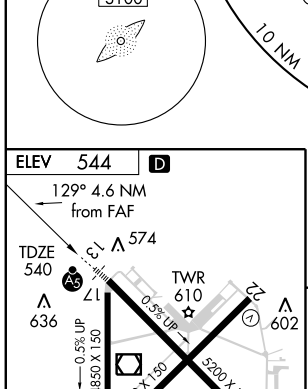
For inoperative MALSR, increase S-LOC 13 Cat D visibility to 1.

MALSR

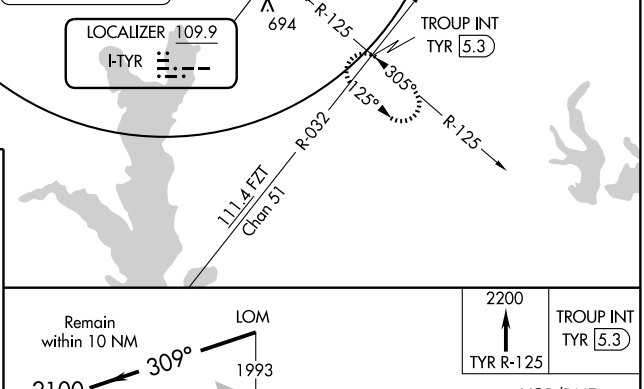
MISSED APPROACH: Climb to 2200 via TYLER VOR/DME R-125 to TROUP Int/5.3 DME and hold.

ASOS ★	ATIS	LONGVIEW APP CON ★	POUNDS TOWER ★	GND CON	UNICOM
126.25	126.25	128.75 379.15	120.1 (CTAF) L 257.8	121.9	122.95





REIL Rwys 4 and 22
HIRL Rwy 13-31 L
MIRL Rwys 4-22 and 17-35 L



FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

CATEGORY	A	B	C	D
S-ILS 13	740-½ 200 (200-½)			
S-LOC 13	880-½ 340 (400-½)			880-1 340 (400-1)
CIRCLING	960-1 416 (500-1)	1000-1 456 (500-1)	1000-1½ 456 (500-1½)	1120-2 576 (600-2)

SC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 40014 W04A	APP CRS 039°	Rwy Idg 7200 TDZE 541 Apt Elev 544

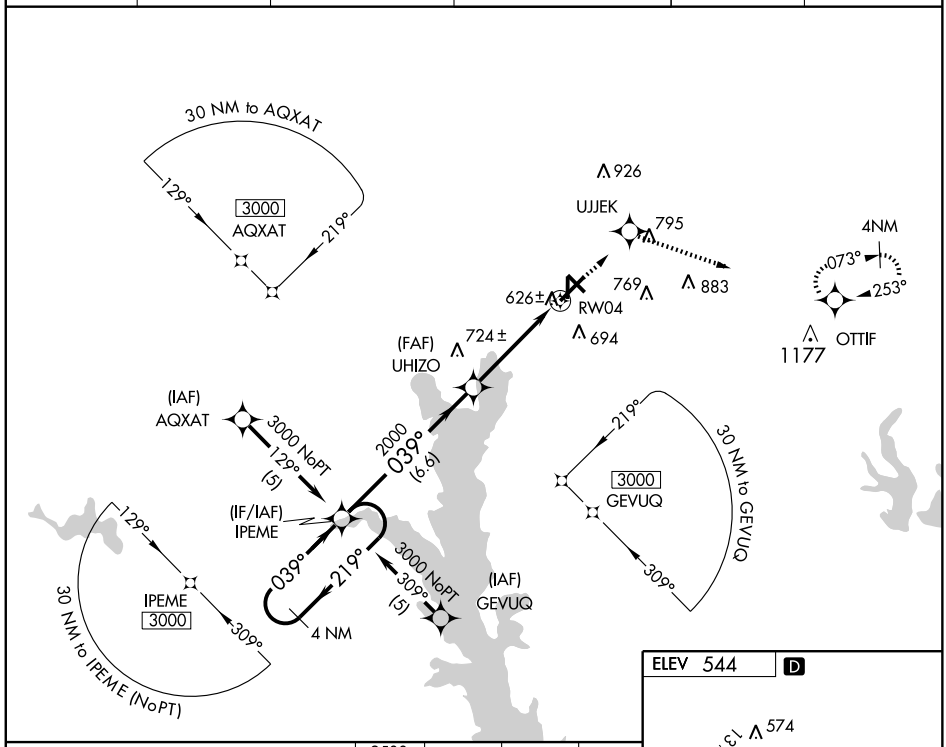
RNAV (GPS) RWY 4

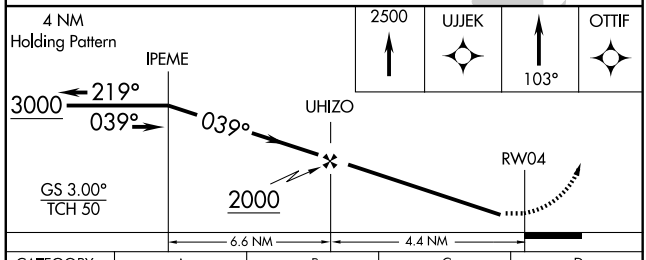
TYLER POUNDS RGNL (TYR)

DME/DME RNP-0.3 NA.
Baro-VNAV NA below -16°C (4°F).
Circling NA at night to Rwy 17.

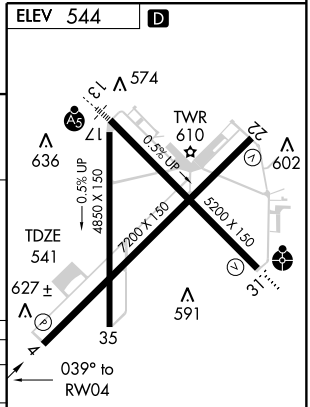
MISSED APPROACH: Climb to 2500 direct UJJEK and via 103° track to OTTIF and hold.

ASOS *	ATIS	LONGVIEW APP CON *	POUNDS TOWER *	GND CON	UNICOM
126.25	126.25	128.75 379.15	120.1 (CTAF) L 257.8	121.9	122.95





CATEGORY	A	B	C	D
LPV DA	834-1 293 (300-1)			
LNAV/VNAV DA	941-1½ 400 (400-1½)			
LNAV MDA	880-1 339 (400-1)			
CIRCLING	960-1½ 416 (500-1½)	1000-1½ 456 (500-1½)		1120-2 576 (600-2)



REIL Rwys 4 and 22
HIRL Rwy 13-31 L
MIRL Rwys 4-22 and 17-35 L

SC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 45701 W13A	APP CRS 129°	Rwy Idg 5200 TDZE 539 Apt Elev 544

RNAV (GPS) RWY 13

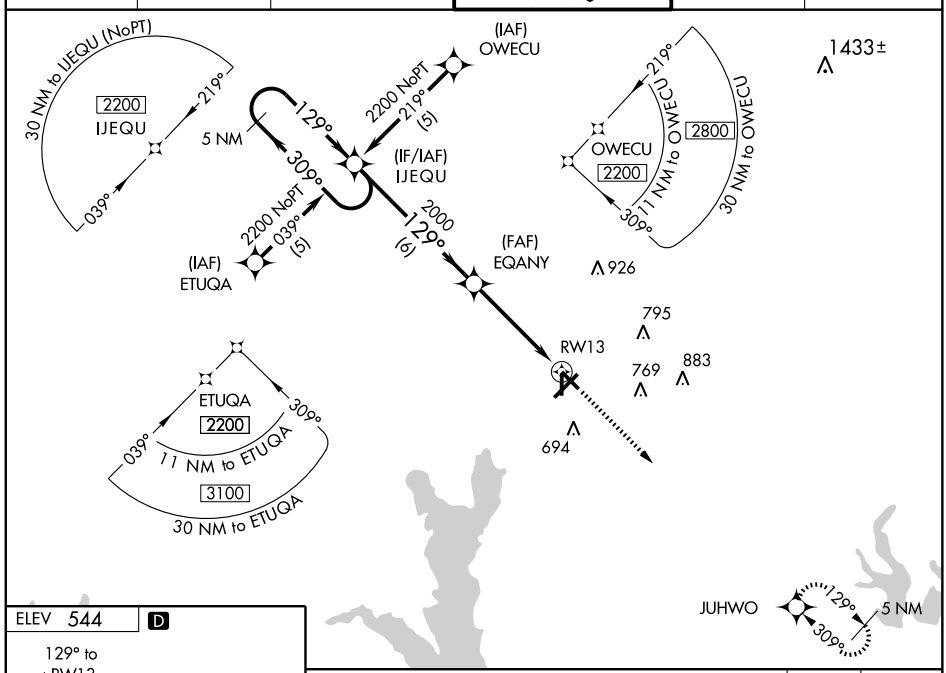
TYLER POUNDS RGNL (TYR)

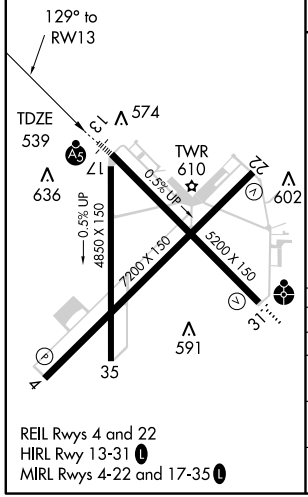
Circling to Rwy 17 NA at night. For inoperative MALSR increase LPV all Cats visibility to 1, and LNAV Cat D visibility to 1¼. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). If local altimeter setting not received, use East Texas Rgnl altimeter setting and increase all DAs/MDAs 120 feet. VDP and Baro-VNAV NA when using East Texas Rgnl altimeter setting. DME/DME RNP-0.3 NA.

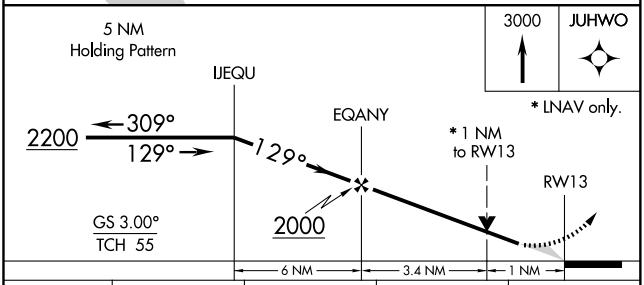
MALSR

MISSED APPROACH: Climb to 3000 direct JUHWO and hold.

ASOS*	ATIS	LONGVIEW APP CON*	POUNDS TOWER*	GND CON	UNICOM
126.25	126.25	128.75 379.15	120.1 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D
LPV DA	789-½ 250 (300-½)			
LNAV/VNAV DA	886-¾ 347 (400-¾)			
LNAV MDA	900-½ 361 (400-½)			900-1 361 (400-1)
CIRCLING	960-1¼ 416 (500-1¼)	1000-1¼ 456 (500-1¼)	1000-1½ 456 (500-1½)	1120-2 576 (600-2)

SC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 45514 W22A	APP CRS 219°	Rwy Idg 7200 TDZE 538 Apt Elev 544

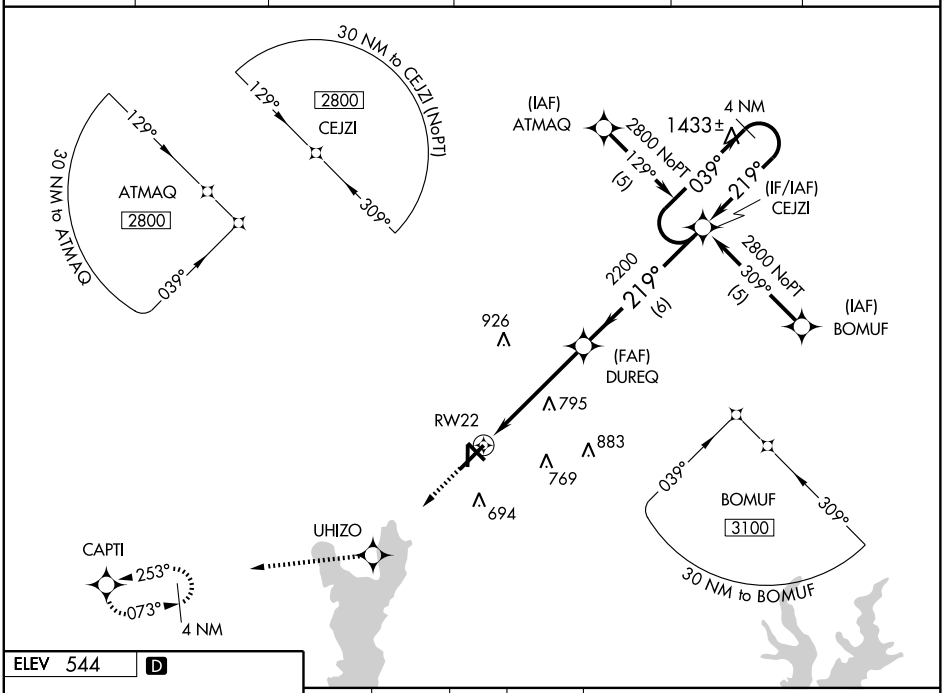
RNAV (GPS) RWY 22

TYLER POUNDS RGNL (TYR)

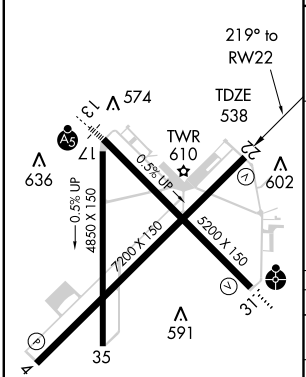
DME/DME RNP-0.3 NA.
Baro-VNAV NA below -16°C (4°F)
Circling NA at night Rwy 17.

MISSED APPROACH: Climb to 2500 direct UHIZO and via 258° track to CAPTI and hold.

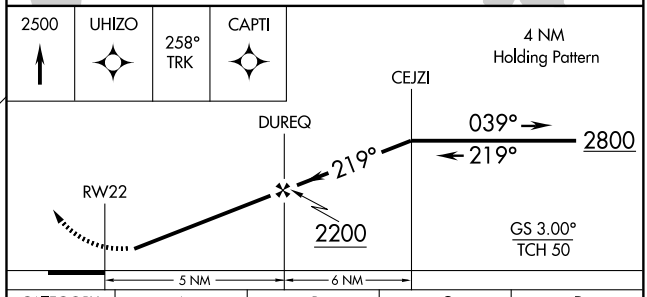
ASOS ★	ATIS	LONGVIEW APP CON ★	POUNDS TOWER ★	GND CON	UNICOM
126.25	126.25	128.75 379.15	120.1 (CTAF) L 257.8	121.9	122.95



ELEV 544 D



REIL Rwys 4 and 22
HIRL Rwys 13-31 L
MIRL Rwys 4-22 and 17-35 L



CATEGORY	A	B	C	D
LPV DA	892-1¼ 354 (400-1¼)			
LNAV/VNAV DA	915-1¼ 377 (400-1¼)			
LNAV MDA	1100-1 562 (600-1)		1100-1½ 562 (600-1½)	1100-1¾ 562 (600-1¾)
CIRCLING	1100-1¼ 556 (600-1¼)		1100-1½ 556 (600-1½)	1120-2 576 (600-2)

SC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 61101 W31A	APP CRS 309°	Rwy Idg 5200 TDZE 544 Apt Elev 544

RNAV (GPS) RWY 31

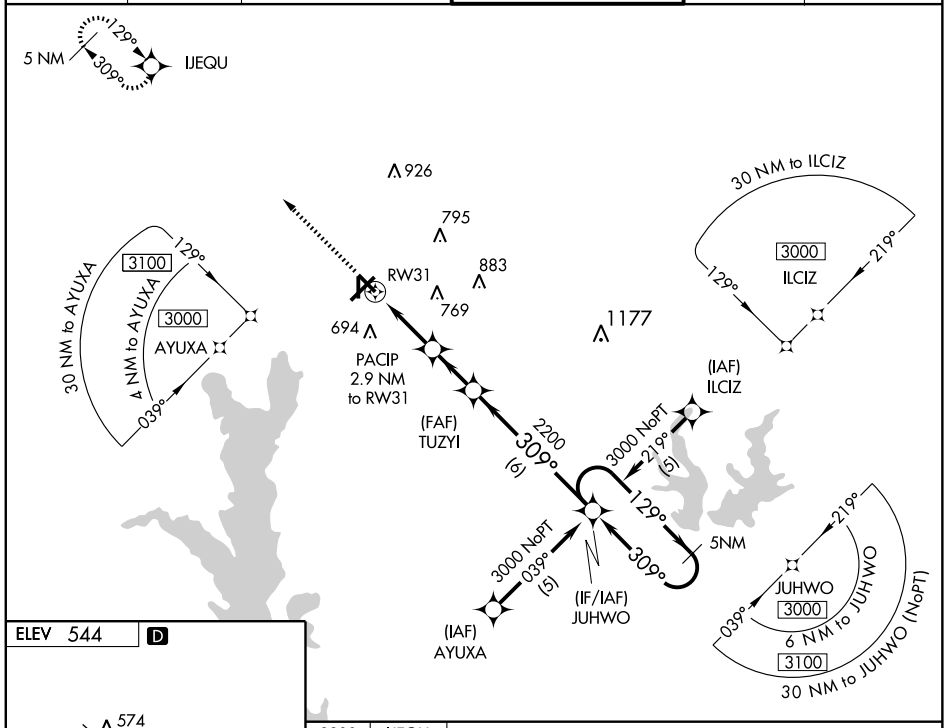
TYLER POUNDS RGNL (TYR)

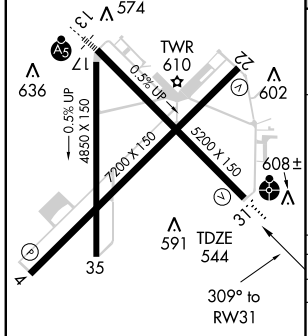
Circling to Rwy 17 NA at night. Inoperative table does not apply to LPV. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (118°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use East Texas Rgnl altimeter setting and increase all DAs/MDAs 120 feet. VDP and Baro-VNAV NA when using East Texas Rgnl altimeter setting. Visibility reduction by helicopters NA.

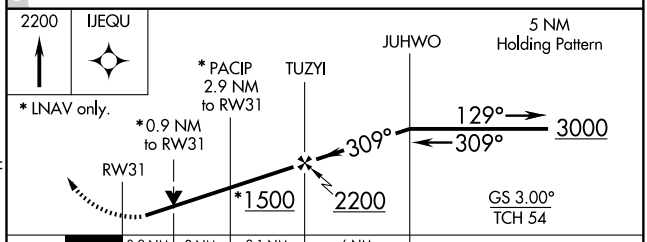
ODALS

MISSED APPROACH: Climb to 2200 direct IJEQU and hold.

ASOS ★	ATIS	LONGVIEW APP CON ★	POUNDS TOWER ★	GND CON	UNICOM
126.25	126.25	128.75 379.15	120.1 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D
LPV DA	805-1 261 (300-1)			
LNAV/VNAV DA	858-¾ 314 (400-¾)			858-1 314 (400-1)
LNAV MDA	880-¾ 336 (400-¾)			880-1 336 (400-1)
CIRCLING	960-1 416 (500-1)	1000-1 456 (500-1)	1000-1½ 456 (500-1½)	1120-2 576 (600-2)

REIL Rwys 4 and 22
HIRL Rwy 13-31 L
MIRL Rwys 4-22 and 17-35 L

SC-2, 08 APR 2010 to 06 MAY 2010

TYLER, TEXAS

AL-622 (FAA)

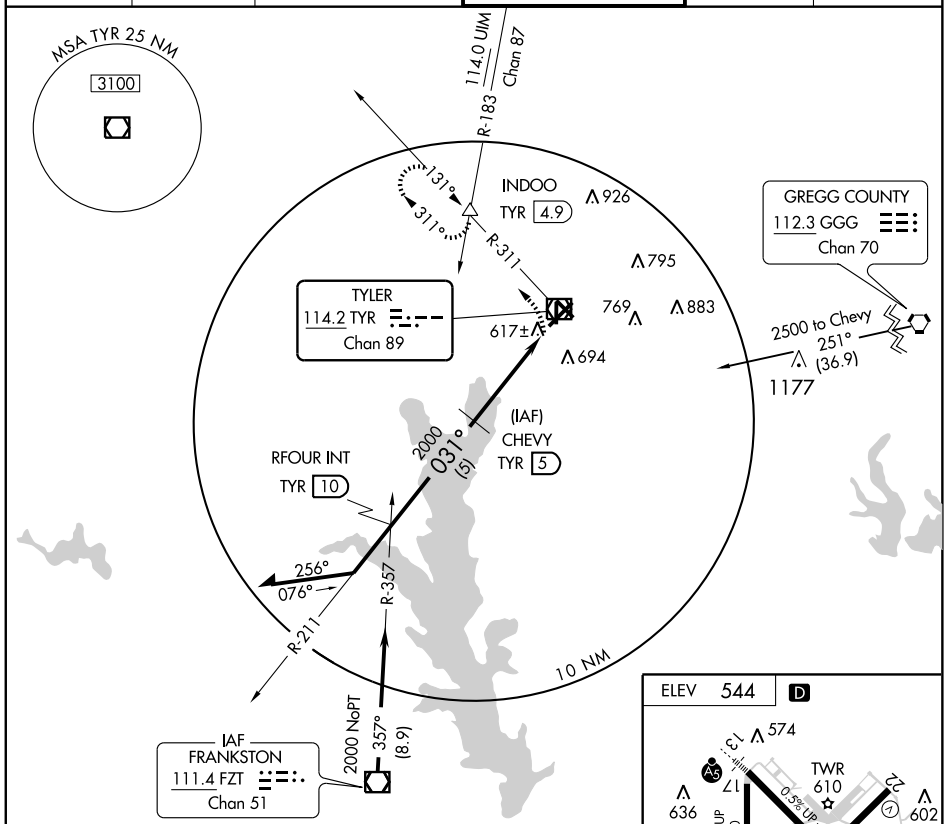
VOR/DME TYR	APP CRS	Rwy Idg	7200
114.2	031°	TDZE	541
Chan 89		Apt Elev	544

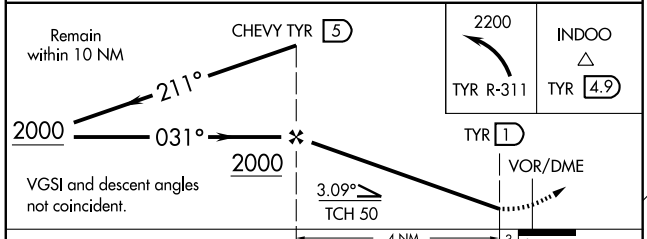
VOR/DME RWY 4

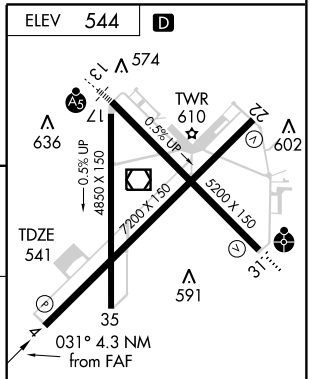
TYLER POUNDS RGNL (TYR)

MISSED APPROACH: Climbing left turn to 2200 via TYR VOR/DME R-311 to INDOO Int/4.9 DME and hold.

ASOS ★	ATIS	LONGVIEW APP CON ★	POUNDS TOWER ★	GND CON	UNICOM
126.25	126.25	128.75 379.15	120.1 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D
S-4	880-1 339 (400-1)			
CIRCLING	960-1 416 (500-1)	1000-1 456 (500-1)	1000-1½ 456 (500-1½)	1120-2 576 (600-2)

REIL Rwys 4 and 22
HIRL Rwy 13-31 L
MIRL Rwys 4-22 and 17-35 L

SC-2, 08 APR 2010 to 06 MAY 2010

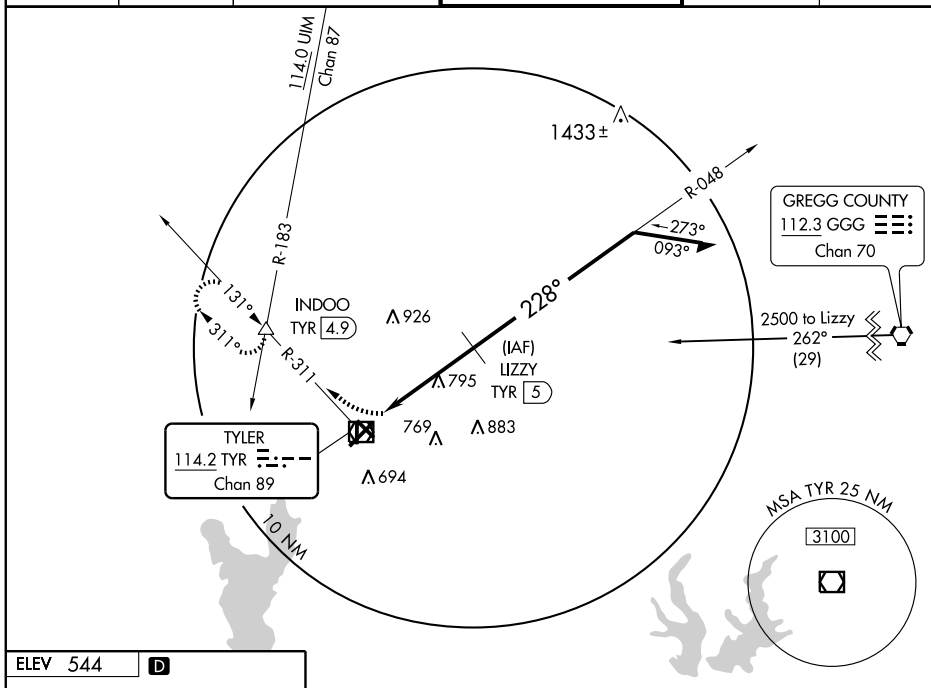
VOR/DME TYR	APP CRS	Rwy Idg	7200
114.2	228°	TDZE	538
Chan 89		Apt Elev	544

VOR/DME RWY 22

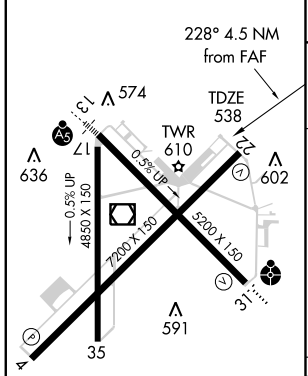
TYLER POUNDS RGNL (TYR)

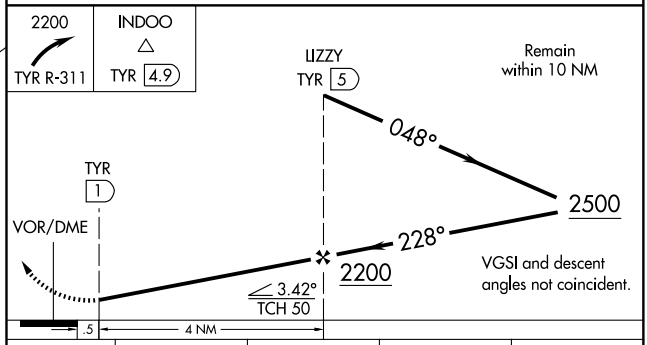
MISSED APPROACH: Climbing right turn to 2200 via TYR VOR/DME R-311 to INDOO Int/4.9 DME and hold.

ASOS *	ATIS	LONGVIEW APP CON *	POUNDS TOWER *	GND CON	UNICOM
126.25	126.25	128.75 379.15	120.1 (CTAF) L 257.8	121.9	122.95



ELEV 544 D





CATEGORY	A	B	C	D
S-22	1060-1 522 (600-1)		1060-1½ 522 (600-1½)	1060-1¾ 522 (600-1¾)
CIRCLING	1060-1 516 (600-1)		1060-1½ 516 (600-1½)	1120-2 576 (600-2)

REIL Rwys 4 and 22
HIRL Rwy 13-31 L
MIRL Rwys 4-22 and 17-35 L

SC-2. 08 APR 2010 to 06 MAY 2010

VOR/DME TYR	APP CRS	Rwy Idg	5200
114.2	305°	TDZE	544
Chan 89		Apt Elev	544

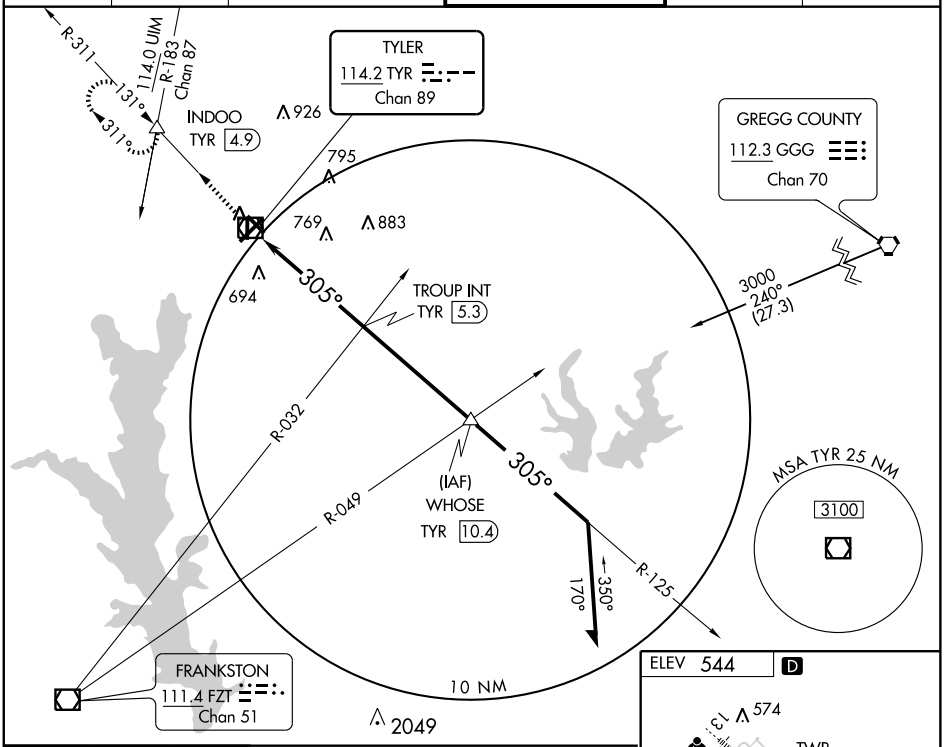
VOR RWY 31
TYLER POUNDS RGNL (TYR)

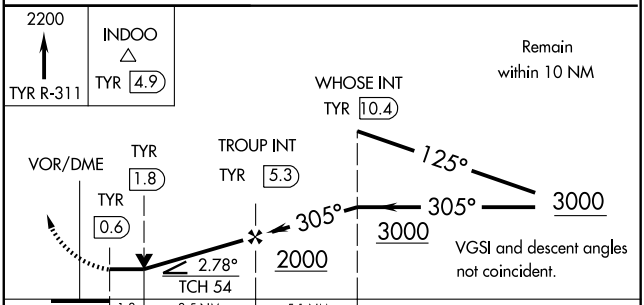
A Inoperative table does not apply to Cat C.

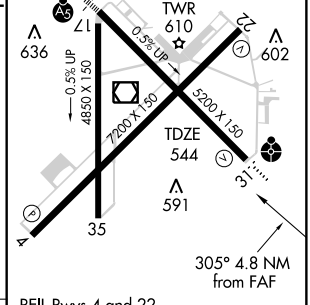
ODALS

MISSED APPROACH: Climb to 2200 via TYR VOR/DME R-311 to INDOO Int/4.9 DME and hold.

ASOS ★	ATIS	LONGVIEW APP CON ★	POUNDS TOWER ★	GND CON	UNICOM
126.25	126.25	128.75 379.15	120.1 (CTAF) L 257.8	121.9	122.95







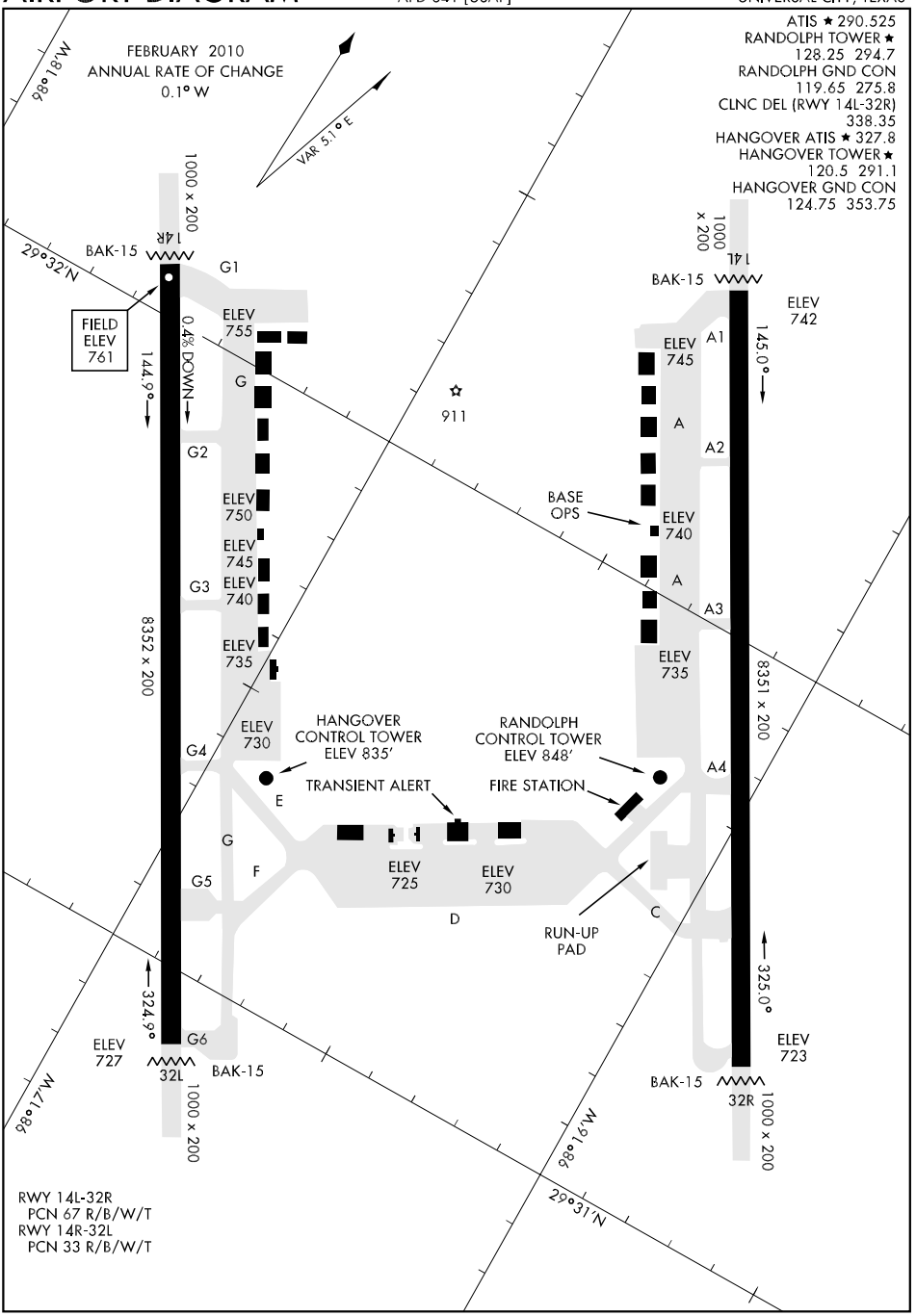
REIL Rwys 4 and 22
HIRL Rwy 13-31 L
MIRL Rwys 4-22 and 17-35 L

CATEGORY	A	B	C	D
S-31	1000- ¾	456 (500- ¾)	1000- 1¼ 456 (500-1¼)	1000-1½ 456 (500-1½)
CIRCLING	1000- 1	456 (500- 1)	1000-1½ 456 (500-1½)	1120- 2 576 (600- 2)

FAF to MAP 4.8 NM

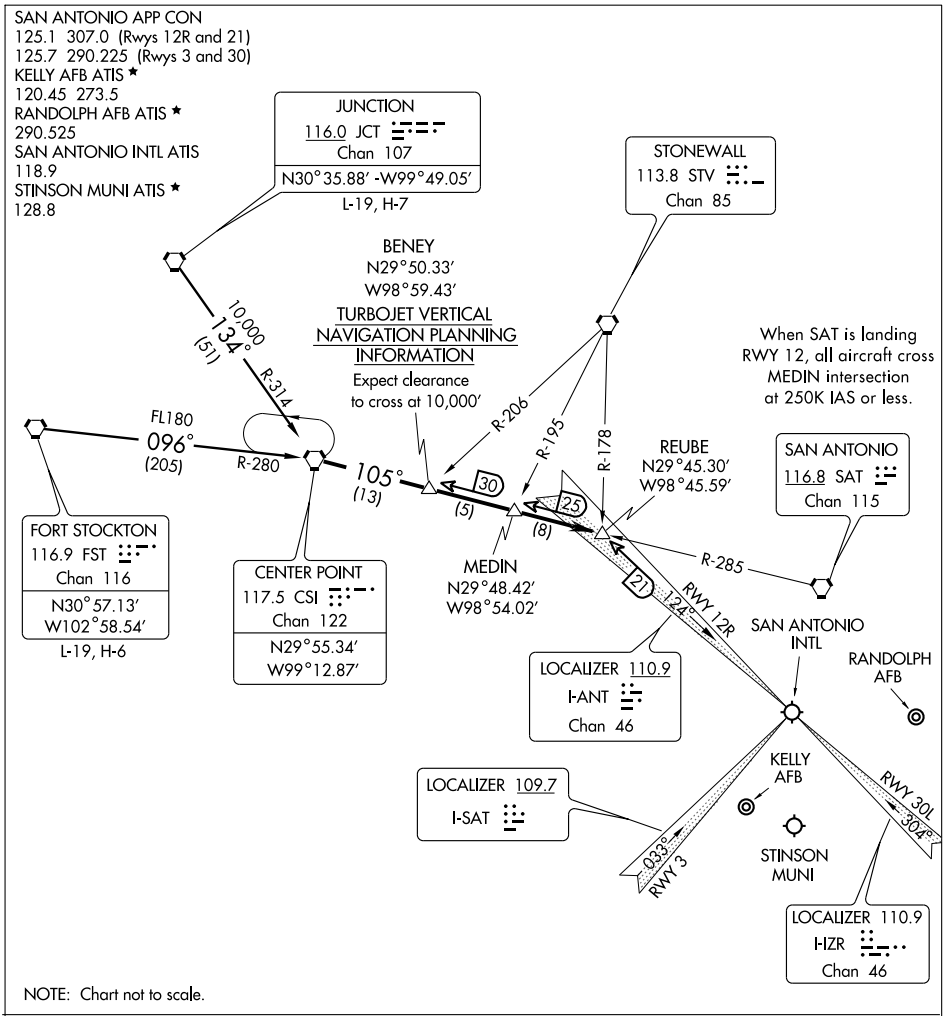
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SC-2, 08 APR 2010 to 06 MAY 2010


ATIS ★ 290.525
RANDOLPH TOWER ★
128.25 294.7
RANDOLPH GND CON
119.65 275.8
CLNC DEL (RWY 14L-32R)
338.35
HANGOVER ATIS ★ 327.8
HANGOVER TOWER ★
120.5 291.1
HANGOVER GND CON
124.75 353.75
FEBRUARY 2010
ANNUAL RATE OF CHANGE
0.1° W
VAR 5.1° E
98°18'W
29°32'N
1000 x 200
14R
BAK-15
G1
FIELD ELEV 761
0.4% DOWN
144.9°
ELEV 755
G
G2
ELEV 750
ELEV 745
ELEV 740
G3
ELEV 735
8352 x 200
ELEV 730
G4
911
BASE OPS
HANGOVER CONTROL TOWER ELEV 835'
RANDOLPH CONTROL TOWER ELEV 848'
TRANSIENT ALERT
FIRE STATION
E
G
F
G5
ELEV 725
ELEV 730
D
RUN-UP PAD
C
324.9°
ELEV 727
G6
32L
BAK-15
1000 x 200
98°17'W
RWY 14L-32R
PCN 67 R/B/W/T
RWY 14R-32L
PCN 33 R/B/W/T
1000 x 200
14L
BAK-15
ELEV 742
A1
ELEV 745
145.0°
A
A2
A
A3
ELEV 735
8351 x 200
A4
325.0°
ELEV 723
BAK-15
32R
1000 x 200
98°16'W
29°31'N

CENTERPOINT ONE ARRIVAL (CSI.CSI1)

SAN ANTONIO, TEXAS



NOTE: Chart not to scale.

FORT STOCKTON TRANSITION (FST.CSI1): From over FST VORTAC via FST R-096 and CSI R-280 to CSI VORTAC. Thence . . . .

JUNCTION TRANSITION (JCT.CSI1): From over JCT VORTAC via JCT R-134 and CSI R-314 to CSI VORTAC. Thence . . . .

. . . . From over CSI VORTAC via CSI R-105 to REUBE INT. Expect vector to final approach course.

SATELLITE AIRPORTS: Conform to SAT routing and frequency assignment.

SC-3, 08 APR 2010 to 06 MAY 2010

HI-ILS or LOC/DME RWY 14L

LOC I-TRT	APCH CRS	Rwy ldg / TDZE / Arpt Elev
109.9	145°	8351 / 742 / 761

JAL-341 [USAF]

RANDOLPH AFB (KRND)

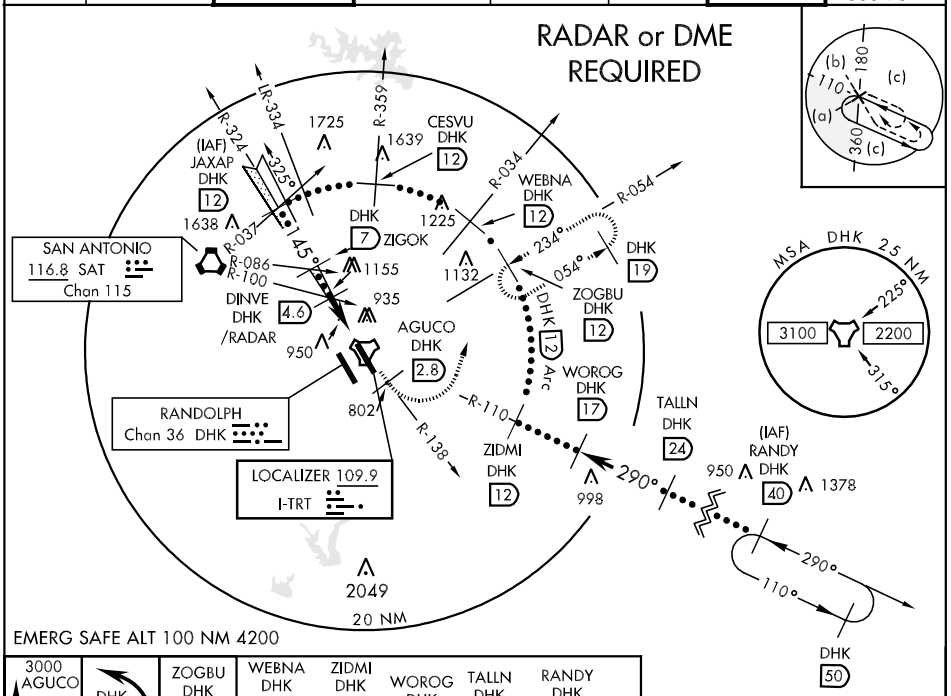
* When ALS inop, increase RVR CAT C to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, and CAT E vis to 1¾ miles.
** Circling not authorized SW of Rwy 14L-32R.

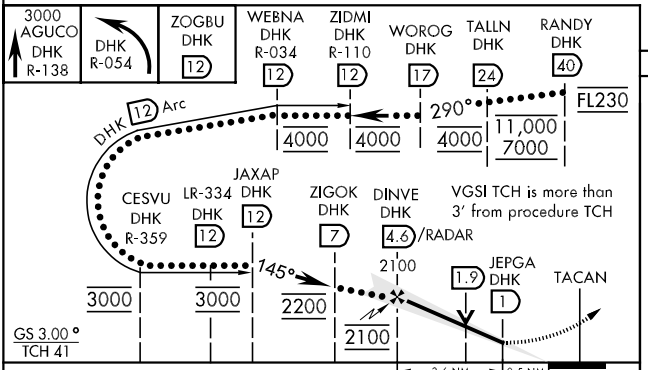
ALSF-1

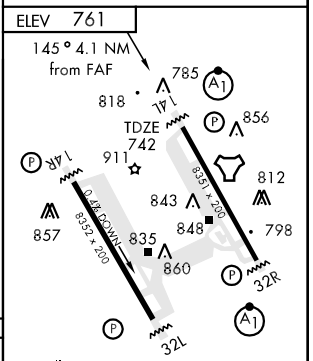
MISSED APPROACH: Climb to 3000 out DHK TACAN R-138 to AGUCO. Then turn left intercept DHK R-054 direct ZOGBU and hold.

ATIS ★	SAN ANTONIO APP CON	RANDOLPH TOWER ★	RANDOLPH GND CON	CLNC DEL (RWY 14L-32R)	HANGOVER ATIS ★	HANGOVER TOWER ★	HANGOVER GND CON
290.525	128.05 318.1	128.25 294.7	119.65 275.8	338.35	327.8	120.5 291.1	124.75 353.75

RADAR or DME REQUIRED







HIRL all Rwy
ALS Rwy 14L nstd len 2100'

CATEGORY	C	D	E
S-ILS 14L	942/40	200	(200-¾)
S-LOC/DME 14L *	1220/50 478 (500-1)	1220/60 478 (500-1¼)	1220-1½ 478 (500-1½)
CIRCLING **	1220-1½ 459 (500-1½)	1320-2 559 (600-2)	1800-3 1039 (1100-3)

FAF to MAP 3.6 NM

Knots	120	140	160	180	200
Min:Sec	1:48	1:33	1:21	1:12	1:05

HI-ILS or LOC/DME RWY 32R

LOC I-RND	APCH CRS	Rwy ldg	8351
109.3	325°	TDZE	734
		Arpt Elev	761

JAL-341 [USAF]

RANDOLPH AFB (KRND)

* When ALS inop, increase RVR all CATS to 40 and vis to ¾ mile.
** When ALS inop, increase RVR CAT C to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

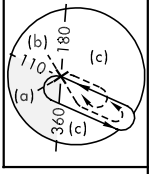
ALSF-1

MISSED APPROACH: Climb to 3000, intercept the DHK TACAN R-333 to 2.6 DME (OALLY), then turn right intercept DHK R-054 to 12 DME (ZOGBU), hold as published.

ATIS ★	SAN ANTONIO APP CON	RANDOLPH TOWER ★	RANDOLPH GND CON	CLNC DEL (RWY 14L-32R)	HANGOVER ATIS ★	HANGOVER TOWER ★	HANGOVER GND CON
290.525	128.05 318.1	128.25 294.7	119.65 275.8	338.35	327.8	120.5 291.1	124.75 353.75

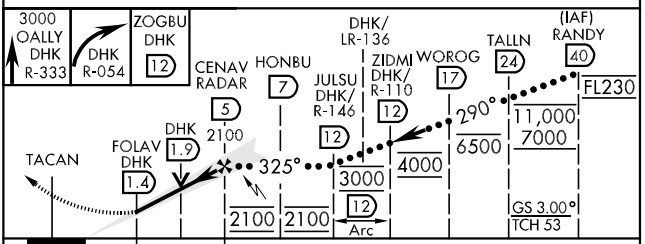
*** Circling not authorized SW of Rwy 14L-32R.

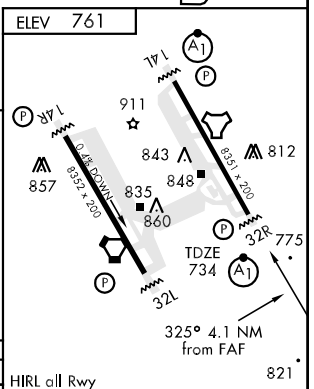
RADAR or DME REQUIRED



VGSI TCH is more than 3' from procedure TCH

EMERG SAFE ALT 100 NM 4200





CATEGORY	C	D	E
S-ILS 32R *	934/24	200	(200-½)
S-LOC/ DME 32R **	1080/40	346	(400-¾)
CIRCLING ***	1220-1½ 459 (500-1½)	1320-2 559 (600-2)	1800-3 1039 (1100-3)

HIRL all Rwy
ALS Rwy 14L nstd len 2100'

FAF to MAP 3.6 NM					
Knots	120	140	160	180	200
Min:Sec	1:48	1:33	1:21	1:12	1:05

SC-3, 08 APR 2010 to 06 MAY 2010

HI-TACAN A

TACAN DHK Chan 36	APCH CRS 144°	Rwy Idg N/A TDZE N/A Arpt Elev 761

JAL-341 [USAF]

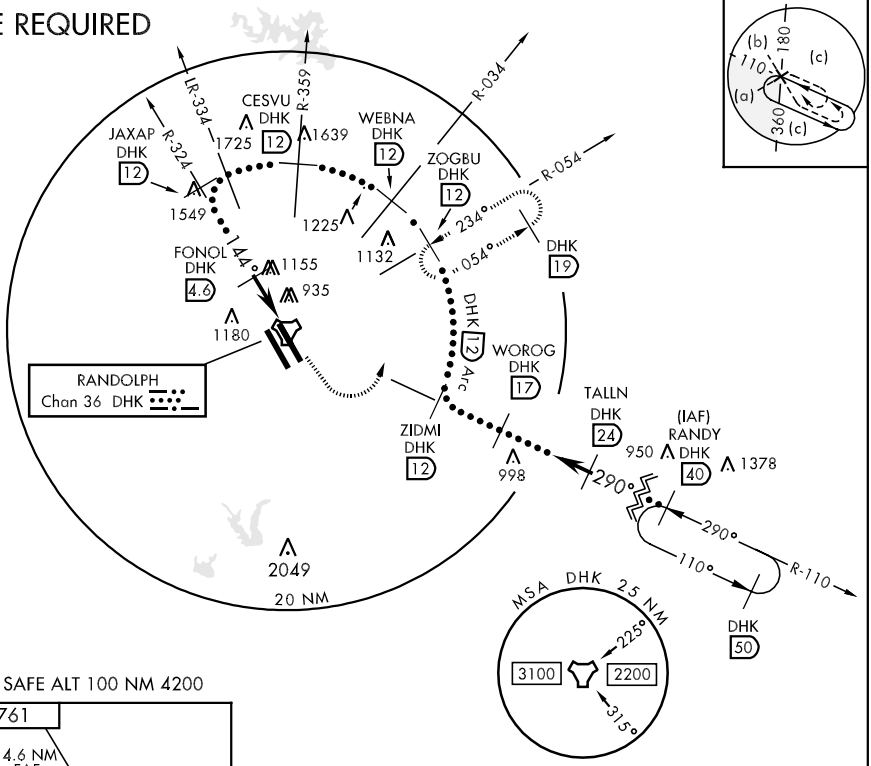
RANDOLPH AFB (KRND)

* Circling not authorized SW of Rwy 14L-32R.

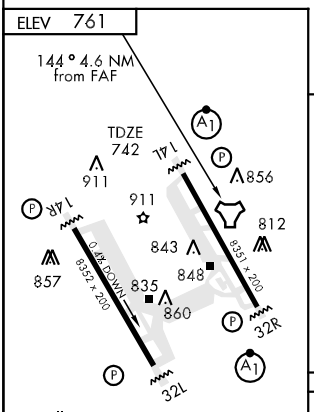
MISSED APPROACH: Track 145° to 1500. Then climbing left turn to 3000. Intercept DHK TACAN R-054 direct ZOGBU and hold as published.

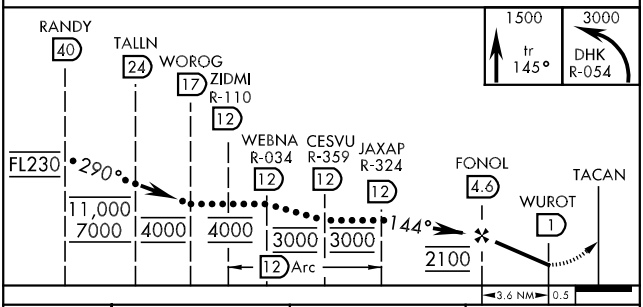
ATIS ★	SAN ANTONIO APP CON	RANDOLPH TOWER ★	RANDOLPH GND CON	CLNC DEL (RWY 14L-32R)	HANGOVER ATIS ★	HANGOVER TOWER ★	HANGOVER GND CON
290.525	128.05 318.1	128.25 294.7	119.65 275.8	338.35	327.8	120.5 291.1	124.75 353.75

DME REQUIRED



EMERG SAFE ALT 100 NM 4200





CATEGORY	C	D	E
CIRCLING *	1420-1¾ 659 (700-1¾)	1420-2 659 (700-2)	1800-3 1039 (1100-3)

HI-TACAN B

TACAN	APCH CRS	Rwy Idg	
DHK Chan 36	326°	TDZE	N/A
		Arpt Elev	761

JAL-341 [USAF]

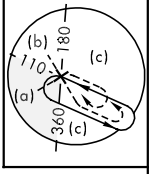
RANDOLPH AFB (KRND)

* Circling not authorized SW of Rwy 14L-32R.

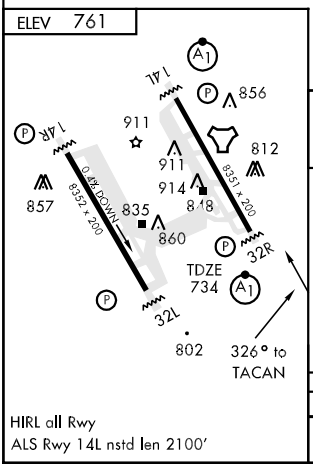
MISSED APPROACH: Track 337° to 1500, then climbing right turn to 3000, intercept DHK TACAN R-054 direct ZOGBU and hold.

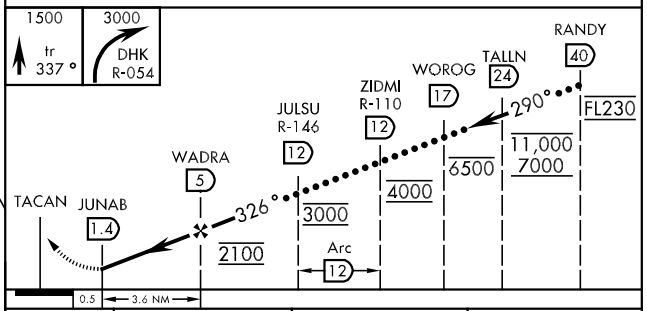
ATIS ★	SAN ANTONIO APP CON	RANDOLPH TOWER ★	RANDOLPH GND CON	CLNC DEL (RWY 14L-32R)	HANGOVER ATIS ★	HANGOVER TOWER ★	HANGOVER GND CON
290.525	128.05 318.1	128.25 294.7	119.65 275.8	338.35	327.8	120.5 291.1	124.75 353.75

DME REQUIRED



EMERG SAFE ALT 100 NM 4200





HIRL all Rwy
ALS Rwy 14L nstd len 2100'

CATEGORY	C	D	E
CIRCLING *	1220-1½ 459 (500-1½)	1320-2 559 (600-2)	1800-3 1039 (1100-3)

ILS or LOC/DME RWY 14L

LOC I-TRT	APCH CRS	Rwy ldg / TDZE / Arpt Elev
109.9	145°	8351 / 742 / 761

AL-341 [USAF] — RANDOLPH AFB (KRND)

* When ALS inop, increase RVR CATS AB to 40 and vis to ¾ mile.
** When ALS inop, increase RVR CATS AB to 50 and vis to 1 mile, CAT C to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, Cat E vis to 1¾ miles.

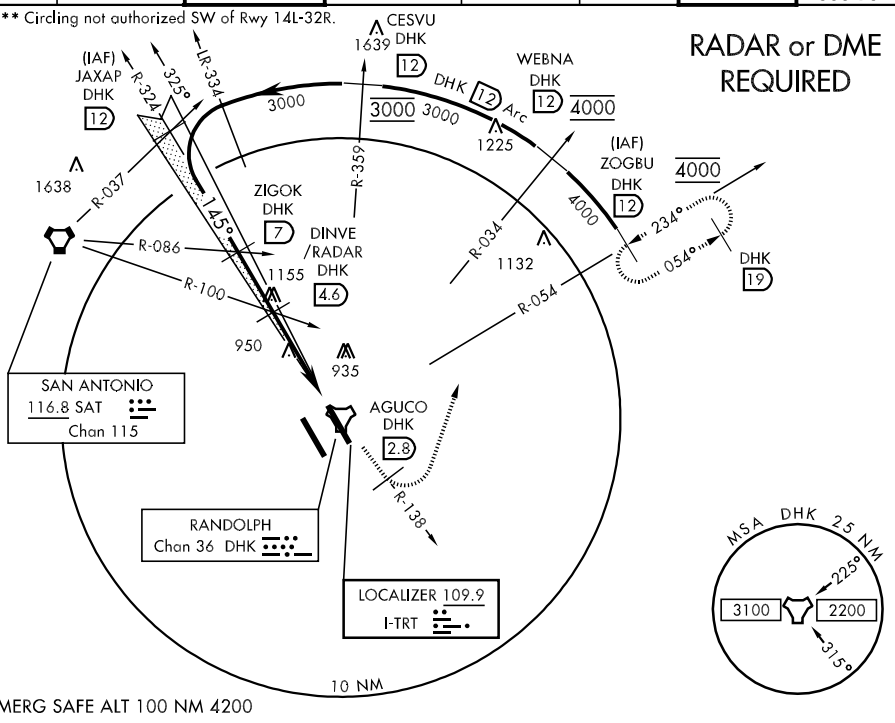
ALSF-1

MISSED APPROACH: Climb to 3000 out DHK TACAN R-138 to AGUCO. Then turn left intercept DHK R-054 to ZOGBU and hold.

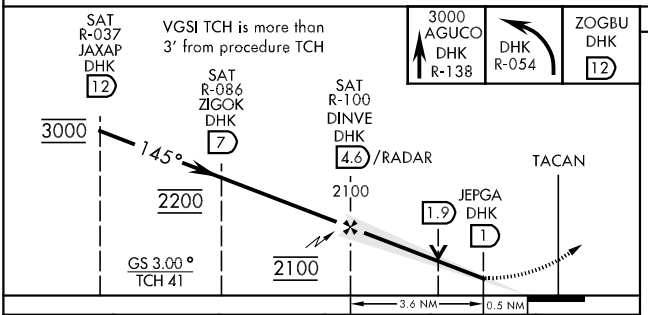
ATIS ★	SAN ANTONIO APP CON	RANDOLPH TOWER ★	RANDOLPH GND CON	CLNC DEL (RWY 14L-32R)	HANGOVER ATIS ★	HANGOVER TOWER ★	HANGOVER GND CON
290.525	128.05 318.1	128.25 294.7	119.65 275.8	338.35	327.8	120.5 291.1	124.75 353.75

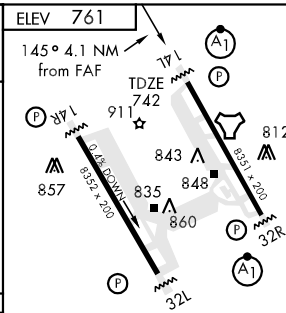
*** Circling not authorized SW of Rwy 14L-32R.

RADAR or DME REQUIRED



EMERG SAFE ALT 100 NM 4200





CATEGORY	A	B	C	D	E
S-ILS 14L*	942/24 200 (200-½)		942/40 200 (200-¾)		
S-LOC/DME 14L **	1220/40 478 (500-¾)		1220/50 478 (500-1)	1220/60 478 (500-1¼)	1220-1½ 478 (500-1½)
CIRCLING ***	1220-1 459 (500- 1)		1220-1½ 459 (500-1½)	1320-2 559 (600-2)	1800-3 1039(1100-3)

HIRL all Rwy
ALS Rwy 14L nstd len 2100'

FAF to MAP 3.6 NM

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

SC-3, 08 APR 2010 to 06 MAY 2010

UNIVERSAL CITY, TEXAS

ILS or LOC/DME RWY 14R

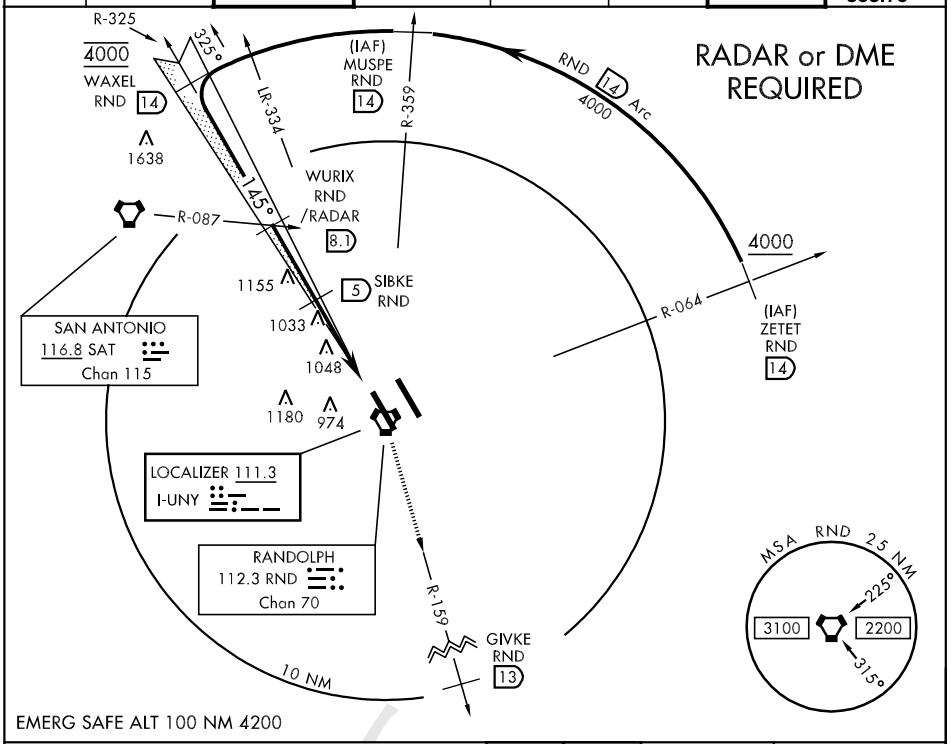
LOC I-UNY	APCH CRS	Rwy ldg / TDZE / Arpt Elev
111.3	145°	8352 / 761 / 761

AL-341 [USAF] — RANDOLPH AFB (KRND)

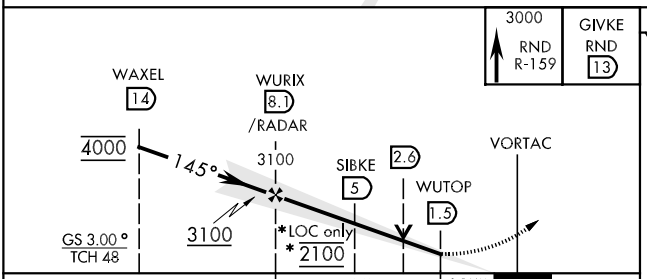
** Circling not authorized NE of Rwy 14R-32L.

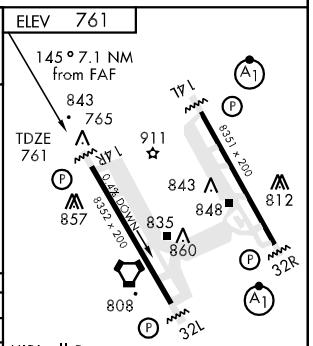
MISSED APPROACH: Climb to 3000 out RND VORTAC R-159 to 13 DME (GIVKE). Expect ATC instructions.

ATIS ★	SAN ANTONIO APP CON	RANDOLPH TOWER ★	RANDOLPH GND CON	CLNC DEL (RWY 14L-32R)	HANGOVER ATIS ★	HANGOVER TOWER ★	HANGOVER GND CON
290.525	128.05 318.1	128.25 294.7	119.65 275.8	338.35	327.8	120.5 291.1	124.75 353.75



SC-3, 08 APR 2010 to 06 MAY 2010





CATEGORY	A	B	C	D	E
S-ILS 14R	961/40		200	(200-¾)	
S-LOC/DME 14R	1300/50 539 (600-1)		1300-1½ 539 (600-1½)	1300-1¾ 539 (600-1¾)	1300-2 539 (600-2)
CIRCLING **	1300-1 539 (600-1)		1300-1½ 539 (600-1½)	1360-2 599 (600-2)	1800-3 1039 (1100-3)

HIRL all Rwy
ALS Rwy 14L nstd len 2100'

FAF to MAP 6.6 NM

Knots	60	90	120	150	180
Min:Sec	6:36	4:24	3:13	2:38	2:12

ILS or LOC/DME RWY 32L

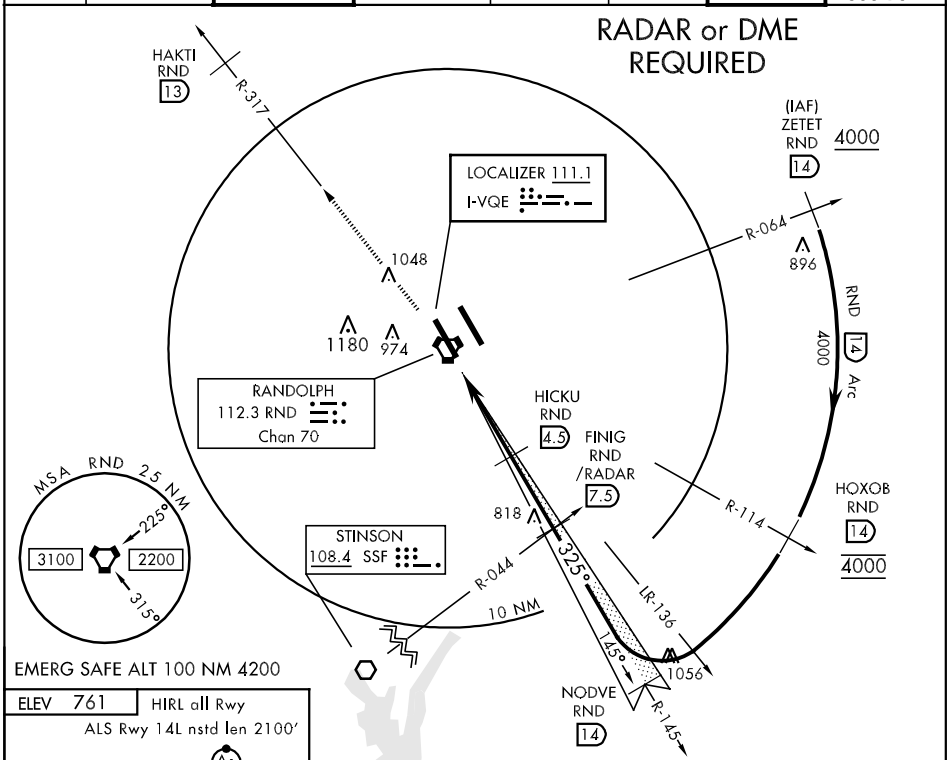
LOC I-VQE	APCH CRS	Rwy ldg	TDZE	Arpt Elev
111.1	325°	8352	734	761

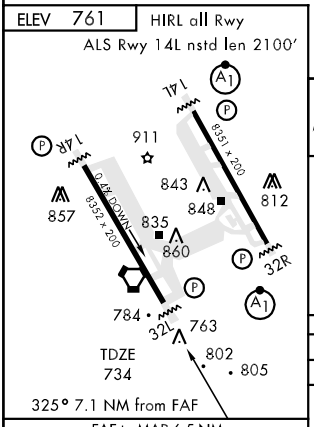
AL-341 [USAF] — RANDOLPH AFB (KRND)

** Circling not authorized NE of Rwy 14R-32L.

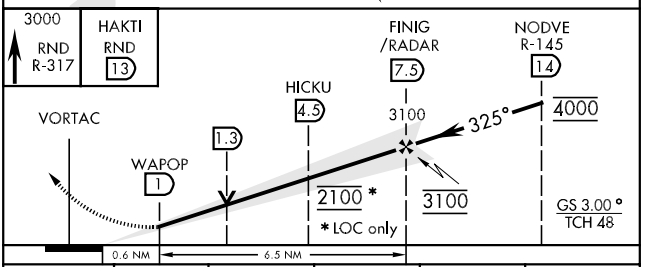
MISSED APPROACH: Climb to 3000 out RND VORTAC R-317 to 13 DME (HAKTI). Expect ATC instructions.

ATIS ★	SAN ANTONIO APP CON	RANDOLPH TOWER ★	RANDOLPH GND CON	CLNC DEL (RWY 14L-32R)	HANGOVER ATIS ★	HANGOVER TOWER ★	HANGOVER GND CON
290.525	128.05 318.1	128.25 294.7	119.65 275.8	338.35	327.8	120.5 291.1	124.75 353.75





Knots	60	90	120	150	180
Min:Sec	6:30	4:20	3:15	2:36	2:10



CATEGORY	A	B	C	D	E
S-ILS 32L	934/40		200	(200-¾)	
S-LOC/DME 32L	1060/50		326	(300-1)	1060/60 326 (300-1¼)
CIRCLING **	1240-1	479 (500-1)	1280-1½ 519 (600-1½)	1360-2 599 (600-2)	1800-3 1039 (1100-3)

SC-3, 08 APR 2010 to 06 MAY 2010

ILS or LOC/DME RWY 32R

LOC I-RND	APCH CRS	Rwy ldg / TDZE / Arpt Elev
109.3	325°	8351 / 734 / 761

AL-341 [USAF] — RANDOLPH AFB (KRND)

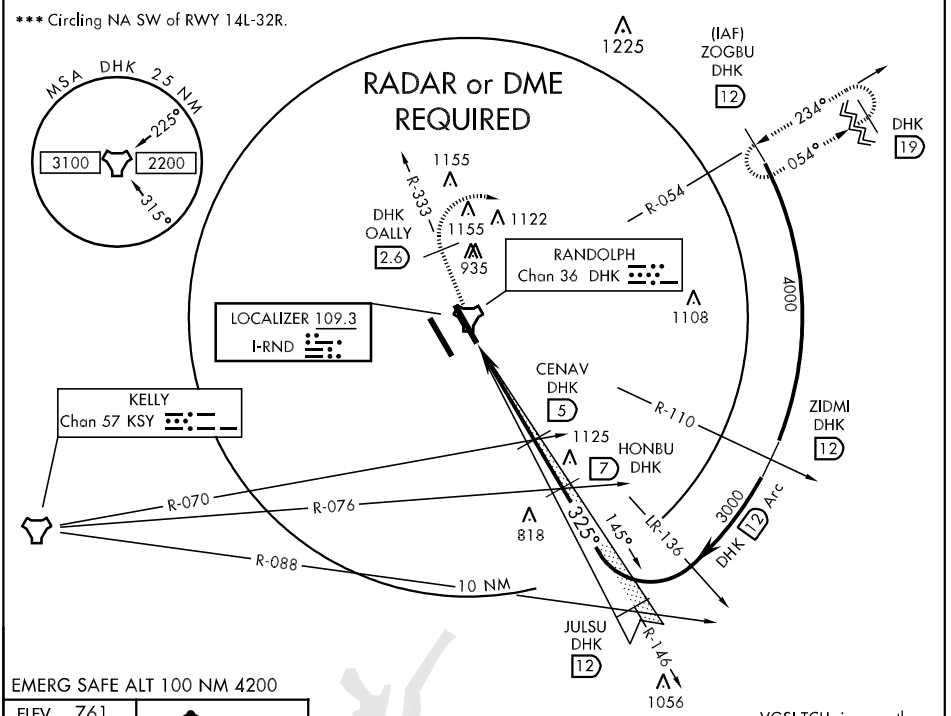
* When ALS inop, increase RVR all CATS to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

ALSF-1

MISSED APPROACH: Climb to 3000, intercept the DHK TACAN R-333 to 2.6 DME (OALLY). Then turn right intercept DHK R-054 to 12 DME (ZOGBU), hold as published.

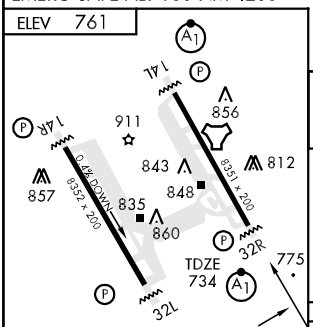
ATIS ★	SAN ANTONIO APP CON	RANDOLPH TOWER ★	RANDOLPH GND CON	CLNC DEL (RWY 14L-32R)	HANGOVER ATIS ★	HANGOVER TOWER ★	HANGOVER GND CON
290.525	128.05 318.1	128.25 294.7	119.65 275.8	338.35	327.8	120.5 291.1	124.75 353.75

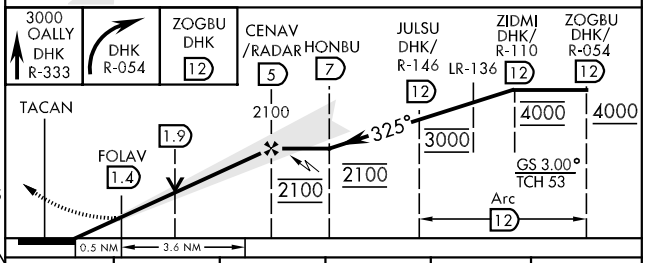
*** Circling NA SW of RWY 14L-32R.



EMERG SAFE ALT 100 NM 4200

VGSI TCH is more than 3' from procedure TCH





FAF to MAP 3.6 NM

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

CATEGORY	A	B	C	D	E
S-ILS 32R *	934/24		200		(200-½)
S-LOC/ DME 32R **	1080/24	346	(400-½)	1080/40	346 (400-¾)
CIRCLING ***	1180-1 419 (500-1)	1220-1 459 (500-1)	1220-1½ 459 (500-1½)	1320-2 559 (600-2)	1800-3 1039 (1100-3)

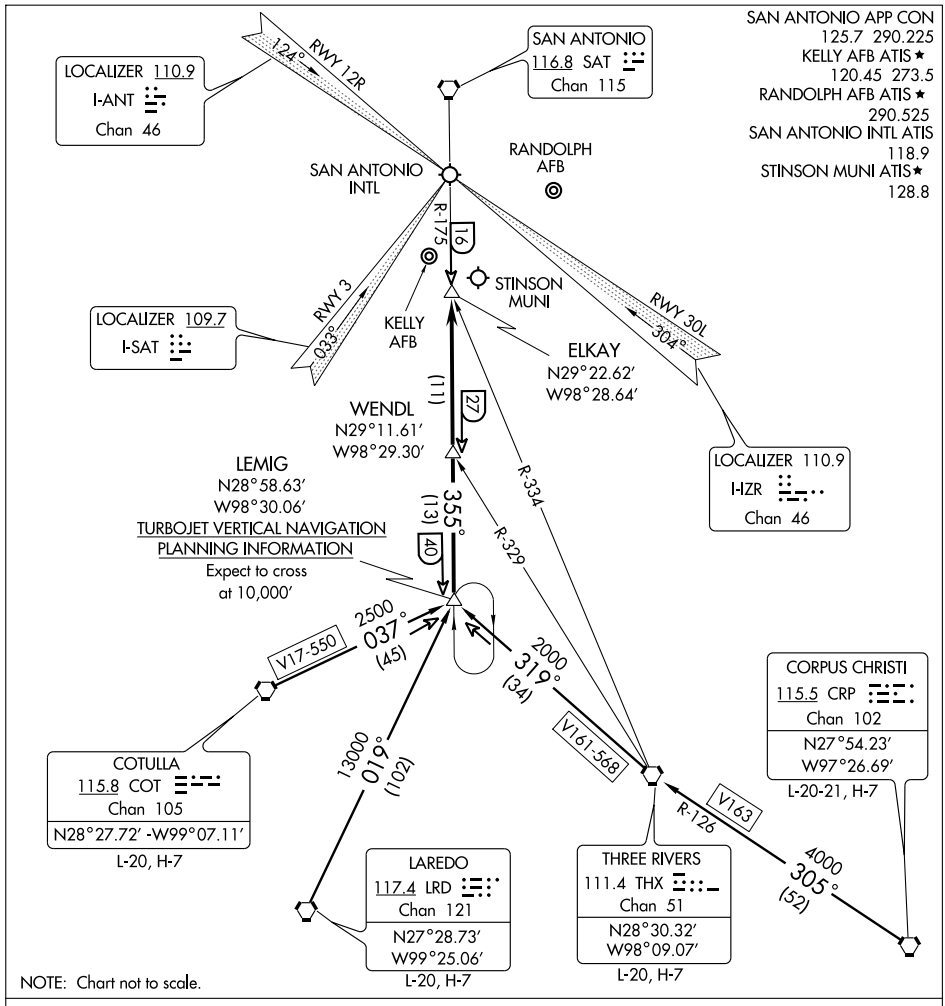
29°32'N-98°17'W

Orig 10042

ILS or LOC/DME RWY 32R

LEMIG ONE ARRIVAL (LEMIG.LEMIG1)

SAN ANTONIO, TEXAS



CORPUS CHRISTI TRANSITION (CRP.LEMIG1): From over CRP VORTAC via CRP R-305 and THX R-126 to THX VORTAC, then via THX R-319 to LEMIG INT. Thence . . . .

COTULLA TRANSITION (COT.LEMIG1): From over COT VORTAC via COT R-037 to LEMIG INT. Thence . . . .

LAREDO TRANSITION (LRD.LEMIG1): From over LRD VORTAC via LRD R-019 to LEMIG INT. Thence . . . .

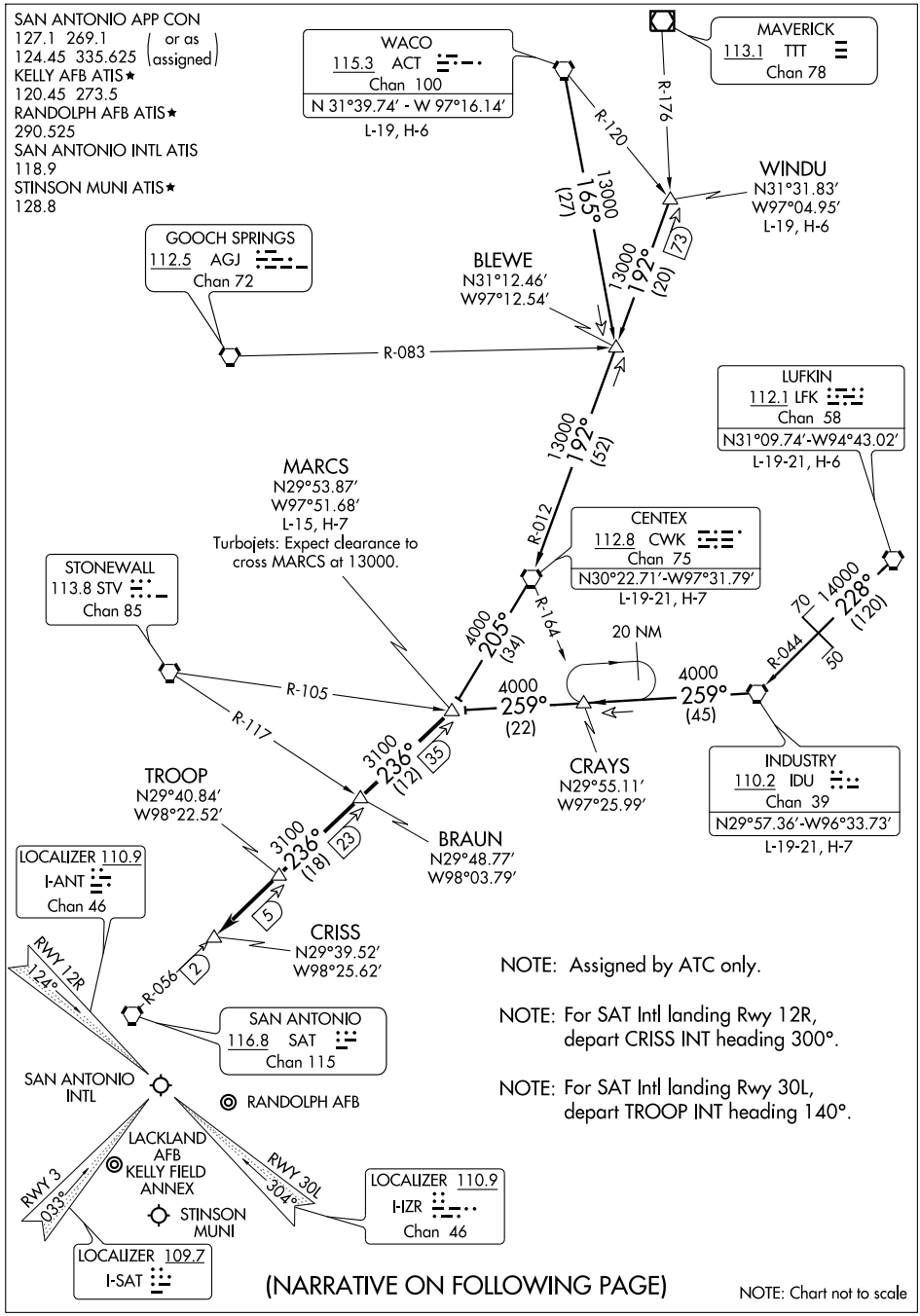
THREE RIVERS TRANSITION (THX.LEMIG1): From over THX VORTAC via THX R-319 to LEMIG INT. Thence . . . .

. . . . ALL AIRPORTS: From over LEMIG INT via SAT R-175 to ELKAY INT. Expect radar vectors to final approach course.

SC-3, 08 APR 2010 to 06 MAY 2010

MARCS NINE ARRIVAL

SAN ANTONIO, TEXAS



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

MARCS NINE ARRIVAL

ARRIVAL ROUTE DESCRIPTION

CENTEX TRANSITION (CWK.MARCS9): From over CWK VORTAC via CWK R-205 to MARCS INT. Thence. . . .

INDUSTRY TRANSITION (IDU.MARCS9): From over IDU VORTAC via IDU R-259 to MARCS INT. Thence. . . .

LUFKIN TRANSITION (LFK.MARCS9): From over LFK VORTAC via LFK R-228 and IDU R-044 to IDU VORTAC, then via IDU R-259 to MARCS INT. Thence. . . .

WACO TRANSITION (ACT.MARCS9): From over ACT VORTAC via ACT R-165 to BLEWE INT, then via CWK R-012 to CWK VORTAC, then via CWK R-205 to MARCS INT. Thence. . . .

WINDU TRANSITION (WINDU.MARCS9): From over WINDU INT via CWK R-012 to CWK VORTAC, then via CWK R-205 to MARCS INT. Thence. . . .

. . . . From over MARCS INT via SAT R-056 to CRISS INT. Expect radar vectors to final approach course. Landing other than SAT Rwy 12R/30L expect radar vectors to final approach course after CRISS INT.

SC-3, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 14L

APCH CRS	Rwy ldg	TDZE	Arpt Elev
145°	8351	742	761

AL-341 [USAF]

RANDOLPH AFB (KRND)

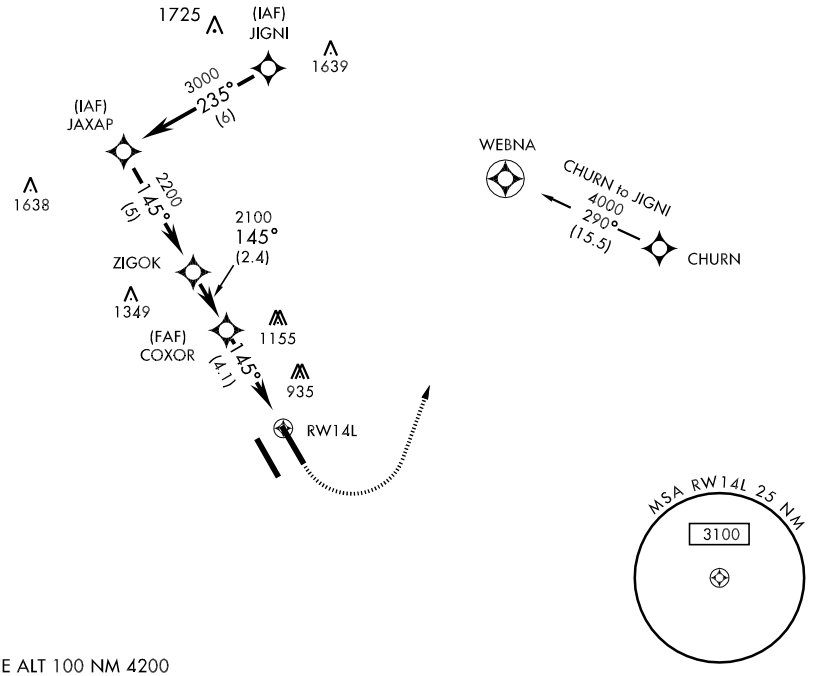
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.
** Circling not authorized SW of Rwy 14L-32R.

ALSF-1

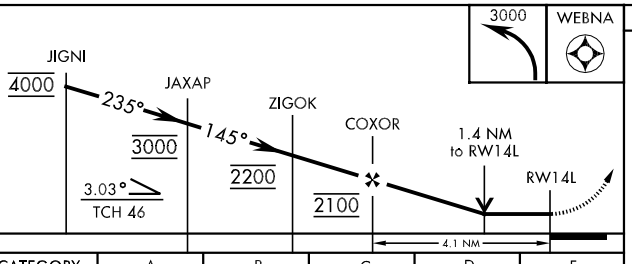
MISSED APPROACH: Climbing left turn to 3000, direct WEBNA WP. Expect ATC instructions.

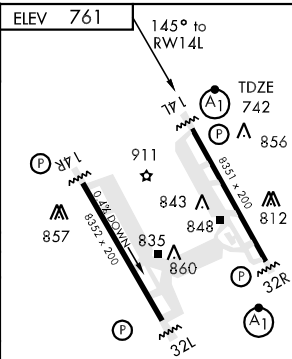
ATIS ★	SAN ANTONIO APP CON	RANDOLPH TOWER ★	RANDOLPH GND CON	CLNC DEL (RWY 14L-32R)	HANGOVER ATIS ★	HANGOVER TOWER ★	HANGOVER GND CON
290.525	128.05 318.1	128.25 294.7	119.65 275.8	338.35	327.8	120.5 291.1	124.75 353.75

DME/DME RNP-0.3 NA



EMERG SAFE ALT 100 NM 4200





CATEGORY	A	B	C	D	E
LNAV MDA *	1220/40 478 (500-¾)		1220/50 478 (500-1)	1220/60 478 (500-1¼)	1220-1½ 478 (500-1½)
CIRCLING **	1220-1 459 (500-1)		1220-1½ 459 (500-1½)	1320-2 559 (600-2)	1800-3 1039 (1100-3)

SC-3, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 14R

APCH CRS	Rwy ldg	8352
145°	TDZE	761
	Arpt Elev	761

AL-341 [USAF]

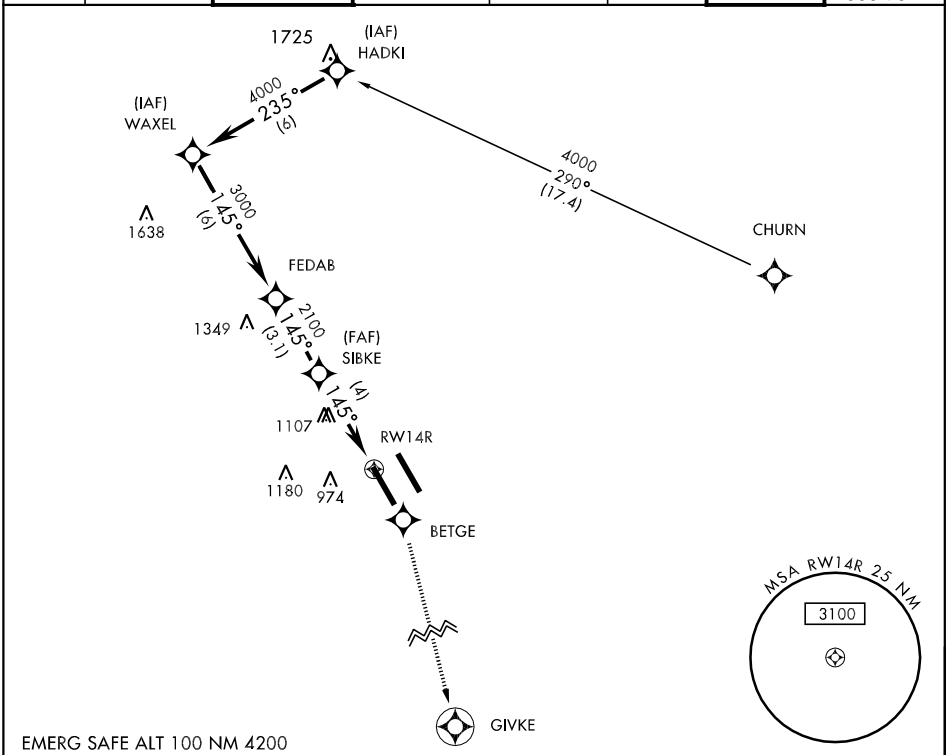
RANDOLPH AFB (KRND)

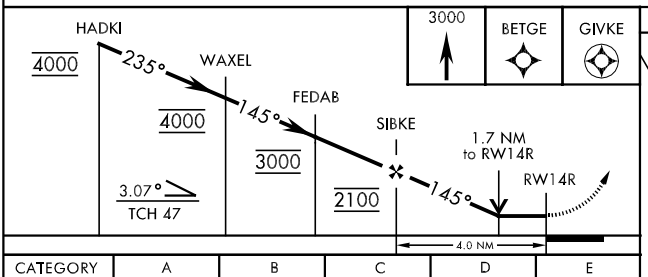
* Circling not authorized NE of Rwy 14R-32L.

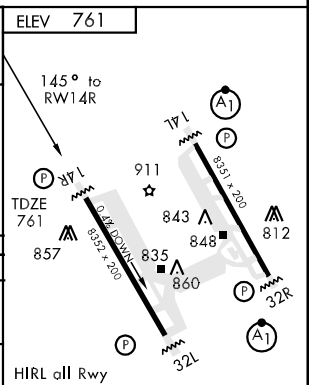
DME/DME RNP-0.3 NA

MISSED APPROACH: Climb to 3000 direct BETGE WPT, then out to GIVKE WPT. Expect ATC instructions.

ATIS ★	SAN ANTONIO APP CON	RANDOLPH TOWER ★	RANDOLPH GND CON	CLNC DEL (RWY 14L-32R)	HANGOVER ATIS ★	HANGOVER TOWER ★	HANGOVER GND CON
290.525	128.05 318.1	128.25 294.7	119.65 275.8	338.35	327.8	120.5 291.1	124.75 353.75







CATEGORY	A	B	C	D	E
LNAV MDA	1360-1 599 (600-1)		1360-1½ 599 (600-1½)	1360-1¾ 599 (600-1¾)	1360-2 599 (600-2)
CIRCLING *	1360-1 599 (600-1)		1360-1½ 599 (600-1½)	1360-2 599 (600-2)	1800-3 1039 (1100-3)

RNAV (GPS) RWY 32L

APCH CRS	Rwy ldg	8352
325°	TDZE	734
	Arpt Elev	761

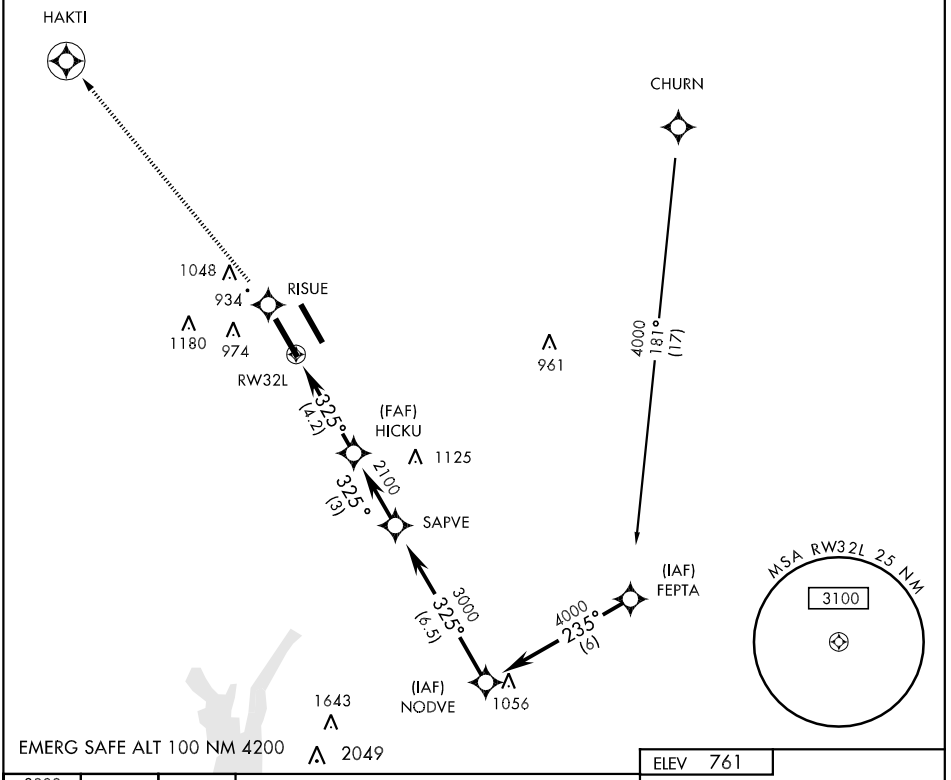
AL-341 [USAF]

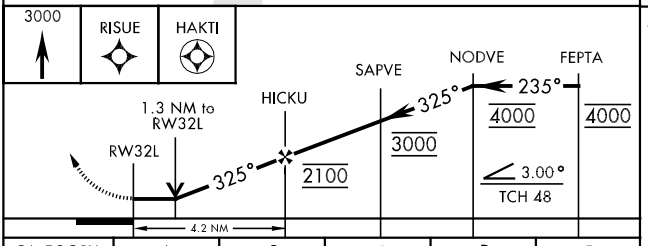
RANDOLPH AFB (KRND)

*Circling not authorized NE of Rwy 14R-32L.
DME/DME RNP-0.3 NA

MISSED APPROACH: Climb to 3000 direct RISUE WPT, then out to HAKTI WPT. Expect ATC instructions.

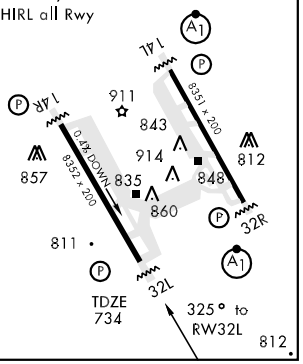
ATIS ★	SAN ANTONIO APP CON	RANDOLPH TOWER ★	RANDOLPH GND CON	CLNC DEL (RWY 14L-32R)	HANGOVER ATIS ★	HANGOVER TOWER ★	HANGOVER GND CON
290.525	128.05 318.1	128.25 294.7	119.65 275.8	338.35	327.8	120.5 291.1	124.75 353.75





CATEGORY	A	B	C	D	E
LNAV MDA	1180-1 446 (500-1)		1180-1¼ 446 (500-1¼)	1180-1½ 446 (500-1½)	
CIRCLING *	1240-1 479 (500-1)		1280-1½ 519 (600-1½)	1360-2 599 (600-2)	1800-3 1039 (1100-3)

ELEV 761
ALS Rwy 14L nstd len 2100'
HIRL all Rwy



SC-3, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 32R

APCH CRS	Rwy ldg	8351
325°	TDZE	734
	Arpt Elev	761

AL-341 [USAF]

RANDOLPH AFB (KRND)

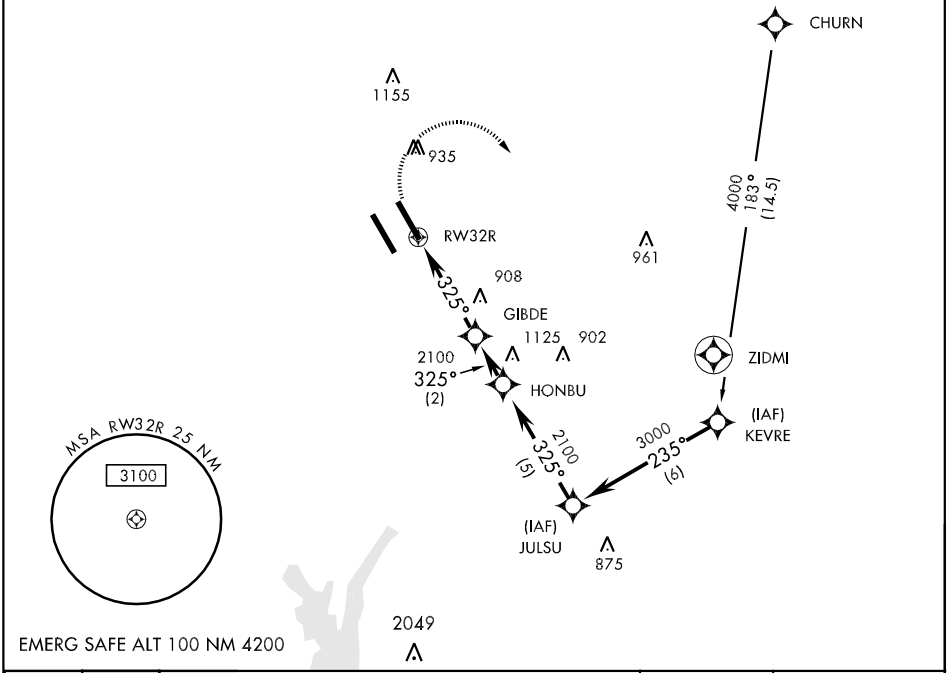
* When ALS inop, increase RVR CATS AB to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.
** Circling not authorized SW of Rwy 14L-32R.

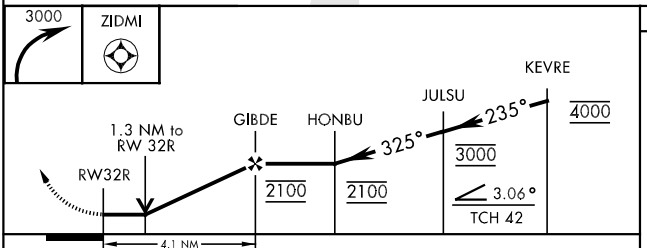
ALSF-1

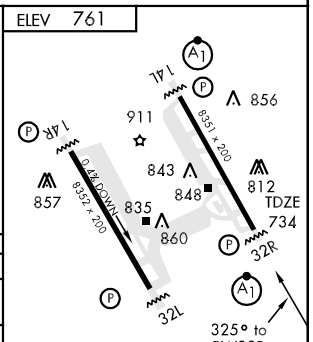
MISSED APPROACH: Climbing right turn to 3000, direct ZIDMI WP. Expect ATC instructions.

ATIS ★	SAN ANTONIO APP CON	RANDOLPH TOWER ★	RANDOLPH GND CON	CLNC DEL (RWY 14L-32R)	HANGOVER ATIS ★	HANGOVER TOWER ★	HANGOVER GND CON
290.525	128.05 318.1	128.25 294.7	119.65 275.8	338.35	327.8	120.5 291.1	124.75 353.75

DME/DME RNP-0.3 NA





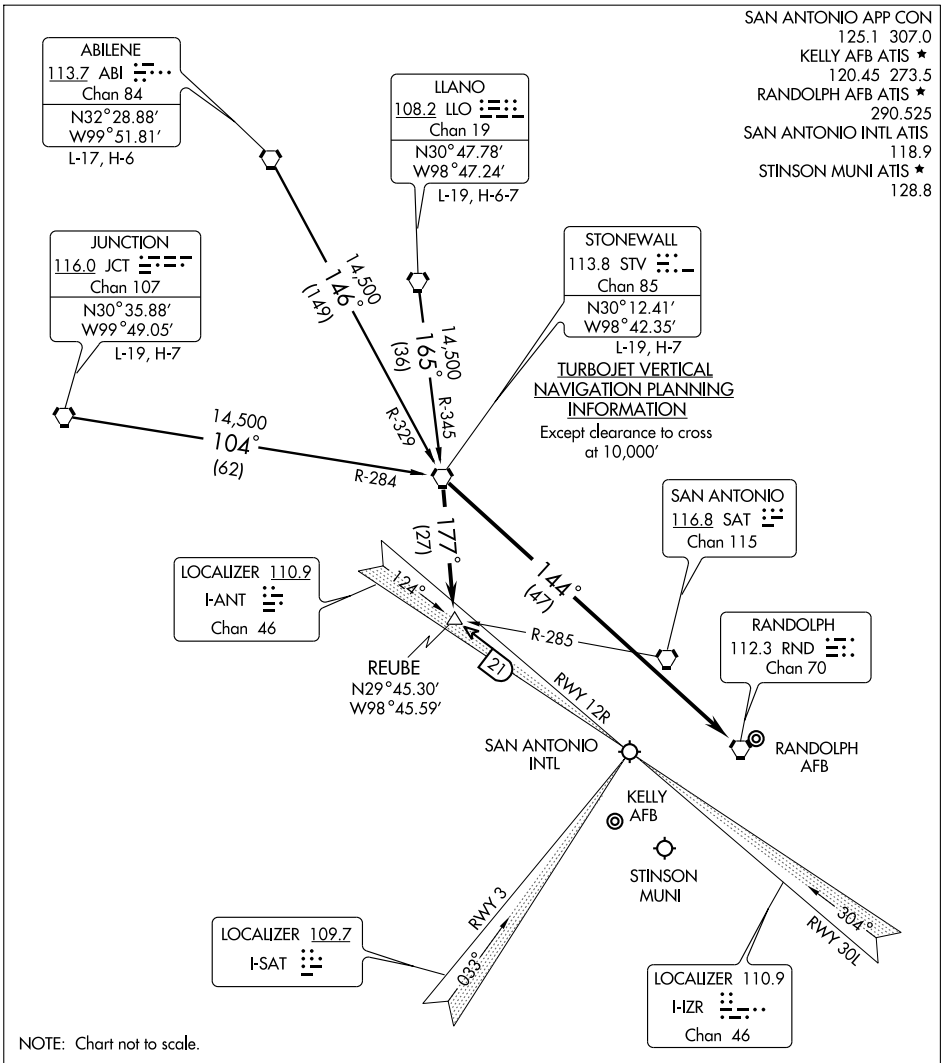


CATEGORY	A	B	C	D	E
LNAV MDA *	1180/24 446 (500-½)		1180/40 446 (500-¾)	1180/50 446 (500-1)	
CIRCLING **	1180-1 419 (500-1)	1220-1 459 (500-1)	1220-1½ 459 (500-1½)	1320-2 559 (600-2)	1800-3 1039 (1100-3)

HIRL all Rwy
ALS Rwy 14L nstd len 2100'

STONEWALL ONE ARRIVAL (STV. STV1)

SAN ANTONIO, TEXAS



SC-3, 08 APR 2010 to 06 MAY 2010

ABILENE TRANSITION (ABI.STV1): From over ABI VORTAC via ABI R-146 and STV R-329 to STV VORTAC. Thence . . . .

JUNCTION TRANSITION (JCT.STV1): From over JCT VORTAC via JCT R-104 and STV R-284 to STV VORTAC. Thence . . . .

LLANO TRANSITION (LLO.STV1): From over LLO VORTAC via LLO R-165 and STV R-345 to STV VORTAC. Thence . . . .

ALL AIRPORTS EXCEPT RANDOLPH AIR FORCE BASE: . . . . From over STV VORTAC via STV R-177 to REUBE INT. Expect radar vectors to final approach course.

RANDOLPH AIR FORCE BASE: . . . . From over STV VORTAC via direct RND VORTAC.

VOR/DME or TACAN RWY 14R

VORTAC RND	APCH CRS	Rwy ldg	8352
112.3	146°	TDZE	761
Chan 70		Arpt Elev	761

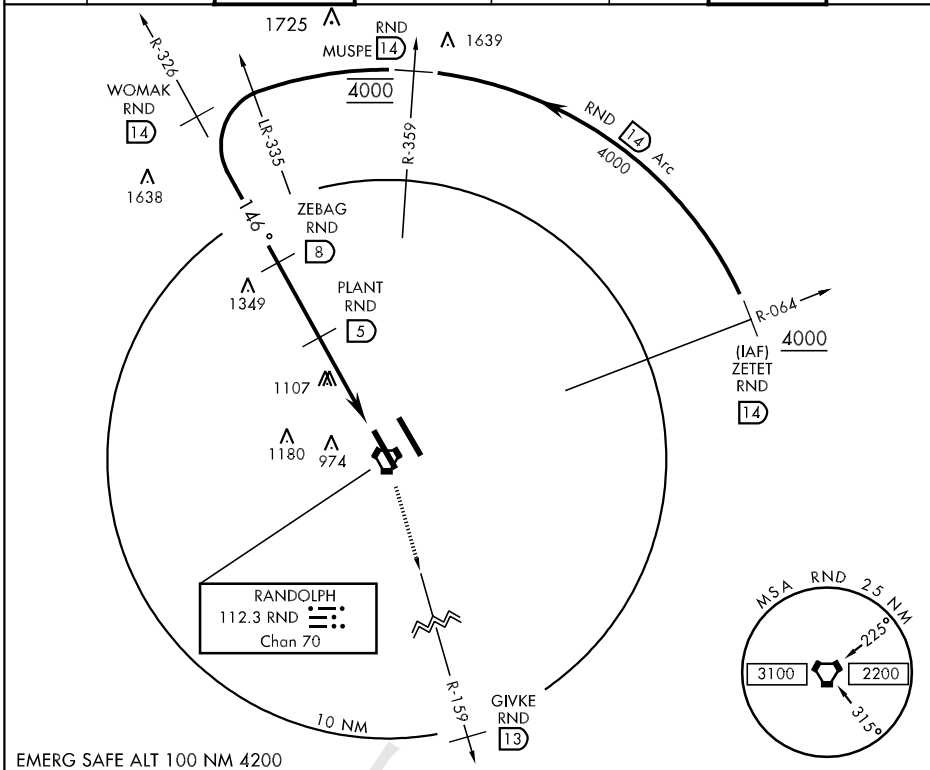
AL-341 [USAF]

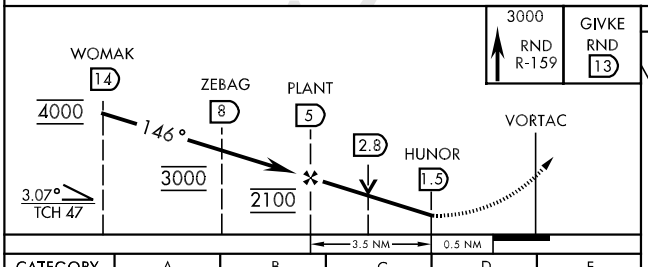
RANDOLPH AFB (KRND)

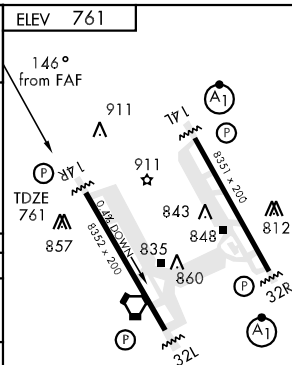
* Circling not authorized NE of Rwy 14R-32L.

MISSED APPROACH: Climb to 3000 out RND VORTAC R-159 to 13 DME (GIVKE.). Expect ATC instructions.

ATIS ★	SAN ANTONIO APP CON	RANDOLPH TOWER ★	RANDOLPH GND CON	CLNC DEL (RWY 14L-32R)	HANGOVER ATIS ★	HANGOVER TOWER ★	HANGOVER GND CON
290.525	128.05 318.1	128.25 294.7	119.65 275.8	338.35	327.8	120.5 291.1	124.75 353.75







CATEGORY	A	B	C	D	E
S-14R	1360-1	599 (600-1)	1360-1½ 599 (600-1½)	1360-1¾ 599 (600-1¾)	1360-2 599 (600-2)
CIRCLING *	1360-1	599 (600-1)	1360-1½ 599 (600-1½)	1360-2 599 (600-2)	1800-3 1039 (1100-3)

HIRL all Rwy
ALS Rwy 14L nstd len 2100'

VOR/DME or TACAN RWY 32L

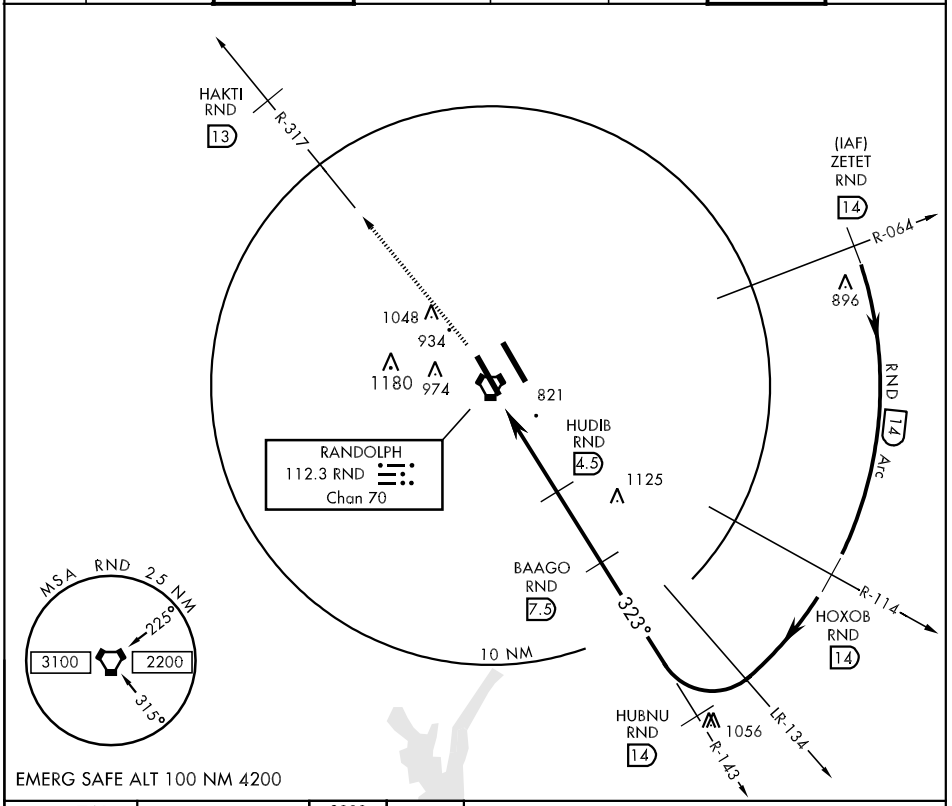
VORTAC RND	APCH CRS	Rwy ldg 8352
112.3	323°	TDZE 734
Chan 70		Arpt Elev 761

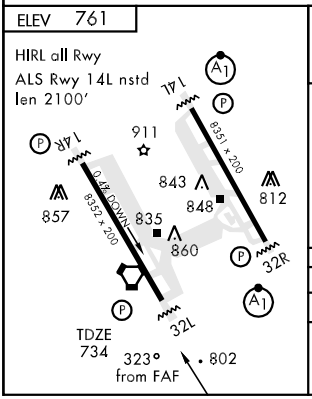
AL-341 [USAF] RANDOLPH AFB (KRND)

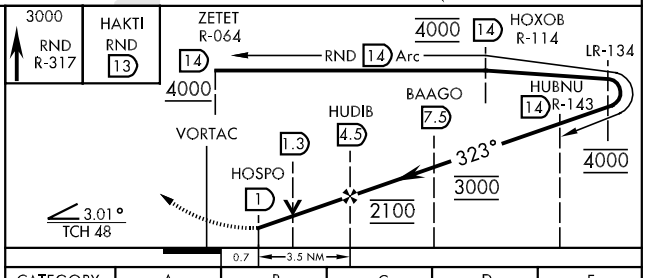
* Circling not authorized NE of Rwy 14R-32L.

MISSED APPROACH: Climb to 3000 out RND VORTAC R-317 to RND 13 DME (HAKTI). Expect ATC instructions.

ATIS ★	SAN ANTONIO APP CON	RANDOLPH TOWER ★	RANDOLPH GND CON	CLNC DEL (RWY 14L-32R)	HANGOVER ATIS ★	HANGOVER TOWER ★	HANGOVER GND CON
290.525	128.05 318.1	128.25 294.7	119.65 275.8	338.35	327.8	120.5 291.1	124.75 353.75







CATEGORY	A	B	C	D	E
S-32L	1080-1	346	(400-1)	1080-1¼	346 (400-1¼)
CIRCLING *	1240-1	479 (500-1)	1280-1½ 519 (600-1½)	1360-2 599 (600-2)	1800-3 1039 (1100-3)

SC-3, 08 APR 2010 to 06 MAY 2010

UVALDE, TEXAS

NDB UVA	APP CRS	Rwy Idg	5256
281	328°	TDZE	933
		Apt Elev	942

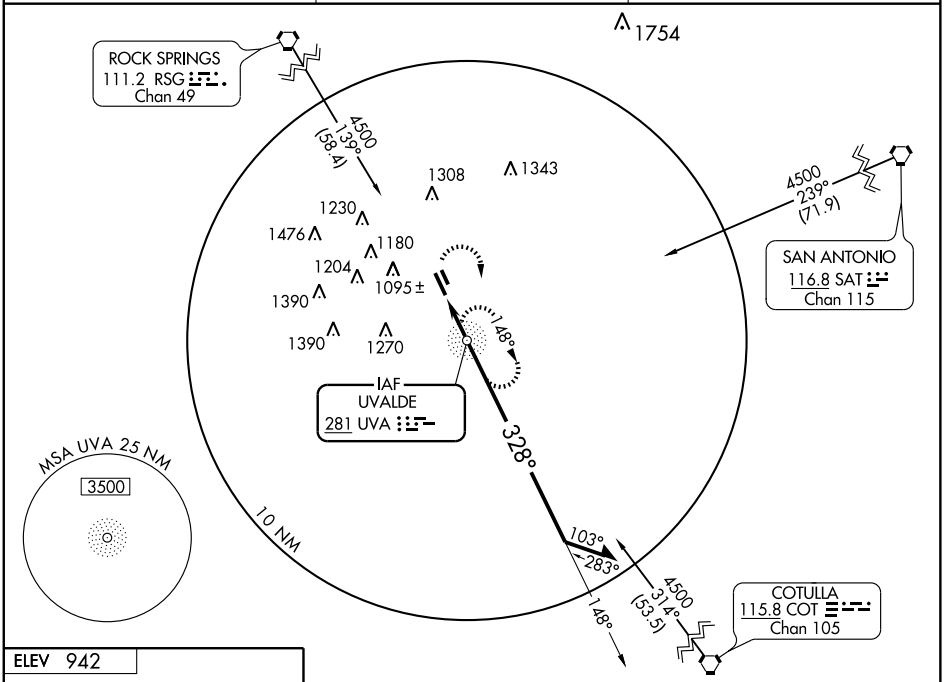
NDB RWY 33

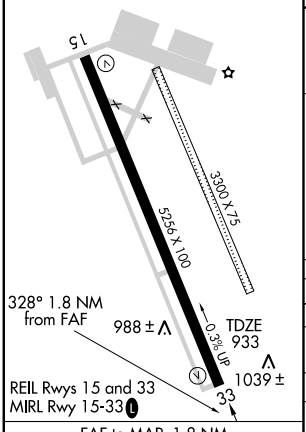
UVALDE/GARNER FIELD (UVA)

NA Obtain local altimeter setting on CTAF; when not received, use Hondo Muni altimeter setting.

MISSED APPROACH: Climbing right turn to 2900 direct UVA NDB and hold.

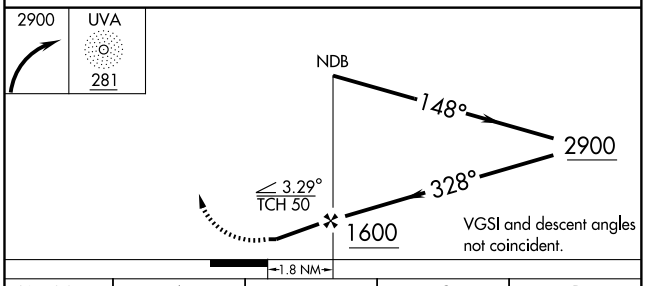
AWOS-3	HOUSTON CENTER	UNICOM
124.175	134.95 269.4	122.8 (CTAF) L





FAF to MAP 1.8 NM

Knots	60	90	120	150	180
Min:Sec	1:48	1:12	0:54	0:43	0:36



CATEGORY	A	B	C	D
S-33	1340-1 407 (400-1)		1340-1¼ 407 (400-1¼)	
CIRCLING	1340-1 398 (400-1)	1460-1 518 (600-1)	1460-1½ 518 (600-1½)	1500-2 558 (600-2)
HONDO MUNI ALTIMETER SETTING MINIMUMS				
S-33	1440-1 507 (500-1)		1440-1½ 507 (500-1½)	
CIRCLING	1440-1 498 (500-1)	1560-1 618 (700-1)	1560-1¾ 618 (700-1¾)	1600-2 658 (700-2)

SC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5256
328°	TDZE	933
	Apt Elev	942

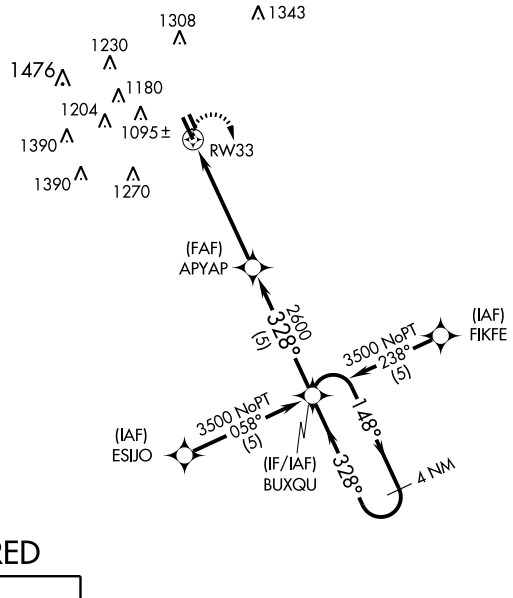
RNAV (GPS) RWY 33

UVALDE/GARNER FIELD (UVA)

NA Obtain local altimeter setting on CTAF; when not received, use Hondo Muni altimeter setting and increase all MDA's 100 feet and visibility Cat's C and D 1/4 mile.
GPS or RNP-0.3 REQUIRED, DME/DME RNP-0.3 NA

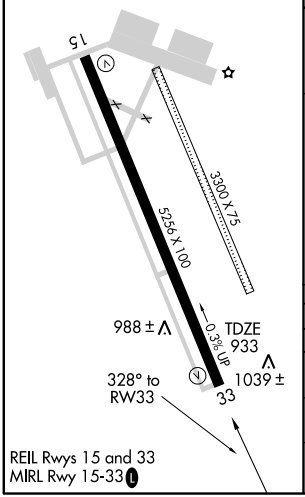
MISSED APPROACH: Climbing right turn to 3500 direct BUXQU WP and hold.

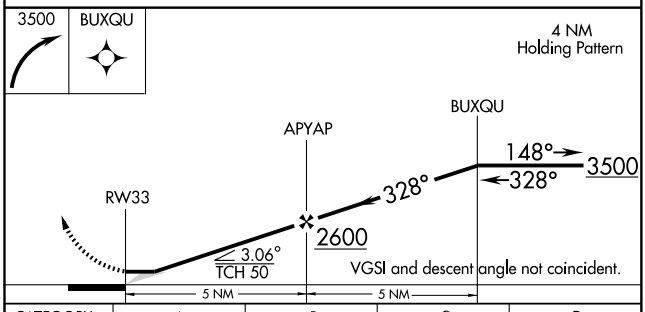
AWOS-3	HOUSTON CENTER	UNICOM
124.175	134.95 269.4	122.8 (CTAF) L



RADAR REQUIRED

ELEV 942





CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	1380-1 447 (500-1)		1380-1¼ 447 (500-1¼)	1380-1½ 447 (500-1½)
CIRCLING	1380-1 438 (500-1)	1460-1 518 (600-1)	1460-1½ 518 (600-1½)	1500-2 558 (600-2)

SC-3. 08 APR 2010 to 06 MAY 2010

NDB VHN	APP CRS	Rwy Idg	6000
233	223°	TDZE	3939
		Apt Elev	3957

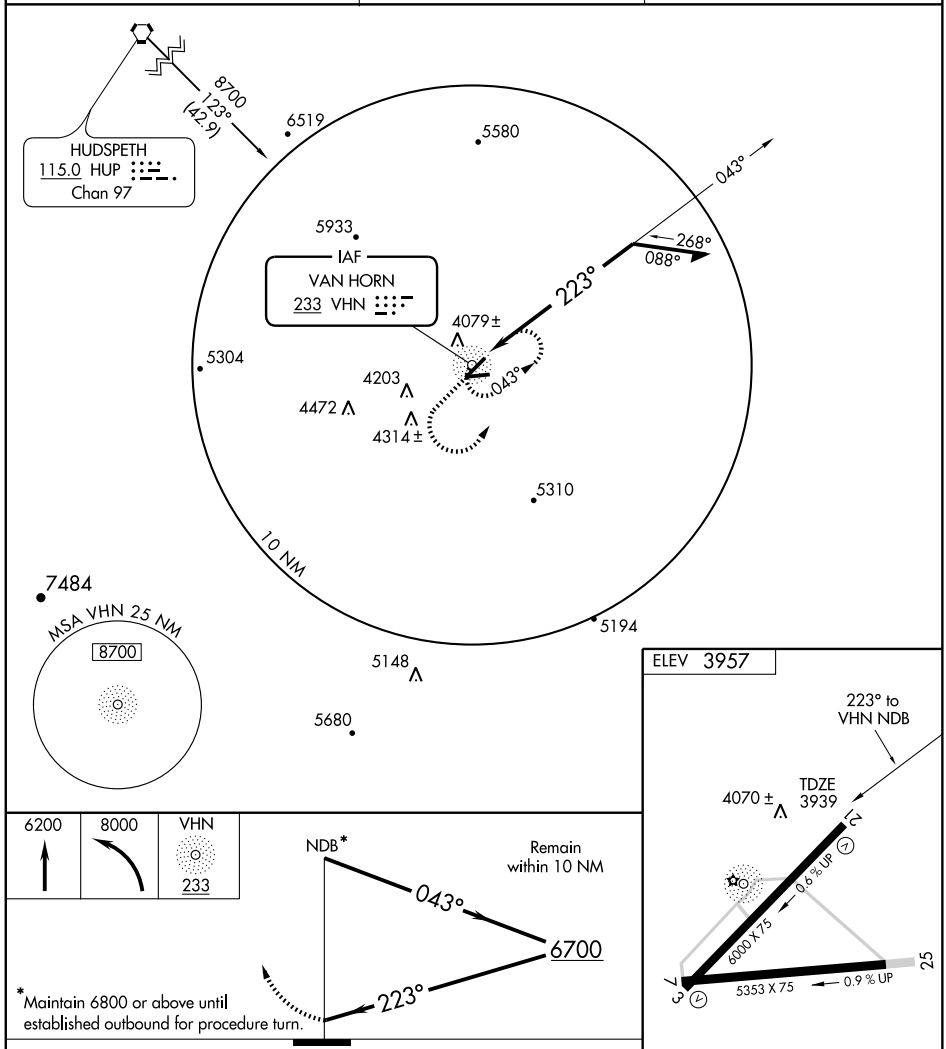
NDB RWY 21

VAN HORN/CULBERSON COUNTY (VHN)

Obtain local altimeter setting on CTAF; when not received, procedure not authorized.

MISSED APPROACH: Climb to 6200 then climbing left turn to 8000 direct VHN NDB and hold.

ALBUQUERQUE CENTER	CTAF	GCO
135.875 292.15	122.9 L	121.725



MIRL Rwys 3-21 and 7-25 L

CATEGORY	A	B	C	D
S-21	4400-1 501 (500-1)		4440-1½ 501 (500-1½)	
CIRCLING	4440-1 483 (500-1)	4460-1 503 (600-1)	4480-1½ 523 (600-1½)	4840-3 883 (900-3)

Knots	60	90	120	150	180
Min:Sec					

SC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	6000
215°	TDZE	3939
	Apt Elev	3957

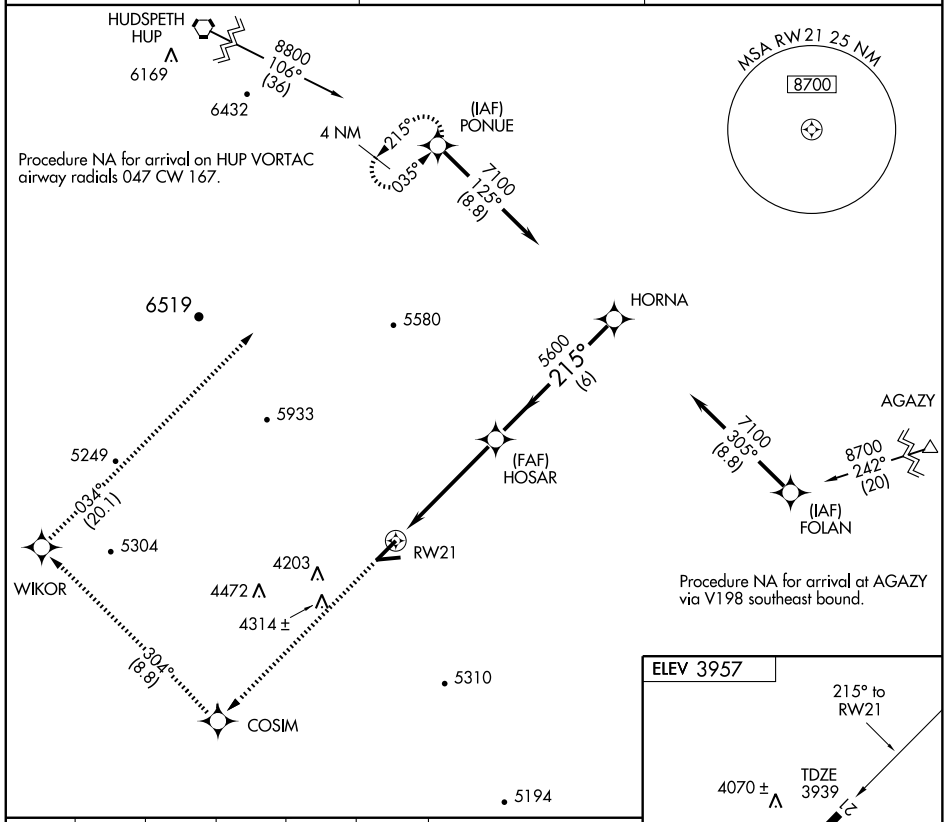
RNAV (GPS) RWY 21

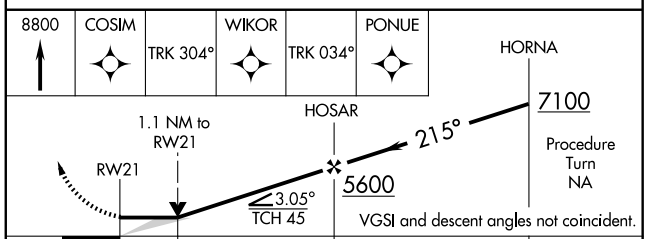
VAN HORN/CULBERSON COUNTY (VHN)

Obtain local altimeter setting on CTAF; when not received, procedure NA.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

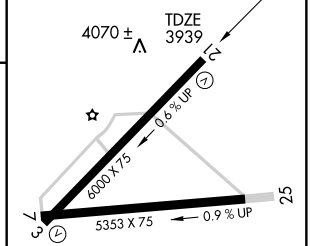
MISSED APPROACH: Climb to 8800 direct COSIM WP, and via 304° track to WIKOR WP and via 034° track to PONUE WP and hold.

ALBUQUERQUE CENTER	CTAF	GCO
135.875 292.15	122.9 L	121.725





CATEGORY	A	B	C	D
LNAV MDA	4300-1 361 (400-1)			4300-1¼ 361 (400-1¼)
CIRCLING	4440-1 483 (500-1)	4460-1 503 (600-1)	4480-1½ 523 (600-1½)	4840-3 883 (900-3)



MIRL Rwys 3-21 and 7-25 L

SC-3, 08 APR 2010 to 06 MAY 2010

NDB VRT	APP CRS	Rwy Idg	5099
230	186°	TDZE	1257
		Apt Elev	1264

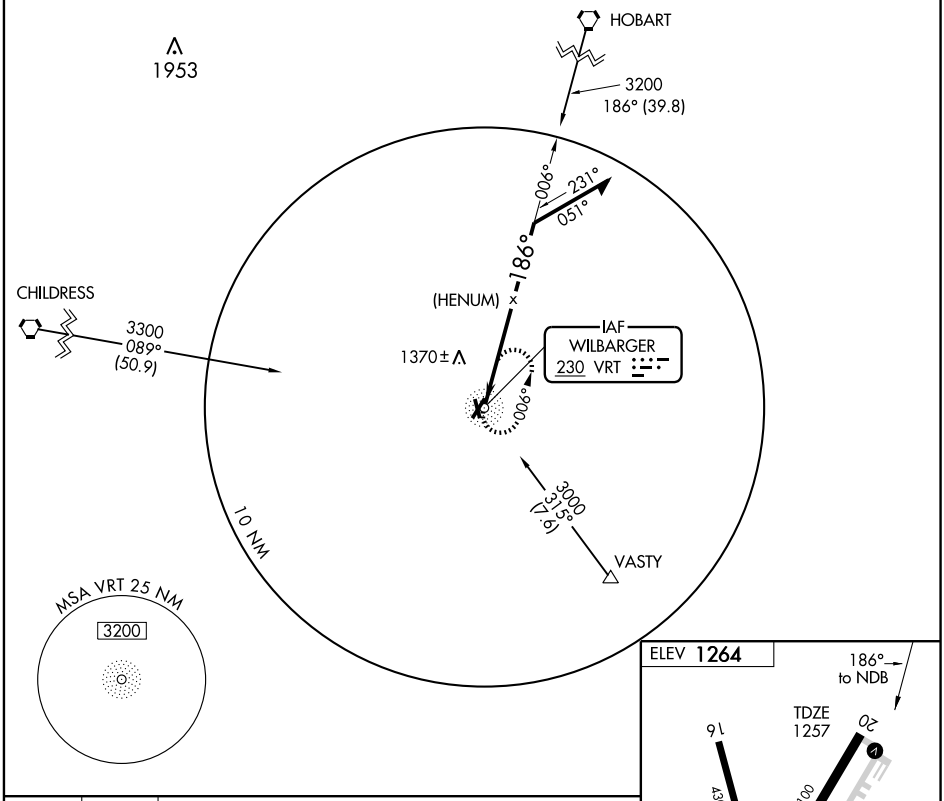
NDB or GPS RWY 20

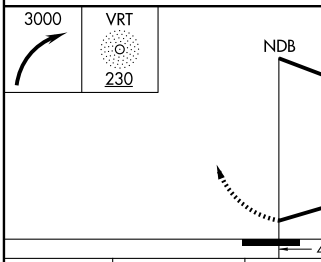
VERNON/ WILBARGER COUNTY (F05)

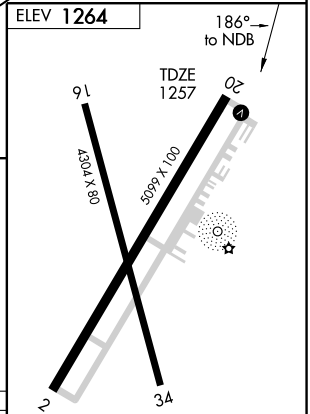
NA — Use Altus AFB, OK altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 to VRT NDB and hold.

AWOS-3	ALTUS APP CON ★	UNICOM
118.525	125.1 259.3	122.8 (CTAF) L







MIRL Rwy 2-20 and 16-34

CATEGORY	A	B	C	D
S-20	1820-1	563 (600-1)	1820-1½ 563 (600-1½)	NA
CIRCLING	1820-1	556 (600-1)	1820-1½ 556 (600-1½)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-2, 08 APR 2010 to 06 MAY 2010

LOC/DME I-VCT	APP CRS	Rwy Idg 9101
111.5	126°	TDZE 115
Chan 52		Apt Elev 115

ILS or LOC RWY 12L

VICTORIA RGNL (VCT)

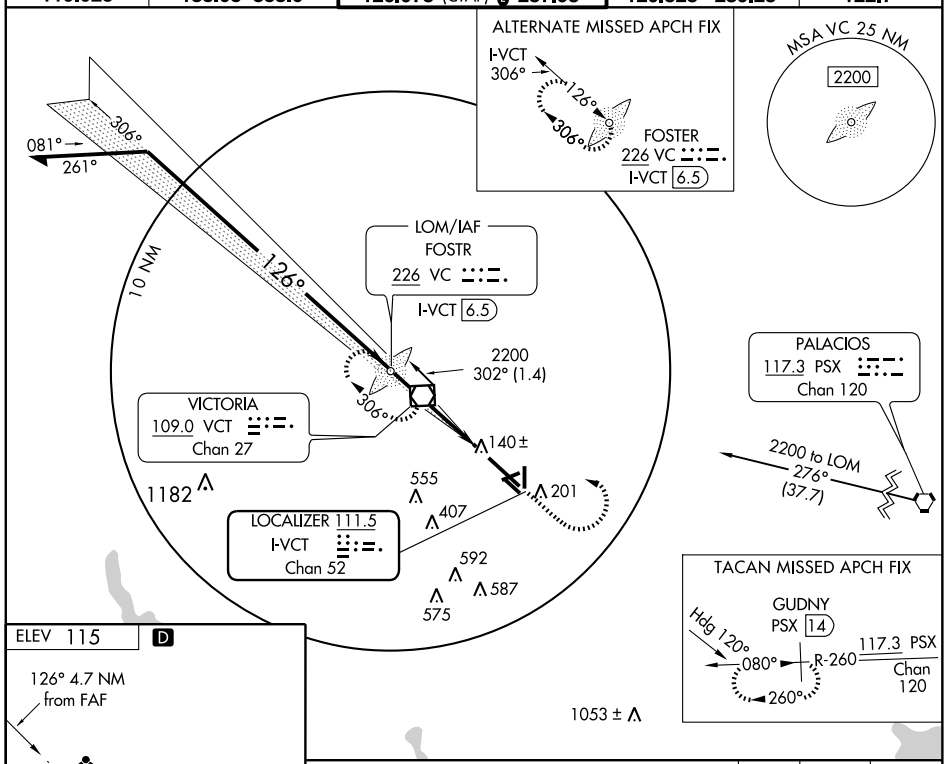
For inoperative MALSR, increase S-LOC 12L Cat D and E visibility to 1 mile and S-ILS Cat E visibility to ¾ mile. VDP NA when using Port Lavaca altimeter setting. For inoperative MALSR when using Port Lavaca altimeter setting, increase S-LOC 12L Cat E visibility to 1¼ mile. When local altimeter setting not received, use Port Lavaca altimeter setting and increase DA 52 feet and all MDA 60 feet.

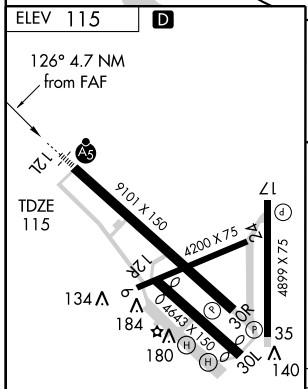
NA

MALSR

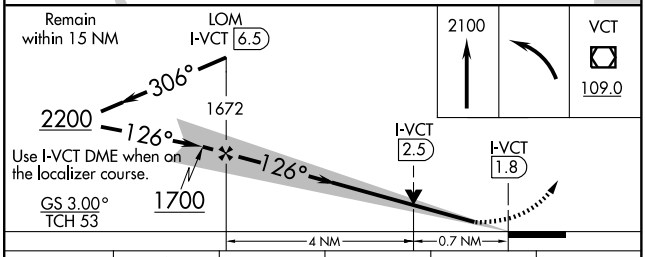
MISSED APPROACH: Climb to 2100 then left turn direct VCT VOR/DME and hold. (TACAN aircraft climb to 2100 via heading 120° and PSX VORTAC R-260 to GUDNY/14 DME and hold W, RT, 080° inbound.)

ATIS	HOUSTON CENTER	VICTORIA TOWER ★	GND CON	UNICOM
119.025	135.05 353.6	126.075 (CTAF) L 257.95	120.525 239.25	122.7





FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34



CATEGORY	A	B	C	D	E
S-ILS 12L	315-½ 200 (200-½)				
S-LOC 12L	400-½ 285 (300-½)			400-¾ 285 (300-¾)	
CIRCLING	520-1 405 (500-1)	580-1 465 (500-1)	580-1½ 465 (500-1½)	680-2 565 (600-2)	NA

SC-5, 08 APR 2010 to 06 MAY 2010

WAAS CH 82709 W12A	APP CRS 126°	Rwy Idg 9101 TDZE 115 Apt Elev 115

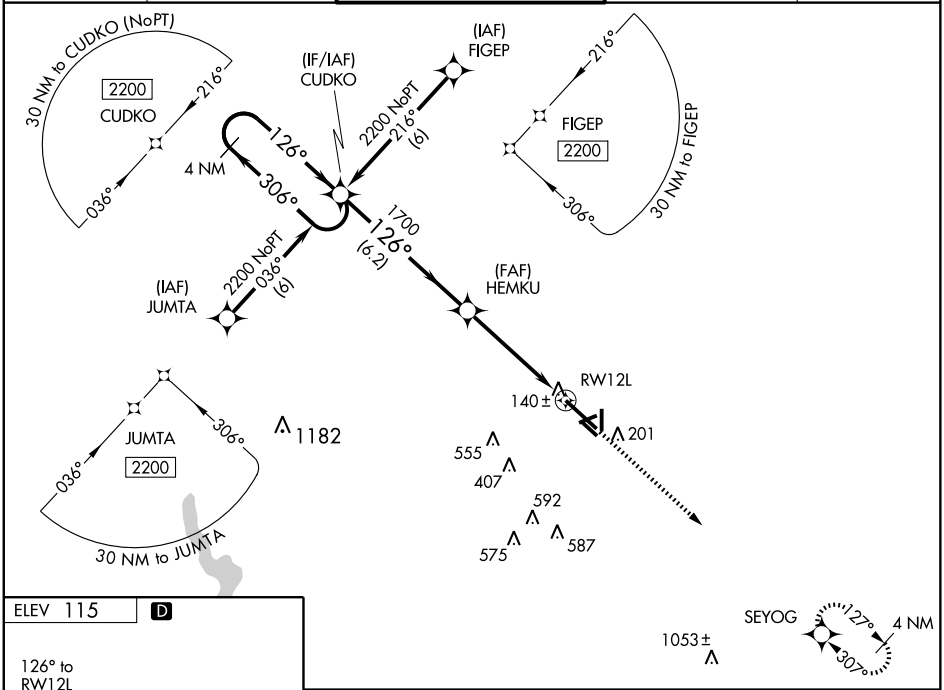
RNAV (GPS) RWY 12L
VICTORIA RGNL (VCT)

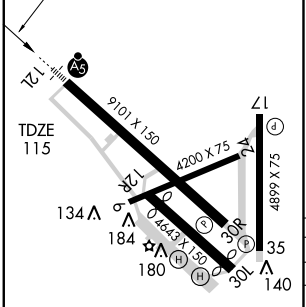
Baro-VNAV NA when using Port Lavaca altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LPV Cat E and LNAV/VNAV Cat D and E visibility ¼ mile and LNAV Cat E visibility ½ mile. VDP NA when using Port Lavaca altimeter setting. For inoperative MALSR when using Port Lavaca altimeter setting, increase LPV all Cats visibility ½ mile, LNAV/VNAV and LNAV Cat E visibility ½ mile. When local altimeter setting not received, use Port Lavaca altimeter setting and increase all DA 52 feet and all MDA 60 feet, increase LNAV/VNAV Cat A, B, and C and LNAV Cat C, D, and E visibility ¼ mile.

MALSR

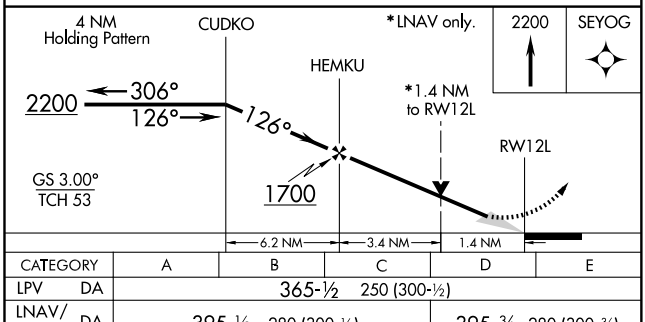
MISSED APPROACH: Climb to 2200 direct SEYOG and hold.

ATIS	HOUSTON CENTER	VICTORIA TOWER ★	GND CON	UNICOM
119.025	135.05 353.6	126.075 (CTAF) L 257.95	120.525 239.25	122.7





MIRL Rwy 17-35
REIL Rwy 17 and 35
HIRL Rwy 12L-30R L



CATEGORY	A	B	C	D	E
LPV DA	365-½ 250 (300-½)				
LNAV/VNAV DA	395-½ 280 (300-½)			395-¾ 280 (300-¾)	
LNAV MDA	600-½ 485 (500-½)		600-¾ 485 (500-¾)	600-1 485 (500-1)	600-1¼ 485 (500-1¼)
CIRCLING	600-1 485 (500-1)		600-1½ 485 (500-1½)	680-2 565 (600-2)	NA

SC-5, 08 APR 2010 to 06 MAY 2010

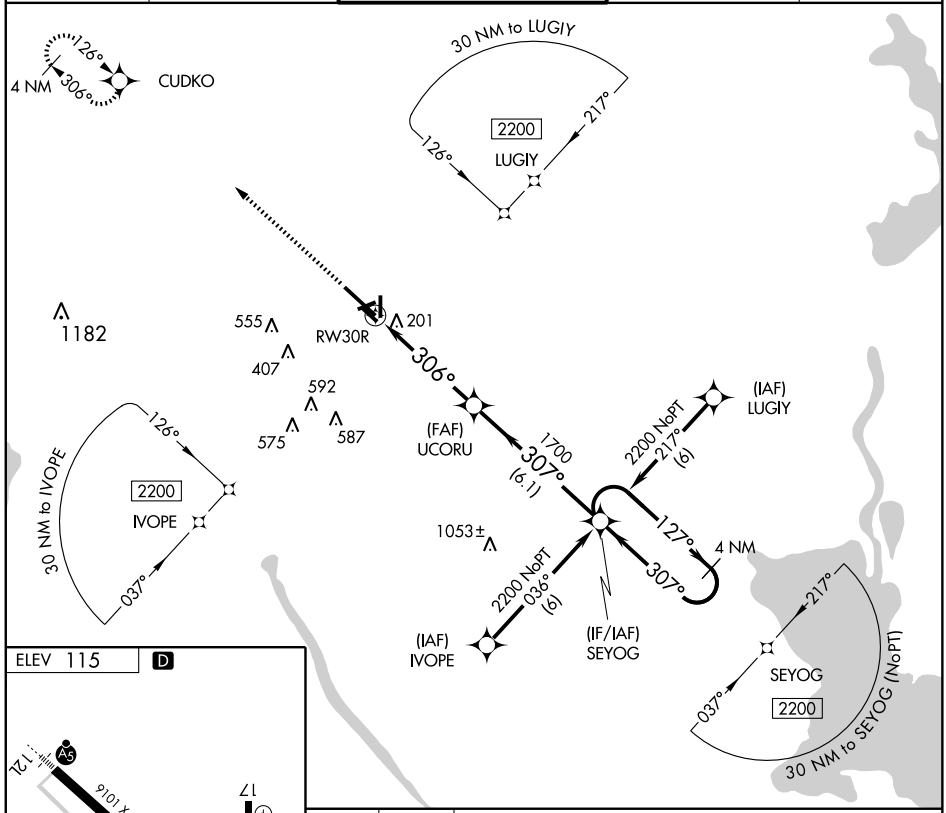
APP CRS	Rwy Idg	9101
306°	TDZE	106
	Apt Elev	115

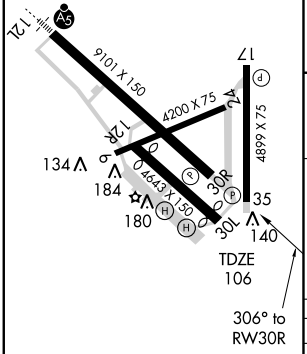
RNAV (GPS) RWY 30R
VICTORIA RGNL (VCT)

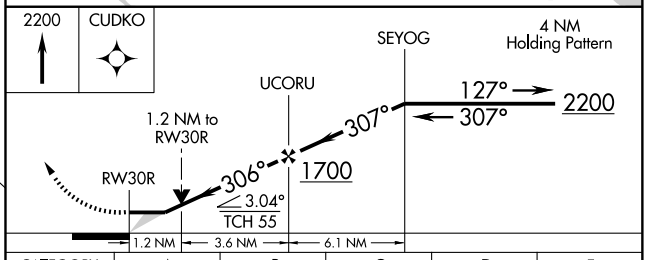
DME/DME RNP-0.3 NA. VDP NA when using Port Lavaca altimeter setting. When local altimeter setting not received, use Port Lavaca altimeter setting and increase all MDA 60 feet, increase LNAV Cat E visibility ¼ mile.

MISSED APPROACH: Climb to 2200 direct CUDKO and hold.

ATIS	HOUSTON CENTER	VICTORIA TOWER ★	GND CON	UNICOM
119.025	135.05 353.6	126.075 (CTAF) L 257.95	120.525 239.25	122.7







CATEGORY	A	B	C	D	E
LNAV MDA	540-1 434 (500-1)		540-1¼ 434 (500-1¼)	540-1½ 434 (500-1½)	
CIRCLING	540-1 425 (500-1)	580-1 465 (500-1)	580-1½ 465 (500-1½)	680-2 565 (600-2)	NA

MIRL Rwy 17-35
REIL Rwy 17 and 35
HIRL Rwy 12L-30R L

SC-5, 08 APR 2010 to 06 MAY 2010

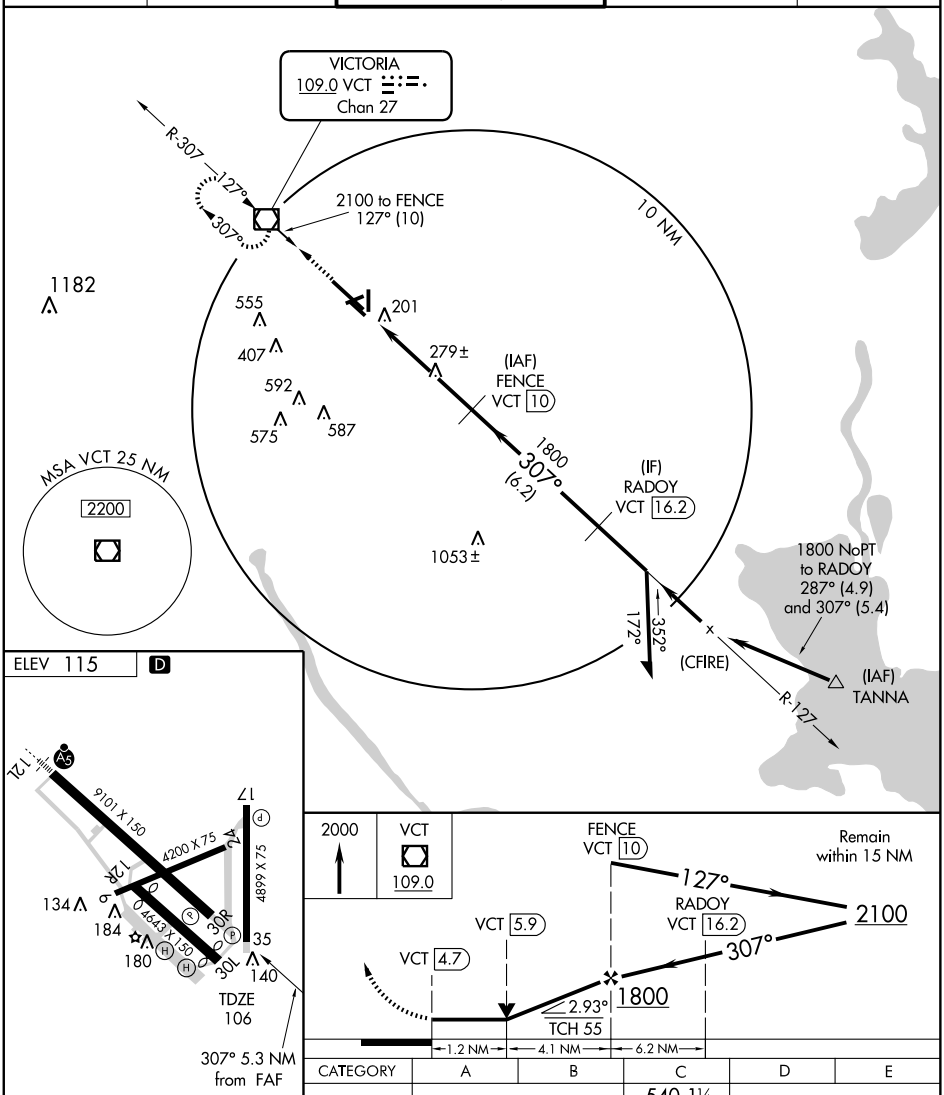
VOR/DME VCT	APP CRS	Rwy Idg	9101
109.0	307°	TDZE	106
Chan 27		Apt Elev	115

VOR/DME RWY 30R
VICTORIA RGNL (VCT)

VDP NA when using Port Lavaca altimeter setting. When local altimeter setting not received, use Port Lavaca altimeter setting and increase all MDA 80 feet, increase S-30R Cat E visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct VCT VOR/DME and hold.

ATIS	HOUSTON CENTER	VICTORIA TOWER ★	GND CON	UNICOM
119.025	135.05 353.6	126.075 (CTAF) L 257.95	120.525 239.25	122.7



CATEGORY	A	B	C	D	E
S-30R	540-1 434 (500-1)		540-1¼ 434 (500-1¼)	540-1½ 434 (500-1½)	
CIRCLING	540-1 425 (500-1)	580-1 465 (500-1)	580-1½ 465 (500-1½)	680-2 565 (600-2)	NA

MIRL Rwy 17-35
REIL Rwy 17 and 35
HIRL Rwy 12L-30R L

SC-5, 08 APR 2010 to 06 MAY 2010

VOR/DME VCT	APP CRS	Rwy Idg	9101
109.0	127°	TDZE	115
Chan 27		Apt Elev	115

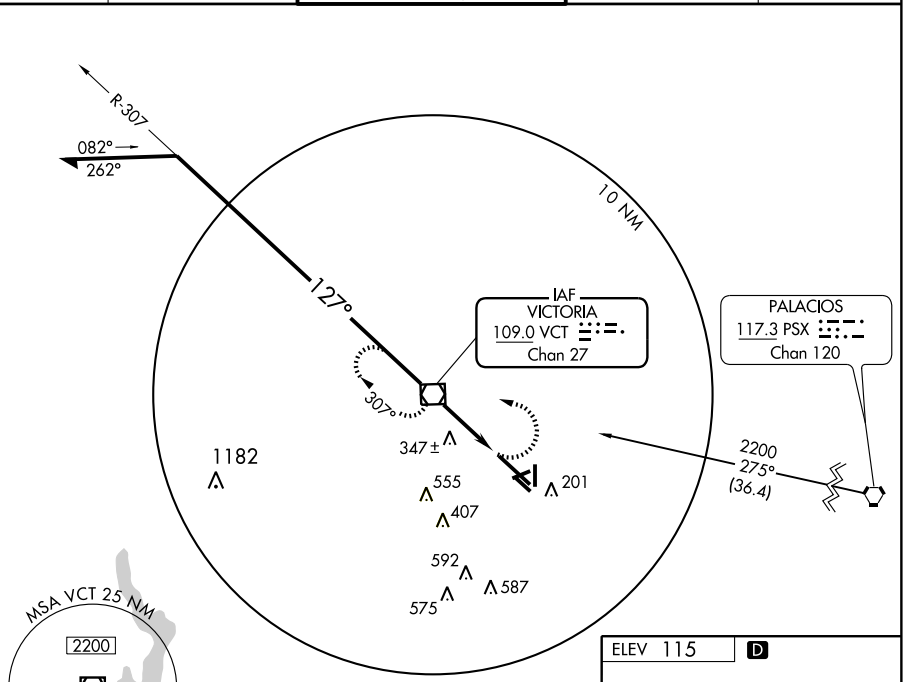
VOR RWY 12L
VICTORIA RGNL (VCT)

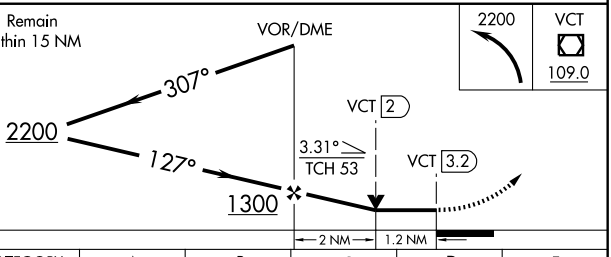
For inoperative MALSR, increase S-12L Cat E visibility to 1¾ miles. VDP NA when using Port Lavaca altimeter setting. For inoperative MALSR when using Port Lavaca altimeter setting, increase S-12L Cat E visibility to 2 miles. When local altimeter setting not received, use Port Lavaca altimeter setting and increase all MDA 60 feet, increase S-12L Cat C, D, and E visibility ¼ mile.

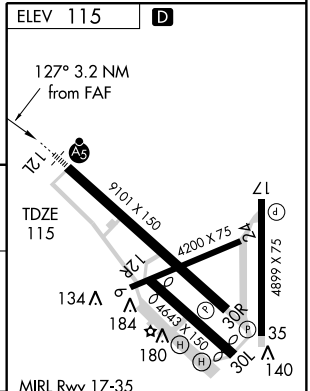
MALSR

MISSED APPROACH: Climbing left turn to 2200 direct VCT VOR/DME and hold, continue climb-in-hold to 2200.

ATIS	HOUSTON CENTER	VICTORIA TOWER ★	GND CON	UNICOM
119.025	135.05 353.6	126.075 (CTAF) L 257.95	120.525 239.25	122.7







CATEGORY	A	B	C	D	E
S-12L	600-½	485 (500-½)	600-¾ 485 (500-¾)	600-1 485 (500-1)	600-1¼ 485 (500-1¼)
CIRCLING	600-1	485 (500-1)	600-1½ 485 (500-1½)	680-2 565 (600-2)	NA

FAF to MAP 3.2 NM

Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04

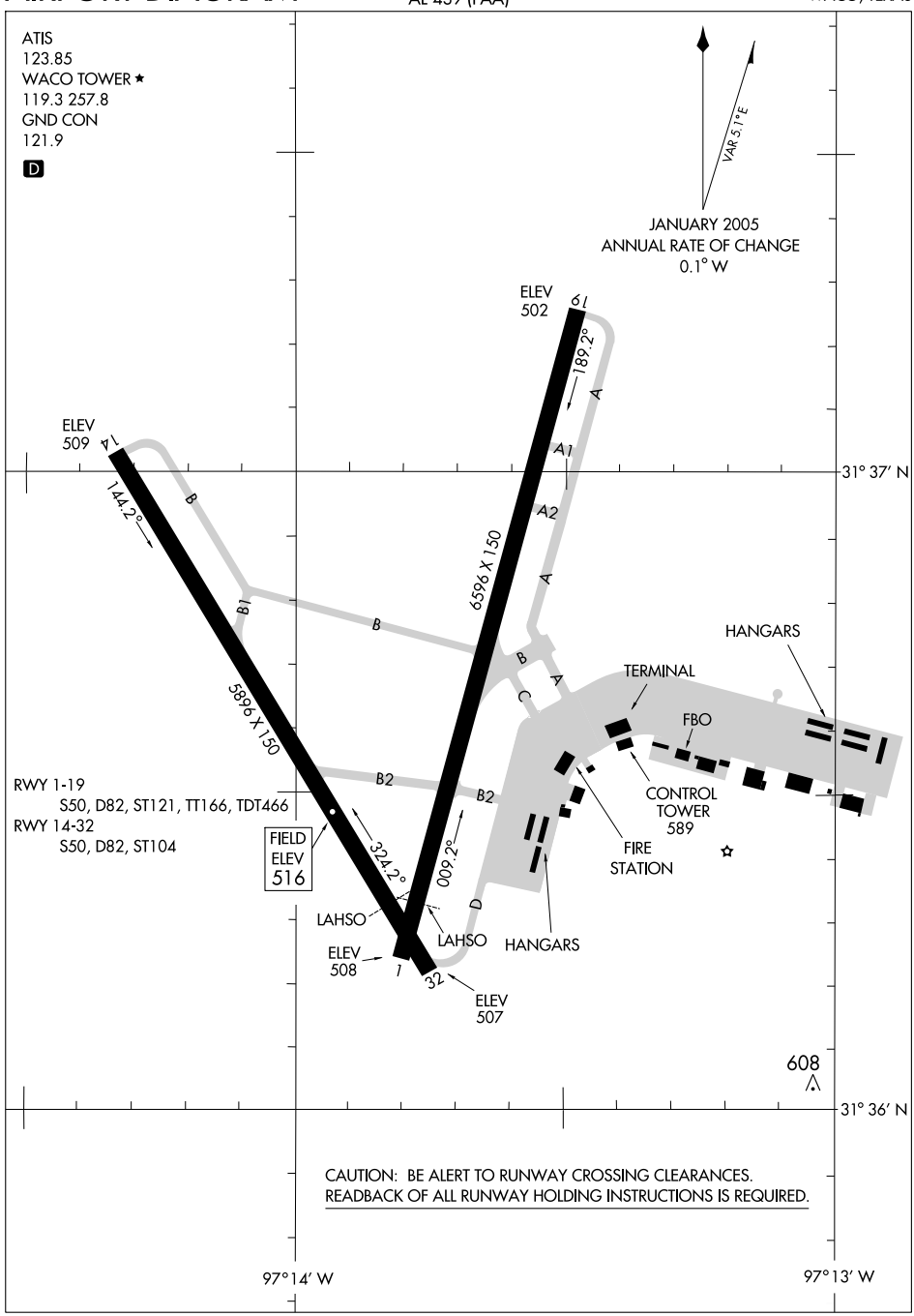
SC-5, 08 APR 2010 to 06 MAY 2010

09295

AIRPORT DIAGRAM

AL-439 (FAA)

WACO RGNL (ACT)
WACO, TEXAS



SC-3, 08 APR 2010 to 06 MAY 2010

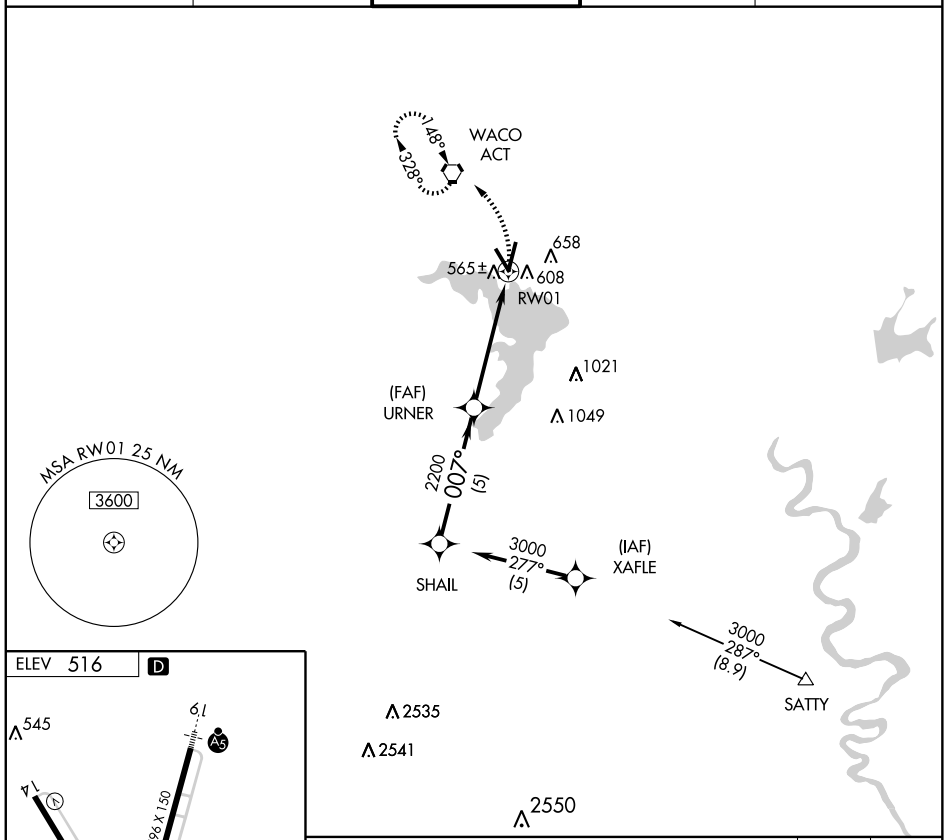
APP CRS	Rwy Idg	6596
007°	TDZE	511
	Apt Elev	516

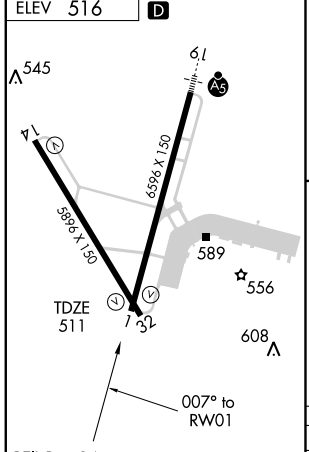
GPS RWY 1
WACO RGNL (ACT)

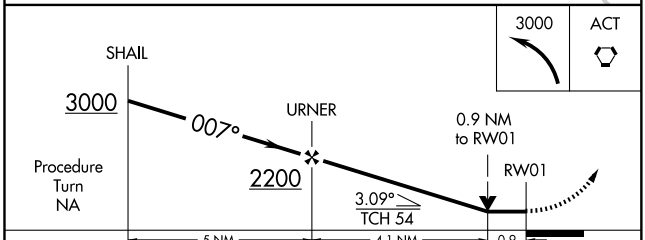
NA
ASR

MISSED APPROACH: Climbing left turn to 3000 direct ACT VORTAC and hold.

ATIS	WACO APP CON ★	WACO TOWER ★	GND CON	UNICOM
123.85	127.65 227.125	119.3 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D
S-1	840-1 329 (400-1)			
CIRCLING	920-1 404 (500-1)	980-1 464 (500-1)	980-1½ 464 (500-1½)	1080-2 564 (600-2)

SC-3. 08 APR 2010 to 06 MAY 2010

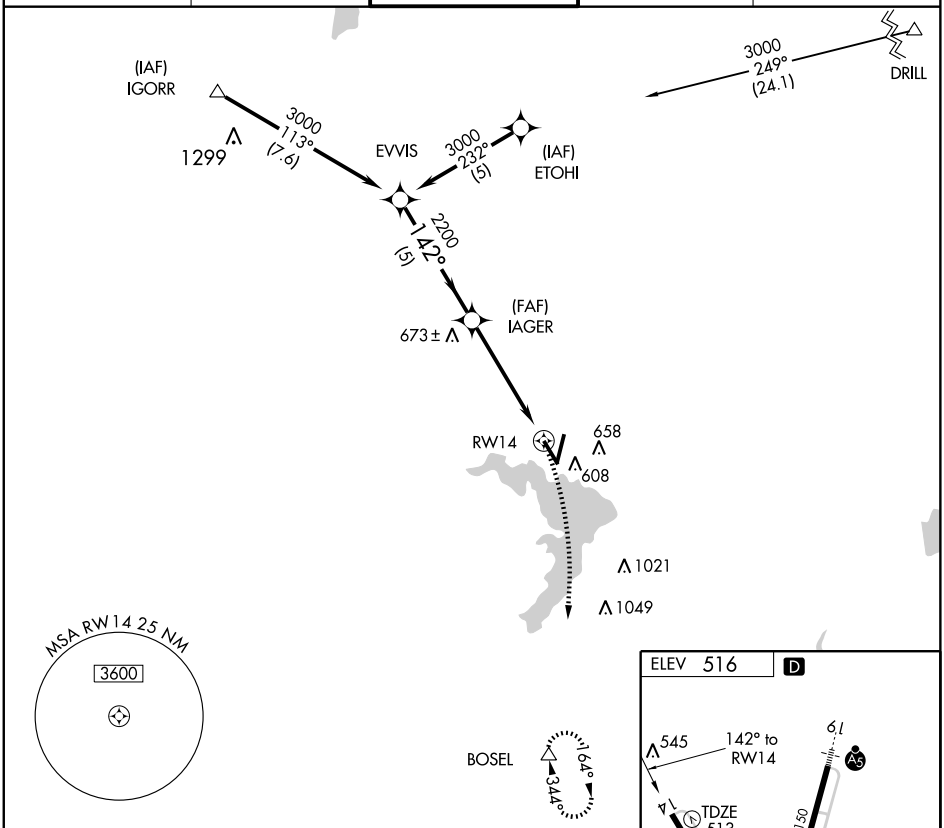
APP CRS	Rwy Idg	5896
142°	TDZE	513
	Apt Elev	516

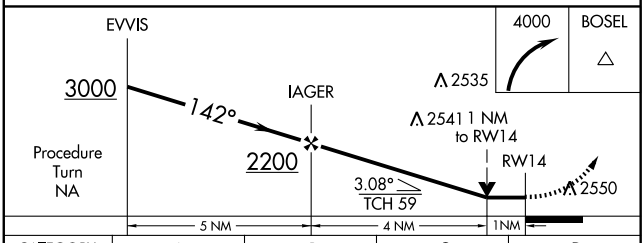
GPS RWY 14
WACO RGNL (ACT)

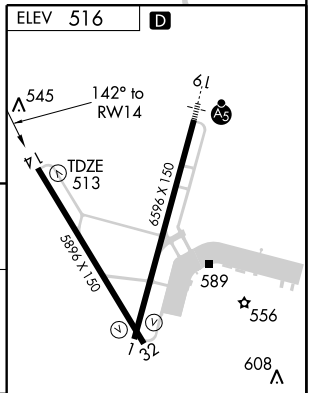
NA
ASR

MISSED APPROACH: Climbing right turn to 4000 direct BOSEL and hold.

ATIS	WACO APP CON ★	WACO TOWER ★	GND CON	UNICOM
123.85	127.65 227.125	119.3 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D
S-14	900-1 387 (400-1)			900-1¼ 387 (400-1¼)
CIRCLING	920-1 404 (500-1)	980-1 464 (500-1)	980-1½ 464 (500-1½)	1080-2 564 (600-2)

REIL Rwy 14
HIRL Rwy 1-19 L
MIRL Rwy 14-32 L

SC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	6596
187°	TDZE	505
	Apt Elev	516

GPS RWY 19
WACO RGNL (ACT)

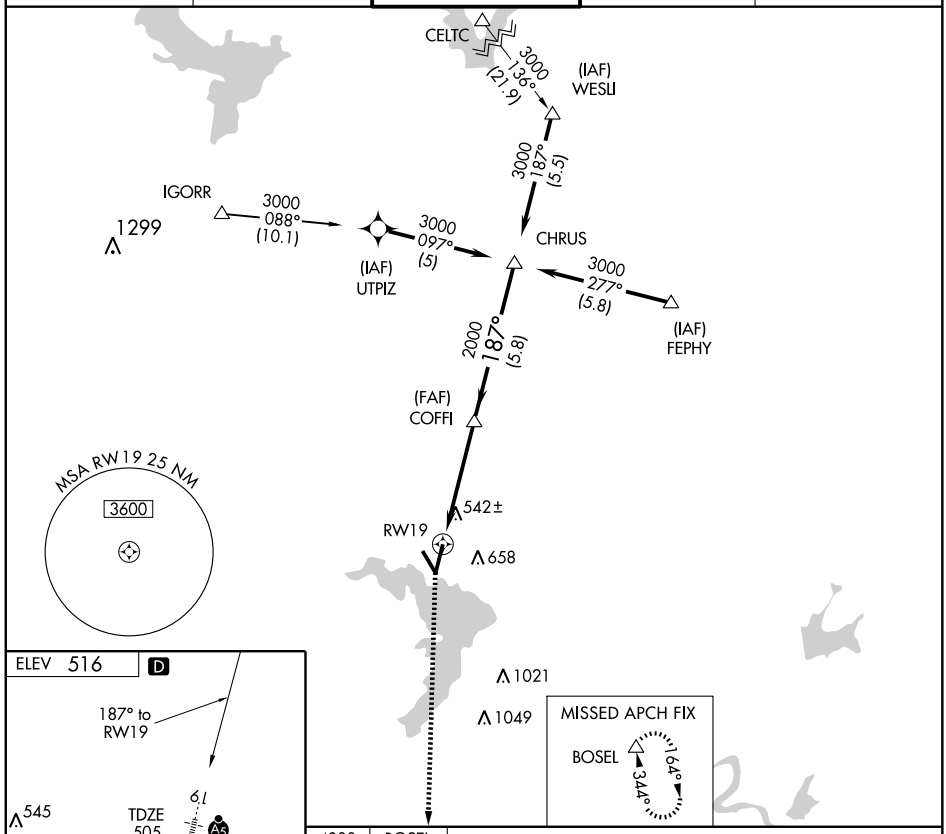
NA
ASR

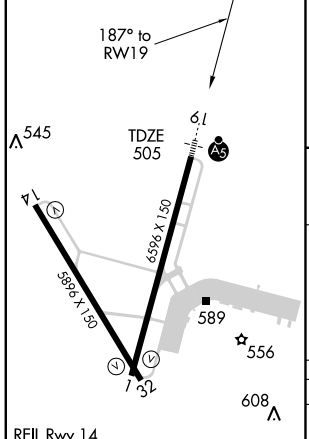
Inoperative table does not apply to S-19 Cat D.

MALSR

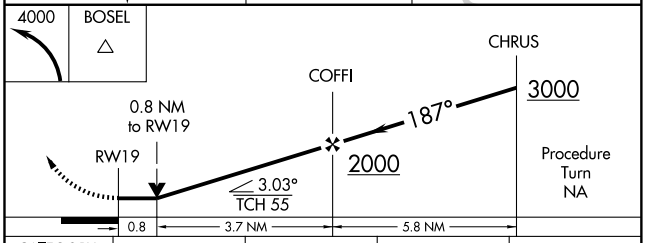
MISSED APPROACH: Climbing left turn to 4000 direct BOSEL and hold.

ATIS	WACO APP CON ★	WACO TOWER ★	GND CON	UNICOM
123.85	127.65 227.125	119.3 (CTAF) L 257.8	121.9	122.95





REIL Rwy 14
HIRL Rwy 1-19 L
MIRL Rwy 14-32 L



CATEGORY	A	B	C	D
S-19	800/24 295 (300-½)			800/50 295 (300-1)
CIRCLING	920-1 404 (500-1)	980-1 464 (500-1)	980-1½ 464 (500-1½)	1080-2 564 (600-2)

SC-3. 08 APR 2010 to 06 MAY 2010

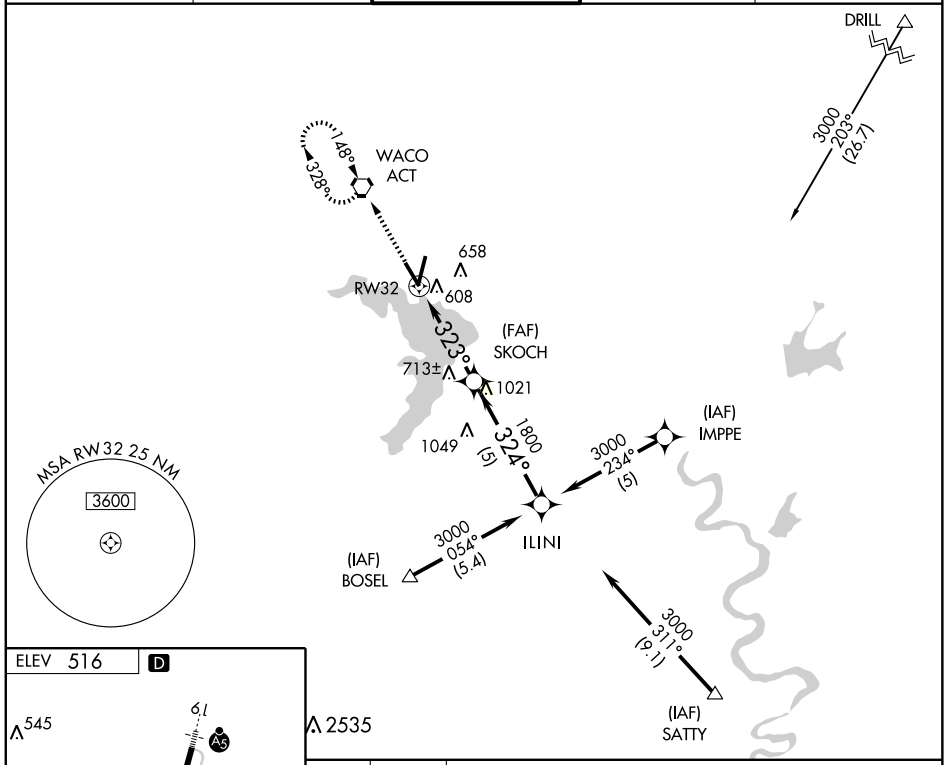
APP CRS	Rwy Idg	5896
323°	TDZE	516
	Apt Elev	516

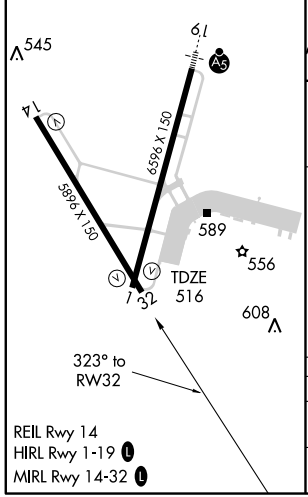
GPS RWY 32
WACO RGNL (ACT)

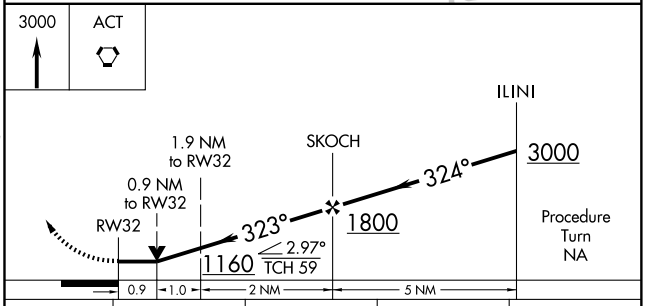
NA
ASR

MISSED APPROACH: Climb to 3000 direct ACT VORTAC and hold.

ATIS	WACO APP CON ★	WACO TOWER ★	GND CON	UNICOM
123.85	127.65 227.125	119.3 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D
S-32	860-1 344 (400-1)			860-1¼ 344 (400-1¼)
CIRCLING	920-1 404 (500-1)	980-1 464 (500-1)	980-1½ 464 (500-1½)	1080-2 564 (600-2)

SC-3. 08 APR 2010 to 06 MAY 2010

LOC I-ACT	APP CRS	Rwy Idg	6596
109.7	187°	TDZE	505
Chan 34		Apt Elev	516

ILS or LOC RWY 19

WACO RGNL (ACT)

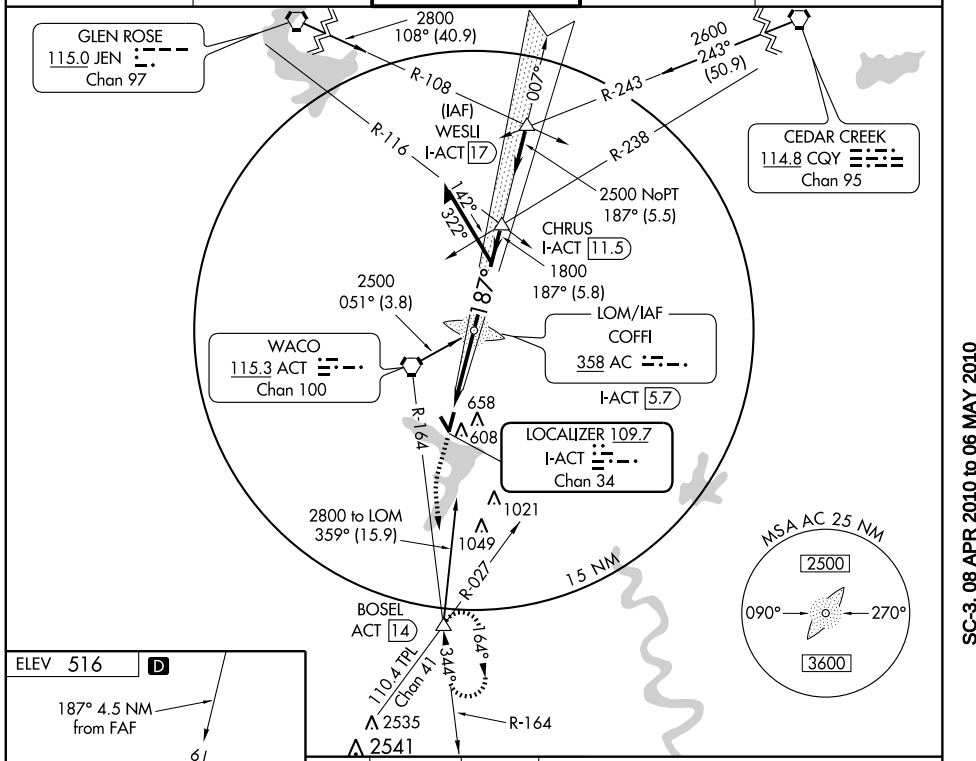
For inoperative MALSR, increase S-LOC 19 Cat D visibility to RVR 5000.

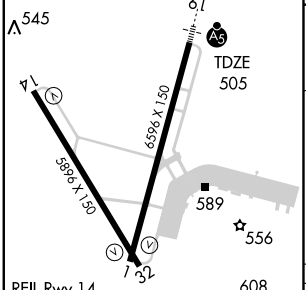
ASR * RVR 1800 authorized with the use of FD or AP or HUD to DA.

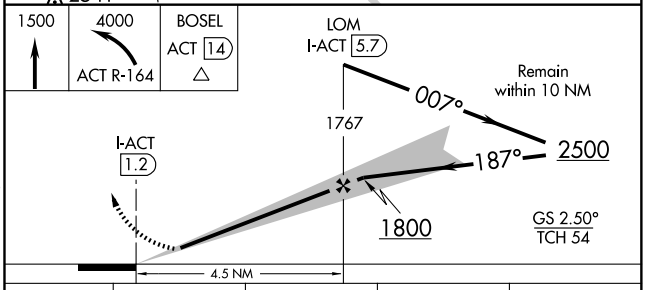
MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 via ACT R-164 to BOSEL INT/14 DME and hold.

ATIS	WACO APP CON *	WACO TOWER *	GND CON	UNICOM
123.85	127.65 227.125	119.3 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D
S-ILS 19	* 705/24 200 (200-½)			
S-LOC 19	800/24 295 (300-½)			800/40 295 (300-¾)
CIRCLING	920-1 404 (500-1)	980-1 464 (500-1)	980-1½ 464 (500-1½)	1080-2 564 (600-2)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SC-3, 08 APR 2010 to 06 MAY 2010

VORTAC ACT	APP CRS	Rwy Idg	5896
115.3	321°	TDZE	516
Chan 100		Apt Elev	516

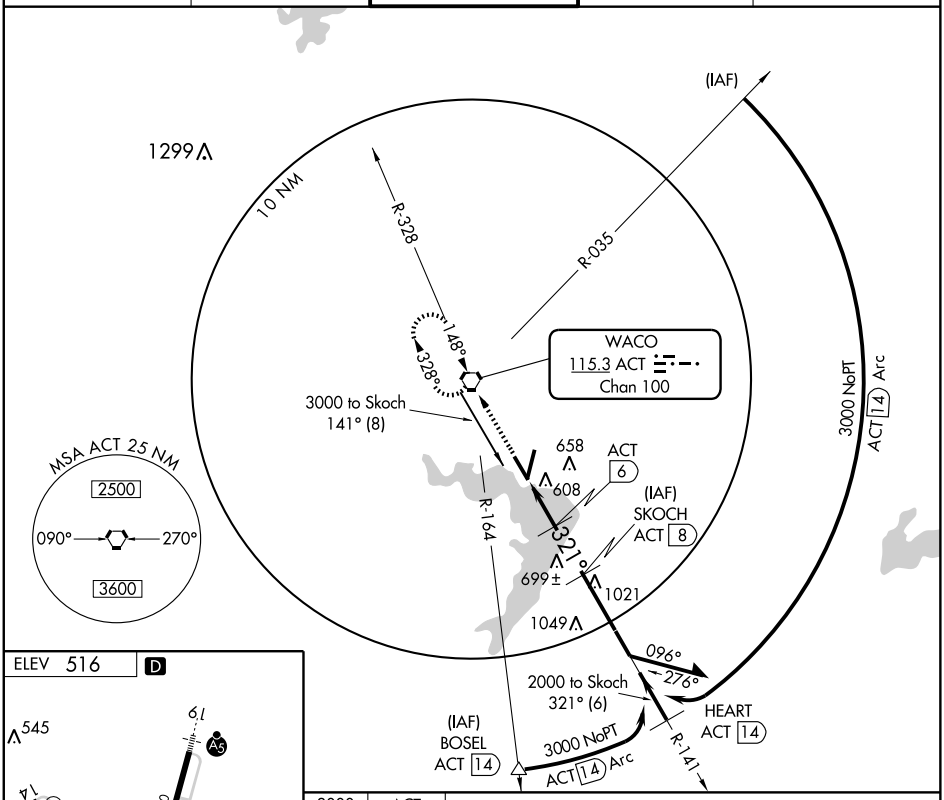
VOR/DME RWY 32

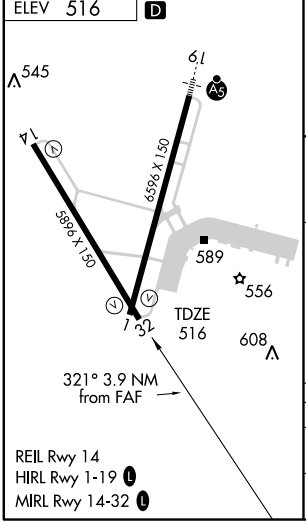
WACO RGNL (ACT)

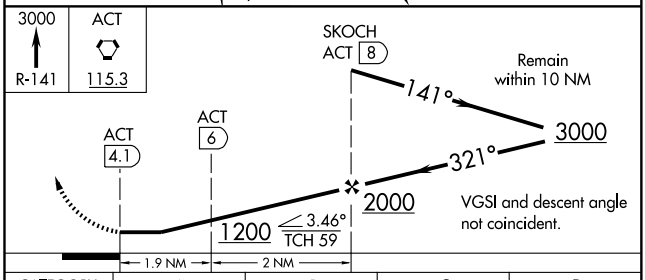
ASR

MISSED APPROACH: Climb to 3000 via R-141 to ACT VORTAC and hold.

ATIS	WACO APP CON ★	WACO TOWER ★	GND CON	UNICOM
123.85	127.65 227.125	119.3 (CTAF) Ⓛ 257.8	121.9	122.95







CATEGORY	A	B	C	D
S-32	880-1 364 (400-1)			880-1¼ 364 (400-1¼)
CIRCLING	920-1 404 (500-1)	980-1 464 (500-1)	980-1½ 464 (500-1½)	1080-2 564 (600-2)

SC-3. 08 APR 2010 to 06 MAY 2010

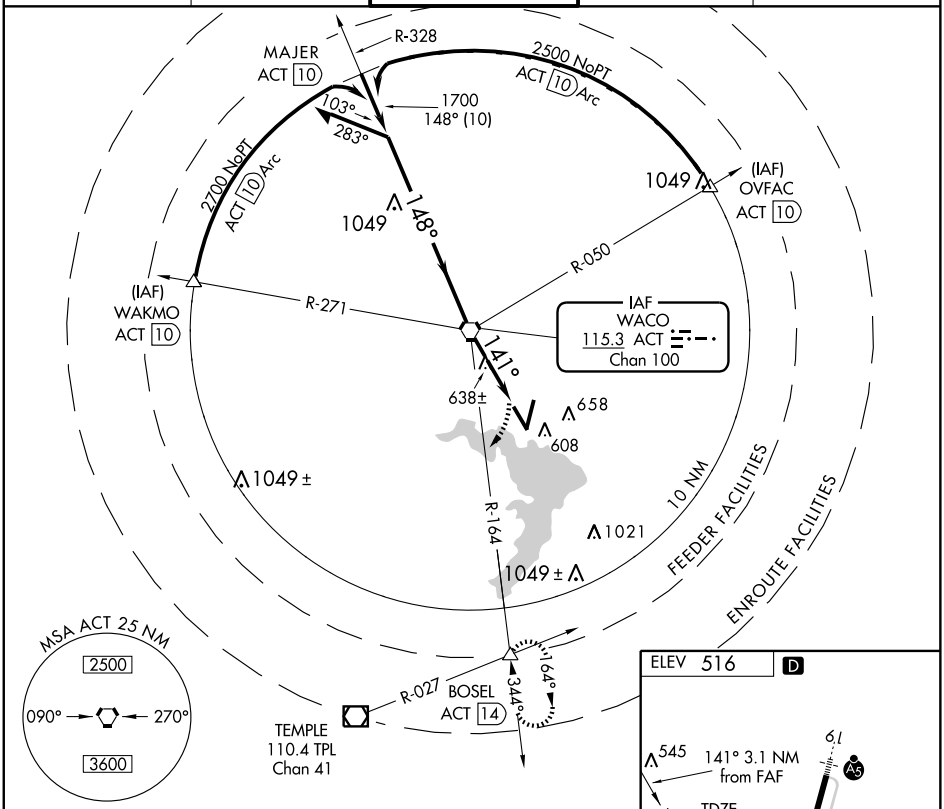
VORTAC ACT	APP CRS	Rwy Idg	5896
115.3	141°	TDZE	513
Chan 100		Apt Elev	516

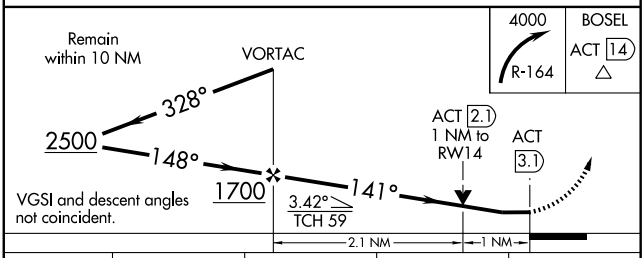
VOR RWY 14
WACO RGNL (ACT)

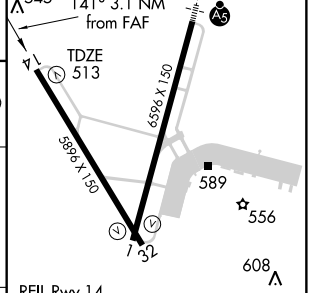
ASR

MISSED APPROACH: Climbing right turn to 4000 via R-164 to BOSEL/INT 14.00 DME and hold.

ATIS	WACO APP CON *	WACO TOWER *	GND CON	UNICOM
123.85	127.65 227.125	119.3 (CTAF) L 257.8	121.9	122.95







REIL Rwy 14
HIRL Rwy 1-19 L
MIRL Rwy 14-32 L

CATEGORY	A	B	C	D
S-14	900-1 387 (400-1)			900-1¼ 387 (400-1¼)
CIRCLING	920-1 404 (500-1)	980-1 464 (500-1)	980-1½ 464 (500-1½)	1080-2 564 (600-2)

FAF to MAP 3.1 NM

Knots	60	90	120	150	180
Min:Sec	3:06	2:04	1:33	1:14	1:02

SC-3, 08 APR 2010 to 06 MAY 2010

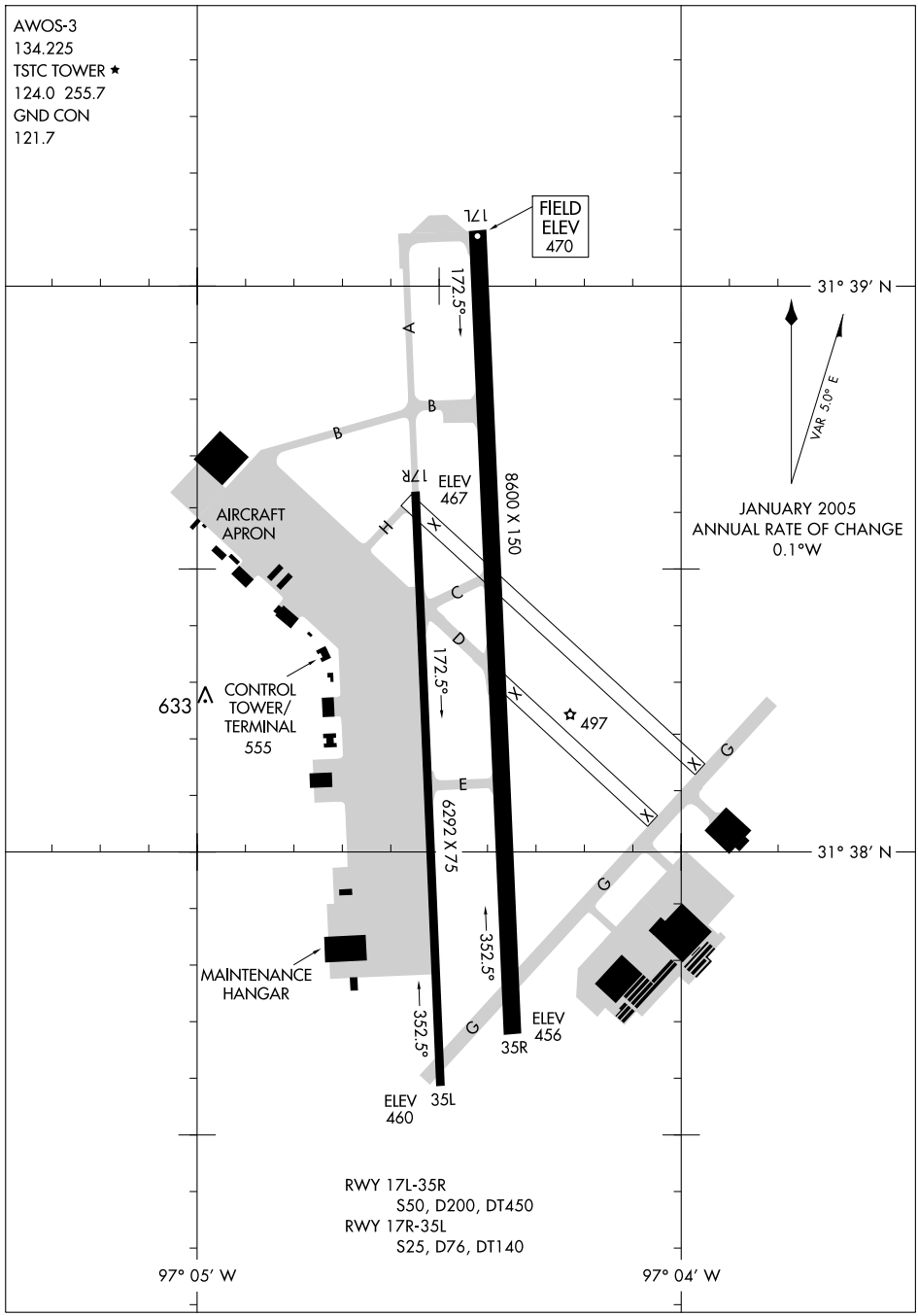
09351

AIRPORT DIAGRAM

AL-579 (FAA)

WACO/TSTC WACO (CNW)
WACO, TEXAS

AWOS-3
134.225
TSTC TOWER ★
124.0 255.7
GND CON
121.7



SC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	8600
171°	TDZE	469
	Apt Elev	470

GPS RWY 17L

WACO/ TSTC WACO (CNW)

NA

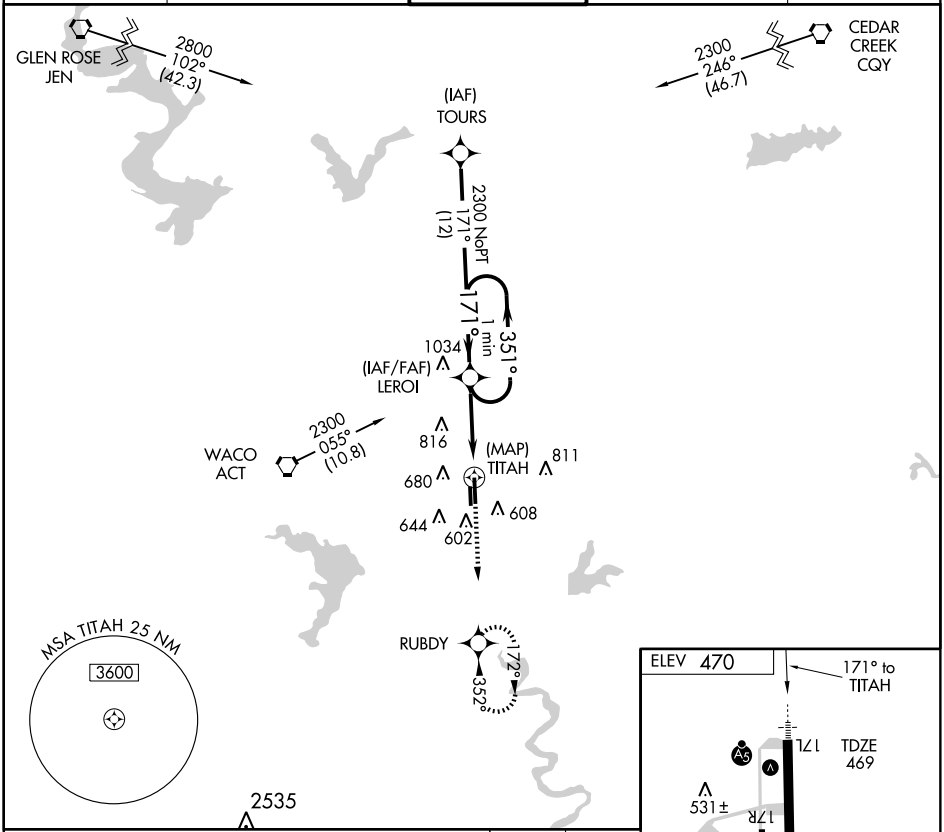
ASR

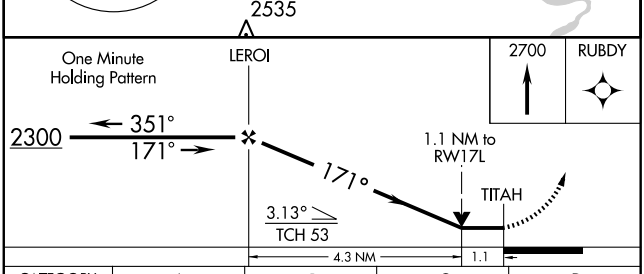
For inoperative MALSR, increase S-ILS 17L Cat D visibilty to 1¼.

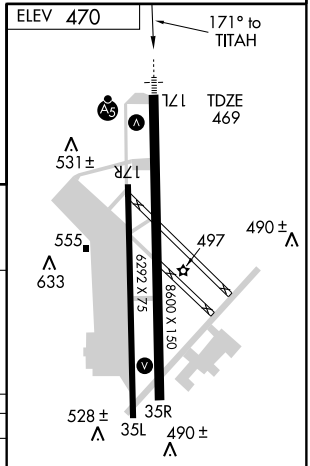
MALSR

MISSED APPROACH: Climb to 2700 direct RUBDY and hold.

AWOS-3	WACO APP CON ★	TSTC TOWER ★	GND CON	UNICOM
134.225	127.65 227.125	124.0 (CTAF) 255.7	121.7 L	122.95







CATEGORY	A	B	C	D
S-17L	860-½ 391 (400-½)			860-1 391 (400-1)
CIRCLING	940-1 470 (500-1)		980-1½ 510 (600-1½)	1020-2 550 (600-2)

MIRL Rwy 17L-35R L

SC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	8600
352°	TDZE	461
	Apt Elev	470

GPS RWY 35R

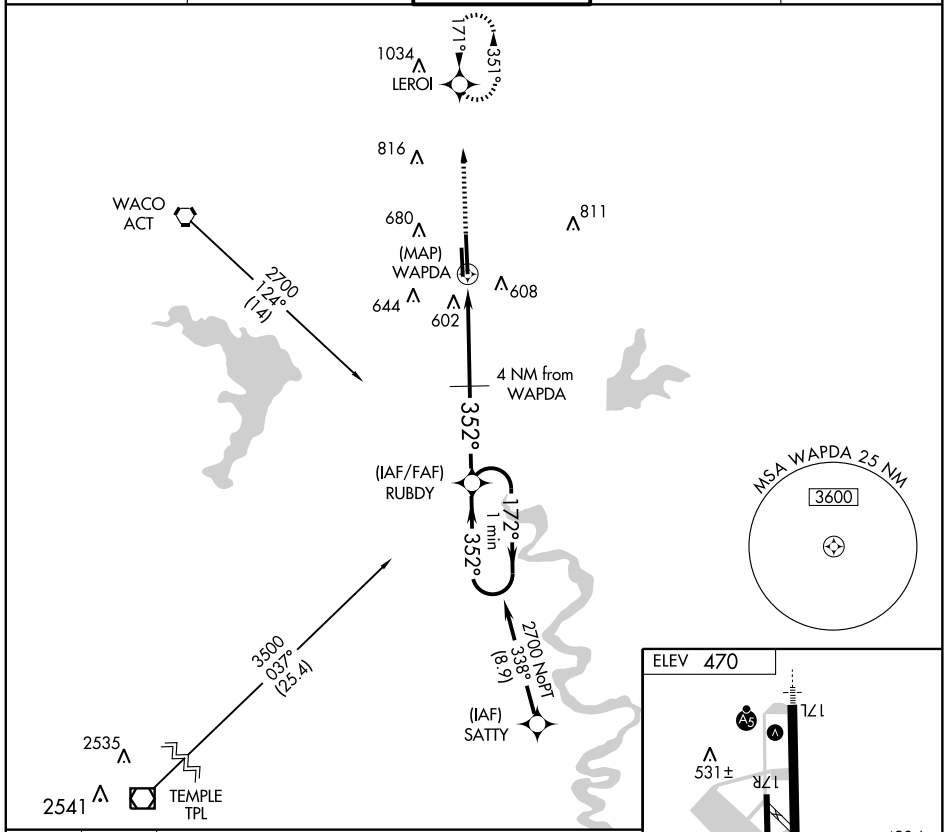
WACO/ TSTC WACO (CNW)

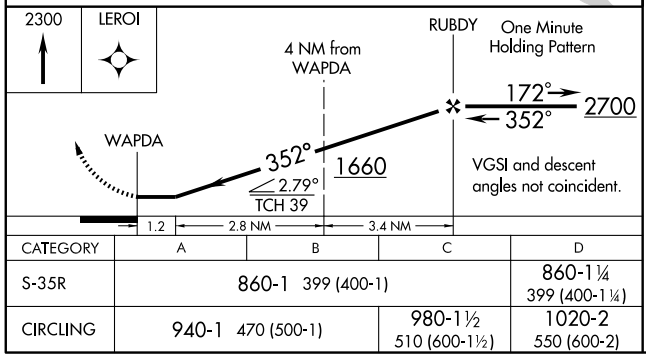
NA

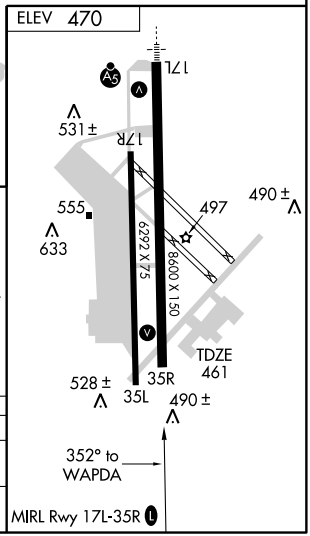
ASR

MISSED APPROACH: Climb to 2300 direct LEROI and hold.

AWOS-3	WACO APP CON★	TSTC TOWER★	GND CON	UNICOM
134.225	127.65 227.125	124.0 (CTAF) 255.7	121.7 L	122.95







CATEGORY	A	B	C	D
S-35R	860-1 399 (400-1)			860-1¼ 399 (400-1¼)
CIRCLING	940-1 470 (500-1)		980-1½ 510 (600-1½)	1020-2 550 (600-2)

SC-3. 08 APR 2010 to 06 MAY 2010

LOC I-CNW	APP CRS	Rwy Idg	8600
110.7	171°	TDZE	470
		Apt Elev	470

ILS or LOC RWY 17L

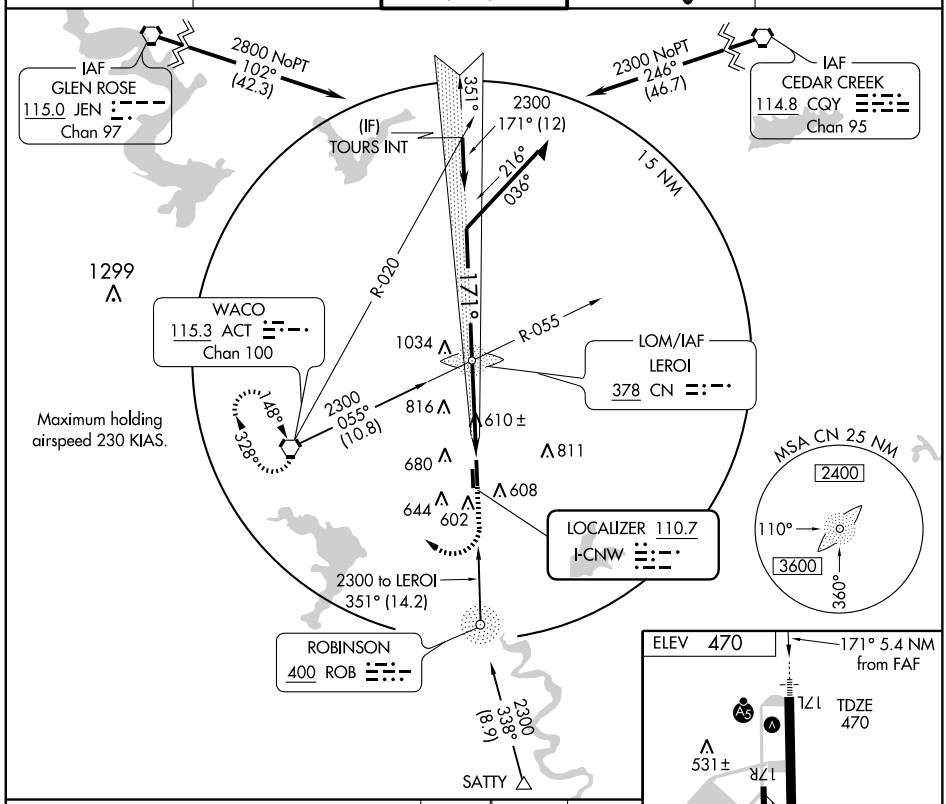
WACO/ TSTC WACO (CNW)

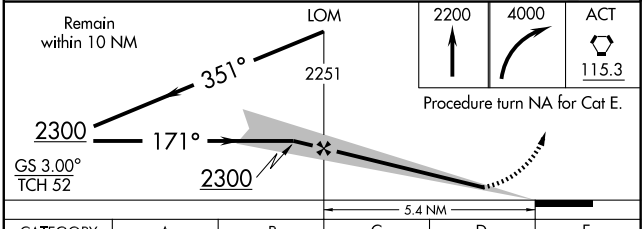
ASR — For inoperative MALSR, increase S-ILS 17L Cat E visibility to ¾, and S-LOC-17L Cat E to 1¼. When local altimeter setting not received, use Waco Rgnl altimeter setting and increase all DA 26 feet and all MDA 40 feet. Increase S-LOC 17L Cats C/D/E visibility ¼ mile and circling Cat E ¼ mile.

MALSR

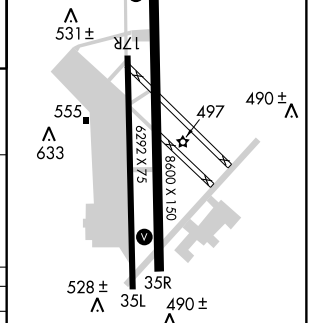
MISSED APPROACH: Climb to 2200 then climbing right turn to 4000 direct ACT VORTAC and hold. (TACAN aircraft continue via ACT R-305 to IGORR/ACT 14 DME and hold S, RT, 305° inbound)

AWOS-3	WACO APP CON ★	TSTC TOWER ★	GND CON	UNICOM
134.225	127.65 227.125	124.0 (CTAF) 255.7	121.7 L	122.95





CATEGORY	A	B	C	D	E
S-ILS 17L	670-½ 200 (200-½)				
S-LOC 17L	860-½ 390 (400-½)			860-¾ 390 (400-¾)	
CIRCLING	940-1 470 (500-1)	960-1 490 (500-1)	1040-1½ 570 (600-1½)	1040-2 570 (600-2)	1180-2½ 710 (800-2½)



FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

SC-3, 08 APR 2010 to 06 MAY 2010

NDB ROB	APP CRS	Rwy Idg	8600
400	352°	TDZE	461
		Apt Elev	470

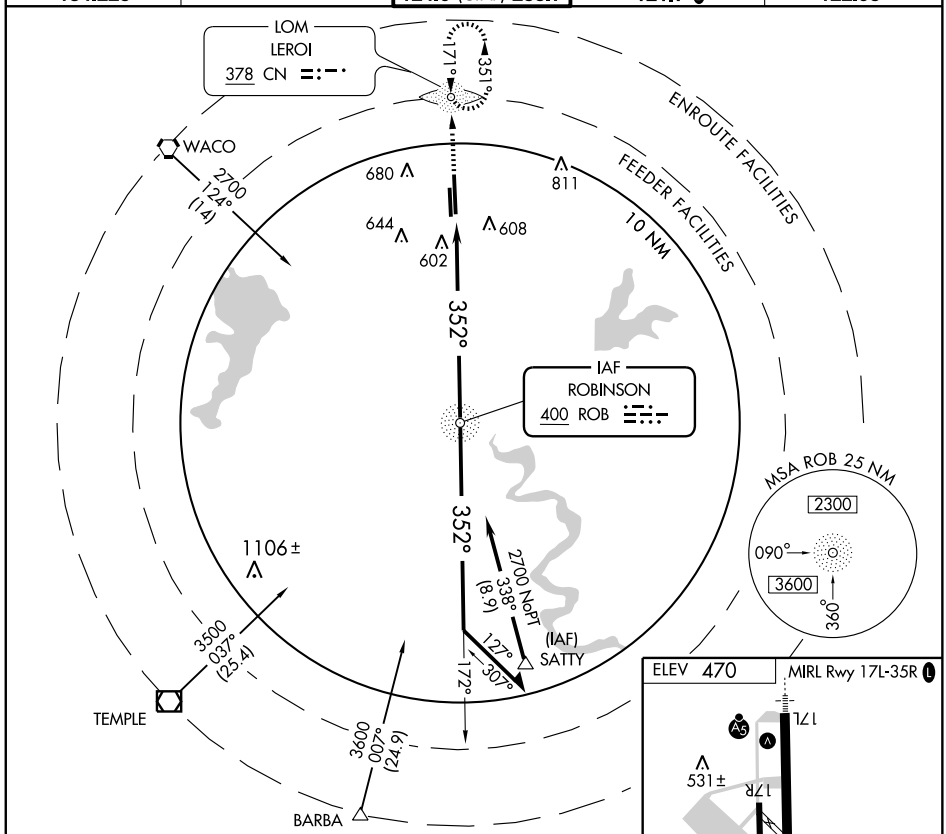
NDB RWY 35R

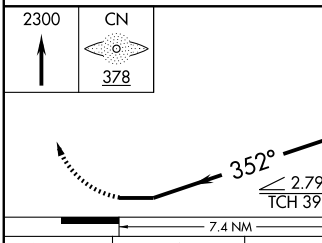
WACO/ TSTC WACO (CNW)

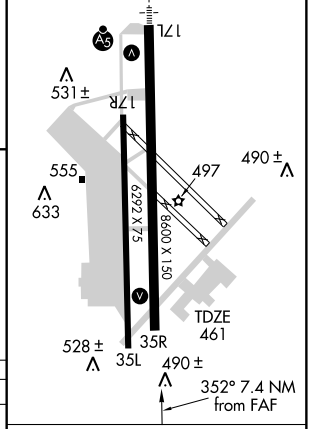
ASR

MISSED APPROACH: Climb to 2300 direct CN LOM and hold.

AWOS-3	WACO APP CON ★	TSTC TOWER ★	GND CON	UNICOM
134.225	127.65 227.125	124.0 (CTAF) 255.7	121.7	122.95







CATEGORY	A	B	C	D
S-35R	1020-1 559 (600-1)		1020-1½ 559 (600-1½)	1020-1¾ 559 (600-1¾)
CIRCLING	1020-1 550 (600-1)		1020-1½ 550 (600-1½)	1020-2 550 (600-2)

FAF to MAP 7.4 NM

Knots	60	90	120	150	180
Min:Sec	7:24	4:56	3:42	2:58	2:28

SC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5501
173°	TDZE	592
	Apt Elev	592

RNAV (GPS) RWY 17

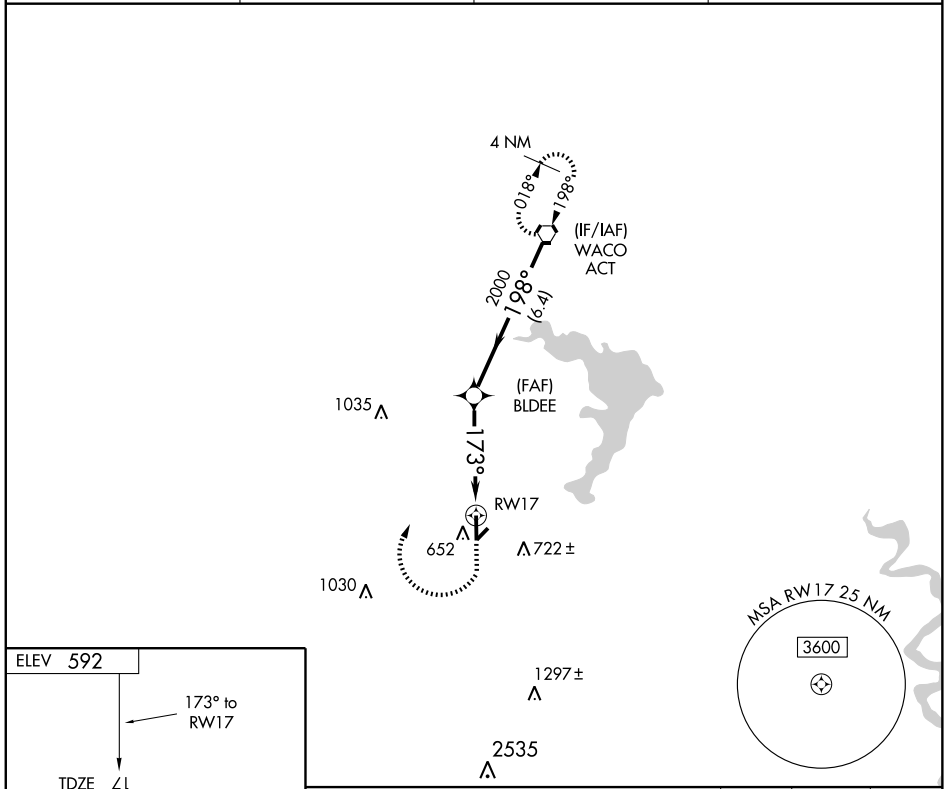
WACO/MC GREGOR EXECUTIVE (PWG)

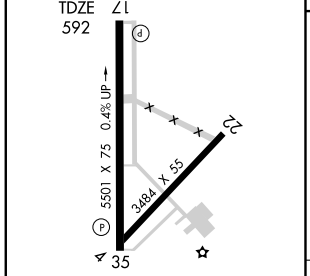
T NA ASR

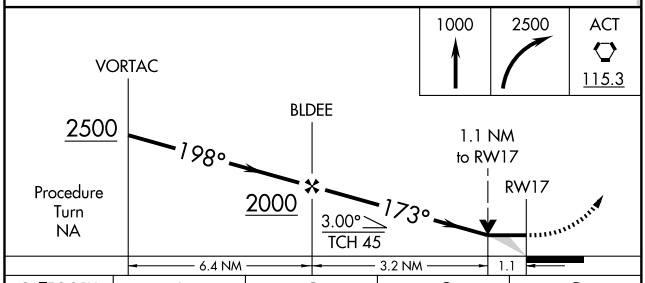
GPS or RNP-0.3 REQUIRED.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2500 direct ACT VORTAC and hold.

AWOS-3	WACO APP CON ★	GCO	UNICOM
135.525	127.65 352.0	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	980-1 388 (400-1)			NA
CIRCLING	1020-1 428 (500-1)	1060-1 468 (500-1)	1060-1½ 468 (500-1½)	NA

MIRL Rwy 17-35 L

REIL Rwy 17

SC-3, 08 APR 2010 to 06 MAY 2010

WACO, TEXAS AL-5441 (FAA)

APP CRS	Rwy Idg	5501
353°	TDZE	580
	Apt Elev	592

RNAV (GPS) RWY 35

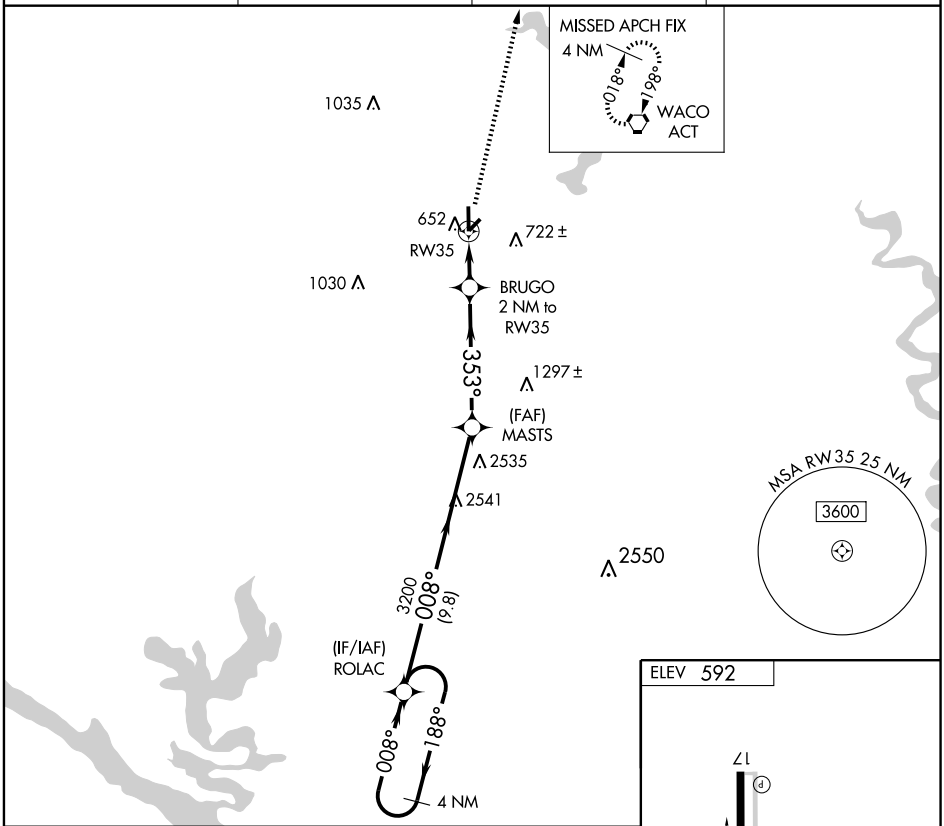
WACO/MC GREGOR EXECUTIVE (PWG)

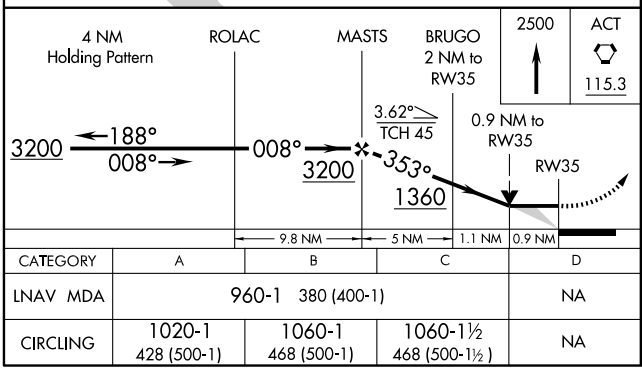
NA
ASR

GPS or RNP-0.3 REQUIRED.
DME/DME RNP-0.3 NA.

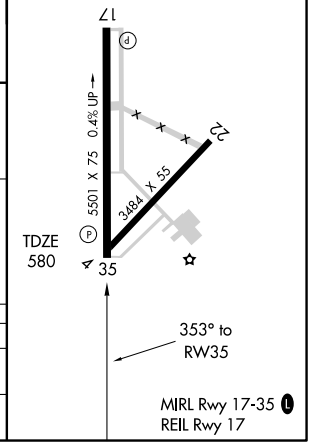
MISSED APPROACH: Climb to 2500 direct ACT VORTAC and hold.

AWOS-3	WACO APP CON ★	GCO	UNICOM
135.525	127.65 352.0	121.725	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	960-1 380 (400-1)			NA
CIRCLING	1020-1 428 (500-1)	1060-1 468 (500-1)	1060-1½ 468 (500-1½)	NA



SC-3, 08 APR 2010 to 06 MAY 2010

VORTAC ACT	APP CRS	Rwy Idg	5501
115.3	185°	TDZE	592
Chan 100		Apt Elev	592

VOR RWY 17

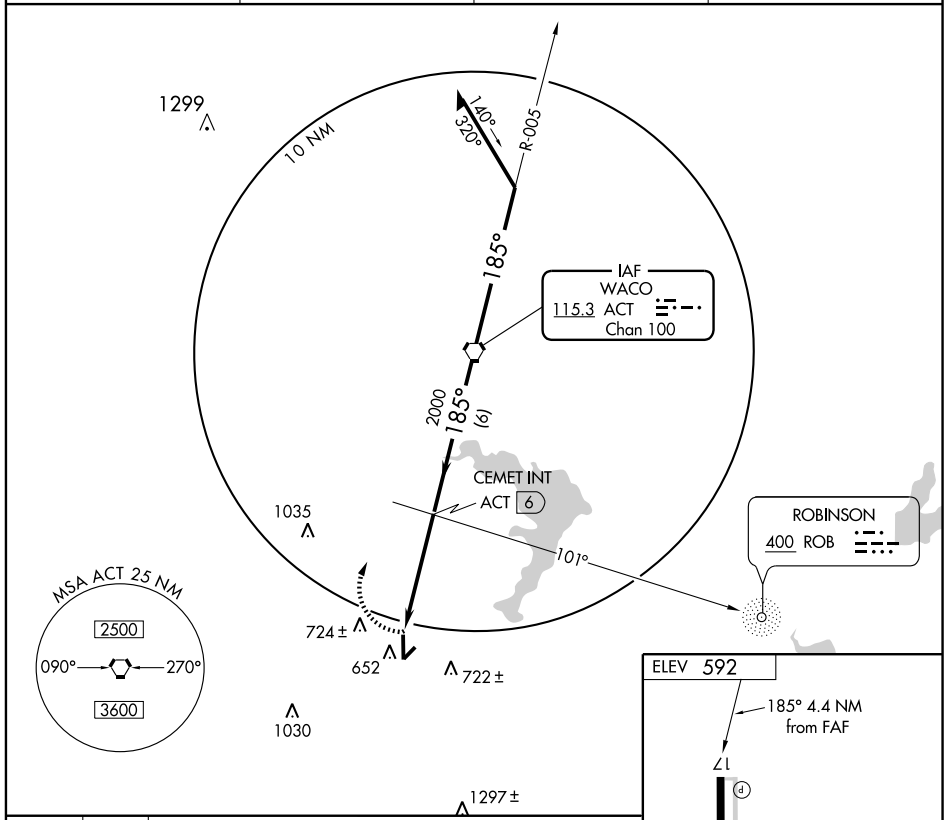
WACO/MC GREGOR EXECUTIVE (PWG)

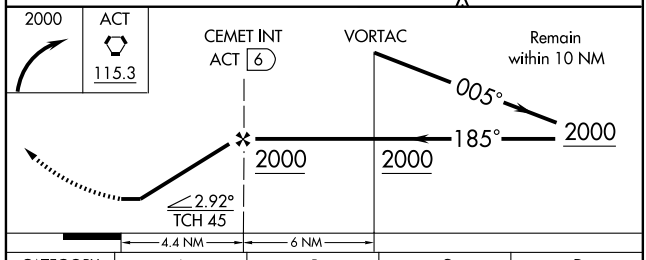
ASR

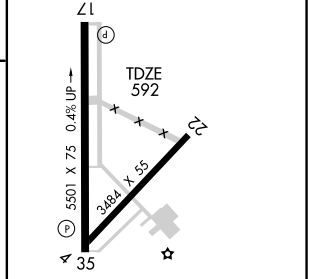
DME or ADF required.

MISSED APPROACH: Climbing right turn to 2000 direct ACT VORTAC.

AWOS-3	WACO APP CON ★	GCO	UNICOM
135.525	127.65 352.0	121.725	122.8 (CTAF) L







REIL Rwy 17
MIRL Rwy 17-35 L

CATEGORY	A	B	C	D
S-17	980-1 388 (400-1)			NA
CIRCLING	1040-1 448 (500-1)	1060-1 468 (500-1)	1060-1½ 468 (500-1½)	NA

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

SC-3, 08 APR 2010 to 06 MAY 2010

VORTAC MQP	APP CRS	Rwy Idg	N/A
117.7	077°	TDZE	N/A
Chan 124		Apt Elev	990

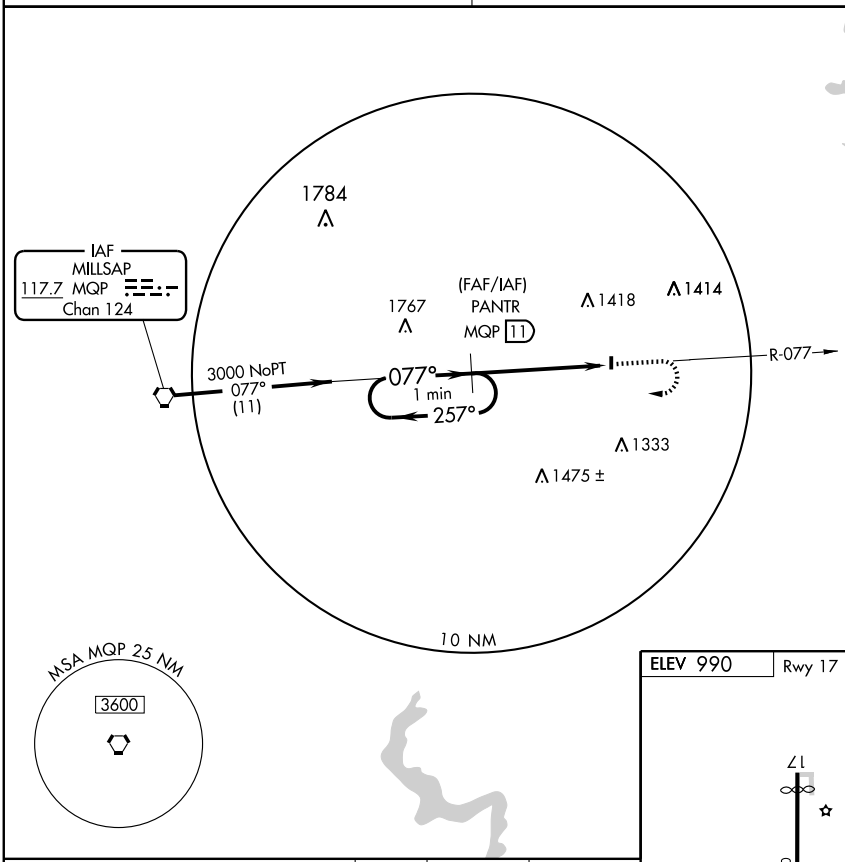
VOR/DME-A

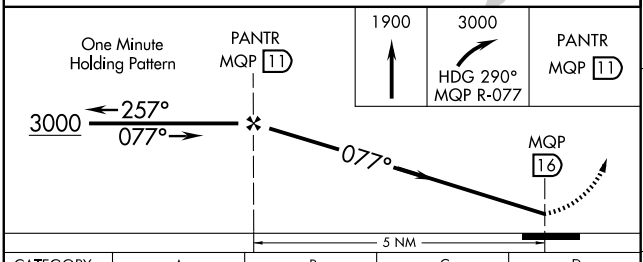
WEATHERFORD/PARKER COUNTY (WEA)

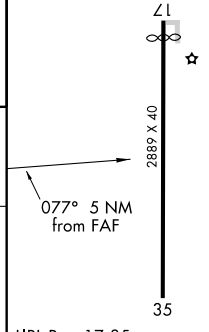
NA Use Fort Worth Meacham altimeter setting.

MISSED APPROACH: Climb to 1900 then climbing right turn to 3000 via heading 290° and MQP R-077 to PANTR and hold.

REGIONAL APP CON	UNICOM
135.975 379.9	122.7 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	1680-1 690 (700-1)		1680-2 690 (700-2)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4828
134°	TDZE	70
	Apt Elev	70

GPS RWY 13

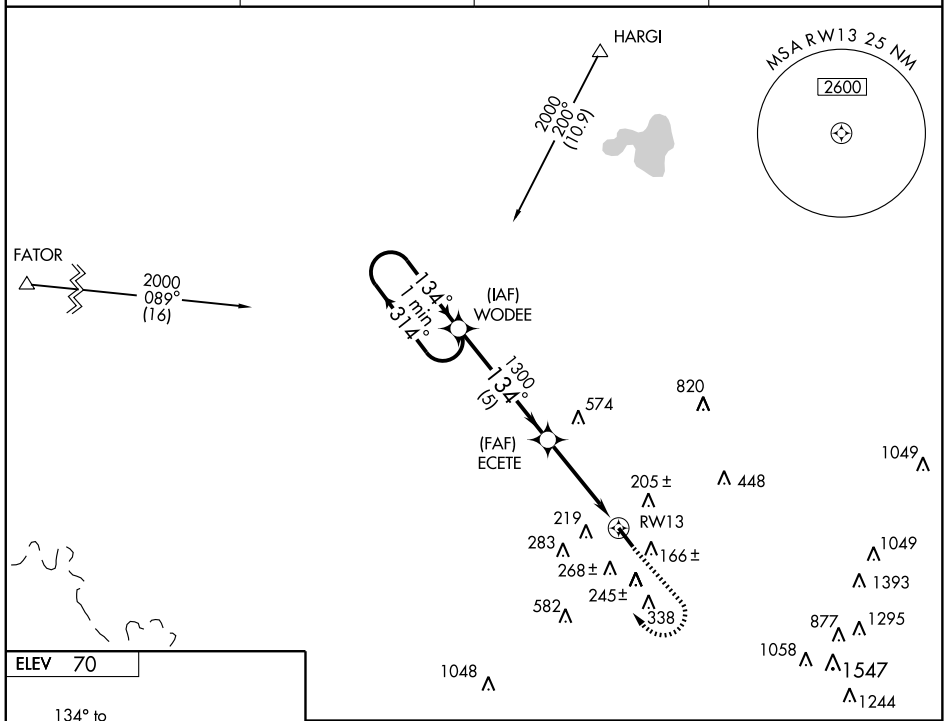
WESLACO/MID VALLEY (T65)

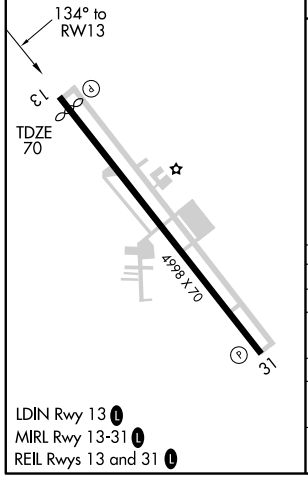
NA Obtain local altimeter setting on CTAF; when not received, use McAllen Miller Intl altimeter setting.

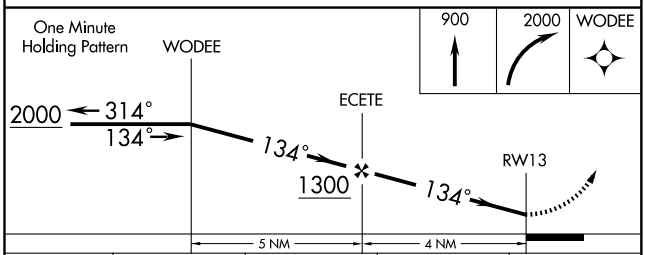
ODALS

MISSED APPROACH: Climb to 900, then climbing right turn to 2000 direct WODEE and hold.

AWOS-3	VALLEY APP CON	CLNC DEL	UNICOM
118.575	121.0 284.7	125.95	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-13	440-1	370 (400-1)		NA
CIRCLING	620-1	550 (600-1)	620-1½ 550 (600-1½)	NA
	MC ALLEN MILLER INTL ALTIMETER SETTING MINIMUMS			
S-13	480-1	410 (500-1)	480-1¼ 410 (500-1¼)	NA
CIRCLING	660-1	590 (600-1)	660-1½ 590 (600-1½)	NA

SC-3, 08 APR 2010 to 06 MAY 2010

VOR/DME MFE	APP CRS	Rwy Idg	N/A
117.2	080°	TDZE	N/A
Chan 119		Apt Elev	70

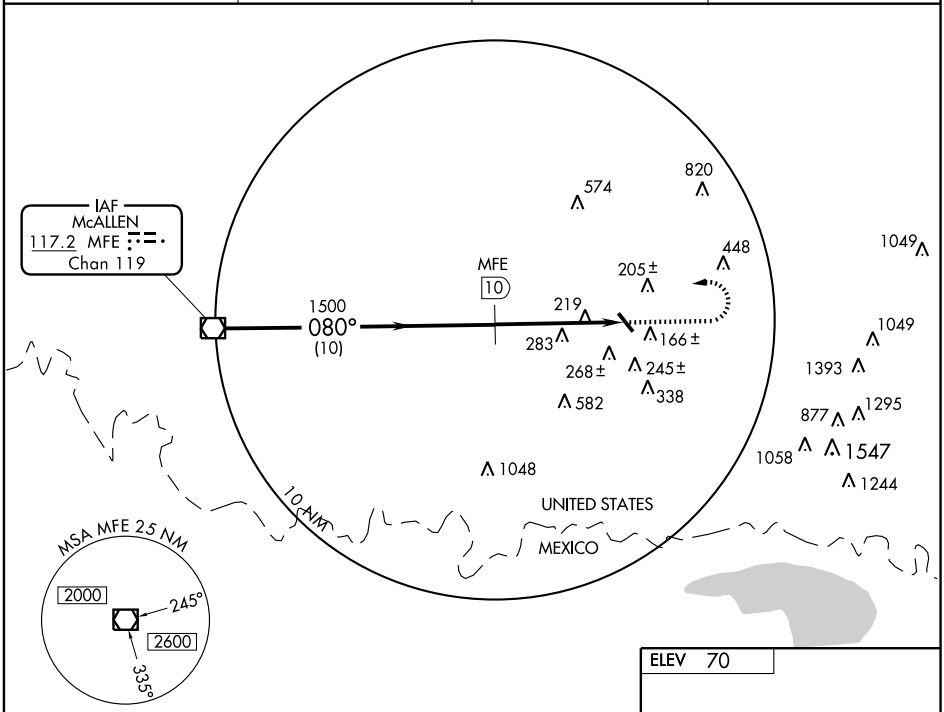
VOR/DME-A

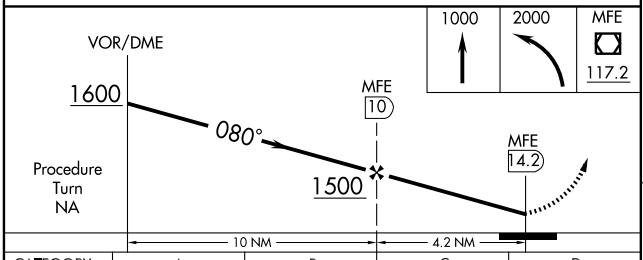
WESLACO/MID VALLEY (T65)

NA Obtain local altimeter setting on CTAF; when not received, use McAllen Miller Intl altimeter setting.

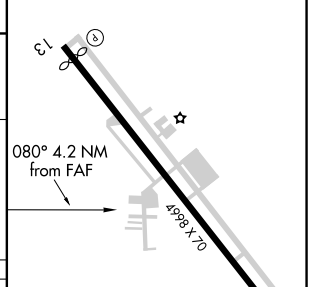
MISSED APPROACH: Climb to 1000, then climbing left turn to 2000 direct MFE VOR/DME.

AWOS-3	VALLEY APP CON	CLNC DEL	UNICOM
118.575	121.0 284.7	125.95	122.8 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	620-1 550 (600-1)		620-1½ 550 (600-1½)	NA
MC ALLEN MILLER INTL ALTIMETER SETTING MINIMUMS				
CIRCLING	660-1 590 (600-1)		660-1½ 590 (600-1½)	NA



LDIN Rwy 13 L
MIRL Rwy 13-31 L
REIL Rwys 13 and 31 L

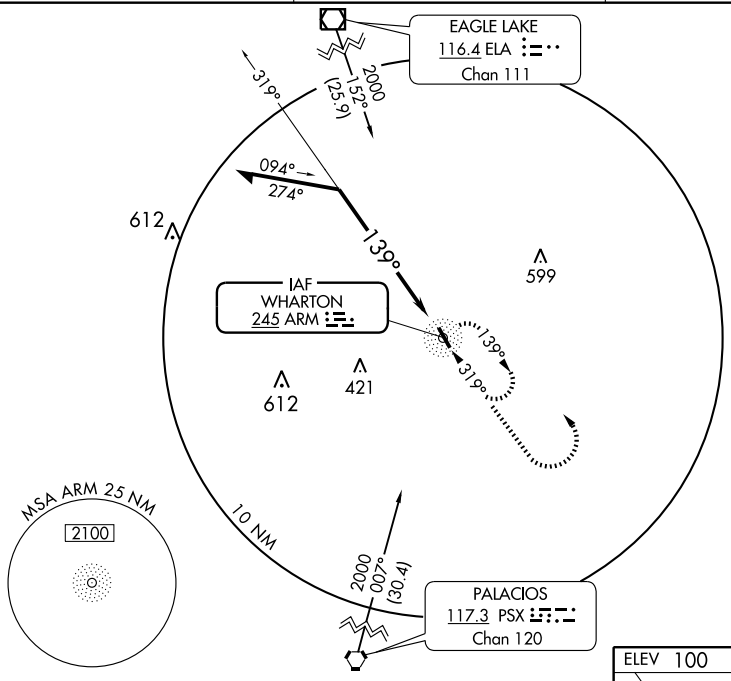
NDB ARM	APP CRS		
245	139°	Rwy Idg	5004
		TDZE	100
		Apt Elev	100

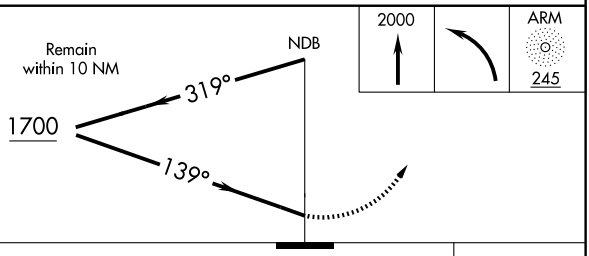
NDB RWY 14
WHARTON RGNL (ARM)

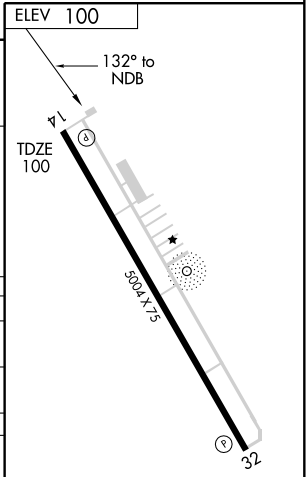
NA — Obtain local altimeter setting on CTAF; when not received use Victoria altimeter setting.

MISSED APPROACH: Climb to 2000 then left turn to ARM NDB and hold.

AWOS-3	HOUSTON CENTER	UNICOM
118.475	128.6 360.8	122.7 (CTAF) L







MIRL Rwy 14-32 L

CATEGORY	A	B	C	D
S-14	560- 1	460 (500-1)	560- 1¼ 460 (500-1¼)	NA
CIRCLING	560- 1	460 (500-1)	560- 1½ 460 (500-1½)	NA
VICTORIA ALTIMETER SETTING MINIMUMS				
S-14	660- 1	560 (600-1)	660- 1½ 560 (600-1½)	NA
CIRCLING	660- 1	560 (600-1)	660- 1½ 560 (600-1½)	NA

SC-5, 08 APR 2010 to 06 MAY 2010

NDB ARM	APP CRS		
245	332°	Rwy Idg	5004
		TDZE	100
		Apt Elev	100

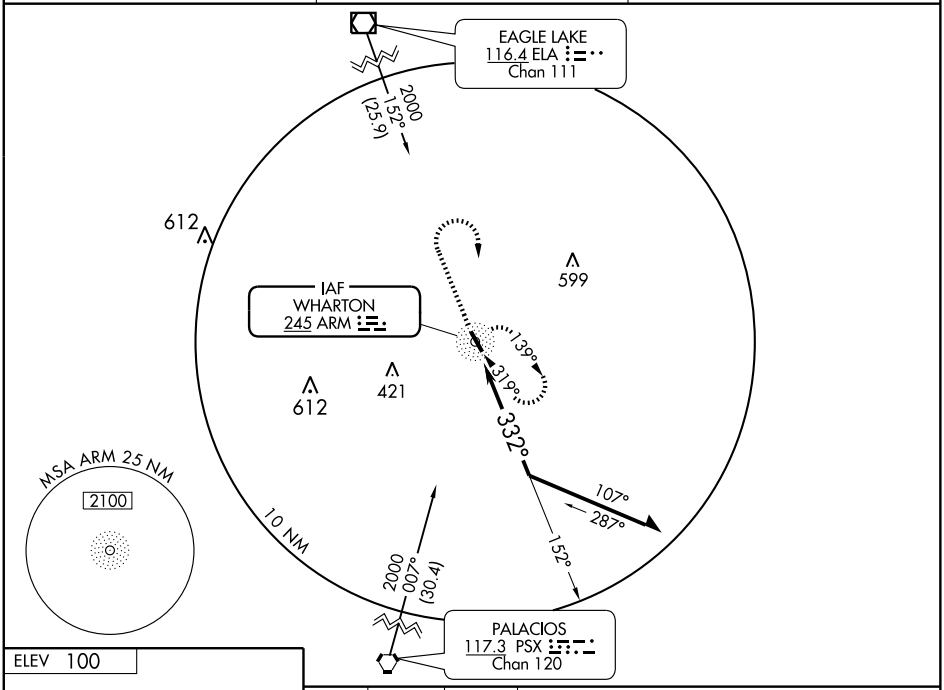
NDB RWY 32
WHARTON RGNL (ARM)

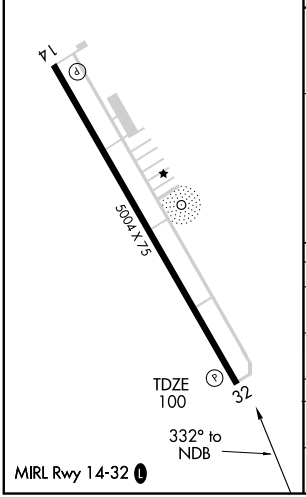
Obtain local altimeter setting on CTAF; when not received use Victoria Regional altimeter setting.

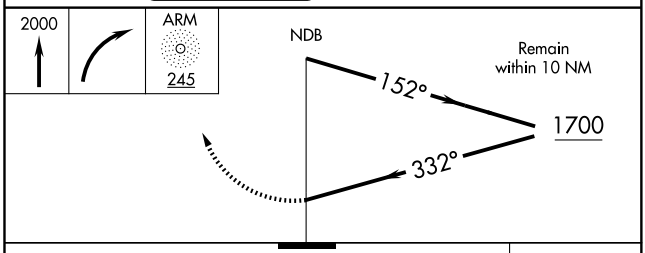
NA

MISSED APPROACH: Climb to 2000 then right turn direct ARM NDB and hold.

AWOS-3	HOUSTON CENTER	UNICOM
118.475	128.6 360.8	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-32	560-1	460 (500-1)	560-1¼ 460 (500-1¼)	NA
CIRCLING	560-1	460 (500-1)	560-1½ 460 (500-1½)	NA
VICTORIA ALTIMETER SETTING MINIMUMS				
S-32	680-1	580 (600-1)	680-1½ 580 (600-1½)	NA
CIRCLING	680-1	580 (600-1)	680-1½ 580 (600-1½)	NA

SC-5, 08 APR 2010 to 06 MAY 2010

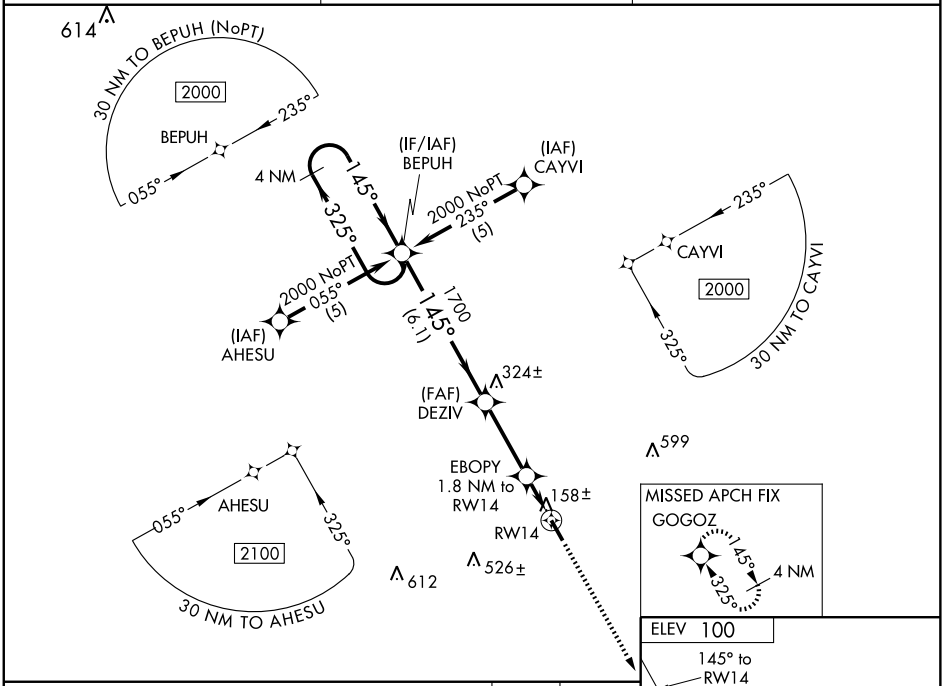
WAAS	APP CRS	Rwy Idg	5004
CH 77714	145°	TDZE	100
W14A		Apt Elev	100

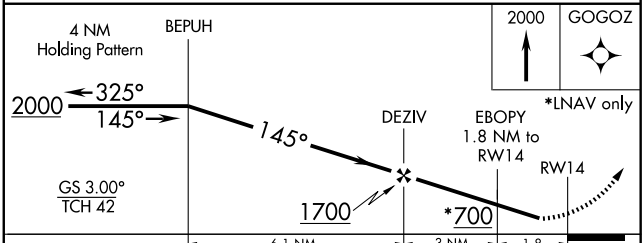
RNAV (GPS) RWY 14
WHARTON RGNL (ARM)

Baro-VNAV NA when using Victoria altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Victoria altimeter setting and increase all DA 110 feet and all MDA 120 feet, increase LPV visibility ½ mile all Cats, LNAV/VNAV visibility ¼ mile all Cats, LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct GOGOZ and hold.

AWOS-3	HOUSTON CENTER	UNICOM
118.475	128.6 360.8	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	396-1	296 (300-1)		NA
LNAV/VNAV DA	428-1¼	328 (400-1¼)		NA
LNAV MDA	420-1	320 (400-1)		NA
CIRCLING	500-1 400 (400-1)	560-1 460 (500-1)	560-1½ 460 (500-1½)	NA

MIRL Rwy 14-32 L

SC-5, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5004
CH 58114	325°	TDZE	99
W32A		Apt Elev	100

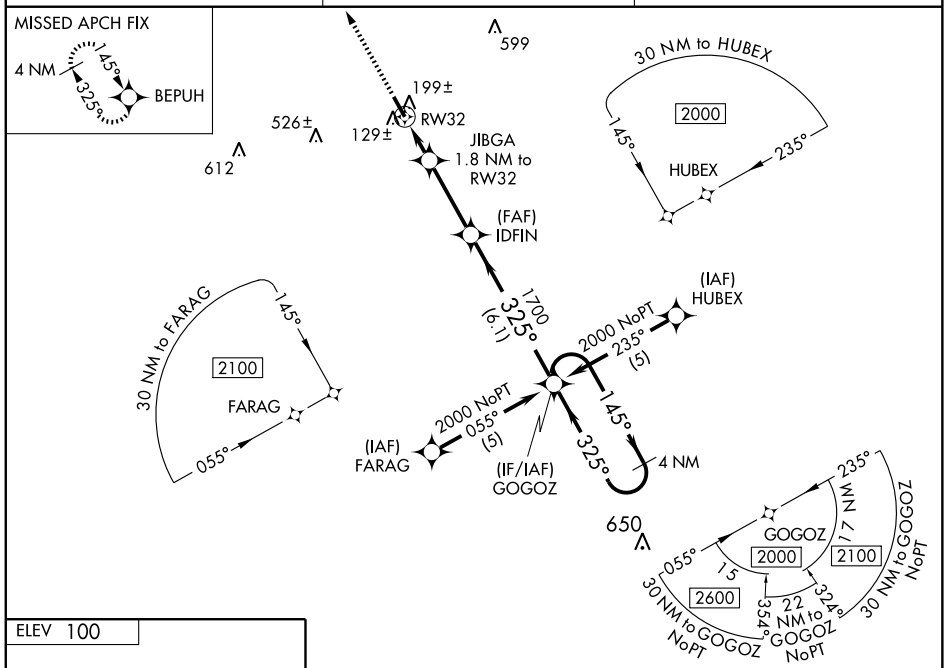
RNAV (GPS) RWY 32

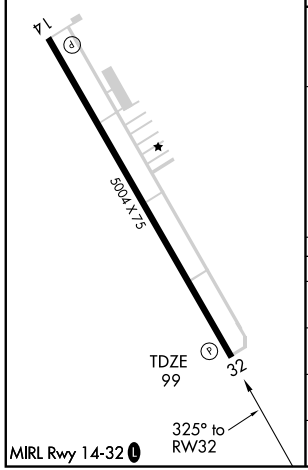
WHARTON RGNL (ARM)

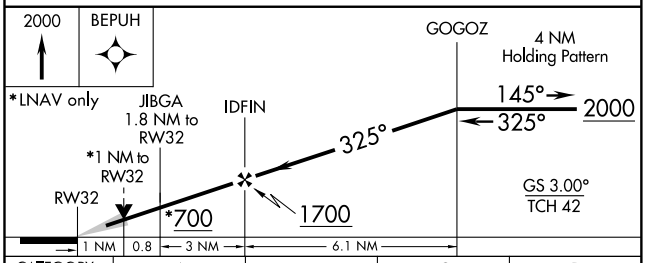
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Victoria altimeter setting and increase all DA 110 feet and all MDA 120 feet, increase LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ½ mile all Cats, LNAV Cat C visibility ¼ mile. VDP and Baro-VNAV NA when using Victoria altimeter setting.

MISSED APPROACH: Climb to 2000 direct BEPUH and hold.

AWOS-3	HOUSTON CENTER	UNICOM
118.475	128.6 360.8	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	349-1	250 (300-1)		NA
LNAV/VNAV DA	399-1	300 (300-1)		NA
LNAV MDA	460-1	361 (400-1)		NA
CIRCLING	500-1 400 (400-1)	560-1 460 (500-1)	560-1½ 460 (500-1½)	NA

SC-5, 08 APR 2010 to 06 MAY 2010

VOR/DME ELA	APP CRS	Rwy Idg	N/A
116.4	153°	TDZE	N/A
Chan 111		Apt Elev	100

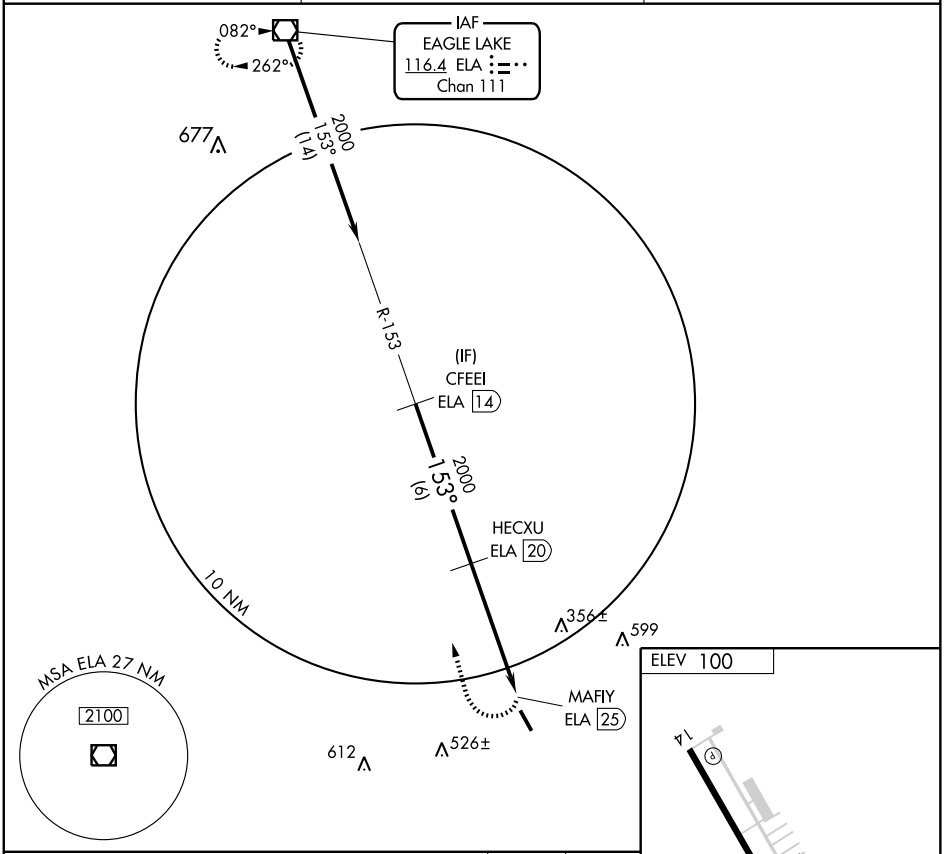
VOR/DME-A

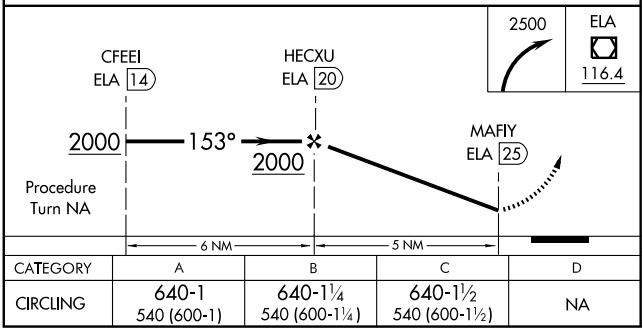
WHARTON RGNL (ARM)

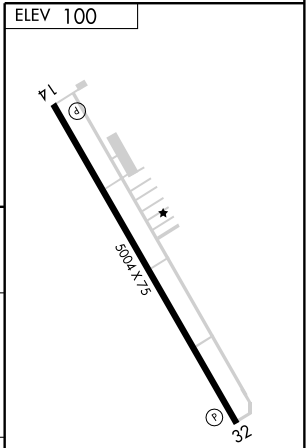
When local altimeter setting not received, use Victoria altimeter setting and increase all MDA 120 feet, increase Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2500 direct ELA VOR/DME and hold.

AWOS-3	HOUSTON CENTER	UNICOM
118.475	128.6 360.8	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	640-1 540 (600-1)	640-1¼ 540 (600-1¼)	640-1½ 540 (600-1½)	NA

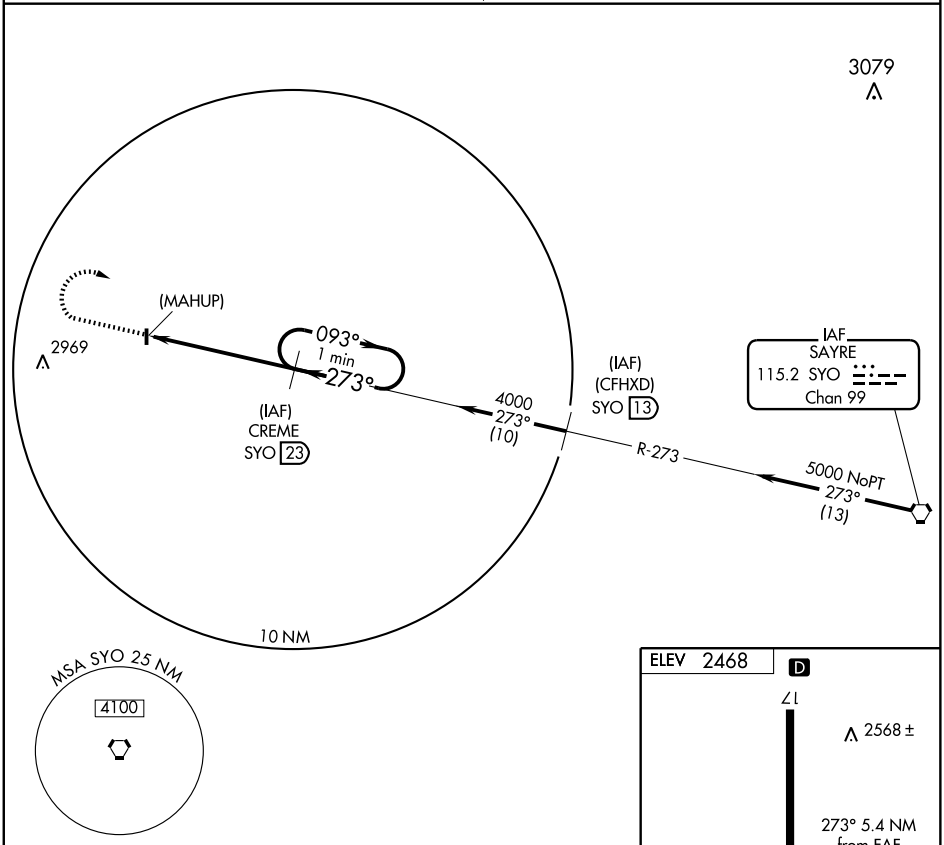
MIRL Rwy 14-32 L

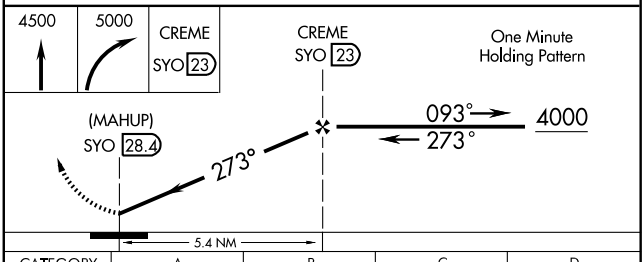
VORTAC SYO 115.2 Chan 99	APP CRS 273°	Rwy Idg N/A TDZE N/A Apt Elev 2468

VOR/DME or GPS-A

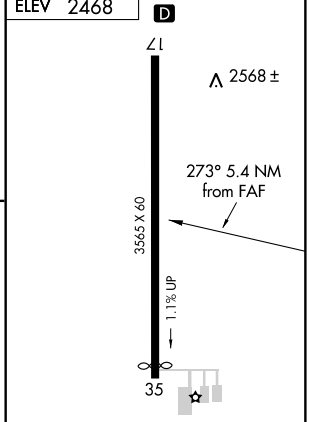
WHEELER MUNI (T59)

⚠ NA Use Clinton-Sherman altimeter setting; if not received, procedure not authorized.	MISSED APPROACH: Climb to 4500 then climbing right turn to 5000 direct CREME and hold.
ALBUQUERQUE CENTER **127.85 285.475**	CTAF **122.9**





CATEGORY	A	B	C	D
CIRCLING	3100-1	632 (700-1)	3100-1¾ 632 (700-1¾)	NA



LIRL Rwy 17-35

SC-2, 08 APR 2010 to 06 MAY 2010

NDB SKB 344	APP CRS 350°	Rwy Idg 4200 TDZE 998 Apt Elev 1003

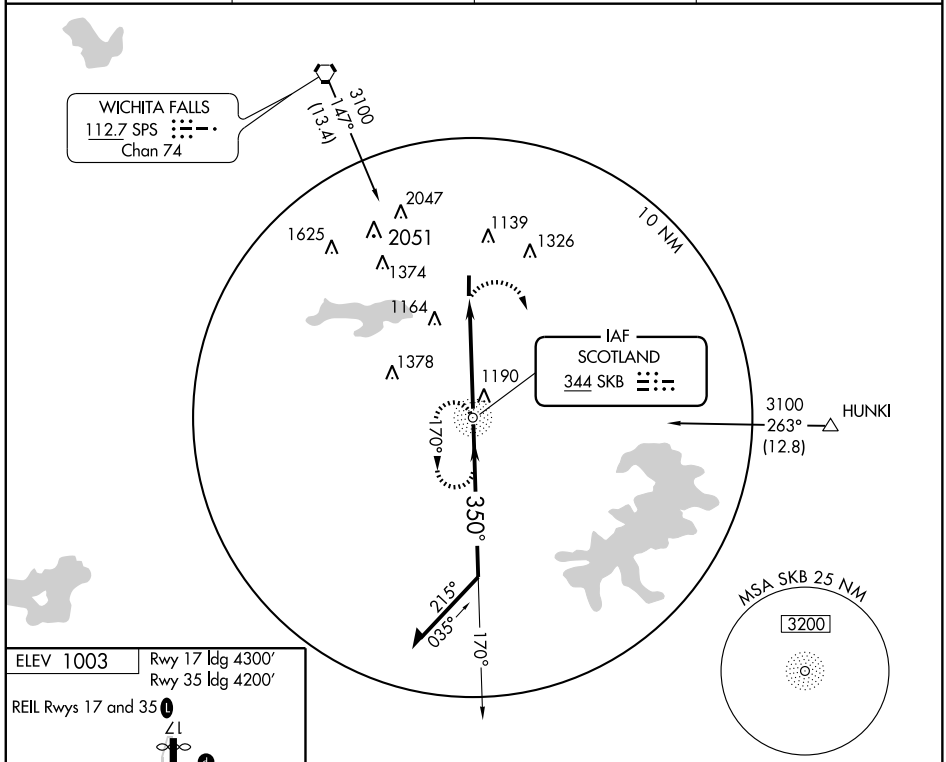
NDB RWY 35

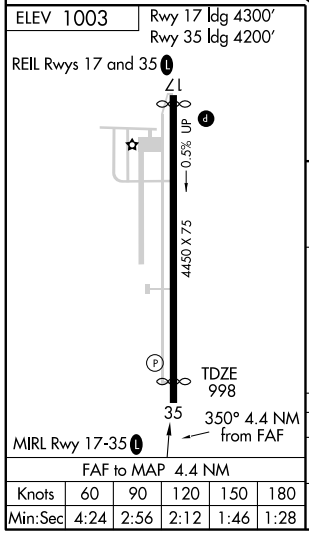
WICHITA FALLS/ KICKAPOO DOWNTOWN (CWC)

Use Sheppard AFB/Wichita Falls Muni altimeter setting.
NA

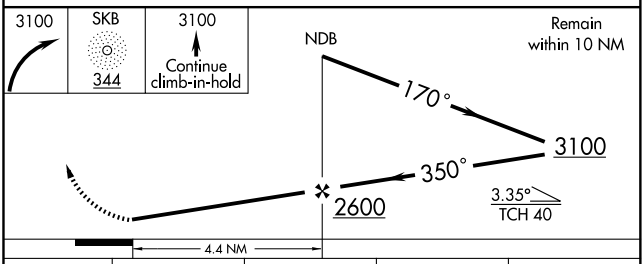
MISSED APPROACH: Climbimg right turn to 3100 direct SKB NDB and hold. Continue climb-in-hold to 3100.

AWOS-3	SHEPPARD APP CON ★	CLNC DEL	UNICOM
119.625	120.4 269.025	121.2	122.7 (CTAF) L





FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28



CATEGORY	A	B	C	D
S-35	1520-1	522 (600-1)	1520-1½ 522 (600-1½)	NA
CIRCLING	1520-1	517 (600-1)	1520-1½ 517 (600-1½)	NA

SC-2, 08 APR 2010 to 06 MAY 2010

NDB SKB	APP CRS	Rwy ldg	4200
344	353°	TDZE	998
		Apt Elev	1003

RNAV (GPS) RWY 35

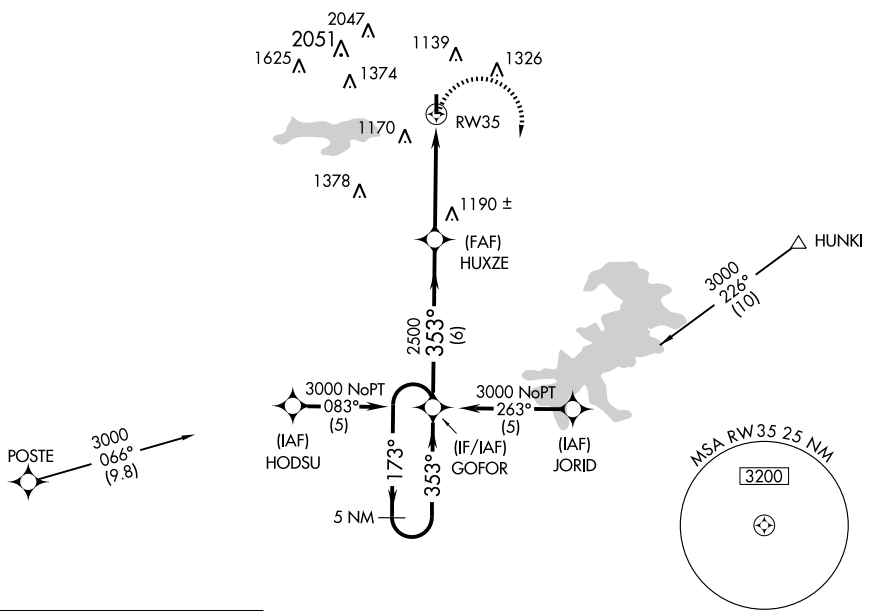
WICHITA FALLS/ KICKAPOO DOWNTOWN (CWC)

Use Sheppard AFB/Wichita Falls Muni altimeter setting. DME/DME RNP-0.3 not authorized.

NA

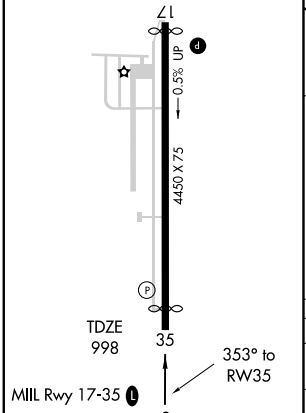
MISSED APPROACH: Climbing right turn to 3000 direct GOFOR and hold.

AWOS-3	SHEPPARD APP CON ★	CLNC DEL	UNICOM
119.625	120.4 269.025	121.2	122.7 (CTAF) L

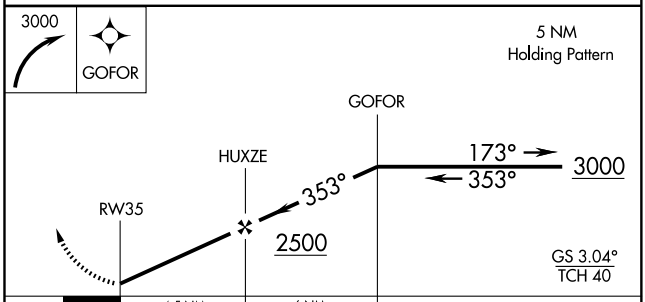


ELEV 1003

Rwy 17 ldg 4300
Rwy 35 ldg 4200



Procedure not authorized for arrivals at POSTE via V77 southwest bound.
Procedure not authorized for arrivals at POSTE via V278 westbound.



CATEGORY	A	B	C	D
LNAV MDA	1460-1	462 (500-1)	1460-1¼ 462 (500-1¼)	NA
CIRCLING	1500-1	497 (500-1)	1500-1½ 497 (500-1½)	NA

SC-2, 08 APR 2010 to 06 MAY 2010

VORTAC SPS	APP CRS	Rwy Idg	N/A
112.7	196°	TDZE	N/A
Chan 74		Apt Elev	1005

VOR-B

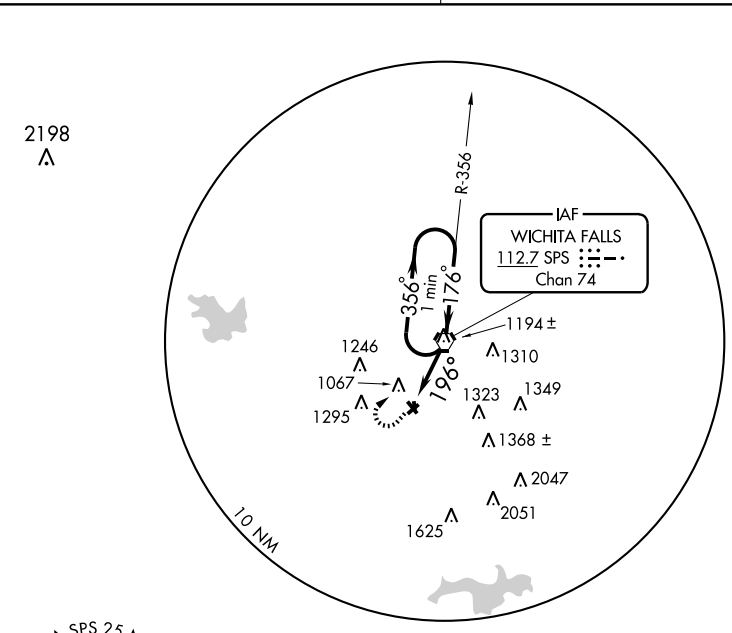
WICHITA FALLS/ WICHITA VALLEY (F14)

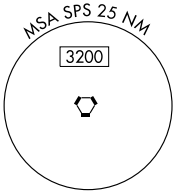
Use Sheppard AFB/Wichita Falls Muni, TX altimeter setting; If not received, use Frederick Rgnl altimeter setting and increase all MDAs 100 feet. Circling to Rwy 4-22 and 16-34 NA.

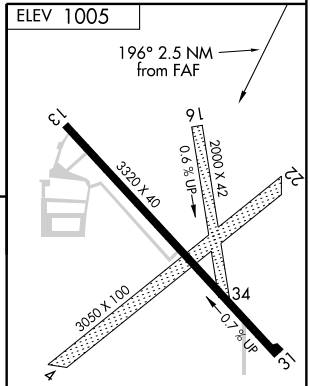
NA

MISSED APPROACH: Climbing right turn to 2400 direct SPS VORTAC and hold.

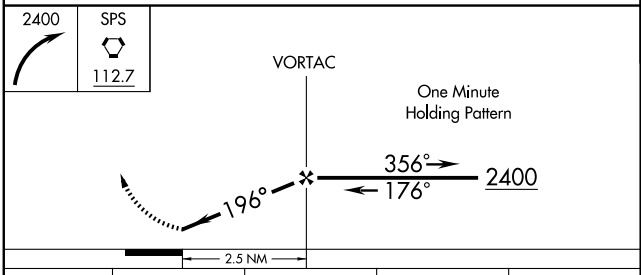
SHEPPARD APP CON *	UNICOM
118.2 292.3	122.8 (CTAF)







LIRL Rwy 13-31



CATEGORY	A	B	C	D
CIRCLING	1520-1	515 (600-1)	1680-2	NA
			675 (700-2)	

FAF to MAP 2.5 NM

Knots	60	90	120	150	180
Min:Sec	2:30	1:40	1:15	1:00	0:50

SC-2, 08 APR 2010 to 06 MAY 2010

VORTAC SPS	APP CRS	Rwy Idg	N/A
112.7	015°	TDZE	N/A
Chan 74		Apt Elev	1005

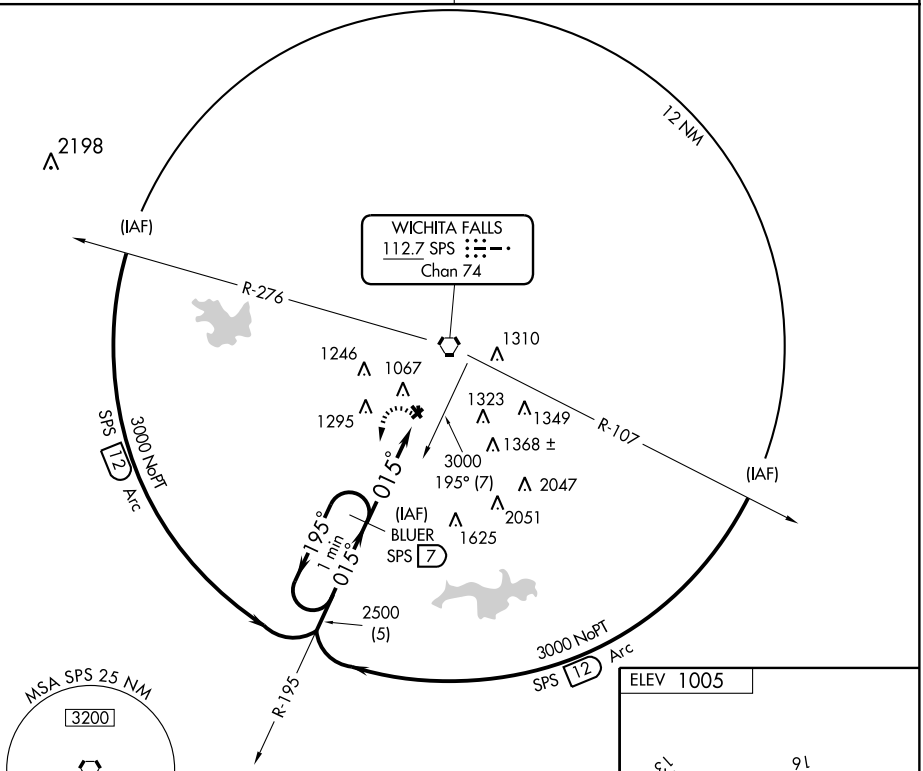
VOR/DME-C

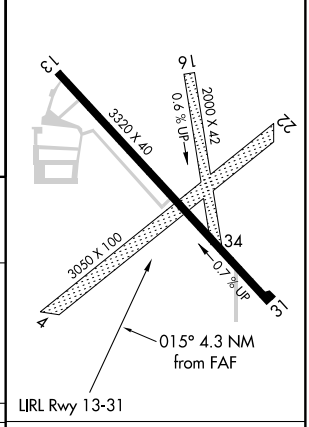
WICHITA FALLS/ WICHITA VALLEY (F14)

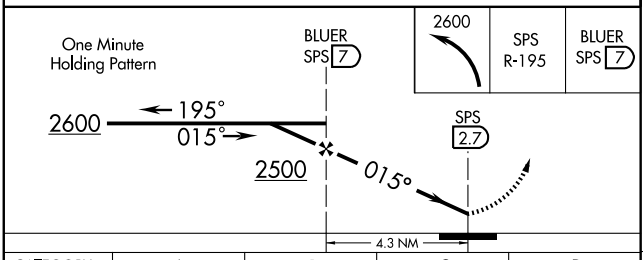
NA Use Sheppard AFB / Wichita Falls Muni, TX altimeter setting.

MISSED APPROACH: Climbing left turn to 2600 via SPS R-195 to BLUER 7 DME and hold.

SHEPPARD APP CON ★	UNICOM
118.2 292.3	122.8 (CTAF)





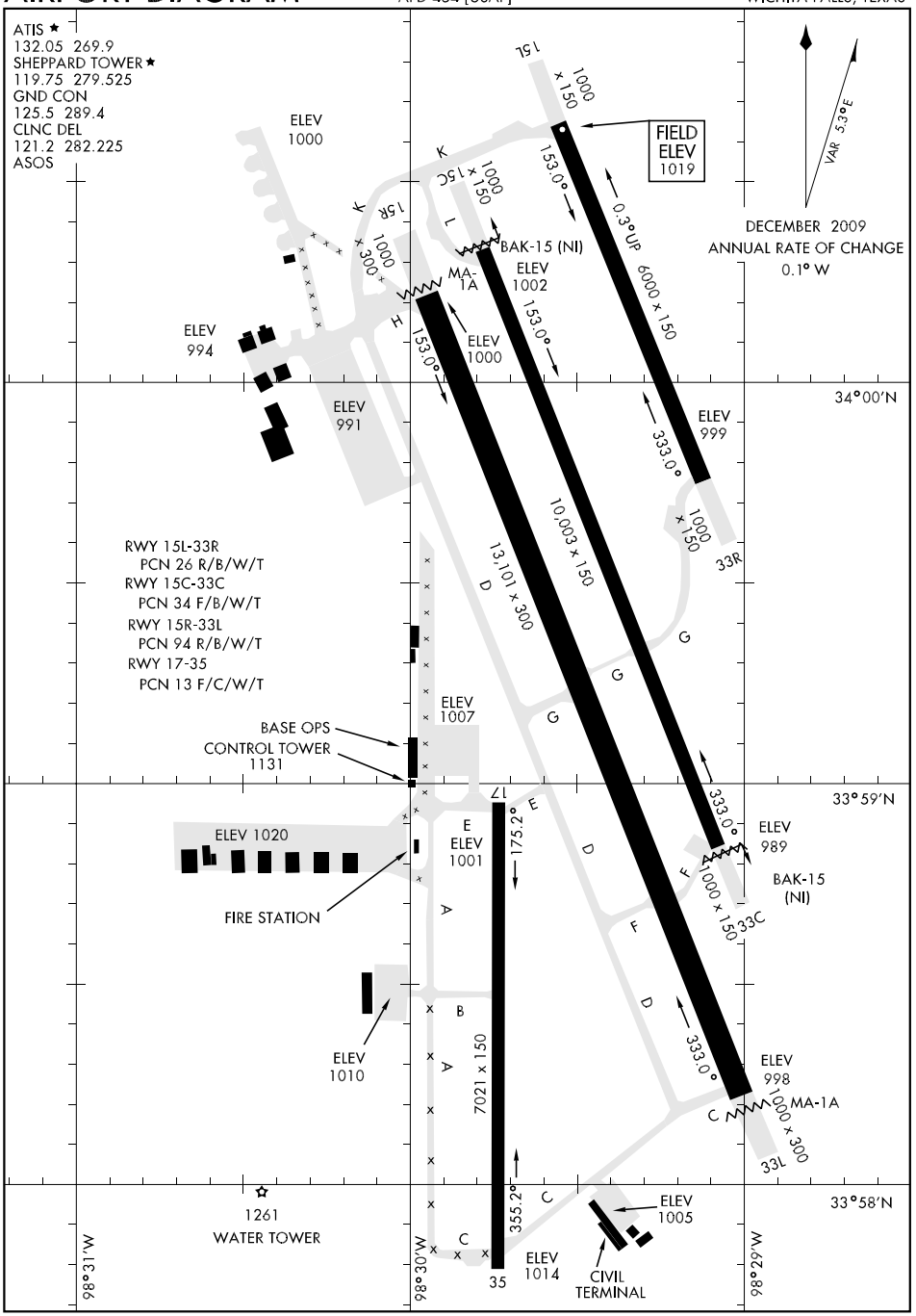


2600	SPS R-195	BLUER SPS 7

CATEGORY	A	B	C	D
CIRCLING	1460-1 455 (500-1)		1680-2 675 (700-2)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-2, 08 APR 2010 to 06 MAY 2010



SC-2, 08 APR 2010 to 06 MAY 2010

HI-ILS or LOC/DME RWY 33L

LOC I-SPS	APCH CRS	Rwy ldg 13,101 TDZE 1000 Arpt Elev 1019
109.7	330°	JAL-454 [USAF]

WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

* When ALS inop, increase CAT CDE vis to ¾ mile.
** When ALS inop, increase CAT CD vis to 1 mile, CAT E vis to 1¼ miles.

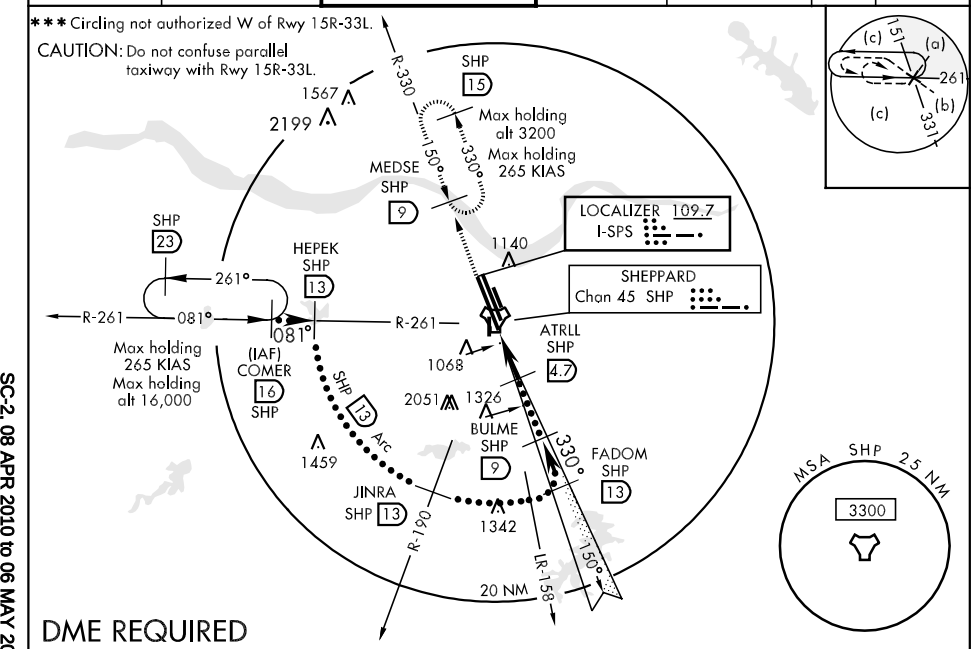
MALSR (A5)

MISSED APPROACH: Climb and maintain 3200 intercept SHP TACAN R-330 to SHP R-330/9 DME (MEDSE) and hold.

ATIS ★	SHEPPARD APP CON	SHEPPARD TOWER ★	GND CON	CLNC DEL	ASOS	ASR/PAR
132.05 269.9	118.2 269.025	119.75 279.525 (CTAF)	125.5 289.4	121.2 282.225		

★★★ Circling not authorized W of Rwy 15R-33L.

CAUTION: Do not confuse parallel taxiway with Rwy 15R-33L.

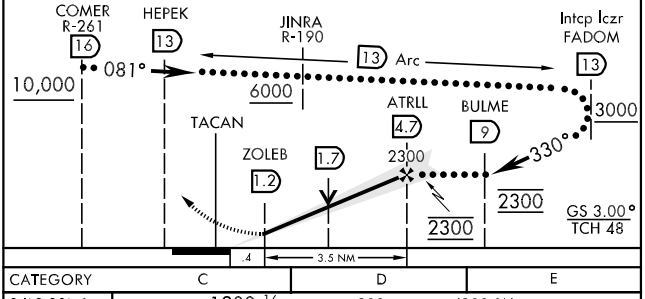


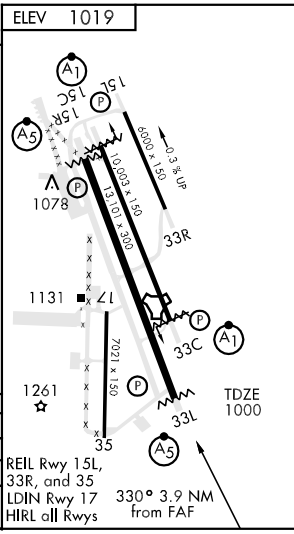
DME REQUIRED

EMERG SAFE ALT 100 NM 4600

3200 Intcp SHP R-330	MEDSE SHP R-330 9

VGSI and Descent Angle not coincident.





CATEGORY	C	D	E
S-ILS 33L ★	1200-½	200	(200-½)
S-LOC 33L★★	1340- ¾	340	(400-¾)
CIRCLING ★★★	1480-1½ 461 (500-1½)	1580-2 561 (600-2)	2080-3 1061 (1100-3)

HI-TACAN RWY 15C

TACAN	APCH CRS	Rwy ldg / TDZE / Arpt Elev	JAL-454 [USAF]
SHP Chan 45	149°	10,003 / 1003 / 1019	WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

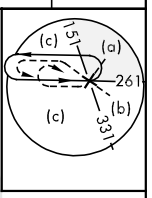
▼* When ALS inop, INCR CAT CD vis to 1¼ miles, CAT E vis to 1½ miles.
** Circling not authorized W of Rwy 15R-33L.

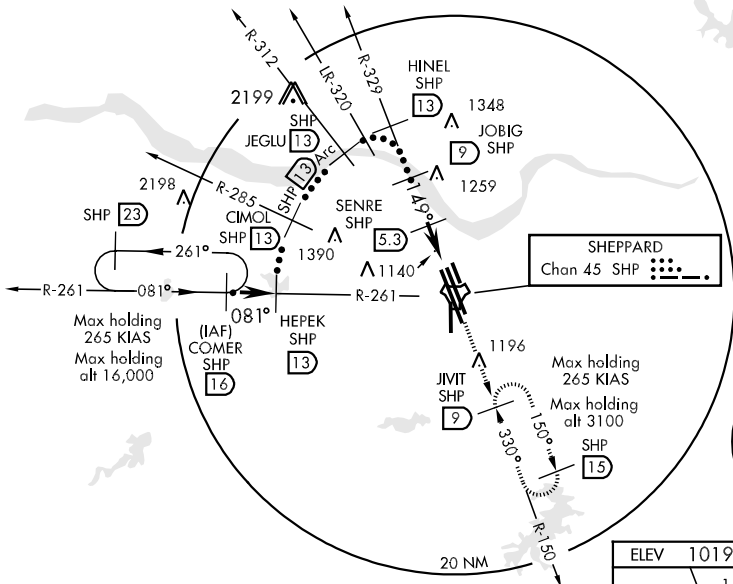
ALSF-1

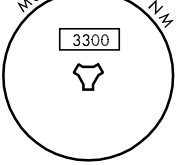
MISSED APPROACH: Climb and maintain 3100 intercept SHP TACAN R-150 to SHP R-150/9 DME (JIVIT) and hold.

ATIS ★	SHEPPARD APP CON	SHEPPARD TOWER ★	GND CON	CLNC DEL	ASOS	ASR/PAR
132.05 269.9	118.2 269.025	119.75 279.525 (CTAF)	125.5 289.4	121.2 282.225		

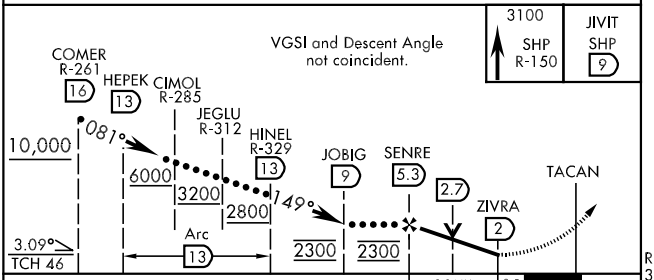
CAUTION: Do not confuse parallel taxiway with Rwy 15R-33L.

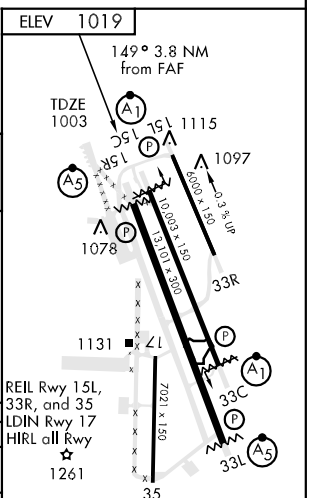






EMERG SAFE ALT 100 NM 4600





CATEGORY	C	D	E
S-15C *	1420-¾ 417 (500-¾)		1420-1 417 (500-1)
CIRCLING **	1480-1½ 461 (500-1½)	1580-2 561 (600-2)	2080-3 1061 (1100-3)

HI-TACAN RWY 33C

TACAN	APCH CRS	Rwy ldg / TDZE / Arpt Elev	JAL-454 [USAF]
SHP Chan 45	326°	10,003 / 989 / 1019	WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

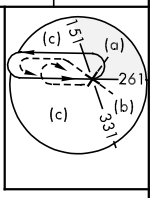
▼ * When ALS inop, increase CAT C vis to 1 mile, CAT DE vis to 1¼ miles.
** Circling not authorized W of Rwy 15R-33L.

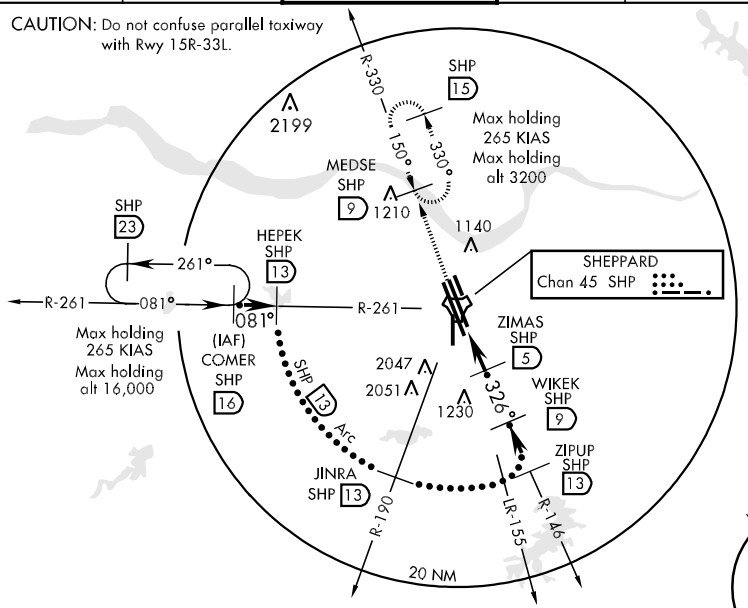
ALSF-1 (A1)

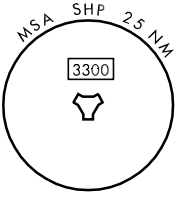
MISSED APPROACH: Climb and maintain 3200 intercept SHP TACAN R-330 to SHP R-330/9 DME (MEDSE) and hold.

ATIS ★	SHEPPARD APP CON	SHEPPARD TOWER ★	GND CON	CLNC DEL	ASOS	ASR/PAR
132.05 269.9	118.2 269.025	119.75 279.525 (CTAF)	125.5 289.4	121.2 282.225		

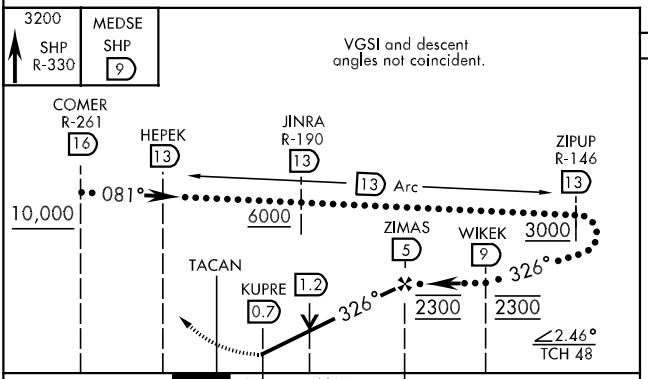
CAUTION: Do not confuse parallel taxiway with Rwy 15R-33L.

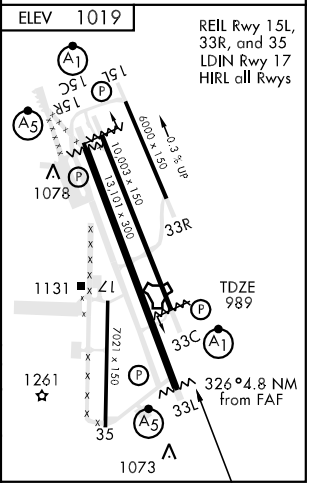






EMERG SAFE ALT 100 NM 4600





CATEGORY	C	D	E
S-33C *	1360-¾ 371 (400-¾)		
CIRCLING **	1480-1½ 461 (500-1½)	1580-2 561 (600-2)	2080-3 1061 (1100-3)

SC-2, 08 APR 2010 to 06 MAY 2010

HI-TACAN Z RWY 15R

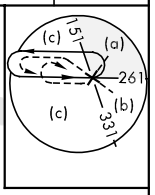
TACAN	APCH CRS	Rwy ldg / TDZE / Arpt Elev	JAL-454 [USAF]
SHP Chan 45	144°	13,101 / 998 / 1019	WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

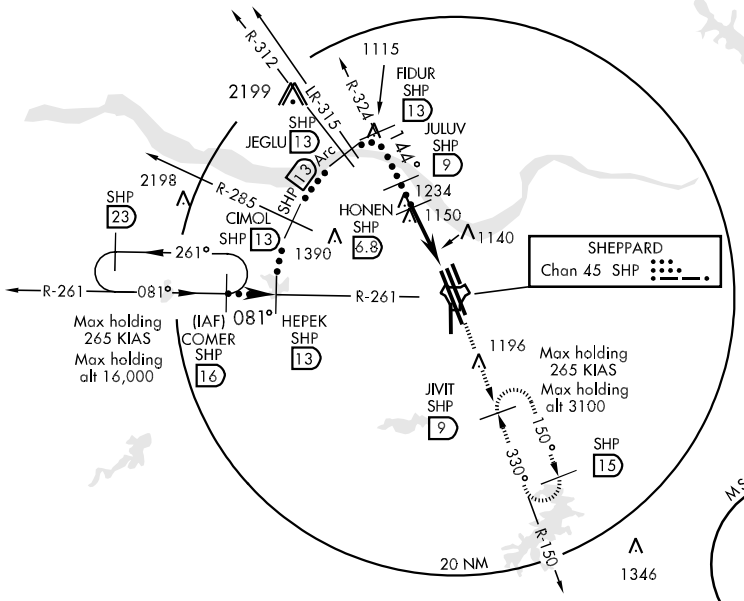
▼ * When ALS inop, increase CAT CD vis to 1¼ miles, CAT E vis to 1½ miles.
** Circling not authorized W of Rwy 15R-33L.

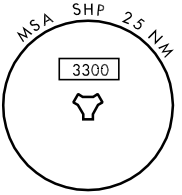
MALSR

MISSED APPROACH: Climb and maintain 3100 intercept SHP TACAN R-150 to SHP R-150/9 DME (JIVIT) and hold.

ATIS ★	SHEPPARD APP CON	SHEPPARD TOWER ★	GND CON	CLNC DEL	ASOS	ASR/PAR
132.05 269.9	118.2 269.025	119.75 279.525 (CTAF)	125.5 289.4	121.2 282.225		

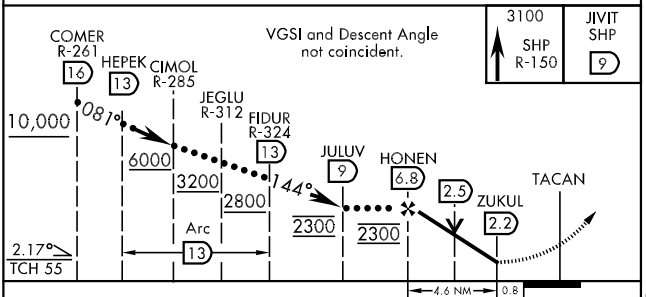


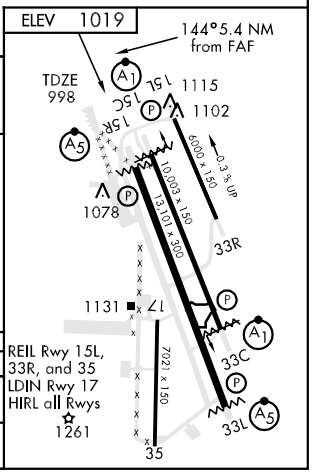




CAUTION:
Do not confuse parallel taxiway with Rwy 15R-33L.

EMERG SAFE ALT 100 NM 4600





CATEGORY	C	D	E
S-15R *	1420-¾ 422 (500-¾)		1420-1 422 (500-1)
CIRCLING **	1480-1½ 461 (500-1½)	1580-2 561 (600-2)	2080-3 1061 (1100-3)

SC-2, 08 APR 2010 to 06 MAY 2010

HI-TACAN Z RWY 33L

WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

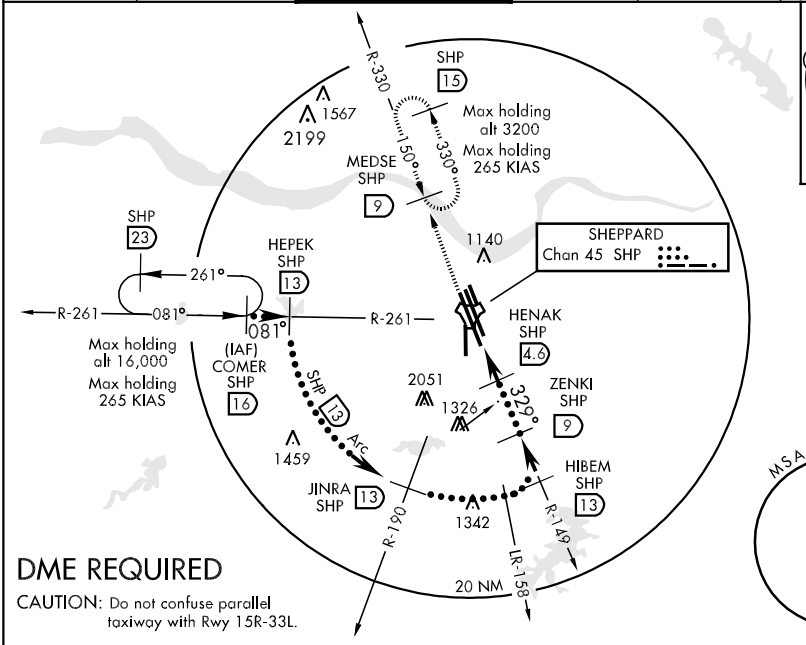
TACAN	APCH CRS	Rwy ldg / TDZE / Arpt Elev	JAL-454 [USAF]
SHP Chan 45	329°	13,101 / 1000 / 1019	

▼ * When ALS inop, increase CAT CD vis to 1¼ miles, CAT E vis to 1½ miles.
** Circling not authorized W of Rwy 15R-33L.

MALSR (A5)

MISSED APPROACH: Climb and maintain 3200 intercept SHP TACAN R-330 to SHP R-330/9 DME (MEDSE) and hold.

ATIS ★	SHEPPARD APP CON	SHEPPARD TOWER ★	GND CON	CLNC DEL	ASOS	ASR/PAR
132.05 269.9	118.2 269.025	119.75 279.525 (CTAF)	125.5 289.4	121.2 282.225		



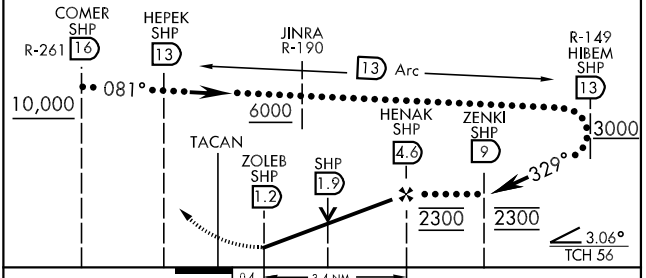
DME REQUIRED

CAUTION: Do not confuse parallel taxiway with Rwy 15R-33L.

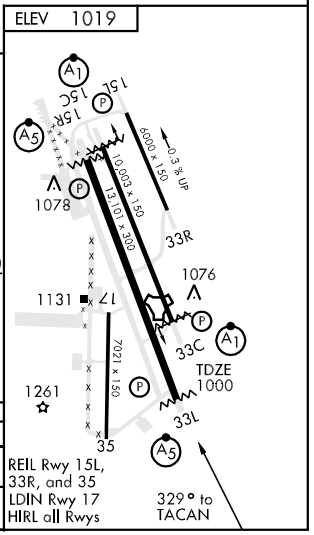
EMERG SAFE ALT 100 NM 4600

3200 SHP R-330 | MEDSE SHP 9

VGSI and Descent Angles not coincident.



CATEGORY	C	D	E
S-33L *	1420-¾ 420 (500-¾)		1420-1 420 (500-1)
CIRCLING**	1480-1½ 461 (500-1½)	1580-2 561 (600-2)	2080-3 1061 (1100-3)



LOC I-SHP 110.5	APCH CRS 150°	Rwy ldg 10,003 TDZE 1003 Arpt Elev 1019	AL-454 [USAF]

ILS or LOC/DME RWY 15C

WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

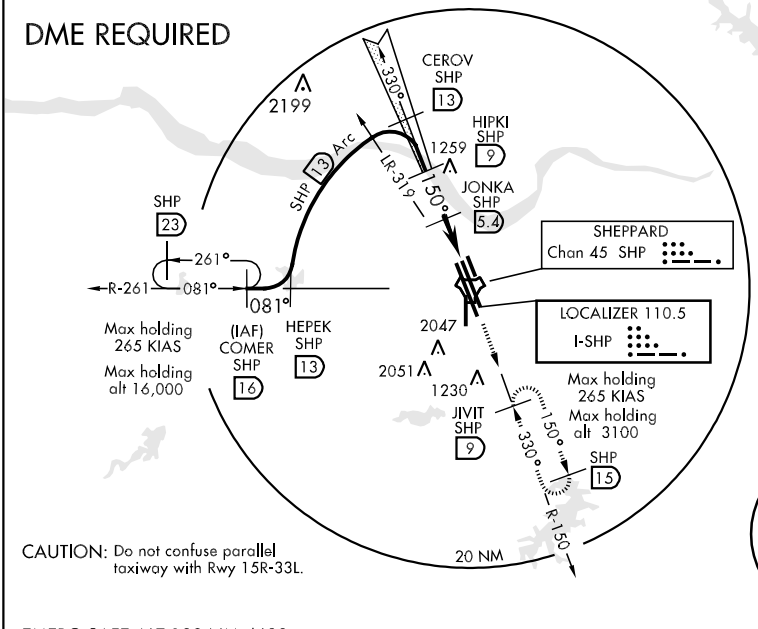
* When ALS inop, increase vis all CATs to ¾ miles.
** When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ miles, CAT E to 1½ miles.

ALSF-1

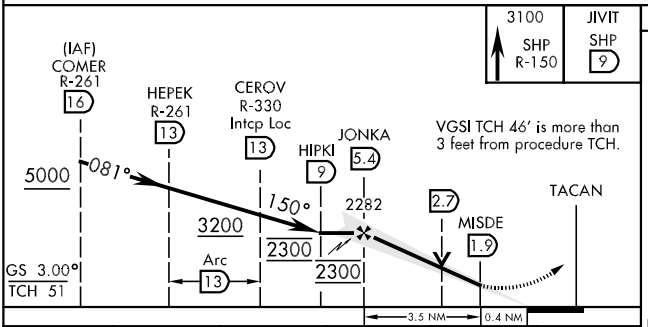
MISSED APPROACH: Climb and maintain 3100 intercept SHP TACAN R-150 to SHP R-150/9 DME (JIVIT) and hold.

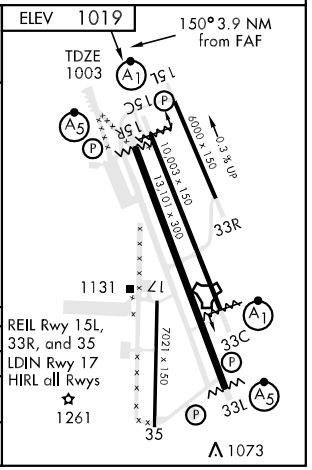
ATIS ★	SHEPPARD APP CON	SHEPPARD TOWER ★	GND CON	CLNC DEL	ASOS	ASR/PAR
132.05 269.9	118.2 269.025	119.75 279.525 (CTAF)	125.5 289.4	121.2 282.225		

*** Circling not authorized W of Rwy 15R-33L.



EMERG SAFE ALT 100 NM 4600





CATEGORY	A	B	C	D	E
S-ILS 15C ★	1203-½		200	(200-½)	
S-LOC/ DME 15C **	1420-½	417 (500-½)	1420-¾	417 (500-¾)	1420-1 417 (500-1)
CIRCLING ***	1440-1 421 (500-1)	1480-1 461 (500-1)	1480-1½ 461 (500-1½)	1580-2 561 (600-2)	2080-3 1061(1100-3)

SC-2, 08 APR 2010 to 06 MAY 2010

ILS or LOC/DME RWY 33L

LOC I-SPS	APCH CRS	Rwy ldg 13,101 / TDZE 1000 / Arpt Elev 1019
109.7 Chan 34	330°	

AL-454 [USAF]

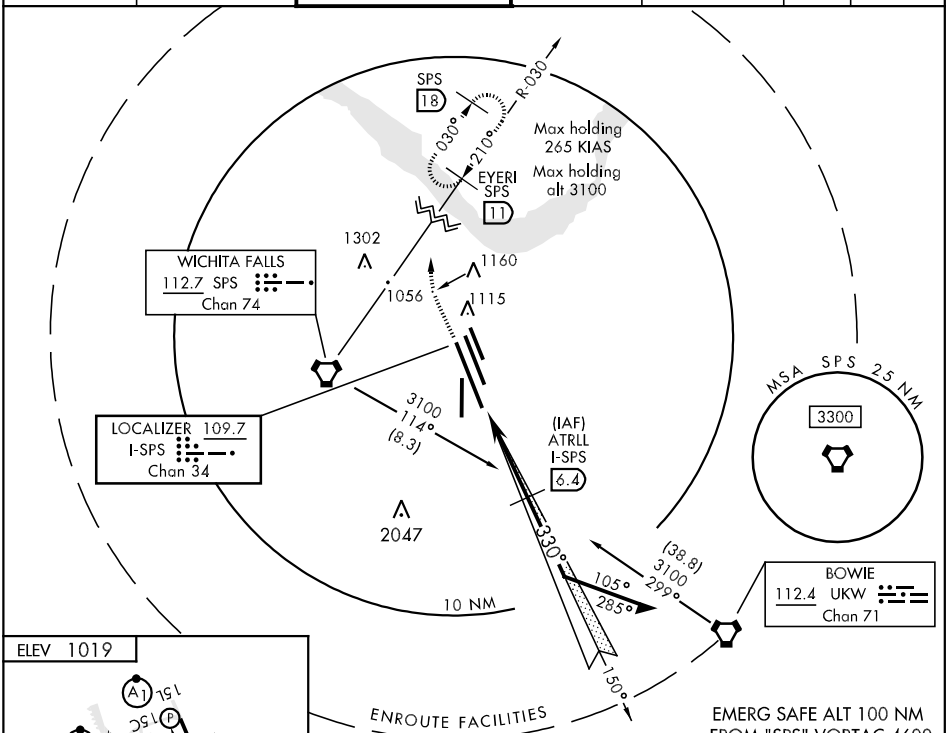
WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS (KSPS)

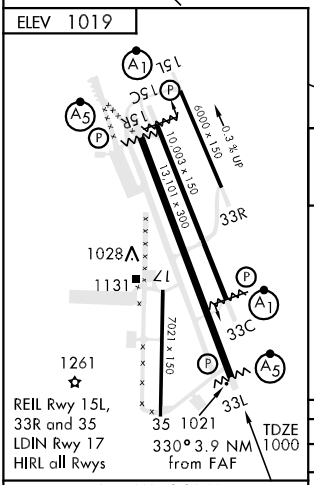
* When ALS inop, increase CAT ABCD vis to ¾ miles.
** When ALS inop, increase LOC CAT ABCD to 1 mile.
*** Circling NA West of RWY 15R/33L.

MALSR

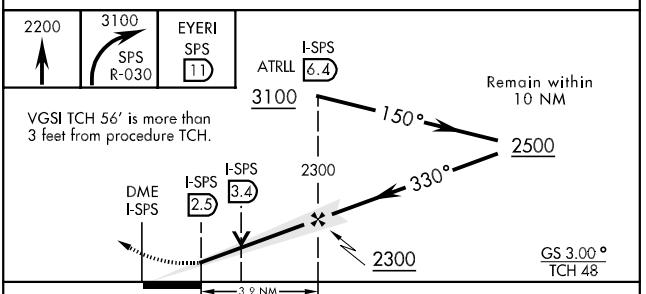
MISSED APPROACH: Climb to 2200, then climbing right turn to 3100 via SPS VORTAC R-030 to EYERI (SPS R-030/11) and hold.

ATIS ★	SHEPPARD APP CON	SHEPPARD TOWER ★	GND CON	CLNC DEL	ASOS	ASR/PAR
132.05 269.9	118.2 269.025	119.75 279.525 (CTAF)	125.5 289.4	121.2 282.225		





FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18



CATEGORY	A	B	C	D
S-ILS 33L *	1200-½	200 (200-½)		
S-LOC/DME 33L **	1340-½ 340 (400-½)		1340-¾ 340 (400-¾)	
CIRCLING ***	1440-1 421 (500-1)	1480-1 461 (500-1)	1480-1½ 461 (500-1½)	1580-2 561 (600-2)

NDB RWY 33L

NDB ICF	APCH CRS	Rwy ldg / TDZE / Arpt Elev
296	330°	13101 / 1000 / 1019

AL-454 (USAF)

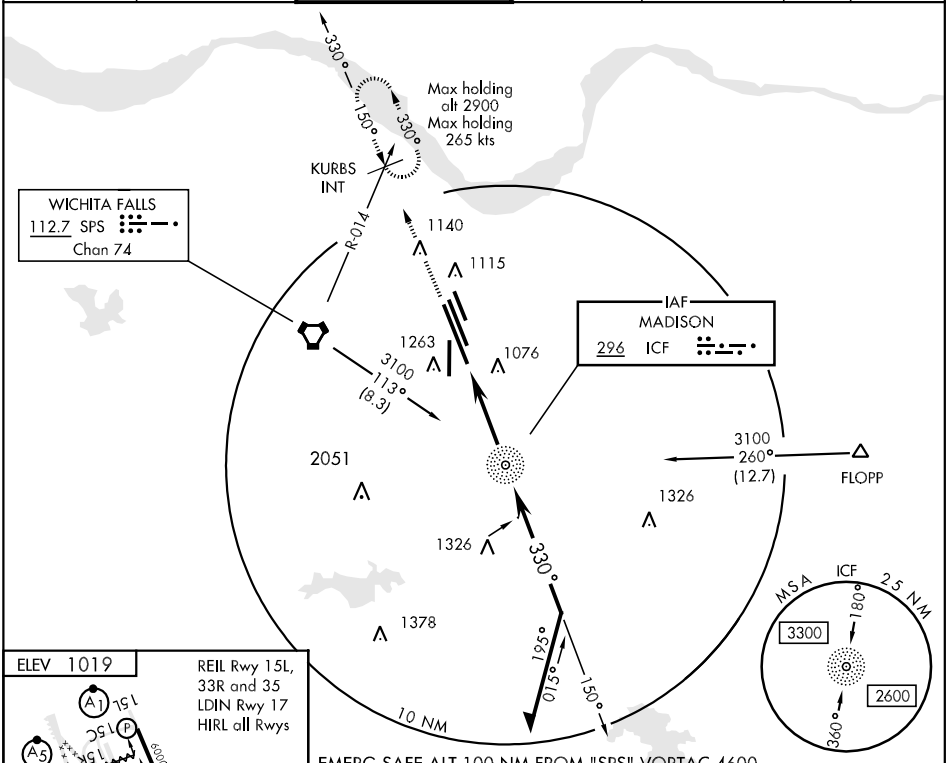
WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

* When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles.
** Circling NA West of Rwy 15R-33L.

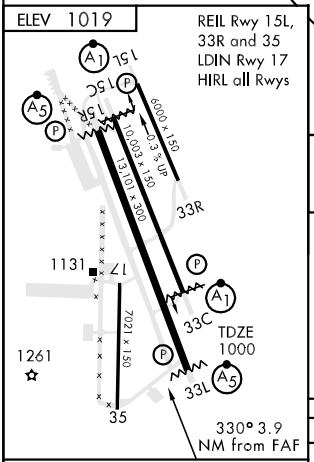
MALSR

MISSED APPROACH: Climb to 2900 on bearing 330° from ICF NDB to KURBS INT and hold.

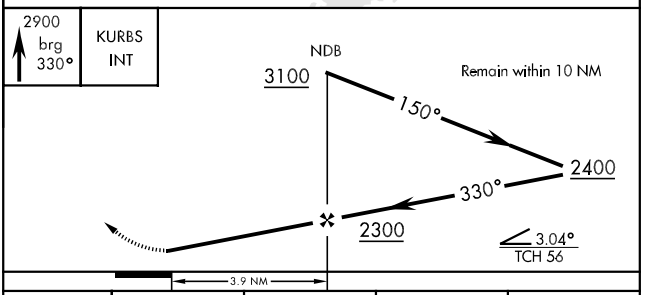
ATIS ★	SHEPPARD APP CON	SHEPPARD TOWER ★	GND CON	CLNC DEL	ASOS	ASR/PAR
132.05 269.9	118.2 269.025	119.75 279.525 (CTAF)	125.5 289.4	121.2 282.225		



EMERG SAFE ALT 100 NM FROM "SPS" VORTAC 4600



FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18



CATEGORY	A	B	C	D
S-33L *	1540 - ½	540 (600-½)	1540 - 1 540 (600-1)	1540 - 1¼ 540 (600-1¼)
CIRCLING **	1540 - 1	521 (600-1)	1540 - 1½ 521 (600-1½)	1580 - 2 561 (600-2)

SC-2, 08 APR 2010 to 06 MAY 2010

APCH CRS	Rwy ldg	6000
150°	TDZE	1019
	Arpt Elev	1019

AL-454 [USAF]

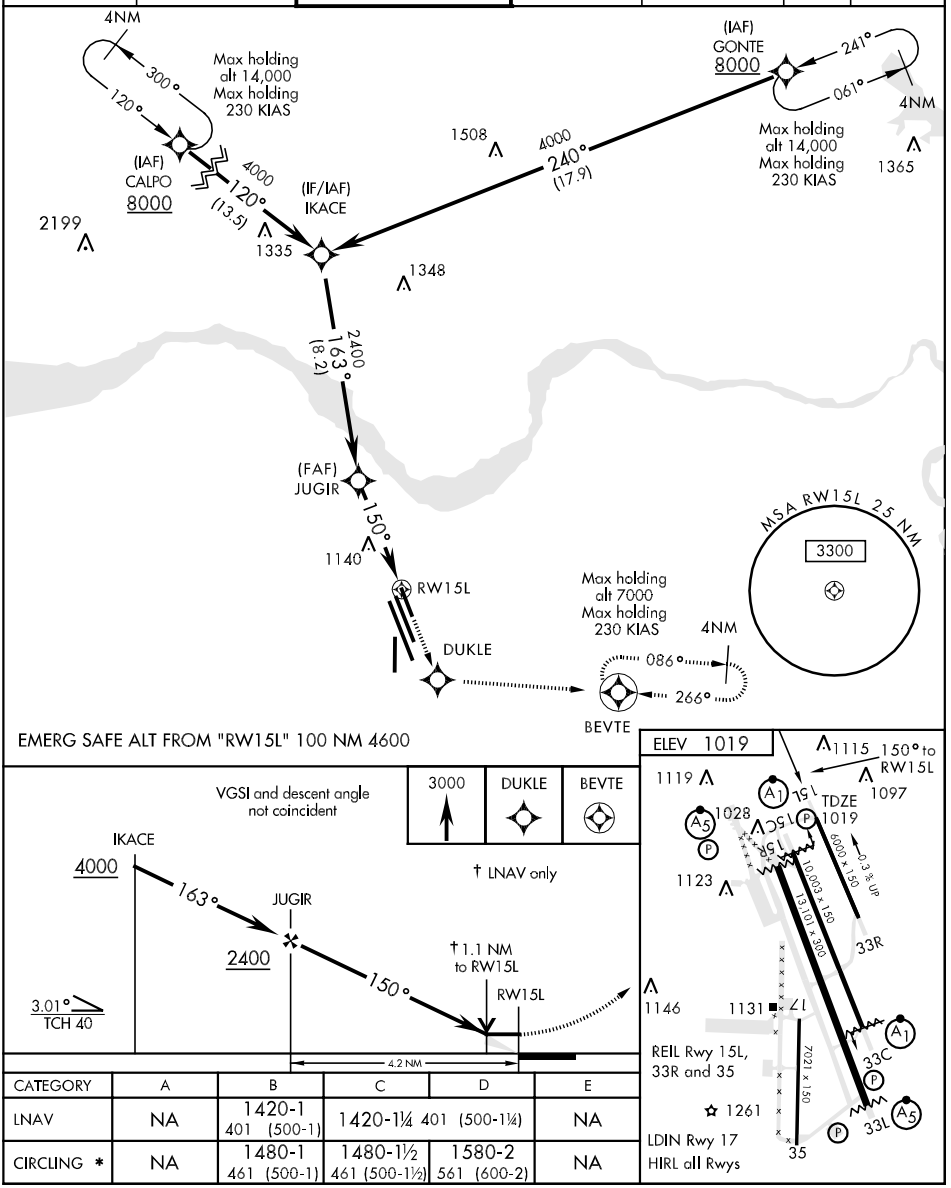
RNAV (GPS) RWY 15L

WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

* Circling NA West of RWY 15R/33L.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb and maintain 3000 direct DUKLE and via 086° track to BEVTE and hold.

ATIS ★	SHEPPARD APP CON	SHEPPARD TOWER ★	GND CON	CLNC DEL	ASOS	ASR/PAR
132.05 269.9	118.2 269.025	119.75 279.525 (CTAF)	125.5 289.4	121.2 282.225		



CATEGORY	A	B	C	D	E
LNAV	NA	1420-1 401 (500-1)	1420-1¼ 401 (500-1¼)		NA
CIRCLING *	NA	1480-1 461 (500-1)	1480-1½ 461 (500-1½)	1580-2 561 (600-2)	NA

SC-2, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 15R

APCH CRS	Rwy ldg	TDZE	Arpt Elev
150°	13,101	998	1019

AL-454 [USAF]

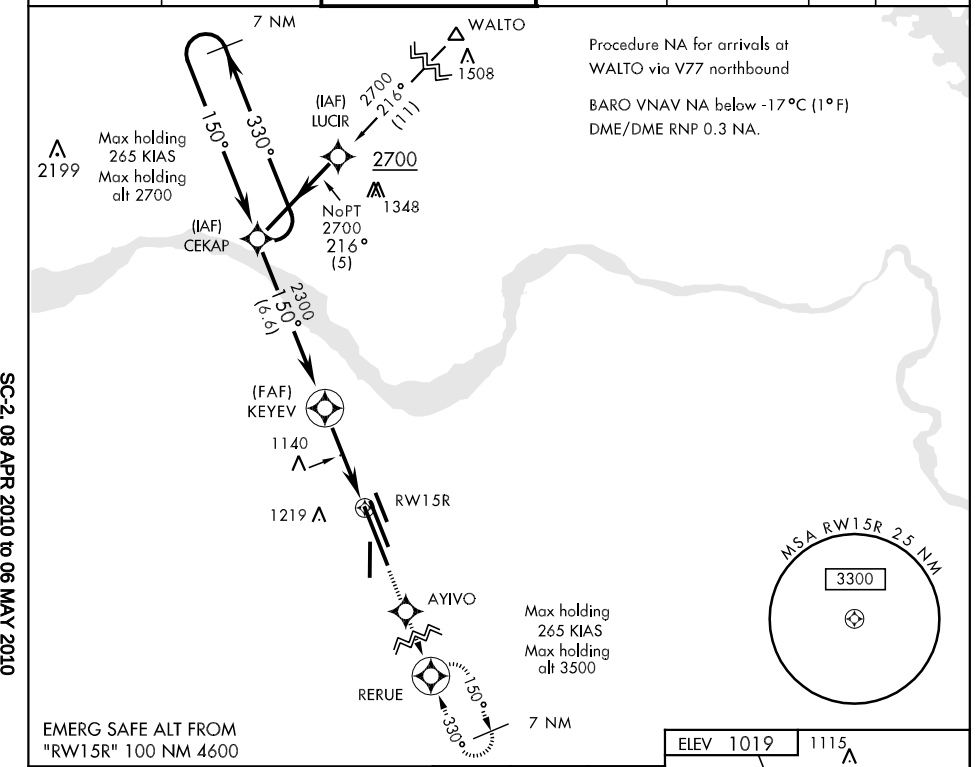
WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

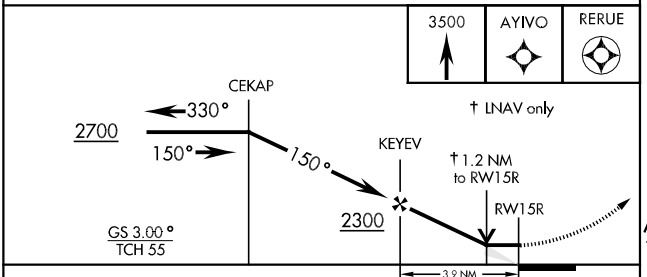
▼ * When ALS inop, increase LNAV/VNAV vis to 1½ miles.
** When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1¼ miles.
*** Circling NA West of RWY 15R/33L.

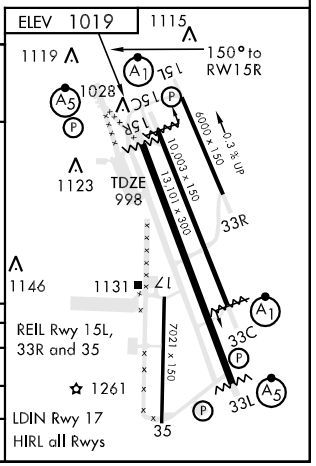
MALSR

MISSED APPROACH: Climb to 3500 direct AYIVO and via 150° track to RERUE and hold.

ATIS ★	SHEPPARD APP CON	SHEPPARD TOWER ★	GND CON	CLNC DEL	ASOS	ASR/PAR
132.05 269.9	118.2 269.025	119.75 279.525 (CTAF)	125.5 289.4	121.2 282.225		







CATEGORY	A	B	C	D
LNAV/VNAV * DA	1460-1 462 (500-1)			
LNAV MDA **	1420-½ 422 (500-½)		1420-¾ 422 (500-¾)	
CIRCLING ***	1440-1 421 (500-1)	1480-1 461 (500-1)	1480-1½ 461 (500-1½)	1580-2 561 (600-2)

RNAV (GPS) RWY 33L

AL-454 [USAF]

WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

APCH CRS	Rwy ldg	TDZE	Arpt Elev
330°	13,101	1000	1019

▼ * When ALS inop, increase LNAV/VNAV vis to 1½ mile.
** When ALS inop, increase CAT ABC vis to 1 mile, CAT D to 1¼ miles.
*** Circling NA West of RWY 15R/33L.

MALSR

MISSED APPROACH: Climb to 2700 direct BAILE and via 330° track to CEKAP and hold.

ATIS ★	SHEPPARD APP CON	SHEPPARD TOWER ★	GND CON	CLNC DEL	ASOS	ASR/PAR
132.05 269.9	118.2 269.025	119.75 279.525 (CTAF)	125.5 289.4	121.2 282.225		

DME/DME RNP-0.3 NA.
BARO VNAV NA below -17°C (1°F)

7 NM
Max holding alt 4000
Max holding 265 KIAS
150°
330°
CEKAP
1115
1140
BAILE
RW33L
1076
330°
(FAF)
ZEGUM
1326
2300
330°
(8.1)
(IAF)
RERUE
Max holding alt 3500
150°
330°
7 NM
NoPT 3500
355°
(11.2)
(IAF)
KARYN
3500
Procedure NA for arrivals at KARYN via V568 southeast bound.

M.S.A RW33L 25 NM
3300

EMERG SAFE ALT FROM "RW33L" 100 NM 4600

ELEV 1019

15L
15C
15R
6000 x 150
0.3 % UP
10,003 x 150
13,101 x 300
33R
1131
17
7027 x 150
33C
TDZE 1000
33L
1261
1263
35
1038
1073
330° to RW33L

REIL Rwy 15L, 33R and 35
LDIN Rwy 17
HIRL all Rwys

2700 BAILE	tr 330°	CEKAP

† LNAV only

RERUE
150°
3500
330°
ZEGUM
330°
†1 NM to RW33L
RW33L
2300
GS 3.00°
TCH 57
3.9 NM

CATEGORY	A	B	C	D
LNAV/VNAV * DA	1420-1 420 (500-1)			
LNAV MDA **	1360-½ 360 (400-½)		1360-¾ 360 (400-¾)	
CIRCLING ***	1440-1 421 (500-1)	1480-1 461 (500-1)	1480-1½ 461 (500-1½)	1580-2 561 (600-2)

SC-2, 08 APR 2010 to 06 MAY 2010

APCH CRS	Rwy ldg	6000
316°	TDZE	1009
	Arpt Elev	1019

AL-454 [USAF]

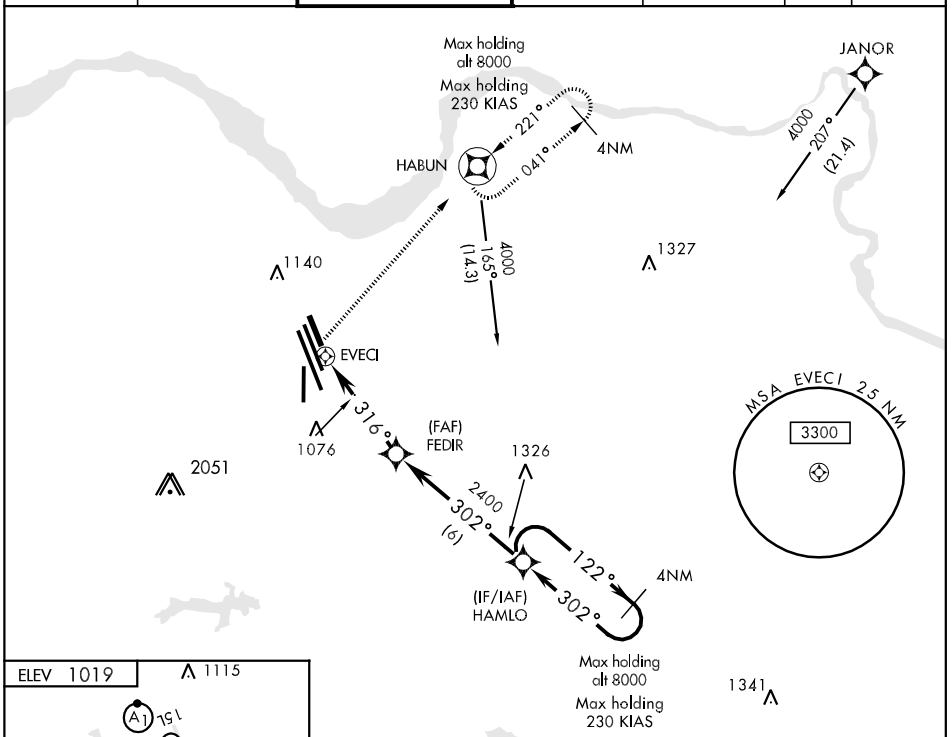
RNAV (GPS) RWY 33R

WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

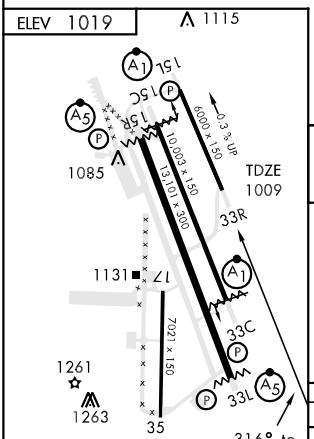
* Circling NA West of RWY 15R/33L.
DME/DME RNP-0.3 NA.

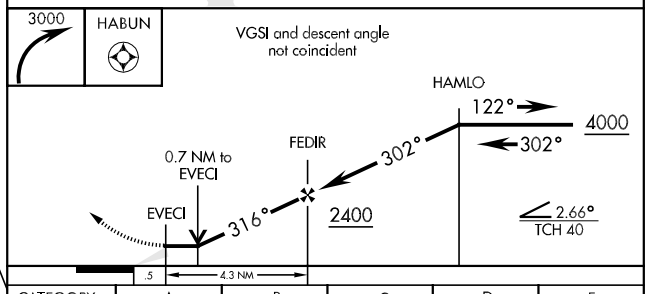
MISSED APPROACH: Climbing right turn to 3000 direct HABUN and hold.

ATIS ★	SHEPPARD APP CON	SHEPPARD TOWER ★	GND CON	CLNC DEL	ASOS	ASR/PAR
132.05 269.9	118.2 269.025	119.75 279.525 (CTAF)	125.5 289.4	121.2 282.225		



EMERG SAFE ALT FROM "EVECI" 100 NM 4600





CATEGORY	A	B	C	D	E
LNAV	1420-1 411 (500-1)		1420-1¼ 411 (500-1¼)		NA
CIRCLING *	1440-1 421 (500-1)	1480-1 461 (500-1)	1480-1½ 461 (500-1½)	1580-2 561 (600-2)	NA

VOR-D

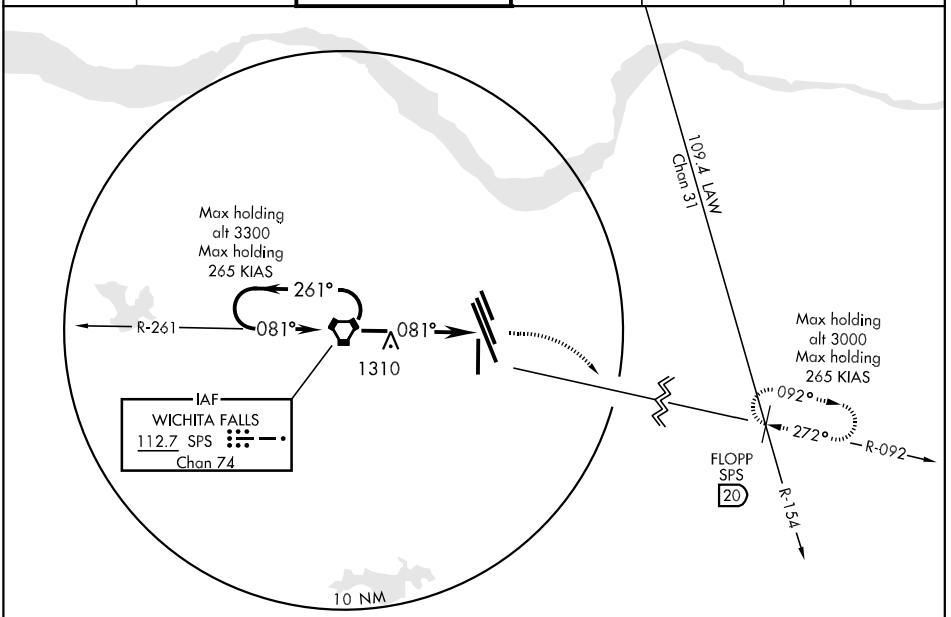
VORTAC SPS 112.7 Chan 74	APCH CRS 081°	Rwy ldg N/A TDZE N/A Arpt Elev 1019

AL-454 (USAF)

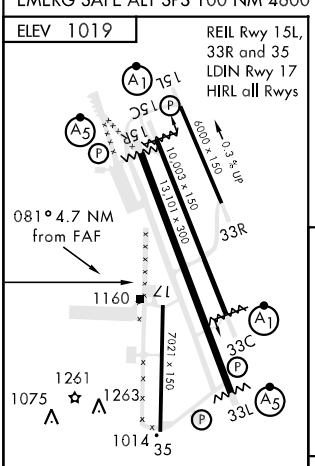
WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

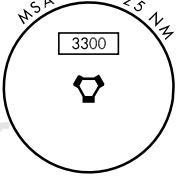
MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via SPS VORTAC R-092 to FLOPP intersection SPS 20 DME and hold.

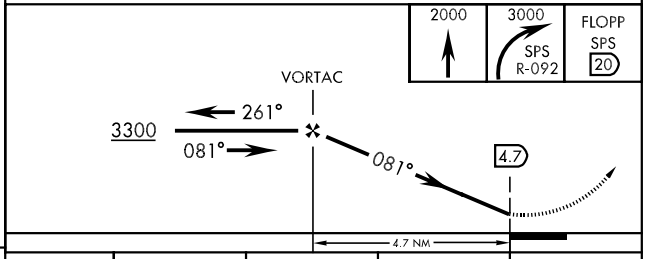
ATIS ★	SHEPPARD APP CON	SHEPPARD TOWER ★	GND CON	CLNC DEL	ASOS	ASR/PAR
132.05 269.9	118.2 269.025	119.75 279.525 (CTAF)	125.5 289.4	121.2 282.225		



EMERG SAFE ALT SPS 100 NM 4600







FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

CATEGORY	A	B	C	D
CIRCLING	1580 - 1 561 (600-1)		1580 - 1½ 561 (600-1½)	1580 - 2 561 (600-2)

VOR/DME-E

VORTAC SPS 112.7 Chan 74	APCH CRS 260°	Rwy Idg N/A TDZE N/A Arpt Elev 1019

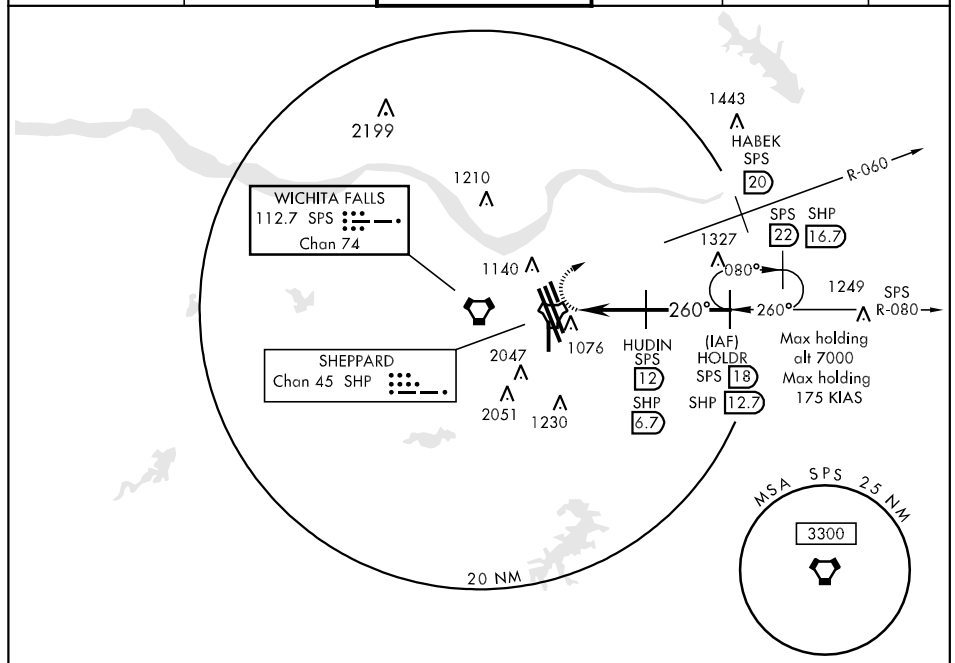
AL-454 [USAF]

WICHITA FALLS/ SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

* Circling not authorized W of Rwy 15R-33L.

MISSED APPROACH: Climbing right turn to 3200, intcp SPS VORTAC R-060 to 20 DME (HABEK). Expect radar vectors.

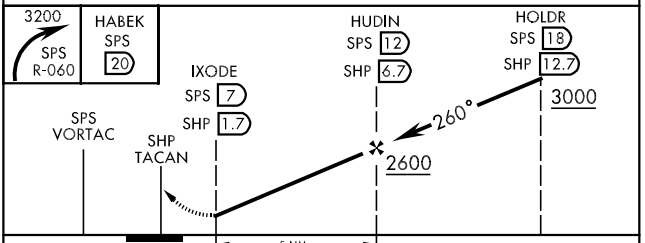
ATIS ★	SHEPPARD APP CON	SHEPPARD TOWER ★	GND CON	CLNC DEL	ASR/PAR
132.05 269.9	118.2 269.025	119.75 279.525 (CTAF)	125.5 289.4	121.2 282.225	



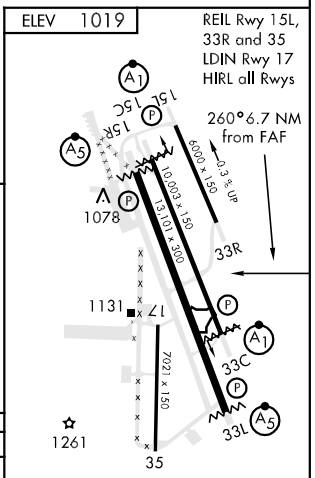
RADAR REQUIRED

PROCEDURE TURN NOT AUTHORIZED

EMERG SAFE ALT 100 NM 4600



CATEGORY	A	B	C	D	E
CIRCLING *	1440-2 421 (500-2)	1480-2	461 (500-2)	1580-2 561 (600-2)	2080-3 1061(1100-3)



SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5003
132°	TDZE	2822
	Apt Elev	2822

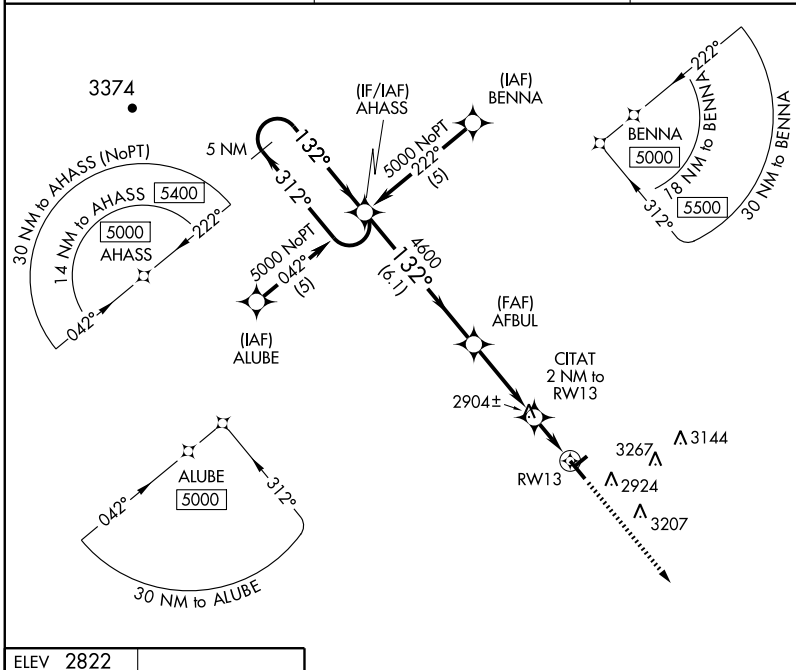
RNAV (GPS) RWY 13

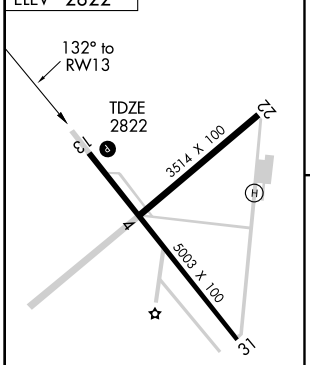
WINK/WINKLER COUNTY (INK)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Pecos altimeter setting and increase all MDA 100 feet and LNAV Cat C visibility ¼ mile. VDP NA when using Pecos altimeter setting.

MISSED APPROACH: Climb to 5000 direct BORTY and hold.

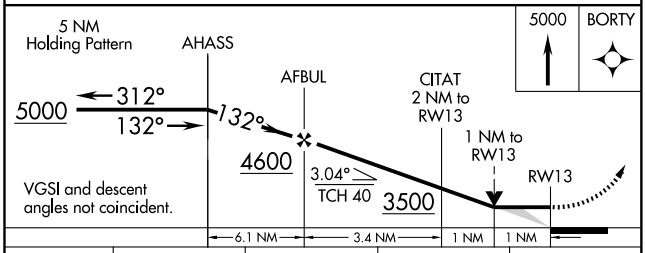
ASOS	FORT WORTH CENTER	UNICOM
118.325	133.1 298.95	123.0 (CTAF) L





MIRL Rwys 4-22 and 13-31 L





CATEGORY	A	B	C	D
LNAV MDA	3160-1 338 (400-1)			NA
CIRCLING	3280-1 458 (500-1)	3300-1 478 (500-1)	3300-1½ 478 (500-1½)	NA

SC-3. 08 APR 2010 to 06 MAY 2010

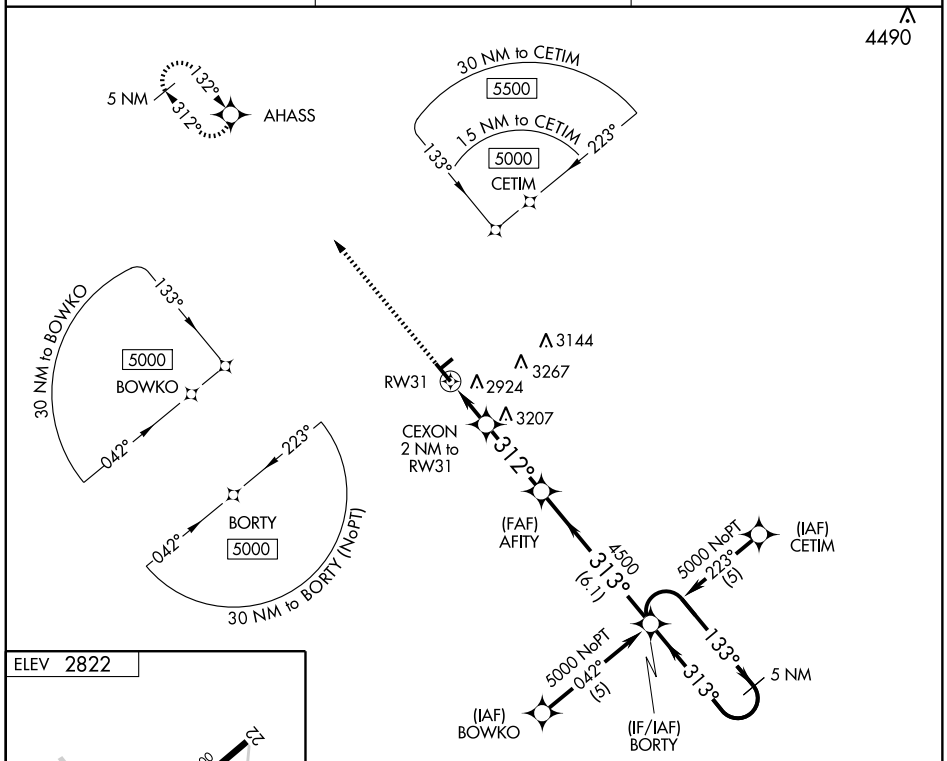
APP CRS	Rwy Idg	5003
312°	TDZE	2818
	Apt Elev	2822

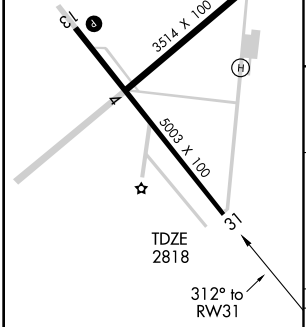
RNAV (GPS) RWY 31
WINK/WINKLER COUNTY (INK)

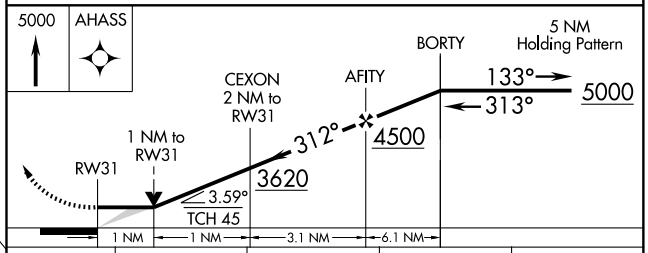
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Pecos altimeter setting and increase all MDA 100 feet and LNAV Cat C visibility ¼ mile. VDP NA when using Pecos altimeter setting.

MISSED APPROACH: Climb to 5000 direct AHASS and hold.

ASOS	FORT WORTH CENTER	UNICOM
118.325	133.1 298.95	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	3240-1 422 (500-1)		3240-1¼ 422 (500-1¼)	NA
CIRCLING	3280-1 458 (500-1)	3300-1 478 (500-1)	3300-1½ 478 (500-1½)	NA

MIRL Rwys 4-22 and 13-31 L

SC-3. 08 APR 2010 to 06 MAY 2010

VORTAC INK	APP CRS	Rwy Idg	5003
112.1	150°	TDZE	2822
Chan 58		Apt Elev	2822

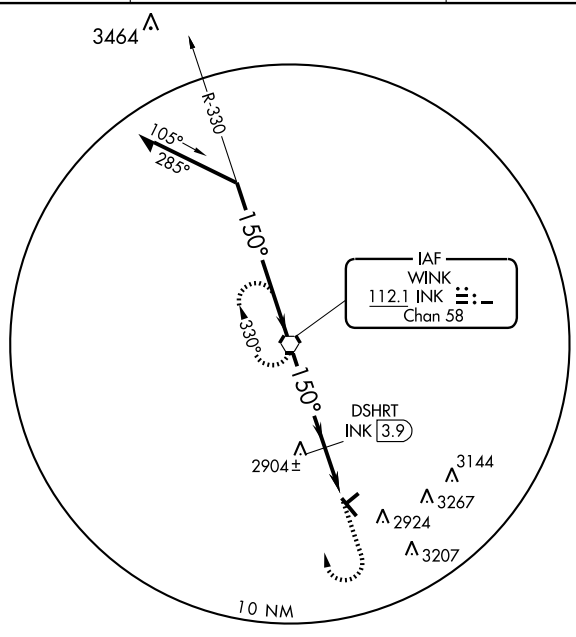
VOR RWY 13

WINK/WINKLER COUNTY (INK)

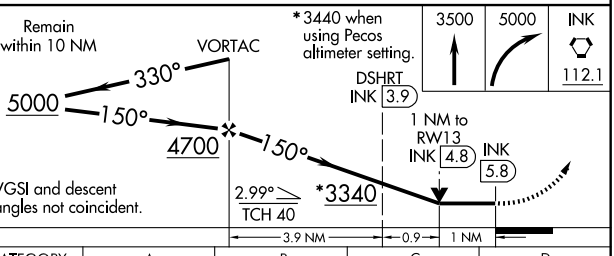
When local altimeter setting not received, use Pecos altimeter setting and increase all MDAs 100 feet and Cat C visibility ¼ mile and increase DSHRT fix: all MDA 100 feet and S-13 Cat C visibility ¼ mile. VDP NA when using Pecos altimeter setting.

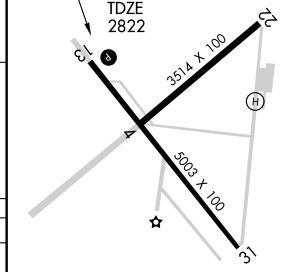
MISSED APPROACH: Climb to 3500 then climbing right turn to 5000 direct INK VORTAC and hold.

ASOS	FORT WORTH CENTER	UNICOM
118.325	133.1 298.95	123.0 (CTAF) L









CATEGORY	A	B	C	D
S-13	3340-1 518 (600-1)		3340-1½ 518 (600-1½)	NA
CIRCLING	3340-1 518 (600-1)		3340-1½ 518 (600-1½)	NA
DSHRT FIX MINIMUMS				
S-13	3160-1 338 (400-1)			NA
CIRCLING	3280-1 458 (500-1)	3300-1 478 (500-1)	3300-1½ 478 (500-1½)	NA

MIRL Rwys 4-22 and 13-31 L

FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

SC-3. 08 APR 2010 to 06 MAY 2010

VOR/DME UIM	APP CRS	Rwy Idg	N/A
114.0	044°	TDZE	N/A
Chan 87		Apt Elev	513

VOR-A

WINNSBORO MUNI (F51)

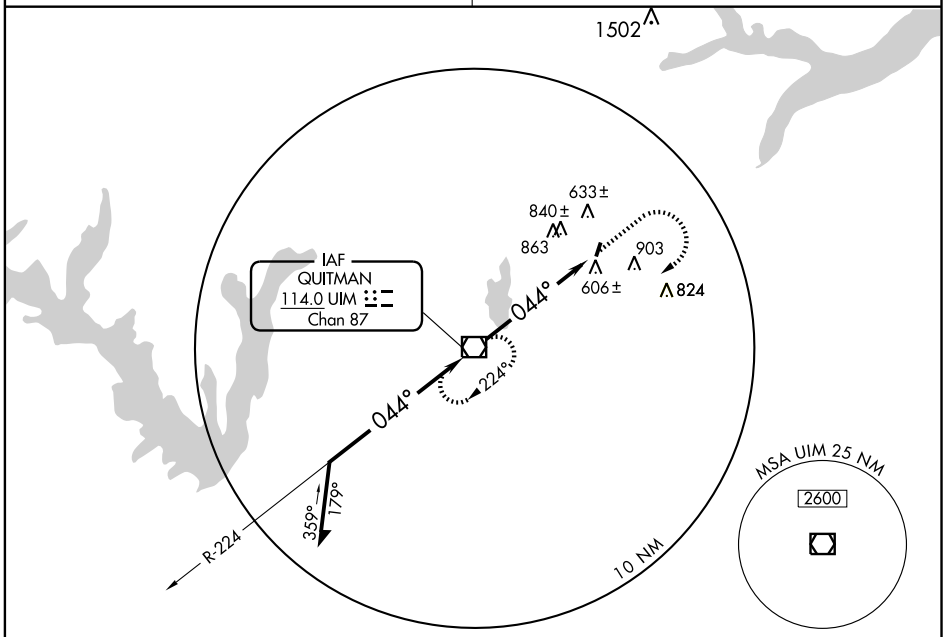
Use Tyler Pounds altimeter setting, if not received use Gregg County altimeter setting, when neither received procedure not authorized.

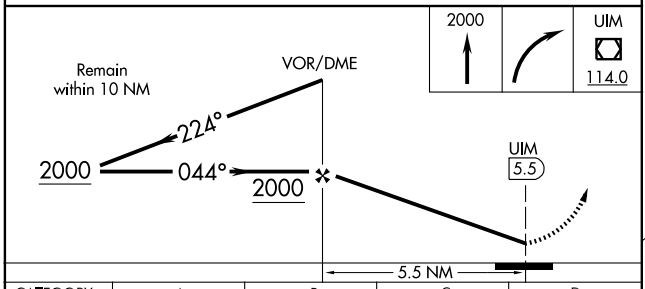
NA

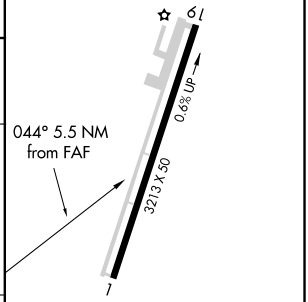
MISSED APPROACH: Climb to 2000 then right turn direct UIM VOR/DME and hold.

LONGVIEW APP CON★
128.75 379.15

CTAF
122.9 L







MIRL Rwy 1-19 L

CATEGORY	A	B	C	D
CIRCLING	1360-1 847 (900-1)	1360-1¼ 847 (900-1¼)	1360-2½ 847 (900-2½)	NA
GREGG COUNTY ALTIMETER SETTING MINIMUMS				
CIRCLING	1400-1¼ 887 (900-1¼)		1400-2¾ 887 (900-2¾)	NA

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SC-2, 08 APR 2010 to 06 MAY 2010

NDB IEW	APP CRS	Rwy Idg	3204
396	346°	TDZE	1870
		Apt Elev	1870

NDB or GPS RWY 35

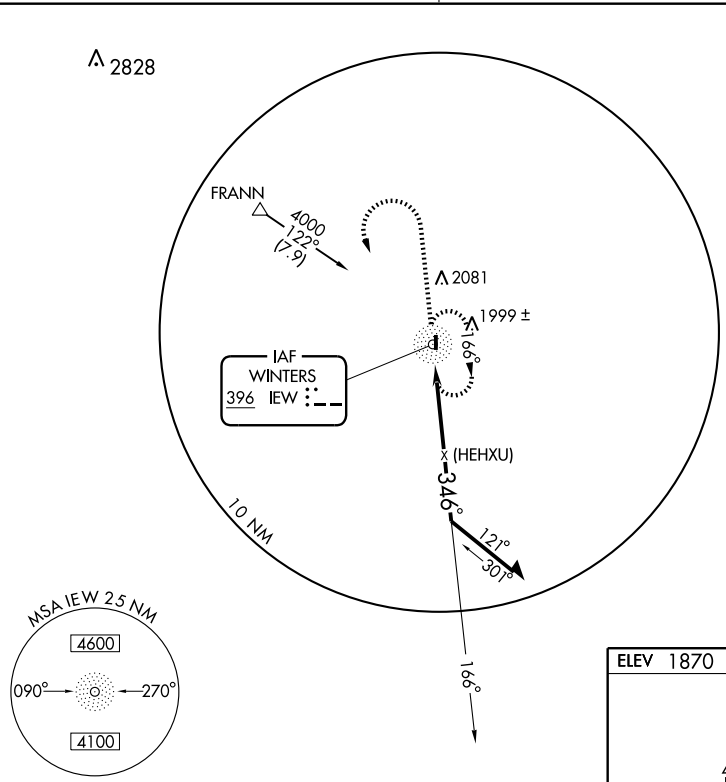
WINTERS MUNI (77F)

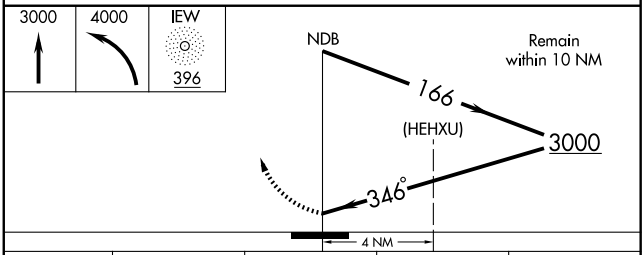
NA Use Abilene, TX altimeter setting.

MISSED APPROACH: Climb to 3000 then climbing left turn to 4000 direct IEW NDB and hold.

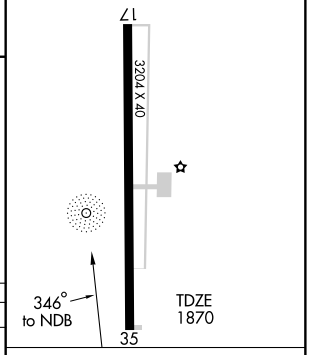
ABILENE APP CON
127.2 282.3

122.9 (CTAF)





ELEV 1870 LIRL Rwy 17-35



CATEGORY	A	B	C	D
S-35	2500-1	630 (700-1)	2500-1¾ 630 (700-1¾)	NA
CIRCLING	2500-1	630 (700-1)	2500-1¾ 630 (700-1¾)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-3. 08 APR 2010 to 06 MAY 2010

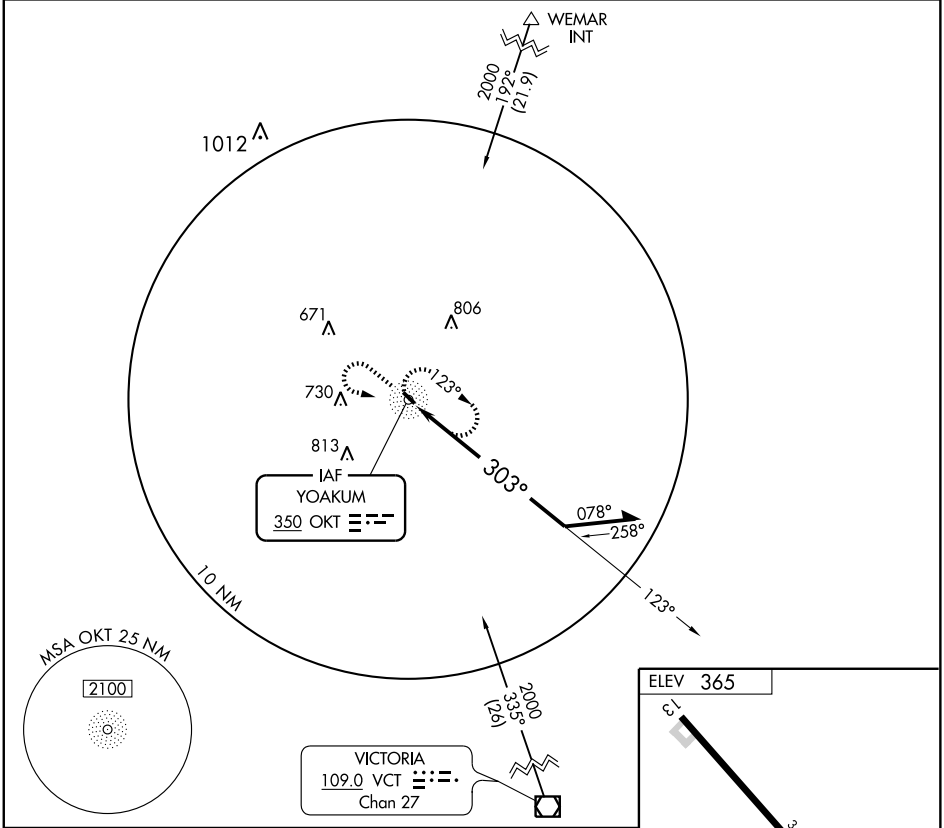
NDB OKT	APP CRS	Rwy Idg	3445
350	303°	TDZE	363
		Apt Elev	365

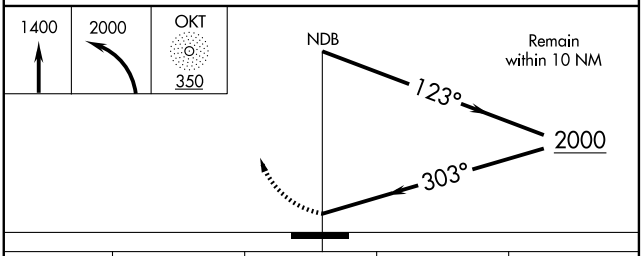
NDB RWY 31
YOAKUM MUNI (T85)

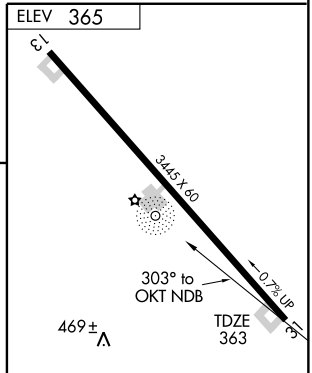
NA Use Victoria Regional altimeter setting. Procedure not authorized at night.

MISSED APPROACH: Climb to 1400 then climbing left turn to 2000 direct OKT NDB and hold.

VICTORIA REGIONAL ASOS	HOUSTON CENTER	CTAF
119.025	132.8 343.7	122.9 (L)







MIRL Rwy 13-31 (L)

CATEGORY	A	B	C	D
S-31	940-1	577 (600-1)	940-1½ 577 (600-1½)	NA
CIRCLING	940-1	575 (600-1)	940-1½ 575 (600-1½)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-3, 08 APR 2010 to 06 MAY 2010

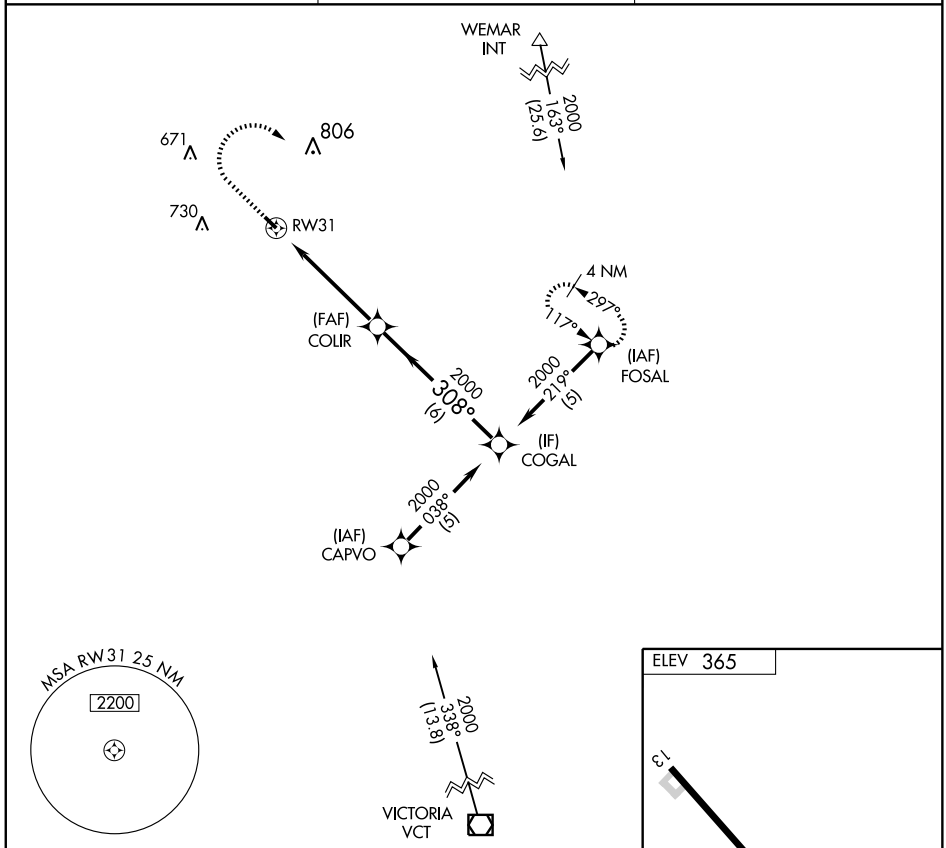
APP CRS	Rwy Idg	3445
308°	TDZE	363
	Apt Elev	365

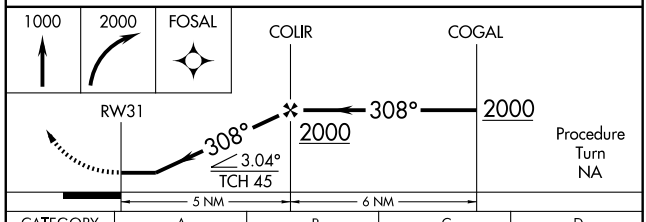
RNAV (GPS) RWY 31
YOAKUM MUNI (T85)

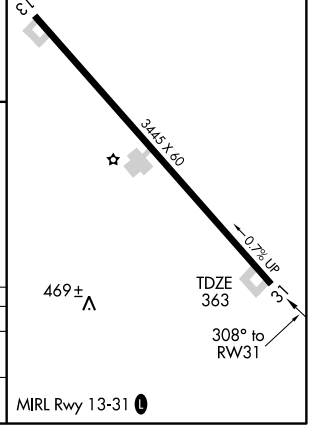
⚠ NA — Use Victoria Regional altimeter setting. Procedure not authorized at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct FOSAL and hold.

VICTORIA REGIONAL ASOS	HOUSTON CENTER	CTAF
119.025	132.8 343.7	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	840-1 477 (500-1)		840-1¼ 477 (500-1¼)	NA
CIRCLING	920-1 555 (600-1)		920-1½ 555 (600-1½)	NA

SC-3, 08 APR 2010 to 06 MAY 2010